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Monique King  
39/501 Glebe Point Road GLEBE 2037  
E [monique.king@iinet.net.au](mailto:monique.king@iinet.net.au)

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Major Projects Assessment  
Department of Planning,  
[plan\\_comment@planning.nsw.gov.au](mailto:plan_comment@planning.nsw.gov.au)

2 March 2011

Dear Sir/Madam,

**Objection to Redevelopment of Sydney Super Yacht Marina  
Rozelle Bay (MP 09 0165)**

I live at 501 Glebe Point Road which is due south, over water and only 240m or so from the proposed Super Yacht Marina development.

I am restricted to a wheelchair and have been experiencing extremely poor health for the last couple of years. My condition is potentially life threatening and therefore the rest is essential to me. I am very concerned that, if this proposal goes ahead, that the noise, especially from the venues offering live music and the tavern, will have such an adverse effect on my recovery that I will be forced to move. Given the fact that finding wheelchair accessible areas to live in Sydney is extremely difficult, combined with my love of Glebe, I would be devastated if this were to happen.

Due to my poor health I have been confined to my apartment for the last year and therefore, when I am well, I greatly enjoy time spent with my golden retriever on the foreshore path immediately to the south of the proposed redevelopment and along the foreshore to the east and west. The proposed outdoor music together with competing loud conversation represents a significant risk to my amenity and enjoyment. Given that at times considerable noise is apparent from vehicles, radios and other forms of music delivery on boats of all sizes, pleasure boat cruises, dragon boats, etc, any more noise could well become unbearable.

I support the development of a Marina that performs all the functions of a marina but an entertainment facility as part of the Marina is unwarranted, inappropriate, and compromises the essence of what makes this foreshore and general area a very distinctive and special place to live.

Therefore I strongly object to this proposed development and ask that you not allow any outdoor music. I often find silence and the sounds of nature most gratifying and if I require music then the music that I enjoy is available within my apartment.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Monique King', with a stylized flourish at the end.

Monique King

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Michael Buckley  
Major Projects Assessment  
Dept. of Planning  
GPO Box 39  
Sydney NSW 2001

Leigh Taylor  
Box 834 GPO  
Adelaide 5001  
South Australia

3-3-11

Dear Mr Buckley

**Re: Super Yacht Marina Rozelle Bay ( MP 09\_0165)**

As a previous resident of Glebe and currently a property owner of apartments in Stewart Street Glebe, which overlook the foreshore, I wish to lodge my objection to some aspects of the proposal known as The Super Yacht Marina, Rozelle Bay.

*I am principally concerned with noise which would affect my properties.* I note that the proposal provides for 3 buildings, two for mixed uses and one for use as a carpark. The mixed uses include retail and commercial offices, cafes and restaurants, function facilities ,hotel(tavern), liquor outlets and a marine based club('licensed facilities'). There are open veranda s and a lot of open space. It is proposed to have live bands playing up until 10.00pm at night. I visit Sydney regularly and stay with friends in the apartment block in Stewart Street. I know the problems Liquidity caused when it operated as a restaurant and function centre.

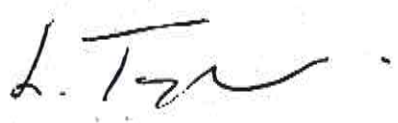
It is my understanding that two independent assessments have been made of the Noise Report at Appendix' L' in the Major Project Proposal. These two assessments are to be submitted to the Department of Planning. One is by Dr Martin Lawrence and the other by Dr Fergus Fricke. Neither assessment supports outdoor amplified music at any time because of the impact on the nearest properties being Glebe residences.

*I am also concerned with the fact that the commercial space is to be put on the market without prescribed requirements as to the amount of space to be allowed for any one of the mixed uses.* This could result in the principal use being entertainment with Maritime uses being secondary and minimal. The proposal talks about cafés and restaurants and licensed facilities operating 7 days a week and possibly being open until 2.00am. This is a Maritime Precinct and its principal uses should be Maritime related.

*Finally, traffic in this precinct is of concern.* It is not principally traffic from the Super Yacht Marina but the cumulative effect of traffic from this site, the proposed Dry Boat Storage development and the Cruise Passenger terminal identified for location at White Bay. All this traffic will feed into James Craig Road with egress to and ingress from the already compromised intersection at Roberts Road and James Craig Road.

*In summary,* there should be no outdoor amplified music and there should be conditions in the Consent that will result in an appropriate business mix which recognises that this is a Maritime Precinct.

