




Tweed Heads Boat Maintenance

Submissions report
December 2021

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1 Introduction and background

1.1 Background

The NSW Government is delivering major improvements to maritime infrastructure and facilities to help recreational and commercial boaters safely access, use and navigate our rivers and coastal waters, and to benefit communities.

The Tweed River is used by recreational boaters, commercial fishing vessels and maritime related tourism operators. The current deteriorating slipway at Southern Boat Harbour needs major maintenance or replacement and is currently only able to service a small number and range of vessels due to its condition.

1.2 Area Profile

Tweed Heads is a coastal town in northern New South Wales. It is located on the Tweed River and is close to the Queensland border. Given its proximity to the Gold Coast, Tweed Heads has a shared economy with Coolangatta based heavily on tourism.

The 2016 Census lists the population of Tweed Heads as 8,176 people, and Aboriginal and Torres Strait Islander people make up 2.4 percent of the population. There is a relatively even split between males and females, with all age groups well represented. The median age is 56.

English is the main language spoken by around 83.3% of the population in Tweed Heads, and just under 50 percent have completed studies beyond year 12 Higher School Certificate.

Over 88 percent of the people live in a house (separated, semi-detached, terrace, townhouse), and 83 percent of the homes have internet access.

The channels of communication and engagement used to raise awareness and to seek feedback are considered appropriate for the people of Tweed Heads.

1.3 The Proposal

The existing boat maintenance facility at Tweed Heads (slipway) is ageing and some parts requires significance maintenance or replacement. It currently has restricted capacity and is only able to service a relatively small number and range of vessels up to 50 tonne displacement.

In addition, the environmental controls at the existing slipway are poor and the site is contributing to contamination of estuarine sediments. The upgrade is required to meet current environmental controls.

This project forms part of the NSW Government's commitment to providing maritime infrastructure along the NSW coast and aligns with outcomes in the NSW Maritime Infrastructure Plan 2019-2024. The plan identifies the Tweed River as a key investment location for maritime infrastructure. Priority infrastructure outcomes for the Tweed River include the provision of vessel maintenance and repair facilities that meet the needs of key user groups, in particular larger commercial fishing and tourism vessels. The proposed works directly address this priority outcome for the Tweed River.

1.4 Benefits of the Project

The project will deliver:

- Increased community access and use of the boat maintenance facility by upgrading the slipway to accommodate a 75-tonne boat travel lift.
- Increased safety for users of the boat maintenance facility by upgrading services and equipment to meet current codes.
- Increased protection and improvement of the Tweed marine environment by upgrading the drainage and waste water treatment system at the boat maintenance facility.
- Improved facilities for boat users with new office, shower and toilet amenities and increased hard stand work and storage areas.
- Improved the overall visual aesthetic of the area.

1.5 Description of the proposed works

The proposed upgraded boat maintenance facility will be completed in two stages (refer **Figure 1**). Stage 2 is dependent on funding availability. The work for each stage includes:

Stage 1 – Upgraded boat maintenance facility

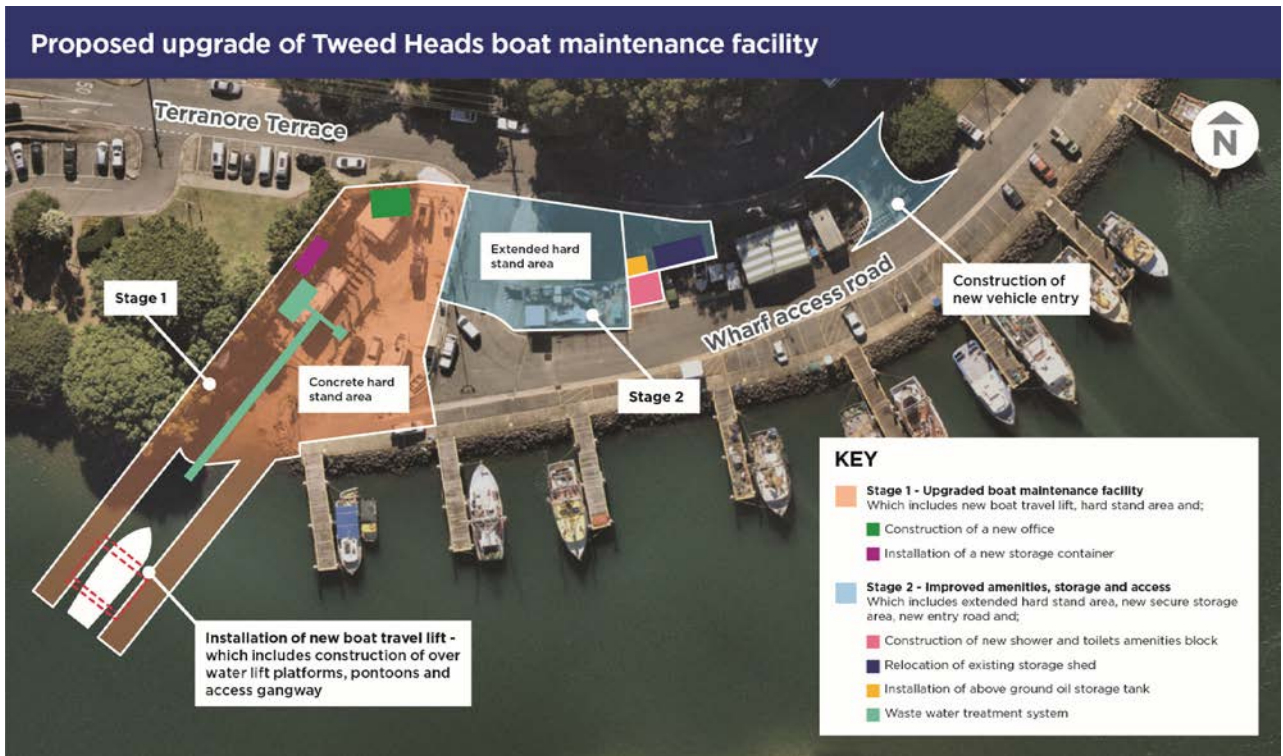
- demolishing the deteriorating existing boat maintenance facility, including the slipway rails, winch and cradle
- demolishing the office building, workshop and storage container and replace with new building and storage container
- constructing a levelled hardstand area with new pavement surface and drainage
- constructing overwater lift platforms
- installing service pontoons and access gangways
- installing a new 75-tonne boat travel lift
- installing a commercial waste water treatment system

Stage 2 – Improved amenities, storage and access

- constructing a new road entry from Terranora Terrace to the wharf access road
- extending hardstand area to the east which requires removing the existing road entry from Terranora Terrace to the wharf access road
- Constructing a relocated storage yard with above ground oil storage tank
- installing amenities block with toilets and showers
- installing new fencing and gate access

A more detailed description of the project is found in the Tweed Heads Boat Maintenance Facility Review of Environmental Factors prepared by TfNSW in August 2021.

Figure 1: Proposed upgrade works



1.6 Purpose of the report

This submissions report relates to the review of environmental factors (REF) prepared for the Tweed Heads Boat Maintenance Facility (TfNSW, 2021) and should be read in conjunction with that document.

The REF was placed on public display and submissions relating to the proposal and the REF were received by TfNSW. This submissions report summarises the issues raised and provides responses to each issue (Chapter 3). It details investigations carried out since finalisation of the review of environmental factors (Chapter 3), describes and assesses the environmental impact of changes to the proposal (Chapter 4).

No project changes are proposed that would require the preparation of a preferred infrastructure report. No revisions have been made to the assessment or environmental management measures as described in the REF.

2 Consultation approach

2.1 Our Objectives

We consulted with the community and key stakeholders on the proposal to:

- inform the community and stakeholders of the proposal of the upgrade of the Tweed Heads boat maintenance facility.
- seek feedback on the concept design and Review of Environmental Factors. Giving the community the opportunity to raise issues of concern for consideration in developing the project. The feedback will inform the finalised proposal and design of the project.
- to better understand community values and desired outcomes for the Tweed Head boat maintenance facility.

