

24 Bellevue Road
Belmont NSW 2280

7 October 2010

No.5

Regional Projects
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Sir/Madam

Project Submission

My name and address

Mr Leigh Daley
24 Bellevue Road
Belmont NSW 2280

Application reference number

MP 08_0045

Name and address of the proposal

Lake Macquarie Yacht Club Expansion
9 Ada Street
Belmont NSW

A statement on whether you support or object to the project

I strongly object to the project.

The reasons why I object to the proposal

1. Noise

The Belmont Yacht Club has evolved from a small club primarily focused on enabling members to sail, to one which now vigorously promotes its restaurant, bar, gaming and disco services to active members, social members and the general public at large.

Structural modifications to the clubhouse since inception, nearly fifty years ago, have been modest with the outcome that no attempt has been made to really accommodate these new activities and apply best practice to curtail the increasing level of noise that is emitted from the clubhouse and terraces.

Club announcements are broadcast via loud speaker and band music is played at the usual disco amplified level. No sound barrier, no even door closing, is employed to keep this noise within the building or to restrain that coming from patrons seated on the terraces. The "thud-thud" of bass sounds is particularly penetrating. Additionally there is the noise

of cars and patrons leaving the Club after closing. The Club is a licensed premise and the presence of alcohol necessarily means that some patrons are intoxicated and do not observe any sensitivity to residents. There is also noise of the early morning dump bin garbage collection, again performed without any sound reduction attempt.

Sound transmits very effectively across water, and so residents effectively receive a large dose of the noise intensity generated at the Club. This generally commences mid afternoon on Wednesdays, Fridays and Saturdays (and on special occasions) and with the last two days continues until 12am. The consequences of this are that my family struggles to comfortably hear the television in our own home, or to sleep before midnight. Trying to entertain privately on our own balconies is extremely difficult as the club noise is very intrusive.

It is apparent from the Belmont Yacht Club Expansion Proposal that the clear intention is for the club to get bigger not only in relation to its yachting base but also in its membership and clubhouse/terraces activities. The new building is to include an auditorium, bars, gaming centre, restaurant, function room 1, pre-function lounge, function room 2, upper and lower terraces and all of these will be able to operate to 12 midnight, any night of the week except Sunday. The Proposal even acknowledges that the terraces may continue on after that time. The really frightening aspect about this is that the architectural drawings show that absolutely no consideration has been given to the noise effect on nearby residents which undoubtedly will be even worse than present. The rooms of the clubhouse are designed to open wide via folding doors which will allow the announcements and music to flow out onto the terraces. No consideration is given to the impact on residents and the whole approach reeks of pushing the noise to the limit and then if there are complaints, fiddle around to find a solution to just meet the minimum requirement.

And apart from the increased clubhouse noise there will also be that generated from the marina via the extra 72 masts and associated rigging rattling in the wind, day or night.

Additionally there will be the construction noise of piling etc which no doubt will be a substantial annoyance and continue for many months, if not years.

No consultation has been had with residents on any of the issues which pretty much defines the Club's attitude.

If this Proposal is allowed to go forward without change then it is my opinion that there is a risk of health impairment to residents and certainly an issue in regards to reduction of residents' property values.

2. Environment

a. Visual

When the Belmont Yacht Club was first established Belmont was small but still probably one of the largest towns around the Lake. The western and southern regions were only

sparsely populated. Hence there was some logic in establishing a basic sailing club in Belmont to serve the area and the Newcastle suburbs to the north.

However, Belmont Bay has generally shallow waters and therefore the moorings had to be some distance from shore. At that time, when environmental considerations were low and the area was still fairly undeveloped, a quick and inexpensive solution was to site the clubhouse on piles in the water and the marina further out. The building had a low profile and the yachts were relatively few in number and smallish.

In 2010 the entire foreshore area in Belmont Bay has dramatically changed and is totally built upon, by residential houses, town houses and median density apartments. Property prices are above average largely because residents enjoy the visual beauty of Belmont Bay.

The Club Expansion Proposal intends to extend the marina to jut into the Bay to a distance of some 400 metres with the new section consuming an area of over two football fields. This is a considerable takeover of public lake area which would never get to first base in Sydney Harbour. Not only does it diminish the availability of relatively safe, near-to-shore water for use by the ordinary person, but the expanded Club will preside over the visual aspect of this part of the Bay and restrict the view across the Bay.

Belmont Bay is known for its natural beauty not for the dominance of a steel clad club and stockaded yachts.

The primary drivers of the Proposal seem to be that the clubhouse needs rebuilding because it is sinking into the Lake and a new marina has to be built to secure deeper water. The real question that arises from this, given that the expansion represent changes to about 90% of the Club's existing structures, is whether the Club is rebuilding in the right location? Does the location chosen nearly 50 years ago in a totally different circumstance still suit today's situation?

Why not start again at a more suitable location, to avoid being a long term nuisance to established residents via noise, traffic and parking congestion plus risking environmental problems for Belmont Bay. Surely in 150km of shoreline there must be a better location for a yacht club other than having it intruding up to nearly half a kilometer into a lake that is regularly used by the general public for an assortment of leisure activities?

b Silting

Over the past 45 years 0.6 metres of silting have occurred around the existing marina and there is an opinion that the Club's structures which affect the natural current flow in Belmont Bay, are partly responsible.

