

~~4~~ 103

Scott Schimanski - Dolans Bay Marina

From: "Stuart" <stuart.carter@internode.on.net>
To: <plan_comment@planning.nsw.gov.au>
Date: 9/20/2011 11:53 AM
Subject: Dolans Bay Marina

Applicant: Dolans Bay Marina Expansion (MPI0-0017)

From: Stuart Carter
55 Myrtle Forest Road
COLLINSVALE TAS 7012

Statement: I object to this project proposal for the following reasons:

- Detrimental effects of increased traffic - such as noise pollution and extra marine engine pollution - on the beauty and ecology of the bay.
- Increase of other pollution - debris, plastics etc - in the bay, as well as contaminants from anti-fouling paint.
- Overcrowding of bay, meaning loss of safe spaces for less impactful recreational users, such as rowers, kayakers and so on, especially so with larger boats trying to navigate in what is a small bay.
- Restrictions to waterfront access for residents on shoreline.
- Restrictions to public access to bay (a public resource) in favour of private owners.

I have no reportable political donations to declare.

Thank you.



Scott Schimanski - Dolans Bay Marina

From: "Stuart" <stuart.carter@internode.on.net>
To: <plan_comment@planning.nsw.gov.au>
Date: 9/20/2011 12:00 PM
Subject: Dolans Bay Marina
Attachments: .vcf

Applicant: Dolans Bay Marina Expansion (MPI0-0017)

From: Stuart Carter
55 Myrtle Forest Road
COLLINSVALE TAS 7012

Statement: I object to this project proposal for the following reasons:

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- Restrictions to waterfront access for residents on shoreline.
- Restrictions to public access to bay (a public resource) in favour of private owners.

I have no reportable political donations to declare.

Thank you.

Apologies for sending this twice, I sent the first one without adding signature.

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15th September, 2011

APPLICANT: Dolans Bay Marina Expansion (MP10-0017)

FROM: Nathan Cassidy
82 Parthenia Street
Dolans Bay 2229

I object to this project proposal for the following reasons.

I live with my parents in Dolans Bay and this proposal has the potential to ruin the Bay for my lifetime and generations to come.

My parents chose to live here for the Bays tranquillity and natural beauty. This massive overdevelopment of the Bay will change this way of life forever.

There will be restriction of access to private waterfront facilities along the shoreline. Visual impact at this level will be most affected from pontoons and boatsheds at water level.

The proposed marina will occupy a significant amount of the waterway. Some 3 times more waterway area than the existing marinas footprint.

Noise both at the water and in the residential streets will significantly increase. The marina can operate 24/7.

Parking for the existing marina is totally inadequate. 10 car spaces for 29 berths and 22 moorings. The proposal provides for not one additional offstreet parking space, with parking expected to be accommodated on the residential street. Can you please explain this irrational logic.

The steepness and slope of the land base from which the marina operates does not lend itself to pedestrian, patrons, servicing and vehicle access requirements and the necessary infrastructure to support these services.

As I think more about this proposal there is nothing in it to benefit anyone in the general residential and boating community. Would you please consider my concerns in the NSW Governments decision process.

I have no reportable political donations to declare.

Nathan Cassidy

105

DAVID SANEGOR, BSc Environmental Biology
4 ELLERY PLACE
DOLANS BAY NSW 2229
September 12, 2011

MAJOR PROJECTS ASSESSMENT
DEPT PLANNING & INF
GPO BOX 39
SYDNEY NSW 2001

APPLICANT DOLANS BAY MARINA MPI0-0017

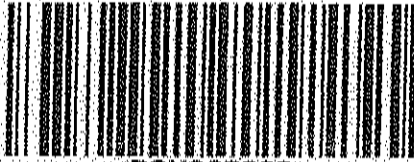
I OBJECT TO THIS DEVELOPMENT FOR THE FOLLOWING REASONS -

- RESTRICTION OF PUBLIC AND PRIVATE ACCESS TO THE BAY. THE PROPOSED DEVELOPMENT WILL CREATE A SIGNIFICANT OBSTACLE FOR PRIVATE CRAFT TO NEGOTIATE AND INCREASE THE CLUTTER WITHIN AN ALREADY BOAT CHOKED BAY.
- PROPOSED DEVELOPMENT IS TOO LARGE FOR THE ALREADY OVERCROWDED DOLANS BAY INLET. THERE SHOULD BE NO INCREASE IN THE NUMBER OF MOORINGS IN THE BAY - THE SWING MOORINGS SHOULD BE ABANDONED AND EXISTING VESSELS ADDED TO THE MARINA FOR SAFETY AND SECURITY AND NAVIGATION BENEFITS. A 63 BOAT INCREASE IS FAR TOO MANY BOATS FOR THIS TINY BAY.
- AN INCREASE OF 53 BOAT MOORINGS WILL AFFECT TIDAL FLUSHING AND WATER QUALITY. DOLANS BAY MARINA HAS NO SEWERAGE PUMP OUT FACILITIES, NOR DOES THE MARINA HAVE ANY CONTAINMENT FOR ITS DRY DOCK CLEANING. AS A RESULT THE AREA ADJACENT TO THE MARINA SLIPWAY IS CONTAMINATED WITH PAINT FRAGMENTS AND OTHER BOAT RELATED RUBBISH WASHED IN FROM THE DRY DOCK CLEANING FACILITY. BOAT OWNERS CANNOT BE RELIED UPON TO DO THE RIGHT THING UNFORTUNATELY.
- AS AN ENVIRONMENTAL SCIENTIST AND DIVER, I HAVE OBSERVED THE NEGATIVE EFFECTS OF BOAT ANTIFOULING PAINTS, EFFLUENT, URBAN RUNOFF AND SPILLS ON THE BAY'S ECOLOGY, ESPECIALLY IN THE LAST 5-10 YEARS. DOLANS BAY SUPPORTS A LITTLE KNOWN HARD CORAL REEF COMMUNITY THAT HAS COLONISED ROCK OUTCROPS SWING MOORING BALAST, AND WRECKAGE IN CLOSE PROXIMITY TO THE MARINA, EXPANDING THE MARINA COULD REDUCE LIGHT PENETRATION, AND ADVERSELY AFFECT THE CORAL.
- THIS MARINA EXPANSION IS SIMPLY TOO LARGE FOR THE BAY. A SMALLER DEVELOPMENT WOULD BE MORE SUITABLE.
- I HAVE NO REPORTABLE POLITICAL DONATIONS TO DECLARE.

Sincerely,



DAVID SANEGOR



PCU025963



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Glenn Fraser
714b Port Hacking Road,
Dolans Bay 2229
11 September 2011

Major Projects Assessment
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Dear Sir/Madam,

Re: LETTER OF OBJECTION DOLANS BAY MARINA EXPANSION

Applicant: Dolans Bay Marina Expansion (MP10-0017)
From: Glenn Fraser
714B Port Hacking road,
Dolans Bay

Department of Planning
Received
13 SEP 2011
Scanning Room

I am a resident of Dolans Bay who overlooks the existing marina and my family has a mooring in the bay. I have been involved in numerous property developments in my business career with values exceeding \$1 billion including sensitive waterfront development such as the complete redevelopment of Walsh Bay. I am also a director of a major ASX listed property company that manages in excess of \$10 billion of property.

The proposed development is one of the worst proposals I have ever seen. It takes no account of any significant community issue, steals community space and is financially driven to give its owners a windfall gain at the expense of thousands of local residents, all of which who vote.

I object to this proposed project because:

- 1 It monopolises a large amount of a sensitive public waterway.
- 2 It restricts access to private waterfront facilities
- 3 It restricts access to the bay by the public using various forms of watercraft.
- 4 It does not provide any additional parking and the current owner has still not provided the 14 car spaces required for his current development.
- 5 It will create significant traffic on the road leading to safety and accident risks in a narrow suburban setting
- 6 It will increase pollution in the bay from fuel and chemicals used at the marina which already suffers from poor management practices by the Marina owner
- 7 It requires relocation of owners of existing moorings without any financial compensation
- 8 It is a massive overdevelopment of a site that when purchased by the current owners did not have 1 fixed marina berth and the current proposal is for 82 fixed marina berths.
- 9 It does not fulfil any overriding important public need. In fact a significant expansion of Cronulla marina recently has seen numerous unused fixed moorings showing there is not sufficient demand for fixed moorings.

10 It takes no account of the demand for swing moorings where there are 30 plus people on a waiting list.

11 It increase fire risk for an inaccessible part of the Port Hacking and recent history shows houses have been lost to fire in this bay because of accessibility issues.

12 It will increase traffic, wash and noise for all residents in the area. Noise is a much bigger issue on the water as noise travels across the bay impacting residents as far as a kilometre away.

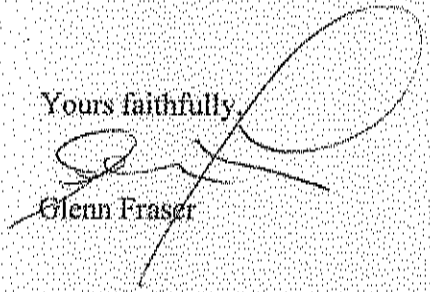
13 The scale of development is completely at odds with a quiet residential precinct which has no commercial development nearby and whose residents have paid hundreds of millions of dollars to enjoy what is public space.

The proponent has a terrible environmental record and the marina was shut down in the recent past due to environmental issues. There is no justification for any approval on this site as the site is already overdeveloped and created negative impacts for the local community. Any approval will have significant detrimental impacts on all local residents and cannot be justified by any sensible public servant, politician or planner.

This development application must be rejected in its entirety.

I have no reportable political donations to declare.

Yours faithfully,



Glenn Fraser

107

Frank Oliveri

7 Loraine ave

Caringbah

Nsw 2229

To Scott Schimanski

Major project assessments

Department of Planning & Infrastructure

GPO Box 39

Sydney NSW 2001

Regarding Dolans Bay expansion

Reference No MP-10_0017

At its current size the marina is acceptable in Ratio to the size Dolans Bay. (Dolans Bay is quite small bay and is very much already populated with Private moorings and Boats in General) Any expansion or increase in size to the Marina will far out way the ratio of Marina to general water ways available to the general Public. When viewing the Plans available and further Plans found under private investigation any increase is way to large in respects to the one marina amongst many residents and users within the fascinaty.

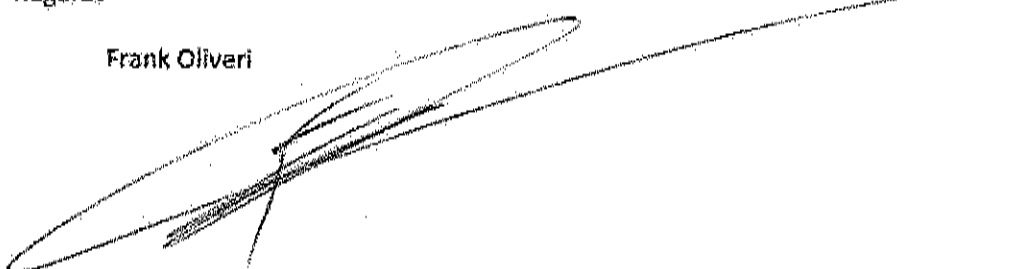
The water way is a Public place, we Pay for its Upgrade, Policing and as a Boat owner its general Use, Public Citizens are not permitted to do anything to Public grounds that is not beneficial to general Public, There are thousands of users around Dolans bay and for that 1 marina to try to expand to this extent when it is only one property amongst many within Dolans bay is just Greed at is very worst.

I will be involved in helping to fund any Joint legal action taken by the residents Of Caringbah and Dolans Bay if the proposal is allowed to continue past this Planning stage.

If you feel need to contact me at any stage please do so.

Regards

Frank Oliveri





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Scott Schimanski - Fw: Dolans Bay Marina

From: "George Cotis" <papacotis2@optusnet.com.au>
To: <scott.schimanski@planning.nsw.gov.au>
Date: 9/5/2011 7:04 AM
Subject: Fw: Dolans Bay Marina

Dear Mr Schimanski,

I refer to my email (below) to which I have not received any response. The following is an extract from my submission in response to the proposal.

I would, however appreciate a response from you on this matter,

"I would first like to **object to the notification process.**

Despite the Department notifying residents and households oppose the proposal to expand Dolans Bay Marina, no notification was given to the occupiers of moorings in Dolans Bay.

This is important on a number of grounds:

Mooring occupiers may live outside the range of notification methods;

There is no way of knowing which moorings may be directly or indirectly affected;

Re-location of, or some other negative impact on moorings is a likely consequence of the proposal.

I made this known to the Department's officer early in the display process without any response.

I therefore submit that the notification process is flawed in so far as people likely to be directly and adversely effected may have been excluded or overlooked.

Further, the failure anywhere within the material which is on display is it made known which of the moorings in Dolans Bay are directly or indirectly effected, and what is anticipated may be the consequences. This denies the opportunity of informed comment."

yours sinserely,

George Cotis

----- Original Message -----

From: George Cotis
To: scott.schimanski@planning.nsw.gov.au
Sent: Saturday, August 27, 2011 9:15 AM
Subject: Dolans Bay Marina

Dear Mr. Schimanski,

DOLANS BAY MARINA

I refer to the process of notification and public exhibition relating to the proposal to expand Dolans Bay marina.

I note that in addition to the usual public notices, the Department has provided written notices to certain householders in the vicinity of the proposal. I assume the householder which have been selected for this direct notification are those which have been considered to be within the visual catchments, or are assumed to be affected by parking, noise and/or traffic. My assumption, of course.

It seems to me that if the Department has judged such advice as necessary in the process of notification and

comment opportunity, then giving effect to this objective is flawed by not giving the same advice to the owners of vessels in Dolans Bay.

While the households/residents may or may not suffer adverse effects arising from the proposal, the boat owners whose vessels occupy swing moorings may, and have the uncertainty of not knowing whether or not they may be seriously disadvantaged. Further, boat owners may not live in the area covered by notice process.

Therefore, I would suggest to you that by not affording the owners of vessels on swing moorings the same notification as has been afforded some householders/residents, the Department may have compromised the opportunities of those most likely to suffer adverse impact.

Yours sincerely,
George Cotis

21 Moombara Crescent
Port Hacking.
02 95246537/0418495338
papacotis2@optusnet.com.au

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Email scanned by PC Tools - No viruses or spyware found.
(Email Guard: 7.0.0.21, Virus/Spyware Database: 6.18240)
<http://www.pctools.com>

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From: roger humphry <roger5419@bigpond.com>
To: <scott.schimanski@planning.nsw.gov.au>
Date: 8/28/2011 5:12 pm
Subject: Dolans Bay Marina Expansion (MP10-0017)

Dear Sir ,

I am writing to object to the expansion of the Marina in Dolans Bay.

I live in Port Hacking Road South Dolans Bay and regularly travel along Parthenia Street . I believe this street is currently too narrow and probably every second time I travel along the street either me or the car coming in the opposite direction has to stop and let the other pass because the street is too narrow especially when there are parked cars . This is particularly relevant near the marina because the road bends at this point. The street is already overcrowded with parked cars with the current no. of boats . There is no way the applicant can provide any additional parking spaces and it is impossible to believe that 10 parking spaces can service 82 boat spaces .

Parthenia street is also used as an access road for cars and trucks towing boats ,barges and other commercial trailers for use at Wallys wharf and I believe this local street is already beyond its safe capacity for transport.

I have views over the bay and there is already many boats in the bay ,I believe any increase would be visually unsightly and dangerous for boats to navigate safely around , I am also concerned about pollution both from fuel ,effluent and other chemicals such as anti-foul products.

My husband and I currently have our small timber clinker boat on a swing mooring in the bay I am very concerned that this mooring would be taken from us and that we would face exhorbitant fees to put our small heritage boat in a large marina.

Yours Faithfully

Rhonda Humphry
1/734 Port Hacking Road
Dolans Bay 2229

I have no reportable political donations to declare

**Scott Schimanski - Objection to Proposed Expansion of Dolans Bay Marina -
Application Number 10 0017**

From: John Crowe <johncrowe43@hotmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 8/19/2011 2:01 PM
Subject: Objection to Proposed Expansion of Dolans Bay Marina - Application Number 10 0017
CC: <scott.schimanski@planning.nsw.gov.au>

Your reference is MP10 0017 - contact officer for proposal is Scott Schimanski

My name is John Crowe of 89 Parthenia Street, Dolans Bay 2229

I object most strongly to this proposal.

Traffic / Parking.....

Should the development proposal be approved, Parthenia Street would undoubtedly see an increase in the number of vehicles moving through to Port Hacking Road and parking in the vicinity of the marina.

Vehicle access along Parthenia Street is already restricted due to its narrow width. Vehicles park on both sides of the road. For years it has not been possible for cars to pass each other without one giving way to avoid a head on collision. Local residents are well aware of the danger. However, any increase in traffic would not only be unwelcome but increasingly dangerous. There have been numerous incidents of wing mirrors being knocked off by passing traffic and side swiping. Moving out of driveways in Parthenia Street is already a risky business with line of sight mostly restricted by parked vehicles. It is impossible now for larger vehicles to move along Parthenia Street without risk, particularly on the road bend (1) opposite the marina car park and (2) the road bend opposite Wisteria Street.

