

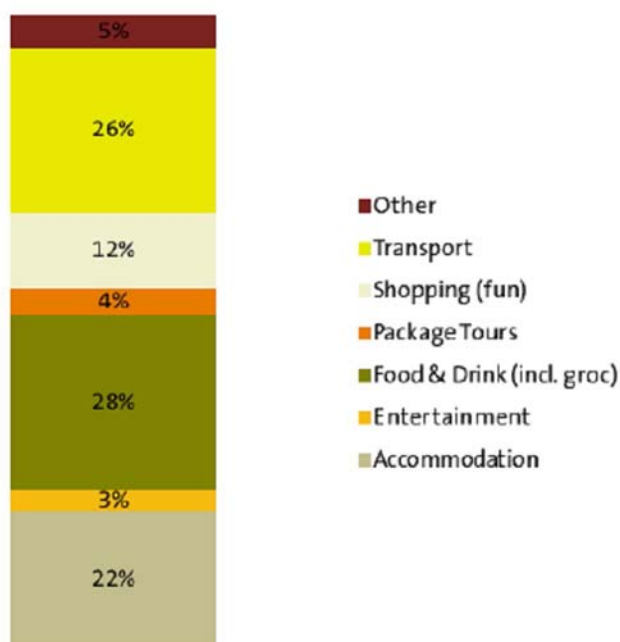
**Figure 20 Overnight Leisure Spending (Tourism Australia, 2007)**

Table 23 estimates the trade likely to be captured from overnight visitors in terms of “food and drink” and shopping (fun). As such, these figures relate specifically to the proposed retail/services facilities and café/restaurant facilities included in the proposal. The table utilizes proportions drawn from Figure 20 Overnight Leisure Spending (Tourism Australia, 2007). Additionally, a Trinity Point capture rate of 80% is assumed. An estimated 20% of visitor spending on food, drink and shopping will be spent elsewhere.

**Table 23 Estimated Trinity Point Capture of Shopping, food and drink trade.**

Estimated Annual spend: (from Table 22)		\$ 1,091,318
Overnight leisure spending on	Food and Drink	Shopping (fun)
Food and drink:	28%	12%
Estimated % Trinity Point Capture:	80%	80%
Estimated Trinity Point Capture (\$)	\$ 244,455	\$ 104,766

## 6.4 DAY VISITORS

Day visitors to the Trinity Point development will be a considerable source of income for businesses at Trinity point and nearby businesses. Visitors are expected to be chiefly involved in boating activities. However, a number of day visitors will be presumably drawn to the location for purposes other than boating, including a combination of picnicking, shopping and eating at the café or restaurant.

An expected number of day visitors is difficult to determine and will depend on a raft of variables such as the number of watercraft in the marina, weather and seasonal factors, and marketing of the development for day visitors.

In order to assess the potential annual spend associated with day visitors to the marina, the following figures have been used: Presuming an almost full occupancy, completed marina

development, approximately 300 watercraft may be housed. If the marina was visited on an average of 15 days per year for each vessel, with an average number of persons per vessel of 2.5, the resulting day trips to the marina per annum would be 11,250. It is estimated that 3000 non-boating day visitors may visit the Trinity Point Development over the course of a year. This equates to a total of 14,250 day visitors per year. Tourism NSW<sup>12</sup> reports an average expenditure of \$103 per day visitor to the Hunter Region.

Table 24 shows the estimated total per annum expenditure from day visitors to Trinity Point. Using this figure, total spends on food and non-food items at Trinity Point is estimated. Obviously these estimates would be subject to revision once a clearer picture of the retail distribution mix at Trinity Point is known. It is estimated that 50% of day visitor expenditure would not be spent at the Trinity Point retail/service/food outlets. Such expenses would include travel to Trinity Point, boat fuel and food/services purchased elsewhere, for example at other destinations on Lake Macquarie.

**Table 24 Day Visitors. Estimated expenditure p.a.**

Estimated day visitors, p.a.	14,250
Average spend:	\$103
Estimated total revenue:	\$1,467,750
50% Trinity Point retail/services/food capture	\$733,875
50% External/other Capture	\$733,875
Trinity Point retail/services/food day visitor expenditure capture	
Food (60%)	\$440,325.0
Non-food (40%)	\$293,550.0
Total:	\$733,875.0

## 6.5 LOCAL PLANNING POLICY -HIERARCHY OF CENTRES

### 6.5.1 Lifestyle 2020

Lake Macquarie City Council's Lifestyle 2020 (LS2020) Strategy outlines a plan to address changes and challenges associated with environmental, economic and population issues up until the year 2020.

LS2020 outlines one of the visions for Lake Macquarie as "A place with a prosperous economy and a supportive attitude to balanced economic growth, managed in a way to enhance quality of life and satisfy the employment and environmental aims of the community."

An integral part of LS2020 is the adoption of a hierarchy of centres which includes sub-regional centres, town centres and local centres. Each of these levels of centres offers a differing intensity of use and provision of services. Morisset is identified as a town centre, flagging its provision of services to a range of nearby communities, its status as a major employer and provision of commercial, social and community facilities.

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<sup>12</sup> Travel to the Hunter. Year ending June 2007.

The level of "local centre" is identified in LS2020. This level represents locations of predominantly retail and business services which service a local business or residential community. Bonnell's Bay is identified as a local centre in draft versions of LS2020.

**Comment:**

The retail and commercial components of the proposed Trinity Point development are set to have minimal impact on the area with respect to the hierarchy of centres. The smaller scale of retail and commercial provision is such that the site would not be considered a "local centre". Additionally, the style of retailing and service provision is set to be markedly different to what is usually provided in neighbourhood based local centres. Although tenants have not yet been confirmed, it is assumed that retail and service provision would focus on a tourist and marina theme. An extensive proportion of the floorspace has been identified for café, restaurant, function centre and health/fitness centre use; these uses have a strongly tourist focus. It is expected that the retail spaces would contain shops which also target the tourist market and the marina theme of the development. These may include, for example, boutique style clothing outlets, an art/craft store or a boating related retail store.

Previous sections have highlighted the positive reinforcing trend that the development would have on surrounding businesses. It is estimated that incoming permanent residents would contribute \$1.138M per annum in trade to businesses the Morisset Planning District. This would be augmented by spending from overnight and day based visitors.

## 6.6 FLOORSPACE PROVISION

Previous sections of this chapter forecast expenditure as a result of the different activities associated with the marina: permanent residents, overnight visitors and day visitors. Table 25 summarises these estimates.

**Table 25 Trinity Point: Total forecast expenditure**

	Food	Non-food
Permanent residents	\$ 270,502	\$ 333,166
Overnight visitors	\$ 244,455	\$ 104,766
Day visitors	\$ 440,325	\$ 293,550
<b>Total:</b>	<b>\$ 955,282</b>	<b>\$ 731,482</b>

Table 26 shows the latest estimate of floorspaces for a variety of uses within the Village component of the development. These have been broken down into food and non-food categories. The commercial floorspace has been kept separate, as has the function centre area. It is expected that visitors to the function centre would be one-off visitors who would not have the same propensity to purchase food or non-food items at the proposed shops. An exception to this may occur when guests of a function stay at the hotel accommodation overnight, and would presumably spend money on the subsequent day.

In the table below, retail space has been identified as "non-food". It may, in fact, be the case that a food retailer (for example a small convenience store selling "picnic style" gourmet foods) occupies some of this retail space. This would slightly alter the floorspace turnover estimates below.

**Table 26 Village features and floorspaces**

**Village features and indicative floorspaces (m<sup>2</sup>):**

<b>Food:</b>	
Restaurant	160
café	90
<b>Total Food:</b>	<b>250</b>
 <b>Non-food</b>	
Retail	130
Beauty/health and fitness centre	64
<b>Total non-food</b>	<b>194</b>
 Other uses:	
Commercial space	100
Function centre	300

Given the figures from the tables above, a rough estimate can be made on turnover (per m<sup>2</sup>) for the food and non-food categories under the current plans from permanent resident, day visitors and overnight visitors. Under the current plans the 250m<sup>2</sup> of food retail space may be expected to yield approximately \$3,821 per m<sup>2</sup>, while non-food area may be expected to yield \$3,771 per m<sup>2</sup>.

These turnover rates are quite modest. However, it must be noted that the estimates for expenditure are essentially quite conservative, being based on broad household expenditure and tourism data. The financial demands of boat ownership might ensure that customers of the marina may have a considerably higher propensity to spend money than the estimates suggest. This, combined with the boutique nature of retail outlets and quality food outlets established as part of Trinity Point Marina may well draw a higher turnover than estimated above. Considerable growth in the Morisset Planning District may also increase the numbers of day visitors to the site over the medium term.

**The permanent residential component of the development provides an important source of revenue for the proposed businesses. Removing the permanent resident expenditure from the calculations on floorspace gives an estimated yield of \$2,739 and \$2,053 per m<sup>2</sup>, which could foreseeably threaten the viability of businesses.**

Permanent residents may play another important role in the sustainability of the businesses associated with the marine, by smoothing seasonal peaks and troughs in demand. Due to its lake-based focus, the marina complex will be much more highly utilized during weekends, holidays and the warmer months. During slower times, the permanent residents will be likely to provide some cash flow for the marina's businesses.

## 6.7 ECONOMIC BENEFITS

### 6.7.1 Construction Multipliers

Table 27 shows construction industry multipliers; formulated by the ABS. these multipliers endeavour to quantify the "flow on" economic benefit in terms of jobs and production derived from the initial spending per \$1M on construction costs.

**Table 27 Construction Industry Multipliers**

**CONSTRUCTION INDUSTRY MULTIPLIERS FOR \$1M OF OUTPUT<sup>13</sup>**

	Initial effects (1)	First round effects (2)	Industrial support effects (3)	Production induced effects (4=2+3)	Consumption induced effects (5)	Total Multiplier (6=1+4+5)
Output (\$m)	1	0.466	0.438	0.904	0.962	2.866
Employment (no.)	9	3	4	7	21	37

Multipliers from the above tables include:

- **the initial effect** - an initial \$1m of extra output of the construction industry, and related employment in the industry to produce that output;
- a **production induced effect** - the combination of:
  - the **first round effect** - the amount of output and employment required from all industries that supply goods and services to the construction industry in order for that industry to produce the initial \$1m of extra output;
  - an **industrial support effect** - the induced extra output and employment from all industries to support the production of the first round effect;
- a **consumption induced effect** - the subsequent inducement for extra output and employment due to increased spending by the wage and salary earners across all industries arising from the compensation received for their labour as part of the other effects above.<sup>14</sup>

The data is subject to a number of limitations. Firstly, although it is the most recent data, figures are approximately 10 years old. Secondly, there is no indication as to the geographic distribution of economic benefits. Obviously initial effects are felt locally, but production induced and consumption effects will be geographically dispersed dependant on the nature of the supply chain of the industry. Thirdly, the ABS reports that the method of calculation does tend to overstate the multipliers.

Nevertheless, these multipliers do give a helpful insight into the strong economic benefits derived throughout the economy from construction activity. Table 28 calculates the likely multipliers given the estimated construction cost of \$90M.

