



DESIGN COLLABORATIVE Pty Limited

ABN 36 002 126 954
ACN 002 126 954

Planning and Development Consultants

G W Smith
BSurv(QLD)
MCP(MIT)
MIS(Aust)
FPIA MRTPI
FAPI CPP

H M Sanders
MPhil(Lon)
MSc(Rdg)
FPIA MRTPI
MRICS CPP

J Lidis
BTP (UNSW)
MPIA CPP

**AMENDED
PROJECT APPLICATION AND PRELIMINARY ASSESSMENT
FOR PROPOSED MARINA EXPANSION AND CONTINUED USE OF
OTHER EXISTING BERTHS**

AT

**ST GEORGE MOTOR BOAT CLUB
WELLINGTON STREET, SANS SOUCI**

MADE TO

DEPARTMENT OF PLANNING

ON BEHALF OF

ST GEORGE MOTOR BOAT CLUB

MARCH 2009
REF: 089038.3R

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1. INTRODUCTION

This Amended Project Application and Preliminary Assessment Report has been prepared to provide background information to a development proposal at the St George Motor Boat Club, Sans Souci. It is proposed to expand the Club's existing marina to provide an additional arm to the south of the existing marina (proposed Arm F) containing 70 berths. Approval is also sought for the continued use of 22 permanent and 9 visitor existing berths at the marina. The proposed development will increase the number of berths at the marina to a total of 221 berths.

The purpose of this Report is to enable the Minister for Planning to determine whether the proposal is a project to which Part 3A of the Environmental Planning and Assessment Act 1979 applies and, if the Minister makes such a declaration, to form the basis for the formulation of the Director General's requirements for an Environmental Assessment of the project.

It is noted that separate approval has been sought from Kogarah Council by way of an application made on 10 March 2009 for a building certificate in relation to the structures at the marina.

The site of the proposal is the St George Motor Boat Club at Wellington Street, Sans Souci. The Club is an existing development located at St Kilda Point, the eastern entry to Kogarah Bay on the Georges River (see **Plan 1**) which comprises a range of land and water-based facilities. The Club has an existing lease from the Department of Lands for that part of the Club's site which is Crown land. That lease relates to the water-based part of the land occupied by the Club together with part of the foreshore.

Plan 2 is an extract from an aerial photograph showing the location of and existing development at the St George Motor Boat Club, nearby development and landmarks within the surrounding area. The Photographs in **Appendix 1** show the existing development at the St George Motor Boat Club.

This Report describes the project and identifies the site's location. It also identifies the planning provisions applying to the site, the approvals required for the proposal, the likely environmental issues and demonstrates that the project should be considered to be a major project under Part 3A, taking into consideration the relevant criteria.

Schedule 1 of State Environmental Planning Policy (Major Projects) 2005 lists the classes of development that are projects to which Part 3A applies. It reads, in part, as follows:-

Group 6 Tourism and recreational facilities

14 Marina facilities

- (1) *Development for the purpose of marinas or other related land or water shoreline facilities that moor, berth or store vessels (excluding dinghies and other small craft) at fixed or floating berths, at freestanding moorings, alongside jetties or pontoons, within dry storage stacks or on cradles in hardstand areas and that:*

- (a) moor, berth or store more than 30 vessels in Sydney Harbour, Middle Harbour, North Harbour, Botany Bay, Port Hacking, Broken Bay or associated tidal waters, or*
- (b) moor, berth or store more than 80 vessels in other waters, or*
- (c) are located in environmentally sensitive areas of State significance,*

but excluding any development that, in the opinion of the Minister, is only of local environmental planning significance.

- (2) A reference in this clause to the number of vessels moored, berthed or stored includes a reference (in the case of an existing facility) to the additional number of vessels moored, berthed or stored at the facility.*

The proposed development is consistent with the above class of development in that St George Motor Boat Club is located in tidal waters associated with Botany Bay, ie. the Georges River, and, as noted above, it is proposed to seek approval for the continued use of 31 existing berths at the marina and to further increase the number of berths by 70 to provide a total of 221 berths.

2. PROPOSAL

2.1 BACKGROUND TO THE PROPOSAL

In 2001, the then Minister for Urban Affairs and Planning granted consent for the replacement of the existing fixed timber jetties at the St George Motor Boat Club with a new floating marina (DA 222-08-01). The approved marina had capacity for a total of 128 berths plus a fuel berth, as set out in Table 1 below.

Table 1: Number of Approved Berths at the Marina			
Vessel Length	Permanent Berth	Visitor Berth	Total
10m	42	-	42
12m	62	-	62
15m	22	-	22
18m	2	-	2
Total	128	-	128

The approved marina layout is shown in the plan in **Appendix 2**.

A subsequent Section 96 modification approved on 30 August 2002 provided for the reconfiguration of the outer end of Arm E (see **Appendix 3**).

The marina was not built and has not been used entirely in accordance with the above consent. As part of the construction of the marina, 4 of the 12m berths approved on Arm D were converted to 8 x 8m berths. In addition, the pontoon connecting Arms B and C to the shoreline was relocated and an extra pontoon installed parallel to the shoreline between Arm B and the shoreline. Further, an additional berthing arm was installed on Arm A to enable the accommodation of 2 additional vessels.

In terms of the use of the marina, the marina now accommodates a total of 151 vessels, an increase of 23 vessels over the approved marina, as set out in Table 2 below.

Table 2: Number of Berths currently being used by the Marina			
Vessel Length	Permanent Berth	Visitor Berth	Total
8m	12	6	18
10m	42	-	42
12m	60	-	60
15m	24	-	24
18m	4	3	7
Total	142	9	151

The changes which have been made to the approved number and location of marina berths are summarised as follows:

New berths added to marina layout

- 12 x 8m berths on Arm D
- 1 x 10m berth on Arm D
- 1 x 10m berth at the eastern end of Arm E
- 2 x 12m berths on Arm A
- 1 x 15m berth at western end of Arm D

- 1 x 18m berth in the location of the approved fuel berth
- 1 x 18m berth at the western end of Arm E
- 6 x 8m visitor berths on the pontoon between Arm B and the shoreline
- 3 x 18m visitor berths on the outer edge of Arms B, C and D

Approved Berths Removed

- reduction of 4 x 12m berths on Arm D
- reduction of 1 x 10m berth on eastern end of Arm B (northern side)

Reconfiguration of approved berths

- approved 1 x 12m berth on Arm E converted to 1 x 15m berth
- approved 1 x 10m berth on Arm A converted to 1 x 12m berth
- relocation of fuel berth to outer edge of Arm A

These changes are identified on the plan in **Appendix 4**.

As part of the subject proposal, the St George Motor Boat Club seeks approval for the continued use of 31 berths, as noted above. It is noted that separate approval has been sought from Kogarah Council by way of an application made on 10 March 2009 for a building certificate in relation to the structures at the marina.