(1). The road bends outside the marina and is a blind corner. Vehicles coming wide at this corner are a serious hazard for oncoming traffic.

(2). The residents opposite Wisteria Street are particularly vulnerable with vehicles approaching from a different blind corner

I believe that any increase in the number of boats being towed and cars / trucks (!) progressing along Parthenia Street should be a concern to you for the safety of motorists and residents.

The Environment.....

Further restricting the waterway is not in the interests of boat users. The number of berths already in place would seem to me to be excessive. Concerns for water quality and sediment pollution have already been documented. Those aspects alone should deny approval.

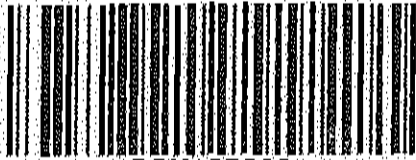
Political Donations

I have made no political donations in the past two years or indeed, in my entire life

Summary.....

Having drawn these observations and my objection to the development proposal to your notice, your office is now on notice and should act responsibly in the interests of the community viz., deny the proposal to expand the marina.

John Crowe



PCU025663

5 Carmen Place
Dolans Bay
NSW 2229
01 September 2011

Department of Planning
Received
5 SEP 2011
Scanning Room

Major Projects Assessment
Dept of Planning and Infrastructure

Dear Madam/Sir,

Re: Dolans Bay Marina Expansion (MP10_0017)

We are writing, as local residents, to object to the above expansion of the Dolans Bay Marina.

Dolans Bay is a small waterway and any expansion of the private marina will further compromise the public's access to the area. More large boats will significantly increase the danger to other water users, such as kayakers and tinnies, which frequent the area.

If the boat numbers increase so will the pollution, decreasing the water quality for all users, especially swimmers. There are also other important environmental issues such as preservation of the natural habitat and tidal flushing.

The steep sided bay will also echo any increase in noise, both from engines and people, and be a further nuisance to those who live along the waterway. The visual impact of more boats will also detract from the beauty of the bay.

The parking along Parthenia Street is already completely inadequate for the current marina. It is already common for marina clients to park in "no parking" zones, increasing the danger to pedestrians and drivers in the area.

When there is parking along both sides of Parthenia Street the street is significantly narrowed, and the bend just to the south of the marina becomes a blind spot. It is not unusual for cars to have to stop suddenly in order to avoid a collision. The footpath at this point is a potential killing zone. Any increase in marina traffic will exacerbate this problem.

Parthenia Street is already a busy street, and the increase in parking will spill up and down the road into the neighbouring side streets, and into the quiet and at present "safe-for-children" cul de sacs. Any additional cars in these streets pose an unacceptable risk to the residents and their children.

In summary, the amenity of the majority of Dolans Bay users and residents should not be compromised by an inappropriate and over-sized development for the private benefit of boat owners. The current marina provides berths for a sustainable number of boat owners, while preserving the bay for all other users and residents.

Yours sincerely,

Jill Arthur and Phillip Widders

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Applicant: Dolans Bay Marina Expansion (MP10-0017)

From: Rob Skimmings
21 Parthenia Street, Dolans Bay



PCU025830

Statement: I oppose this project for the following reasons;

Project size

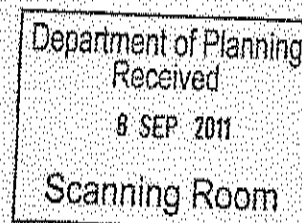
- It monopolizes a large area of public waterway. This proposal in no way benefits the local community. It will detract from the ambience of Dolans Bay.

Noise increase

- This project will increase maritime, motor vehicle and human activity, all of which will significantly increase noise in Dolans Bay and Parthenia Street. This increase in noise will not only adversely affect the living standards of residents on Dolans Bay and in Parthenia Street due to its volume, but also as it can operate 24 hours per day, seven days per week.

Increase in vehicular traffic/Significant reduction in parking

- The marina's driveway access is on a blind narrow corner with limited visibility, limited further when motor vehicles park on Parthenia Street.
- This proposal has no additional parking spaces, even though the proposal is for 53 additional marine berths. Local streets, particularly Parthenia Street would be required to deal with the significant increase in vehicular parking requirements. Parthenia Street is a narrow single street. When vehicles are parked on both sides of the street drivers are required to pull to one side and give way, as only one vehicle can pass at a time.
- Additional traffic would create additional traffic hazards and added safety concerns.
- Visibility for residents exiting driveways would be adversely affected due to the significant increase in kerbside parking and vehicular traffic.
- Service vehicles required to attend the marina for fuel etc would also impact on noise, parking and road safety



Submission re: Dolans Bay Marina Expansion (MP10-0017)

Visual impact

- Dolans Bay is a small-enclosed pristine bay and the existing marina is in scale with its surroundings.
- The proposal will effectively dominate the view of this small bay and its surrounding environment.
- This project will have a negative visual impact on Bay views

Waterway navigation

- This project will restrict public access to freely and safely use Dolans Bay waterway

Ecology

- Ecology and marine life in Dolans Bay will be adversely affected by increased maritime and human activity. This will also reduce the water quality of Dolans Bay

The proposal will be an obvious overdevelopment of Dolans Bay

I have no reportable political donations to declare.

Kind regards



Rob Skimmings
21 Parthenia Street, Dolans Bay
01 September 2011

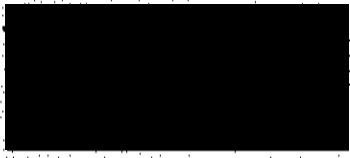


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Major Projects Assessment
Department of planning & infrastructure
GPO BOX 39
Sydney NSW 2001

Applicant: Dolans Bay Marina Expansion (MP10-0017)

From:



Date: 6//09/2011

This marina extension does not meet on several levels. NO NO NO we object to this proposal.

Parking (no allowance for off street parking)

Where are all the boat owners and their guests going to park as parthenia road is at best a very dangerously over crowded road with parked vehicles, especially on the corner where the marina entrance is. From what I can see there has been no allowance for parking in the submission. It is a dangerous corner one is frequently required to drive 1/2 way over on the other side of the road.....accident waiting to happen

On an aesthetics level,

This is an already over crowded bay of parked boats, The significant increase in size and scale of the expansion does not suit this tiny bay, there would be significant noise and visual impact, "no we don't want this Marina extension".

And by the way Cronulla Marina has plenty of empty berths and the RMYC is also expanding. Supply and demand there is no demand for this scale project in Dolans Bay

On an environmental level,

Locally the bay used to be called "crystal bay" due to the clarity of the water and sparkling white sand, this is not the case anymore, since the last expansion to 25 odd boats the marina has continued to silt up and with the added run off from streets and slip way work it now resembles a dirty muddy sand area - no longer crystal. Street run off should also be looked at by the council?

I do not want my name to be available to the proponent, these authorities or on the department's website.

I have no reportable political donations to declare.

Regards





114



Nicole McGrath

1/9/2011

7 Yowie Ave

Caringbah

NSW 2229

Department of Planning
Received
6 SEP 2011
Scanning Room

To whom it may concern,

I am writing in objection to the Dolans Bay Marina Expansion (MP10-0017)

I object to this project for the following reasons:

There will be no parking available on the street which will make it extremely difficult when I visit my family whom live close to the marina, already weekend parking is restricted due to the marina. The street is already very narrow and with cars parked on both sides of the street it makes it near impossible to pass, with more cars expected to park on the street it will impact on the traffic congestion and safety.

We use the bay to putt around in our putter to visit the family, we really enjoy the calm waters of the bay, we choose to travel into the bay by boat because the bay is so small and has a calm and quiet feel to it, with the expansion of the marina how are boats able to visit or access waterfronts and pontoons in the bay. People in the bay enjoy living in a community where we can share the pristine bay, the marina's development is only for financial gain and no consideration has been thought for the neighbours and waterfront owners in the bay and its surrounding areas.

With the marina in use 24 hours 7 days a week, how do the waterfront owners have privacy and peaceful sleep if boats and people will be using the facilities at all hours of the day any day or night?

We like to swim in the bay during the summer months and have enjoyed many family and friend's enjoy using the waterfront facilities my family has as it is such a lovely lifestyle, which is why my parents moved to a waterfront. With the extra boats comes pollution and waste which will impact on the marine life and the quality of the water.

"I have no reportable political donations to declare"

Nicole McGrath

115

5 September 2011

Major Projects Assessment
Department of Planning Infrastructure
GPO BOX 39
SYDNEY NSW 2001

Dear Sir,

RE: DA 00/2791 Proposed Private Marina Dolans Bay

As a resident of Caringbah and frequent user of Dolans Bay I would like to lodge an objection to the extension of the Private Marina on the following basis:

AS A NAVIGATION HAZARD. It will cut off the southern navigation channel adjacent to the foreshore. All craft will have to move out to the centre of the bay to avoid this proposed structure.

IT WILL TRANSFER A LARGE AREA OF THE BAY TO PRIVATE EXCLUSIVE USE. Permanently.

EXISTING MOORINGS Some of which have been used by owners for forty years will have to be removed at considerable expense and inconvenience.

A PRECEDENT FOR THE REST OF PORT HACKING will be created.

WHEN YOU CONSIDER THE SURFACE AREA of the water and the number of boats in this tiny bay you will find it already far in excess of any other bay in Port Hacking.

THE POINT HAS NOW BEEN REACHED where it is difficult to navigate medium to large size boats in the bay.

NO PROPOSAL has been made for off street parking, nor is there room for a further 52 car spaces on the already dangerous Parthenia street by which the marina is accessed.

MARINE GRASS AND MARINE LIFE would be detrimentally affected by the extra Marina traffic.

I DO NOT WANT MY NAME TO BE AVAILABLE TO THE PROPONENT, THESE AUTHORITIES OR ON THE DEPARTMENTS WEBSITE.

I HAVE NO REPORTABLE POLITICAL DONATIONS TO DECLARE.

Yours faithfully,



30th August 2011

To:
Major Projects Assessment
Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

Letter of Objection to Dolans Bay Marina Expansion

Applicant: Dolans Bay Marina Expansion (MPIO-0017)

From: John Culshaw
50 Parthenia St, Dolans Bay 2229

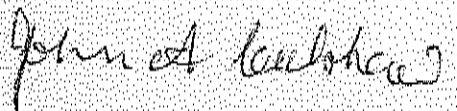
I object to this project proposal for the following reasons

- Significant increase in noise within the bay
- No additional off street parking proposed
- Significant visual impact on Bay views
- Restrictions on the public to freely and safely use the Bay for recreational purposes
- Ecology and marine life in the Bay will be affected by increased boat and human activity
- More boats means more slipway and service activity affecting water quality in the Bay
- Financial greed to monopolise a large amount of public waterway
- Restriction of access to private waterfront facilities
- We choose to live here for the Bay's natural beauty and tranquillity. Overdevelopment will change this way of life

Detailed reasons for objections in each area are attached as an appendix.

I have no reportable political donations to declare.

Yours sincerely



John Culshaw

APPENDIX : Detailed Reasons.

- 2 -

SIZE AND SCALE OF EXPANSION

- The existing marina is already in proportion to size of the Bay and meets demands for boat berthing and mooring.
- The increase in size and area that the proposal will occupy of our public waterway is extreme.
- Restricts the community to use this protected pristine Bay for recreational purposes.
- It is for financial gain and not in the interest and benefit of the public who use our waterway.
- There is nothing in this proposal to benefit the residents and community and detracts from the ambience of the Bay.

RESTRICTION OF ACCESS TO PRIVATE WATERFRONT PROPERTIES

- Access to private jetties/pontoons and boatsheds on the eastern and western side of Dolans Bay will be significantly restricted.
- Movement of boats within the expanded marina will create considerable more wash and noise with 53 more berths.

NOISE

- With the increase in the number of berth and boat activity, both street and waterfront noise generated by people visiting and using the marina will be significantly increased.
- As the marina is located in a residential area and small enclosed Bay, increased noise would impact on the Bays serenity.
- The marina can operate 24 hours/7 days a week.

TRAFFIC/PARKING

- The marina's driveway access is on a blind narrow corner with limited visibility with street parked cars.
- 10 parking places are currently provided at the existing marina.
- Not one additional parking place is provided for in this proposal. There are 53 new berths provided for in this proposal! This cannot be acceptable.
- The proposal is totally dependent on street kerbside parking which is already at a premium for neighbours own vehicle parking and marina patrons' vehicles on weekends.
- Parthenia Street is a narrow single lane traffic flow street requiring drivers to juggle to pass when cars are parked on both sides of the street. Additional traffic movements create a road safety issue for users and add to congestion.
- Visibility for residents existing driveways will be severely impacted and creates a traffic safety issue with increased traffic movements.
- Service vehicles such as fuel deliveries, marine servicing vehicles, garbage trucks will impact on noise, parking and road safety.

VISUAL IMPACT

- Dolans Bay is a small enclosed pristine Bay and the existing marina is in scale with its surroundings.
- To increase the waterway area occupied in the proposal by 280% over the existing marina would totally destroy the visual ambience and serenity of the Bay.
- The marina will effectively dominate the view of this small Bay and its surrounding environment.
- The tranquil surrounds and natural bushland beauty of the Bay will be totally lost.
- Boats in a marina create a visual bulky fixed mass as opposed to vessels moving and spaced out on swing moorings.

MARINA ACCESSIBILITY

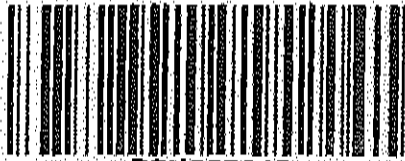
- The steep sided nature of Dolans Bay does not lend itself to easy marina access and off street parking. The current access and parking are inadequate for 29 berths and 22 swing moorings. The proposal does not provide for any upgraded access to cater for 82 berths.
- The existing steep and narrow stairs and 24 year old 2 person inclinator is the only means of access to the marina.

NAVIGATION IN THE BAY

- With more boating congestion and boat movements into and out of the Bay, public boat ramp use at "Wallys Wharf" will be restricted, confined and a navigation safety issue.
- Paddle skis/kayaks and putter boat recreational activity and mobility will be severely impacted and restricted around the shore line of the Bay.
- Water level view ambience will be lost.
- Recreational fishing area in the Bay will be greatly reduced.
- Where will displaced marina and private mooring owners relocate their boats? Dolans Bay has demand for moorings. There is a waiting list of 31 applicants with NSW Maritime for moorings NOT MARINA BERTHS.

ECOLOGY

- Water quality for marine life will be impacted with the increased concentration of boats and their movement and associated exhaust pollutants and bilge waste.
- There is no sewerage pump out facility at the marina for boat sewerage waste.
- The natural tidal flow and flushing of the Bay will be impacted on by such a large structure.
- The existing marina's past environmental compliance has been extremely poor with legal action taken by Council for slipway environmental issues. This shows the total lack of concern for our Bay and environment by the marina owners.



PCU025613

29th August, 2011



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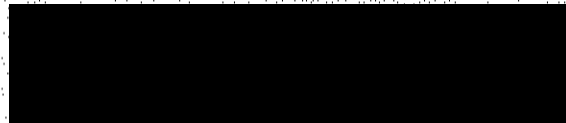
Major Projects Assessment
Department of Planning & Infrastructure
GPO BOX 39
SYDNEY, NSW, 2001

Department of Planning
Received
2 SEP 2011
Scanning Room

APPLICANT: DOLANS BAY MARINA EXPANSION (MP10-0017)

FROM:

ADDRESS:



STATEMENT: I object to this project proposal for the following reasons:

NOISE

- With the increase in the number of berth and boat activity, both street and waterfront noise generated by people visiting and using the marina will be significantly increased.
- As the marina is located in a residential area and small enclosed Bay, increased noise would impact on the Bays serenity.
- The marina can operate 24 hours/7 days a week.

TRAFFIC/PARKING

- The marina's driveway access is on a blind narrow corner with limited visibility with street parked cars.
- 10 parking places are currently provided at the existing marina.
- Not one additional parking place is provided for in this proposal. There are 53 new berths provided for in this proposal! This cannot be acceptable.
- The proposal is totally dependent on street kerbside parking which is already at a premium for neighbours own vehicle parking and marina patrons' vehicles on weekends.
- Parthenia Street is a narrow single lane traffic flow street requiring drivers to juggle to pass when cars are parked on both sides of the street. Additional traffic movements create a road safety issue for users and add to congestion.

- Visibility for residents existing driveways will be severely impacted and creates a traffic safety issue with increased traffic movements.
- Service vehicles such as fuel deliveries, marine servicing vehicles, garbage trucks will impact on noise, parking and road safety.

MARINA ACCESSIBILITY

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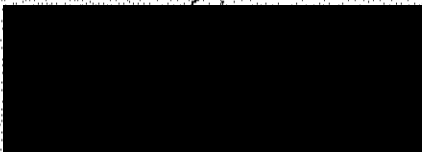
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- The existing marina's past environmental compliance has been extremely poor with legal action taken by Council for slipway environmental issues. This shows the total lack of concern for our Bay and environment by the marina owners.