The Proposal will significantly bar and throttle the current flows in Belmont Bay and the effects of this on silting and aquatic habitat are unknown other than that there will be differences and most probably not to the good. There is a risk that the southern side of

Belmont Bay will become a very shallow backwater of little use to anyone. Launching and sailing boats in this area may become impossible as the shallowness is already a problem.

3. Economic

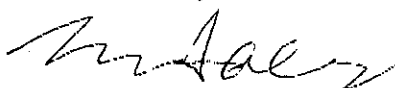
With regards to the marina being required because of the growth of large yachts with keels over 2 metres, I question whether the quoted trend applies to Lake Macquarie. Why would a person have a large yacht unless you also want to sail offshore. Mooring in Lake Macquarie means overcoming the notorious sea entry problems created by the shallowness of the Swansea Channel and the holdups experienced with gaining access through the Swansea Bridge. Surely the better mooring option for large yachts is to use the easier entered and deeper, nearby Newcastle Harbour marina, and I understand that is the preferred approach taken by most "visitor" vessels.

I suspect that the real reason for building a new marina is not that the Club is striving to satisfy a demand driven by large yachts but rather is a commercial one driven by the Club to generate income from mooring rentals which combined with function, bar, gaming, liquor and increased patronage takings will rescue the Club from its dilemma of disappearing into the Lake.

Any Club claim of added community financial benefit is dubious as the area is already well serviced by other clubs, hotels, cafes and restaurants. Any patronage gained by the Club will, in the main, be simply extracted from other local businesses.

Thank you

Yours Faithfully



Leigh Daley

No. 6

Fax 92286540.

George Clift
 "Birrawa"
 Carroona NSW 2343
 0428 66 77 99

6th October 2010

Dear Mr. Alan Bright

Would you please investigate this matter and give it your URGENT SUPPORT.

Following is my submission to the Department of Planning regarding the extensions proposed by the Lake Macquarie Yacht Club to their Marina in Belmont Bay (Reference MP 08_0045).

I am a senior member of the Clift family which has owned and occupied the same area at Walter Street, Belmont since the 1800s and represent those concerned residents of the waterfront who object very strongly to some of the extensions the LMYC propose undertaking.

If the following requests are accepted and strictly carried out by the club in fairness to the waterfront residents, the community will not oppose the development as it will be a benefit to the area. Employment and business opportunity will increase. The added marina capacity will help decrease the swing mooring damage to sea grass and fish population, aiding the environment.

The LMYC originally gifted Cullen Park to the Lake Macquarie council. The council should now be approached to return some of the area for car parks, instead of reclaiming more of the lake area. The club could also make use for parking of the property it already owns nearby.

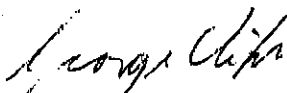
On expanding the vehicle approach to the club house the present canal opening must remain and another opening approximately half way between the club house and shore at least 20 feet plus to allow water flow and circulation in lieu of a pierced roadway that should have been constructed in the very beginning of the clubs life.

On developing the two story club house the community will not accept an increase in height above the present two story roof peak level in any form. NOT NEGOTIABLE. The community has a 50 million dollar plus investment in waterfront houses and will not accept a devaluation of assets or interference to the view.

Should all the community requests be strictly adhered to, both it and the environment will prosper.

On behalf of the concerned community we would greatly appreciate your urgent attention to this issue and sincerely thank you for your time.

Yours Faithfully
 George Clift



the deadline for this submission is 8.10.10.

Would you also please present these requests to the Minister for Planning. Very little if any costs extra for the Club and giving satisfaction to the water front community and to the environment.

7 Ada Street
BELMONT NSW 2280

No. 7

7/10/2010

Director General
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Marek Cholinski

Dear Sir

**RE: OBJECTION TO PROPOSED REDEVELOPMENT OF LAKE MAQUARIE YACHT CLUB
(08_0045)**

I refer to the application by Lake Macquarie Yacht Club to expand their marina and club facility in Belmont. As a next door neighbour to the proposed development, I would like to lodge an objection due to the impact on my property and request that the Director General refuse the application.

The Environmental Assessment (EA) submitted is inadequate and does not fully consider the impacts associated with the proposal as required by Part 3a of the Environmental Planning and Assessment Act, 1979. The assessment fails to adequately take into account a number of key issues outlined in the Director General's Requirements (DGRs) including the following:

- justification for the substantial intensification of use;
- car parking and impact on neighbouring streets;
- ecological impact and mitigation/offset measures;
- community consultation and contingencies to deal with issues raised;
- consideration of the visual impact from sensitive receptors including nearby private properties that are significantly by the proposal;

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- disturbance of ASS associated with construction and the ongoing regular dredging of the causeway at Ada Street;
- vibration impacts on nearby private property during construction; and
- noise impacts of club operations on neighbouring residences.

There has been a lack of consultation with directly affected residents and the club has failed to inform people about the current plans. There has been insufficient information provided in relation to a number of issues in the EA making it impossible to adequately assess the full impact of the proposal. There appears to be a lack of understanding of what has been proposed as long term management strategies (such as monthly dredging next to Ada Street) and a complete failure to assess the long term ecological and geophysical impacts of such actions. The following sections provide a brief summary of some of the key issues that will directly impact my property and those in the surrounding neighbourhood. I trust that the Department will engage suitably qualified experts to review all of the relevant sections of the proposal as the proponent appears to have glossed over a number of key issues.