It is also proposed to further expand the marina through the provision of an additional 70 berths on a new pontoon arm (Arm F) to the south of the existing marina.

2.2 OBJECTIVES OF THE PROPOSAL

The objectives of the proposed development include:-

- To regularise the use of the existing marina;
- To respond to the need for additional berthing facilities on the Georges River by constructing additional berths at the existing marina. Since 2003, the Marina has been fully occupied and there is a waiting list (50) for berths primarily of 10m-12m in length;
- To expand the existing facility in a manner which will minimise the potential for environmental impacts both within the waterway and on the adjoining land area; and
- To allow the Club to respond to changing statutory requirements relating to its operation and ensure its on-going viability.

2.3 DESCRIPTION OF THE PROPOSAL

2.3.1 CONTINUED USE

As set out above in Section 2.1, the marina is not currently being used in accordance with Development Consent 222-08-01 (as modified). When the marina was built, a number of new berths were accommodated and approved berths were reconfigured so that, at the present time, the marina has a total of 151 berths, 23 more than provided for in the Consent. There are 31 berths in respect of which approval is sought for their continued use.

As part of this proposal, the Club seeks to regularise the use of the marina berths as they are presently used. As set out above, the specific changes which have been made to the approved number and location of marina berths are as follows:

New berths added to marina layout

- 12 x 8m berths on Arm D
- 1 x 10m berth on Arm D
- 1 x 10m berth at the eastern end of Arm E
- 2 x 12m berths on Arm A
- 1 x 15m berth at western end of Arm D
- 1 x 18m berth in the location of the approved fuel berth
- 1 x 18m berth at the western end of Arm E
- 6 x 8m visitor berths on the pontoon between Arm B and the shoreline
- 3 x 18m visitor berths on the outer edge of Arms B, C and D

Approved Berths Removed

- reduction of 4 x 12m berths on Arm D
- reduction of 1 x 10m berth on eastern end of Arm B (northern side)

Reconfiguration of approved berths

- approved 1 x 12m berth on Arm E converted to 1 x 15m berth
- approved 1 x 10m berth on Arm A converted to 1 x 12m berth
- relocation of fuel berth to outer edge of Arm A

These changes are identified on the plan in **Appendix 4**.

It is noted that separate approval has been sought from Kogarah Council by way of an application made on 10 March 2009 for a building certificate for the existing structures at the marina.

2.3.2 PROPOSED EXPANSION

It is also proposed to expand the Club's existing marina through the installation of a new curved pontoon arm (Arm F) on the southern side of the existing curved southern-most arm, known as Arm E. It is proposed to install 33 x 10m berths on the southern side of Arm E and 37 x 12m berths on the northern side of the proposed Arm F, a total of 70 berths.

As a result of the proposed expansion the marina will accommodate a total of 221 berths as set out in Table 3, below.

Table 3: Proposed Number of Berths at the Marina			
Vessel Length	Permanent Berth	Visitor Berth	Total
8m	12	6	18
10m	75	-	75
12m	97	-	97
15m	24	-	24
18m	4	3	7
Total	212	9	221

The proposed expansion is illustrated in the plans in **Appendix 5**. **Appendix 6** contains an indicative aerial photograph of the site showing the proposal in its context. The proposal represents a capital investment of some \$1.75 million.

Proposed Arm F has an overall length of 196.29m and is separated from Arm E by 43m, providing a fairway between the proposed berths of 21m. Proposed Arm F is attached via a floating walkway to Arm E and, therefore, the proposed expansion is contained wholly within the water. There would be no change to the existing shoreline characteristics as a result of the proposed development.

As a result of the proposed development it will be necessary to increase the existing Department of Lands lease area. The lease area would increase from 2.43ha by 1.33ha to 3.76ha.

The proposed pontoon structure has been designed in accordance with the relevant standards and policies, in particular in accordance with AS 3962 Guidelines for Design of Marinas to provide sufficient fairway and berth width for navigation and berthing in safety. The proposed extension comprises a floating concrete system held in position by steel or concrete piles similar to that existing on the site.

It is understood that there is no existing aquatic vegetation in the vicinity of the proposed pontoon arm.

There will be no change to the remainder of the existing marina and related services and facilities or the land-based facilities or activities provided by the Club. The existing operations of the Club are described further below in Section 3.

2.4 APPROVALS REQUIRED

Land owner's consent is required to be obtained from the Department of Lands.

Approval for the construction of the proposed pontoons will be required to be obtained from the Department of Lands.

A controlled activity approval under the *Water Management Act 2000* may also be required to be obtained from the Department of Water and Energy.

The Club's marina operates under an Environment Protection Licence (No. 11166) issued by the Department of Environment and Climate Change.

As noted above, separate approval has been sought from Kogarah Council by way of an application made on 10 March 2009 for a building certificate in relation to the structures at the marina.

2.5 CONSULTATION

Consultation with relevant authorities, Councils, local organisations and the community will occur as part of the preparation of the Environmental Assessment. Initial discussions have been held with the Department of Lands as the owner of the land.

3. CONTEXT

3.1 THE SITE AND SURROUNDING AREA

St George Motor Boat Club is an existing development located at St Kilda Point, the eastern entry point to Kogarah Bay. The Club is situated at the corner of Wellington Street and Plimsoll Street, Sans Souci (see **Plan 1**). It occupies a fan-shaped parcel of land with the northern boundary defined by Wellington Street and Anderson Park on the waterfront, the eastern boundary defined by Plimsoll Street and a small public park at the southern end of Plimsoll Street and the remaining boundary to the west and south defined by the water frontage to Kogarah Bay/Georges River.

As noted above, the Club has a lease with the Department of Land and Water Conservation for that part of the Club's site which is Crown land. That lease relates to the water-based part of the land occupied by the Club together with part of the foreshore.

The St George Motor Boat Club is a registered club under the Registered Clubs Act 1976. The Club was established on 28 May 1920 and the property at No. 2 Wellington Street was purchased by it on 23 November 1920. On 28 February 1921, the St George Motor Boat Clubhouse Ltd was registered. On 9 January 1929, a Certificate of Incorporation was issued. The Club has operated on the site (with various expansions) since that time. The existing Club development comprises land and water based facilities summarised below.

Land Based Facilities

- Two level Club building containing bars, bistro, function rooms, meeting rooms and ancillary facilities. The Club's main facilities are at the ground floor level accessible from the upper car park level (i.e. the upper level when viewed from the water) and face the water;
- Car parking in two areas referred to as the lower and upper car parks situated on the eastern side of the Club building and accessed primarily from Plimsoll Street; and
- A marine workshop operated by Aquatic Power.

Water Based Facilities

- Five floating pontoon arms containing 142 permanent marina berths, all of which are currently occupied, and 9 visitor berths;
- A licence for 12 swing moorings near the Club lease area and an additional 5 further up the Georges River;
- A fuel berth;
- A slipway;
- Three boat ramps;
- Race tower; and
- Weigh station.