**Table 28 Construction Industry Multipliers, and Proposal Estimates**

	Initial effects (1)	First round effects (2)	Industrial support effects (3)	Production induced effects (4=2+3)	Consumption induced effects (5)	Total Multiplier (6=1+4+5)
For \$1M of output:						
Output (\$M)	1	0.466	0.438	0.904	0.962	2.866
Employment (no.)	9	3	4	7	21	37

<sup>13</sup> Table Source: ABS Yearbook Australia, 2002. (Data is drawn from Australian National Accounts: Input-Output tables - 1996-97 (5209.0).)

<sup>14</sup> Source: ABS Yearbook Australia, 2002

Trinity Point Proposal		\$90.00	\$41.94	\$39.42	\$81.36	\$86.58	\$257.94
	Output (\$M)						
	Employment (no.)	810	270	360	630	1,890	3,330

### 6.7.2 Ongoing Employment

The operation of the various components of the Trinity Point Marina will provide ongoing employment for a range of people across a number of industries. Through providing this ongoing employment, the Trinity Point Marina Project will have further positive economic impacts on the region. Employees will predominantly reside in nearby areas, further strengthening spending in the Morisset Planning District.

Operation of the marina and the associated workshop and chandlery will provide employment for a number of persons. Input provided by a Worley Parsons staff member outlined that the marina itself would be likely to employ approximately 4.5 FTE jobs consisting of a marina manager, accounts/reception person, and marina hands. The workshop and chandlery area would be likely to employ approximately 5 FTE jobs, including a shipwright plus an apprentice, a maritime mechanic plus an apprentice and a general hand/ travel lift operator.

There will also be additional employment associated with activities involving the Marina. These will occur across a variety of areas and may include the following: Tour operators (2FTE), Security Staff (3FTE), Boat Hire (1FTE). Incidental employment will also be created through bus and helicopter operators servicing the site. Additionally, maintenance workers would be contracted by the marina to undertake maintenance and servicing activities.

The tourist accommodation component of the proposal would provide significant employment. Using the ABS Tourism Accommodation<sup>15</sup> statistics, an estimate on employment generation potential can be undertaken. In the June 2007 quarter, across NSW hotels, motels and serviced apartments with 15 or more rooms, 33,257 persons were employed in 1,416 establishments, servicing 68,929 rooms. This gives an average of 0.48 employees per room (and an average establishment size of 48 rooms). Assuming a similar employment ratio, the proposed 75 room tourist accommodation may be expected to employ 36 persons. These are not full time equivalent (FTE) positions, and a proportion of these would be expected to be part time, or casual positions. Assuming an average 2/3 of full-time load by staff, this equates to 24 FTE positions.

The proposal contains allowance for 544 m<sup>2</sup> of retail, café/restaurant and commercial space. Assuming an average rate of 1 FTE position per 50 m<sup>2</sup> of floorspace, these businesses would provide approximately 11 FTE jobs. Again, it is likely that some of these jobs, particularly in the retail and services areas, will be represented by a number of part time or casual positions.

The function centre would also provide ongoing employment generation. Work of this type would be highly seasonal and occur primarily on weekend times, providing for wedding and party functions. The venue may also be used throughout the week for conference style gatherings. The

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<sup>15</sup> ABS, Tourist Accommodation, Small Area Data, Australia, Jun 2007. Cat 8635.0.55.002.

centre could foreseeably provide 5 FTE jobs, assuming a skeleton staff of 2 FTE workers throughout the week and 3 FTE workers catering for an average of 2 functions over each weekend.

**Table 29 Indicative employment outcomes** Table 29 tabulates indicative employment outcomes, as outlined in the paragraphs above. These add to a total of 60.5 FTE positions. These will be augmented by contractors and transport staff on an intermittent basis.

**Table 29 Indicative employment outcomes**

<b>Marina:</b>		
Marina Operations:	4.5	
Workshop and Chandlery	5	
Additional staff	6	
<b>Total:</b>		<b>25.5</b>
<b>Tourist facility:</b>		<b>24</b>
<b>Commercial/retail/restaurant/café:</b>		<b>11</b>
<b>Function centre:</b>		<b>5</b>
<b>Total:</b>		<b>60.5</b>

## 6.8 SUMMARY OF ECONOMIC FINDINGS

A proposal of this size and scope will have varied and positive impacts on the immediate and broader economy.

The marina itself represents a large facility that will draw considerable income to the area by virtue of its berthing fees. Estimates, based on a comparable facility, reveal that the marina may draw in the order of \$2.85M per annum in berthing fees. In addition to this, the chandlery and workshop will capture considerable income and provide employment across a range of trades.

In addition to the marina, the proposal includes a number of components which will capture expenditure from day visitors and overnight visitors to the site and permanent residents associated with the housing proposed for the site. These components include the village area, which will house commercial offices and retail facilities along with a café and restaurant, a function centre and a 75 room tourism facility.

An estimate of total annual expenditure in Trinity Point is included in **Table 30**, below.

**Table 30 Trinity Point: Total forecast annual expenditure**

	Food	Non-food
Permanent residents	\$ 270,502	\$ 333,166
Overnight visitors	\$ 244,455	\$ 104,766
Day visitors	\$ 440,325	\$ 293,550
<b>Total:</b>	<b>\$ 955,282</b>	<b>\$ 731,482</b>

In addition to this localized expenditure. Considerable economic benefit will be captured by surrounding areas in the Morisset Planning District. The bulk of this benefit is expected to flow

to the Morisset Town Centre, while some benefit will also be felt in the Bonnells Bay shopping area. A main component of this benefit will be a result of oncoming permanent residents who are expected to perform a majority of their food and non-food shopping outside of Trinity Point. The Morisset Planning district is projected to capture \$360,669 p.a in food expenditure and \$777,387 in non-food expenditure as a result of incoming permanent residents.

The construction and ongoing operation of the Trinity Point Marina will provide considerable economic benefit to the local area through the provision of employment. Construction employment is expected to yield 810 jobs, based upon an estimated construction cost of \$90M and standard ABS construction industry multipliers. The total production induced effects and consumption induced effects flowing from initial effects will provide further employment and income benefits to the broader economy.

The operation of the marina and associated facilities will yield ongoing jobs. These are estimated to be in the order of 60 fulltime equivalent jobs. These will occur across a number of service industries including hospitality, retail and tourism, while providing a number of trade and apprenticeship positions.



## 7. COMPARATIVE ANALYSIS

### 7.1 SCOPE OF STUDY

Key Insights undertook a comparative analysis of large scale Marinas across NSW with the objective of exploring their economic and, to a lesser extent, social impacts within the local communities and regional economies that they operate.

Marinas were selected according to comparability to the Trinity Point proposal in terms of size, location and level of tourism or recreational facilities provided. Information relating to each marina was sourced from a mix of web based and documented resources, supplemented with interviews with a number of stakeholders sourced from marina, tourism or economic development industry.

The comparative analysis illustrates characteristics usually incorporated into other largescale marina developments and substantiates the inclusion, from an economic rationale, of such infrastructure into the Trinity Point Marina.

### 7.2 LARGE SCALE MARINAS IN NSW

#### 7.2.1 The Marinas

Table 31 outlines the large-scale marinas selected for comparative analysis, including facilities and services available at each of the marinas.

**Table 31 Selected Large Scale Marinas in NSW**

Marina	Location	Facilities, Services and Marina Details
<b>Anchorage Marina<sup>16</sup></b>	Nelson Bay, Port Stephens, residential tourist hub	Marina includes 106 berths on 4 arms, fuel and services pontoon, 6 hotel houses and 2 surrounding breakwaters (short breakwater to the west, and a long breakwater which extends around the eastern and northern sides of the marina). Facilities include a surrounding car park (one vehicle/vessel permitted), wireless broadband, fuel services, restrooms, laundry room, waste receptacles, courtesy trolleys, resort shop, tourist activities (including sea plane flights) and boat hire. It is a 'Clean Marina member' and operates a 'Pollution Reduction Program'.
<b>Birkenhead Point Marina<sup>17</sup></b>	Iron Cove Bay, heavily urbanised residential suburb (5 km west of Sydney's CBD)	Marina has 187 berths on 5 arms, is adjacent to a major Shopping Centre, Cafés, restaurant, and food court. Services include a sailing school with yacht hire, Charter Boat Management, Vessel Maintenance and Cleaning, Casual & Shopping Berths, 7 days per week on site manager, Boat Driving Lessons, 24 Hours on site security. It is a 'Clean Marina member' and operates a 'Pollution Reduction Program'.

<sup>16</sup> Source: <http://www.anchoragemarina.com.au>

<sup>17</sup> Source: <http://www.birkenheadpoint.com.au/marina.amx>

<b>Empire Marina<sup>18</sup></b>	Bobbin Head, Kuringai Chase National Park, heavily forested environment with little development	165 floating marina berths and 44 swing moorings, boatshed, service facilities. The marina is further being developed to include an additional 34 floating berths, improved car park, pedestrian access facilities, hardstand and travel lift (to replace slipways). Service facilities include Shipwrights, Mechanics, Detailing, Boat Trimming, Marine Electrics, Boat Brokerage and Cafe. It is a 'Clean Marina member'.
<b>HolmePort Marinas<sup>19</sup></b>	McCarrs Creek, Pittwater, coastal scattered residential community	Open all year round, it has 240 vessels on wet berths and swing moorings for boats up to 75ft, power and water access for berths, 2 arms of floating concrete pontoons, fuel wharf, off street parking (one vehicle/vessel), luggage trolleys, restrooms, internet access and blue bay phone. The marina also offers slipway, marine and game boat hire services.
<b>Marmong Point Marina<sup>20</sup></b>	Marmong Point (Lake Macquarie), coastal lake-side residential community	Has 160 floating berths with power and water for docking boats up to 65ft, hard stands with power and water for 30 boats, dry dock storage for 25 vessels, forklift and travel lift, environmental jet wash bay, secure parking and fully-equipped chandlery (including fuel, ice, LPG gas, restrooms, courtesy trolleys, laundry facilities). The marina is open daily 8am-5pm (excluding Christmas Day) and also has boat sales, marine maintenance, mechanics and engineers available. It also operates a 'Pollution Reduction Program'.
<b>Royal Motor Yacht Club NSW Marina<sup>21</sup></b>	Broken Bay, Newport, urban residential community	218 floating marine pens on 7 arms of floating pontoons, 48 Swing moorings, work pontoons, fuel wharf, ice/bait, work pontoons, power to each pen, garbage receptacles, club dinghies and club vessels, weight station, car parks, marine engineer, shipwrights, slipway, trolleys, electrician, boat broker, ramp, dinghy storage, laundry room, restrooms, heated pool, playground, brassiere (including international shows and acts). It also operates a 'Pollution Reduction Program'.

## 7.2.2 Comparison

An overview of these six marinas identifies similar characteristics to the proposed Trinity Point Marina Development:

- All are large-scale, with the number of berths ranging from 106 to 240. Trinity Point proposes to have 308, considerably higher than all selected marinas.
- All have 'arms' upon which berths are located, numbering from 2 to 7. Trinity Point proposes to have a total of four arms of floating pontoons.
- All have a combination of additional service facilities such as hardstands, swing moorings, water and power to berths, car parks, slipways, repair and maintenance services, chandleries, fuel wharfs, restrooms, shops and dining facilities. Trinity Point

<sup>18</sup> Source: <http://www.empiremarinas.com.au/>

<sup>19</sup> Source: <http://www.holmeportmarinas.com.au/>

<sup>20</sup> Source: <http://marmongpointmarina.com.au>

<sup>21</sup> Source: <http://www.royalmotor.com.au/html/marina.htm>

proposes to have service facilities such as a hardstand, boat maintenance facilities, cafe, restaurant, function facilities, offices, and water, power and lighting to berths.