2.2 Our Values

Our values underpin our decisions and behaviours when working with customers, colleagues, stakeholders and partners.

Customer focus - We place the customer at the centre of everything we do

Collaboration - We value each other and create better outcomes by working together

Solutions - We deliver sustainable and innovative solutions to NSW's transport needs

Integrity - We take responsibility and communicate openly

Safety - We prioritise safety for our people and our customers

2.3 Early stakeholder engagement

As part of initial design investigations early stakeholder consultation was completed to inform the project and development of the concept design.

Consultation with the slipway operator (November-December 2020, February 2021, and May 2021) and regular slipway users such as the THCPFA (June 2021) was completed to ensure that a majority of commercial fleet and slipway users would be able to access the proposed Tweed Heads Boat Maintenance Facility.

During early investigations the characteristics of the vessel fleet within the Tweed River were reviewed to determine the appropriate geometry of the travel lift. This included consultation with the current slipway manager and representatives from THCPFA to ensure that a majority of commercial fleet and slipway users would be able to access the proposed Tweed Heads Boat Maintenance Facility. A summary of the Tweed River vessel fleet is provided in **Appendix A**.

Onsite inspection of vessels and discussions with vessel owners were also completed in February 2021.

A site visit to Gold Coast City Marina who currently service some of the Tweed River Commercial fleet was also completed in February 2021. The

outcome of this consultation and investigations informed the size of the custom boat travel lift.

Consultation was also undertaken with Tweed Shire Council with regard to water supply and wastewater treatment system. Consultation with Essential Energy was undertaken with regard to power supply arrangements.

Consultation was undertaken with the following government agencies:

- NSW EPA (February-March 2019, and March 2021)
- DPI Fisheries (February-March 2019)
- Transport for NSW Maritime Operations (February-March 2019, and September 2021)
- NSW Department of Planning, Industry and Environment (DPIE) (February- March 2019)

In summary, the stakeholders participating in the early engagement included representatives from:

- NSW EPA
- NSW Department of Planning, Industry and Environment (DPIE)
- DPI Fisheries
- Transport for NSW Maritime Operations
- Tweed Heads and Coolangatta Professional Fishermen's Association (THCPFA)
- Tweed Marine Industry Association
- Tweed Shire Council

2.4 Concept design and REF consultation

TfNSW prepared a review of environmental factors (REF) to assess the environmental impacts of the proposed works. The concept design and REF factors was publicly displayed from **Monday 23 August to Friday 17 September 2021**, and a number of communication channels were used to reach and engage with local and wider communities that are interested in the project area. Consultation activities undertaken are summarised in Table 1.1 Consultation meeting notes are provided in **Appendix B**.

Table 1.1: Consultation Activities

Activity	Date
Initial announcement of project by local member	12 February 2021
Media release was sent to media outlets	August 2021
Information posted on project website at nswroads.work/tweedboatfacility	20 August 2021
Letterbox drop to project distribution area of Tweed Heads residents (1541 letters distributed)	23 August 2021
Newspaper advertising in Tweed Valley Weekly and Byron Shire Echo for two weeks	25/26 August 2021 1/2 September 2021
Online meeting with THCPFA	6 September 2021
Two online public information sessions held	8 September 2021 9 September 2021
Project email address monitored and responses provided to issues raised	Ongoing
Project information line for inquiries, complaints and concerns	Ongoing

3 Response to submissions

Transport for NSW received 17 individual submissions, accepted up until 17 September 2021. The majority of the submissions were received from THCPFA members who lease land and jetties adjacent to the proposed project.

The feedback highlights that the THCPFA is an important stakeholder on this project. THCPFA will be directly impacted by the proposed work due to the proximity to the project.

The overwhelming concern from the THCPFA is that the 75 tonne travel lift does not have enough capacity to support their fleet of vessels.

3.1 Overview of issues raised

Transport for NSW received 17 individual submissions, accepted up until 17 September 2021. The majority of the submissions were received from THCPFA members who lease land and jetties adjacent to the proposed project.

The feedback highlights that the THCPFA is an important stakeholder on this project. THCPFA will be directly impacted by the proposed work due to the proximity to the project.

Each submission has been examined individually to understand the issues being raised. The issues raised in each submission have been extracted and collated, and corresponding responses to the issues have been provided. Where similar issues have been raised in different submissions, only one response has been provided. The issues raised and TfNSW response to these issues forms the basis of this chapter.

The key issues raised were:

- Concern, that a 75 tonne travel lift is not large enough to service the fishing trawler fleet.
- Loss of land and impacts on THCPFA operations.
- Concern that the location of travel lift in the water will impact navigational safety and THCPFA operations due to its proximity to their jetties.
- Timing and impact of slipway closure.
- No inclusion of on river refuelling facilities.

The summary of each submission (with names redacted) may be found within **Appendix C**.

3.2 Issue 1, Size of boat travel lift

Submission number(s)

10 submissions, 9 submissions objected.

Issue description

- Feedback received indicated that a 75tonne boat travel lift is not adequate, and a 100 tonne boat travel lift would be preferred.
- Feedback raised by THCPFA indicated that it is the width of the travel lift that impacts their timber hulls and this will mean more fishing trawlers would not be able to use the 75 tonne boat travel lift and that most are currently advised to use a 100 tonne boat travel lift at a boat maintenance facilities on the Gold Coast.
- The THCPFA indicated that they are the major user of the boat maintenance facility and the travel lift size should consider and accommodate their fleet.

Response

The project team completed early project investigations to determine the appropriate geometry and size of the boat travel lift based on characteristics of the vessel fleet within the Tweed River and regular users of the slipway.

Based on consultation with regular slipway users, including commercial boat operators it was identified that only one 80 tonne fishing trawler would not be able to use the 75 tonne boat travel lift.

During early investigations, the project team held discussions with Gold Coast travel lift operators to determine the key operational requirements (e.g. machine width) for safe lifting of timber hulled trawler vessels.

The nominated boat travel lift being used on the project is custom-built to have an internal width of 8.4m, which is wider than a standard 75 tonne boat travel lift and is similar to the 100 tonne boat travel lift at the Gold Coast Boat Works facility which has an internal width of 8m.

The proposed travel lift will cater for the majority of commercial vessels including most of the timber hulled fishing fleet vessels using the existing slipway.

3.3 Issue 2, Impacts for THCPFA during construction

Submission number(s)

5 submissions, 5 submissions objected.

Issue description

- The THCPFA raised a number of concerns about impacts to their operations during construction
- Ensure to maintain or minimise impacts to traffic in an out of harbour as this is critical for commercial sale of fish at this location. This includes staging of construction of new harbour entry in stage one.
- Ensure that temporary shower and toilet facilities are provided during construction as this is critical to operations for THCPFA.

Response

The project team will ensure that access for the public to the harbour is maintained during construction. A traffic management plan will be developed to be used during the construction phase. The water users and local community will be notified of any significant changes to traffic.

The project team will maintain any current amenities such as shower and toilet facilities during construction.

The project team will ensure regular communication with harbour users such as the THCPFA to advise of construction activities. Project contact details are available to raise concerns during construction.

3.4 Issue 3, Request that on river fuelling facility be added to the project

Submission number(s)

4 submissions, 4 submissions objected.

Issue description

- Feedback received noted that there is no on river fuelling facility on the Tweed River and that it is needed for the area.
- Feedback suggested that not having on river fuelling facility that meets current environmental and safety standards is a safety risk.

Response

An on-river fuelling facility is not part of the scope of this project and there is no additional funding to provide this as part of this project.

Transport for NSW acknowledges the communities need and request for this type of service.

A potential funding stream available to support such a facility is the NSW Boating Now Program. The NSW Boating Now Program provides grant funding to improve maritime infrastructure and facilities across NSW. This investment supports the needs of recreational and commercial boaters and enables broader economic and social benefits for communities.