Substantial intensification of use

There is a long history of intensification of use on the site and the latest application represents a significant increase in the floor space of club facilities and the number of wet berths. Additional function rooms and restaurant facilities will increase the number of people frequenting the site. For a licensed venue of the proposed size to be commercially viable it is expected that efforts will be made to promote the facility and encourage greater use of the other facilities to be offered at the club. Once the additional floor space is constructed it opens up the opportunity for further activities to take place.

The only concession that has been offered by the club to reduce the impact of the proposal is the relinquishment of 4 commercial swing berths currently held by the club. As evidenced by aerial photographs of the site, there are 50+ swing moorings around the existing club. The club acknowledges ownership/responsibility for only 12 of the existing swing moorings. In discussions many years ago with local residents about the proposed redevelopment, it was indicated that the number of swing moorings would be significantly reduced. However, the club now only proposes to reduce the number of swing moorings by 4 which hardly compensates for the proposed 56 additional wet berths.

The existing facility is substantially a single storey development with a small (80m²) 2nd storey area at the rear of the building that is not visible from the east. The height of the existing building is only 7 metres and much smaller in scale and more sympathetic to the surrounding area than the proposal. The proposed structure is much bulkier with a substantial 2nd storey (718% greater in area than the existing 1st floor space) with a proposed height of 12 metres (58% higher than the existing structure).

The table below provides an assessment of the proposed development and shows how significant the expansion is when compared with the existing floor space and number of wet berths.

Description	Existing	Proposed Total	Percentage increase proposed
Ground floor (Gross Floor Area)	658 m ²	1098 m ²	66%
1 st Floor (Gross Floor Area)	80 m ²	654.8 m ²	718%
Total floor space (Gross Floor Area)	738	1752.8	137%
Wet Berths	84	140	166%

Based on figures provided in Table of 1 from Engineering Report prepared by Northrop (Appendix 20)

This shows that in terms of total floor space there will be a 137% increase from the current building. The additional first floor additions represent an increase of more than 700%. The proposed additional wet berths will increase the mooring capacity by 166%. These figures demonstrate that the proposed redevelopment represents a significant increase and change from the current club. It can be expected that the substantial floor space increase will enable much larger functions such as weddings, meetings and conferences that typically are associated with licensed venues to take place on a more regular basis. Whilst the existing club house may require renovations, it is not has been justified how the further development of a facility with inadequate parking facilities should be permitted.

Insufficient parking facilities

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The basis on which the parking assessment has been applied is significantly flawed as it does not account for the large number of swing berths that are leased by private individuals adjacent to the club. The traffic and parking assessment only considers the 8 swing moorings that the club will continue to lease. The aerial photographs provided in the EA show that well in excess of 50 boats use swing mooring adjacent to the club. These have not been taken into account when determining the number of car parks required for the proposed expansion as they are leased by individuals. However, the total number of swing moorings should be included when assessing the demand for parking as these yachts utilise the club and its various facilities requiring space to park. As a consequence, the conclusions drawn in the parking assessment are incorrect and the recommendations outlined in the EA are misleading. If the parking assessment was recalculated based on the true number of berths in the bay (including the swing berths not directly leased by the proponent) it would show there is a significant shortfall in the number of car spaces provided.

Without taking into account the 50+ swing moorings, the parking assessment provided even acknowledges that there will be insufficient parking provided at the redeveloped Yacht Club. To overcome this deficiency it is said that overflow parking can be provided at the TAFE on the opposite of the Pacific Highway towards Belmont shopping centre. It is unrealistic to suggest that parking in such a remote location to the site will work in practice. Human behaviour will no doubt dictate and parking problems will continue to worsen in the already congested local streets as most people will not bother parking at such a distance.

A visit to the club during a race day show the problems currently experienced with parking. It is evident that the parking area does not even satisfy the existing uses. The proposed additional wet berths and significant increase to floor space to allow for large functions will only exacerbate parking problems. The close proximity of the Gunya Hotel also contributes to parking issues with vehicles competing for street parking during peak weekend and holiday periods.

It is recommended that the number of car parking spaces available be calculated and used to help determine what limit should be placed on the development including a an appropriate mix of floor space and mooring

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facilities. The combination should not exceed the theoretical capacity of the parking so that the impact on local streets is kept to a minimum.

If approval is granted to the redevelopment of the club, a condition should be imposed to ensure that the redevelopment of the car park is undertaken prior to the additional floor space and wet berths. This will help to reduce parking problems and ensure that there are sufficient funds available to complete this vital component of the proposal.

Visual impact and local amenity

The visual impact assessment (Appendix 10) fails to consider the changes from the most sensitive locations including the neighbouring residence. The visual assessment is deceptive as it has been undertaken at a number of higher locations which look down onto the site or are at a distance from the site. Consideration of the development from a higher angle or at distance lessens the visual impact due to the angles. The proposed additional 5 metres of height above the existing structure will have significant impacts when viewed from ground level.