We chose to live here for the Bays natural beauty and tranquillity. Overdevelopment will change this way of life.

I do not want my name to be available to the proponent, these authorities or on the departments website.

I have no reportable political donations to declare.





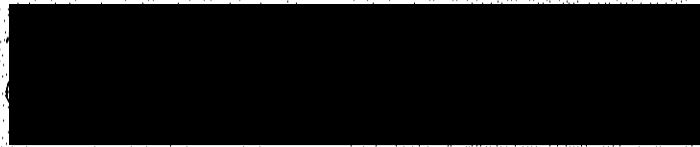
29th August, 2011

Major Projects Assessment
Department of Planning & Infrastructure
GPO BOX 39
SYDNEY NSW 2001

APPLICANT: DOLANS BAY MARINA EXPANSION (MP10-0017)

FROM:

ADDRESS:



STATEMENT: I object to this project proposal for the following reasons:

TRAFFIC/PARKING

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- Not one additional parking place is provided for in this proposal. There are 53 new berths provided for in this proposal! This cannot be acceptable.
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- The marina can operate 24 hours/7 days a week.
-

We chose to live here for the Bays natural beauty and tranquility. Overdevelopment will change this way of life.

I do not want my name to be available to the proponent, these authorities or on the departments website.

I have no reportable political donations to declare.



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Major Projects Assessment
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

2nd September, 2011

Dear Sir,

DOLAN'S BAY MARINA EXPANSION (MP10 0017)

From Margaret Parsons

61 Parthenia Street Dolan's Bay

STATEMENT: I OBJECT to this project proposal for the following reasons:

Financial Greed to monopolise a large amount of public waterway

Restriction of access to private water front facilities

Significant increase in noise within the Bay

NO additional off street parking proposed

Significant visual impact on Bay views

Restriction on the public to freely and safely use the Bay for recreational purposes

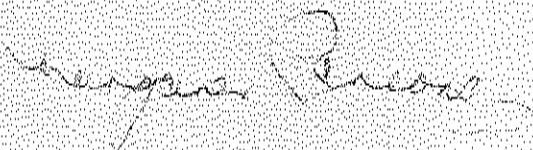
Ecology and marine life in the Bay will be affected by increased boat and human activity

More boats means more slipway and servicing activity affecting the water quality in the Bay

WE chose to live here for the Bays natural beauty and tranquility OVERdevelopment
Will change this way of life

I HAVE NO reportable political donations to declare

Yours faithfully,



Letter of objection

To: Major Project Assessment
Dept of Planning
GPO Box 39
Sydney 2001

Applicant: Dolans Bay Marina Expansion
(MP10-0017)

From: Valma Smith
92 Parthenia St
Dolans Bay

Date: 28/8/11

I strongly object to the project proposal for the following reasons:

① The public waterway of Dolans Bay is being monopolised for one business's profit.

② Parthenia St is already heavily congested, especially on weekends. Like an inner city suburb, approaching cars must dual & decide who will give way first. Everyone is at risk.

③ The water quality of Dolans Bay already has increased signs of barge waste. A marina would help block the tidal flow of the small bay.

④ The timber residence is one of the oldest in the district, dating back to the early 1900's. We have to be governed by heritage impact statements for any developments & so should the proposed extension to the marina. It would extend in front of our heritage listed property & this would significantly impact negatively on a single worker's cottage.

This is a clear case of over-development favouring one business at the expense of the surrounding community & environment. The bay's natural beauty & tranquility (which ironically attracts the marina's clients!) is at risk from the extended marina's increase in cars, boats, noise & pollution.

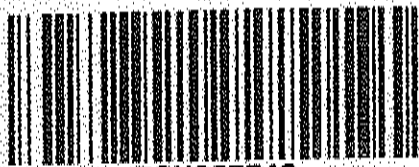
I have no reportable political donations to declare,

Yours sincerely,

Valma Smith

Valma Smith

(past-owner 32 Porthennis St, Delans Bay)



PCU025549

29th August 2011

Major Projects Assessment
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Department of Planning
Received
1 SEP 2011
Scanning Room

Applicant Dolans Bay Marina Expansion (MP10-0017)
From [REDACTED]

I object to the proposal for the following reasons.

1. I am a boat owner on a swing mooring in Dolans Bay, with 53 extra boats entering the Dolans Bay and mooring at the marina the follow will occur
 - a. When mooring I need to be travelling into the wind or against the tide ,access from the west will be difficult.
 - b. The chance of a boat going to the Marina and hitting my boat on the swing mooring will be greatly increased.
 - c. We are on the waterfront to Dolans Bay ,If allowed I could moor against the two (2) poles on my jetty , however I would need a further two poles on the southern side to protect the boat from the south winds, that is two (2) poles a side.
2. The end of the bay where the marina extension for 53 extra boats is Planned is surrounded by steep hills making the area like an echo chamber,any noise carries to our home. Noise of large sailing boat rigging clanging in the night, and people partying on the 53 extra boats on the marina will be unbearable and affect property values in the area.
3. The Existing Marina has only 10 parking spots and some are occupied by existing businesses at the marina. These businesses include Fitness classes , Boat Club Hire, Slipway services , Marina services. The majority of visitors have to park on adjoining streets. This reduces Parthenia Street virtually to a one way street as cars have to pull into the kerb to let buses and trucks pass.
4. The existing access to the marina from the street is inadequate ,steep stairs or an old noisy 2 person inclinator ,must drive the neighbors crazy just to think about the extra traffic on the inclinator if marina extension goes ahead. For this narrow bay I would think the existing 29 bay marina is already enough.
5. Slip way services should be in an industrial area like Lewis Slipway in Botany Bay not hard up against residential property.

Note I do not want my name to be available to the proponent , these Authorities or on the Departments Web Site.

I have no reportable political donations to declare.

[REDACTED]

29th August 2011

Major Projects Assessment

Department of planning and Infrastructure GPO BOX 39 SYDNEY NSW 2001

Applicant Dolans Bay Marina Expansion (MP10-0017)

[REDACTED]

I object to the above proposal for the following reasons.

1. Dolans Bay is like an echo chamber, 53 extra boats on the marina will create much extra noise. Currently we can hear people talking and music playing from the existing Marina.
2. The visual and noise impact of 53 extra boats on the marina will impact heavily on our waterfront location.
3. I have heard the water in the bay around the Marina is already polluted with the current 29 boats. What will it be like with an extra 53 boats?
4. The parking provision of 10 cars on the site is inadequate, the overflow of parking in Parthenia Street & adjacent streets will be very crowded. In Parthenia Street cars are parked on both sides of the street daily, virtually reducing the street to one-way traffic. We have to pull over to the side to let on coming cars, buses and trucks through.

NOTE I do not want my name to be available to the proponent, these authorities or on the Departments website.

I have no reportable political donation to declare.

Yours Sincerely

[REDACTED]



21st September, 2011

Applicant: Dolans Bay Marina Expansion (MP10-0017)

From: Tracy Cassidy
82 Parthenia Street
Dolans Bay NSW 2229

I object to this project proposal for the following reasons.

I am a waterfront resident who lives within 4 houses from the existing marina. The proposal is an extreme overdevelopment of Dolans Bay which is a public domain for all waterway users and community to enjoy.

The proponent has not justified the reason for this large development other than for personal financial gain of a public asset.

Dolans Bay is known for its tranquil and pristine environment for the recreational boater and kayaker such as myself to enjoy. The bulk and scale of this developments footprint on the Bay will prohibit the present open space and shoreline navigation access which the scattering of the moored boats now provides. The size and position of the proposal will effectively create a breakwater in the Bay which will visually dominate the Bay and impede any boating and kayaking along the protected shoreline of this beautiful Bay.

The visual impact of the development will obliterate and scare the view some 300 residences have of this beautiful pristine Bay.

The proposed marina will occupy a significant amount of the waterway (Some 3 times more waterway area than the existing marinas footprint).

Noise both at the water and in the residential streets will significantly increase. The marina can operate 24/7.

Parking for the existing marina is totally inadequate (10 car spaces for 29 berths and 22 moorings). The proposal provides for not one additional off street parking space, with parking expected to be accommodated on the residential street. Can you please explain this irrational logic!

The steepness and slope of the land base from which the marina operates does not lend itself to pedestrian, patrons, servicing and vehicle access requirements and the necessary infrastructure to support these services.

Parking, traffic congestion, waterfront noise and resident neighbour ambience have not been considered or addressed in this proposal.

This proposal is a disaster for the waterway and residents of Dolans Bay. The entire public loses out in this proposal – fishermen, recreational boaters, kayaks, private mooring holders, marina mooring holders, street neighbours and the residents with the Bay.

I request that the proposal be rejected by the NSW Government Department of Planning and Infrastructure in total with no compromise or scaling back of the project.

I have no reportable political donations to declare.

Tracy Cassidy

Scott Schimanski - Attn: Scott Schimanski Re: DOLANS BAY MARINA EXPANSION (MP10-0017)

From: [REDACTED]
To: <plan_comment@planning.nsw.gov.au>
Date: 9/20/2011 8:28 PM
Subject: Attn: Scott Schimanski Re: DOLANS BAY MARINA EXPANSION (MP10-0017)

Dear Mr Schimanski,

RE: DOLANS BAY MARINA EXPANSION (MP10-0017)

STATEMENT: I object to this project proposal

REASONS FOR OBJECTION:

From observations I believe that the current marina meets the demands of boat berthing and mooring. The expansion is excessive and there is no reference in the proposal that mentions the benefit to the community, I suspect that the development is for financial gain of the proponent.

As a visitor to the Dolans Bay area utilising water sports, I am concerned that the increase in large boats will affect the quality of the waterways, the health of marine life and the health and safety of those participating in water sports. I enjoy coming to the area to enjoy the idyllic surrounds, a development like this would compromise this.

In summary, the reason for my objection includes:

- Adequacy of berths currently available
- No apparent benefit to community
- Water pollutants impacting on human health and marine life
- Physical disruption to the marine ecosystem
- Compromised safety
- Noise pollution
- Visual pollution

I do not want my name to be available to the proponent, these authorities or on the department's website.

I have no reportable political donations to declare.

Yours sincerely,

[REDACTED]

129

Clay Frederick
80 Parthenia Street
Dolans Bay NSW 2229

Tel: + 61 (0)2 9526 5548
Fax: + 61 (0)2 9526 6754
E: cfrederick@siriusmaritime.com.au

21 September 2011

Mr Scott Schimanski
NSW Department of Planning & Infrastructure
23-33 Bridge Street
Sydney NSW 2000

BY EMAIL TO plan_comment@planning.nsw.gov.au

Dear Mr Schimanski

**Re: EXPANSION OF AN EXISTING MARINA AT DOLANS BAY
(MP10_0017)**

Thank you for the opportunity to comment on the proposed expansion of the Dolans Bay Marina.

I attach for your consideration a submission on the subject prepared by my wife Nannette and me.

In short, we object in the strongest possible terms to the proposal. The reasons are contained within our submission.

If you require any additional information or comment from us, please do not hesitate to contact me. We do not object to our names, nor this submission, being divulged to any legitimate parties.

Yours sincerely

Clay Frederick

for Nannette Frederick and Clay Frederick



129

SUBMISSION REGARDING THE PROPOSED EXPANSION OF THE DOLANS BAY MARINA

APPLICATION NO: MP10_0017

SUBMISSION BY: Nannette and Clayton Frederick
80 Parthenia Street
Dolans Bay NSW 2229
(02) 9526 5548

This submission objects to the proposed extension, with reasons detailed below.

Background

We are the owners of a residence three doors to the south of the existing marina. We currently have a view out of Dolans Bay and across to the Royal National Park unimpeded by commercial structures.

Navigation in a boat from our property out of Dolans Bay is straightforward, through a number of boats on swing moorings. Because all such boats tend to move in unison according to wind and tide, there are numerous navigational routes which can be safely used.

We do not object to the current marina, which has been in existence for many years. Having said that, we have had serious concerns about the environmental damage caused by the marina's slipway, which lacks even rudimentary pollution control measures. This damage could only increase as the usage of the marina and slipway increases, particularly as there seems to be a denial on the part of the proponents that any rectification is warranted.

We object most strenuously to the visually dominating and intrusive nature of the proposal.

Clearly, much of our opinion will be based on the erosion of our visual and boating enjoyment of a beautiful waterway that is largely available for public use. I do, however, have relevant experience which leads me to find significant fault with many of the marine aspects of the proposal.

By way of explanation, that relevant experience involves many years involvement in marine matters, including navigational safety, environmental protection, and maritime construction. Specifically, this experience includes:

11 years as Chief Executive Officer of Adsteam Marine Limited, Australia's largest harbour services organisation (marine safety, navigational issues, marine construction, environmental protection);

6 years as a director of Flinders Ports, owner and operator of South Australia's major ports (marine construction, public waterways, pollution control; effect of dredging);

8 years on the Advisory Committee of the Australian Maritime Safety Authority (marine safety, leisure boating);

15 years, and continuing, on the Lloyds Register Australian Committee (safety and environment);

6 years on the Sydney Ports Advisory Committee (marine operations);

6 years as a director of Sydney Ferries Corporation (piers, vessel maintenance, shipyard operation, slipways, navigational safety in congested waterways, environmental protection).

I am familiar with navigational hazards, contaminant containment and recovery, turbidity bloom caused by marine construction, control of *Caulerpa Taxifolia*, and acceptable practice for marine operations. I have serious concerns in all of these areas arising from the proposal.

These concerns are in addition to those normally worrying a resident, such as traffic and parking congestion, noise, and the right to quiet enjoyment of my home and its surrounds.

I would like to address a number of specific concerns.

Navigational issues

i. Navigational routes

Dolans Bay is a small bay that is occupied by a relatively large number of swing moorings and their attendant vessels. In theory, these vessels might create navigational impediments. In reality, because of wind and tide all vessels tend to align themselves such that there are numerous navigational "channels" that allow easy ingress and egress.

This is not the case with the fixed structure being proposed. It would create an impenetrable barrier for much of the western part of the bay. Boats trapped on the western shore (such as those of residents) would be forced to travel a lengthy and narrow route along the shore.

Many private boat owners and users are imperfect boat-handlers. The restricted route that they would be forced to take constitutes a significant hazard, particularly as marina-generated traffic will be considerably increased.

ii. Public amenity

Dolans Bay is a public waterway. It is used by both residents and visitors to the area. The proposed construction would monopolise a large part of the bay for private commercial purposes, and severely curtail public access. Leisure and sporting activity would be compromised in the interests of a commercial operation that delivers little or no benefit to the general public.

Visual impact

i. Size and scope

Reference has already been made to the relatively smallness of Dolans Bay. The proposed construction is out of all proportion to the size of the bay. It would dominate it both visually and through the activities that it would generate.

ii. Visual barrier

My family's viewpoint is of a pleasant waterway, with middle-distance views of Burraneer Bay and longer-distance views of Port Hacking and the Royal National Park. This view is an important element in my family's enjoyment of our home, as well as substantially underpinning its financial value.

The proposed construction would extend right across our line of sight, and would dominate the outlook. Instead of an expansive look across the bay and into the distance, we would have the feeling of being completely hemmed in by a commercial enterprise of intimidating dimensions.

iii. *Quantitative v Qualitative nature*

There is a facile reference in the supporting documents to the proposal that visual impact will be minimal because the qualitative nature of the marina activity will not change. This of course overlooks the fact that the *quantitative* nature of the structure will increase dramatically. Because of the grossly misleading cast to the report, it brings into real question the balance of the author, and even compromises the impartiality of the other "experts" retained by and paid by the commercial proponent.

Environmental pollution

i. *Slipway waste and oil/waste slicks*

Mention has already been made of the primitive (or non-existent) pollution control measures associated with the current slipway. Hull cleaning operations cause frequent oil and waste slicks that extend along the western part of the shoreline, stretching from the slipway to the southern end of the bay.

There appears to be no containment booms employed by the slipway, and the hull cleaning contamination of the nearby waters is a matter of major concern. Irrespective of the fate of the marina extension proposal, I believe that the Environmental Protection Agency should investigate this slipway facility. Having been associated with shipping container cleaning operations in the past, I am aware of the stringent requirements of the EPA. I find it almost impossible to believe that the EPA condones the current slipway shortcomings that have persisted for a number of years.

ii. *Increased slipway use*

Given the deficiencies of the slipway, the increased usage that would result from the massive expansion of the marina could have disastrous effects on the local water quality and aquatic ecology. This is even more severely underlined by the references in the proposal to "good environmental practice". This claim is patent nonsense, bordering on the seriously misleading. It suggests that the proponents have little or no understanding, nor interest in, the protection of the local environment.

On these grounds alone the proposal deserves to be rejected.

iii. *Lack of any appreciation of "Caulerpa Taxifolia" control*

Caulerpa Taxifolia is an introduced marine pest. It is often introduced by marine construction equipment that has been exposed to the pest at another location, and spread by the disturbances caused by construction.

There is no sign in the proposal of any intention to monitor for *Caulerpa Taxifolia*. This is an irresponsible omission in a project of the size being contemplated.

Once introduced, the pest is very difficult to eradicate. I have no confidence that the commercial proponents of the development have any interest in ensuring that the pest is not introduced.