The NSW Government's Maritime Infrastructure Plan (MIP), released in December 2018, makes a commitment to continue to provide support for maritime infrastructure owned by councils and other delivery partners, through the Boating Now Program. In the MIP, Tweed Heads & Tweed River has been identified as a key investment location with one of the priority infrastructure outcomes being sufficient fuel facilities with capacity to meet demand from key user groups.

Transport for NSW is expecting to announce a call for Registrations of Interest for Round 4 of the Program this financial year, which may be as early as the end of 2021. Once this is announced, we will write to all councils and notification will be included on the Boating Now Program webpage: <https://roads-waterways.transport.nsw.gov.au/maritime/projects/boating-now/index.html>. In the interim it is recommended you liaise with Councils and other relevant partners on any issues that need to be resolved prior to applying for funding through the Boating Now Program once Round 4 is open to applications

3.5 Issue 4, Slipway closure

Submission number(s)

4 submission, 4 submission objected.

Issue description

- Feedback raised that slipway was closed too early.
- More details on when new boat maintenance facility will be operational is required so that vessel owners can plan maintenance.
- More consultation to negotiate date of closure would have been appreciated so that the slipway could have been left operational closer to when construction is to start, as loss of this facility is critical to commercial operators who may need for emergencies.
- Request that an emergency repairs management plan be developed to assist commercial operators during the time when there is not slipway and what to do for vessel emergencies.

Response

The slipway is managed via a private lease and to facilitate the project the slipway operator has concluded operations at this time.

We will keep the community informed on the progress of the project during construction and when operations is expected to recommence.

In an emergency situation operators would need to contact 000 and seek assistance from NSW Water Police, Marine Rescue NSW etc. In the event of any marine pollution resulting from an on-water incident on enclosed waters, Fire and Rescue NSW would be the combat agency and TfNSW Maritime Operations would assist. Incidents on offshore waters out to 3 nautical miles to sea are also within the remit of TfNSW Maritime.

Outside of 3 nautical miles, the responsibility lies with Australian Maritime Safety Authority (AMSA).

Local marine services available for vessel extraction and storage include:

Tweed River Marine <https://rivermarine.com.au/> 9293 Tweed Valley Way
Chinderah NSW 2487

1800 427 246

3.6 Issue 5, Location of travel lift platform

Submission number(s)

3 submissions, 3 submissions objected.

Issue description

- Concerns raised that location of travel lift platform will impact the navigational path for harbour users who utilise the nearby jetties.
- Concerns raised in regard to how vessels will enter the travel lift.

Response

The concept design and location of the travel lift has been developed to ensure it continues to provide safe navigation and access.

In response to the feedback received further on-water navigation assessment was carried out by Transport for NSW Maritime Operations (including deployment of marker buoys at the outermost position of the travel lift facility), which concluded the following:

- It is estimated that there will be approximately 20-25m of available width from the extremities of the travel lift facility to the limit of the existing channel, southern bank shoaling point.
- There is unlikely to be significant impact to the draft of largest fishing vessels and access to the overall project area (including berths), vessel crossing situations and channel width.
- Dredging in the future may be required at times to ensure a navigable channel is maintained.

TfNSW Maritime will develop on-water vessel management plans, including the installation of navigational aids to assist vessel traffic safely approaching and transiting the area. These may include navigational markers, signage and lights.

3.7 Issue 6, Maritime navigational safety concerns

Submission number(s)

3 submissions, 3 submissions objected.

Issue description

- Concerns raised in regard to location of travel lift could cause incident in narrow channel.
- Concerns raised that an incident near the travel lift could block critical on-water emergency services such as Marine Rescue, Police and boat safety officers.

Response

The proposed concept design and location of the boat travel lift is in similar position to the existing slipway and vessel access should operate in a similar manner.

The frequency of vessels using the boat travel lift is expected be relatively infrequent with a short turnaround time to pull vessels from the water. Vessels using the facility

would only encroach into the channel for a short period before they manoeuvre between the runway beams in readiness for being lifted out of the water.

Transport for NSW's operations staff have reviewed the area to ensure safety concerns are addressed. They will continue to monitor the safety of the area and if any issues arise they will be addressed through Maritime safety protocols including liaising with on- water emergency services.

3.8 Issue 7, Impact to THCPFA Operations

Submission number(s)

3 submissions, 3 submissions objected.

Issue description

- Concerns raised that project could have economic impacts to THCPFA.
- Inquired why there was no economic impact assessment completed to analyse the impacts to THCPFA and potential loss of the fishing industry in the area.
- Feedback received indicated that the impact on the project of THCPFA operations does not justify the project outcome.

Response

The REF considers environmental, social and economic constraints of the proposal to identify the best solution to meet the objectives.

The travel lift will accommodate most of the vessels within the Tweed River and is unlikely to result in a significant impact to the fishing industry.

3.9 Issue 8, Loss of land for THCPFA

Submission number(s)

3 submissions, 3 submissions objected.

Issue description

- Submission from THCPFA indicated that they pay for and lease the land in the area for their operations. Noted that they will have less land for their operations and maintenance needs.
- This includes the change of the fence line for their boat maintenance facility, impacts to the western jetty, and results in a loss of car parking spots.
- Submission inquired if the park adjacent to the boat maintenance facility was looked at as potential for the expansion of the boat maintenance facility, as this would minimise impacts to loss of land for THCPFA.

Response

The project main objective is to upgrade the boat maintenance facility to meet current safety and environmental standards. This does include extending the existing hardstand area.

The proposal will also upgrade facilities that will be used by the THCPFA including new secure storage area and amenities.

The concept design aimed to minimise any loss of land or result in impacts to current operations as much as possible while still delivering the project benefits and objectives. The adjacent park is not zoned to accommodate expanding. TfNSW does not want to remove green space that is used by the community and visitors in the area.

As a result of feedback received vehicle access will be maintained to the western jetty by adjustment of the southern fence line boundary for the proposed Stage 1 upgrade works (refer Section 4.1).

3.10 Issue 9, Support of the project

Submission number(s)

3 submissions, 3 submissions supported.

Issue description

- Feedback received that supports upgrade to the boat maintenance facility to 75 tonne travel lift.
- Feedback indicated they have been waiting for this upgrade for years.
- Feedback received supportive of improving the visual amenity of the area.

Response

We believe the project will benefit the majority of the Tweed River users and will deliver: Increased community access and use of the boat maintenance facility by upgrading the slipway to accommodate a 75-tonne boat travel lift.

- Increased safety for users of the boat maintenance facility by upgrading services and equipment to meet current codes.
- Increased protection and improvement of the Tweed marine environment by upgrading the drainage and waste water treatment system at the boat maintenance facility.
- Improved facilities for boat users with new office, shower and toilet amenities and increased hard stand work and storage areas.
- Improved overall visual aesthetic of the area.

3.11 Issue 10, Unsatisfied with consultation with key stakeholders

Submission number(s)

3 submissions, 3 submissions objected.

Issue description

- Feedback received indicated that there has been a lack of consultation with key stakeholders such as harbour users and THCPFA. More consideration should be given to issues raised by key stakeholders that are most impacted by the upgrade.

Response

During the design process, the project team reviewed the existing situation and consulted with current users and key stakeholders to understand the operational requirements for a safe upgraded facility. This includes engaging with the current slipway manager, onsite inspection of trawlers and discussions with vessel owners, site visit to Gold Coast City Marina who currently services some of the Tweed Heads trawlers, and discussions with the president of THCPFA.

The characteristics of the trawler vessels in Tweed Heads were a key consideration in the travel lift design, with the machine capacity increased from the 50t capacity initially proposed to 75t capacity with a custom width to cater for the vast majority of the trawler fleet.

3.12 Issue 11, Change to boat maintenance facility fence line impact on access to western jetty

Submission number(s)

2 submissions, 2 submissions objected.

