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PYRMONT NSW 2009

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18 September 2018

Application No.	MP 08_0098 MOD 13
Location.	20-80 Pyrmont Street, Pyrmont
Proponent.	Star Entertainment Group Limited (hereafter SEGL)
Council Area.	City of Sydney
Approval Authority.	Minister for Planning or Independent Planning Commission under the Environmental Planning and Assessment Act 1979.

Submission of Objections with Grounds as follows: Noise impact, Air impact, Light impact, Security & Privacy impact

16 Pyrmont Street is our residential home. Our home prior to the 1994 Pyrmont Power Station demolition, excavation, construction and beginning of the Casino build, completed in 1997 and located at 20-80 Pyrmont Street, Pyrmont. This is not the first major development we have lived through as an identified by SEGL sensitive receiver / direct / adjacent / adjoining neighbor. It is the first major development our home / we will live through as a SEGL sensitive neighbor, since listed as a Heritage Item in the Sydney Local Environmental Plan.

16 Pyrmont Street is a Heritage Item, located adjacent to the site of this development application in a Heritage Conservation Area, we are listed on the LEP as having local significance. We are part of 3 residential terraces 37 meters from the perimeter (flag poles) of the former Sydney Electric Light Station Building (hereafter SELS Building) located on corner of Pyrmont Street and Jones Bay Road, Pyrmont. Our property fences join with Jones Bay Road.

All 3-terrace homes; lounge room, master bedroom and balcony are on street - Pyrmont Street. We will be strongly and negatively impacted by increased vehicles and pedestrian traffic 'This new entry transfers vehicles away from the heavy pedestrian demand areas in Pirrama Road (up to 400 pedestrians an hour) across to quieter areas in Pyrmont Street. Thereby assisting in reducing overall vehicle/pedestrian conflicts at the site.' **We appreciate that this proposed development might benefit the proponent. It is blatantly clear the scale of extra traffic (vehicle and pedestrian) and 'conflict'** which will be relocated too the front of our terrace home is severely detrimental to the ongoing health, safety and security of our home and living in it, as is.

Further, SEGL is proposing '**formalising the bus zone on Pyrmont Street**', '**formalising coach parking with time restriction on Pyrmont Street**' As our 3 x Pyrmont Street terrace homes master bedrooms are the height off road equivalent to parked (and off) and running (while parked) Buses / Coaches – We strongly object to **stationery vehicle air pollution (exhaust emissions and wheel generated dust) plus noise pollution** being funneled into our master bedrooms and living rooms. Coach / bus parking on Pyrmont Street will further add to vehicle and people generated air and noise pollution. Our terrace, 16 Pyrmont Street has maintained its original passive ventilation – air vents next to the front door (lounge room) and balcony walls (master bedroom). A previous 18 Pyrmont Street owner modified /closed these air vents and have subsequently decreased air flow and increased property management as mold builds up on their ceilings. Also noted from SEGL documentation there are 1,200 on-street parking spaces within walking distance of the Star, accumulating traffic and parking pollution impacts.

SEGL documentation repeats '**transferring traffic movements away** from heavy pedestrian demand flows at Pirrama Road to quieter pedestrian areas in Pymont Street' which suits the proponent and is used by SEGL to justify its strategy for a **new Pymont Street entrance to parking**. Just as the SEGL will mitigate late-night operation issues caused by traffic and taxi queuing impacts / issues on Jones Bay Road (vehicle / people noise plus air pollution/ exhaust emissions and wheel generated dust). How will SEGL mitigate late-night operations, traffic queuing impacts / issues on Pymont street (vehicle /people noise plus air pollution/emissions) in front of our master bedroom and lounge room? Will NSW Planning & Environment or City of Sydney Council or the proponent assist mitigating this obvious issue before it occurs or after? All bodies of influence knowing there are a plethora of cited data and academic papers available to layperson and medical professional on the detrimental impacts of sleep loss.