Damage to seagrass fields

i. "No evidence of seagrass"

The proposal makes the claim that there is no evidence of seagrass fields in the vicinity (refer Aquatic Marine Services Pty Ltd letter).

Unfortunately, there is some truth to this assertion, at least at the present time. It has not always been the case. When we became residents 11 years ago, there were extensive seagrass fields in the waters adjacent to our property. These fields have been killed off since then, and in some areas replaced by introduced aquatic species.

I believe that this change has been due in a large measure to the pollution generated by the marina, and in particular by the slipway. The increased levels of contaminants that would result from any expansion of the marina and its associated operations would not only ensure that remaining seagrass is lost, but certainly would ensure that there could be no recovery to previous seagrass levels.

ii. Turbidity during construction

The driving of piles and general disturbance to the seabed will inevitably create turbidity in a project of the size and extent being proposed. This problem is ignored in the proposal.

Because of the topography of Dolans Bay, and the wind and tidal effect, it is likely that any turbidity will dissipate only very slowly. It will be trapped in the western area of the bay. Turbidity is detrimental to seagrass, and the amount of turbidity likely, together with the length of time it will persist presents a significant ecological danger not only to the seagrass but to other marine life in the vicinity.

iii. Shadow

Marinas typically contain a large number of vessels that are closely packed and often are not moved for extended periods. This creates a significant shadow effect on the seabed.

This shadow effect, while still present as a result of vessels on swing moorings, is less dramatic because of the continual movement of the vessels.

The marina extension proposal would increase the number of vessels in a congested area, and have an enormous increase in shadow effect. The shadow effect would have a major damaging influence on the bay's ecosystem. The damage would be irreversible for as long as the marina remained in place.

Lack of protective infrastructure

i. Bilge waste and effluent

The proposal contains no provisions to cope with the additional demands on bilge waste and effluent removal. It simply says that this problem could be dealt with somewhere else.

This represents almost unbelievable irresponsibility.

While it is perhaps unfair to impugn the potential users of the marina with the same level of irresponsibility being shown by the proponents, human nature has its deficiencies. The temptation to release effluent or bilge waste would always be present. Being told to "go somewhere else" by the proprietor to whom they are paying substantial mooring fees is unlikely to gain much favour, nor always compliance.

Safety issues

i. *Navigational*

The proposal, if ever implemented, would create a dangerous combination of narrow navigational routes, greater manoeuvring activity, and boat owners with only occasional experience.

This is a potentially disastrous scenario. To accept a proposal of this size, its location and layout, and the increased number of owners with questionable boat handling skills would be irresponsible. It is hard to believe that the proponents have any interest in even acknowledging the dangers to life and property that their proposal represents.

I can say this with some authority. In my executive role, I have been presented with tug berth expansion proposals that were significantly less intrusive than the marina proposal. The impact on other users was an important consideration. The marina proposal would never have been countenanced by a responsible operator.

ii. *Road safety*

The marina is close to a corner with limited visibility, on a narrow street. We have already experienced two potentially lethal accidents. One, where the driver failed to make the corner, crashed through our neighbour's garage, and came to rest only 2 metres from our daughter who was in our front yard at the time. Two, another failure to control a vehicle taking the corner, the car careering into the property opposite to us.

Combined with the additional parking congestion (see below), the additional traffic and pedestrian activity would, if allowed, create a particularly dangerous situation right on the blind corner.

iii. *Parking congestion*

The proposal has, unbelievably, no provision for additional off-street parking. Based on decade-old "studies", the proponent says that there is plenty of additional street parking to accommodate the extra demand.

This is nonsense. On weekends and at other times of popular demand, cars line both sides of the street even with the marina at its present size. The "no parking" section right on the corner is routinely ignored.

Financial considerations

We are aware that the current owner of the marina (the proponent) has on at least one occasion attempted to sell the business.

Comments from my friends in related businesses lead me to believe that the asking price was too high, and that the current marina was too small to attract interest from large-scale operators.

If approval were ever to be given to the proposal, it would present considerable capital value potential to the owners. With such approval in their pockets, the business could be sold with substantial profits accruing.

It is not too hard to view this proposal as a selfish grab for profit. There is little or no public benefit, and almost no compensatory commitment to protect the environment or to consider

the rights of other waterways users, or of local residents. Showing no interest in long-term impact, it is an example of short-term profit-taking at its worst.

CONCLUSIONS

1. The proposal is an appalling concept. It represents an unseemly attempt to maximise private profit at the expense of the community.
2. It fails to meet any adequate levels of safeguards for the environment, for marine safety, or for road and traffic usage.
3. It is potentially damaging to precious seagrass fields, and carries with it a significant risk of introducing marine pests.
4. It does not address the existing pollution effects of the current slipway, and in fact would greatly extend the problem.
5. It adversely impacts on local residents in both a visual and a financial sense.
6. It is possibly an ambit claim. The proponents may attempt to re-submit a lesser proposal as "a compromise". This should not be permitted. Any extension of the current marina, particularly by owners exhibiting such a disdain for the interests of others, should be rejected.

This submission urges NSW Planning & Infrastructure, in the strongest possible terms, to reject the proposal.

Nannette Frederick

Clay Frederick

**80 Parthenia Street
Dolans Bay NSW 2229**

Clay Frederick
89 Parthenia Street
Dolans Bay NSW 2229

Tel: + 61 (0)2 9526 5548
Fax: + 61 (0)2 9526 6754
E: cfrederick@siriusmaritime.com.au

21 September 2011

Mr Scott Schimanski
NSW Department of Planning & Infrastructure
23-33 Bridge Street
Sydney NSW 2000

BY EMAIL TO plan_comment@planning.nsw.gov.au

Dear Mr Schimanski

**Re: EXPANSION OF AN EXISTING MARINA AT DOLANS BAY
(MP10_0017)**

Thank you for the opportunity to comment on the proposed expansion of the Dolans Bay Marina.

I attach for your consideration a submission on the subject prepared by my wife Nannette and me.

In short, we object in the strongest possible terms to the proposal. The reasons are contained within our submission.

If you require any additional information or comment from us, please do not hesitate to contact me. We do not object to our names, nor this submission, being divulged to any legitimate parties.

Yours sincerely

Clay Frederick

for Nannette Frederick and Clay Frederick

(S) 132

Department of Planning and Infrastructure
Major Projects Assessment
GPO Box 39 Sydney
NSW 2001

8th September, 2011

To Whom It May Concern:

DOLAN'S BAY MARINA EXPANSION (MP10 0017)

STATEMENT: OBJECTION TO THIS PROJECT

RESTRICTION TO THE LOCALS, access to private water front facilities.

LOITERING, significant increase in people, noise, traffic and vehicles.

OVER POPULATION, already we have difficulties with this issue, not having sufficient off street parking for the locals especially at the weekends & public holidays due to an increase in VISITORS TO THE AREA with there cars & boat trailers. There has been NO additional off street parking proposed.

DECREASE IN PROPERTY VALUE\$\$, visual impact on my bay views, which will impact on my property amplify a decrease in market value.

SAFETY, restriction to local community using Dolan's Bay for day to day living and recreational purposes as a raise new people creates more loiters which may lead to trespassers creating havoc and insecurities among the locals impacting negatively to our safe, close and friendly community effecting our life style and peace of mind in Dolan's Bay.

ECOLOGY, marine life will be affected when multiplying the boat traffic, also human activity may create more rubbish, loiters pollution to the locals from increased cars as well.

RISK INCREASE, an increase in boat traffic means larger potential for waterway accidents so there would need to be more boating security, safety and patrolling of the water ways.

We chose to live here for a reason natural beauty and tranquility is our peace of mind. Over development to Dolan's Bay will change for the worse, residents may choose to re-locate which will have a large negative impact on local business decrease in profit, and a huge reduction in the current property market value. Financial Greed is not a substantial reason to create a large increase in public access to Dolan's Bay Waterway.

Regards,

Nathan Low

61 Parthenia Street
Dolans Bay
NSW 2229

133

Brian Norman
652 Port Hacking Road South
Dolans Bay NSW 2229

Postal Address
PO Box 102
Caringbah NSW 1495

Major Projects Assessment
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001.

Applicant Dolans Bay Marina Expansion (MP10-0017)

Objections to above application.

Dear Sirs,

Having lived on Dolans Bay since 1982 my wife, family and I have certainly enjoyed the natural beauty and quiet lifestyle of this small unique location.

We therefore will be objecting to the expansion of the Dolans Bay Marina (MP10-0017) presently under review for the following reasons.

1. Off street parking.

This is now a very serious problem in Parthenia Street - being rather narrow in width it is almost impossible to pass oncoming cars when vehicles are parked on both sides of the road despite the no parking signs. Both my wife and I have experienced accidents in Parthenia Street in recent times due to the bend in the road adjacent to the existing Marina parking driveway entry. This situation gets even more difficult should a large approaching truck or local bus from the opposite direction appear, as one vehicle actually has to stop to allow safe passing to occur.

2. Fire risks.

Dolans Bay has experienced a series of uncontrolled fires along the waterfront in recent years all of which could "not" be accessed by local fire brigades and equipment due to non access. In fact (Alexander's Boatshed) now Dolans Bay Marina was totally destroyed by fire some years ago and burnt uncontrollably for over 8 hours. No fire fighting equipment could gain access to fight the raging fire caused by a Fibreglass sailing boat catching fire on the slip rail whilst under repairs. More recently there have been two more waterfront properties totally burnt to the waterline and a small cruiser style boat totally destroyed adjacent to the Dolans Bay Marina when the local fire brigade crew had to carry their heavy equipment through our property and down over 100 steps to assist. It was basically left to the adjoining neighbours to try to control these fires by their garden hoses!! The nearest boat ramp for access to Dolans Bay is at Wally's Wharf some 750 metres away and by the time the local Fire brigade managed to launch a pump type craft both these buildings and craft were totally incinerated - (I have clear photographs of all these incidents to prove my words if required).

3 Pollution in this enclosed Bay.

It is very apparent that Dolans Bay has become significantly more polluted during the last 28 years along the North Western sand bank areas (Parthenia Street area) and most locals will no longer go swimming or wading with their children in this area any more.

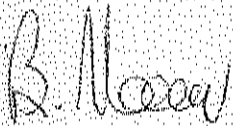
The present Dolans Bay marina pens house larger cruising type vessels most of which are fitted with automatic bilge pump systems, these are activated by rain or seepage into the various craft discharging any leaking diesel, oils & waste fluids straight into the Bay. After a hot weekend when these boats are returned to the Marina it is quite common to see a large oil slick appear adjacent to the pens that then drifts up to the sand flat areas, any increase in marina capacity will definitely cause increased pollution for sure.

Conclusion

This proposed large extension to Dolans Bay Marina will have a very negative impact on the visual amenity of our small bay, not to mention the difficulties with extra craft navigation and associated noise intrusion to all local residents day & night.

We would strongly advise the Department Of Planning & Infrastructure to terminate this dreadful proposal now under consideration for all the above reasons and trust that common sense will prevail.

Yours Sincerely,

A handwritten signature in dark ink, appearing to read 'B. Norman', written in a cursive style.

Brian Norman.

PS I have no reportable political donations to declare.

134
8th September 2011

John & Michelle Thomson
562 Port Hacking Rd
Dolans Bay NSW 2229

Major Projects Assessment
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Dear Sir/Madam,

RE: DOLANS BAY MARINA EXPANSION (MPI0-0017)

This letter serves to confirm our objection of the project proposal for the Dolans Bay Marina Expansion for the reasons mentioned below.

Our highest alarm is the amount of marina berths bringing with them a range of issues of concern. These issues include a significant increase in the number of visitors to the bay with inadequate parking facilities, the escalation in the level of noise generated by the extra traffic and an upsurge of pollution in the bay thus affecting the recreational use of the area by the public.

Additionally, we are extremely distressed by the proposal's impact on the local marine life in the bay with this increase in pollution and traffic. We have chosen to live in Dolan's Bay because of the tranquillity and natural beauty of the area and feel strongly that this proposal will jeopardise the quiet lifestyle currently enjoyed by the residents of this area. Furthermore, extra boats in the area will negatively affect the water quality and amount of soil erosion as there is no sewerage pump out facility and flushing of the Bay will be affected by this large structure.

Overdevelopment of this nature is unnecessary and demonstrates the financial greed by few to dominate and monopolise a large part of public waterway. The futility of expanding the existing marina is representative of the financial gain interests rather than the interest of the public who use this waterway for recreational intentions and will destroy the ambience of the Bay.

We are dismayed at the proposal for 53 new berths and yet not one additional car parking space is provided leaving parking to be on the street kerbside which is already limited. Parthenia St is a narrow single lane traffic flow street already requiring drivers to juggle when passing cars that are

parked on both sides of the street. This raises the issue of safety for drivers and pedestrians in the area.

Furthermore, the existing access to the Marina is a narrow set of stairs and a 24 year old 2 person inclinator leaving concerns of accessibility. Overall, we believe this development is ill-advised, poorly considered and does not have the support of local residents or any recreational visitors to the Bay and we strongly object to this development.

We have no reportable political donations to declare.

Yours sincerely

A handwritten signature in black ink, appearing to read 'J Thomson', written over a horizontal line.

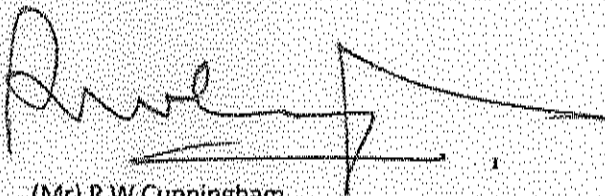
John & Michelle Thomson

Major Projects Assessment

Department of Planning and Infrastructure

As the owner of a sailing vessel moored and regularly operated out of Dolans Bay for twenty-five years, I am opposed to the proposed expansion of the Dolans Bay Marina.

Increasing marina berths from 29 to 82 is excessive in such a confined area, will generate too much traffic in an already crowded bay and is another usurpation of public space in the style of the Barangaroo project.



(Mr) R W Cunningham

8 September 2011

16 Gilpin St

Camperdown 2050

136

Department of Planning and Infrastructure
Major Projects Assessment
GPO Box 39 Sydney
NSW 2001

8th September, 2011

To Whom It May Concern:

DOLAN'S BAY MARINA EXPANSION (MP10 0017)

STATEMENT: OBJECTION TO THIS PROJECT

RESTRICTION TO THE LOCALS, access to private water front facilities.

LOITERING, significant increase in people, noise, traffic and vehicles.

OVER POPULATION, already we have difficulties with this issue, not having sufficient off street parking for the locals especially at the weekends & public holidays due to an increase in VISITORS TO THE AREA with there cars & boat trailers. There has been NO additional off street parking proposed.

DECREASE IN PROPERTY VALUE\$\$, visual impact on my bay views, which will impact on my property amplify a decrease in market value.

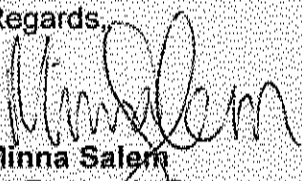
SAFETY, restriction to local community using Dolan's Bay for day to day living and recreational purposes as a raise new people creates more loiters which may lead to trespassers creating havoc and insecurities among the locals impacting negatively to our safe, close and friendly community effecting our life style and peace of mind in Dolan's Bay.

ECOLOGY, marine life will be affected when multiplying the boat traffic, also human activity may create more rubbish, loiters pollution to the locals from increased cars as well.

RISK INCREASE, an increase in boat traffic means larger potential for waterway accidents so there would need to be more boating security, safety and patrolling of the water ways.

We chose to live here for a reason natural beauty and tranquility is our peace of mind. Over development to Dolan's Bay will change for the worse, residents may choose to re-locate which will have a large negative impact on local business decrease in profit, and a huge reduction in the current property market value. Financial Greed is not a substantial reason to create a large increase in public access to Dolan's Bay Waterway.

Regards,


Minna Salem
61 Parthenia Street
Dolans Bay
NSW 2229



PCU025931

Major Projects Assessment.
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001.

Applicant Dolans Bay Marina Expansion (MP10-0017)

Objections to above application.

Dear Sirs,

I strongly object an on many levels to the above proposal, for example:-

Safety

The additional parking and pedestrian activity in a very congested local street such as Parthenia Street, with this development and no additional parking, (Note all existing parking being used by the businesses occupying the Marina,) is a prescription for a serious motor vehicle accident to occur.

Fire on the Marina or on the moored boats, there is a history of accidents such as this in this area and all have resulted in the complete destruction of boats, boatshed, marina and houses. A fire hydrant can be installed on the Marina in fact a minimum of four hydrants should be mandatory. BUT this is not the problem, the access to the Marina is the major problem, it is just not adequate.

Pollution

Evidence of pollution is already evident on the nearby sand flats, and local waterfronts an oil slick on the bay is see all too often, the pollution standard of the present marina are minimal and leave a lot to be desired. A note should be made that the sand flats are a popular play area for the local children and they are also the natural habitat for nippers (fish food)– the extra pollution could see an end to this, thus affecting the fish stocks in the area.