The Club building is setback some 25m from the seawall which marks the waterfront. It is apparent that the foreshore has been reclaimed in the past and the frontage of the site is now hardstand which joins a concrete sea wall and rock rubble embankment which extend around the site.

The existing marina is contained within the Club's (water) lease area which has an area of 2.43ha. The five pontoon arms have varying lengths and configurations. The northern-most arm (Arm A) also accommodates the race tower and fuel berth.

The area surrounding the subject site is primarily residential (see **Plan 2**), comprising single dwelling houses. There are single dwellings opposite the site in Plimsoll Street and Wellington Street and in Vista Street which extends from the western end of Wellington Street to the north.

There are a number of other activities/land uses situated on the waterfront in the vicinity of the Club (see **Plan 2**) including:

- The Water Police facility to the south-east on the Georges River;
- The Botany Bay-Georges River District Office of NSW Fisheries to the south-east on the Georges River;
- Sans Souci Park (including a ferry wharf) to the south-east on the Georges River;
- Anderson Park to the north on Kogarah Bay;
- Dover Park and Kogarah Bay Sailing Club to the west on Kogarah Bay; and
- Carss Park to the north-west on Kogarah Bay.

The Club has a number of existing policies and procedures in place for the management of the site. These are set out in its Marina Manual.

3.2 PLANNING CONTEXT

This Section sets out the statutory provisions which currently apply to the site and surrounding area.

3.2.1 GREATER METROPOLITAN REGIONAL ENVIRONMENTAL PLAN NO. 2 – GEORGES RIVER CATCHMENT

General

The Greater Metropolitan Regional Environmental Plan 1999 No. 2 - Georges River Catchment was gazetted on 5 February 1999. It applies to the Georges River Catchment, as shown on the maps, which covers parts of Bankstown City, Blacktown City, Campbelltown City, Camden, Canterbury City, Fairfield City, Holroyd City, Hurstville City, Kogarah, Liverpool City, Rockdale City, Sutherland, Wollondilly and Wollongong City local government areas. The subject site is situated within that part of the Kogarah local government area which is within the catchment of the Georges River (see **Plan 4**) and its provisions therefore apply to the subject site.

Aims and Objectives

The relevant general aims and objectives of the Plan are as follows:

- (a) *to maintain and improve the water quality and river flows of the Georges River and its tributaries and ensure that development is managed in a manner that is in keeping with the national, state, regional and local significance of the Catchment; and*
- (b) *to protect and enhance the environmental quality of the Catchment for the benefit of all users through the management and use of the resources in the Catchment in*

an ecologically sustainable manner.

The relevant specific aims and objectives of the Plan are as follows:

Environmental protection and water quality and river flows

- (b) to preserve, enhance and protect the freshwater and estuarine ecosystems within the Catchment by providing appropriate development;*
- (c) to ensure that development achieves the environmental objectives for the Catchment.*

Regional role and land use

- (a) to identify land uses in the Catchment which have the potential to impact adversely on the water quality and river flows in the Georges River and its tributaries and to provide appropriate planning controls aimed at reducing adverse impacts on the water quality and river flows;*
- (b) to conserve, manage and improve the aquatic environment within the Catchment which is a significant resource base for the aquaculture industry, by providing controls aimed at reducing pollution entering the Catchment's watercourses;*
- (c) to protect the safety and well being of the local and regional community in accordance with standards and processes aimed at improving the water quality and river flows in the Catchment to enable recreation.*

Planning Principles

The planning principles set out in the Plan are to be applied when the consent authority determines a development application and are therefore applicable to the subject application.

The General Principles must be taken into account in relation to the subject proposal:

- (a) the aims objectives and planning principles of this Plan;*
- (b) the likely effect of the proposed plan, development or activity on adjacent or downstream local government areas;*
- (c) the cumulative impact of the proposed development or activity on the Georges River or its tributaries;*
- (d) any relevant plans of management including any River and Water Management Plans approved by the Minister for Environment and the Minister for Land and Water Conservation and best practice guidelines approved by the Department of Planning;*
- (e) the Georges River Catchment Regional Planning Strategy;*
- (f) all relevant State Government policies, manuals and guidelines of which the council, consent authority, public authority or person has notice;*
- (g) whether there are any feasible alternatives to the development or other proposal concerned.*

In addition, the following Specific Planning Principles are relevant to the subject proposal:

- land degradation;
- river-related uses; and
- water quality and river flows.

Part 3 of the Plan contains planning and consultation requirements for specific types of development. The provisions relating to marinas and slipways are relevant to the subject proposal:

Specific Matters for Consideration

The need for a condition of consent requiring centralised pumping stations.

Whether adverse impacts will occur on any natural wetlands, seagrass beds, mangroves and any other flora and fauna habitats.

Whether arrangements for the collection, storage, treatment and subsequent disposal of sewage and other wastes are satisfactory and meet the requirements of the Environment Protection Authority.

Whether measures to prevent the escape of fuels, oils, grease and other chemicals into the waterway are adequate.

Whether the proposal satisfies the document entitled Environmental Guidelines: Best Management Practice for Marinas and Slipways (1997) prepared by and available from the Environment Protection Authority.

Whether adequate depth of water exists for the marina and other related land and water shoreline facilities and, if not, whether the means proposed for maintaining adequate water depth are appropriate and will not lead to adverse impacts on the Georges River or its tributaries.

The stability of banks and foreshores and whether acid sulfate soils are likely to be disturbed.

3.2.2 KOGARAH LOCAL ENVIRONMENTAL PLAN 1998 (THE LEP)

Zoning

The St George Motor Boat Club site is zoned Residential 2(a) - Residential (Low Density) and Environmental Protection 7(a) - Environmental Protection (Waterways) under the LEP. The Residential 2(a) zoning applies to land above the mean high water mark (ie. above the seawall) and the 7(a) zoning applies to the land below the mean high water mark (see **Plan 5**).

The proposed development is situated within the 7(a) zone.

Environmental Protection 7(a) - Environmental Protection (Waterways) Zone

The objective of the 7(a) zone is:

To ensure any development of land below mean high water mark is carried out in an environmentally sensitive manner, having particular regard to the nature and function of waterways.

The proposed development would be appropriately defined as a “marina” under the provisions of the LEP.

The development control table for the 7(a) zone provides that “marinas” are permissible with

consent in the 7(a) zone.

Other Relevant Provisions

Clause 16 - ecologically sustainable development is relevant to the subject proposal.

3.2.3 GEORGES RIVER REGIONAL PLANNING STRATEGY

The Georges River Catchment Regional Planning Strategy encompasses a range of mechanisms for land use planning, natural resource management, environmental education, monitoring and reporting. The Greater Metropolitan Regional Environmental Plan No. 2- Georges River Catchment (see Section 3.2.1, above) complements and provides statutory backing for elements of the Strategy. The Strategy is made up of the following components:

- a framework for the operation of the REP
- an action plan - comprising the tasks to be completed by the nominated stakeholders.