- Four (Anchorage, Empire, HolmePort and Marmong Point) are located in smaller residential coastal environments, similar to the location of the proposed development site at Trinity Point.
- All have created precincts and hubs, providing facilities and services aimed at both their local communities, and at attracting a wider population of visitors and tourists.

### 7.2.3 Tourism

Anchorage Marina, located at Port Stephens is most comparable with the Trinity Point proposal, as it features almost all of the same characteristics. Most significantly, it features hotel tourist accommodation, a restaurant, surrounding breakwaters, shops, fuel services and tourist activities such as sea plane flights. Reflective of all the marinas, but particularly Anchorage Marina, external visitors and populations generate the greatest opportunities for economic income.

A key contributors to lake related local and regional economies is marina-related tourism and external visitors. Comparative analysis with Anchorage Marina suggests that Trinity Point Marina has the potential to make a significant contribution to the local economy.

Consultation with Port Stephens Tourism identifies the positive impact Anchorage Marina, and marinas in general, have on the local area and region. Port Stephen's Tourism Manager states that not only does their association have *"A positive view of marinas and their roles within Port Stephens"*, as *"basically in Port Stephens an entire precinct has been built around the marina"*, but that marinas *"create a potential for visiting boats, allow opportunities for commercial craft such as charters to operate, provide a retail hub for shoppers and provide boutique shopping services"*.

Further indicating the economic potential Trinity Point Marina has, is Port Stephen's tourism advice that *"Over 100,000 tourists go to Port Stephens annually as part of some tourism package and experience one of their charters"*, and *"Whilst domestic tourists don't participate in many tourist packages, additional economic income is potentially created when they go on charters such as dolphin cruises, and families resultantly pay for another nights' accommodation"*<sup>22</sup>.

Marinas currently situated within the Toronto area of Lake Macquarie receive positive comment from the Toronto Chamber of Commerce: *"We view marinas in our area in a very positive light. We are lucky enough to have pump out facilities at the Toronto Wharf and Rathmines Jetty. We feel this encourages boats in our area, which we believe to be of great benefit to the community"*. And further: *"With these types of facilities it can only encourage economic growth as tourists visit the area, which can only benefit the area"*<sup>23</sup>.

Consultation with Lake Macquarie Tourism Association identified that the Association *"have a high regard for marinas...marinas attract tourists and give tourism a pleasant feel and added interest to an area"*. And further: *"Whilst most marinas don't often have an accommodation component, as many people stay on their vessels overnight, there are always many additional jobs and income linked to tourism as a result from a marina"*. The Association *"Most definitely*

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<sup>22</sup> Interview with Neville Deuis; Tourism Manager of Port Stephens Tourism

<sup>23</sup> Email Correspondence with Toronto Chamber of Commerce Board via Anne Murphy, Town Coordinator

*supports the expansion of existing marinas and the development of new marinas...including Trinity Point<sup>24</sup>.*

Whilst the above observations are not considered representative of the entire marina industry, they suggest that Trinity Point Marina has the potential to create substantial contributions to regional tourism

## **7.2.4 Community Programs**

### *Clean Marina Program*

Three of the featured marinas: Anchorage Marina, Birkenhead Point Marina and Empire Marina are all 'Clean Marina' members, which aims to positively enhance their operations and outcomes. The Clean Marinas Program 'is a national voluntary accreditation system which aims to protect coastal and inland waterways, support Australia's marina industries, develop valuable environmental practices and award marina operators with real business benefits'. 'According to Boating Industry of NSW, Clean Marina Members' receive various social and economic benefits, including<sup>25</sup>:

- Short and long term cost savings whilst improving the environment
- Minimisation of potential for environmental fines and prosecutions
- Improvement of company image and increase in customer patronage
- Increase in confidence with Government, the Community, local residents, boat owners and within the marine, tourism, leisure and recreation sectors
- Provision of expert advice on how to reduce pollution impacts
- Improvement environmental conditions, benefiting local ecosystems, local communities and local businesses

### *Pollution Reduction Programs*

Birkenhead Point Marina, Marmong Point Marina, Royal Motor Yacht Club Marina and Anchorage Marina are all scheduled sites operating 'Pollution Reduction Programs' (PRP). These marinas were excluded from the 'Industry Partnership Program' which is an 'Industry commitment to Ecologically Sustainable Development', due to their licensing and associated PRPs. However, the PRP requires "Each marina and all its associated activities to agree to a series of action plans and processes, that include plans of management, containment measures for work areas, environmental policies" and "Once a site achieves its programme fully, it is still licensed in order to monitor its activities"<sup>26</sup>.

## **7.3 EXISTING LAKE MACQUARIE MARINAS**

### **7.3.1 The Marinas**

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<sup>24</sup> Interview with Robert Kemmis; Chairman of the Lake Macquarie Tourism Association

<sup>25</sup> Source: Boating Industry Association of New South Wales website (<http://www.bia.org.au/environment/clean-marinas.html>)

<sup>26</sup> Source: Boating Industry Association of New South Wales website (<http://www.bia.org.au/environment/partnership.html>)

Table 32 presents an outline of marina facilities and services currently available within the Lake Macquarie region.

**Table 32 Existing Lake Macquarie Marinas**

Marina	Location	Facilities, Services and Marina Details
<b>Lake Macquarie Yacht Club<sup>27</sup></b>	Belmont Bay, Lake Macquarie, medium density lake-side suburb	80 berth marina, 4 arms of fixed piers, 18 swing moorings, hardstand area and crane, power and water to berths, clubhouse with brassiere, parking, slipway, swing moorings, storage.
<b>Marks Point Marina<sup>28</sup></b>	Marks Point, Lake Macquarie, high density coastal residential community	Has 62 berths on fixed piers and 26 swing moorings, accommodates boats up to 14m in length on piers and any larger boats on swing moorings, facilities include power and water to berths, slipway, repair facilities and restrooms.
<b>Marmong Point Marina<sup>29</sup></b>	Marmong Point (Lake Macquarie), lake-side residential community	Has 160 floating berths on floating pontoons with power and water for docking boats up to 65ft, hard stands with power and water for 30 boats, 13 swing moorings, dry dock storage for 25 vessels, forklift and travel lift, environmental jet wash bay, secure parking and fully-equipped chandlery (including fuel, ice, LPG gas, restrooms, courtesy trolleys, laundry facilities). The marina is open daily 8am-5pm (excluding Christmas Day) and also has boat sales, marine maintenance, mechanics and engineers available.
<b>Pelican Marina<sup>30</sup></b>	Pelican, Lake Macquarie, lake-side residential community	18 floating berths, 2 arms of floating pontoons, sewage pump-out facilities, on water fuelling, boat hire, power and water to berths, general store, chandlery, bait and fishing tackle, restaurant and function pavilion, off street parking.
<b>Royal Motor Yacht Club<sup>31</sup></b>	Toronto, Lake Macquarie, medium density lake-side suburb	50 berths (for vessels up to 12 metres), 10 commercial swing moorings (for vessels up to 15 metres), power and water to berths, clubhouse with function and conference rooms, parking facilities
<b>Wyee Point Marina</b>	Wyee Point, Lake Macquarie, small residential lake-side community	Has 2 arms of fixed piers with 36 berths, swing moorings, free monitored parking, 4 swing moorings, hardstand storage, restrooms, fuel, marine services, marine trimmers, detailers, motor services, marine electrician.

<sup>27</sup> Source: [http://www.lmyc.com.au/club\\_history.asp](http://www.lmyc.com.au/club_history.asp)

<sup>28</sup> Source: Trinity Point Marina Demand Study

<sup>29</sup> Source: <http://marmongpointmarina.com.au>

<sup>30</sup> Source: <http://www.lakemacboathire.com.au>

<sup>31</sup> Source: <http://www.rmyctoronto.com.au>

### 7.3.2 Comparison

In total, there are six marinas currently on Lake Macquarie, each varying in size services and facilities available. An overview of these marinas highlights the economic potential of the Trinity Point development:

- The number of berths range from 18 to 160. Trinity Point aims to have 308 berths, almost doubling that of the largest marina currently located within Lake Macquarie. This creates opportunities to cater for both local and external markets<sup>32</sup>, increasing the potential for engagement of visitors in tourism, retail and associated commercial activities. Emphasising this point, 3 of the 6 marinas currently have waiting lists for vessels<sup>33</sup>.
- The identified marinas have all and/or a combination of such facilities and services; including parking, clubhouses, restaurants, shops, chandleries, swing moorings, boat maintenance and service facilities, and fuel services. However, Trinity Point proposes to have additional service facilities such as a hardstand, boat maintenance facilities, cafe, restaurant, function facilities and offices; a combination of facilities that are not currently available at any other Lake Macquarie Marina, making Trinity Point Marina advantageous over existing marinas.
- These marinas are all located on Lake Macquarie foreshore, demonstrating that marinas within the region are successful<sup>34</sup>, and that local communities and infrastructure can maintain such developments.
- Five of the marinas are located on the northern half of Lake Macquarie (above Wangi Wangi and Swansea), whilst only one is located on the southern half of Lake Macquarie, where Trinity Point is proposed to be developed. This marina, Wyee Point Marina, only has 36 berths and 4 swing moorings available, and has an average occupancy rate of 75%. Despite being closest in proximity to Trinity Point, Wyee Point Marina's limited berths and facilities creates little competition for the proposed development. Trinity Point Marina has the potential to 'tap into' a large currently uncatered market, especially with its large catchment area of South Lake Macquarie, let alone the wider Lake Macquarie area and adjoining Newcastle and Central Coast markets.

As identified in the Trinity Point Marina Proposal Berth Demand Study, the following information supports the argument that Trinity Point Marina will be advantageous, cater for an

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<sup>32</sup> Lake Macquarie's existing marinas have limited berth numbers, catering predominantly for local populations, hence limiting the number of berths available to visitors. This reduces their potential to attract external visitors and tourists.

<sup>33</sup> Source: Trinity Point Marina Demand Study.

<sup>34</sup> Five of the marinas have an average annual occupancy rate of between 75%-100% (Trinity Point Marina Berth Demand Study).

unmet market and have great potential to achieve economic success and benefits for the local and regional economies<sup>35</sup>:

- The location for Trinity Point Marina makes it a very marketable marina destination, as Lake Macquarie is four times the size of Sydney Harbour, it has a large catchment area of people and vessels, and no commercial fishing or shipping exists within the lake,
- “Growth in the number of swing moorings has exceeded 2.5% per annum since 2003. Future growth in the number of swing moorings on Lake Macquarie is therefore likely to continue. Some mooring areas are now closed with no further applications accepted, or new moorings only available to owners of absolute waterfront properties. It is therefore likely that saturation point will be reached at some point, as progressively individual mooring areas reach their limits and are closed. As this occurs, there will be an increased demand for marinas. This is because marinas are considerably more efficient at boat storage and take up a far smaller area than swing moorings”.
- The number of recreational vessels registered in the Lake Macquarie and Newcastle LGAs has increased from 16,340 vessels in 2003 to 18,417 vessels in 2006; a growth rate of 4%. To be noted, vessels registered in the Lake Macquarie LGA accounted for 87.3% of this number.