Of the remaining 3 terrace homes (previously 4), the length of **16 Pymont Street, homes floor plan and orientation** (view from operable windows and doors on 3 levels) open parallel to Jones Bay Road. Taking in all Environmental factors: noise, light, odors and pollution, from only a road widths distance away from The Star (we are not an apartment above ground). We are alarmed and extremely concerned by the **Heritage Impact Statement** inaccuracies to suit the proponent's proposal. These Heritage Impact Statement inaccuracies are the basis for the submitted Mod 13 Environmental Assessment Report. Therefore these inaccuracies have significant roll on impacts upon all of the Mod 13 assessments, reports, build forms, design's, planning submissions, statements, strategies and decisions. All of which are at assessment stage before NSW Planning & Environment staff, plus City of Sydney Council staff.

The Heritage Impact Statement states the small row of terraces to the north of the subject site 'are orientated west, away from the subject site'. In actual fact, of the 3 terraces homes only 16 Pymont Street/our home has the majority of the property opening to Jones Bay Road. The proponent clearly omitted public information that can be found on State records, local records, a reality search and by Historic photos. For accurate Mod 13 assessment purposes, we welcome NSW Government and City of Sydney Council to confirm 16 Pymont Street, the middle terrace of the 3 heritage terraces has the same property layout / has not changed since our solicitors handed us the keys. 16 Pymont Street is the only property with 3 levels' of indoor living, kitchen, bathroom (shower, bath and toilet) plus 2 bedrooms and entire outdoor living area facing Jones Bay Road. **Out of the properties 8 rooms and outdoor living, 6 of these spaces over 3 levels open with full aspect towards Jones Bay Road.**

The proponent has recognized / acknowledged both in Mod 14 and Mod 13, that 16 Pymont Street is a sensitive receiver, the residence/home is also of historic importance and is an adjacent neighbor to the site. We are in continual contact (speed dial) with The Star's Noise / Anti-social behavior – Asset Protection Team along with the General Manager External Affairs for both regular Noise and Anti-social behavior, reporting new issues directly impacting our ability to sleep (noise / light pollution) or to feel safe in our home. And have keep a live document of each time we call/text/email The Star, City of Sydney Council and the Police – the list over many years is long and getting longer.

Note all the **photographic assessments, thus impact assessments** in the Mod 13 documentation are viewed perspectives from the footpath in front of St Bede's Church or viewed perspectives from the forecourt of the SELS building or viewed perspectives from apartments on levels above ground, not terrace homes on ground with backyards. None of the proposed development views and photographic assessments are actually from the 3 remaining terraces, thus the immediate and future views in all photographic assessments / regarding private views impacted and considered under the planning framework are skewed and inaccurate as far as actual views immediate and future from the 3 terraces homes.

Air Quality Report - Relocation of Diesel Generators flues positions is closer to our terrace home and further away from the Towers residents. Which suits the proponent's residential Tower and their outdoor balconies, winder gardens and negatively impacts our health living in our home on the ground. Our heritage home internal health for occupancy relies on natural sunlight and airflow. The Air Quality Report for air quality, noise and odor impacts during construction and operation does not show a management plan for measures to mitigate air borne pollutants for our ground level terrace home / a sensitive receptor. We ask that part of the ongoing SEGL communication with adjoining neighbors provides us with monthly notification of testing dates and time's for these generators, plus have the opportunity to provide feedback going forward.

Wind Environment Assessment - MOD13 modification to the development as approved under MP08-0098, up to and including MOD 14. Further consideration of wind impacts at 16 Pyrmont Street are required as the submission is not explicit in the Wind Environment Assessment report. As it reads if pedestrian wind assessments result in measured wind conditions at ground level (16 Pyrmont Street home is on ground / not an apartment) showing transient spaces for pedestrian activities will be continued at a comfortable level. However outdoor seating for dining – our kitchen and living room open to outdoor living / dining decking and backyard (therefore long term stationary activities) will be exposed to wind speeds for longer periods / frequencies of time and it is recommended local amelioration such as vertical screening and landscaping surrounding seated areas are utilized to help improve local comfort conditions. The assessments also states additional awnings would be slightly beneficial for the wind conditions and they would provide some shielding from wind and wind-driven rain. Design recommendations for SEGL based on the findings of their Consultant for the purpose of this development application also apply to 16 Pyrmont Street, our home is a roads width away from The Star. Who is going to provide 16 Pyrmont Street with amelioration for living conditions and shielding from the wind tunneling and wind driven rain with Mod 14 & Mod13 approval to build? NSW Government? City of Sydney council? the Proponent?