The visual pollution of the bay will be great effected, the present Marina, expanded from the original Marina, occupies a large part of the bay. Any addition would be way out of proportion to area and would visually dominate the area.

Morally

Why should the use of a public amenity, Dolans Bay, be transferred to ownership of a person to make a personal profit? Why should an amenity, Dolans Bay be dedicated as a play area of the rich, denying the ordinary man the use of the area – the cost of berths on the Marina have to be out of the financial range of most, the limit of swing mooring would mean a large reduction of affordable amenities for the ordinary man?

The purpose of this application is to make the Marina a saleable asset for one person, as in the Marina business the number of 82 berths makes the Marina highly desirable.

What compensation is planned for the loss of amenity to the majority of people in the area??

Yours sincerely,

Terry Norman (Mrs)

137
Terry Norman
652 Port Hacking Road South
Dolans Bay NSW 2229

Department of Planning
Received
12 SEP 2011
Scanning Room

(138)

Department of Planning and Infrastructure
Major Projects Assessment
GPO Box 39 Sydney
NSW 2001

8th September, 2011

To Whom It May Concern:

DOLAN'S BAY MARINA EXPANSION (MP10 0017)

STATEMENT: OBJECTION TO THIS PROJECT

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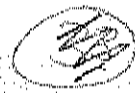
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Regards,


Heather Low
61 Parthenia Street
Dolans Bay
NSW 2229



139

Environmental Assessment: Mrs Alice Letton
Expansion of an Existing 642 Port Hacking Rd
Marina at Dolans Bay Dolans Bay 2229
MP 10-0017 9-9-11

I wish to register my Protest against the
Expansion of Dolans Bay Marina

I have seen the growth of this Marina
from Alexanders Boat shed to what it is
now and have seen the loss of Marine Growth
and the loss of fish

A Bay with clean clear water, to one with a
continuous oil slick

My very deep concern is for the children
who use the bay in their small boats single
and double canoes, Kayaks and Surf boards
during the summer months

The large boats which will be drawn to the
Extended Marina will not see children at
water level and will collide with them. Several
near misses have been seen. This bay is
calm at most times, sheltered from winds
and rough weather which attracts
children. No one hurt or killed.

Prevention is better than cure
I have never made a political Donation
to any party

Alice Letton

(140)

Applicant: Dolans Bay Marina Expansion (MPIO-0017)

From: Rachel Burton

6 calga pl Sylvania

Former address 3 Parthenia st Dolans bay

I object to this project proposal for the following reasons.

Dolans Bay is my parents' home, it has been our family home for nearly 20 years now, we have enjoyed living in this magnificent bay partly due to the privacy it has offered to myself and my kids and now the grandkids.

As a family we have spent many an afternoon down in our boatshed with all of the kids paddling safely down the bay, the kids have used our house to launch there Laser and sail down the bay. If this development goes through our whole community on the bay will change, and I cannot see why anyone should have such a monopoly in our public waterways for financial gain.

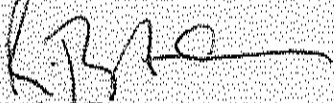
The Dolans bay community will undergo such a big change if this development goes through the increased noise will have a big impact on our community but what about the impact on the precious ecological life that will be affected by the increased activity in the bay, in a time of increased awareness of our impact on our environments this would have to be seen as going in the opposite direction.

I would also like to mention the impact it will have on our roads, Parthenia St is already a nightmare on summer weekends there is no parking at all in that street and by increasing the number of berths on offer will attract a lot more people into the area Where will they park????

More Berths on the Marina will also mean more slipways and servicing which unfortunately will have more impact on water quality around the bay.

The Tidal flow will be affected and the northern side of the bay has silted a little already with the marina that is there already.

I declare that I have no political donations to declare


Rachel Burton

Mayer Projects Assessment

Department of Planning & Infrastructure

Attn: Mr. Michael Woodland, Contact Officer Mr. Scott Schimanski
Director of Metropolitan Regional Project South.

Dear Sir,

9th September 2011

In reference to the Dolans Bay Expansion (MP10-0017) we wish to strongly object to this proposal, this would greatly increase our street parking which is limited, and also traffic flow considering our street is a main route for the local bus service.

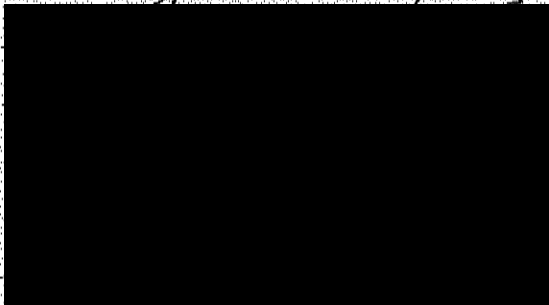
It will also contribute to further bay pollution with the increase in boats and indeed bigger boats!

We have lived in Dolans Bay for fifty seven years and would be sad to see the visual effect on our bay and surrounding areas for the financial gain of just one family.

We do not want our name disclosed to the proposed authorities at department web sites and further declare we have no reportable political donations to declare.

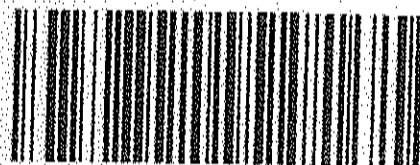
Please accept this objection in writing as we are in advanced years and not familiar with computer.

Yours Sincerely





142



PCU026051

hasson
interiors

Department of Planning
Received
15 SEP 2011
Scanning Room

5th September, 2011.

Major Projects Assessment
Department of Planning & Infrastructure
GPO BOX 39
SYDNEY NSW 2001

APPLICANT: Dolans Bay Marina Expansion (MP10-0017)

FROM: Gerry & Michelle Hasson

STATEMENT: I object to this proposal for the following reasons.

- No additional off street parking: At this address (68 Parthenia st Dolans Bay) there are five cars already. We have provisions for three covered car spots, the extra two need to be parked on Parthenia Street. As there is a bus stop at the top of 68 & 70 and then 72 becomes the entrance to the Marina you can well imagine how difficult at times parking can be, also remembering we are on the corner and so on the other side of the road is extremely dangerous for on coming traffic in both directions. The parking was originally seasonal, until the new gym began running out of the marina, now parking is in high demand. In the warmer months it becomes impossible for the children or any visitors that we may have to our property to find spaces. Please consider how this effect would spiral if there were to be an extra 53 berths permitted, not only would the boat owners be driving to the marina, what about invited guests. There is no infrastructure for this new application. You must consider the safety of all when viewing this application.
- Poor water quality: In my view the protection of the environment operations act 1997 can't and isn't being followed correctly. On a day to day basis there is liquid waste, sewerage & oil floating in front of my property which is coming from the marina. If this marina is unable to follow these simple rules of this act with the facilities they have now - what hope do we have as Neighbours of the marina increasing I size, of them changing there ways and improving the

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ABN: 11 015 200 539
ACN: 145 021 898

+61 2 9525 3181 tel
+61 2 9525 3176 fax
PO BOX 2732 Taren Point NSW 2229 mail
www.hassoninteriors.com.au

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interiors

running of these facilities.

In finishing before even looking at the new application, does the marina at 72 Parthenia Street, Dolans Bay currently meet all provisions in regards to there boundaries.

Kind Regards

Michelle Hasson

Michelle Hasson

Gerry Hasson

Gerry Hasson

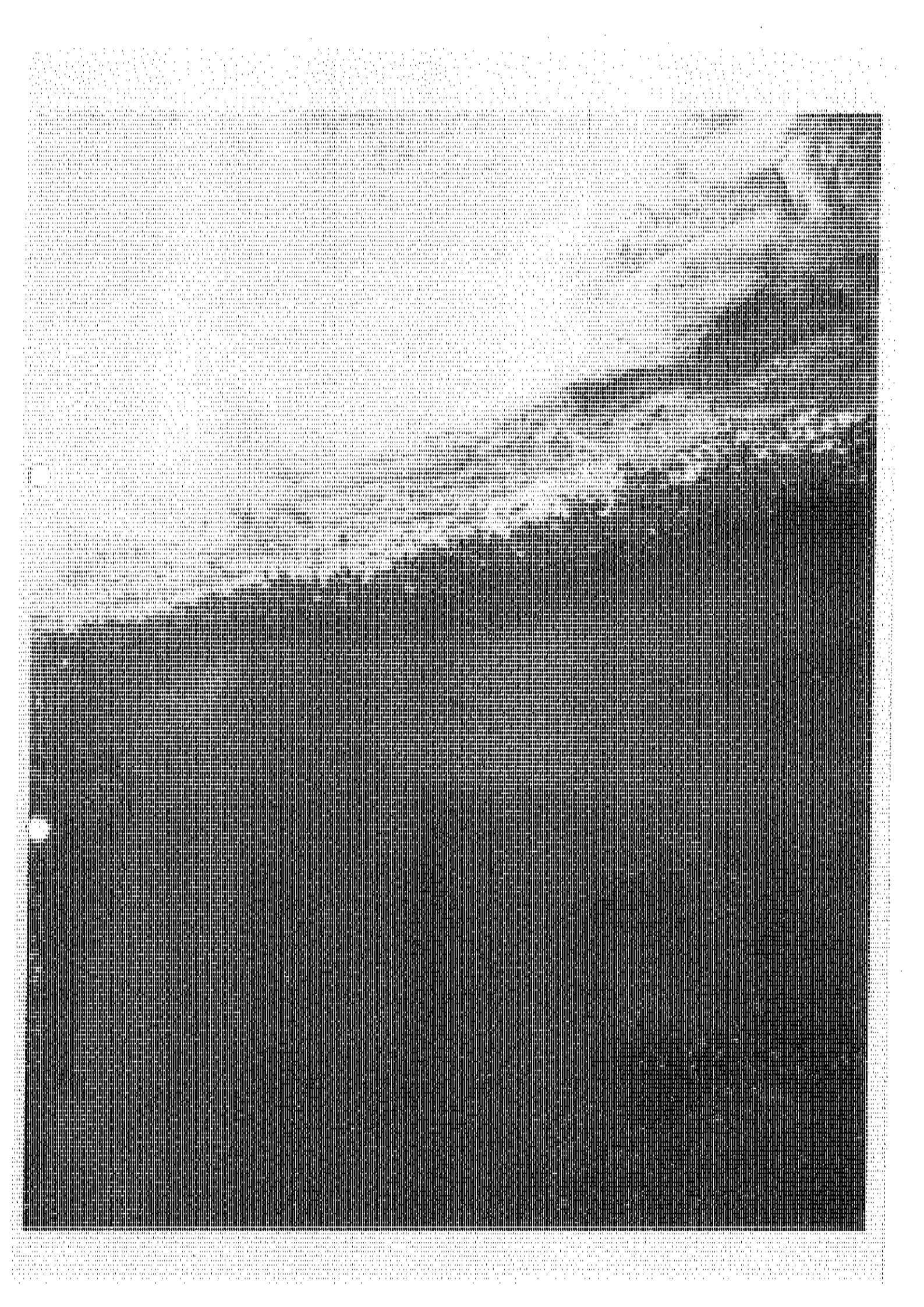
Attached Seven Photos of very poor water quality.

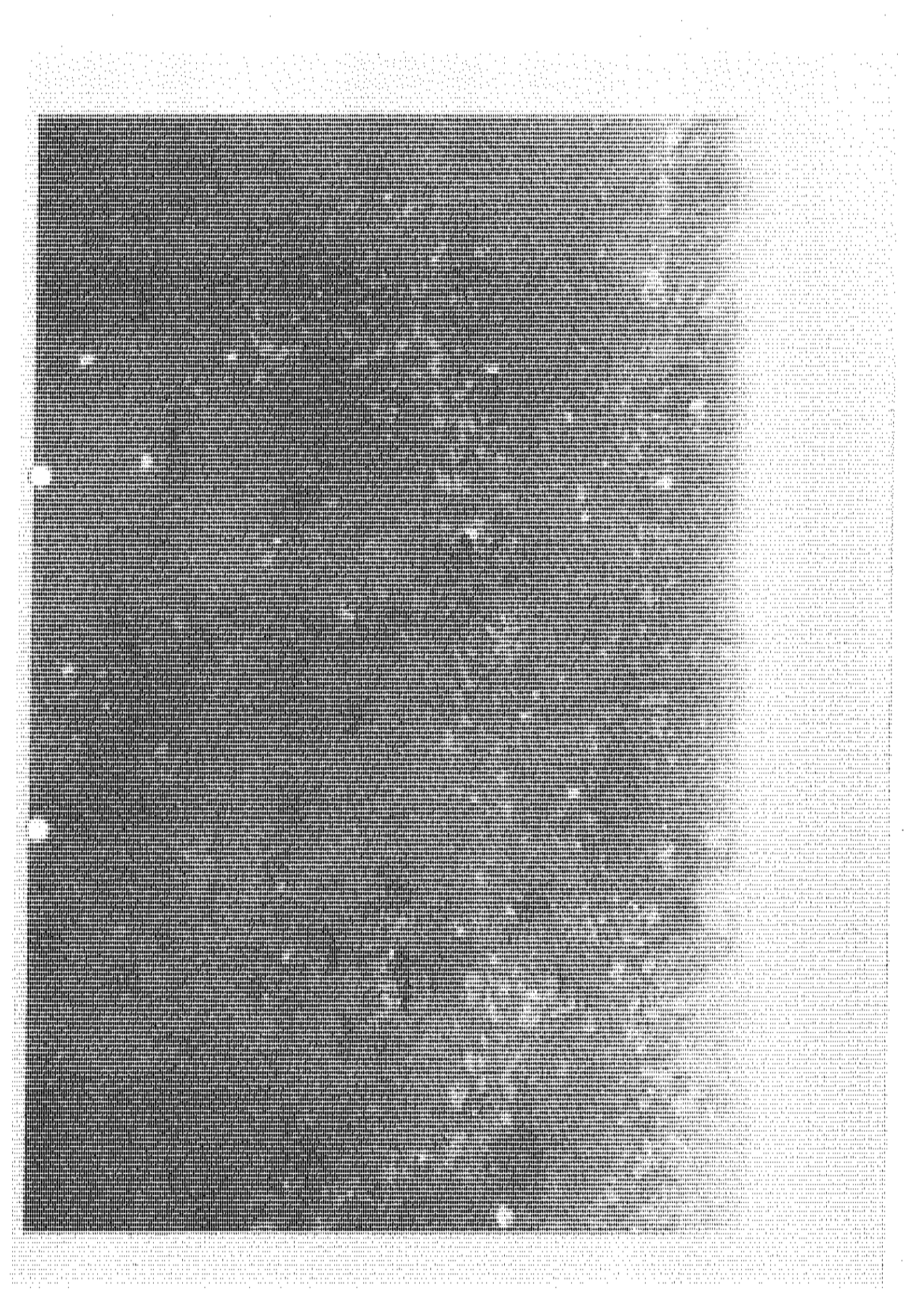
hasson interiors

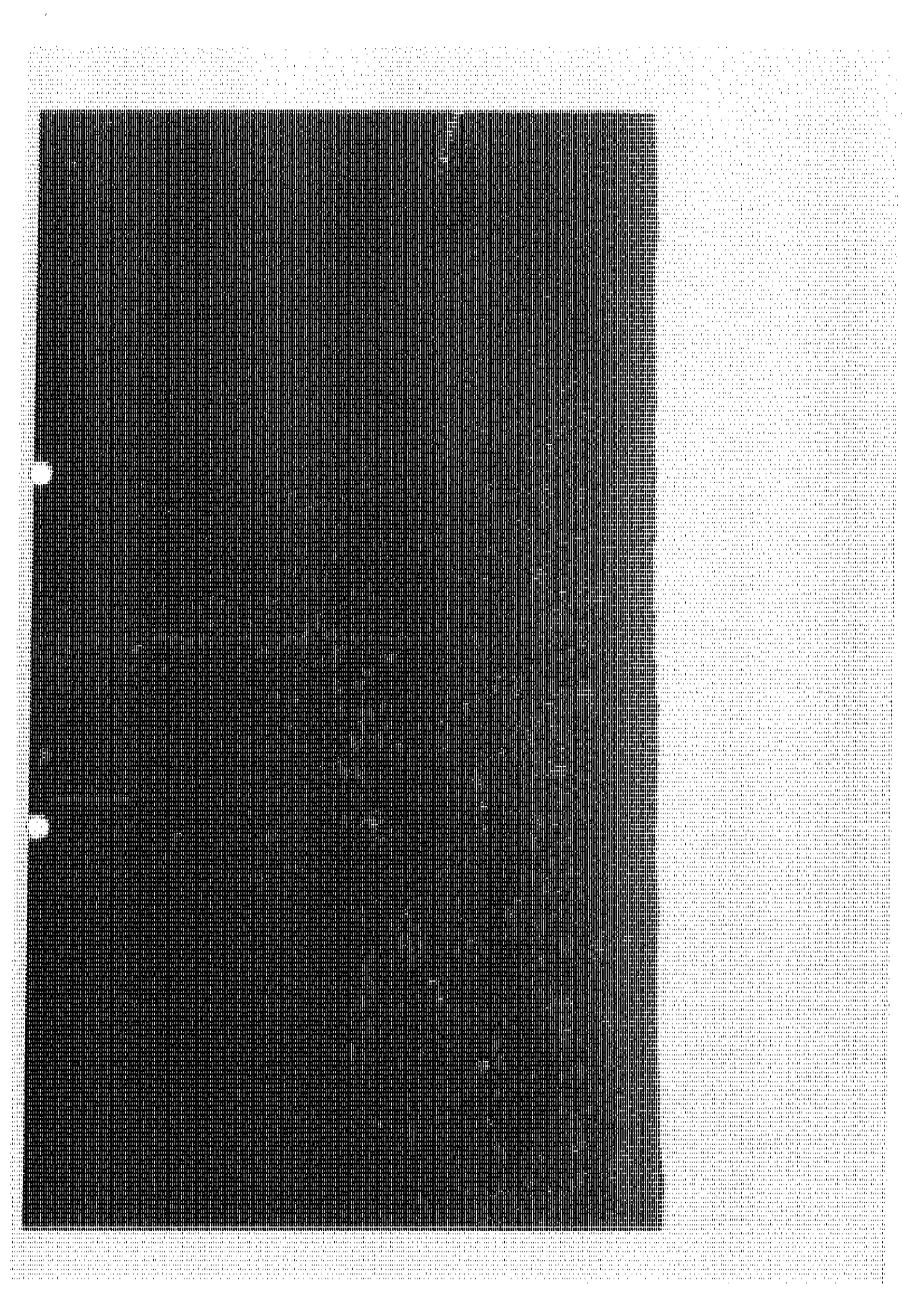
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Environmental Assessment

Expansion of an Existing Marina at
DOLANS BAY MP10-0017

From Mr Clyde Letton 10-9-11
642 PORT Hacking Road
Dolans Bay 2229

I wish to register my protest against
The Expansion of Dolans Bay Marina

I would like to see the Marina, as it is
to be pulled down and taken away.
Towards the end of Spring and summer
time the big boats in the Marina become
popular with their owners and friends
the Big Diesel Engines in these boats -
when being started up pumps Diesel
fumes into the Air and me being an
Asthmatic - it affects my breathing.
Also these big Boats have automatic
bilge pumps which pump out the water
that leaks into the bilge and the oil
which drops off the motors gets pumped

out into the Bay.

