



Comments on the Parramatta Light Rail Stage 2 (SSI-10035) EIS

The Boat Owners Association of NSW (BOA) would like to express our grave concerns at the proposal to remove access by members of the public to the Ermington Boat Ramp during the construction of the Parramatta Light Rail Stage 2.

The Ermington Boat ramp is only one of three launching points available on the northern side of the Parramatta River, and combines an excellent launching ramp with facilities and parking for both cars and boat trailers. It services a large number of recreational boat users, with the ability to park 53 vehicles and boat trailers. This ramp also has the ability to launch and retrieve three vessels at a time. It has a toilet facility, a fish cleaning facility and a generous floating pontoon area for safe access to less experienced operators.

It is our understanding that the construction of the bridge across the Parramatta River at this location will:

- prevent people for approximately three years from accessing the Parramatta River and Sydney Harbour at a safe, convenient and accessible location designed and built for that purpose;
- force people to use Rhodes or Kissing Point which have insufficient trailer parking to accommodate the additional of usage flowing from Ermington;
- force people to tow further afield adding to congestion, stress, access and parking issues elsewhere;
- force people into already pressure areas for example Kissing Point which has an adjacent park that can lead to a number of single cars taking up available slots for activities to do not involve launching or retrieving a boat, which is the purpose of the facility; and
- permanently reduce the available access and parking at Ermington Boat Ramp post construction for an 'operational building' in a valuable waterfront location.

The EIS notes alternative locations for the launching of boats at Silverwater, Rhodes and Kissing Point (Putney), but these facilities are of substandard quality when compared to the Ermington Boat Ramp, and do not provide sufficient parking capacity to accommodate boat owners having to use these facilities in lieu of the Ermington Boat Ramp.

We would note that there is sufficient capacity in nearby underutilised industrial areas for site offices, car parking and lay down areas, and we believe that the project team should be required to explore these alternatives for the construction of the new bridge rather than taking the boat ramp out of service for three years

We would recommend:

- 1) That access to the Ermington Boat Ramp be maintained during the construction of the new river crossing
- 2) Measures be established for the safe use of the boat ramp, and for parking of vehicles and boat trailers in the facility
- 3) If the Ermington Boat ramp is required to be closed for any period that nearby boat ramps be significantly ungraded with better launch ramps, supporting infrastructure and car parking to accommodate boat owners who cannot access the Ermington Boat Ramp
- 4) To provide adequate traffic management around the work site areas so as not to further disenfranchise the public wishing to utilise these facilities

In summary, we believe the proposal to remove the Ermington Boat Ramp for a period of three years is not in the public interest and must not be allowed to proceed without proper consideration of alternative access arrangements for the construction of the bridge structure.

Ken Cameron

President

Boat Owners Association of NSW

P.O. Box 33

Five Dock, NSW.2046

www.boatowners.org.au