Access to natural day light, 16 Pyrmont Street will be negatively impacted by loosing natural day light – Shadow impact at Equinox between 10am – 11am plus. As we are heritage we cannot knock another window in our home or skylight – we are limited to by our heritage building / home. Sustainable living and working from home will require artificial lights to be on in the home mid morning to go about activities – this is not financially sustainable or a smart green energy plan. The Shadow reports typically comment on environmental impacts to apartments rather than houses at ground level. Note the proponents design for residential apartments require access to natural sun light and private, safe outdoor spaces (Juliet balcony or more) with a view at the cost of our home loosing access to natural light and privacy / security. Which suits the proponent's residential tower and their outdoor balconies and negatively impacts our health living in our home on the ground.

Services - Hydraulic / Electrical / Gas / Communications infrastructure

Details of the potential negative impact on existing trees (on public and private land) from Hydraulic infrastructure works on Jones Bay Road are absent from this development application. This development submission is missing details on how deep (horizontally and vertically down) are the mains and existing mains connection points beneath the rear of 14, 16 & 18 Pyrmont Street terrace homes as the existing connectors to authority water mains and the proponents water supply in Jones Bay Road runs beneath our properties. If the existing peak demand for the water main connection Jones Bay Road is to increase, works will need to be done to increase the size/ flow to the applicant's site. Any impact on the Jones Bay Road trees and private trees will further expose the 3 remaining heritage terraces to hundreds of occupied SEGL spaces with windows. Allowing for people to see what we do in our homes and when. Plus frighteningly, people will be able to see when we are asleep or not home. (Increasing Privacy / Security Risk concurrently with increase numbers of people). Service interruptions and impaired communications services (TV antenna reception) will occur as a direct result of the scale of the build next door to us.

Noted, The Mod 13 documentation for assessment by NSW Planning & Environment and City of Sydney Council indicates by completion of Mod 13 **the Jones Bay Road Taxi rank** will not exist (relocated to Level B02 Transport interchange). Thus, in theory relieving the proponent's current taxi design and taxi air and noise emissions. However See. Ref No:2018/422927 Proposed Parking Changes – Jones Bay Road, Pyrmont where City of Sydney is considering to reinstate the Taxi Zone outside The Star in Jones Bay Road, (from the temporary Pyrmont Street location at the time of this Mod 13 proposal closing). We remind City of Sydney of our letter 11 September 2019, regarding the Jones Bay Road taxi zone being reinstated. As it will result in increased occurrences of the ongoing indecent exposure and use of the rear of our terrace homes properties as urinals by queuing taxi drivers. City of Sydney and NSW Planning & Environment to pursue the proponent for the duration of Jones Bay Road as a taxi zone till completion of Mod 13 on this matter. The proponent to increase signage / wayfinding for taxi drivers to know where the closest public bathrooms are located, increase active security – perimeter walking security presence around taxi zone, increased passive security – more CCTV cameras viewing both sides of Jones Bay Road. As the queuing taxi services are there to provide The Star visitors and staff with transport long after dark and other venues in the local area are closed. Is SEGL installing an electronic taxi call system and removing the Jones Bay Road feeder rank as part of MOD 14?When?

The proposed SEGL restaurant and retail spaces to be built along Jones Bay Road. We strongly object to the hours of business for these spaces, as they will have no small consequence on the health and safety of our ongoing living in our home.

Café at corner of Jones Bay Road and Pyrmont Street façade of the SELS Building. We have major concerns in regards to **café on corner of Pyrmont Street and Jones Bay Road**. I.e.: Acoustic, lighting, crime prevention, hours of operation are a major concern. Architects and designers have specified hard surfaces that are a major concern for acoustics.

Dropping the **entry forecourt directly in front SELS Building** on the corner of Jones Bay Road and Pyrmont Street and not specifying acoustic glazing as balustrading around the space (as per Café on corner of Pyrmont Street and Union Street) is a major noise pollution concern. Specifying acoustic reflection materials rather than acoustic absorbing materials to pave and seat what will be a cavernous area will repeat the already echoing cavernous café on Pyrmont Street and Union Street corner. Which will further contribute to the cavernous and echoing PC driveway entry / space. As sensitive receivers and negatively impacted neighbors at ground level from the proposed café, we strongly object to the specified material choices for the forecourt paving and lack of acoustic glazing / balustrading surrounding the cafe design – designs currently submitted lack any acoustic integrity. The design language is mirroring Antidote the current café on the corner of Pyrmont Street and Union Street.