Yours faithfully



PAVILIONS  
32\501 GLEBE POINT ROAD  
GLEBE  
NSW 2037

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**SENT BY FACSIMILE TO 02 9228 6455**

Attention Mr Michael Buckley – NSW Government - Planning

2<sup>nd</sup> March 2011

**RE: Redevelopment of Sydney Super Yacht Marina, Rozelle Bay (MP 09 0165)**

Dear Sir,

We refer to your advice dated 28<sup>th</sup> January 2011 concerning the proposed redevelopment as stated above.

We wish to advise you of our very strong objection to the proposal as we believe the Environmental Assessment report to be seriously flawed, in particular information contained in the "Noise Impact Assessment". Our fellow residents of "Pavilions" are fortunate to have the experience & expertise of Drs Martin Lawrence & Fergus Fricke whose reports would by now be available to you. Both experts have raised serious concerns over the methodology employed in the reports submitted by the Developer.

We note with concern that no noise detection unit was used in the analysis in our apartment building; the closest building to what will be the main source of noise namely outdoor live music bands – why?

We have the history of what it is like to live opposite a venue that has loud music, Liquidity had numerous functions involving live bands or amplified music and the **source came from inside the Liquidity building**. The developer claims to have consulted with the Executive Committee of our apartment block, I have been a committee member for over three years and can assure you that no such consultation took place.

As with other residents we should like to continue our lives without the invasive nature of amplified music on our doorstep and therefore reconfirm our objection to this proposal.

We look forward to your response in due course.

Yours faithfully,

*Peter Candler*  
Peter S. Candler

*June Astey*  
June S. Astey

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**From:** "Connie Mason" <conniem@d2.net.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 7/03/2011 5:09 pm  
**Subject:** Rozell Bay Super Yacht Marina

Dear Sirs

I wish to lodge an objection to the current plan put forward for the Rozelle Bay Super Yacht Marina. My objections are on two grounds. Firstly the lack of transparency and publicity surrounding the consultation process which did not give residents who will be affected by the development an opportunity to voice their objections. Secondly, the noise which will generated from the development as it is currently proposed. I live directly opposite the marina in the Bridgewater Development, 18 Oxley Street. IN the past, when Liquidity Restaurant had bands playing inside the restaurant, the noise levels were unacceptable to the extent that my husband and I were denied reasonable use of our premises. We were unable to converse within our home, watch television and most importantly, were unable to sleep unless all doors and windows were closed. I do not consider that imposing these conditions as a permanent and regular arrangement are fair. This is meant to be a Maritime Precinct, not an entertainment area and should not impact on nearby residents to the extent that they are denied reasonable use of their own home.

In summary, outdoor amplified music should not be allowed at any time and there should be conditions in the Consent provisions that will result in an appropriate business mix which recognises that this is a Maritime Precinct.

I await your response.

Sincerely  
Connie Mason

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**From:** Helen Hewett <helenhew@bigpond.net.au>  
**To:** <information@planning.nsw.gov.au>  
**CC:** <michael.buckley@planning.nsw.gov.au>  
**Date:** 4/03/2011 2:45 pm  
**Subject:** Blackwattle Bay Super Yacht proposal

To Whom it May Concern

We wish to register objection to the proposed Sydney Super Yacht facility to be located at Blackwattle Bay, Sydney. We live at the end of Glebe Point Road directly opposite the proposed site of development. We wish to make the following points in our objection:

1. The proposal allows for 24 Super Yachts of up to 70 metres long to be berthed aft end docked along the wharf of the proposed development

This means that when fully berthed the 24 yachts of 70metres length will protrude out into the Bay for up to half the distance between Bicentennial Park, Glebe Point and the forward point of such boats berthed at the development. Interestingly the proposal (Ref 10028), Traffic, Transport and Parking Assessment Plan prepared by Scottcarver includes Attachment B but says it is not to scale so it is difficult to make considered estimates of this impact nor does it address water traffic issues from the significant increased water traffic in the proposal. Based on Google earth views our estimate is that this proposal will cause sight restrictions for many hundreds of people of the '3 bridges' from the western point of the Bay and more significantly be a safety hazard to boats using the area. Moreover many small to medium maritime craft, dragon boats and skiffs now using the Bay will be affected in their use and access to this section of the Bay and such overcrowding and confined spacing will inevitably result in accidents between the super yachts and smaller craft. Further safety hazards could result from the provision of an additional 18 berths dedicated to Sydney Charter vessels of unspecified size.

Recommendation 1: That guidelines for use of this area of the Bay be developed to restrict the number, types and length of boats using Blackwattle Bay and the facility so that sight lines of the 3 bridges are maintained from the western end of the Bay and safe movement of all craft is assured.

