

Simon Truong - MP06_0037 MOD 4

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Subject: MP06_0037 MOD 4
CC: Nick Fterniatis <Nick.Fterniatis@shfa.nsw.gov.au>
Attachments: Comments on proposed mod to Wharf6 boat repari to allow dry boat storage.docx

Good morning Simon

Please find attached comments from SHFA on the proposed modification.
Apologies for the lateness of the submission.

Yours sincerely

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Proposed modification to marine refuelling and supply facility to allow for dry boat storage (MP06_0037 MOD 4)

SHFA interest in site

The subject site is located within the Authority's legislative boundary under *the Sydney Harbour Foreshore Authority Act 1998*. As such the Authority has a role in ensuring the protection and enhancement of cultural heritage and facilitating economic and orderly development and use of the site.

As a member of the Bays Precinct Implementation Committee, the Authority also has an interest in ensuring the key directions to emerge from the Bays Precinct Taskforce Report to Government, August 2012, are considered. The report was prepared following extensive stakeholder consultation and includes a number of recommendations and findings in relation to the Bays Precinct, including the port area of White Bay and Glebe Island.

Comments

1. Change in use

The proposed modification may be more accurately characterised as a change in use as it involves the permanent storage of recreational vessels, defined as a marina, rather than a refuelling facility as originally approved. The large number of vessels proposed for storage (150) is not insignificant and cannot be described as ancillary to the predominant vessel refuelling function, as they primarily serve different types of vessels.

2. Cumulative implications

It is concerning that previous approvals and current operation of the facility may be leading to an incremental change in focus. A recent modification to the approval to increase the number of temporary moorings from 3 to 8 and extend the storage time from 7 to 180 days combined with advertising of hard stand for storage of vessels up to 80 feet, suggest the facility may be gradually changing. The cumulative implications of successive modifications and current practice should be considered together.

3. General incompatibility with port operations

Under the Bays Precinct Taskforce Report, it is recommended White Bay and Glebe Island continue to be used for commercial port and maritime related purposes over the medium term (25 years). These bays are the last remaining deep-water berths with backup land for commercial port uses in Sydney Harbour. With reference to Sydney Ports 2006 EOI for lease of Wharf 6 for "working maritime uses", dry boat storage was specifically excluded from consideration along with motor vehicle stevedoring and storage.

Navigation safety is an issue in relation to numerous small scale recreational vessels, in this case up to 12 metres in length, in close proximity to cargo ships and cruise liners. The deck of Wharf 6 at 3 metres is designed for larger vessels.

4. Justification

The proponent's justification is based on changes in the economic climate and identified need for more dry boat storage on Sydney Harbour. It is noted that dry boat storage facility for 670 vessels has been approved in close proximity on the shores of Rozelle Bay. The facility is currently under construction. There are a number of other sites around Rozelle Bay which have been identified as suitable for dry boat storage under the approved Master Plan for Rozelle and Blackwattle Bays Maritime Precincts, 2002. These sites are considered more suitable than White Bay 6 as they would not impact port operations.

5. Environmental impacts

The two primary environmental impacts, apart from navigation safety, relate to traffic and the introduction of a new building at the point.

As a refuelling facility most customers would access the site from the water with staff and supplies arriving by land. The introduction of dry boat storage could be expected to have a significant impact on traffic and transport which would be heavily influenced by the cruise liner timetable.

There is little justification for a "meet and greet" building on the hardstand in the context of existing approvals for two large scale building which include provision for offices, workshops and showrooms. A new building on the point should be avoided particularly in the context of long term community desire for the headland to be turned into public green space.