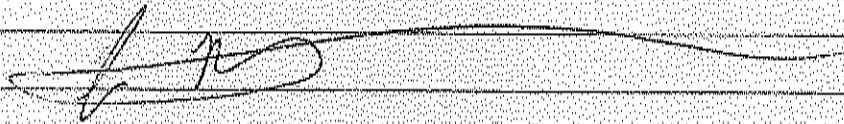
This being a bottle neck Bay with steep hills around 3 parts of it, it doesn't take long for the air and water to become polluted.

When I first came here to live 30 years ago we had no Marina, the water was fresh and clean, Oysters grew on the rocks in plenty, fish and Octopus everywhere.

Now there are none. Oysters have all died off.

The Extension of the Marina will be a death trap to the Bay and ill health to the residents.

I do not make donations to any political parties.



144

Major Projects Assessment,
Department of Planning and Infrastructure,
GPO Box 39
Sydney
NSW 2001

Dear Scott,

Re Environmental assessment exhibition - expansion of an existing Marina at dolans Bay
(MP10 0017)

We would like to express our strong opposition to the proposed expansion of the existing Marina at Dolan's bay.

We are opposed to the development for the following reasons:

- Some of the properties on Parthenia street, including our own, are subdivided and as a result there is a lack of off street parking. It is hard enough for us to find parking space on the street as it is without competing with another 50 vehicles.
- There is a "no wash zone" at the mouth of Dolans Bay Marina that is a sanctuary for marine life. With an increased traffic in and out of Dolans Bay, the chances of this surviving as a sanctuary will be reduced.
- During hot days my children swim in Dolans Bay, with an increased number of boats moored in the bay there will be an increased level of discharges that are released into the water. Not only does this make it less appealing for swimming it could also impact the marine life in the no wash zone sanctuary at the mouth of the bay.
- We canoe in and out of the bay regularly. This experience will be less pleasant if we have to navigate past more traffic coming in and out of the bay.
- The bay has a natural beauty to it. From observing the proposal a large proportion of the bay will be occupied by the Marina. It will lose a lot of its natural beauty.
- The release of Hydro Carbons into the water, both in normal use and, more seriously, accidental releases is deleterious to the environment and marine life.
- The use of bilge pumps is deleterious to Marine life.

Thank you for your time please DO NOT make our name and address public.
Best Regards

145

6 9 11

Ref No MP10.0017

To Whome it may concern,

Regarding "The Expansion of the existing marina at Dolans Bay (MP10-0017)

I strongly object to the expansion, it will cause traffic congestion, there is not enough street parking, it will effect the safety of people trying to catch the bus as they will be parking in front of bus stops, it will effect the water quality in the bay.

My name is Belinda Rowse and I live in 25 Parthenia St Dolans Bay 0414645285

Regards

Belinda Rowse

Belinda Rowse

Attention Scott Schimanski
Major Projects Assessment
Department of Planning & Infrastructure
G.P.O. box 39
Sydney 2001 NSW



PCU026735

Applicant DOLANS BAY MARINA EXPANSION (MP 10-0017)
From [REDACTED]

I OBJECT TO THE PROPOSED EXPANSIONS FOR THE FOLLOWING REASONS.

1. The project is far too big for what is a very tiny portion of waterway.

The bay is public open space. To allow such a large portion of this very small bay to become a private parking space for large boats would deny the larger public the right to freely use this bay for the benefit of a few and in particular the financial benefit of the marina owner. Most of the maps provided by the various "experts" are deceptive in that they do not show the shoreline of the bay on the otherside of the proposed marina. They do not show that the area of the bay proposed for the marina extension will completely dominate the area and will exclude a very large part of the bay for everyone else. The statement to justify this proposed expansion that the project is similar to other projects leaves out the fact that some waterways are many times bigger than Dolans Bay. This proposal will completely dominate Dolans Bay. I am including an aerial photo of the bay with the proposed extensions to demonstrate the amount of the bay, which would be taken by the proposal. The photo shows the siltation at the far end of the bay and how close the proposal is to the marina side of bay, the side opposite (Gannons Road) and the south (Port Hacking Road).

2. Detrimental Environmental Effects

The impact of the extra boats and the proposed marina itself on the ecology of the bay would be devastating. The pollution into the water would cause loss of water quality. We are wiser now than in the past with the consequences of damaging any element in an ecological system. The movements in and out of the bay would make this peaceful area like a highway and greatly limit the use of the bay by any other water user e.g. sailing, fishing, canoeing kayaking. When grasses or any other element is damaged there are always other repercussions. In this instance the extra boats, the proposed marina itself, damage to the bay floor could quite easily cause siltation elsewhere in the bay and in particular the sandy corner at the end of the bay. Even "experts" for the proponent guessing what the impact might be have identified siltation already.

3. Negative Impact on surrounding residences

The position of the proposed marina restricts property owners access to their properties. This will affect entry to their properties both from the water and from the street. Is this fair? When new houses are built neighbours rights are always considered and if a new proposal made access difficult it would not be approved. Exactly the same principle must apply here.

Department of Planning
Received
07 OCT 2011
Scanning Room

4. Parking congestion

Another major objection is parking. Parthenia Street is narrow and with cars parked both side it is very congested now. There is not adequate parking for the existing marina. Where will be extra cars go? Apart from the proposed new users of the extra berths most boat owners take visitors with them on these large boats. The number of extra cars visiting the proposed marina could be in the hundreds. Where will these cars go? Is it fair to expect surrounding streets to accommodate these extra cars? Many people are inconsiderate when they park and do not consider neighbours when they arrive or leave areas at early or late times.

5. Negative Visual Impact

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6. Lack of sewerage facility at existing marina

I consider the current marina should have pump out facilities for boats. I know the existing marina has had legal action taken against it by Council for slipway environmental issues and think any increase of mooring facilities would only increase pollution in the bay. What do the boats that use the current marina and boats that would use the proposed marina do with their sewerage?

I DO NOT THINK THERE SHOULD BE ANY INCREASE IN THE MARINA AT DOLANS BAY.

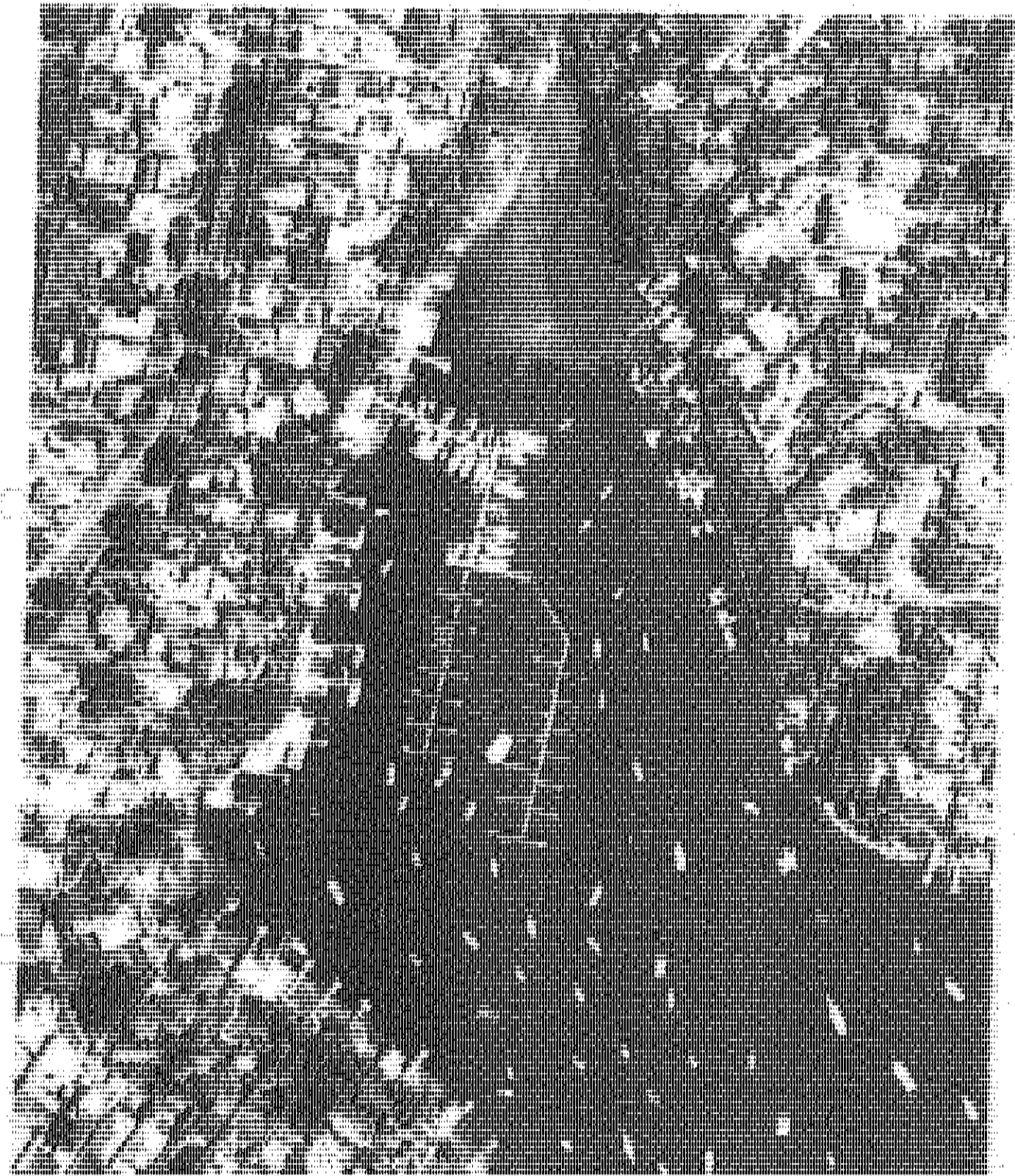
Signed



Date 19.9.2011

I DO NOT WANT MY NAME AVAILABLE TO THE PROPONENT, THESE AUTHORITIES OR ON THE DEPARTMENT'S WEBSITE.

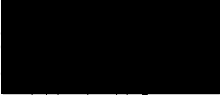
I HAVE NO POLITICAL DONATIONS TO DECLARE.



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Attention Scott Schimanski
Major Projects Assessment
Department of Planning & Infrastructure
G.P.O. box 39
Sydney 2001 NSW

Applicant DOLANS BAY MARINA EXPANSION (MP 10-0017)
From 

I OBJECT TO THE PROPOSED EXPANSIONS FOR THE FOLLOWING REASONS.

1. The project is far too big for what is a very tiny portion of waterway.

The bay is public open space. To allow such a large portion of this very small bay to become a private parking space for large boats would deny the larger public the right to freely use this bay for the benefit of a few and in particular the financial benefit of the marina owner. Most of the maps provided by the various "experts" are deceptive in that they do not show the shoreline of the bay on the otherside of the proposed marina. They do not show that the area of the bay proposed for the marina extension will completely dominate the area and will exclude a very large part of the bay for everyone else. The statement to justify this proposed expansion that the project is similar to other projects leaves out the fact that some waterways are many times bigger than Dolans Bay. This proposal will completely dominate Dolans Bay. I am including an aerial photo of the bay with the proposed extensions to demonstrate the amount of the bay, which would be taken by the proposal. The photo shows the siltation at the far end of the bay and how close the proposal is to the marina side of bay, the side opposite (Gannons Road) and the south (Port Hacking Road).

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4. Parking congestion

Another major objection is parking. Parthenia Street is narrow and with cars parked both side it is very congested now. There is not adequate parking for the existing marina. Where will be extra cars go? Apart from the proposed new users of the extra berths most boat owners take visitors with them on these large boats. The number of extra cars visiting the proposed marina could be in the hundreds. Where will these cars go? Is it fair to expect surrounding streets to accommodate these extra cars? Many people are inconsiderate when they park and do not consider neighbours when they arrive or leave areas at early or late times.

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I DO NOT THINK THERE SHOULD BE ANY INCREASE IN THE MARINA AT DOLANS BAY.

Signed

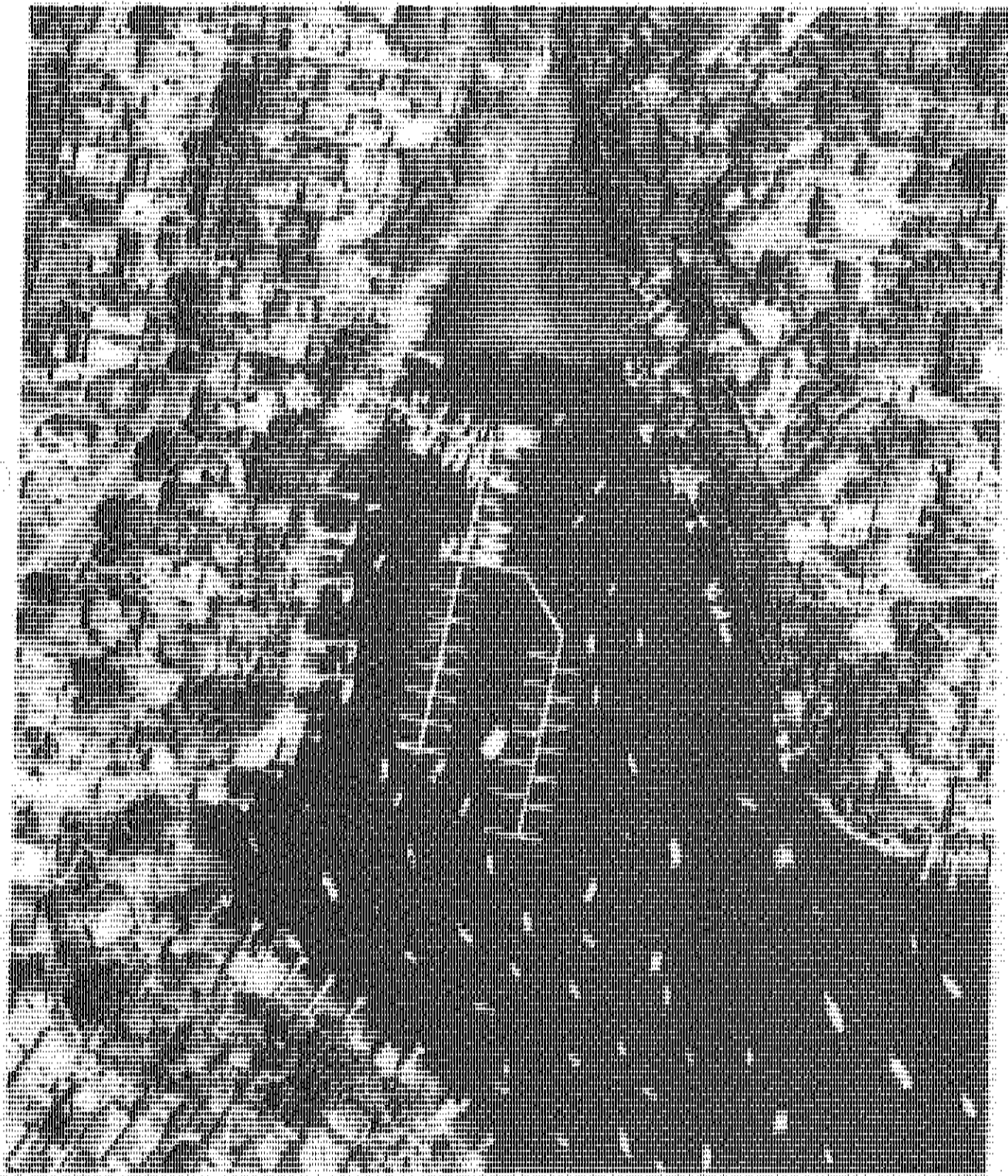


Date

19. 7. 2011

I DO NOT WANT MY NAME AVAILABLE TO THE PROPONENT, THESE AUTHORITIES OR ON THE DEPARTMENT'S WEBSITE.