Issue description

- Feedback indicated that the change of the boat maintenance facility boundary and fence line as indicated in concept design would impact access to the western jetty, including fuelling of vessels and unloading and loading for fishing industry.
- THCPFA indicated that without vehicle access to the western jetty for deliveries the jetty has limited use for their fishing fleet.

Response

The project team has reviewed the design and has made appropriate changes to facilitate the vehicle access required for the western jetty. As a result of feedback received vehicle access will be maintained to the western jetty by adjustment of the southern fence line boundary for the proposed Stage 1 upgrade works (**refer Section 4.1**).

3.13 Issue 12, Loss of carparks

Submission number(s)

2 submissions, 2 submissions objected.

Issue description

- Feedback received concerned that concept design will result in loss of car parking.
- Car parking is essential for the THCPFA customers and concerns this may result in traffic issues.

Response

To facilitate the new road entrance to the southern harbour as part of the Stage 2 upgrade works, the current car parking layout will need to change.

The Driveway, Access and Parking Plan within the REF demonstrates that there is a potential for at least 5 car spaces to be lost for the entrance. However, the design also demonstrates that there are options for additional car spaces to be recovered in other areas of the southern harbour.

As we progress to detailed design, we acknowledge the importance of parking and we will try to maintain the current level of parking where feasible.

3.14 Issue 13, Additional operational cost of the new boat maintenance facility

Submission number(s)

1 submission, 1 submission objected.

Issue description

- Feedback advised the slipway is currently managed by a not-for-profit association. Concern raised that the cost to use the boat maintenance facility will increase.
- Concern raised that a private operator will be able to charge what they like and will make it unviable for locals to use.
- Would like Transport for NSW to set pricing.

Response

The operation of the new upgraded boat travel lift will go out to open market and an Expression of Interest (EOI).

We acknowledge that the facility needs to be commercially viable for the operator and users.

TfNSW welcomes the current not-for-profit association to apply as part of the EOI.

3.15 Issue 14, Lighting disturbance

Submission number(s)

1 submission, 1 submission objected.

Issue description

- Will lighting of the area be upgraded? A suggestion made to use timed lighting to minimise light disturbance to nearby residents.
- Suggestion made to install a screen to stop vehicle lights exiting southern harbour shining into nearby residents properties.

Response

Transport for NSW will investigate lighting design during detailed design for safety and security purposes. Any upgrade in lighting will consider light disturbance while adhering to lighting design requirements.

Due to site constraints, we are unable to install any screens to mitigate vehicle lighting.

3.16 Issue 15, Visual amenity of boat maintenance facility

Submission number(s)

1 submission, 1 submission supported.

Issue description

- Feedback supportive of the upgrade to organise and clean up the area and improve visual amenity of the area.
- Feedback indicated that the existing harbour and boat maintenance facility needs better management and visual amenity.

Response

The project will improve organisation and storage areas and upgrade offices and amenities buildings for harbour users. This will improve the visual amenity of the area.

3.17 Issue 16, Inquiry regarding management of area and complaints process

Submission number(s)

1 submission, 1 submission supported.

Issue description

- Concerns about noise and visual disturbance caused by southern harbour users.
- Who is responsible for this area and who should residents contact with complaints?

Response

Since 2019 Transport for NSW is responsible for the management of the land in this area. This includes the boat maintenance facility and leasing of the jetties of the southern harbour.

Lease holders must comply with relevant requirements of the NSW Government Environmental Action for Marinas Boatsheds and Slipways.

If you have concerns or complaints regarding this area or its users, please contact Manager Regional Harbours North:

RegionalHarboursNorth@transport.nsw.gov.au

For noise complaints you are also advised to contact Police or Tweed Shire Council.

3.18 Issue 17, Confirmation that Stage 2 will proceed

Submission number(s)

1 submission, 1 submission supported.

Issue description

- Feedback received noted that Stage 2 was subject to funding availability.
- Feedback received indicates that Stage 2 is important to the overall project and concept design with provision of amenities.
- Feedback requested confirmation that Stage 2 will proceed.

Response

The project team is committed to continuing to seek funding approval for Stage 2 to enhance the upgraded facility and provide further benefits to the harbour users.

3.19 Issue 18, Emergency repairs to vessels during construction

Submission number(s)

Issue raised outside of submission period.

Issue description

- TfNSW plans for emergency repairs to vessels whilst the project is under construction.

Response

In an emergency situation operators would need to contact 000 and seek assistance from NSW Water Police, Marine Rescue NSW etc. In the event of any marine pollution resulting from an on-water incident on enclosed waters, Fire and Rescue NSW would be the combat agency and TfNSW Maritime Operations would assist. Incidents on offshore waters out to 3 nautical miles to sea are also within the remit of TfNSW Maritime.

Outside of 3 nautical miles, the responsibility lies with Australian Maritime Safety Authority (AMSA).

Local marine services available for vessel extraction and storage include:

Tweed River Marine

<https://rivermarine.com.au/9293>

Tweed Valley Way Chinderah NSW 2487

1800 427 246

4 Changes to the proposal

4.1 Modification of fence line boundary for western jetty access

4.1.1 Description

As a result of feedback raised in regard to vehicle access to the western jetty (refer **Section 3.3**, Issue 2 and **Section 3.9**, Issue 8), the project team will change the southern fence line boundary for the proposed Stage 1 upgrade works to maintain vehicle access and negate the claim that the western jetty will become obsolete and unusable. In discussions with THCPFA it is understood that a 4.5m width is required from the edge of the existing footpath to provide fuel truck access to the western jetty. Accordingly, the general arrangement plan for Stage 1 has been revised and is provided in **Appendix D**.

4.1.2 Environmental assessment

The change to the southern fence line boundary will not have any additional environmental impacts and will maintain vehicular access to the western jetty for THCPFA operations.

4.1.3 Revised management and mitigation measures

Revised management and mitigation measures are not required for the change to the proposal.

5 Next steps

Based on the issues raised and responses provided in this Submissions Report, the REF has been accepted and approved by TfNSW and the project team has continued to progress the project.

The next steps for the project include:

- Announcing the contractor awarded the construction tender
- Finalising the detailed design for the project
- Start of construction

We continue to welcome any feedback in regard to the project and will continue to liaise with key stakeholders.

6 References

Transport for NSW [TfNSW] (2021), Tweed Heads Boat Maintenance Facility – Review of Environmental Factors, August.

Appendix A - Tweed River Vessel Fleet

Appendix A –Tweed River Vessel Fleet

Specifications for a range of the largest commercial vessels (excluding the commercial fishing trawler fleet) that operate on the Tweed River are provided below:

Company	Vessel Particulars					Comments
	Length O/A (m)	Beam O/A (m)	Max Draft (m)	Displacement (T)	Air Draft (m)	
Berger Houseboat Holidays	19	5.6	1.0	35	6.4	Largest vessel in fleet, catamaran hull
Tweed Eco Cruises	17.98	5.2	1.77	40	N/A	The Golden Swan, timber ferry, dry displacement estimated at 32T
Tweed Eco Cruises	19.60	6.7	0.55	22.68	N/A	Captain Bills Explorer, aluminium catamaran
Boyd's Bay Houseboats	14	7.0	1.5	40	5.5	Based on vessel Tweed Princess. Original beam 6.7m, rub rails added to give o/a 7.0m beam
Catch a Crab	21	6.85	1.0	22	5.0	Aluminium catamaran hull
Curley Fishing Charters	11.37	3.66	-	<10	-	Reef Hunter, Steber Fly bridge Pro-fisher 37ft, monohull
Reel Fishn Charters	11.2	3.2	0.6	<10	-	Catamaran hull
Mount Warning Tours	16.75	6.71	2.05 (depth)	-	-	Dream Catcher – MV Redemption, catamaran cruise vessel 100 person capacity, GRP hull
Mount Warning Tours	11.8	4.5	1.5 (depth)	-	-	Spirit of Wollumbin – Barkoona, monohull cruise vessel 50 person capacity, timber hull

Appendix A –Tweed River Vessel Fleet

Specifications for a range of the largest commercial vessels (excluding the commercial fishing trawler fleet) that operate on the Tweed River are provided below:

Location	Vessel Type	Hull Type	Vessel Particulars			
			Length O/A (m)	Beam O/A (m)	Max Draft (m)	Displacement (T)*
Southern Boatharbour	Yacht	Monohull	18	5	3.2	37
Southern Boatharbour	Motor Cruiser	Monohull	16	5	1.6	24
Southern Boatharbour	Motor Cruiser	Catamaran	16	7	1.7	24
Ivory Waterside Tavern & Marina	Motor Cruiser	Monohull	20	5	1.8	44
Ivory Waterside Tavern & Marina	Motor Cruiser	Catamaran	12	7	1.3	12
Ivory Waterside Tavern & Marina	Yacht	Monohull	17	5	3.1	31

* Derived from correlations within AS3962:2020, estimated vessel drafts are 95 percentile values (that is, 95% of vessels of the given length would have a draft equal to or less than the stated value).

