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## **BIKESydney's submission to the Modification (MOD 1) to the Rozelle Bay Super Yacht Marina**

### **Introduction**

BIKESydney is an incorporated not-for-profit community organisation.

We want to live in a city:

- Where riding a bicycle is part of everyday life
- That is vibrant, healthy, productive, creative and robust
- That values community, mobility, health, wellbeing social equity and sustainability
- Where people of all ages can make easy choices to ride a bicycle, walk and take public transport.

We advocate on behalf of our members and people who ride bicycles who live and work in central Sydney.

## BIKESydney opposes the Modification

BIKESydney strongly opposes the proposed Modification (Mod 1) of the Super Yacht Marina at Rozelle Bay ("The Modification").

The Super Yacht Marina was originally justified and approved only as a temporary facility, and the application to further develop the use precedes the State Government's justification of the primary development, let alone its extension.

Further, the Modification clearly puts private interests ahead of public interests given its insufficient address of public foreshore access, lack of alignment with other State projects and the insufficient consideration of the impact on the public's potential use of the Glebe Island Bridge.

### Unacceptable Impact on the public use of Glebe Island Bridge

The Modification's increase in the total number of berths - from 24 to 43 (plus tender berths) - would severely limit the potential to develop Glebe Island Bridge as an active transport corridor given the resulting increase in shipping traffic requiring access through the bridge alignment. The Modification must address and mitigate this impact.

### Restriction of Foreshore Access for the Public

The Modification fails to deliver a viable foreshore link for riders and walkers. The boardwalk at the southern end of the development is too narrow for safe passage of walkers and riders (concurrently) and in any case is intended to restrict public access. This is unacceptable on three grounds:

- the DGR's specifically identify foreshore access for the public as a key consideration;
- the Modification is proposed for siting on Crown land and as such is subject to a "public interest" test, which would hold public access as a high priority;
- Urban Growth NSW has clearly identified that a cycleable path along this foreshore is a high priority of their Bays Precinct project.

Urban Growth NSW's objective of a foreshore path in this area is indicated in this media release:  
[www.urbangrowthnsw.com.au/news/newsroom/consultation-the-key-for-success-at-bays-precinct.aspx](http://www.urbangrowthnsw.com.au/news/newsroom/consultation-the-key-for-success-at-bays-precinct.aspx)

...and this video:  
<https://www.youtube.com/watch?v=qoZEF-sjQ6Y>.

This Modification clearly conflicts with Urban Growth NSW's undertaking.

## Cycling Access to the Site

The Modification fails to address safe and adequate access to the site for riders.

Walking and riding to this site will be depend on high-quality cycling links being provided TO the development. The Modification includes no such links. It is the responsibility of the development to provide connected cycling links consistent with the objectives of the State Government's **Sydney's Cycling Future** and its **Sharing Sydney Harbour Access Plan 2003**. The development should be required to provide these links through Section 94 contributions.

The Modificaton's Traffic Assessment's claim that adequate cycling access are already provided ignore the lack of cycling connections to the regional routes and that internal roads convey heavy trucks:

"Victoria Road and the Anzac Bridge provide a significant pedestrian and cycle route between Pyrmont and the City and areas to the west. ...The site therefore has good access to ...regional pedestrian and bicycle routes"

## Over-supply of Car Parking

The requested increase in car parking from 219 spaces to 307 spaces represents a 40% increase - very similar to the increase in the quantum of parking increase requested at other State-approved developments eg, Barangaroo Modification 8 (42%). As with those developments, this increase materially changes the scope and use of the original approval and so, brings into question the merit of that approval. This notwithstanding that the Government's original justification for this use was that it would be a temporary facility. This increase in parking also defies the State Government's stated objectives of reducing personal car trips, creating a safer roads and doubling the state's cycling mode share (**NSW 2021**).

Could you please advise us directly once Planning NSW has completed its Submissions Report for this consultation?

Yours sincerely

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