

29 May 2015

Ben Lusher
Acting Director, Key Site Assessments
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

Attention: Ben Eveleigh

Dear Ben,

Exhibition of s75W Modification Application, Sydney Superyacht Marina, Rozelle Bay (MP09_0165 MOD1)

Thank you for providing Port Authority of NSW (Port Authority) with the opportunity to review and comment on the above-mentioned modification application.

Port Authority has a formal right of access over James Craig Rd, which is the only road providing access to the Glebe Island port area and it is also the access and egress route for all White Bay Cruise Terminal traffic (ship days and for functions and events), other than service vehicles. As such, Port Authority has concerns about the ability of this road to service all of the existing and proposed developments in the area, including future port developments on Glebe Island.

Port Authority is currently reviewing the traffic assessment and modelling conducted for the modification application and, as this is not yet complete, we advise that any further comments that we have based on this review will be forthcoming as soon as possible. We request that the Department of Planning & Environment (DPE) allow for a subsequent submission from Port Authority on this basis.

Port Authority will take this opportunity, however, to make the following comments on the application:

- Throughout the Traffic, Transport and Parking Assessment, and also in the Environmental Assessment, reference is made to the Overseas Passenger Terminal or OPT. The OPT is located in Circular Quay. The correct reference is the White Bay Cruise Terminal, which is located on port land at White Bay berth 5 (WB5) and commenced operations in April 2013 with cruise ships berthing at WB5 and White Bay berth 4.

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- An assumption has been made that the 'berthing schedule' for the cruise terminal for the 1st 8 years of operation "provides for an average of 1 cruise ship per week visiting the terminal while records to date indicate that in the peak season there are some occasions when the frequency rises to 2 ships per week." This is incorrect and underestimates the number of cruise ships currently using and projected to use the terminal in coming years, and therefore the amount of traffic associated with the terminal routinely using James Craig Rd. For example, in calendar year 2016, there is currently scheduled to be over 155 ship visits to WBCT. In the peak season, it is not uncommon for 5 or 6 vessels/week to be scheduled at WBCT, sometimes using both cruise ship berths.
- There is no consideration in the assessment of the traffic generated by the three existing and long-standing port tenants on Glebe Island (Cement Australia, Gypsum Resources Australia, Sugar Australia), all of which generate large numbers of truck and other vehicle movements on James Craig Rd. For example, Cement Australia has approval to move up to 500,000 tonnes p.a., which equates to some 80 heavy truck movements on average per day. These uses are also not acknowledged in Section 1.3 of the Environmental Assessment as significant nearby land uses that exist on Glebe Island.
- Any proposed disturbance of the seabed will require Harbour Master approval under clause 67 of the Management of Waters and Waterside Lands Regulations-N.S.W.
- The Vessel Traffic Management Plan that the proponent has committed to preparing will need to be prepared and implemented in consultation with the Harbour Master as well as RMS.

Please don't hesitate to contact me on 9296-4674 with any questions regarding this submission.

Yours sincerely,



Ryan Bennett

Senior Planning & Sustainability Manager