In addition, there is a commercial fishing trawler fleet based on the Tweed River that is primarily berthed along the existing timber jetties within the Southern Boatharbour.

Based on discussions with the Slipway Manager and trawler owners, it is understood that the trawler fleet comprises:

- 23 trawler vessels in total
- Timber and steel hull vessels
- Typical length of 16m
- Typical beam 5.2-5.4m
- The largest trawler vessel in the fleet is the 'Denison K' with a displacement of 80T. The next heaviest vessel is the 'Sheree Star' at 63-64T displacement, all other vessels in the trawler fleet are of similar or lower displacement than this.

Appendix B - Consultation meeting notes

MINUTES

Consultation with Tweed Heads and Collangatta Professional Fishermen's Association (THCPFA)

Date	6 September 2021		
Time	12:30pm		
Venue	Teams Meeting online		
Chairperson	Julian Burgess		
Invitees	Crystal Lenane Julian Burgess Andrew Mogg Robert Johnson Sean Spiers	CL JB AM RJ SS	Community and Stakeholder Engagement, Maritime Project Manger, Maritime Infrastructure Director Maritime Infrastructure President, THCPFA THCPFA member
Apologies:	Crystal Lenane Julian Burgess Andrew Mogg Robert Johnson Sean Spiers	CL JB AM RJ SS	Community and Stakeholder Engagement Project Manger, MIDO Director Maritime Infrastructure President, THCPFA THCPFA

Discussion Topics		Responsible/ Due Date
1.	<p>Understanding of Fishermens Operation</p> <ul style="list-style-type: none"> Peak time for fishing and sales at Harbour is from start of November to End of May. 7 days a week. Public sales start approx. 6am to midday. Boats leave Harbour at approximately 4pm (unless you have to leave on high tide). Up to 700 vehicles a day arriving. People park in harbour or Terranora Tce. Including fuel deliveries. 	Noted
2.	<p>Location of travel lift pier in water</p> <ul style="list-style-type: none"> SS and JB note the area is very shallow, location of where the travel lift piers in the water is in the navigable area for boats to dock. The area is very shallow and this infrastructure could lead to boat incidents or cessation of operation. SS and JB stated we intimately know this area concerned the piers impact deepest navigable area and prohibit access for vessels as currently run very close to end of jettys. SS noted that travel lift may only operate in high tide due to depth in area. JB noted that beams were 18m and 25m in length and that studies on depth have been carried out as part of planning. RJ raised query about the scale of the design. Jetty is 18 meters. Can TfNSW confirm the location/scale of piers in navigable area. RJ noted that dredging was completed recently however indicated 	<ul style="list-style-type: none"> JB to check surveys and design and confirm location of piers. SS and RB to send boat specification

Discussion Topics		Responsible/ Due Date
	<p>that did not reach depth due to they didn't have the right equipment.</p> <ul style="list-style-type: none"> • RJ noted that was there when survey boat was taken depth measurements and believe they were inaccurate • JB requested information on boat specifications to discuss with designers. 	
3.	<p>Size of travel lift</p> <ul style="list-style-type: none"> • SS noted that 75t travel lift will not accommodate his 88t boat and therefore is not accommodating those in the harbour and the commercial fishing industry who use it. Losing areas and it will not service all of us. • JB noted that project originally had 50t travel lift this has been upgraded to 75t. It is acknowledge that it will not service all vessels. • JB noted this is because of the very constrained area that we are working with. 	Noted
4.	<p>Funding for stage 2</p> <ul style="list-style-type: none"> • Stage 2 particularly the new access and amenities is extremely important for THCPFA operations. Need confirmation of funding. • AM and JB indicated that Stage 2 is critical for the project and operation of the travel lift. The approval for funding is currently waiting on resolution of Native Title and final costings from Tenders. • SS and RJ noted that previous negotiation for Marine centre THCPFA lost land and jettys and was promised amenities and it never happened. Concerned stage 2 will also be forgotten. 	Noted
5	<p>Construction Impacts</p> <ul style="list-style-type: none"> • RJ indicated that amenities, shower and toilet are critical for THCPFA • JB indicated that temporary amenities will be provided until new amenities are installed. • JB indicated that we want to work with the THCPFA to minimise impacts, this is working out the logistics with the contractor and THCPFA. Acknowledge that it is a constrained area to construct. 	<ul style="list-style-type: none"> • JB and CL arrange pre construction meeting with THCPFA • Contractor to have regular meeting with THCPFA
6	<p>Impacts to Western Jetty</p> <ul style="list-style-type: none"> • RJ indicated that losing the area of parking will make the southern jetty obsolete and unfeasible. Unable to do deliveries or fuel. • RJ indicated has spoken to fuel supplier and they can get a big enough hose and reel on back of truck. If current design is implemented that would need approximately 45m hose. The fuel suppliers say this is economical to upgrade for 2 boats. • JB inquired if boats could be moved around to accommodate refuelling and fuel usage, and contact details of fuel supplier. • RJ stated no as the western jetty has the lowest depth and smallest boats assigned there. Unable to move shuffle boats as no other boat fits there and no vacant jetties. Currently waitlist for a Jetty. • RJ indicated that fuel is delivery every 3 days for approximately 2 hours. • RJ suggested bringing a compromise of having enough area for truck to reverse. • JB noted would need to see if works with designer. Noted the area is already very constrained for the operation of a travel lift. • SS indicated that line maintenance is done and uses this western area. This will impact our maintenance requirements. 	<ul style="list-style-type: none"> • RJ to send fuel supplier details • JB to query design if any available room for western jetty delivery operations.