## 7.4 KEY FINDINGS FROM COMPARISON

Findings from the comparative analysis of large scale marinas suggest that sizeable marinas can operate in residential communities, in a sustainable manner, whilst also delivering local and regional socio-economic benefits.

The potential of Trinity Point Marina to generate tourism and economic opportunities is supported by a number of persons responding to the Key Insights research. Marinas in the areas of Port Stephens and Lake Macquarie are regarded positively by their respective tourism associations, Port Stephens Tourism and Lake Macquarie Tourism Association, for their tourism and economic contributions to the local and regional communities and economies.

In comparing Trinity Point Marina to existing marinas within the Lake Macquarie LGA, Trinity Point Marina has numerous advantageous features, promoting economic gains and growth. Trinity Point's location, variety of services and facilities, and extensive number of berths, in addition to the increasing number of registered vessels and predicted demand for such facilities, suggests it can considerably expand and diversify the existing local marina market.

The proposed development intends to have 308 berths, a substantial number higher than most other marinas throughout New South Wales. Whilst this increased size has the potential to positively promote increased economic and social activity, it also increases risks to the local community and environment if not managed well.

Comparison suggests that participation in socially and environmentally responsible programs (such as the Clean Marina Program) may enhance positive results.

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<sup>35</sup> Source: Trinity Point Marina Proposal; Berth Demand Study, Patterson Britton and Partners Pty Ltd Consulting Engineers, 2007.

# 8. SOCIAL INFRASTRUCTURE

## 8.1 EXISTING SOCIAL AND COMMUNITY INFRASTRUCTURE

There are currently limited community services and facilities within close vicinity of the Trinity Point site. The local neighbourhood comprises primarily residential blocks and passive recreational areas, such as local parks, playgrounds and lakeside trails. The nearest commercial, medical and community facilities are located at Bonnells Bay and Morisset town centres.

Bonnells Bay Primary School is on the main road from Morisset Park to Morisset, and Morisset High School is located at Morisset. Private schooling is available across the District, with a high concentration of Adventist Schooling in Cooranbong.

Sporting facilities are currently concentrated in Morisset, although it is noted that future provisions are intended to be located on the Peninsula. Passive recreational resources, including reserves, parks and open space, are scattered throughout the Peninsula, clustered predominantly on foreshore areas.

Higher end regional sporting, recreational, educational and health facilities are located across the LGA and in Newcastle and the Central Coast.

## 8.2 CUMULATIVE DEVELOPMENT CONTEXT

The Morisset Planning District is currently subject to a number of significant residential, commercial and industrial rezoning and development applications and approvals, potentially delivering considerable population growth and expanded commercial centres.

Morisset Town is identified in the Lower Hunter Regional Strategy as an 'emerging centre', and recent figures from the Department of Planning suggesting that planning for 5000 new residents was already underway in Morisset and Cooranbong alone<sup>36</sup>. A Morisset Urban Structure Plan, is currently being developed and focuses on the Morisset township. It will be accompanied by Contributions Planning to identify gaps and meet infrastructure needs associated with significant population growth.

It is noted that local community and business groups, most notably the recently merged Southlakes Business Chamber and Community Alliance, do not appear to directly oppose population growth in the Planning District, but have strong concerns regarding provision of sufficient infrastructure to match demand generated by significant increase in new residents proposed by governmental planning. In a recent media article (23/10/07) regarding growth in the area (Herald), the group project gaps emerging in medical, roads, tertiary education, transport, cultural and performing arts infrastructure. The article did not mention specifically Trinity Point.

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<sup>36</sup> Gary Oakey, Presentation, "Are we there yet" NSW Property Council forum, Crowne Plaza, Newcastle, 22 October 2007.



The Trinity Point proposal interacts with this context in two ways:

- a. it generates 75 new dwellings delivering up to 135 new residents to the area (nominal when compared to wider District growth).
- b. it provides significant new recreational and tourism infrastructure for Morisset and Lake Macquarie.

### 8.3 CAPACITY ANALYSIS

Table 33 identifies existing and proposed on-site community infrastructure and examines its capacity to cater to demand arising from the residential and tourist population emerging from the Trinity Point proposal. Analysis is informed by desktop review of existing infrastructure provisions and previous stakeholder consultation and community infrastructure analysis undertaken by Key Insights for Johnson Property Group in relation to significant population growth in the Morisset District<sup>37</sup>.

On the balance, findings suggest that benefits arising from new community, recreational and tourism infrastructure directly and indirectly provided by the Trinity Point proposal is likely to outweigh any potential stress or pressure on existing infrastructure by the increase in residential and tourist populations.

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<sup>37</sup> Key Insights. North Cooranbong Rezoning – Expanded SIA, Prepared for JPG, July 2006.

**Table 33 Social and Community Infrastructure Matrix**

	EXISTING FACILITIES	PROPOSED ON-SITE PROVISIONS	CAPACITY ANALYSIS	IMPLICATIONS FOR PROPOSAL
SPORTING AND RECREATION	Morisset Park jetty	Recreational spaces	District sporting facilities are currently focused at Morisset.	Residential population growth form proposal is not considered sufficient to stress existing sporting resources.
	Bonnells Bay Skatepark	Lake side Boardwalk		
	Morisset Swim Centre	Village centre	Council's future provision of sporting facilities is based on anticipation of increased population growth on the Peninsula. Two alternative sites for future provision of sporting facilities are identified: one at Mirrabooka quarry and the other on Koompahtoo land. These sites are proposed to include provisions for a number of sports, most likely netball, rugby, and dirt bike riding.	Population growth to add to critical mass in Morisset Peninsula to increase viability of Peninsula based sport.
	Morisset RSL	Marina berths		Proposed on-site facilities increases and diversifies s recreational infrastructure for District and LGA.
	Morisset Tennis Centre	Boating facilities		
	Morisset Showground	Breakwall walkway		
	Myuna Bay Sport and Recreational Camp	Picnic facilities		
	Morisset ovals @ Bernie Goodwin Park		Lake Macquarie PCYC are developing a youth based indoor sport and recreation centre at Morisset.	<b>On-site provisions adequate</b>
	Gibson Field, Morisset		Council's S94 plan regards travel to sport as a reasonable expectation for LGA residents.	<b>No immediate action required</b>

	EXISTING FACILITIES	PROPOSED ON-SITE PROVISIONS	CAPACITY ANALYSIS	IMPLICATIONS FOR PROPOSAL
PARKS, PLAYGROUNDS and OPEN SPACE	<p>Morisset Park local parks</p> <p>Morisset Park playground</p> <p>Lake Macquarie State Recreation Area</p> <p>Morisset Hospital foreshore picnic area</p>	<p>Open spaces</p> <p>Children's playground?</p>	<p>Morisset Park has a number of pocket parks in the vicinity of the subject site, including children's playground.</p> <p>The proposal includes provision of passive recreation facilities such as lakeside and breakwall boardwalk</p> <p>S94 planning includes provision of a large parcel of Foreshore Land open space on Lakeview Rd, Morisset Park, at specific population threshold</p>	<p>Existing open spaces, balanced with on-site recreational facilities, are sufficient to cater to permanent and tourist population.</p> <p>Child residents will be able to access local Morisset Park playground - contributing to integration with existing community.</p> <p><b>Potential to include child friendly interactive spaces (non traditional playground) at DA stage</b></p>
HEALTH	<p>Bonnells Bay surgery</p> <p>Southlakes Medical Group (Morisset)</p> <p>Cooranbong, Dora creek</p> <p>Waratah Medical Centre (Morisset)</p> <p>Tristar Doctors (Morisset)</p> <p>Community Health Centre, Toronto</p> <p>Hospitals at</p>	<p>No on-site medical facilities</p> <p>Is there a gym</p> <p>Can Westpac helicopter land on the helipad</p>	<p>Morisset Planning District is noted for its stretched medical facilities, especially in relation to projected cumulative population growth.</p> <p>Recent GP additions in Morisset go some way to evening what has been typically high population: GP ratio.</p> <p>Stakeholder report gaps in after hours and emergency services, as well as specialist services.</p> <p>Community is currently campaigning for a tertiary hospital facility to serve increasing population.</p> <p>Council has earmarked in Morisset for long-term establishment of a community health facility.</p>	<p>Residential population growth from Trinity Pt insufficient to significantly stress medical infrastructure and GP provisions (but will need to be included in general planning for cumulative District wide growth)</p> <p>Increased short term tourist population may increase stress on emergency after hours and casualty services.</p> <p>Helipad may enable rescue emergency response.</p> <p>Gym contributes to healthy lifestyles</p> <p><b>Provision of on-site first aid station at DA stage</b></p> <p><b>No immediate action required</b></p>

	EXISTING FACILITIES	PROPOSED ON-SITE PROVISIONS	CAPACITY ANALYSIS	IMPLICATIONS FOR PROPOSAL
COMMERCIAL AND RETAIL	Bonnells Bay Local Centre Morisset Town Centre Morisset Mega Markets	Café Restaurant floor Convention centres	Bonnells Bay local centre has plans to expand, including a new supermarket. Morisset town Center has a wide range of retail, commercial and financial services, as would be expected of a centre servicing a District wide catchment. It is earmarked for expansion, including provision of a new major supermarket and discount department store.	Existing commercial and retail facilities (including proposed expansions) are sufficient to cater to resident and tourist populations. On-site hospitality, function and retail facilities increase commercial floorspace in Peninsula and District.  <b>No immediate action required</b>
ART and CULTURE	Morisset Library Morisset Community Day Avondale classical music program South sea islander museum Cooranbong	Convention /function rooms Passive recreation	Cultural events in Morisset area are noted as being limited, with particular gap in access to cinemas, the performing arts and recreational resources for tourists.	Proposal increases cultural opportunities in Morisset area.  <b>Potential to further enhance via cultural program during operational phase, including weekend music program, local gallery space, and commissioning public art.</b>  <b>No immediate action required</b>
COMMUNITY BUILDINGS AND SERVICES	Bonnells Bay Youth and Community Centre Morisset Multipurpose Centre. Aged care facilities Southlakes Carers,	Function rooms	Community services in the Morisset District are focused in Morisset in the Morisset Multipurpose Centre., which is considered centrally placed for the District Population. Youth outreach is undertaken primarily at Bonnells Bay community Centre via Southlakes Youth Agency. Morisset Multipurpose Centre is currently at capacity in terms of space, but is likely to be open to new users within existing programs. Cumulative population growth in the region will overextend Morisset Multipurpose Centre, with additional space and services required in the	Population growth emerging from the Proposal is insufficient to stress existing neighbourhood centre resources. Target market is considered to be fairly self-sufficient and likely to seek community based resources on-site. On-site function room spaces provides an alternative space for community meetings and events. Affordability and