3.2.4 SUMMARY OF KEY PLANNING ISSUES

The key issues to be assessed/studied by qualified persons arising from the applicable planning controls for the proposed development as part of the Environmental Assessment process, include:

- potential impacts on water quality and river flows and measures to minimise those impacts; and
- potential impacts on aquatic habitats and measures to protect those habitats and mitigate/minimise impacts.

4. KEY ENVIRONMENTAL ISSUES

The potential environmental impacts of the proposal are set out below. They are based on the matters raised in the relevant planning instruments and policies described in Section 3.2 above and the *EIS Guideline for Marinas and Related Facilities* (DUAP, 2006).

4.1 KEY ISSUES RAISED IN PLANNING INSTRUMENTS AND POLICIES

As set out above, the key issues identified in relevant planning instruments and policies for the subject proposal are:

- Water quality and river flows; and
- Aquatic habitats.

4.1.1 WATER QUALITY

Issues relating to water quality changes include:

- Potential impacts on the existing quality of the waterbody;
- Potential sources of change to water quality from direct, secondary or cumulative effects of the marina construction or operations; and
- Potential impacts on river flows and water movement.

4.1.2 AQUATIC HABITATS

Potential impacts associated with:

- Disturbance of aquatic habitats;
- The sensitivity of species or communities to disturbance;
- The potential impacts of disturbance on biodiversity;
- Potential for recolonisation following any disturbance; and
- Interactions between potentially disturbed flora and fauna.

4.2 OTHER KEY ISSUES

4.2.1 SCENIC QUALITY/VISUAL IMPACT

Impacts to consider include:

- Potential visual impacts, such as changed or obstructed views, from adjoining properties and from surrounding land and water;
- Proposed methods of minimising visual impacts.

4.2.2 TRAFFIC AND PARKING

Potential issues/impacts of the proposal include:

- Traffic generation (includes road safety issues and traffic noise); and
- Parking generation and accommodation on-site.

4.2.3 NOISE

Potential acoustic impacts associated with:

- Operational noise from both fixed and mobile noise sources; and
- Noise arising from the construction of the development.

4.2.4 SOCIAL AND ECONOMIC ISSUES

Potential issues to be considered are:

- Current market demand;
- The effect of the proposal on other marinas, boat users, boating services and the supply of moorings;
- The affordability of marina services;
- Employment at the site and in the community as a result of the proposal;
- Economic impacts on other industries both within the immediate locality and the wider community, such as tourist facilities, recreational facilities;
- Amenity; and
- Access issues such as disabled access and access to public land and waterways.

4.2.5 WATER TRANSPORT ISSUES

Potential issues/impacts to be considered are:

- Increased boating activity;
- Boating safety issues; and
- Navigational issues.

4.2.6 CUMULATIVE IMPACTS

Potential issues/impacts of the proposal to be considered are:

- Clustered marina operations; and
- Compatibility with existing (or proposed) waterbody management plans.

5. CONCLUSION

The subject proposal relates to the marina at the St George Motor Boat Club, an existing maritime facility which has been in existence for many years. The Club is seeking approval for the continued use of a number of existing marina berths as they are presently being used and to expand its boat storage facilities. The Club's marina currently contains 151 berths (23 more than currently approved).

It is also proposed to expand the existing marina through the addition of a pontoon arm to its south to provide an additional 70 berths and a total of 221 berths at the marina.

The primary objectives of the proposal are to address the use of a number of berths in the existing marina, to respond to the need for additional berthing facilities on the Georges River by constructing additional berths at the existing marina, to expand the existing facility in a manner which will minimise the potential for environmental impacts both within the waterway and on the adjoining land area and to allow the Club to respond to changing statutory requirements relating to its operation and ensure its on-going viability. The proposal represents a capital investment of \$1.75 million.

The Environmental Assessment process will ensure that the proposal will be satisfactory in its landscape and scenic context, will be acceptable in respect of its environmental impacts and will be consistent with the planning objectives and requirements for the locality. As part of the Environmental Assessment process mitigative measures will be proposed which will ensure that the proposal will not adversely affect the environment of area, either during construction or operation and will be ecologically sustainable.

On the basis of the above, it is considered that the proposal should be considered to be a major project under Part 3A of the Environmental Planning and Assessment Act 1979.