The existing view (photo 1) and the montage of the development (photo 2) are located at the top of Ada Street which is a number of metres higher than the closest residence and sensitive shoreline locations. The impact of the proposed 12+ metre building has not been assessed from the most sensitive location at the lowest point on Ada Street. According to the guidelines outlined in the assessment, the visual sensitivity of residential areas and recreational areas such as Cullen Park which are located in the foreground (within 1km) are highly sensitive. The photo montages provided are misleading as the most sensitive locations have not been included.

The proposed structure is significantly larger and bulkier than the existing structure (5 metres taller). It is proposed to raise the floor level of the building by 0.78m and the final height of the structure will be 12.025AHD (58% increase in height). The figures shown in "club house north and east elevations" prepared by EJE indicate the roof level of the 1st floor level roof line is 8.490 AHD. However, it appears that the roof area is excessively high with the final height of the roof at 3.5 metres above the first floor roof level. The area above the 1st floor roof level will be constructed of horizontal corrugated sheet cladding and unnecessarily obstruct views from the shore area and sensitive locations such as

7 Ada Street. The material while may be economic but is considered to be highly reflective and inappropriate for a structure in this highly sensitive location.

I would also question if there are any longer term plans to further develop the site in years to come. Given the bulk (3.5m) above the current first floor roof area it appears that there could be some long term plan to provide a 3rd storey to the building. If the proponent was serious about providing a club that is sympathetic with the surrounding environment rather than increasing the height of building by 5 metres. The design of the structure should be modified and the final height of the building restricted so that views are not unnecessarily blocked.

The existing 2nd storey of the building was designed sympathetically fitting in with the rest of the building and does not significantly obstruct views. The proposed expansion (700% increase in GFA) and 12 metre high building will directly block views from 7 Ada Street. It is difficult to determine the exact impact that the additional 5 metres of height will have due to the lack of information provided in the EA. A comparison between the height of the existing building with the proposed 12 metre high building at this point should have been provided as the potential impacts are significant given the highly sensitive location of the waterfront.

The loss of views from 7 Ada Street will have a direct impact on property value in addition to the other impacts associated with the substantial increase in use of the site including problems with parking , operational noise and security.

Despite the comment that the club will retain the existing footprint, there will be a significant increase in the height, bulk and reflectivity of the building due to material chosen. The reduction 4 swing moorings will have little or no noticeable offset to the concentration of masts penetrating the skyline as there will still be around 50 swing moorings in Belmont Bay. The proponent has failed to assess the full visual impact of the proposal and therefore has not addressed the requirement of the DGRs.

Ecological Impacts

The Seagrass Management Plan in the appendix of the EA has found that the swing moorings in Belmont Bay have had a significant impact on the sea grass meadows. If the club was serious about reducing the impact of the proposed redevelopment on the lake it would relinquish all of its swing moorings. The club

acknowledges that it has 12 moorings leased/owned and it is only prepared to relinquish 4 of those despite the provision of an additional 56 wet berths.

A visual count using the aerial photography in the EA shows that there are in excess of 50 swing moorings adjacent to the club. Little if any consideration has been given in the EA to the 50+ swing moorings not leased by the club. However, these moorings clearly only exist in the current location due to the presence of the club including onshore dinghy storage facilities for these vessels. They may be leased by private individuals from the Maritime Service Board but they utilise the yacht club facilities and therefore have a direct impact on the environment in this location.

The proposal provides no improvement or change to the number of the swing moorings that are privately leased. These types of moorings are recognised as having a significant impact on the ecological values of the lake and physical damage to sea grasses. Sea grass beds are extremely sensitive and the damage caused by swing moorings is clearly evidenced by the aerial photography in the EA.

The additional wet berths should only be allowed if all of the 50+ swing moorings are relinquished. The yacht club may only have 12 registered swing moorings, however, many of its members lease the swing moorings in the adjacent area. There is currently no plan or actions being taken to reduce the number of private swing moorings and a coordinated approach is needed to address this significant environmental problem. All of the relevant state agencies and local government need to work together to address the problems associated with the 50+ existing swing moorings. This needs to be completed the yacht club is allowed to provide additional wet mooring facilities in this area.

Impact on sea grasses following construction

The engineering report suggests that the removal of sea grass that accumulates in the Ada Street causeway could be combined with Lake Macquarie Council's regular maintenance program of a nearby storm water pipe (p 21 of Appendix 20). It does not seem reasonable to expect that Council and the community should take on the responsibility of clearing accumulated sea grasses that occurs beneath the bridge. Furthermore, the environmental impact of "monthly dredging" in this area has not been addressed although the statement of

commitments (Section 9 of EA, pg 143) in the EA presents the action as ongoing requirement.

The commitment to undertake monthly dredging in the causeway on Ada Street may address the concern of odour caused by rotting sea grass and sediment but the impact of this action has not been addressed. There is no consideration given to the disturbance of ASS likely to result from regular dredging. In addition, no details are provided regarding the management of materials to be dredged including the disposal of dead sea grass and accumulated sediment or the physical impact that the removal may cause along the adjacent shoreline. The proposed monthly dredging does not appear to be environmentally sustainable and the issue regarding the permissibility of this activity has not even been considered in the EA.

Noise and vibration associated with construction

The duration of the construction and staging of development is unclear. It appears that construction may occur over an extended period and construction noise prolonged. The assessment of vibration impacts appears to have been focused on the use of rollers rather than pile driving. It appears that piles will be installed to enable the expansion of the car parking area near Ada Street. Monitoring of noise and vibration during construction is recommended but this will not address impacts should they be unacceptable. If approved, the conditions of the project approval should set appropriate criteria and include monitoring of critical construction activities such as pile driving near residential areas to demonstrate compliance. The proponent should also be required to undertake pre construction surveys of adjacent residences by a qualified structural engineer in case the impact of pile driving causes damage during construction.