	EXISTING FACILITIES	PROPOSED ON-SITE PROVISIONS	CAPACITY ANALYSIS	IMPLICATIONS FOR PROPOSAL
			<p>District.</p> <p>The Morisset District is fairly well serviced in terms of aged care accommodation and services, although gaps in community transport are identified.</p>	<p>access will be enabling issues.</p> <p><b>Opportunity for community group access during operational stage.</b></p> <p><b>No immediate action required</b></p>
TRAFFIC AND TRANSPORT		<p>Carparking</p> <p>Bus stops</p> <p>Road improvements</p>	<p>Morisset is well connected via rail line but has poor bus links. Site is serviced by Morisset Buses route 279 which has approximately hourly runs connecting Morisset Park to Morisset and the Peninsula.</p> <p>A traffic report is being prepared for proposal.</p>	<p>Traffic study finds local road and cycleway system able to cater to proposal, subject to recommended upgrades.</p> <p><b>Include Traffic Study recommendations in Concept Plan</b></p>
EMERGENCY SERVICES	<p>Morisset Ambulance Station</p> <p>Morisset Station</p> <p>Peninsula Rural Fire Brigade - Mirrabooka</p>	<p>No on-site provisions.</p> <p>Helipad may facilitate emergency response.</p>	<p>Primary ambulance response is Morisset ambulance station and secondary ambulance response from Doyalson. Both are resourced 24/7 with the Northern Operations Centre coordinating ambulance movements.</p> <p>Policing is provided by Lake Macquarie Area Command, which operates a station in Morisset.</p> <p>Ambulance and Police services have indicated that they undertaken population responsive planning, and will deliver services to match population growth.</p>	<p>Emergency services undertaking planning to cater to increased population growth in Morisset Planning District.</p> <p>Bushfire report prepared for Project</p> <p>Crime Risk report prepared for project</p> <p><b>Assess design for emergency response, including helicopter</b></p>
EDUCATION	<p>Bonnells Bay Primary School</p> <p>Morisset High School</p> <p>Avondale School</p> <p>Avondale College</p>	<p>No - onsite provisions</p>	<p>Application of Morisset Park population figures to site delivers a projected student yield of up to be 14 primary and 10 secondary students at full development. However, these yields are likely to be an over-estimate given that there are typically lower proportions of children delivered by higher-density housing when compared to separate housing.</p>	<p>Projected upper student yield of up to 14 Primary and 10 Secondary students - however likely to be lower due to typical lower rates of children delivered by higher density dwellings.</p>

	EXISTING FACILITIES	PROPOSED ON-SITE PROVISIONS	CAPACITY ANALYSIS	IMPLICATIONS FOR PROPOSAL
			<p>Bonnells Bay School has a 2007 enrolment of 371 students, declining from a peak of over 500 students in 2002. DET expects enrolments to stabilise over the next few years. The school is on a large site with sufficient space for further demountable class rooms. However, DET expects to remove some classrooms over coming years as enrolments continue to decline or stabilise.</p> <p>Morisset High has been operating under capacity levels - however the cumulated impact of population growth in the Morisset area will have implications for service delivery.</p>	<p>Student yield from Trinity Point proposal is not considered significant to stress local school resources (however, should be included in context of cumulative growth on Peninsula)</p> <p><b>No immediate action required</b></p>
CHILDCARE	<p>Bonnells Bay Kookaburra &amp; Friends</p> <p>Morisset Childrens Centre</p> <p>Any OOSH at Bonnells Bay school</p> <p>MORisse OOSH</p>	<p>nil</p>	<p>Population projections from Morisset Park figures, project an upper limit of 8 c hildren aged under 5 years emerging from the development, with up to 3 attending preschool. There may be some increased childcare needs generated via extra workforce.</p> <p>Previous consultation with stakeholders suggests no immediate demand for early childcare within the Morisset area with existing centres having recent vacancies. Cumulative large scale population growth in the area will increase need in the mid term. ,</p> <p>Tehre is a site earmarked by Council in Morisset (Koompahtoo side of railway) for future childcare if required.</p>	<p>Very mall output of children requiring childcare.</p> <p>Will not stress existing childcare resources.</p> <p>No requirement for on-site childcare.</p> <p><b>No corrective action required</b></p>

# 9. IMPACT ANALYSIS

## 9.1 POPULATION CHANGE AND GROWTH

The Proposal's inclusion of 75 residential dwellings and 75 tourist apartments has the potential to deliver up to 140 permanent and approximately 110 temporary residents<sup>38</sup> in the local area. Whilst this population growth will have considerable impact on local population growth and trends, it needs to be considered in light of changes likely to emerge from other intended and approved residential development in Morisset Park, where an additional 250 lots in Morisset Park alone are may delivering approximately 600 residents<sup>39</sup>.

Whilst not delivering high population growth in itself, the proposal has the potential to affect population change via its influence on the local and wider residential market. Proximity to a new tourism and recreation precinct, increased accessibility to lake, and local job opportunities, are likely to influence perceptions of Morisset Park's amenity, infrastructure and isolation and attract a wider diversity of population groups.

## 9.2 SOCIAL INFRASTRUCTURE

Whilst delivering increase in local area population, population growth associated with the development is considered relatively small in the context of Morisset Park future growth, and nominal within District-wide growth projections, which predict up to 5000 new residents in Morisset township and North Cooranbong alone. Needs emerging from new residents of the Trinity Point are considered insufficient to, in isolation, significantly stress existing District social and community resources, such as schools, public transport, health and community services. This growth, however, will need to be considered in cumulative planning for the area.

The Proposal contributes to meeting housing, recreational and community needs of its internal permanent and temporary populations, as well as future residential development surrounding the site, and is well placed to respond to emerging social needs, and offset potential tourism, recreational and cultural gaps emerging from the wider population.

Local infrastructure needs, including hard infrastructure such as local road systems, are the subject of separate expert reports prepared for the proposal. Regional benefits accruing from provision of new recreational and tourism infrastructure is considered to outweigh potential negative social infrastructure related impacts of population growth.

## 9.3 TRAFFIC AND TRANSPORT

High levels of car culture, relative isolation of individual villages and a poor public transport system suggests that most residents and visitors are likely to access the Trinity Point development via private vehicle. The draft Traffic Report prepared for the study<sup>40</sup> projects peak traffic flows to

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<sup>38</sup> Economic analysis findings yield an estimated average temporary overnight tourist population of approximately 110 people, however this is subject to seasonal influences and is likely to greatly increase during peak periods (and be conversely lower off season).

<sup>39</sup> 250 lots comprise approx 180 lots at JPG's adjacent development, and recently rezoned land on Morisset Park Rd that may yield approx 70 lots.

<sup>40</sup> MW Better Transport Futures. PO413 JPG Trinity Point marina TIA REVO! 13/11/2007.

arise during weekends, holidays, and during conventions and events. It finds that the existing road system is able to safely cater to traffic demands of the proposal, subject to intersection upgrades (including at Fishery Point and Morisset Park roads) and inclusion of proposed access roads and carparking.

Public transport is currently limited in the area. Morisset Bus Services route 279 operates approximately hourly runs to Morisset Park, connecting the site to Morisset and the wider Peninsula. However, there are currently no runs in the evening, Sundays or public holidays, limiting access to the site during key recreational hours for those reliant on public transport. The proposal includes provision of a bus-stop within the site for use by regular bus services and tourist buses, allowing for an extension of existing bus routes to service the site. Increase in demand arising from residential and tourist populations may increase viability of evening and weekend services.

The proposal's design intends to facilitate an internal pedestrian culture. The majority of carparking is provided underground, and access throughout site is mediated via a network of boardwalk and other walkways. The draft Traffic Study finds existing pedestrian and cyclist facilities within the external locality of the site to be adequate.

## 9.4 ACCESS AND MOBILITY

The proposal intends to enhance and diversify public access to the Trinity Point foreshore and contribute to Council's aims of creating linkages and connective pathways around the perimeter of the lake. Public access to the lake will be facilitated via lifting of current restrictions to the site's foreshore, and the inclusion of design elements, such as board-walking, which will enable and/or enhance foreshore access for people with a disability, the frail and aged, and others experiencing difficulties with mobility, such as parents with prams.

The Proposal design includes measures to ensure compliance with the Building Code of Australia (Part D3) and AS 1428.

## 9.5 LOCAL AMENITY

Changes in the natural landscape and amenity of the site and immediate vicinity will be considerable during both construction and operations phase. Increases in noise and traffic, and changes in landscape and vista, have potential to impact upon the amenity of the immediate local area, and are subject to independent consultant reports. The relatively isolated nature of the site contains the spread and extent of impact, however, changes to amenity within the immediate area are likely to be considerable.

It is noted that the recently formed Morisset Park and District Action Group identifies Trinity Point's "existing character" and "peaceful environment" as key values of the local area<sup>41</sup>. Design of the Proposal responds to the need to maintain the existing character and values as much as possible, including sympathetic site-responsive landscaping that moves from cultural heritage within the core blending to native themes on the outer edges, and includes features intended to build sense of place.

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<sup>41</sup> Morisset Park and District Action Group. Newsletter, Oct/Nov 2007.



The primary causes of residual visual impacts are identified by the draft Visual Assessment<sup>42</sup> as being changes of character to immediate waterway of adjacent residences, visibility of the landmark building within Morisset Park, and changes to the urban context of the foreshore. Changes to views for local residents are considered in light of the whole view arc experience (interruption of view is limited to small portion of arc) and shifts toward more equitable distribution of views (comparing public access view benefits to the typical privatised foreshore in the area). The Assessment rates the overall visual impacts as moderate with higher localised impacts such as character changes to Bardens Bay, but no degradation to overall visual character and scenic quality of the Bay itself and Lake Macquarie generally.

The Acoustic Assessment<sup>43</sup> prepared for the proposal finds that noise levels generated by the proposal during construction have potential to exceed acceptable limits and are to be ameliorated by a management plan informed by a number of measures, including clear communication to residents regarding isolated instances of noise exceedance. Operational noise is assessed to fall below acceptable levels, subject to mitigation measures including control of traffic. Helicopter noise is not expected to cause adverse amenity impact, although consultation has identified this as one of the community's major concerns regarding the development. The report notes a very low level of existing ambient noise. This low baseline means that the level of acceptable noise is also relatively low, but also may influence community perceptions and experience of increase.

Social analysis would further suggest that long term changes in amenity need to be considered in the context of new higher density urban form currently emerging in the area, and changes in expectations and aspirations of new residents moving into new housing in the area. Clear communication regarding the Proposal's intention, design, and timeframe for development will contribute to more positive outcomes for those residents concerned about local impacts.

## 9.6 IDENTITY, INTEGRATION AND SENSE OF PLACE

The long and varied cultural history of Trinity Point is likely to have generated multiple and possibly competing meanings for a number of social groups. Existing residents, future residents and visitors to the area are likely to have varying attitudes, perceptions and aspirations for the site and the wider Morisset Park and Peninsula area.

The Proposal continues the emerging shift in local character from low-scale residential dwelling to higher density urban forms, including commercial, recreational and tourism services. On a local individual resident level, these shifts are likely to be perceived as either positive or negative, according to personal aspirations and expectations for lifestyle and environment. On a wider Lake Macquarie resident level, attitudes and experiences of the proposal are more likely to be informed by recreational, economic and environmental factors.

Design and landscaping of the site has intended to respond to existing character and previous uses of the site, with processes being informed by cultural heritage, native vegetations and relationship with lake. Public domain areas are intended to employ a standard material pallet to define a sense of place.

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<sup>42</sup> Dr. Richard Lamb. Trinity Point Marina and Mixed Use Resort. Draft Visual Impact Assessment, November 2007.