PLANS



Source: Sydway on CD Version 4.0, 2001

Not to scale

★ St George Motor Boat Club, Sans Souci

Plan 1 Location



Source: SIX Viewer, Department of Lands, 2006

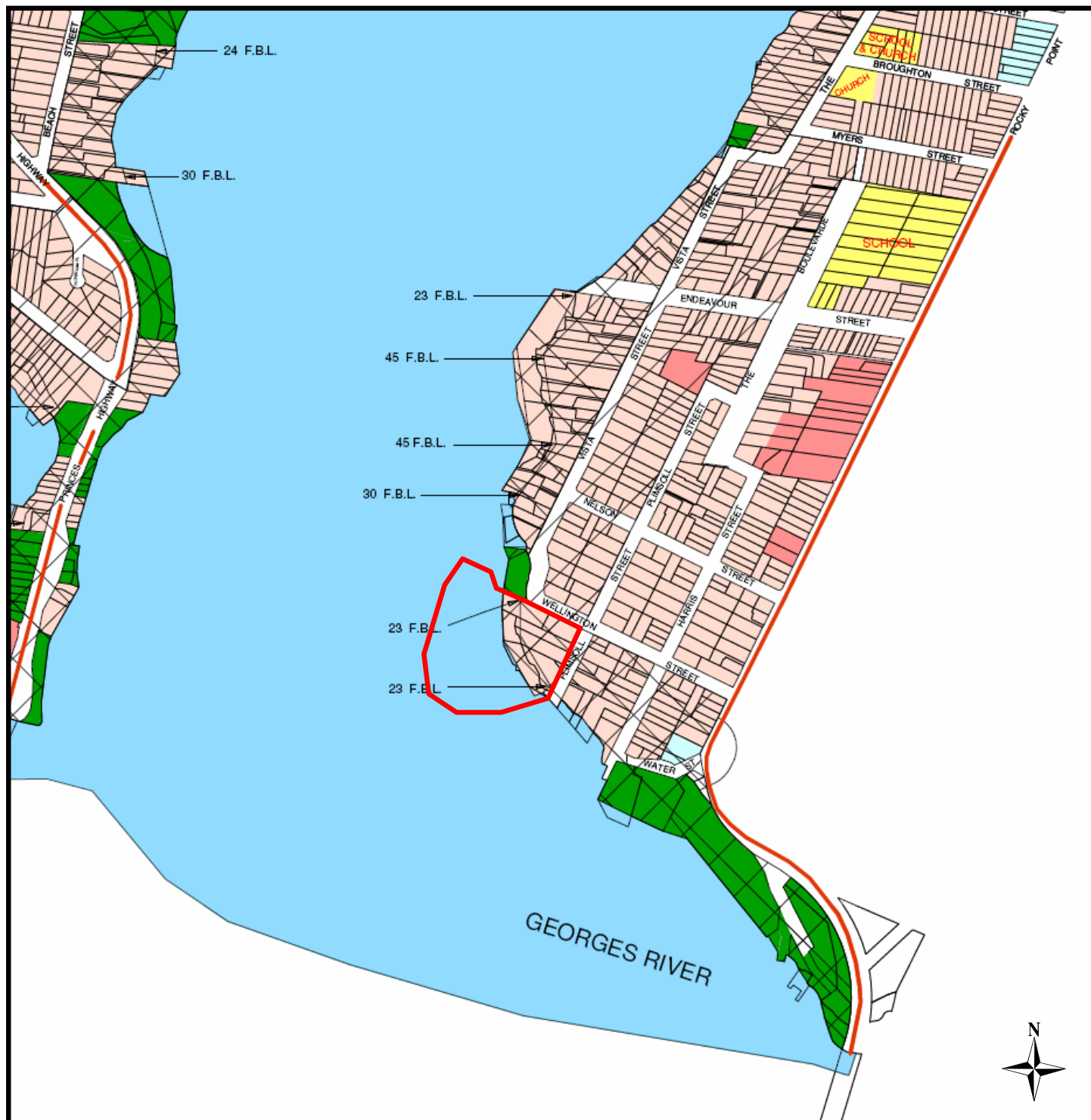
Not to scale






Source: Extract from Regional Environmental Plan Map

○ St George Motor Boat Club, Sans Souci



Source: Extract from Kogarah LEP 1998

Not to scale

INDEX ZONES	
RESIDENTIAL 2(a) (LOW DENSITY)	
RESIDENTIAL 2(b) (MEDIUM DENSITY)	
BUSINESS 3(a) (LOCAL CENTRE)	
BUSINESS 3(b) (TOWN CENTRE)	
INDUSTRIAL 4(a) (LIGHT)	
SPECIAL USES 5(a) (GENERAL)	
SPECIAL USES 5(b) (RAILWAY)	
OPEN SPACE 6(a) (PUBLIC)	
OPEN SPACE 6(b) (REGIONAL OPEN SPACE RESERVATION)	
OPEN SPACE 6(c) (PRIVATE)	
ENVIRONMENTAL PROTECTION 7(a) (WATERWAY)	
ROAD RESERVATION 9(a) (LOCAL)	
ROAD RESERVATION 9(b) (ARTERIAL)	
GENERAL	
EXISTING ARTERIAL ROAD	
WATERFRONT SCENIC PROTECTION AREA	
FORESHORE SCENIC PROTECTION AREA	
HERITAGE CONSERVATION AREA	



St George Motor Boat Club, Sans Souci

Plan 4 Zoning

APPENDIX 1



1-6 Views of the existing marina at the St George Motor Boat Club from Kogarah Bay / Georges River, September 2008



1-6 Views of the existing marina at the St George Motor Boat Club from Kogarah Bay / Georges River, September 2008



7



8

7-8 Views of the existing marina from the Club building, September 2008



9

9 View of the existing Club building and marina from Anderson Park, September 2008



10 View of existing Club building and carpark from corner of Wellington and Plimsoll Sts, September 2008



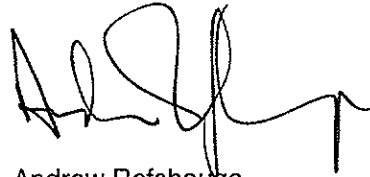
11 View over site of proposed marina expansion from end of Plimsoll St, September 2008

APPENDIX 2

APPENDIX 3

**NOTICE OF A MODIFICATION TO A DEVELOPMENT
CONSENT GRANTED UNDER SECTION 96(1A) OF THE
ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979**

Under Section 96(1A) of the *Environmental Planning and Assessment Act 1979* (etc.), I, the Minister for Planning, modify the development consent referred to in Schedule 1, as set out in Schedule 2 (MOD 64-8-2002-i).



Andrew Refshauge
Minister for Planning

Sydney, 30 Aug 2002 File No: S00/01835

SCHEDULE 1

The development consent (DA 222-08-01) granted by then Minister for Urban Affairs and Planning on 23 November 2001 for the upgrade of the St. George Motor Boat Club at 2 Wellington Street, Sans Souci.

**SCHEDULE 2
MODIFICATIONS OF THE CONDITIONS OF CONSENT**

DEFINITIONS

The Applicant	St George Motor Boat Club.
The Department	Department of Planning
The Director-General	Director-General of the Department of Planning, or her delegate

1. Modify Condition 2(e) to read:

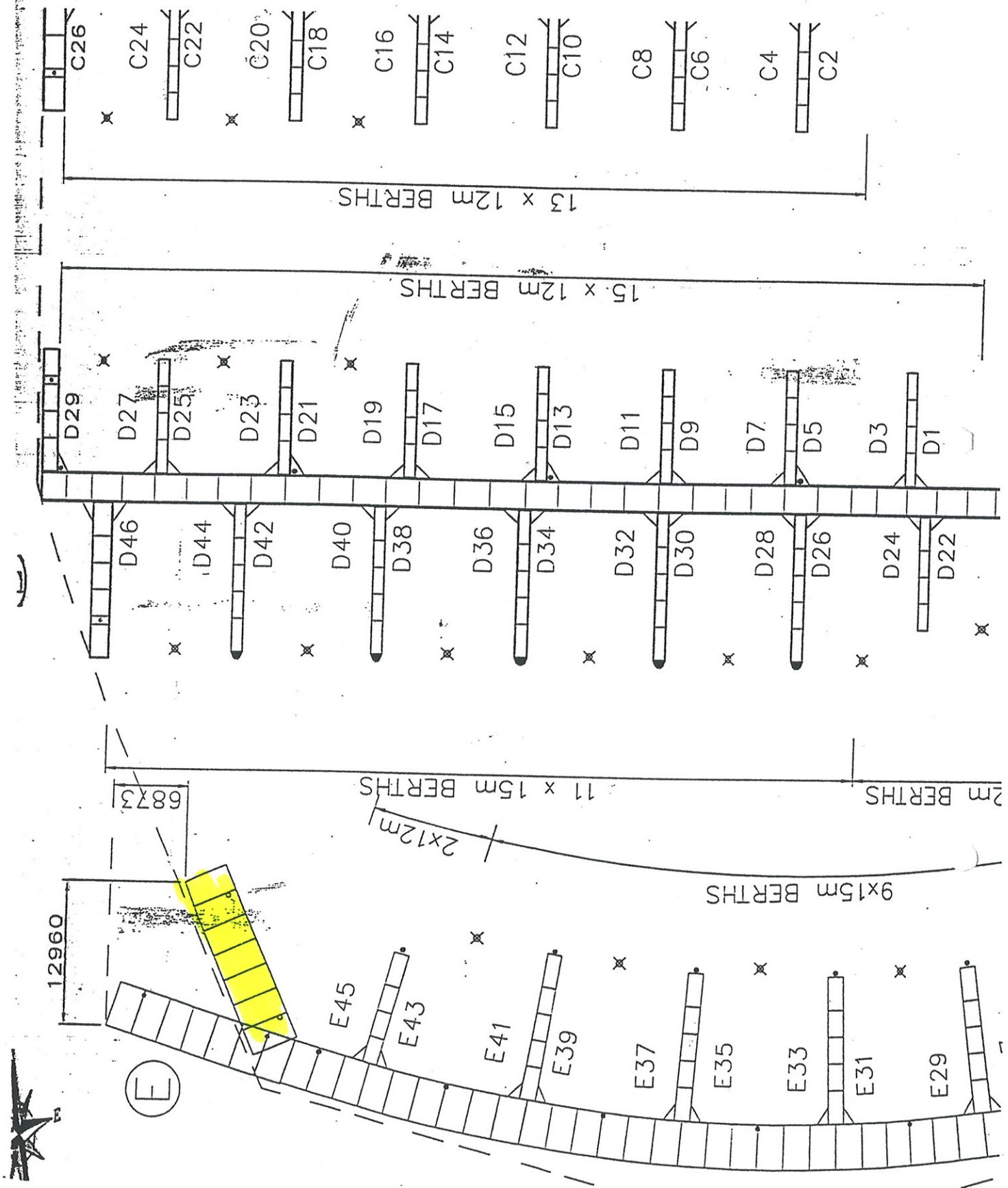
- (e) The letter from Bellingham Marine Australia Pty Ltd, dated August 13 2002, relating to the modifications to the consent; and