Noise associated with long term operation and activities

The acoustic assessment provided in the EA and supplementary information leaves a number of questions unanswered. The supplementary information prepared in response to the Department of Planning's request for further information also seems to lack detail. The background noise level used in the noise assessment appear to be based on conditions in Walter Street which is much different to the site due to traffic, Gunya Hotel and closer proximity to the Pacific Highway.

I would request that a specialist acoustic engineer review the assessment provided. The long term management of noise from the development raises concerns. Heavy reliance appears to be based on management actions such as restriction of hours, limiting use of outdoor areas. From a noise perspective it would be better to engineer and design the facility so that noise is mitigated. Investigating noise problems following the construction of the facility will be too late.

Neighbourhood amenity and impact on property value

The proposed development is unsympathetic with the character of the surrounding area. Although the EA suggests that the building is not out of character, a five metre increase in height of the building and the chunky design is unsympathetic to this visually sensitive environment.

The shortfall in parking will lead to many patrons having to park in surrounding streets. Many people will return to their vehicles by foot late in the evening. This raises concerns over safety and security with bad behaviour often exhibited by people who have often been consuming alcohol.

Although difficult to quantify, there will also be a direct impact on surrounding property value as a consequence of the proposal. The restriction of views, increased noise levels, parking problems and environmental consequences have not been taken into account.

Community Consultation

There has been no consultation with the public regarding the current proposal as outlined in the EA. The proponents have been considering possible options over many years and contact was made some years ago about various configurations including the possibility of an additional island being built. However, it is important to note that during the last 2 years when the current proposal has been formalised and the EA prepared, there has been no contact or effort to inform local residents about the proposal. This point is particularly frustrating for the community and local residents as they have been unable to raise their concerns to ensure contingencies have been made to address these concerns.

Section 10.1 of the DGR's clearly specifies that consultation with the community should take place and mitigation measures developed to address community concerns. Some of the issues of concern outlined in this submission may have been avoided if local residents including myself were consulted as required. While some residents may be aware of the proposal due to their association with the yacht club, this does not abrogate the proponent of their responsibility to inform all parties of the proposal and afford them the opportunity to comment on the proposal. There is no mention of community opposition in the EA as the residents have not been given an opportunity to provide their feed back.

Director General's Requirement's

It is noted that the DGR's are due to expire 13/10/10 and it appears that the applicant has rushed the exhibition of the EA to avoid the need to reconsult with government agencies. Given the potential impact of this development and the sensitive coastal location of the project it is recommended that the relevant agencies assess the application in terms of their current requirements.

The local community should also be informed of the current proposal. Many people are probably not aware of the proposal as no effort has been made by the proponent to inform the local community of the plans. No effort has been made to contact me directly regarding the project in the past 2 years and I have not seen any advertising by the club regarding the redevelopment or inviting participation in meetings or discussion regarding the matter.

In accordance with the requirements of the EP&A Act, the proponent should be required to undertake community consultation. The site is in a sensitive coastal zone and the community is therefore entitled to participate in the planning process. At the very minimum, the DG should consider an extension of the public exhibition period to allow more time for comment to be made.

Access to material required to support the application

I would also like to voice my concern over access to materials provided in support of the application. It is very difficult to assess the documentation provided online and in particular the plans and exact details of the project. It is unreasonable to expect that the general public has access to printing equipment that can reproduce the volume of material including the large scale plans. Although I am a neighbour of the proposal and will be directly impacted, I was unable to get a paper copy of the EA to review at my leisure. Efforts were

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made to secure a paper copy of the documentation from the Department and Council but they were unable to provide me with a copy to keep.

I would therefore request that the Department of Planning and associated government agencies including council, carefully consider the plans so that it is clearly understood where the exact boundaries of the new shoreline will be. The existing footprint needs to be surveyed independently to ensure that the lateral expansion is kept within the approved area. The scale of plans provided with the EA make it impossible to clearly delineate boundaries and exactly how that may affect my property. The way that the information has been presented and proposed construction methods allows the development to be expanded beyond the existing land mass. This is another effort by the club to again increase the overall footprint by lateral expansion of the land mass.

Conclusion

As outlined above, there is clear evidence that demonstrates the EA presented in support of the application to redevelop Lake Macquarie Yacht is deficient and flawed in a number of areas. Based on the proposal described and the information presented in the EA, the Director General should refuse the application as the requirements of the EPA&A Act have not been satisfied. If the proponent proceeds further with the application, any supplementary material should be publicly exhibited and relevant agencies consulted again.

Yours sincerely



Douglas and Judith Pitcairn

CC Minister for Planning
Member for Swansea
Mayor, Lake Macquarie City Council
Newcastle Herald

OBJECTIONS

1 The use of Landfill to create extra car parking areas has already proven impractical as evidenced by the existing car park created by landfill. It has led to the extra siltation of this site. The tidal flow from south to north has been impeded. The drainage canal adjacent to the shore allows very small water current flows especially when subject to rough weather. As a result the northern end of this canal has become a repository for the material scoured from the southern shore of the lake induced by contained wave action created by this landfill island.