2. The proposal allows for buildings to a height of more than 8 metres and entertainment including several outdoor bands to perform for extensive periods of the day and night.

The proposal will significantly increase the noise levels in this part of the Bay and for residents already suffering from the noise levels caused by operating hours of Liquidity this will add considerably to the accumulated noise levels from people partying on super yachts. We refer and support in particular the conclusions of the investigative report prepared by Dr Martin Lawrence of acoustics impacts of the proposal. As well as supporting the Lawrence conclusion that, 'there should be a control prohibiting outdoor amplified music' we propose that the building design be altered to provide that all music and entertainment be so located as to face the Anzac Bridge expressway or North West.

Recommendation 2: That as well as the prohibition on outdoor amplified music, the proposed facility be redesigned so that any noise from whatever part of the facility be minimised by ensuring that all music and entertainment be located so as to face the Anzac Bridge expressway (ie North West).

3. The proposal does not allow for any open space such as parks and other public amenities

The proposal lacks inclusion of any parks and public open space provision although there is public access to the facilities such as proposed cafes and restaurants at the site. As part of its social and community responsibility the company, Sydney Superyacht Mariner Pty Ltd, should consider including a minimum of 10% of the area being developed for public recreation so that yachties, local residents and visitors can enjoy a green Sydney environment.

Recommendation 3: That the Developer provide at least 10% of the land area being developed for public recreation for yachties, local residents and visitors.

4. Residents of the area most affected by this development need to be involved and consulted at each stage of the development via the establishment of a Residents Consultative Committee.

Recommendation 4: That residents of the area most affected by the development be involved and consulted at each stage of the development via the establishment of a Residents Consultative Committee with operational funding and resources provided by Sydney Superyacht Mariner Pty Ltd.

We sincerely believe this development should not go ahead in its current form, however if this is not achievable then strict guidelines for operation of a sympathetic redesigned facility should be developed with community involvement.

Your sincerely  
Rex & Helen Hewett  
12/501 Glebe Point Road  
Glebe NSW 2037  
02 96604495

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**From:** "Shane Allan" <rsallan@bigpond.net.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 4/03/2011 4:25 pm  
**Subject:** OBJECTION TO REDEVELOPMENT OF SYDNEY SUPER YACHT MARINA, ROZELLE BAY (MP 09 0165)

Michael Buckley,

Major Projects Assessment,

Department of Planning.

Dear Michael.

I am an 83 year old woman who lives at Unit 17, 501 Glebe Point Road, Glebe (Pavilions) directly facing & closest to the proposed super yacht Marina Development.

While I am generally in favour of that site being redeveloped I have the following objections to this DA Application:

1. Consultation ( & its advertising for it) was inadequate. Belatedly a meeting was held on 28/2/2011 which was the first occasion affected parties could receive a presentation from the Developer & his noise consultants. This only allowed 4 days to consider & prepare well considered objections.

2. Environment Noise Impact Assessment was deficient because it:

. did not measure Ambient Noise at the most effected place which is outside apartments 17 (mine) & 28 at Pavilions being only 230 metres from the development across water. I request that no DA be approved until this reading is done so that I will have an accurate base to tell what increase in noise is coming from the Superyacht redevelopment. Noise forecasts need to be redone at this location also. It is not valid to base forecasts from ambient noise measurements from receiver location 6.

. The effect of wind over water was not based on wind data from Blackwattle Bay location which also renders the forecasts invalid.

3. No outdoor bands or amplified music should be allowed at the Super yacht development. Such noise travels over the water for 230 metres & detrimentally effects my quiet enjoyment of my apartment & deck. There is plentiful evidence that this is the case based on live music played at the Liquidity Restaurant at this location.

4. There is no justification for having a Tavern/Retail liquor Outlet at this site as Balmain/Rozelle are over serviced in this regard already. We have been advised by the Developer that a Tavern would operate 7 days a week until 2am each day. This is totally unacceptable & would reduce my ability to live quietly in my apartment.

5. There is no justification to having a Convention space & functions on this site. Nearby Darling Harbour is well catered for regarding these activities & has much better transport facilities suitable for this purpose which the Super yacht site does not.

6. The DA should not be approved until it is known what the site is going to be used for. Having a general "shopping list" of possible uses does not allow a proper understanding of the impact of this development will have

on the nearby residential community.