While we recognize the **passive security measure** of the development site perimeter activation – We challenge NSW Planning & environment and City of Sydney Council to ask the proponent - Where is their Environmental, Historic, Community, Architectural and Design contractors informed decision in specifying acoustic materials for the governing bodies / decision makers to view in this submission? And where it the transparency for the café in regards to SEGL management / operation plans / security strategy?

We also strongly object to the proposed **hours of the café** that is 37 meters from sensitive receivers, ground level historic residential homes. Antidote is opposite commercial properties and currently keeps the following hours: Mon, Tue, Wed, Thur, Fri 6am > 8pm. Sat & Sun 6:30am > 8pm – We would agree to these hours for the SELS Building café on the corner of Pyrmont Street and Jones Bay Road, not later! As the proposed café and café hours on the corner on Jones Bay Road is opposite residential - sensitive receivers occupied day and night homes.

Further questions for NSW Planning & Environment and City of Sydney Council staff to ask the proponent are: How will the space be managed at closing time nightly to ensure occupants move on and away from our residential properties? Will alcohol be served in this café / venue? Will the space be excessively light after dark? Will the lighting be below tree branch level or above? Will additional CCTV cameras be installed to continuously monitor the outdoor urban café seating landscape after the venue has closed, through to opening hours?

We reject the Heritage Impact Statement suggestion to the Government and Council decision makers that the SELS Building café proposal on the corner of Pyrmont Street and Jones Bay Road, as it states the SELS Building cafe does not compromise the setting of the heritage items it is in the vicinity of. And of which our homes are a part. We reject the suggestion that after dark activation of the corner closest to our heritage ground floor homes will enhance the quality of the area. This proposal will add further to compounding noise pollution flooding directly into our master bedrooms and lounge room, thus have negative impacts on health / sleep. This proposal will add further negative impacts on our homes safety and security; increased numbers of people upon our doorstep increases the risk of property damage plus negative safety and security impacts.

Today, 18 September 2018, is the start of the **Tower Crane Installation** with authorized Traffic Controllers and Police presence for the 39 hours of road closures, part of MP08_0098 Mod 14 A and associated Construction Traffic Management Plan. 16 Pyrmont Street received a letter from Built's Communications Engineer (SEGL's appointed Contractor). We were also informed of the disruption to sleep by the SEGL General Manager of External Affairs. Note: No provision/ offer of alternative accommodation for the disturbed nights was provided by either Built or SEGL.

Mod 13 **Arboriculture impact assessment report, version 9 is dated 14th March 2018 (Autumn)** provides information and rational on trees surrounding the site, and which trees are proposed to be removed and replaced, we appreciate the report on tree removal /replace details. However drawing to the attention of the decision makers NSW Planning & Environment and City of Sydney Council, there is 2 lines in this document to cover **Wildlife Habitat dated 14th March - an Autumn assessment** which state 'All of the trees are exotic (introduced) or non-local native species that would be of some benefit to native wildlife. However, none of these trees contain cavities that would be suitable as nesting hollows for arboreal mammals or birds or other visible signs of wildlife habitation.'

Failure to plan, an autumn assessment thus wildlife risk decision in 2018 will be null and void of accurate results for this site. As ability to see all branches to know if there are nested cavities or built nests of any size is shielded due to the trees still being in full foliage and some over 20 meters in height from ground level. This assessment and documentation needs to be completed and resubmitted to NSW Planning & Environment and City of Sydney Council plus put on public display / notice for comment from the month in which the trees are actually to be removed. Information the proponent has not specified in this submission.

We take to task the decision makers to call an absolute stop to SEGL tree removal should the time of year for proposed tree removal be ending Winter / Spring (prior to leaves popping prohibiting clear vision of nested cavities or nests in tree branches). This stop would be until a full new assessment of each tree proposed to be removed, is certified free (not by artificial means) of mammals or bird's nests of all sizes.

