

20 May, 2015

Mr Ben Eveleigh,  
Department of Planning & Environment

MOD1 MP09 0165 – Additions to Super Yacht Marina, Rozelle Bay

We wish to object to the proposal to modify the approved development plans for the Super Yacht Marina, Rozelle Bay on the following grounds:

- Outdoor seating areas have been enlarged, including on the rooftop, and the wharf forecourt. It is proposed that amplified music can be played up to 10pm. This is unacceptable, noting that noise carries easily over water. There should be NO amplified music or announcements permitted in outdoor areas.
- The use of the walkway by the public will be frequently interrupted and controlled by the Super Yacht Marina operators at their discretion. Principle 5 of the Transformation Plan for the Bays Precinct states: "Unlock public access to the Harbour's edge and waterways along the entire coastline". This includes Rozelle Bay shoreline. This principle must be adhered to for the operation of the Super Yacht Marina.
- The height of the carpark and Eastern building is to be increased by one level, to 5-storeys, in particular to accommodate additional car spaces. Current approval is for 219 spaces but this MOD proposes an addition of 18 spaces within the building and a further 70 spaces elsewhere on the site. This is a totally inappropriate use of foreshore land and will exacerbate already congested roads. We oppose any increase in building height on visual impact grounds, especially from Glebe and Rozelle.
- It is proposed to increase the number of vessels using the already approved on-water space (currently 24 boats of 24m+ length) to 43 boats not less than 15m in length, at any one time. This increase will produce additional churn of polluted seabed; generate potentially hazardous wash affecting rowers (which have been using the bays



waterways for over 130 years) and dragonboaters who will have reduced safe havens with the construction of the Sydney Heritage Fleet marina; and generate additional pollution, noise and disruption of enjoyment of foreshore parks. Increased water traffic will also pre-empt future use of the Glebe Island Bridge for pedestrian access to White Bay and areas currently under examination by Urban Growth in its Bays Precinct Transformation plan.

Above all, we object to any further piecemeal development of the Bays Precinct land and water component. The government has set in train a process for planning the transformation of the Bays Precinct. Many community-sponsored projects under consideration for many, many years have been put on hold because of the Bays Precinct planning process. This MOD should be treated in the same way.

Yours sincerely,

Elizabeth Elenius,  
Convenor  
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