2. After Condition 2(e), insert:

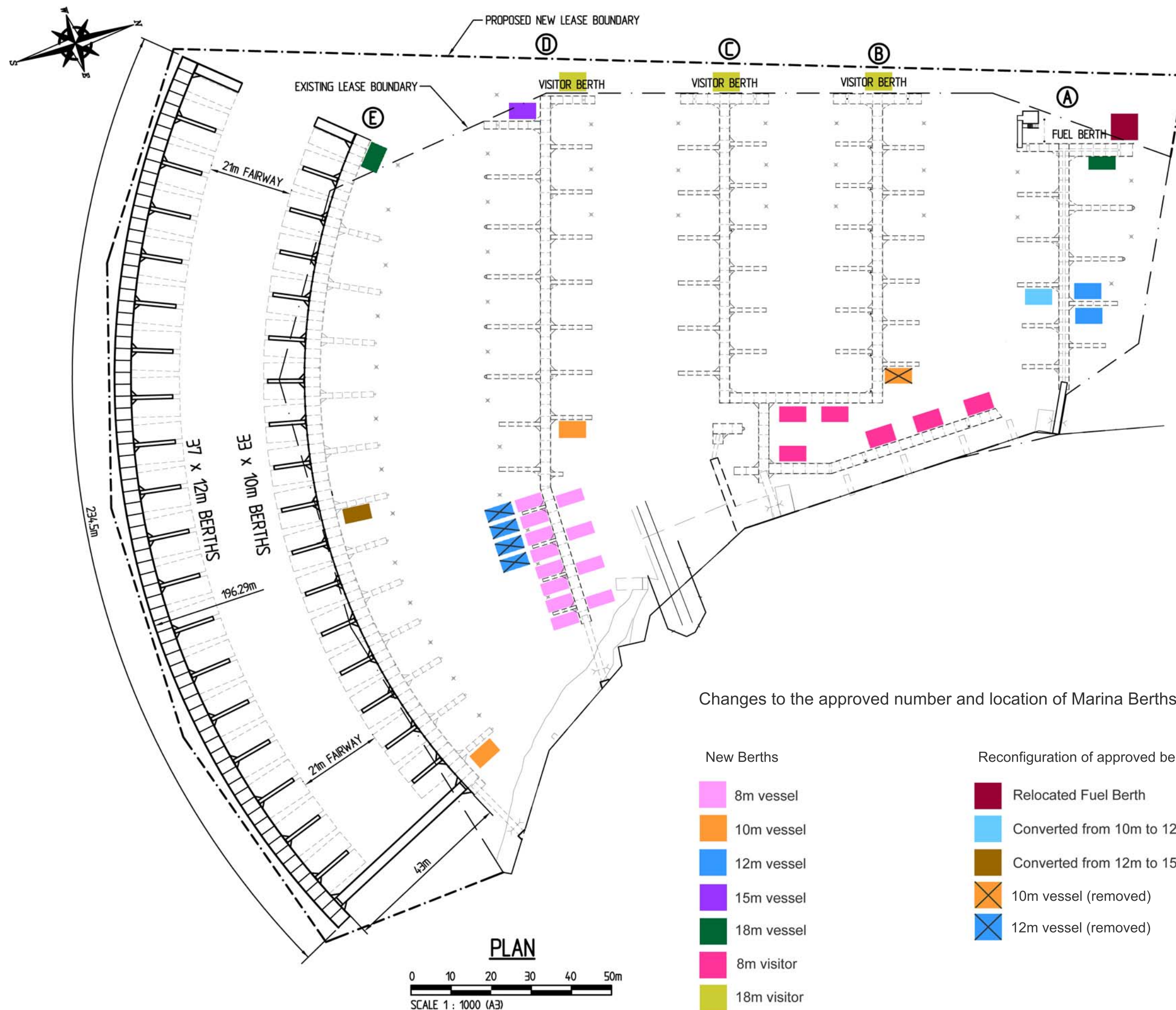
- (f) Conditions of this consent.

- as modified

Figure 1



APPENDIX 4



Changes to the approved number and location of Marina Berths

Revisions

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Consultants to the Marina Industry.