MINUTES

Tweed Heads Boat Maintenance Facility Online Information Session

Date	8 September 2021		
Time	12pm and 5pm 9 September 2021		
Venue	Teams Meeting online		
Chairperson	Julian Burgess		
Attendees	Crystal Lenane	CL	Community and Stakeholder Engagement, Maritime
	Julian Burgess	JB	Project Manager, Maritime Infrastructure
	Adam Milgate	AM	Community and Stakeholder Engagement, Maritime
	Robert Johnson	RJ	President, THCPFA
	Kevin Soloway	KS	Member of THCPFA
	Rob Ible	RI	Member of THCPFA
	Rory Curtis	RC	Member of Tweed River Recreational Users
	Tony	T	Nearby resident and boat user

Discussion Topics		Responsible/ Due Date
1pm Wednesday 8 September – Technical issues with presentation, all attendees were TWCPFA it was more of an open discussion and opportunity to raise concerns.		
	In attendance: Robert Johnson, Kevin Soloway, Rob Ible	
1.	<p>Length of piers for travel lift platform and impact to navigation channel</p> <p>RI requested that the piers be pegged out so that they could understand the impact to navigations better. RI noted concern that a 15m boat would be able to turn into the travel lift and will hit the sand bar on the other side. Concerned for marine emergency services may be impacted and unable to get out if vessel is stuck or attempting to do this manoeuvre in this location.</p> <p>JB did not commit to providing this however will provide information based on the designs.</p>	Noted: TWCPFA requested markers to indicated pier location.
2.	<p>Consideration of impact to commercial fishing operations</p> <p>RI wanted to know what down turn has the slipway had since the weight restrictions were introduced. What is the expected revenue for the travel lift operations? How many boats weekly are expected to use this? RI noted needed an economic evaluation and impact study completed. As this is going to impact our commercial operations and loss of profits for us. We need to understand why this project prioritises a travel lift operation over our contribution to the economy.</p> <p>JB noted that TfNSW does not have this information. To contact the slipway operator for details of their current operation. This is the first</p>	Noted

Discussion Topics		Responsible/ Due Date
	time TfNSW will manage a Travel lift, this is going out to EOI for the operations of the site. Revenue for the site will be commercial in confidence.	
3.	<p>Loss of land to project</p> <p>RJ – We have concerns for losing land, this is a small footprint. We need to maintain what we have. That is a big concern for us. We are going to lose car parks. Having the entrance completed early is critical for our operations.</p> <p>CL noted that the REF indicated that carparks numbers will be maintained. That those removed as part of the entrance were replaced elsewhere. CL noted the REF is a very detailed document and should be reviewed. CL agreed to email link to REF.</p>	<ul style="list-style-type: none"> CL to email REF link to attendees.
4.	<p>Size of Travel lift</p> <p>JB and RI noted that it is not the tonnage that is the issue, most trawlers are under this tonnage. It is the width of the travel lift. Especially for timber hull boats which are more likely to be damaged. What specifications is the 75-tonne vs the 100-tonne? The pressure of the angles of the straps. It does not matter how many straps you put on. Also entering the travel lift, is difficult with concrete piers and the smaller width. This could damage timber boats.</p> <p>CL/ JB completed a quick search was done online – estimated width difference to be approximately 1 metre.</p>	Noted
5pm Thursday 9 September – presentation on the overall project, participant surveys		
	Attendees Rory Curtis (RC) , Kevin Soloway (KS), Tony (T), Rob Johnson (RJ)	
1.	<p>On river fuelling facility.</p> <p>RC indicated that par tof the Tweed Rivers User Incorporated. Noted that as part of the 2016 NSW Transport Regional Boating Plan for Tweed to Clarence. It was noted the lack of on river fuelling facilities. That there were actions associated with this. Why has this project taken the opportunity to address this as part of this project.</p> <p>KS indicated that fuel deliveries can be arrange at the harbour as that what THCPFA. Indicated that there previously was fuel tanks there however they were unable to upgrade to environmental standards. KS indicated that using truck delivery is more environmental friendly and less chance for leak.</p> <p>RC indicated that at the newly upgraded Marine Centre they have a fuel tank and it works. This is for police, emergency services and TfNSW vessels. This is needed for recreation users and houseboats as it is unsafe and an accident waiting to happen using jerry can to fuel vessels.</p> <p>JB indicated that this was not part of the project scope.</p>	Noted
2.	<p>Travel lift size</p> <p>KS noted that this travel lift will not service 80% of the fishing fleet. KS indicated that the current slip way 42% of their revenue was form the fishing fleet. We are a critical customer and we will not be</p>	Noted

	Discussion Topics	Responsible/ Due Date
	<p>able to use it. KS stated that it will not be viable without their usage and will be a waste of money and white elephant project for TfNSW. KS indicated that this travel lift will crush the boat (KS has two vessels) It is the physics and pressure on a timber boat. No one from the fishing industry will use it as they can risk further damage to their critical commercial vessels.</p> <p>KS Coffs Harbour Travel lift project also another mistake by TfNSW not fishing industry will use. Not including a critical stakeholder who provides to the local economy is very poor for TfNSW reputation.</p>	
3.	<p>Use adjacent land for additional space RJ can we utilise the additional land that is a park. This would allow more room form western jetty, Also provide more land for our association. More room for operation of the travel lift itself and potential to increase the size for 75-tonne to 100-tonne JB indicated that needed to investigate ownership of land and stated that it has not been considered to date.</p>	Noted
4.	<p>Construction timing and Stage 2 confirmation KS raised concern around access and stage 2 work. JB indicated that stage is likely to be progressed, finalising Native Title and costing for approval for fuding. The project will work with TWCPFA to minimise impacts during construction. JB confirmed that the project will commence construction of the new access during stage 1 as the new entrance needs to be open prior to closing the existing entrance to commence stage 2 work.</p>	Noted
5.	<p>Consultation process RC indicated that he became aware of the online meeting via the newspaper advert. Indicated that would have liked to receive information from project directly. RC indicated did not now about the project till now and thinks his user group should have been part of early stakeholder consultation. CL encouraged all to provide feedback by this Friday. Explained the consultation process and indicated a consultation summary report would be prepared by Mid October.</p>	Noted
6.	<p>Participant surveys</p> <p>What community group do you belong to?</p> <ul style="list-style-type: none"> • 2 identified as Recreational boat users • 1 identified as nearby resident close to the project • 2 identified as commercial fishing group <p>What are they most interested to find out in the information session?</p> <ul style="list-style-type: none"> • 3 indicated details of overall design and facilities • 1 indicated Details on construction impacts • 1 indicated all, • 1 indicated other <p>Was attending online information session easy?</p> <ul style="list-style-type: none"> • 3 indicated that attending online information session easy • 1 did not answer 	Noted

Discussion Topics		Responsible/ Due Date
<p>Do you prefer online information session or in person?</p> <ul style="list-style-type: none"> • 1 preferred in person • 2 preferred online • 1 did not answer <p>Do you support the upgrade of slipway?</p> <ul style="list-style-type: none"> • 1 indicated unsure and needs more information • 1 supported the slip way upgrade • 1 did not support the slip way upgrade • 1 did not answer 		

ACTIONS

	Actions	Status	Responsible/ Revised Due Date
1.	JB Investigate if marker could be placed in water to indicate travel lift platform location.	Completed	9/9/21
2.	CL to send REF link to attendees	Completed	16/9/21
3.	CL/ JM to prepare consultation summary report	In progress	15/10/21

Appendix C - Summary of all Submissions

Appendix C - Summary of all submissions

Date	Time	Contact	Comments
25/8/2021	15:05	Phone out	<p>Impact to western jetty access - Concerns that changes to the fencing will make the western jetty obsolete. Need current access to be maintained for fuel and deliveries.</p> <p>Loss of land used by TWCPFA - Concerns that changes to the fencing will make the western jetty obsolete. Need current access to be maintained for fuel and deliveries.</p> <p>Confirmation Stage 2 will proceed. This stage is important to Fisherman's association as they need shower and toilets as not permitted to use on board facilities in port. Also consideration during construction of temporary amenities will need to be considered for this reason.</p> <p>Impacts of construction staging: We have high volumes of trucks and public vehicles coming in peak periods up to 400 vehicles in morning period. Need to ensure we can still do our trade here during construction. This means staging of the work such as the new entrance to ensure no impact. Also providing temporary amenities which will be relocated in stage 1.</p>
06/09/2021	12:30	Online Meeting	<p>Location of travel lift platform: Concerns platform is in navigational area for TWCPFA and how they enter harbour. Is in direct navigational path.</p> <p>Travel lift size concerns: Will not be able to service Fishing fleet.</p> <p>Confirmation stage 2 will proceed: Stakeholders indicated that stage 2 amenities are critical to the operations of TWCPFA.</p> <p>Impacts of construction staging: Stakeholders noted need to supply temporary amenities until stage 2 completed.</p> <p>Impact to western jetty: Stakeholders indicated that area needs to remain the same as unable to get fuel or deliveries. Without that access will be obsolete jetty to TWCPFA.</p>