Over August, September 2018, I have been watching an unusually exposed Currawong nest (20 plus meters up, built from branches) in the tree next to the current Darling Hotel drive way on Pyrmont Street and directly in the Tower Crane Installation work zone / road closure zone, which could be damaged or worse. I spoke with, wrote and provided still photos and video of the tree location and active nest (fledgling Currawong head seen above the branches from ground level). The action of Built was outstanding, some of the correspondence reads 'we will carry out a tool

box with all the workers in the morning prior to the work starting. The tool box will inform the workers on the location of the nest and keep it front and centre of their mind to be vigilant and careful while they carry out their works.' Built detailed: 'tag lines to be utilized as loads are lifted to ensure control is in place with lifts.' 'Task lighting not to be directed into trees.' and 'Currawong being a native bird must be protected.'

I have commended Built staff personally and publically commented to BirdLife NSW and Birds in Backyards and on social media how Built have managed the lead up to the Tower Crane Installation over the next 39 hours. Which will still be environmentally very disturbing for the young Currawong/s and the nesting parent and feeding parent considering the constant high volume noises, large-scale mechanical movements and generator fueled floodlights after dusk. This situation however has been well handled and sets a bench mark for the decision makers to amend the project conservation management plan of Mod 13 for the arboriculture stages (documentation and actual tree removal) plus Wildlife Habitat Assessment.

18 & a16 Pyrmont Street lived in attic bedroom windows open for ventilation, taking in all noise horizontally and 37 meters away from The **SELS Building second floor out-door terrace**. We oppose any further / future new openings or vertical additions on the heritage SELS building North West corner, as they would have substantial negative environmental and health impacts on 16 & 18 Pyrmont Street.

18 & a16 Pyrmont Street lived in attic bedroom windows will be negatively impacted by the **solar glare** as per the reflectivity assessment flat section of facades modeled – western façade.

The shortfall of **The Jones Bay Road entry modifications** including 'line marking changes, modification to the existing median and loss of up to 5 on-street parking spaces along the northerner kerb of Jones Bay Road' – This proposal lacks substantial acoustic works needed to improve / meet additional offensive noise pollution arising from the cavernous and echoing space/ Jones Bay Road entry as it is.

The new first floor slabs/ ceilings over the Porte Cochere (hereafter PC) are currently not acoustically mitigating the environmental noise of vehicles / pedestrian presently. Therefore the redevelopment /entry modifications of Jones Bay Road and the PC space will concurrently increase numbers of vehicles / pedestrians and environmental pollutants. We reject this proposal, which lacks acoustic sound absorbing (not reflecting) design materials. As it negatively impacts our ability to live in our home with ventilation – Our home opens to Jones Bay Road by way of original floor plan, open able windows and doors of living, kitchen bedrooms and bathroom spaces. As the proponent has submitted plans to achieve suitable overhead clearances on the access ramps the western side of the PC, works could at this point (if not before) include wrapping the area with acoustically absorbing material.

The proposed **Jones Bay Road Food & Beverage tenancies accessed off existing walkway** from Jones Bay Road adds further people noise (at end of trading) congregating in a cavernous corridor surrounded by material choices that reflect noise. Materials specified for this area need to absorb noise.

New Restaurant and Retail spaces on Jones Bay Road are missing access points / wall openings / door & glazing details an architectural and design level submission to NSW Planning & Environment and City of Sydney Council level. Granted specific tenants may not be confirmed. However access points / wall openings / doors & glazing details to restaurant /retail occupancies are obviously missing from the architectural and design plans. Following the basis of current proponents restaurant /retail tenants closing business 11pm - Mon,Tue, Wed, Thur . Midnight - Fri & Sat and 10pm on Sundays. This missing architectural and design detail directly relates to noise pollution / people congregating on Jones Bay Road which will negatively impact sensitive respondents / us living in our home.

We strongly object to restaurant / retail opening directly onto Jones Bay Road.

We strongly object to Restaurant Street adjacent to Jones Bay Road proposed operation al hours of 7am till 2am.

We strongly object to Small café, Jones Bay Road adjacent to Tower residential entrance proposed operational hours 7am till 12am.

We strongly object to

We propose earlier trading close times on all days and door openings are internal, not directly onto Jones Bay Road.

We encourage NSW Planning & Environment plus City of Sydney Council to not approve the proponents application until missing details of wall openings / doors are resolved if not already at a design stage and details have been provided with transparency and explicit information to sensitive respondent neighbors to access and comment on.