2 When seeking residential support for the last expansion of the LMYC area As an inducement the promise of no more swing moorings would be necessary and Belmont Bay would become much easier to navigate. The opposite has taken place and navigation of this area especially at night can be very dangerous/

3 Part of the present area designed to provide car parking is now occupied by Trailer sailor yachts which require at least 1.5 spaces per yacht. This was not disclosed in the previous development application

4 The duplication of a Marina Facility with additional swing moorings has produced a proliferation of small dingy boats scattered along both the perimeter of this parking area with again more allocated car spaces taken up by dingy parking facilities.

5

The location of alternative sites has only been briefly discussed and passed over as too hard to achieve. However the LMYC already owns such a property well located to provide additional car spaces. This has never been offered as an alternative

6

The threat to both the environment of the lake bed and its flora in front of Cullen Park and to impact on the public view of the lake to be replaced by a huge mass of land used exclusively by Club members 2 or 3 times a week is the Main objection

7

Mention has been made of 3 other applications for Marinas in Lake Macquarie this could lead to the precedent of Lakefill for parking as the major parking source in their applications

This proliferation of Marinas should lessen the need for such a large development as this at Belmont LMYC

8

A suspicion of haste to receive approval before the other applicants for Marinas is evident as work after approval is to be staged over a lengthy period

D & J PITCAIRN
7 ADA STREET,
BELMONT 2280
(02) 4945 2317

Objections for consideration in reference to plan MP08-0045 LMYC submitted by owner resident of 7 Ada st Belmont.

Parking.

The project does not adequately address the problem of parking, whether now or in the future. At Present peak use at times on Saturday and Sunday afternoons Ada st and the adjacent park have to try to accommodate at least 200 vehicles. By count at 1pm Saturday and Sunday 25/26/9/10 parking encroaches on neighbors in Walter st and completely alters residential way of life. Incidentally, the LMYC owns 2 premises adjacent to this area but has not suggested their use as parking areas. 50 new berths in the marina must generate more vehicular traffic which does not appear to be addressed by this submission.

Landfill.

The use of landfill to create motor vehicle parking has already had it's Impact on the ecology of Belmont Bay and should in hindsight never have been permitted in the first place. This project seeks to widen its landfill area by 3 meters by expanding to the side walls with an increase in height of 1/3 of a meter overall. This is a lot of impact on the environment.

Visual Impact.

The visual impact of the proposed building on the landscape of Belmont Bay appears to be too large and too great. Visually the new building will be at least 50% higher and greater in extent. It should be restricted to the present building height including the roof structure.

Conversion of Public Assets.

Proposed conversion of the public parking area to control of the LMYC disregards other users of the access that this facility currently provides.

Submitted by Douglas Pitcairn of 7 Ada st Belmont on 1/10/2010.





At a meeting of a Committee of Concerned Residents of Belmont Bay 2280

Held on Tuesday 5/10/2010 to discuss and examine the information
On the Lake Macquarie Yacht Club Expansion Proposal MP08_0045

The following Resolution was carried

1.
Regretfully to request the refusal of this submission
2.
Further discussions with the community on how to resolve this matter
Would be welcome

RESIDENTS PRESENT AT THIS MEETING WERE

George Clift of 47 Walter Street Belmont
Tommy Clift of 47 Walter Street Belmont
Col Swan of 689 Pacific Highway Belmont
Joy Hughes of 21 Camberwarra Av Belmont
Jessie Williams of 17 Bellevue Road Belmont
Todd Brouwer of 23 Bellevue Road Belmont
Melissa Francis of 20 Church Street Gateshead
John Gillard of 686 Pacific Highway Belmont
John Lyons of 662 Pacific Highway Belmont
Owen Roberts of 5 Clift Street Belmont
Joan Lovell of 3 Clift Street Belmont
Fay Steggles of 686a Pacific Highway Belmont
David Johanson of 673 Pacific Highway Belmont
Douglas Pitcairn of 7 Ada Street Belmont

D & J PITCAIRN
7 ADA STREET,
BELMONT 2280
(02) 4945 2317

Petition AN URGENT MATTER

We the undersigned wish to express objections to the proposed expansion of the Lake Macquarie Yacht Club Marina, MP08-0045 and call on the NSW Minister for Planning to consider the significant negative impact this development will have on the community, environment, property values and appearance at this site on Belmont Bay.

Objections

1. **Parking** - Already Inadequate for this location.
2. **Visibility** - Too large and too high a building over water – visual impacts over a wide area of Belmont Bay.
3. **Noise and Pollution** – Already exists, no increase wanted.
4. **Siltation** – No more landfill on this site please.

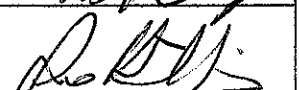
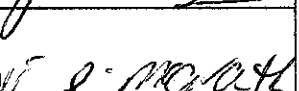
Name	Address	Signature
B little	Belmont Bay	
D Fock	Shallow Bay	
N. Smith	Belmont	
R. Housers	Belmont	
C. Coles	Belmont	
QREN HARTLEY	ERNEST STREET BELMONT	
Cona Skidmore	258 Saint Marys Rd Belmont Bay	
K. EDWARDS	KYNETON ST, BELMONT	
N. MIRNE	1 LAWFORGERS WARNERS BAY	
M. Francis	80 Church St Gateshead 2290	

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Name	Address	Signature
P.A. Smith	7 Cliff St Belmont	
L. Waite	12 Seacroft St	
B. Nelson	84 Northcote	
J. Kelly	69 PERSIMMONIA Belmont	
L. Mcgath	24 WALTER ST BELMONT	

LMYC REDEVELOPMENTo RESUME

To enlarge and rebuild the existing premises at 9 Ada Street Belmont
Known as the Lake Macquarie Yacht Club.