07/09/2021	17:36	Email	Travel lift size concerns: Travel lift will not accommodate their vessel.
08/09/2021	8:13	Email	<p>Unsatisfied with consultation for key stakeholder group: Stated Lack of consideration given to boat harbour representative suggestions. More consideration should be given to this key stakeholder group. More consideration of the views of people who are going to use it.</p> <p>Impact to TWCPFA operations: Stated that the design is unworkable and impractical for their THCPFA.</p>
08/09/2021	10:53	Email	<p>Impact to TWCPFA operations: no socio economic or feasibility study done whatsoever with this project regarding the effects on the commercial fleet.</p> <p>Safety concerns: The travel lift runway will extend into the channel creating hazards. Risk of vessels getting stuck and blocking channel. Including Police, Waterways and VMR. Damage to vessels.</p> <p>Travel lift size concerns: Will not service the fishing fleet.</p> <p>Impact to traffic: Raised concerns regarding during construction impact and safety of the public, and also loss of parking may result in further traffic issues on Terranora Tce.</p> <p>Unsatisfied with consultation for key stakeholder group: The issues listed below have all been raised with the project managerial team numerous times, we have been shut down and told there is no compromise and that we would just have to manage it the best way we can. More information on construction methodology and impacts for TWCPFA.</p>
08/09/2021	13:00	Online information session	<p>Location of travel lift platform: Stakeholders concerned location in navigational channel. Impact to how TWCPFA will access jetties. Also concerned entering travel lift incidents may occur.</p> <p>Safety concerns: Location of travel lift platform is hazard and may restrict emergency marine vessels.</p> <p>Impact to TWCPFA operations: Concerned the changes and location of travel lift platform will have on their operations.</p> <p>Loss of land used by TWCPFA Loss of useable land that for the TWCPFA who lease the land.</p> <p>Travel lift size concerns: Stakeholders indicated that it is not the tonnage that is the issue. It is the</p>

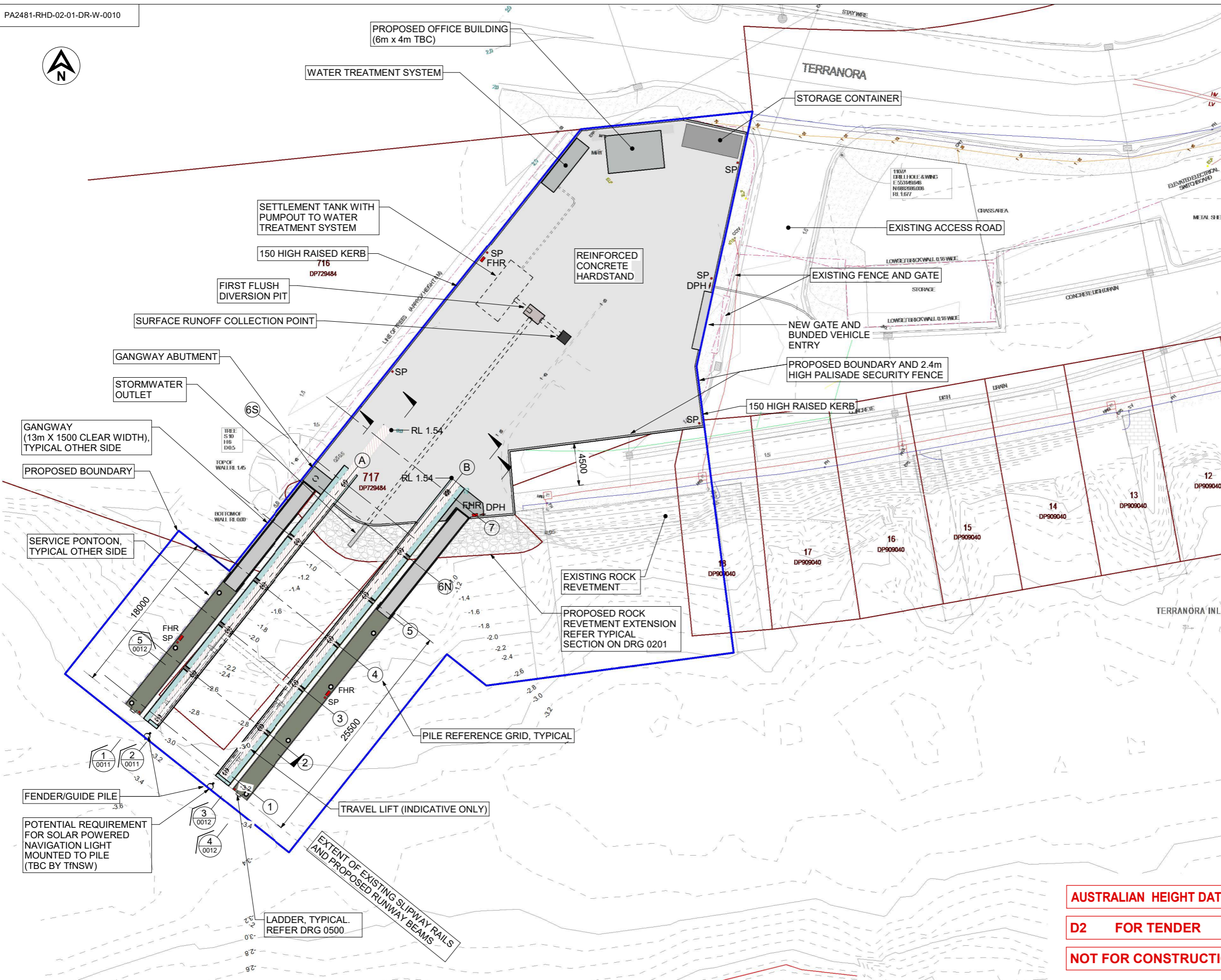
			<p>width of the travel lift itself. Prefer to use 100 tonne on fishing fleet due to timber hulls. More straps does not assist. Concerns of damage to their vessels.</p> <p>Impact to TWCPFA operations: Impact could result in losing fishing operations in area.</p> <p>Unsatisfied with consultation with key stakeholder group: Please consult with trawlers owners and listen to their concerns.</p>
08/09/2021	14:05	Email	<p>Impact to TWCPFA operations: Impact could result in losing fishing operations in area.</p> <p>Unsatisfied with consultation with key stakeholder group: Please consult with trawlers owners and listen to their concerns.</p>
09/09/2021	17:00	Online information session	<p>On river fuelling facilities: Stakeholders indicated that as part of 2016 report action for the Tweed area was to address the need for on river fuelling.</p> <p>Travel lift size concerns: Stakeholders indicated that only 80% of fishing fleet will not be serviced. Stakeholders noted that existing slipway 42% of revenue was from the fishing fleet. Stakeholder inquired if adjacent block of land had been looked at.</p> <p>Location of travel lift platform: Stakeholders concerned location in navigational channel. Impact to how TWCPFA will access jetties. Also concerned entering travel lift incidents may occur. Loss of Land used by TWCPFA - Stakeholders queried if the adjacent block of land (park) has been looked at to gain some more room for all users of boat harbour and boat maintenance facility.</p> <p>Impacts of construction staging: Stakeholders concerned of impacts during construction and staging of work, impact to fishing operations and public access, and concerns of amenities provided.</p> <p>Confirmation Stage 2 will proceed: Stakeholders acknowledge that stage 2 is critical to the success of the project. This needs to occur.</p> <p>Loss of land used by TWCPFA: Was the vacant land/ park next to the site looked for the project. This could provide more land for larger size travel lift, potential for different location of travel lift platforms and also maintain our use of land.</p>