I HAVE NO POLITICAL DONATIONS TO DECLARE.



Below the main image, there is a section containing text and a small diagram. The text is arranged in several lines, with some lines appearing to be part of a list or a series of instructions. A small, simple diagram is visible on the left side of this section, consisting of a few connected lines forming a basic shape. The text is difficult to read due to the grainy quality of the scan, but it appears to be a technical or instructional document.

22nd September 2011

Major Projects Assessment,
Department & Infrastructure,
GPO Box 39
Sydney NSW 2001

Re: Dolans Bay Marina Expansion (MPI0-0017)

From: [REDACTED]

I object to this proposal for the following reasons

- Dolans Bay is a small inlet as is the existing development. The scale proposal if approved will have the marina dominate the bay visually.
- The development if approved will further restrict access within the bay.
- The development if approved will significantly increase the noise within the tiny bay.
- Increased traffic within the bay will negatively impact the ecology within the bay.
- The development will increase traffic on the slipway which is bad for water quality, even as it is.
- Traffic in Parthenia Street is already a mess when the Marina is busy, to add more parking requirements by adding more berths would be a disaster for the neighbouring residents. Just have a look on any sunny Sunday. The traffic report is a farce submitted by the proponent.

The existing development is small and whilst it may not be financially all that profitable in its current form, its presence in the bay is acceptable in its current scale. I would go as far as to say that it currently adds to the views in the bay being in balance with the size of the bay and its surrounds.

The application if approved would be OVERDEVELOPMENT and SHOULD NOT BE APPROVED.

I do not want my name disclosed to the proponent.

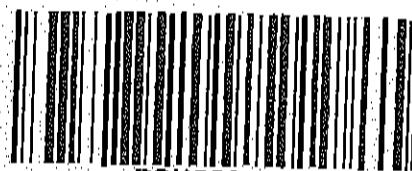
I have no reportable political donations to declare.

If you wish to contact me by phone please call [REDACTED]

Yours Faithfully
[REDACTED]

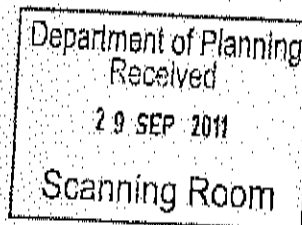


Environment,
Climate Change
& Water



PCU026495

NSW Department of Planning and Infrastructure
(Attention: Scott Schimanski)
GPO Box 39
SYDNEY NSW 2001



Dear Sir

**ENVIRONMENTAL ASSESSMENT EXHIBITION - EXPANSION OF AN
EXISTING MARINA AT DOLANS BAY (MP10 0017)**

I refer to the Environmental Assessment (EA) and accompanying information provided for the above project received by the Office of Environment and Heritage (OEH) on 17 August 2011. OEH did not receive a draft EA as part of an adequacy review for this proposal. OEH conducted a site inspection with Sutherland Shire Council on 2 September 2011.

OEH is not in a position at the present time to provide recommended Conditions of Approval and recommended amendments to the Statement of Commitments. This is because on the basis of a review of the information provided, OEH requires the submission of additional information on several key issues. These issues include the appropriate level of assessment for noise impacts and clarification of matters related to wastewater management (and slipway usage) and underground petroleum storage tanks.

Based on OEH's experience in regulating other marinas, these issues represent important individual components of the EA and collectively, are important in addressing potential land use conflicts. The additional information required to complete our Assessment is more fully described in the attachment to this letter (Attachment 1).

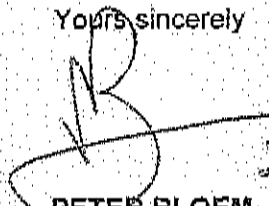
The EA proposes an increase in total berths from 51 to 82 berths, a 60 per cent increase. At this scale the project will now require an Environment Protection Licence (if approved). OEH requests that the Department of Planning and Infrastructure (DoPI) forward any public submissions in response to the Exhibition for our consideration to assist us in developing any intended Approval or Licence Conditions.

The Department of Environment, Climate Change and Water is now known as the Office of Environment and Heritage, Department of Premier and Cabinet

PO Box 513 Wollongong NSW 2520
Level 3, 84 Crown Street Wollongong NSW
Tel: (02) 4224 4100 Fax: (02) 4224 4110
ABN 30 641 387 271
www.environment.nsw.gov.au

OEH is available to discuss the above matters with DoPI and the Proponent, if required. Please call Greg Newman on (02) 4224 4100 in our Wollongong Office to arrange a suitably convenient time.

Yours sincerely



26/9/14

PETER BLOEM
Manager Illawarra
Environment Protection and Regulation

Attachment 1

(N:\2011\PLANNING\GENERAL\GN DOC11-3766 EXHIBITED SUBMISSION 1)

Attachment 1: Issues Requiring Assessment or Further Clarification

The issues are listed in order of priority.

1. Noise

The Office of Environment and Heritage (OEH) requested a Noise Impact Assessment (NIA) in our Environmental Assessment Requirements (EAR) letter of 23 June 2010. Further, the Director General's Requirements requested an assessment of traffic, operational, and construction noise impacts. The Acoustic Assessment (EA Appendix 14 Section 2.3.2) does not assess operational noise impacts. Instead the Section states that *as the slipways are not forecast to increase in service capacity, the proposal will not result in additional noise impacts.*

Due to the proximity to residences and the scale of the proposed development the potential for land use conflict due to noise from the Marina may be significant. The above NIA is important in completing our review on the EA and in developing appropriate intended Approval or Licence Conditions. This could include Noise Limit Conditions or conditions restricting slipway operating hours.

It is also unclear from the EA on any changes to slipway operations. Section 7.8 infers that marina operations (and noise impacts) will not change. While Section 10.4 states berth occupiers would be encouraged to use the slipway which would lead to an intensification of works.

The Construction Noise Assessment must include a Feasibility Assessment on Best Management Practices (BMP) to minimise construction noise. Primarily this should include the feasibility of vibratory drilling rather than impact piling which should result in a substantial reduction in noise impacts.

To address the above matters OEH requests the following be provided:

- a NIA completed in accordance with the *NSW Industrial Noise Policy*
- a Construction Noise Impact Assessment undertaken in accordance with the *Interim Construction Noise Guideline* which includes a Feasibility Assessment of BMP; and
- clarification on future intensity of slipway usage.

2. Water Management

Section 10.3 of the EA provides limited details on the existing Wastewater Management System (WMS). Despite the information in the EA and a site visit, OEH is unclear on how the existing WMS is designed to operate. The Proponent states the system is intended to recycle all wastewater with no discharge from the site. OEH requests a detailed description of the collection, treatment, and reuse system, and if appropriate, a commitment to no discharge of wastewater from the premises.

Additionally, we request clarification on the configuration of the slipway in respect to tide levels. Appendix 4 (Engineering Assessment) says the catch drain is above the high tide level. However on both occasions OEH has been to the site, the tide was overtopping the slipway catch drain or site personnel had advised the tide had overtopped the catch drain earlier that day.

3. Underground Petroleum Storage Systems

Our EAR letter requested a description of the current Underground Storage Tanks on site and any anticipated increases in throughput due to the proposed upgrade. The EA should also discuss the regulatory requirements applicable to the site under the *Protection of the Environment (Underground Petroleum Storage System) Regulation 2008* and any works required to fulfil these requirements.

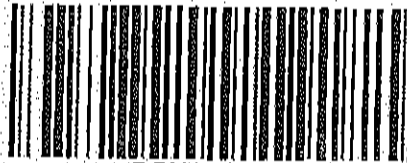
This information was not included in the EA and OEH seeks the submission of this information.

Sutherland Shire
COUNCIL



Peter Barber - 9710 0373
File Ref: DN11/0007

22 September 2011



PCU026371

Major Projects Assessment
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Michael Woodland
Director, Metropolitan and Regional Projects South

Dear Mr Woodland

Reference No: MP10-0017

Proposal: Removal of 22 Swing Moorings and Extension of Existing Pontoon by 32 Berths to Create 82 Fixed Moorings

Property: 72-74 Parthenia Street Dolans Bay NSW 2229

I refer to the Department's invitation to make a submission in relation to Major Project (MP10_0017) for the extension of Dolan Bay Marina including the removal of 22 swing moorings and the extension of the existing pontoon by 53 berths to create 82 fixed moorings.

A review of the Environmental Assessment (EA) has identified a number of concerns with the application and Council wishes to raise **strong objection** to the proposal in its current form.

The following comments have been provided by various specialists within Council for your consideration.

Port Hacking Management Panel

The Port Hacking Management Panel is a sub-committee of the Council's Environment and Planning Committee made up of Councillors, Government Agency representatives and the public. Its role is to assist Council in balancing the use and protection of Port Hacking. The Port Hacking Integrated Environmental Plan 2008 is the updated Management Plan developed by the Panel and adopted by the Council.

The Panel met to discuss the marina proposal and this submission incorporates the opinion of the Panel and an assessment against the Port Hacking Integrated Environmental Plan 2008. This document was included in the Director-Generals Requirements as one of the documents requiring consideration.

1. Clarification

Clarification is required on what the proponent is seeking approval for:

Number of berths

Section 4.4 describes the proposal as providing an additional 53 berths - 26 berths on the extended north/south arm and 27 on the eastern extension, including a visitor berth. However, the diagram 'Proposed Marina Extension Plan NTS' on page 19 as well as that on page 20

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26 SEP 2011
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and throughout the various consultants reports, clearly show 28 berths rather than 26 on the extended north/south arm.

Furthermore, the layout currently leaves the southern ends of the new walkways as potential berthing positions for up to 4 additional boats. Complaints have been received by Council over the years in regard to illegal berthing at this marina. It is therefore imperative that any approval clearly states the number of berths and the size and location of these berths. Any plans approved must correspond with the number of berths approved and not create obvious potential for an increase in berths.

Fuel bowzers

The proposal notes that the existing fuel service pontoon will be retained yet the diagrams of the proposal show a berth now in front of this pontoon. It is therefore highly unlikely the fuel bowzers will be used in their current location. If the bowzers are to be relocated to the end of the extended arm, there may impacts associated with this that require assessment. This will include not only the physical relocation works but may also have implications on the proposed structure itself. It is noted that a 6m x 2m pontoon had to be added to the existing north/south arm in order to provide stability to the adjacent fuel pontoon as it was exposed to the southerly swell.

Land based development

There are references to land based works in the conclusion and various reports. However, this has not been included in the proposal description nor are there any plans showing any land based development.

As any additional works could result in impacts that have not been assessed, further detail to clarify and describe any additional works is required to ensure all works are adequately considered. Full plans of the proposal that clearly detail all of the proposed works are required.

2. Demand for berths and moorings

Section 4.2 of the EA attempts to justify the need for the expansion. It begins with a general statement that *'demand for recreational boating in Port Hacking continues to grow'* but provides no site specific analysis or information to support both the number or sizing of the berths proposed.

It goes on to state that there is a demand for more swing moorings but that these take up valuable water space for larger vessels and result in long term damage to seagrass areas, and that *'the proposed development to some extent addresses both of these issues'*. There are several issues with this statement:

- The proposal does not address the noted demand for swing mooring as it is removing 22 of them.
- Stating that swing moorings take up 'valuable water space for larger vessels' highlights the social inequity of the proposal. This is discussed further below.
- There is no information supporting the need for the berthing of larger vessels at this marina. For example, no assessment has been provided of the navigational restrictions imposed by shoals at the entrance to Burraneer Bay, which could generate less demand for large berths in this bay.
- The argument that swing moorings cause long term damage to seagrass areas is also a generalised statement. There has been no assessment of seagrass in the vicinity of the 22 swing mooring to be removed and therefore the environmental benefit of their removal cannot be considered a plausible argument. This is also discussed further below.

No assessment or supporting information of the actual requirements of the marina, both in terms of numbers and sizes, have been provided and as such there is no suitable justification for the size and scale of the expansion proposed.

3. Navigation, safety and public access.

Navigation and safety

In their response to the request for Environmental Assessment Requirements (dated 19 March 2010), NSW Maritime have listed several matters they would like considered in the navigational assessment. Firstly, it is noted that the EA does not include a navigational assessment. As such, no consideration has been given to the impact of an additional (and larger) 31 vessels moving in and out of the Bay, on users of the waterways including small craft and paddle craft in Port Hacking.

The EAs only response in terms of navigation is to note that the western arm will provide a 20m separation to the existing foreshore structures. It does not provide a source for that figure nor assess the adequacy of this separation in providing safe access to these facilities.

A detailed assessment of navigational and safety impacts on all users of the bay, as well as access to existing foreshore structures, is required to ensure all impacts are adequately considered.

Public Access

One of the objectives of the Port Hacking Integrated Environmental Plan 2008 is about finding a balance between the demand for in-water boat storage and the use of the waterway as a public domain.

In regards to boat storage, the cost of a marina berth is significantly larger than that of a swing mooring, which many small boat owners will not be able to afford. The replacement of swing moorings for fixed moorings therefore discriminates against small boat owners.

In regards to equitable use of the waterway, the 1992 Port Hacking Plan of Management and the 2008 Port Hacking Integrated Environmental Management Plan encourage the principle of surrendering one swing mooring for each marina berth as a method of balancing the need for open water space for use by the public and in-water boat storage. In this case, as there are 32 additional berths, it appears that majority of the space released by the removal of the swing moorings will be occupied by the additional fixed moorings or the space required to navigate into these (an overlay of the removed swing moorings and the new structure has not been provided), resulting in an insignificant gain of open water for public use.

This goes against the Port Hacking Integrated Environmental Plan 2008 (to which the proposal makes no reference) as well as the argument by the proponent that this proposal will free up open water for public access. Instead, the proposal creates a monopoly of the bay by occupying a large percentage of the head of the bay for use by large boat owners.

4. Visual impact

No attempt has been made in providing a clear visual description of the proposed extension from impacted viewing points such as adjoining residents or the public wharf at the mouth of the bay (although there is a photo of the wharf). The bay is narrow and has steep sides, so general views to the water are close and at elevation, yet the only photo from elevation (Plate 2) is taken at a point where most of the proposed extension is obscured by a house. There are two photos that note that the extension would be visible, however, no photomontages or overlays have been provided to show the extent of the new berths or what this may look like.

The visual impact report states that *'the development would make a significant change to the immediate setting'* but argues that the scale and character of the vessels that are likely to be moored at the marina will be similar to those presently seen on swing moorings and wet berths. This comment is inconsistent with the fact that 22 boats with an average size of 9m are being replaced with at least 53 boats with an average size of 12m in a confined area. This is clearly not of the same scale and character as 22 well spaced 9m boats.

The report also argues the locality can absorb the development visually as *'...the extension is of similar bulk, scale and character to other marina facilities in the Port Hacking area such as Burraneer Bay Marina and Cronulla Marina'*. This statement is both incorrect and illogical. The extension would in fact make it the largest marina in the Port Hacking area in terms of wet berths (Cronulla Marina has approval to extend to a total of 79 berths), yet Burraneer Bay and Gunnamatta Bay are both more than double the size of Dolans Bay (see Fig 1). The result being that Dolans Bay Marina would be the largest marina in the smallest bay.