<sup>43</sup> ArupAcoustics. Trinity Point Marina Acoustic Assessment Report. Draft 1. November 2007.

The Proposal's inclusion of dedicated community areas and public access features increases its potential to deliver positive community impacts, both locally and regionally. Café, picnic areas and function rooms enable informal and formal meeting space, and assist integration between on-site residents, visitors and residents external to site. Its design draws upon the sites cultural heritage and its relationship with Lake Macquarie.

Proposed commitments intend to build upon local identity, assist integration and contribute to a sense of place, and may include culturally interpretative signage, environmental educational programs, commissioning public art, and facilitating cultural recreation programs, such as art exhibitions and music performances.

## 9.7 HERITAGE AND CULTURE

The Trinity Point site has a long indigenous and non-indigenous history. A number of aboriginal groups have a registered interest in the area, and former educational, religious and farming uses, are likely to increase wider public interest in the proposal.

The draft Archaeological report<sup>44</sup> for the proposal identifies the site's *indigenous* heritage as of high cultural significance to the Awabakal community, and of moderate public significance. Archaeological significance is assessed as moderate due to similar sites on Morisset Peninsula. The report concludes that the development will impact on indigenous heritage, but also allow opportunity to for public education and interpretation regarding Aboriginal occupation of the area.

Although the site is assessed as having local *non-indigenous* cultural significance, the proposal is assessed to have minimal impact, primarily due to the low levels of archaeological heritage and planned in-situ conservation of extant heritage items, such as the sundial and grotto. Similarly to indigenous heritage, conservation and interpretation of non-indigenous items provides an opportunity for community interaction with the multiple former uses and cultural meanings of the site.

## 9.8 COMMUNITY SAFETY

Lake Macquarie Council takes a broad approach to crime prevention, addressing not just crime but the wider social impacts of crime, including fear and perceptions. It identifies key strategies to minimize real and perceived crime, including building healthy social relationships, enhancing community participation in public life, breaking down stereotypes and minimising fear of crime<sup>45</sup>.

The Proposal is well placed to contribute to Council's strategy through delivery of community benefits discussed above, but may face specific challenges relating to management of public/private spaces and relationships between multiple user groups.

The draft Crime Risk Assessment<sup>46</sup> prepared for the Proposal identifies no design aspects that could negatively impact upon on current antisocial or criminal activity in the local community, and finds that the proposal will not constitute an increased crime risk. The report includes a number of design and management measures to profile the proposal as a 'welcoming and safe

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<sup>44</sup> Insite Heritage. Trinity Point Marina Morisset Peninsula, Archaeological Assessment, November 12,2007

<sup>45</sup> Lake Macquarie City Council. Community Crime Prevention Plan 2006-2008. Draft.

<sup>46</sup> Harris Crime Prevention Services. Draft Crime Risk and Security Design Review, November 2007.

space', including lighting, landscaping, signage and use of colour to demarcate territory and encourage specific uses and flow-through of space.

It is anticipated there may be community concern regarding safety impacts of increased road traffic during construction and operations, especially for children. The draft Traffic Report prepared for the proposal concludes that, given necessary upgrades in road intersection, road safety will not be compromised by the proposal.

## 9.9 ECONOMY AND EMPLOYMENT

Findings emerging from the economic assessment of the Proposal (Section 6) identify varied and beneficial impacts on the local and broader economy. The study projects considerable localized tourist and residential spending and considerable wider spending captured in surrounding Morisset District, primarily Morisset Town Centre.

The proposal will increase and diversify employment opportunities available in the local area and Morisset Planning District, offering direct employment during construction and operation, and flow on effects through a range of industries, including that emerging via increased consumption patterns of new employees.

Construction employment is expected to yield 810 direct jobs, based upon an estimated construction cost of \$90M and standard ABS construction industry multipliers. The operation of the marina and associated facilities are estimated to yield approximately 60 fulltime equivalent jobs. These will occur across a number of service industries including hospitality, retail and tourism, while providing a number of trade and apprenticeship positions.

Comparative analysis undertaken across a number of large-scale NSW marinas (Section 7) has identified regional benefit accruing from marina developments, particularly in relation to economic and tourism development. Similarities between the Trinity Point proposal and the marina case-studies suggest similar benefits emerging for Lake Macquarie.

## 10. CONCLUSION

On balance, this report concludes that the Trinity Point proposal has the potential to deliver net social and economic benefits to the Morisset District, Lake Macquarie LGA and the Lower Hunter region. Benefits will be delivered primarily at a District, LGA and regional level, and include economic, recreational and tourism related impacts. Potential negative impacts are likely to be limited primarily to the immediate local area, and relate generally to community responses relating to changes in amenity and character of the area.

Population related pressures on social infrastructure, such as schools and health services are not considered a significant issue specific to the proposal, but will need to be included in social infrastructure planning associated with cumulative local and district wide growth. On balance, social infrastructure needs emerging from the new population are likely to be balanced by the provision of high-end recreational, commercial and tourism infrastructure. Separate reference to other expert reports such as traffic are particularly important in considering impacts on hard infrastructure such as the local road system.

Community consultation has identified considerable community support for the proposal, but also local concern regarding helicopter noise and the scale of development, particularly relating to the marina. It is likely that if the scale of the marina was reduced, or at least carefully staged with a schedule of measures to assess impact before proceeding to next stage, then existing concern within the local community would be significantly reduced.

### 10.1 SUMMARY OF SOCIAL IMPACTS

**Table 34 Summary of Social Impacts**

SOCIAL IMPACT	
<b>POPULATION CHANGE</b>	<ul style="list-style-type: none"> <li>Population increase of approximately 140 permanent residents, and similar numbers of seasonal temporary residents.</li> <li>New population likely to have low proportion of children and lower socio-economic groups.</li> <li>Recreational infrastructure likely to diversify demographics/aspirations of incoming residents to other Morisset park residential developments.</li> <li>Population growth needs to be assessed in light of cumulative growth in area.</li> </ul>
<b>SOCIAL INFRASTRUCTURE</b>	<ul style="list-style-type: none"> <li>Provision of high end residential, tourism, marina and recreational infrastructure.</li> <li>Needs of residents to be considered in cumulative planning for District, i.e. within context of 5000 new residents for Morisset and Cooranbong.</li> <li>Proposal includes traffic and hard infrastructure upgrades.</li> <li>Provision of range of formal and informal meeting areas, e.g. picnic areas, cafes, function rooms</li> <li>Enhanced and diversified public access to lake.</li> </ul>
<b>ACCESS AND MOBILITY</b>	<ul style="list-style-type: none"> <li>Proposal includes road design to enable bus and coach connections.</li> <li>Design adheres to disability and universal access standards.</li> <li>Boardwalking increases and diversifies public access to lake,</li> <li>Helicopter and marina facilities diversify transport modalities</li> <li>Public transport limited in area - increased residential and tourism population increase viability of routes.</li> </ul>

<b>COMMUNITY IDENTITY AND INTEGRATION</b>	<ul style="list-style-type: none"> <li>Onsite social infrastructure, e.g. picnic sites, boardwalking, commercial areas, public spaces, provides opportunity for social interaction between new residents, and new and existing residents.</li> <li>Existing residents may have fears re changes to community character.</li> <li>Proposal includes connectivity/lake access between existing residents and the lake</li> <li>Design responds to local identity, history and vegetation.</li> </ul>
<b>LOCAL AMENITY</b>	<ul style="list-style-type: none"> <li>Increased noise, vibration, dust and traffic during construction.</li> <li>Existing residents may have fears re loss of character</li> <li>Changes to amenity need to be viewed in light of wider intended residential urbanisation of area.</li> <li>Design sympathetic to local surroundings.</li> </ul>
<b>ECONOMY AND EMPLOYMENT</b>	<ul style="list-style-type: none"> <li>Provision of 810 FTE jobs during construction phase</li> <li>Provision of 60 FTE jobs in operational phase</li> <li>Increased residential/tourism spending within Morisset Planning District shopping centres, and wider region.</li> <li>Multiplier effects, including increased local consumption from increased employment and trade.</li> <li>Village centres is not considered to present competition to other shopping areas.</li> <li>Comparison with similar marinas suggest local and regional benefits</li> </ul>
<b>COMMUNITY SAFETY</b>	<ul style="list-style-type: none"> <li>Increased road traffic may impact upon road safety. increased pedestrian or bicycle measures may decrease public safety, especially for children</li> </ul>
<b>NEEDS OF PARTICULAR GROUPS</b>	<ul style="list-style-type: none"> <li>Families with Children - provision of recreational opportunities, increased access to lake (boardwalk for prams etc), housing choice (i.e. 3 bdrm apartment dwellings)</li> <li>Older people - social / recreational/ housing choice</li> <li>People with disability - boardwalking, lake access</li> </ul>

# APPENDIX 1

## WRITE-UP OF COMMUNITY MEETING - JPG

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RECORDED BY JOHNSON PROPERTY GROUP  
SUPPLIED TO KEY INSIGHTS 27/11/07



## Johnson Property Group Community Consultation Program

Re: Trinity Point Marina Proposal Exhibition – 25<sup>th</sup> November 2007

### Community Interest Groups Consultation Meeting Notes

Date: Thursday 22 <sup>nd</sup> November
------------------------------------------

#### Attended by:

##### Johnson Property Group:

Keith Johnson – Managing Director

Emma Romano – General Manager

Bryan Garland – Senior Development Manager

Amanda Scoble – Public Relations Coordinator

##### Southlakes Business Chamber & Community Alliance:

Rosemairi Okeno – President

Fiona Keddie – Vice President

##### Central Coast Community Environment Network:

Timothy Gorle – Convenor

Avril Lockton – Secretary

##### Morisset Park & District Action Group:

Keith White – Vice President

##### Issues identified by both groups:

- Height of built form
- Stormwater runoff and waste water management
- Helipad – noise and frequency of operation
- Lake access
- Heritage sensitivity & onsite graves
- Native Title
- Marine Ecology
- Roads & Infrastructural upgrades
- Green measures
- Community Consultation Program



Johnson Property Group – Public Relations Division

Conclusive Summary:

The three different interest groups came to the meeting with similar concerns and issues to address. All wanted to see appropriate scale of development that addressed actual local needs and that the proposal was necessary for Lake Macquarie as well as the local area.

All members of the different community groups displayed enthusiasm over the revised marina concept plan.

Of the issues identified, all participants were generally satisfied with the level of review shown by Johnson Property Group and the reasons for certain planning elements as explained by the development team. The representatives were appreciative of the transparency and accessibility of our development planning information at the meeting.

Support was shown for the opportunities of the land and the local needs that would be met through the development were acknowledged, such as tourist accommodation, restaurants and business use as well as the regaining and extension of public access to this area of the Lake shore.

The meetings were very positive.

All expressed that their groups would be represented at the Community Open Day on Sunday 25<sup>th</sup> November, 2007.



# APPENDIX 2

## WRITE-UP OF DOOR KNOCK - JPG

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RECORDED BY JOHNSON PROPERTY GROUP  
SUPPLIED TO KEY INSIGHTS 10/12/07



## Johnson Property Group Community Consultation Program

Re: Trinity Point Marina Proposal Exhibition – 25<sup>th</sup> November 2007

Date: Tuesday 20 – Thursday 22 November, 2007

Local area identified (outside immediate existing Trinity Point Residential):

- Lakeview Road
- Edgewater Road
- Park Avenue
- Buttaba Road
- Henry Road

This area contains approximately 150 residential dwellings and was doorknocked over a 2.5 day period. There was approximately 30% occupancy during this period and over 50 residents were personally addressed in the consultation process.