10/09/2021	13:34	Phone out	<p>Travel lift size concerns: Stakeholder indicated his vessels are fiberglass and should fit in 75t concerned straps will affect house boat as longitudinal stringers are timber and may cause damage so wider travel lift is better for timber vessels.</p> <p>Concerns of cost for use: Currently managed by association. If it goes out to tender will some private company put prices up. Which will price us out. Is there any pricing set by TfNSW?</p> <p>Location of travel lift platform: Stakeholder indicated that dredging would likely need to occur due to platform location. Noted that is not great environmentally as there is seaweed and birds in that area. Stakeholder stated fishing trawlers not as manoeuvrable this may cause issue in this area. Suggested pull back hard stand area so end of piers is closer to shore.</p>
10/09/2021	16:00	Phone out	<p>Support of travel lift: Stakeholder is very supportive of project and travel lift will meet their vessel's needs. Stakeholder who also is on the association that runs the existing slipway, indicated that a frame for the Travel lift can be used to protect hulls of timber vessels similar to how a slipway works.</p> <p>Location of travel lift platform: Stakeholder indicated that should not be a probable for their navigation. Will check marker. Stakeholder noted that they thought the angle would be more towards Boyd Bay Bridge. Which may help with navigation.</p> <p>On river fuelling facilities: It would be good to have this facility in this area.</p> <p>Supportive of the project: Stakeholder indicated that they can't wait for the upgrade.</p>
14/09/2021	10:29	Email	<p>Light disturbance: Stakeholder indicated that some headlight shielding form vehicles exiting southern harbour for residents. Also indicated that consideration for existing lighting at facility take into consideration of shine into residents. To potentially look at sensor lighting.</p> <p>Site visual amenity: Stakeholder advised current site is an eyesore. Welcomes whole area to be cleaned up and regularly monitored.</p> <p>Compliance on Crown Lands: Stakeholder concerned no compliance and policing of area, creates issues for nearby residents, particularly living on board, noise, disturbance and visual amenity.</p>

14/09/2021	11:10	Email	<p>Impacts of construction staging: Stakeholder suggest completing Stage 1 and 2 together so that there is less disruption to community. Noted cost efficiencies.</p> <p>Travel lift size concerns: Stakeholder commented that the travel lift should be 100t. Believes this is normal size for other facilities. Also noted that 75t will become redundant and preclude some vessels in the area from using the facility.</p> <p>On river fuelling facilities: Stakeholder noted that this project needs to look at on river fuelling. That it was noted in the Tweed Regional Boating Plan that a lack of fuel facilities on the Tweed impacts on boating experience in the area. That it was raised as an important safety, access and environmental issue. Noted Marine Centre has achieved this in the area. Noted carrying jerry cans is an incident waiting to happen.</p>
16/09/2021	7:11	Email	<p>Travel lift size concerns: Stakeholder indicated that proposed 75t lift will not service the fishing fleet. Suggest project should look at 100t lift as better benefit for use and will service fishing fleet.</p> <p>Location of travel lift platform: Stakeholder raised concern of location of travel lift platform for vessels getting around.</p> <p>Loss of land by TWCPFA: Loss of car parks will make harbour and traffic issues.</p> <p>Impact on TWCPFA: Operations: Stakeholder suggests an economic study is needed to identify how much money the fishing industry bring to the community, and the impact this project will have on the industry. This may assess the current proposal of 75t is a waste of money.</p>
16/09/2021	15:24	Phone In	<p>Support of travel lift: Stakeholder indicated that they can't wait for the upgrade. Stakeholder excited for travel lift and hard stand area. Stakeholder has a yacht and will be booking in to use travel lift as soon as possible.</p> <p>Loss of slipway operation too early: Stakeholder indicated that slipway has already been closed. Concerned if delays to project there will be degradation of fleet on the Tweed River, as no other boat maintenance in the area. Stakeholder noted this impact around the closure was not noted in REF.</p> <p>Supportive of the project: Stakeholder indicated that they can't wait for the upgrade.</p>

16/09/2021	17:02	Email	<p>Travel lift size concerns: Stakeholder indicated for commercial viability of the facility the FHCPFA need to be able to access the facility. Stakeholder stated to accommodate the whole fleet the travel lift size needs to increase to 100t</p> <p>Impacts on TWCPFA: Operations: Stakeholder considers the impact of the project on the operations of TWCPFA does not justify the project predicted outcomes for the community. Stakeholder request feasibility and socio-economic study be carried out to analyse this.</p> <p>Location of travel lift platforms: Location of travel lift platforms impact on safe navigation of channel and on existing seagrass beds.</p>
17/09/2021	17:02	Email	<p>On river fuelling facilities: Stakeholder noted that there is nowhere on Tweed River to purchase fuel for boat. Stakeholder questions why that was not included as part of the project as needed in the area.</p>
30/10/2021	12:41	Email	<p>Emergency repairs while no operational slipway: Stakeholder concerned that while there is no slipway operational, what are operators to do if emergency repairs are needed for their vessels.</p>

Appendix D - Revised Stage 1 General Arrangement Plan



NOTES

- VERTICAL DATUM IS AUSTRALIAN HEIGHT DATUM (AHD), WHICH IS 0.875m ABOVE TWEED RIVER HYDRO DATUM (TRHD).
- SEABED CONTOURS ARE TO AHD AND DERIVED FROM HYDROGRAPHIC SURVEY COMPLETED IN MARCH 2018 BY NORTH COAST SURVEYS FOLLOWING DREDGING OF THE SOUTHERN BOATHARBOUR BERTHS.
- TIDAL PLANES FOR TERRANORA CREEK (DRY DOCK, MHL GAUGE NO. 201428) TO AHD ARE AS FOLLOWS:
 HIGH HIGH WATER SOLSTICES SPRINGS (HHWSS) = 0.74m
 MEAN HIGH WATER (MHW) = 0.36m
 MEAN SEA LEVEL (MSL) = 0.08m
 AUSTRALIAN HEIGHT DATUM (AHD) = 0.00m
 MEAN LOW WATER (MLW) = -0.21m
 INDIAN SPRING LOW WATER (ISLW) = -0.50m.
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.
- EACH PONTOON SHALL BE PROVIDED WITH THE FOLLOWING FACILITIES:
 - 1 SERVICE PEDESTAL WITH POWER OUTLETS, WATER SUPPLY AND LED LIGHT
 - LIGHTING PEDESTAL AT END OF PONTOON
 - 1 FIRE HOSE REEL
 - 9Kg DRY CHEMICAL FIRE EXTINGUISHER
 - SAFETY LADDER
 - LIFEBOUY MOUNTED TO HOSE REEL STAND

LEGEND

- PROPOSED CROWN PARCEL
- FHR FIRE HOSE REEL
- ⊕ DPH DOUBLE PILLAR FIRE HYDRANT
- SP SERVICES PEDESTAL
- LP LIGHT PEDESTAL

P03	13.10.2021	HARDSTAND AMENDED	SGB	MP	
P02	25.06.2021	ISSUED FOR TENDER	SGB	MP	GWB
P01	21.05.2021	80% DESIGN FOR REVIEW	SGB	MP	
REV	DATE	DESCRIPTION	BY	CHK	APP

REVISIONS

CLIENT



PROJECT
TWEED HEADS TRAVEL LIFT BOAT FACILITY

TITLE
GENERAL ARRANGEMENT

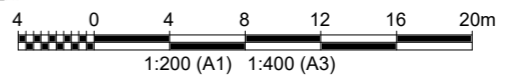


DRAWN	SGB	CHECKED	Checker	APPROVED	GWB
DATE	25.06.2021	SCALE	As indicated	REF.	
DRAWING No.	PA2481-RHD-02-01-DR-W-0010	SUITABILITY	A4	REVISION	P03

AUSTRALIAN HEIGHT DATUM

D2 FOR TENDER

NOT FOR CONSTRUCTION



BASE TERRESTRIAL SURVEY BY:
B & P SURVEYS
DATED 23 & 24/02/2021 AND 1/03/2021



Tweed Heads Boat Maintenance Facility
Submissions Report, December 2021
Transport Publication Number: 22:17
ISBN: 978-1-922549-64-8