International Marina Consultants Pty. Ltd.
A.C.N. 079 905 481

473 Annerley Road
ANNERLEY QLD 4103
AUSTRALIA
Phone (07)3892 5711 Fax (07)3892 5611
Email : imc@imc-marinas.com

CLIENT:

**ST GEORGE MOTOR
BOAT CLUB**

PROJECT:

TITLE:

Date:

Drawing No.:

Scale:

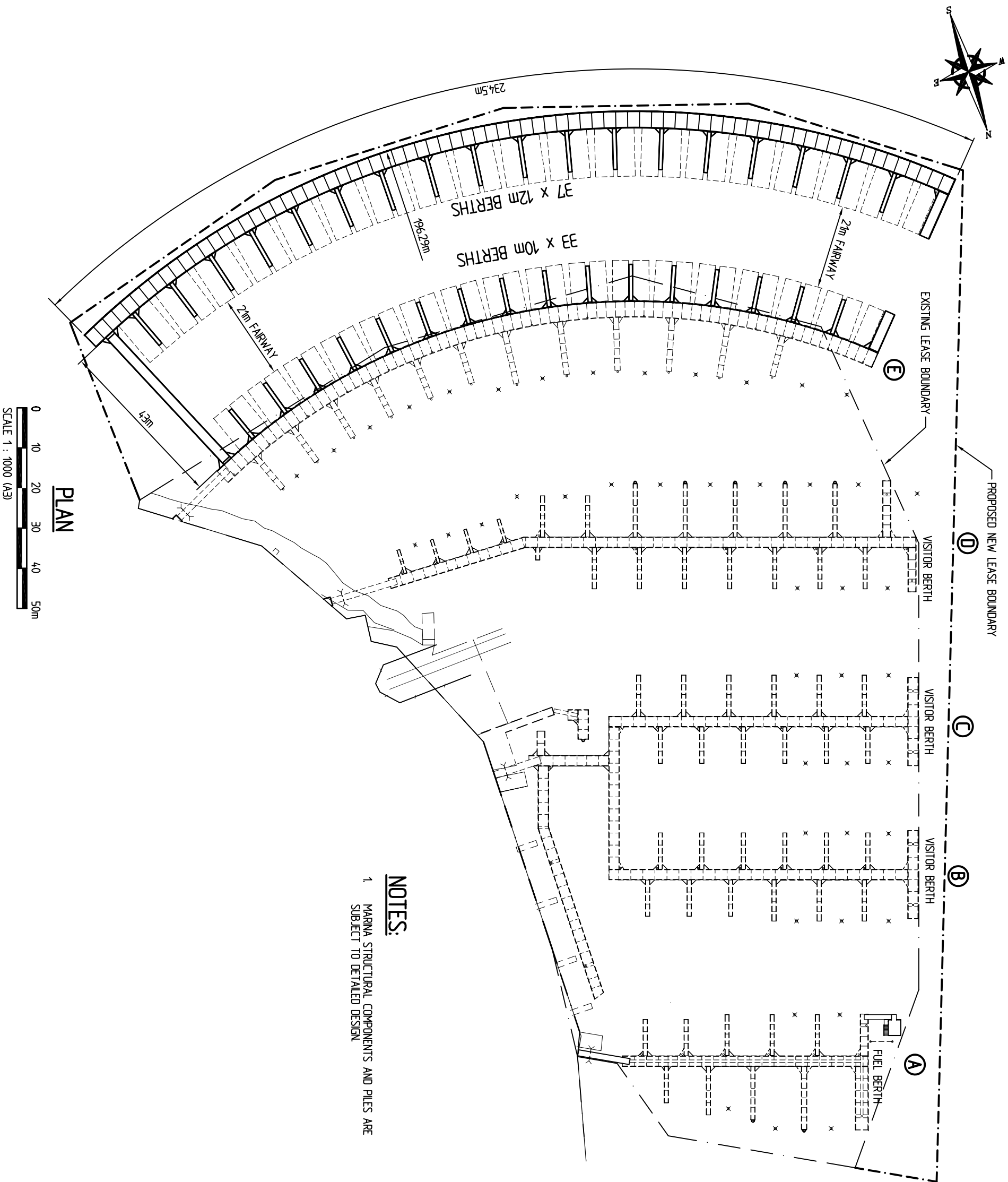
Drawn By:

Designed By:

Approved By:

18/03/2009

APPENDIX 5



NOTES:

- 1 MARINA STRUCTURAL COMPONENTS AND PILES ARE SUBJECT TO DETAILED DESIGN.

PRELIMINARY

Revisions

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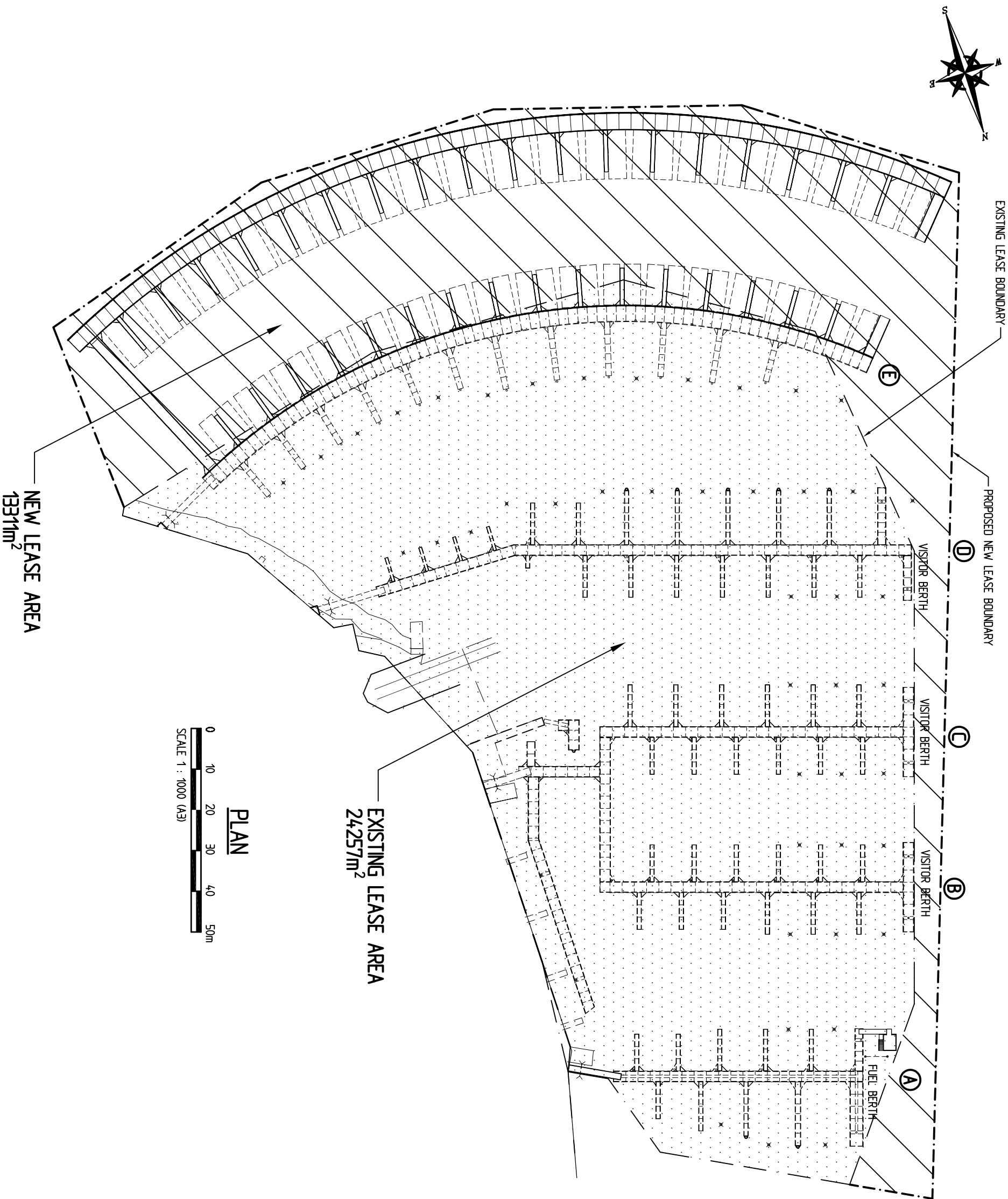
Consultants to the Marina Industry,
**International Marina
Consultants Pty. Ltd.**
A.C.N. 079 905 481
4/73 Annerley Road
ANNERLEY QLD 4103
AUSTRALIA
Phone (07)3892 5711 Fax (07)3892 5611
Email : imc@imc-marinas.com