Yours sincerely,

Eileen Hilliard

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**OWNERS CORPORATION STRATA PLAN 8155  
"KOSCIUSKO" "CREEBANK" "KINKORA"  
7-23 STEWART STREET, GLEBE.**

4 March 2011

Mr Michael Buckley  
Major Projects Assessment  
Department of Planning  
G P O Box 39  
SYDNEY NSW 2001

Dear Mr Buckley,

Re: SYDNEY SUPERYACHT MARINA ROZELLE BAY (MP 09)\_0165)

I have been asked by the above Owners Corporation to place their concerns to you:

**Consultation:**

Strata Plan 8155 is in Stewart Street, Glebe which is directly opposite the site concerned. As far as the Executive Committee is concerned no resident had been approached by the proponents. The proposal has greatly impacts on the quality of life of all residents living in Glebe Point area as we are the closest residential area to the site.

**Noise:**

Noise carries over water very quickly, whether it be from vehicles crossing Anzac Bridge, Victoria Road, entry to Western Distributor, music from harbour cruise vessels etc. The area of Rozelle Bay is an amphitheatre. Many residents have complained to the police about excessive noise from "Liquidity" in the past.

The plans show that there are two buildings with balconies, decks and outdoor areas and amongst the mix of businesses will be retail and commercial offices, cafes, restaurants, function facilities, a hotel (tavern) and package liquor outlets, general bar licence and a marine based club("licensed facilities). Proposal also states that buildings will be purpose built to address noise abatement.

What about outdoors amplified music – this noise can not be captured.

The residents I have spoken to have strongly objected to any amplified music outdoors, with some objecting to any outside music. As part of the consent it should be a requirement that all balcony doors be closed when there is music being played inside. These provisions should also place restrictions on the use of balconies and decks in the evening after a certain time as noise, other than that from music travels over water.

**Operating Hours:**

I notice in the proposal that proposed hours will be from 8.00a.m. to 12.00midnight, preferably 2.00a.m. seven days a week which of course means that music/live bands will be playing until this time.

This is unacceptable so close to a residential area and request that hours be reduced to 8.00a.m. – 10.00p.m. Monday – Thursday, 8.00a.m.-11.00p.m. Friday - Saturday, 8.00a.m. – 8.00p.m. on Sunday.

**Master Plan Rozelle and Blackwattle Bays Maritime Precincts:**

The Master Plan signed off by the Department of Planning in September 2002 was for the area to be developed as a Maritime Precinct and not an entertainment area. I understand that the Master Plan did not allow for entertainment facilities, liquor outlets and function centres in the business mix.

This proposal places emphasis on other activities with maritime uses secondary.

Please give this submission your consideration.

Yours faithfully,

Roslyn Wheeler  
Chairperson  
Executive Committee, Strata Plan 8155  
[roswheeler@bigpond.com](mailto:roswheeler@bigpond.com)

**Amy Ravitz-Williams - Jones Bay Wharf Marina Expansion (Project MP09\_0205)**

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**From:** "Therese Clarke" <clarke.therese@gmail.com>  
**To:** "plan\_comment plan\_comment" <plan\_comment@planning.nsw.gov.au>, "Amy Ravitz-Williams" <Amy.Ravitz-Williams@planning.nsw.gov.au>  
**Date:** 6/03/2011 10:48 PM  
**Subject:** Jones Bay Wharf Marina Expansion (Project MP09\_0205)  
**Attachments:** Letter to NSW Planning regarding marina\_6 March 2011.doc

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Please find attached response to your recent correspondence in this matter.

I wish to again state my opposition to this proposal and my objections as stated in previous correspondence on 20 November 2010 continue to be applicable as noted in the attached letter.

Yours,

Thérèse Clarke  
Mobile: +61 40 666 4068  
Email Account: [clarke.therese@gmail.com](mailto:clarke.therese@gmail.com)  
Blog: <http://tcwalkslikeanegyptian.blogspot.com/>

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[clarke.therese@gmail.com](mailto:clarke.therese@gmail.com)

6 March 2011

Major Projects Assessment  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

**Jones Bay Wharf Marina Expansion (Project MP09\_0205)**

Dear sir

I refer to my letter dated 20 November and the recently released report dated 16 February 2011 by RPS Australia East Pty Ltd (RPS) with regard to the above project. I wish to reiterate my opposition to the proposed expansion of the marina at Jones Bay Wharf.

My objections continues to be same grounds as per my letter of 20 November

- The scale of the development
- The inappropriate siting of the expansion immediately below residential apartments
- Incorrect definition of the need for the expansion

I am an owner and resident of the Darling Island Apartments **who will be significantly adversely impacted** by the proposal.

The report by RPS makes a number of inaccurate or self-serving statements with regards to the issues raised in submissions. I have set out below my comments on those statements together with my original comments (in italics).