Interview was conducted with the following questions:

1. Introduction & Identification – Amanda Scoble, Johnson Property Group
2. Was the invitation received for the community open day on Sunday 25<sup>th</sup> November 2007?
3. Was the resident planning to attend the open day?
4. Did the resident, to date, have much information or opinion on the current proposal for the Trinity Point Marina development?

Community issues and comments will be identified by the above street categories:

1. Lakeview Road:

Comments included:

- Not too worried although not too keen on high rise scale of some buildings and would like to see natural vegetation retained
- Good opportunity for growth in the area and potential to increase land value
- Concerned about impact on fish breeding ground and the proximity of marina berths to property
- Current infrastructure not adequate to cope with increased density
- No opposition only excitement at opportunities for area and improvement to land value
- High rise buildings unnecessary
- Think the proposal is a disgrace and will impact negatively on land values and the community
- Trinity Point is the ghetto of Lake Macquarie



Johnson Property Group – Public Relations Division

- Great for the area. As long as there is a place to enjoy a beer, no complaints. Aware of some community concern over the proposal
- Interested in employment opportunities presented by development
- Concerned about scale of marina and buildings and necessity of helipad
- Excitement over facilities on offer
- Community consultation is just a "tick-a-box" process and is nothing more than propaganda. Legal advice being sought to fight development
- Most of the area is only used as holiday home accommodation so no concern, adds vibrancy
- Impact of increased local usage of the lake and the existing small boat ramp. Cars will be parked all around the front of their property and the increase will impact the roads and safety in the area
- No concerned as have enough land of their own. Apartment subdivision by Johnson Property Group will benefit their ability to subdivide their own acreage in the future
- Development is great for the area and will increase people visiting and relaxing by the water, which is there to share
- Proposal is great and looking forward to it
- Excited by whole Trinity Point development, have purchased in the residential subdivision. Think it's fine and can't wait to build

2. Edgewater Road:

Comments included

- Looking forward to restaurant facilities and aren't interested in community concerns. Look forward to being able to walk to amenities
- Increase in land values after development is a positive

3. Park Avenue/Trinity Point Drive (top – not incl. in JPG residential):

Comments included:

- Not keen on the increase in traffic and is worried that if Park Avenue cul-de-sac opens up, he will have to move, as he doesn't want to have the traffic going down his road
- Needs a maximum height of no more than 5 storeys. 8 too high. Knows that development will increase land value and the opportunities to take visitors and family
- Not too worried. Moving from the area so doesn't affect him
- Can't stop progress, must embrace change and look forward to opportunities rather than complain about small things

4. Henry Road:

Comments included:

- Not much information made available until now. Likes the look of the proposal. Would like to attend Open Day to get more educated information than the small flyers in letterbox



Johnson Property Group – Public Relations Division

- Been in area since 1970 and has already seen heaps of change. Understands progress and isn't concerned – mobility affects her going out anyway
- Not much concern
- Not opposed but concerned about increased traffic and scale of buildings. Henry Road needs to be upgraded if we want to open up the dead end and use road as access point
- Already too many mini-mansions around Lake so doesn't know why they complain. Everyone needs to make money
- Need to put in speed bumps along Henry Road to slow down traffic
- People will get a bad impression of a decent area once development goes ahead allowing all sorts of people in the area
- No opposition as they are selling their house to move to Africa
- Not happy as likes the current sleepy lifestyle and remoteness. Development will increase traffic and affect roads. No emergency access to site and infrastructure insufficient to cope. Helicopters are noisy
- What will people have to do when they get there? No real facilities to enjoy unless we plan on introducing helicopter joy flights
- Very excited about proposal. Good to see such opportunity for the area. Knows it will increase land values for him to build on the Lake
- Don't care. Keep to themselves and don't like community butting in expecting them to sign petitions and go to meetings
- Very keen on business facilities as works from home and would like a place to take constituents and colleagues.
- Thinks the Marina should be put up in the Barrington Tops where it wouldn't bother anyone. Completely opposed to this development
- No opposition

#### 5. Lakeview Avenue/Buttaba Road:

##### Comments included

- Husband is a builder so good opportunity for his work. Has had a few bits of mail in letterbox outlining opposition but doesn't let it bother her
- Roads and traffic are a major concern from existing infrastructure from development. Not concerned about presence of marina although relieved that high rise not 9-storeys
- Not interested in talking to JPG, thinks proposal is a disgrace
- Would be interested in apartments for her family to buy
- Not aware of proposal at all. Doesn't want to come to Community Day, not really interested
- No concerns
- Thinks the environmental impact of development is shocking. Doesn't think proposal is any good
- Thinks a Marina in the area is weird
- Want to buy an apartment and enjoy the increased facilities in the area. No problems with proposal look forward to enjoying the new view of Marina from their balcony

Total Comments: 42

Compiled by:  
Amanda Scoble  
Public Relations Manager  
Ph: 02 8023 8810

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11/12/2007

# APPENDIX 3

## RECORD OF COMMUNITY DISCUSSIONS - Key Insights

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### COMMUNITY OPEN DAY (25/11/07)

The following table documents main points from discussions undertaken by staff of Key Insights (Ellen Davis Meehan, Melissa Kilkelly) with participants at Johnson Property Group's Community Open day (25/11/07). Each row reflects views of an individual or group discussion.

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#### COMMUNITY DISCUSSION NOTES

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- Helicopter noise is an issue.
  - Visual impact of multi-story - when we look across the water we want to see trees - a bit of a development behind marina is ok. Need a restaurant! Will be good but Marina goes half way into lake.
- 
- Roads are an issue - only one road in and out Council does not maintain it. Traffic issues - pre-existing potholes. Marina goes too far out into water ...what about the tides. Can't stop progress.
- 
- It's about scale.
- 
- Helipad - really upset about it. It is already 30 trips per week and it could be expanded.
- 
- Helicopter/Helipad - can't see a need for it. Progress happens - Don't mind the development - but would like smaller development. If they have a helicopter - restrict it to one flight per day. Must not have joy flights around the lake.
- 
- Will bring too many people in if the marina is too big.
  - Noise of heli-pad/helicopters is too much. Have unit in Abbotsfield - the noise of helicopter is horrendous.
  - Must not have joy flights - once they get their foot in the door there will be no stopping them.
  - Council are doing ok at looking after the area. Tourism is ok. Scale down Marina and no helicopters. Sea planes are quieter.
  - Risk of new residents poisoning trees to improve view - should be consents about this
- 
- Concerned re fire. Do the local fire brigades have ladders high enough to reach 5 stories - nearest is Newcastle
  - Helicopter noise
  - Are the statues that have disappeared going to be replaced?
- 
- Trees - keep them!
-

- 
- Access in case of fire - inadequate.
  - If they address all my issues, I will like it.
  - I would like it down here. Would bring my daughter.
- 
- Can't wait - fantastic idea! Love it. (Bonnells Bay)
- 
- Don't mind the scale of the Marina - will be lovely to come and have lunch at the marina (Bonnells Bay)
- 
- Height is out of character
  - Traffic concerns - trucks will smash roads during construction
  - Residential component is good - will increase ownership of site so will be better maintenance etc.
  - Need to change location of the marina - if it was on the Southside it would get the full tick from everyone. Currently blocks passage into the Bay.
  - Water quality will be a problem - Bay cannot cope now. After big rains, it stays dirty for days due to poor water flow.
  - Impact of dogs and other "innocent waste" on water.
- 
- Not against it - think its good - seems to be fairly environmentally friendly. I hope it is visible that there are enough tourists to make it work. I will use the boardwalk to walk from
  - Travel from Bonnells Bay every morning. I have no problems with this good luck.
- 
- We live on the other side of the lake and have issues with the orientation, location and scale of the marina. The Marina comes too close to the other side of bay.
  - Concern about access to Bay. Marina should be on South Side not in Barden Bay - better for access and helipad
  - Need to take into context the whole bay - images on display do not include other side of lake - Deceptive.
  - Hardstand area is good - will be useful, only one other in Lake Maquarie
- 
- Can't wait, brilliant, no problems with helicopters (Bonnells Bay).
- 
- Lake needs another Marina - but bad spot
  - Water quality will be an issue - Bay cannot cope with all those boats and the pollution from them. Impact on foreshore at Windermere Park and Bright waters. Bay lets pollution in but doesn't let it out.
  - Main issues is scale of marina - needs to be smaller
- 
- Ecology issues - Barden bay cannot cope with 300 boats. Too much pollution.
  - Noise - helipad is unacceptable
  - Scale of marina - 150 would be ok
  - Not against progress or development, but have issues with scale and helicopter
- 
- Affordability is an issue - this seems like will only benefit rich people
  - Helicopter noise will be problem
  - Increase cars will mean loss of peace
-



