

Local Sailing Clubs feedback

The Woolwich Marina reached out to local sailing clubs on 3 July 2023 to offer a briefing to discuss the proposal in more detail. A site visit briefing was held on 1 August 2023 with representatives from Hunters Hill Sailing Club, Drummoyne Sailing Club, Australian Sailing, Greenwich Flying Squadron, Lane Cove 12ft Sailing Skiff Club, and Hunters Hill Council. Feedback from this session is detailed in **Table 1** below.

Table 1 Local Sailing Club feedback

What we heard	Key issues raised	Project response
	<p>Navigation and safety in the channel</p> <p>Discussion on navigation impacts of the proposal, including:</p> <ul style="list-style-type: none"> • Concern about the potential impact on navigable space of the mooring field. Concerns the marina expansion would create a hard barrier which prevents other vessels navigating between swing moorings, noting that sailing club vessels may enter the moorings to avoid larger vessels. • Concern about the reduction in navigable space in the channel. • Concern about large vessel movements (i.e. ferries) in the channel, and impacts from navigational safety and wash. • Commentary regarding the relocation of the emergency moorings. • Commentary about the tide in the channel with observations that the tide is northerly and prevalent; at typical tide level the boats in the moorings are aligned. • Commentary about the use of the channel on weekends as a continuous stream of boats; a busy channel. • Commentary that local sailing clubs are in frequent communication regarding the coordination of racing events. 	<p>TfNSW data has been obtained through stakeholder meetings (and Port Authority NSW to a lesser degree) which has informed the configuration of the proposed marina expansion. This data was independently reviewed by Royal HaskoningDHV and the design was subsequently amended. Royal HaskoningDHV prepared the Navigation Impact Assessment according to the amended design. Further detail on navigation impacts and mitigation is addressed in this report.</p> <p>A no wash zone will be proposed in the area between the western extent of the marina and the eastern extent of Hunters Hill Sailing Club. While we can only make this a condition of berthing for those vessels at Woolwich Marina, we will actively work with the clubs to lobby TfNSW Maritime to extend the No Wash rule to all vessels in the area.</p> <p>Emergency mooring is, by definition, there to be used for emergency purposes. Woolwich Marina will also permit the use of an area inside the outer pontoon as a safe haven for small sailing boats in an emergency situation.</p> <p>To help manage the navigation of the channel and the safe sharing of the harbour, all owners and skippers of vessels berthed and moored at Woolwich Marina will be provided with an induction process. Users of the facility will be required to acknowledge and keep on board a copy of the induction papers as a condition of their berthing agreement to enforce compliance. This induction will emphasise the rules around keeping watch, giving way, the creation of wash and pathways that are to be used to enter and exit the marina.</p> <p>Communications between sailing clubs is noted. The project architect has researched local sailing clubs' sailing programs, courses and sailing instructions. The insights from this research and on-site observations provided a good understanding of your use of the surrounding waterway and has been</p>

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		<p>applied to the design of the expanded marina from the outset.</p>
	<p>Proposal generally Interest in the size of the vessels permitted in the proposed moorings.</p> <p>Discussion about calculations from the mooring block- who did these calculations?</p>	<p>The longest boat on the marina will be 35 metres in length.</p> <p>These calculations were obtained from TfNSW- Maritime.</p>
	<p>Proposed design process Interest in the previous design iterations of the proposal, with specific reference to expansion of the marina east and west.</p>	<p>The east and west expansion was considered, however, it was ultimately not pursued due to stakeholder concerns regarding the number of swing moorings that would be lost. The project team examined all design iterations wanting to achieve a balance between safety, accessibility, marina operations and other considerations pertaining to the boating community such as the use of the adjacent public boat ramp.</p> <p>The entrance to the marina was relocated west to improve navigation of vessels within the marina and to ensure that the entrance was not directly opposite Cockatoo Island, where the navigation channel through Parramatta River is relatively narrow.</p>
	<p>Government agency feedback and consultation with local sailing clubs Interest in feedback on the proposed design, with reference to Sydney Ferries and TfNSW's position on the proposal.</p> <p>Commentary about TfNSW consultation with local sailing clubs, with reference to their assessment process of sailing routes in the channel and not seeking viewpoints/feedback from local sailing clubs</p>	<p>A request for Permission to Lodge the DA was submitted to TfNSW (as the relevant land owner) and received approval on 16 March 2023. TfNSW data has been obtained through stakeholder meetings (and Port Authority NSW to a lesser degree) which has informed the configuration of the proposed marina expansion.</p> <p>Sydney Ferries has not raised any objection to the proposal.</p> <p>As a government agency, TfNSW and Sydney Ferries will also have an opportunity to provide a formal submission to the consent authority.</p>
	<p>Traffic and parking Concern about additional traffic and car parking impacts to the area, speaking in the capacity as local resident of the Hunters Hill LGA.</p> <p>Interest in the number of proposed parking spaces.</p> <p>Concern about flow-on effects of carparking impacts to the working nature of the marina, with reference to Margaret Street as the only accessible ingress/egress point.</p>	<p>Traffic studies undertaken by McLaren Traffic Engineering demonstrate limited traffic generation as a result of the proposal and that key intersections continue to perform to a high standard.</p> <p>The proposal will generate an additional 7 parking spaces for a total of 20 parking spaces.</p> <p>It should be noted that the Woolwich marina is located adjacent a public boat ramp. There are no marina customers who have trailers contributing to carparking and</p>

