

Ben Eveleigh

From: Steve Roseland <stever@lmc.nsw.gov.au>
Sent: Friday, 17 October 2014 5:30 PM
To: Ben Eveleigh
Subject: RE: Council's submission on Modification to existing consent for Dry Boat Storage and Marine Facility, ROZELLE BAY (MP06_0210 MOD 7)

Hi Ben

Find below the content of Council's draft submission, hard copy has been forwarded.

Thanks

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RE: Modification to existing consent for Dry Boat Storage and Marine Facility, ROZELLE BAY (MP06_0210 MOD 7)

Council has considered the information provided and would like to see the following concerns addressed.

Clarification sought on number of boats to be stored at the facility

There are a number of discrepancies regarding the total number of boats to be stored on-site, both dry boat and in the marina. The figure of 670 boats for the total boat storage capacity (land and water) is continually stated from the Preferred Project Report (PPR) in 2007. The Environmental Assessment Report (Section 751) prepared in May 2007 includes a 'Table 1: Major components of the proposal as identified in the Preferred Project Report' (pg.7) which includes the following:

- Components:*
- Eastern boat store can accommodate a maximum storage capacity of 330 boats.
 - Western boat store that can accommodate a maximum storage capacity of 240 boats.
 - Marina comprising 36 layover berths and 24 layover brokerage berths.
 - A combined maximum storage capacity of 670 boats.

This would appear to show that there is to be a maximum storage capacity of 570 boats in the stores and 60 in the marina with a total of 630 or 730, depending on whether you use the 670 maximum boat stores capacity figure in addition to the marina.

There is a similar issue in the material currently on exhibition for Modification 7. The figure of 670 boats for the total boat storage capacity (land and water) is used yet the letter/report by DFP Planning includes the following in 'Section 4.0 Amendments to the Consent'.

Schedule 1

Project Approval for:

- two boat storage buildings with a total capacity of 670 boats; and
- a marina comprising 36 layover berths, 24 brokerage berths and 13 general marina berths

This would appear to show a maximum capacity of 743 boats on both land and water.

The ambiguity and discrepancies in the material placed on public exhibition make it difficult for Council to assess what the impacts of the facility will be on both the current activities in the Bay, what has previously been approved and what is sought as part of this modification to the existing consent.

The Environmental Assessment acknowledges that the internal arrangements of the racks within the boat stores can be adjusted. A set total on the maximum number of boats to use the facility at any one time is necessary however, as the number will have an impact on parking requirements and boat movements to and from the marina to be assessed by the prospective Vessel Traffic Management Plan / Boat Movement Study. This Plan and Study should address the numerous previous submissions from the public on the impact of the development on the public waterway.

Reconfiguration of the marina

Condition B1(c) of the existing consent aims to ensure that brokerage boats stored in the water as part of the facility are to be used primarily for display purposes and not for general use, to be moved only by employees of the facility and only within a defined period during the day.

One of the outcomes of the proposed reconfiguration of the facilities berths would be to allow the brokerage berths to become immediately accessible from the wharfs with immediate access to the Bay resulting in operations more like those seen at a commercial marina used for launching recreational craft. It is possible that this change will see an increased number of boat movements and this must be assessed as part of the Vessel Traffic Management Plan to ensure that the condition is enforced and the facility operates as intended by the consent.

Potential impact upon passive recreational users of the Bay and alienation of a public waterway

The original report on the proposed development and following consent aimed to alleviate the concerns of passive recreational users who had made submissions on the proposal by stating that the facility would not be constructed to the full extent of the water licence area. This would mean boat movements into and out of the facility could take place within that area to reduce potential impacts upon those users and the public waterway.

The current modification aims to construct wharves and berths to the limits of the water licence area. The potential impact of this change on the public waterway must be assessed prior to approval being granted. This assessment should take other concerns raised by Council such as the ambiguous number of boats that could use the facility and the number of boat movements into and out of a reconfigured facility into consideration.

All the people and organisations that previously made submissions raising this issue should be notified of the proposed change and given the opportunity to make further comments as it is a significant change to the development consent and facility.

Cumulative developments around the Bays Precinct /White Bay

Council's long standing position in relation to the Bays Precinct, including Rozelle Bay, is that there should be a moratorium on all developments until a new Master Plan is developed for the area. The Master Plan should take all the developments in the area such as the Cruise Passenger Terminal, the Glebe Island Exhibition Centre and the proposed Sand Storage and Distribution Facility into consideration.

Council was a member of the Bays Precinct Taskforce and participated in the development of the '*Bays Precinct Strategic Framework Report to the NSW Government*' to guide long-term decision making within the Precinct. Council believes that no further applications should be considered by the State government for the area before the aforementioned Master Plan is finalised.

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