CLIENT:
**ST GEORGE MOTOR
BOAT CLUB**

PROJECT:
**PROPOSED MARINA
EXTENSION**

TITLE:
**PRELIMINARY MARINA
EXTENSIONS LAYOUT
OPTION 2**

Date:	22/05/2008
Drawing No.:	3583-02
Scale:	1 : 1000 (A3)
Drawn By: J.C.	Designed By:
Approved By:	



PRELIMINARY

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International Marina Consultants Pty. Ltd.
A.C.N. 079 905 481
4/73 Annerley Road
ANNERLEY QLD 4103
AUSTRALIA
Phone (07)3892 5711 Fax (07)3892 5611
Email : imc@imc-marinas.com

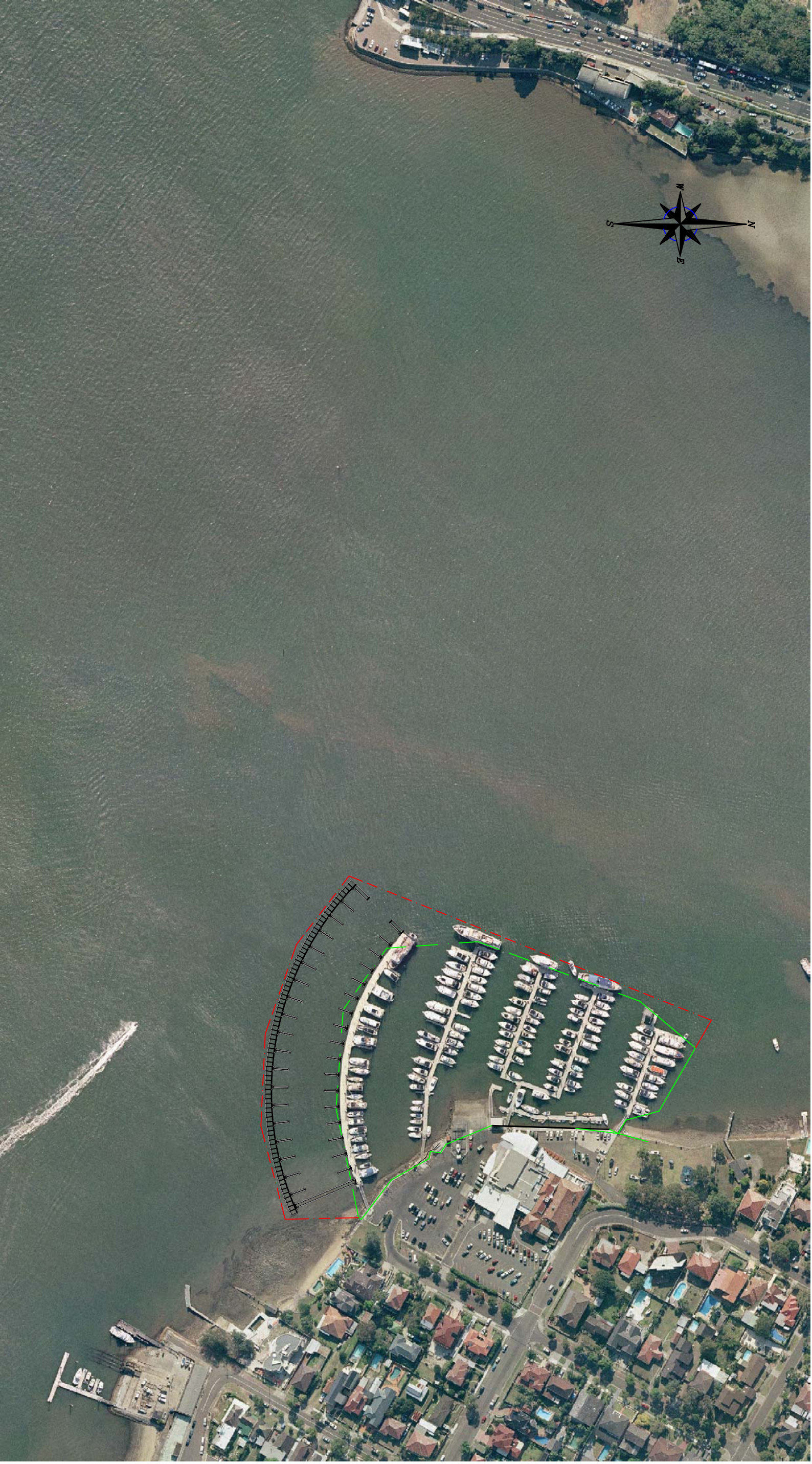
CLIENT:
ST GEORGE MOTOR
BOAT CLUB

PROJECT:
PROPOSED MARINA
EXTENSION

TITLE:
ADDITIONAL MARINA AREA
LEASE

Date: 23/06/2008
Drawing No.: 3583-03
Scale: 1 : 1000 (A3)
Drawn By: J.C. Designed By:
Approved By:

APPENDIX 6



<div><div><div>International Marina Consultants</div><div>Consultants to the Marina Industry.</div></div><div><div>International Marina Consultants Pty. Ltd.</div><div>473 Amerley Road AMERLEY QLD 4703 AUSTRALIA Phone (07)38925711 Fax (07)38925611 Email : imc@imc-marinas.com</div></div></div>		<div>Client:</div> <div>ST GEORGE MOTOR BOAT CLUB</div>		<div>Title:</div> <div>MARINA EXTENSIONS OVERLAY</div>		<div>Revision:</div> <div></div>		<div>Date:</div> <div>15/09/2008</div>	
		<div>Project:</div> <div>ST GEORGE MOTOR BOAT CLUB MARINA EXTENSION</div>				<div>This plan is copyright and cannot be used or reproduced without the written permission of International Marina Consultants</div>		<div>Drawing No.:</div> <div>3583-SK1</div>	
								<div>Scale:</div> <div>AS SHOWN</div>	
								<div>Drawn By:</div> <div>JLC</div>	
								<div>Designed By:</div> <div></div>	
								<div>Approved By:</div> <div></div>	