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	<p>The working nature of the Marina Commentary about the importance of the 'working nature' of the marina with respect to the local history of the area.</p> <p>Concern about the impact of the proposal on the working nature of the marina, with reference to flow-on effects of carparking impacts.</p>	<p>traffic issues (these are associated with the public boat ramp).</p> <p>The working nature of the marina is noted and the proposal does not seek changes to the existing slipway activities. It should also be noted that the Woolwich Marina and Woolwich Dock have different functions, the Woolwich Dock repair and maintenance activities.</p> <p>Peak times for working harbour trade and general marina users occur at different times of the week, with trade occurring during the week and boating activity typically occurring on Friday and the weekend.</p>
	<p>Commercial vessel usage Concerned that rather than "local boat owners" securing a berth, the marina will be used by commercial vessels.</p>	<p>There shall be no mooring of large function boats (i.e. 'party boats' – being boats which primarily cater for fare-paying passengers for the purposes of a party, that being a function with loud music, and/or outdoor music) at the facility, including embarkation and disembarkation of these passengers.</p> <p>There is currently a low percentage of berths that are used by commercial operators and this is not expected to significantly increase as a result of the proposal. Currently the marina operators do not intend on restricting commercial operations, however, any vessel using the facility will be subject to the Operational Plan of Management and any conditions of consent.</p> <p>The marina will continue working with existing and prospective customers to ensure operations adequately address the boating needs of the local and broader community.</p>
	<p>Consultation and planning process Hunters Hill Sailing Club expressed the following concerns about pre-lodgement consultation:</p> <ul style="list-style-type: none"> • Concern about the notification process, noting the Club did not receive a letterbox notification of the proposal and the DA lodgement. • Concern about not receiving notification of the DA lodgement prior to the site visit briefing and expressed distrust with the consultation process. 	<p>Hunters Hill Sailing Club received an initial email notification of the proposal and invitation to consultation pre- DA lodgement on 6 June 2023.</p> <p>The project team notes that liaison for consultation with Hunters Hill Sailing Club has been ongoing since 6 June.</p> <p>The DA was lodged to Hunters Hill Council on 13 July. It should be noted administrative errors with the Council DA Tracker prevented several technical reports from being uploaded – these missing reports were uploaded by Council to the DA Tracker on 25 July and 27 July for viewing.</p> <p>Pre-lodgement consultation with community and stakeholders commenced</p>

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	<p>Interest in the project timeline and the direct impact of consultation feedback on the proposed design.</p>	<p>in early June and feedback has been considered and responded to in the Consultation Outcomes Report. The proposed entered the Public Exhibition period (28 days) which will end on 18 August.</p> <p>The DA will be submitted to the Sydney North Planning Panel for independent assessment and determination, during which time, formal submissions from community and stakeholders are invited for consideration and response by the consent authority.</p> <p>Consultation with stakeholders is an ongoing process and the project team remains open to continuing the conversation and will give due consideration to feedback during the detailed design phase.</p>