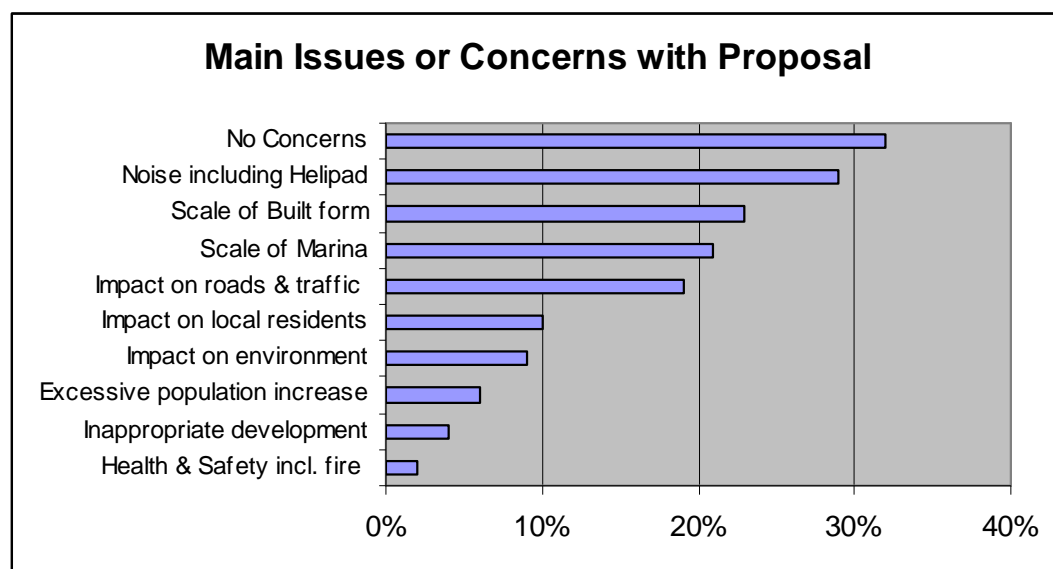
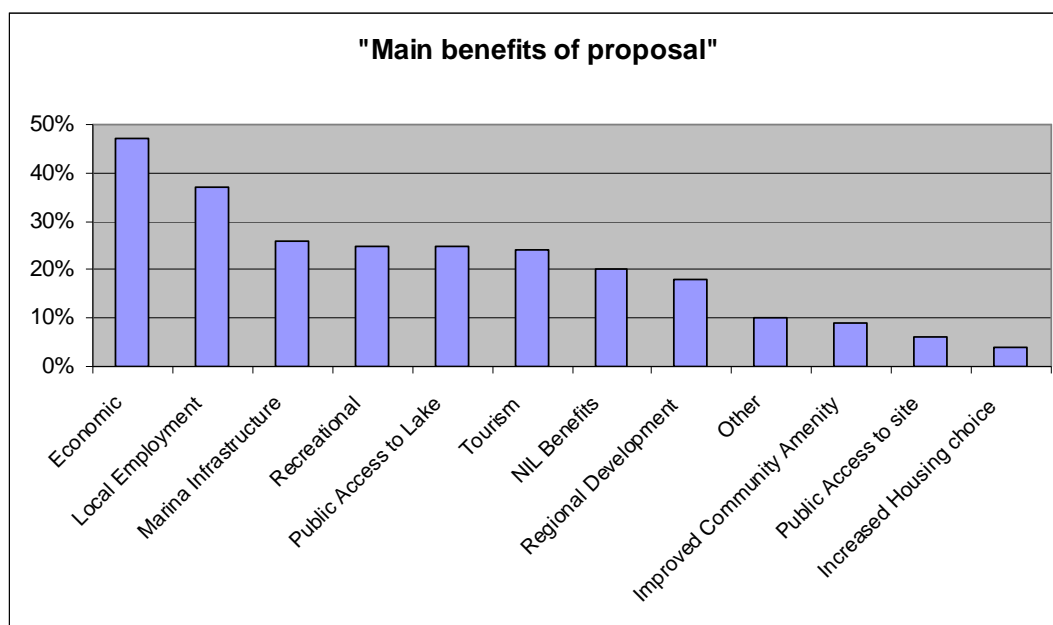
- 
- Loss of open space
- 
- Orientation of Marina
  - Marina design
  - Views from across lake
  - Noise from helicopter
  - Intrusion/encroachment on lifestyle - unfair.
  - Process is bypassing Council
  - No consultation but appears to be going ahead anyway - have concern about political process - it is being used as a selling point for nearby blocks
  - Scale is inappropriate
  - Rights of existing residents compromised for desires of visitors.
- 
- Marina too large - problems with scale
  - Helicopter noise unacceptable
  - Needs a public jetty - if not, there will be issues at existing wharf for nearby residents
- 
- Sewage pumping station is good but will need surveillance - others aren't working due to low maintenance
- 
- Helicopter will have noise and privacy impacts
  - Existing boat ramp will be congested if no public wharf provided
  - New plans are better than previous ones
- 
- Great development - will be the first step that brings in extra services - good catalyst for improving area
  - Lake is the drawcard for visitors - good for tourism - will put the area on the map - provide place to bring visiting friends.
  - Helipad is good - provides another service for community - improves access
  - "Bring it on!"
-

# APPENDIX 4

## ANALYSIS OF OPEN DAY QUESTIONNAIRE - JPG

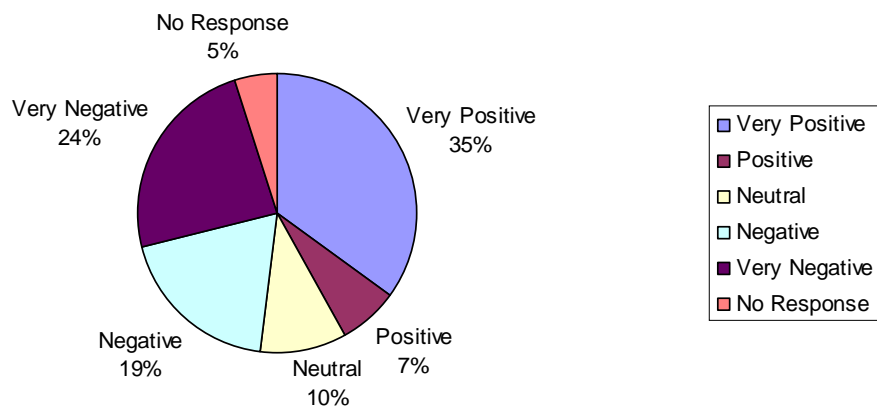
FINDINGS COMPILED BY JOHNSON PROPERTY GROUP  
SUPPLIED TO KEY INSIGHTS 27/11/07

Note: Percentages refer to % of total respondents. Some questions allowed multiple answers and therefore do not add up to 100%.

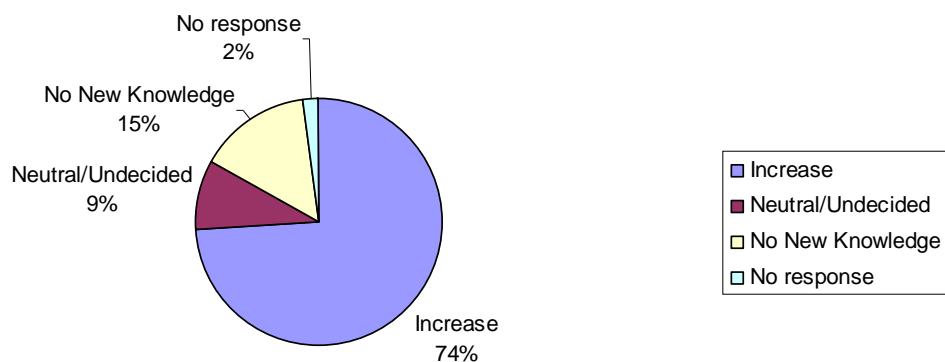




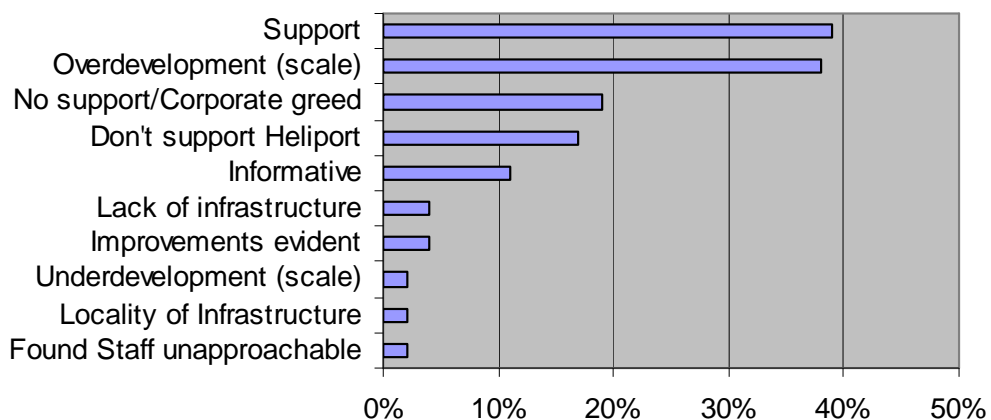
### "Overall attitude towards the development"



### "Did this information day increase your knowledge of the Proposal?"



### Attitude towards Community Open Day



# APPENDIX 5

## WRITE-UP OF BONNELLS BAY PROGRESS ASSOCIATION MEETING 5<sup>th</sup> February 2008

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RECORDED BY KEY INSIGHTS

**Bonnells Bay Progress Association Meeting: 5<sup>th</sup> February 2008, 730pm. Bonnells Bay Community Hall.**

**Meeting Chaired by Col Roach, President of the Bonnells Bay Progress Association.**

## Introduction

Mr Roach welcomed members and guests to the meeting. Regular meeting segments were undertaken, including adoption of previous minutes and adoption of Treasurer's Report, before General Business was deferred to let the meeting focus on Trinity Point.

## Cr. Greg Piper, Mayor of Lake Macquarie

Cr. Piper was invited to speak to the meeting. He gave some historical context to the proposal, touching upon how the land came to be zoned for "tourism" purposes. Cr. Piper outlined that the planning for the site has been ongoing for quite a number of years, and has been the source of considerable robust debate. He expressed that the size of the marina was of concern to him. He also noted the reduction in height of buildings in the most recent plans.

## Mr. Keith Johnson

Mr Keith Johnson addressed the meeting, also touching upon the historical context of the development. Mr Johnson outlined his initial reluctance to develop the site for tourism purposes. He explained how extensive research had led to the proposal in its current form. Mr Johnson also expressed his dissatisfaction with the system, as it is, which tends to burden developers with the cost of supplying infrastructure to existing residents, as well as new ones.

## Mr. Bryan Garland

Mr. Bryan Garland addressed the meeting and spoke to a visual display throughout. Mr Garland outlined the proposal and addressed a number of findings from research into various aspects of the proposal. These included:

- A comparison of the 2006 plans and the revised 2007 plans for the marina and associated development.
- Results of the community consultation day
- Economic benefits of the proposal to the surrounding areas
- Results of noise studies, particularly relating to the proposed helipad activity
- Results of the visual impact study
- Results of the Traffic Study

At a number of stages, questions were asked. The Chair requested that these be held to the conclusion of Mr Garland's presentation.

## Questions:

The meeting was opened up for questions. The great majority of speakers from the crowd were clearly in opposition to the project, though most were respectful in their questions/comments. Many of the speakers from the crowd did not have a question, per se, and were chiefly interested in providing a comment. Questions/comments on the development highlighted similar issues to the Community Information Day: the size and location of the marina, impacts of the helipad, impacts on local residents and road/traffic concerns.

Comments/Questions/Issues included the following:

- Concern regarding Aboriginal Heritage at the site. There is a large midden near the boat ramp, which is significant due to its size. Have Land Councils been consulted? (Mr. Garland

responded that an Aboriginal Heritage Study had been undertaken) (Later, Cr. Piper fielded a question on Aboriginal Heritage, stating that a study had been undertaken, but that consultation was ongoing)

- Comment: Has there been a study done into the effects of waves and wind? All these boats are going to end up washed up in someone else's front yard.
- Questions were raised regarding noise, specifically relating to the heli-pad. Some participants were perplexed that projected noise would fall within acceptable guidelines. Others expressed that if this was the case, then the guidelines were inappropriate.
- A resident claimed that the site was prone to flooding, and had been inundated twice in the past 15 years. A question was addressed to Cr. Piper: Was Council going to let JPG fill areas, while residents are not allowed to do the same.
- An attendee queried the meeting, asking "where is the social justice" in the situation where JPG has enormous resources to fund studies to press their case, while the local community has very little resources with which to fight. (Cr. Piper responded that this was a wider issue and would not be solved tonight. However, he commented that there were often individuals within the community with skills that could be utilised.)
- Question: What are the dimensions of the breakwater? (Mr. Garland responded that he didn't know the exact measurements, but that they could be provided.)
- Question/Comment: Why has the proposal changed so much from what was originally proposed in 2004? Why was this spot on the lake chosen? Surely there are other more appropriate spots on the northern end of the Lake, where people are more used to Marinas?!
- Concern voiced: regarding increased traffic flows nearby Bonnells Bay Public School. Will there be street furniture or traffic calming devices?
- Comment: The visual image displayed showed 20 masts. Where are the other 280?
- Question: Has there been a study done into the effects of the boats as they travel between Swansea and the Marina? (Mr Garland: There have been studies done into water-flow and effects from the Marina, but the effect of boats travelling from Swansea has not been modelled.)