Internal site work for mod 14 and mod 13 will be 24/7 (with noise restriction management), requires **24/7 Site Accommodation and Amenities**. We request of the applicant and of the decision makers that the site accommodation and amenities location is away from sensitive respondents neighbors / us. As SEGL contractors and subcontractors have shown us living a roads width away from site and witness to years of ongoing works on site – contracted workers arrive from 5am, congregate, smoke, eat and drink along Jones Bay Road before entering the site to be inducted or start work.

Bike Share Spaces – ‘SEGL to provide 35 Class 1 bike spaces and 62 visitor bike spaces to encourage active transport and mitigate impacts of the development’. We understand the proponent is to meet the green transport credentials for the benefit a successful travel plan on a City of Sydney Council and NSW Planning & Environment stage. The proposal lacks credible holistic detail for Environmental design in the activation of Jones Bay Road bike share spaces. The proposal does not mitigate passive and active security with acoustic design or structural design. This submission fails to detail the external bicycle share space on Jones Bay Road to the extent of other areas SEGL Environmental plan must consider to be approved. The submission shows no more than a blue highlighted box with a bicycle image on the pavement, there is no further detail for sensitive residential neighbors to comment on, let along City of Sydney Council or NSW Planning & Environment to approve this ‘proposed location for visitor bike parking on Jones Bay Road’. City of Sydney Council and NSW Planning & Environment are to give consideration to walling (acoustically) the bikes rather than leave them open to the public. Bikes have bells enforced by NSW Police – Acoustic Issues, passive and active security issues. The current development application specifies material choices that reflect noise rather than absorb noise along the Jones Bay Road corridor.

Surrounding Properties Management - **Community Liaison Officer, Communication meetings with Contractors, contact details for Mod 13 Main Contractor, Disruption shutdown to Services Notification** and all prior to commencement of works has been documented to be offered (Construction Management Plan) by the proponent as part of this development submission to NSW Planning & Environment and City of Sydney Council. Please note 16 Pymont Street is our residential home, we have been identified by the proponent as a sensitive receiver / direct / adjacent / adjoining neighbor. We also work from home when it suits. Mod 14/Mod 13 combination is the first major development our home / we will live through as a recognized SEGL sensitive neighbor, since listed as a Heritage Item in the Sydney Local Environmental Plan. And we have not been contacted by a Community Liaison Officer or had Communication meetings with the Contractors. We urge NSW Planning and Environment and City of Sydney Council to have SEGL include 16 Pymont Street despite being ground level and not having the numbers of apartment buildings or a commercial entity.

Of great concern and for further SEGL clarification by NSW Planning & Environment and City of Sydney Council is, **Noise & Vibration Management** ‘Work practices that minimize noise and

vibration will be used wherever possible. These include but are not limited to: Flexible working hours avoiding noisy work during peak business operation times.' We strongly object to the practices of minimizing noise and vibration not being adhered to for the remaining (un) peak residential / living / sleeping hours for health living in our adjacent sensitive home.

We appreciate the proposed **Neighbourhood centre** on paper and community consultation prior to this stage. With consideration, we strongly object to the proponents intended Operational times of the Star Neighbourhood Centre – Note, the Function Space being operational on Sunday till 11pm. Operational times should not exceed 9pm on any day in any of the spaces (internal, external, terrace, café). Patron noise entering, leaving and milling around the Neighbourhood centre any day after 9pm would negatively impact the neighbors environment – negating the environmental values and qualities of the sites objectives. The current development application specifies material choices that reflect noise rather than absorb noise along the Jones Bay Road corridor.