The information revealed

1 To extend and enlarge the existing marina section to accommodate
70 additional vessels by extending the existing wharf structure further
Into Belmont Bay. Reason being loss of depth due to an ongoing siltation
Of Belmont Bay

2.

As an ancillary to this proposal Car Spaces for the parking of 80 Cars
Would be created by landfill alongside of the existing artificially filled area
Clumps of Seagrass known as Posidonia Australis (protected) would be
Destroyed.

These TWO items to be completed as a first stage of the redevelopment
Within the current time limit and may take anything up to 5 years

3

Demolish and replace existing Clubhouse with a new 2 Storey
Structure as Stage 2 of this proposal

Authorities claimed to have been consulted are

Lake Macquarie Council and Mayor

Fisheries Dept

Waterways

Dept of Lands

The present input to this and encouragement to fill the Lake

In front of Cullen Park ignore the protected seagrasses and

Create a drainage canal system in front of Cullen Park.

This begs the question does all this input emanate from an officer

Of the planning staff who may also influence the decision on this
proposal

190 ✓ EHCWBS
25 11/10

A7 1 pm

ADA St + LMYC DMR

D & J PITCAIRN
7 ADA STREET,
BELMONT 2280
(02) 4945 2317

Once more the Lake Macquarie Yacht Club at Belmont is seeking to increase its Footprint in Lake Macquarie

This time it is a Multistory Building Complex served by a landfill road in the lake built up to half a metre above the lake and including finger wharves and increasing its penetration into Belmont Bay

In exchange it is willing to sacrifice half a dozen swing moorings. Any exercise of the imagination can see these moorings will be quickly taken up by members of the LMYC with no reduction in the number of vessels now creating a navigational and environmental hazard to the public wishing to navigate Belmont Bay especially after dark

Already local residents are experiencing problems caused by the number of vehicles trying to park in the vicinity of Belmont Tafe and the refurbished Gunyah Hotel. Now the LMYC wishes to create a Monolith in the Lake which to be economically viable must create a parking problem for Belmont Residents from Macquarie Street to Bellevue Road

Comparisons to the problems in the Ross Street area after the rebuilding of the 16 footer Club come to mind. At least this club did not try to seize a part of the Lake.

When originally given a lease in the 1930's the once public 6 foot wide wharf was divided by a large Gate built halfway along the wharf with provision of a jetty erected outside the gates to allow the public to unload their boats. No public access now exists. Also cross current waterflow to protect the lakebed was provided by two culvert type bridges spaced along the wharf. These no longer exist.

This area and its adjacent park can trace its History and Heritage back to the original settlement of Dr Threkeld and his aborigine friends. Now would be the time to seek the input of any aborigine claims on this site.

The value of this lease of a part of the Lake for a very large building and road must be of a very high commercial value and should attract a very High annual rental. This should be disclosed.

Attempts have been made to encourage this Club and its members to find an onshore area for their Club and boats especially with access to deepwater. This Club frequently complains about the water depth near its present building and the Swansea Channel for the boats it wants to attract.

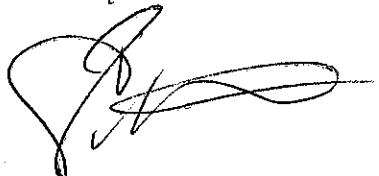
The coming State Government Election and Council Election should provide a forum for discussion before this is allowed to proceed. Expect some steamroller tactics before these elections.

Lastly has the LMYC been a good tenant and not indulged in illegal building activities on this site.

Written in good faith

Douglas Pitcairn
7 Ada Street
BELMONT

20/9/10.



D & J PITCAIRN
7 ADA STREET,
BELMONT 2280
(02) 4945 2317

Marek Cholinski - Online Submission from Penelope Pitcairn (object)

From: Penelope Pitcairn <groovepen@yahoo.com.au>
To: Marek Cholinski <marek.cholinski@planning.nsw.gov.au>
Date: 08/10/2010 22:07
Subject: Online Submission from Penelope Pitcairn (object)
CC: <assessments@planning.nsw.gov.au>

No. 8

I object to this proposal because it will have a detrimental and extremely negative effect on the area. Environmental assessments provided with the LMYC proposal clearly indicate that seagrass degradation and lake siltation problems will be exacerbated. Parking pressure will increase significantly if usage on this site increases. The increased height of the new club will block residents' views of the lake. The proposed expansion of the LMYC should be rejected as the site has reached its maximum capacity. Expansion of activity on this site is not feasible given the significant limitations of the site and surrounding area and the environment impact on the lake.