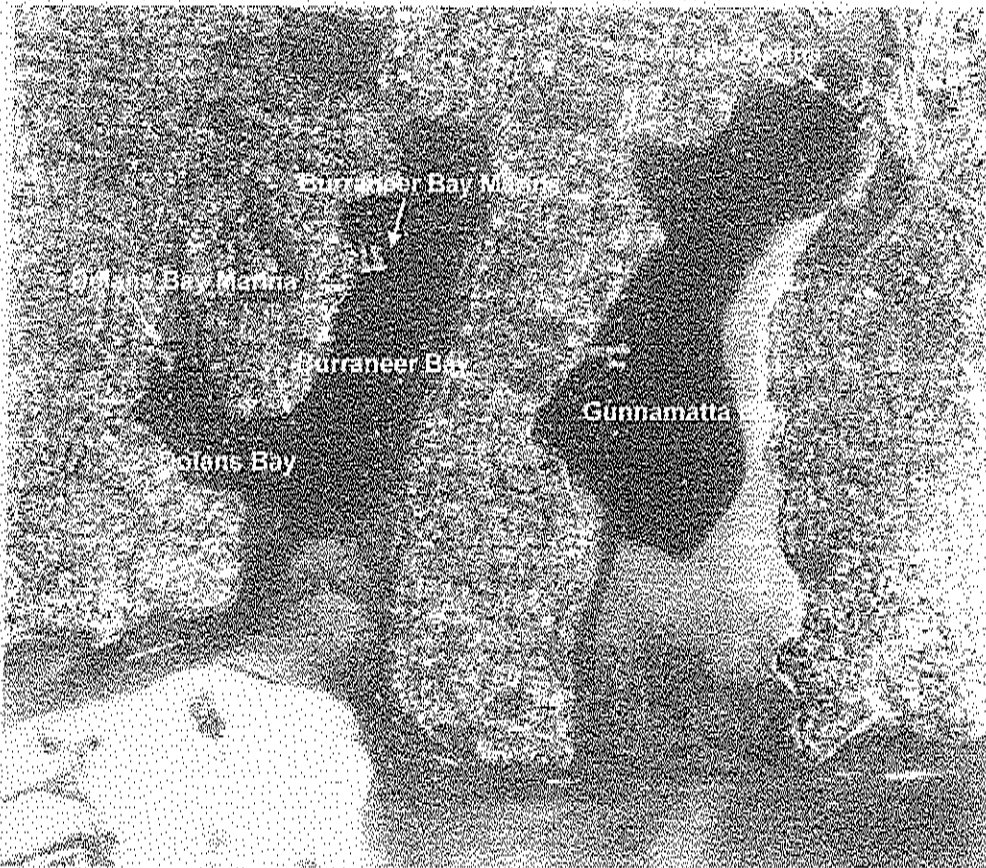


Figure 1. Gunnamatta Bay, Burraneer Bay and Dolans Bay

The argument that the extension is acceptable as it will not be visible from many public areas is not a reasonable argument for such a significant visual intrusion in what is the public domain. The information presented in the visual assessment is therefore considered to be inadequate and the conclusions drawn to be unsubstantiated. The Council considers the visual impact of this proposal to be unacceptable for a public waterway.

5. Noise

The acoustic report provided does not address the increased operations of the marina with the proposed expansion with regard to the increased patronage using the facilities, stairwell & inclinator. It is a small site with limited access that has the potential to impact on the

neighbouring residents from a noise perspective. These issues need to be fully addressed in order to adequately assess the acoustic impact of the proposal.

Council has serious concerns in relation to the impact of noise on the amenity of nearby residents, especially given that Dolans Bay effectively creates a steep sided amphitheatre and that 24 hour access to the marina is proposed.

6. Parking

The Sutherland Shire Development Control Plan (SSDCP) 2006 requires one car space for every three berths plus one space for every two employees on duty. The current marina, with a total of 51 berths, therefore requires at least 17 car parking spaces. This does not account for staff or the gymnasium which is being illegally subleased by the marina. The marina currently provides just 10 off-street car parking spaces. The addition of 31 berths should see the addition of at least 10 off-street car parking spaces. As no additional car parking spaces are proposed, the marina will be at least 17 spaces short of complying with the SSDCP.

This section of Parthenia Street is known for traffic accidents, with 5 recorded accidents during 1997-2010. Traffic data reveals an 85% speed of 61 km/hr and vehicle volume of 1924 (AADT) at this location. The road width narrows just north of the marina and any increase in on-street parking demand is not considered appropriate for this section of road.

In view of the above situation and the fact that the proposal makes no attempt to increase provision of off-street parking, Council has strong concerns regarding the effect on safety and residential amenity under the submitted proposal to increase the existing boat capacity from 29 to 82 boats. Only three on-street spaces are available fronting the Marina - any additional on-street parking demand shall affect the amenity of adjoining residents and limit their sight distance when exiting their driveways. Given the relatively higher speeds, this would decrease safety for adjacent residents.

7. Acid Sulfate Soils

The proposed works are located within a class 1 Acid Sulfate Soils (ASS) area. The trigger for class 1 areas is any works that disturb more than 1 tonne of soil. The proposed marina extension and removal of the existing swing moorings does have the potential to disturb the sediments within this area, however the submitted EA states that all berths will be pile driven to avoid dredging of marine sediments and oxidation of potential ASS beneath the seabed. In addition, the EA states that a containment boom and silt net will be erected around the work areas. Whilst the proposal is not supported for other reasons, this proposed method is considered acceptable to reduce the risks associated with acid sulfate soils and could be enforced as conditions of consent.

8. Contaminated sediments

The potential for disruption of contaminated sediments was required to be considered as part of the Director General requirements, but has not been adequately addressed by the proponent. The submitted Environmental Assessment states that the proposal does not include any works around the slipways that will potentially disturb any contaminated sediments. However, given the intensity of the current use as a marina and the potential for contaminants within the bay, it is considered that an assessment of potential contamination within the development footprint and location of swing moorings is required to quantify any potential for redistribution and/or dispersion of such sediment during the works.

9. Aquatic ecology

Seagrass:

The applicant's submitted Flora and Fauna Assessment (Abel Ecology, 2010) fails to adequately assess the potential impacts on aquatic ecology in the vicinity of the proposed works, particularly seagrasses. The applicant's seagrass impact assessment is based only on DPI mapping and a survey undertaken on an unknown date and carried out by an individual with no listed Aquatic Ecology qualifications. This survey was limited to the development footprint and does not include the surrounding area or address the potential presence of *Caulerpa taxifolia*. The Flora and Fauna Assessment actually states (pg 10) that '*as the extent of seagrass has not been accurately mapped, the effect of the proposed upgrade to the marina on the extent of the meadows of Posidonia australis cannot be quantified*'.

The extent of proposed works could potentially impact any seagrasses via direct removal and shading or indirectly (as listed in the F&F assessment) by:

- increased wash due to higher boat numbers using the bays therefore higher level of disturbance for *P. australis* located close to shore
- Higher levels of pollutants (oil, hydrocarbons etc)
- Increased risk of pollution spills due to high water traffic.

The factors may also have an indirect impact on the nearby Shiprock Aquatic Reserve. This needs to be assessed in order to fully evaluate the environmental impact of the proposal.

The report goes further in concluding that the removal of the swing moorings is a positive step to protect seagrasses, however, the current assessment does not have enough accurate field data to quantify this conclusion. Nor does it consider that the location of swing moorings are carefully determined by Council and NSW Maritime to not impact on seagrass beds.

The F & F assessment report states that further field work to determine the exact distribution of seagrasses can be performed as a 'condition of consent'. It is essential that a thorough assessment is received prior to consent to ascertain the impact of the proposed works. It is not appropriate for this assessment to be carried out post approval as this information is required to make an informed and thorough assessment of the impacts of the works and ensure appropriate design changes and/or conditions of consent are added prior to determination where required.

Caulerpa taxifolia:

Of further concern is the lack of assessment for the invasive marine algae *Caulerpa taxifolia*. This algae is a major threat to coastal ecosystems of NSW as pieces that break off can colonise new areas in short periods of time and can have detrimental flow on effects for the aquatic ecosystem. The F&F report states that the current distribution of this algae was not assessed and the assessment is based only on DPI mapping and the undated survey letter outlined above. The concerns regarding the potential to disturb this species during any phase of the development, including removal of the swing moorings, remain.

Generally, the submitted assessment does not provide sufficient detail to determine the potential impacts of the proposed works on the aquatic ecosystem. In order to quantify the potential impacts of the works on aquatic ecosystems, it is recommended that a detailed marine habitat survey and assessment be undertaken by a suitably qualified Aquatic Ecologist that encompasses the development footprint, surrounding area and the areas occupied by the swing moorings leased by the Dolans Bay Marina. This survey should determine the distribution of seagrasses as well as *Caulerpa taxifolia*.

An updated assessment of the potential impacts of the works should include an updated survey and appropriate management and mitigative measures to protect seagrasses and manage any *Caulerpa taxifolia*.

10. Water quality

Slipway

The slipway operations currently occur as a subleased operation of the marina and have not been included in the Environmental Assessment. Despite this, due to the immediate proximity of the proposed marina to the slipway operations and the land tenure arrangements it is reasonable to expect that slipway operations will increase if the proposed expansion of the marina is approved, and as such should be included in the environmental assessment. Furthermore, the Director-Generals requirements stated that DECC's Environmental Action for Marinas, Boatsheds and Slipways must be considered in the EA.

The current slipway operations were subject to land and environment court orders issued in October 2006. These orders relate to the slipway, namely the construction, installation, operation and maintenance of the slipway, a catch drain and water treatment system to capture pollutants generated during slipway operations.

A key pollution prevention design feature of the slipway, a catch drain and associated water treatment system, is vulnerable to sea level rise. The 2006 Court Orders for the operation of this slipway include a plan of management that stipulate that:

"Tidal flow charts are to be compiled indicating when it is anticipated that the collection pit is due to be submerged with tidal waters. Any fluid materials collected in the pits as a result of maintenance works on boats is to be pumped to the waste water treatment system. All solid materials are to be removed from the collection pit, disposed of to an approved facility and swept clean before any tidal waters are permitted to enter in to it"

Presently there is conflicting information with regards to the current frequency of inundation of the collection pit, however anecdotal evidence appears to suggest it is a reasonably frequent event occurring more often than the usual design criteria of only flooding during king tide events. With the predicted sea level rise the inundation frequency will increase and is likely to become a daily event before the State Government sea level rise planning guideline horizon of 40cm by 2050. Frequent flooding of the drain presents a significant risk that pollutants from slipway operations will be released to the environment.

The proposal should include an assessment of the environmental impacts of the operation of the slipway. If the frequency of inundation by seawater of the catch drain is predicted to, or actually occurs, more than 12 times a year, the catch drain should be modified (relocated) to a position where flooding only occurs during king tide events, while maintaining effective pollution control for slipway operations in line with the DECC best practice guidelines for marinas and slipways.

Oily bilge water and sewer pump out facilities

The marina currently does not provide either of these facilities and directs boats to other marinas in Port Hacking. While this may be suitable for a small marina, such a significant expansion should be accompanied with an upgrade of the marinas facilities. A comparable development is the approved expansion of the Cronulla Marina. This included the extension of the existing marina to a total of 79 berths and included the installation of an oily bilge pumpout facility (a sewage pumpout facility already exists at this marina).

Firstly, it is considered unreasonable to expect and potentially burden other, smaller marinas,

with the additional volume of boats that will be requiring these services. Secondly, this has been noted under 'water quality' as it is not inconceivable that water quality could be affected if boat owners do not make this additional stop over after a long day out on the water.

The EA argues that the expansion will permit improved standards of service and environmental protection yet proposes neither of these. It appears that Dolans Bay Marina wants the income of a large marina without providing the services of a large marina.

11. Waste management

The management of solid waste is considered adequate for the proposal, however, there are limited sewer pump out facilities on Port Hacking and the considerable expansion proposed would place further pressure on these. So to reiterate, the proposal should include the provision of pump out facilities.

12. Fuel

Council has been inspecting the marina as part of its environmental audit program since 2004. Council has strong concerns if the marina is to be expanded as minimal effort has been made over the years to comply with Council's requests for the upgrade of the refuelling facilities among other items. Specific areas of concern include:

- The fuel dispensing operations at the marina are not compliant with the Protection of the Environment Operations (Underground Petroleum Storage System) Regulation 2008 (UPSS Reg). The marina does not have an Environmental Protection Plan (EPP) as required by the 'UPSS Reg' since 2008.
- Council has been unable to ascertain the integrity of the tanks as requested documentation has not been provided.
- No groundwater monitoring wells have been installed.
- The fuel dispensing bowsers are also of concern as they do not have adequate bunding or a rain canopy. The owner has on occasions agreed to do these works while at other times stated that he will wait until the DA is approved to complete the works.

During Council's environmental audit assessments requests have rarely been attended to, leading Council to conclude that the management of the marina / slipway operations are not optimal and that an increase in the size of the marina could potentially have significant environmental consequences.

13. Environmental Management Plan

The Environmental Management Plan (EMP) was developed in 2001 and conditioned to be regularly reviewed. This has not been updated since 2001. The EA notes that a review will be undertaken to detail a list of upgrades to be incorporated into a new EMP. Under this arrangement it is unknown what, if any, upgrades will be undertaken and therefore operational impacts cannot be fully assessed. All upgrades should be identified now and conditioned to be finalised prior to the occupation of any additional berths.

14. Coastal Processes

Apart from impacts on the slipway, which has been discussed above, it is not considered that the development will be adversely affected by predicted sea level rise. However, such a large structure may change wave patterns in this relatively small bay which may impact on other properties. It may also impact natural flushing and increase sedimentation. These issues have not been assessed and therefore an adequate impact assessment of the proposal cannot be carried out.

15. Port Hacking Management Panel

The Port Hacking Management Panel does not support the expansion of the existing Dolans Bay Marina above its current 29 berths. For the reasons discussed above, the proposal is considered to be an extreme overdevelopment of the site and does not meet the requirements of the "1992 Port Hacking Plan of Management" and "2008 Port Hacking Integrated Environmental Management Plan". The existing development should be required to meet relevant environmental and industry standards.

16. State Environmental Planning Policy No. 71 – Coastal Protection (SEPP 71)

Contrary to the assessment provided in the EA, Council considers that the proposal does not adequately address the following aims and considerations of SEPP 71:

Aims of SEPP 71	Councils assessment of the proposal
a) to protect and manage the natural, cultural, recreational and economic attributes of the NSW coast	The extension does adequately balance the protection and management of the natural and recreational attributes of the NSW coast as discussed in sections 2, 3 and 9 above.
e) to ensure that the visual amenity of the coast is protected	Considering the size of the proposed marina in relation to the size of the bay, the expansion would result in an unacceptable visual impact that cannot be adequately absorbed by its locality (section 4)
h) protect and preserve the marine environment	The EA provides a short sighted view of the marine environment of the bay in providing an (unqualifiable) assessment of seagrasses only within the proposed footprint of the development. There is no consideration of indirect impacts on these, <i>Caulerpa taxifolia</i> or the adjacent Shiprock Aquatic Reserve. Nor the potential of sediment and water pollution.
i) to protect and preserve rock platforms	Shiprock Aquatic Reserve forms the headland between Burraneer and Dolans Bay declared an aquatic reserve to protect marine plants and animals. No assessment has been made on potential impact additional boating activity may have on this.
j) to manage the coastal zone in accordance with the principles of ecological sustainable development	Considering the notable lack of scientific studies associated with the proposal or clear environmental improvements proposed, it is apparent that the natural environment has not been a fundamental consideration in the preparation of the EA.
k) to ensure that the type, bulk, scale and size of development is appropriate for the location and protect and improve the natural scenic quality of the surrounding area.	Considering the size of Dolans Bay, it is considered that the bulk, scale and size of the development is highly inappropriate for the location and will detract from the natural scenic quality of the surrounding area (section 4)
Clause 8	Councils assessment of the proposal
d) the suitability of development given its type, location and design and its relationship with the surrounding area	While a Dolans Bay is a suitable location for a marina, the relationship of the large development with the surrounding area is one of domination rather

	than integration,
(f) the scenic qualities of the NSW coast and means to protect and improve these qualities	Dolans Bay is a scenic urban bay within Port Hacking, the dominating expanse of the proposal does not protect or improve these qualities.
g) measures to conserve animals (within the meaning of the <i>Threatened Species Conservation Act 1995</i>) and plants (within the meaning of that Act), and their habitats,	<i>Posidonia australis</i> is listed as an endangered population under Schedule 4A Part 2 of the <i>Fisheries Management Act 1994</i> . The impact on this has not been adequately assessed and therefore no measures to conserve these have been proposed.
j) the likely impact of coastal processes and coastal hazards on development and any likely impacts of development on coastal processes and coastal hazards,	This has not been assessed (see section 14)
m) likely impacts of development on the water quality of coastal waterbodies,	This has not been fully addressed (see section 10)

17. Conclusion

The Shire's waterways are regionally significant assets for their environmental and recreational qualities. It is important that these are not lost though unacceptable development.

Council is not opposed to marinas or the possible expansion and upgrading of the Dolans Bay Marina. Over recent years Council has given consent for significant expansion of the Port Hacking Royal Marine Yacht Club Marina and the Tom Uglys Marina. However, Council considers this proposal to be a gross overdevelopment that will monopolise a small bay, disadvantage users of the bay and have unacceptable impacts on the bay and surrounds.

The proposal seeks to expand a modest marina in a small bay to one of the largest marinas in Port Hacking, yet proposes no additional facilities or environmental improvements in an attempt mitigate or manage the potential impacts of the development. Furthermore, the proposal provides very limited scientific assessment and is unclear on the full nature of the development and therefore an adequate assessment of the development is not possible.

Council's position is that the proposal should be refused for the reasons set out above. Should the department be of a mind to support the proposal in its current form or a modified form, approval should NOT be granted until all additional information is provided and has been adequately addressed. This information should be forwarded to Council when received for further assessment.

Should you need to discuss any aspect of this matter further, please do not hesitate to contact me on 9710 0373 during normal business hours.

Yours faithfully



Peter Barber
for J W Rayner
General Manager