Additional **Environmental Impact** by the logic and fact, the proposed works are designed for additional glazing / windows / viewers. As MOD13 modification to the development as approved under MP08-0098, up to and including MOD 14, SEGL will increase the current 100 plus available windows / viewers can look out of directly or down into our home to additional hundreds of windows / views can look out directly or down into our home. The extent of change and the negative visual impact with both proposals height and bulk of glazing and said glazing's impact our homes Privacy and Security, ensure we are further exposed and our risk by criminals is increased. Increased numbers of criminals can see into our home and see the potential rewards of crime. Increased numbers of criminals can also see the effort and resources required to commit crime by seeing into our home. With the addition of the Pre-function space, external (exposed gaming spaces, more outdoor milling spaces / winter gardens, more Juliet balconies and residential / hotel rooms windows (the Tower) we are at risk of extensive visual exposure. As per our objection letter to NSW Planning & Environment 20 July 2017 opposing Mod 14, which we included photos from our shower, toilet, bath, kitchen, indoor living area, outdoor living area, backyard and 2 bedrooms looking at the SEGL site glazing only 37 meters away in some parts. We are down onto and have the capacity to be looked into which is about to increase exponentially and along with this increases our risk for security issues, as our privacy decreases, as the sheer number of spectators increases. We often have family members that are children stay with us, Child privacy risks increase as SEGL spectators can seen what we do or don't to when we are home and frightening when we are asleep or out (view sharing) This poses a dangerous risk to us living in our home and sharing time with family and children in our home. The Environmental impact of more glazing / windows/ views is an increased risk by statistical probability of crime, consequence and situational opportunity upon our home and us living in our home. Increased CCTV all along Jones Bay Road and Pyrmont Street viewing both sides of the streets and monitored 24/7 should assist in apprehension.

The Star Travel Plan (draft) objectives and targets take into consideration 'Healthier staff who therefore take fewer sick days and are more productive'. We need reassurance that NSW Planning & Environment plus City of Sydney Council assess the proponent's development application with not only the SEGL's staff health and safety considered. This major and significant development (both construction and operational phases) is relative to major and significant negative impacts on our ongoing ability to live homes safely and healthily.

SEGL documented the cumulative noise emissions and potential for external ambient noise to impact noise sensitive users of the proposed development including hotel bedrooms and residential accommodation were assessed. Several glazing and façade specifications have been incorporated into the design of the Tower to ensure adequate acoustic amenity to the hotel and residential users while maintain adequate ventilation. Would SEGL like to adhere to its own best

practice principals and provide appropriate livable context, plus to achieve environmentally and safe outcomes for its site inclusive of sensitive, ground living, historically listed neighbors?

Unless there is a play on the board at a local or state level to have us not be able to live in our home with health and safety. And as MOD13 modification to the development as approved under MP08-0098, is up to and including MOD 14

As this development is dependent on NSW Government – Planning & Environment approval, we seriously ask that during the construction period, NSW Planning & Environment provide an allowance of offsite accommodation and noise cancelling headphones to us. As provided to Randwick residents in the area of the light rail works and Euston Road residents in the area of WestConnex.

City of Sydney, as numerous elements of this development is dependent on ticking your current and future strategy boxes. And as discussed at a recent Neighbourhood meeting in Pymont, our direct proximity as a sensitive receiver, with local historic significance, at ground level to The Star leaves us unsupported and not part of a significant number of people to be listened to (1 terrace home occupants). Council has a say in and can approve or not at a local Development Application level. We seriously ask you provide one-on one, heritage architect consultations at 16 Pymont Street to develop a heritage respected, noise pollution, privacy and safety mitigation toolbox measures specifically for our home. Additionally, it is understood City of Sydney determines the amount of contributions prior to determination of the Mod 13 application. We sincerely hope consultation, mitigation and works on 16 Pymont Street are included in this contribution.

SEGL documented the cumulative noise emissions and potential for external ambient noise to impact noise sensitive users of the proposed development including hotel bedrooms and residential accommodation were assessed. Several glazing and façade specifications have been incorporated into the design of the Tower to ensure adequate acoustic amenity to the hotel and residential users while maintain adequate ventilation. Would SEGL like to adhere to its own best practice principals and provide appropriate livable context, plus to achieve environmentally and safe outcomes for its site inclusive of sensitive, ground living, historically listed neighbors?

The power of decision makers to mitigate and minimize the cumulative environmental impacts of SEGL development beyond that approved up to and including Mod 14 is before NSW Planning & Environment and City of Sydney Council, we sincerely urge action now rather than later. We encourage NSW Planning & Environment and City of Sydney to adhere to best practice principals, provide appropriate livable context and to achieve environmentally and safe outcomes for the site inclusive of sensitive, ground living, and historically listed neighbors.

In summary, 16 Pymont Street opposes Mod 13 for the following detrimental grounds:

Noise impact, Air impact, Light impact, Security & Privacy impact.

Yours Sincerely

A black rectangular redaction box covering the signature of the sender.

Cc Alex Greenwich MP, Clr Clover Moore.