



SYDNEY HARBOUR ASSOCIATION
PO Box 265 ROSE BAY NSW 2029

NSW Planning & Environment

Attention: Acting Director Key Site Assessments

MP 09_0165 MOD 1

Section 75W Modification Application, Sydney Superyacht Marina, Rozelle Bay

We have three concerns about the present proposal, as follows:

(A) Is it really an improvement....?

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005, provides, at S. 2 Aims of the Plan :-

- (1) This plan has the following aims with respect to the Sydney harbour catchment:*
 - (a) to **ensure** that the catchment, foreshores, waterways and islands of Sydney harbour are recognised, protected, **enhanced and maintained:***
 - (i) as an outstanding natural asset, and*
 - (ii) as a public asset of national and heritage significance,*
- for existing and future generations.....*

.....

It is not obvious from the exhibited documentation that approval of the present proposal would *ensure* the *protection, enhancement and maintenance* of anything of significant interest to the public at large. We specifically do not think the provision of outdoor seating for commercial uses qualifies for a description in those terms. We suggest the consent authority should assess the proposal in explicit terms to clarify the weight given to the *enhancement* aspects of this matter.

(B) Is it really a superyacht marina....?

The proposed berth re-configuration appears well-designed to provide storage for shorter vessels than those usually associated with the *superyacht* nomenclature of the marina, and so to enlarge the capacity of the marina to accommodate more clients. Obviously, that would be economically beneficial for the operators. A slow-down in demand for longer vessel berthing is cited in the documentation as part of the rationale for the proposal, and that may well be apparent from time to time as economic conditions fluctuate at home and abroad. But we are aware that a recent proposal for the Rose Bay Marina sought, with evidence of demand, to convert four berths approved for 30m vessels to berthing for 37m vessels, much to the alarm of some of the local community. That 37m figure sits oddly with the RMS requirement for sustaining berthing for 24m vessels in the

present instance. In the Rose Bay Marina matter, the refusal of approval by Woollahra Council is under appeal before the Land and Environment Court (Proceedings No. 14/10956) at present.

Common-sense indicates that demand for marina berthing facilities for vessels of any specific length will vary over time. Use of the public waterbody asset for those purposes should take a long-term view. In this instance, we suggest that a *superyacht marina*, self-named and so-described, might appropriately be expected to focus its activities on the market segment that it purports to occupy, and to cater for that market in a manner that is sufficiently competent to weather the short-term vagaries of the relevant local and international yachting economy.

(C) On-water storage.....

Tender vessels can often be stored on land, albeit sometimes requiring sophisticated management for access and use, and perhaps utilising space that might otherwise be rather more financially rewarding for operators albeit less directly connected to the principal maritime activity. We query the *need* for what appears to be a generous allocation of scarce on-water berthing for tender vessels in this instance, especially at this location where *superyachts* are nominally the focus of facilities.

Hylde Rolfe, Secretary
(Home: 41 Cove Street, Watsons Bay NSW 2030. T: 02 9337 5058; E: hyldearolfe@bigpond.com)
9 May 2015

.....
Sydney Harbour Association was established in 2010, as successor body to Sydney Harbour and Foreshores Committee (est. 1979). The Association is an unincorporated body of individuals interested in Sydney Harbour, having as its primary Object:

“[T]he promotion of the following principles in relation to development and change affecting Sydney Harbour:
(a) protection and preservation of the natural heritage, assets and ecology of Sydney Harbour and its foreshores;
(b) primacy of the public good over private benefit in development;
(c) facilitation of public access to the waters and foreshores of Sydney Harbour;
(d) protection and enhancement of the visual and recreational amenity of the waterways and foreshores of Sydney Harbour”.