Name: Penelope Pitcairn

Address:
138 Baptist St
Redfern NSW 2016

IP Address: c-59-101-40-170.hay.connect.net.au - 59.101.40.170

Submission for Job: #2287 Lake Macquarie Yacht Club Expansion
https://majorprojects.onhiive.com/index.pl?action=view_job&id=2287

Site: #1485 08_0045 Lake Macquarie Yacht Club
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1485

Marek Cholinski

P: 02 9228 6284
E: marek.cholinski@planning.nsw.gov.au

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3 PAGE FAX FROM A.F. STEGGLES F.(02) 49453575
① PH(02) 49451818

No. 9

MARINA EXPANSION LAKE MACQUARIE YACHT CLUB MPOB DD45
AT 9 ADA ST BELMONT NSW

TO: THE ACTING DIRECTOR COASTAL ASSESSMENTS
DEPT OF PLANNING G.P.O. BOX 39 SYDNEY 2001
FAX NO 02 9228 6455

FROM: MRS A.F. STEGGLES 686A PACIFIC HWY BELMONT 2280

REGRETFULLY OVERALL I DO NOT SUPPORT THE PROPOSAL

REASONS: MAINLY INADEQUACY OF EXISTING, PROPOSED
OR ALREADY EXISTING ALTERNATIVE PARKING.

THE PROPOSED BUILDING IS MUCH BIGGER THAN
THE EXISTING (ONLY A VERY SMALL SECTION OF
THE CLUB IS 2 STOREY SO THE INFORMATION
FURNISHED IS MISLEADING.)

THE CONCRETE PATH PROPOSED FROM ANDERSON
PLACE WILL ONLY FURTHER OVERLOAD THE
INADEQUATE PARKING PROVIDED IN IT FOR
PICNERS & VISITORS TO LAKE FORESHORE OF
400 METRES. THIS IS THE ONLY ACCESS FOR
EMERGENCY VEHICLES (POLICE, FIREMEN & AMBULANCE)
GETTING TO CROWDS OF FISHERMEN, BOATIES & RESIDENTS OF
THE FORSHORE IN HOUSES, FLATS, BOATSHEDS &
IN PEAK TIMES, TENTS.

THE HASTE & LACK OF NOTICE TO THE COMMUNITY THAT
HAS OCCURRED. PEOPLE LIVING ONLY ONE HOUSE BACK
FROM THE LAKE ARE TOTALLY UNAWARE OF THE
PROPOSAL. I FEAR THEY WILL BE STUNNED TO SEE

... THEIR

3 PAGE FAX
FROM A.A. STEGLER

(2)

THEIR LIFE STYLE CHANGED IF THE PROPOSAL IS APPROVED IN HASTE. YOU MAY BE AWARE THAT MOST PEOPLE IN THE AREA ARE WORKERS WITH A LONG LABOR HISTORY. THEY WILL BE DISGUSTED WHEN THE SIZE & INCONVENIENCE CAUSED BY THE EXPANSION BECOMES KNOWN.

GENERAL: WE RESIDENTS LOVE & ARE PROUD OF OUR HISTORIC YACHT CLUB & DON'T WANT IT TO RAIL & BECOME UNECONOMIC.

IT IS JUST THAT THE PROPOSAL APPEARS FAR TOO AMBITIOUS FOR THE AREA.

THE MAIN PROBLEM IS CAUSED BY THE INCREASED NUMBER OF VEHICLES ATTRACTED.

BOAT CREWS TEND TO NOT ARRIVE TOGETHER SO 64 MORE BERTHS COULD EASILY ATTRACT ANOTHER 200 CARS IN ADDITION TO EXTRA SPECTATORS, STAFF, OFFICIALS DRINKERS & GAMBLERS - MAYBE 400. ADJACENT BUSINESSES & RESIDENTS NOW HAVE TO CHASE AWAY DRIVERS PARKING ON THEIR PROPERTIES ON BUSY DAYS.

MANY 'PARKERS' ALSO IMBIBE & FREQUENTLY LEAVE US THEIR CARS UNTIL MONDAY AFTERNOONS AFTER WORK - FROM SATURDAY - THIS ALREADY CAUSES STRESS.

THIS AREA OF BELMONT WAS SETTLED & DEVELOPED EARLY LAST CENTURY. THE STREETS ARE NARROW, HOUSING DENSITY & POPULATION IS HIGH & CARS WERE NOT CONSIDERED OR KNOWN WHEN THE YACHT CLUB STARTED.

IT IS VERY SAD THAT THE CURRENT CULLEN PARK LAND ONCE BELONGED TO THE YACHT CLUB BUT IN TIGHTER TIMES WHEN THEY COULDN'T AFFORD TO PAY THEIR RATES THEY GAVE IT TO THE COUNCIL.

IF A STRIP COULD BE MADE AVAILABLE FOR CARS MUCH OF THE PROBLEM WOULD DISAPPEAR & THE PARK WOULD BE MORE FREQUENTLY USED BY PARENTS WITH YOUNG CHILDREN, & LESS BY DRUNKS & DEADBEATS.

... BUT

3 PAGE FAX
FROM AF. STEGLES.

(3)

BUT AS YOU WOULD BE TOO WELL AWARE ONCE GIVEN SOMETHING
"THE PUBLIC" NEVER WANTS TO GIVE ANY BACK.

IF POSSIBLE PLEASE DEFER MAKING AN APPROVAL
DECISION UNTIL MORE IS KNOWN.

YOURS SINCERELY
J Steggle