**Scale**

*The drawing at Appendix A of the Planning Assessment shows the marina will come out more than 50% across the bay on the Eastern side, in places up to 66%. This seems excessive – the marina will dominate the bay, diminishing the beautiful location for all users of the area, residents, tenants in the office blocks and walkers and other users.*

The RPS report indicates:

- "The present configuration of pontoons ...corresponds more closely to the historic precedent" but then goes on to argue that the proposal causes less obstruction to the views of the wharf than the historic precedent. This is self serving to their proposal. The issue is that the

proposed marina will now occupy up to 66% of the bay with pontoons and other built works that bear no relationship to the heritage of the site.

- The RPS report states that “the coverage of the bay ... is **acceptable** in a working waterfront location and part of the open bay character is maintained”. Firstly acceptable is not the right test. More importantly when the original approval was given for the Jones Bay marina, presumably the right balance was found between the desire of the developer and the protection of the bay. The developer is now looking for a “second bite at the cherry” which is totally inappropriate.
- The RPS proposal to “significantly reduce” the lease boundary is totally a smoke screen. There will be no significant change to the area occupied by the marina (as acknowledged in the report (“are minor”).
- We note that the proposal is for commercial use. Many of the boats shown in the VIA report are not commercial in nature, but recreational!
- The view on page 11 of the VIA report clearly shows that the marina will dominate the bay, and all of Sydney will lose the open bay that currently exists.

We note that the Heritage Branch recommended that the pontoon extension on the Eastern side be refused. We support their conclusion.

### **Siting of the expansion**

*The drawing shows that the scale of the existing marina on the western side (where there are no residential or other users who will be adversely impacted) is reduced from the current arrangement, whilst the Eastern side is massively increased. This seems inappropriate given there are no residential apartments impacted by boat activity on the western side, whilst there are a large number of residential apartments which will be impacted on the eastern side.*

*As an owner and occupier of Darling Island, I (and other residents) will be adversely impacted through:*

- *Noise from boats entering and exiting the marina. We already have that experience with about 10 boats docked on the eastern side (of which only 4 are truly commercial) – this proposal increases the number of permitted boats to 48. Commercial boats use large bow and stern thrusters to manoeuvre, as well as large engines. The noise therefrom will be immediately below our bedroom. And there will be many more berths outside each apartment than currently – the number of times per day we will have to listen to boats come and go will increase exponentially. The level of noise is far worse than if you had a bus depot immediately outside your window, and often late at night. The commercial boats currently docked often return to their dock well after 10.00pm, often around midnight.*
- *Noise from boats being loaded and offloaded. Whilst we recognise that public passengers will not be permitted to be loaded at Jones Bay Wharf, this does not stop the issue of noise. We are regularly woken either late at night or in the morning with the noise of food, empty bottles and other items being loaded and unloaded from the 4 commercial boats currently using the Eastern side of the marina. Garbage trucks arrive at 4 – 5am to collect large quantities of empty bottles from Jones Bay Wharf – the noise of them being loaded into the garbage trucks reflects the noise of multiple broken bottles. Imagine multiplying that by 12 to 48 commercial boats. Despite complaints to the owners of Jones Bay Wharf, this continues to happen regularly.*
- *Noise from maintenance crews. Whilst in theory, the noise level should be minimal, our experience to date is that maintenance crews regularly arrive and turn on their radios at a level that they can hear them across the whole boat as they do their work. Of course that*

*noise level just blasts the music into our living room. When asked to turn the music down, many maintenance crews just ignore the request!*

- *Noise from passenger set down. Whilst we acknowledge the current 4 commercial boats abide by the passenger set down prohibition, we are concerned that with 48 boats, the chance of non-compliance increases significantly, again resulting in loud noise immediately outside our bedroom.*

In regards to the RPS report, we note that:

- The RPS report says "noise levels are expected to exceed the noise criteria two times over 15 minutes between 10pm and 7am. .... Restricting the movement of vessels ... however this was found to have a detrimental impact on the overall viability of the project." So unacceptable noise above noise criteria must be accepted by residents to make this project viable? The report also is written as though this project is in isolation. We already live in an area with numerous sources of noise late at night (Doltone House, street yahoos, boats on the harbour and the current boats in the marina). This proposal will further increase that noise level and should not be approved
- The RPS report says "the operational noise levels ... during the day ... are predicted to comply...". That is not the point. What we are objecting to is the inevitable large increase in the noise level (remembering the marina is not existing in isolation from other noise sources) over the current situation. Our current experience is that noise from maintenance crews is regularly unacceptable. Increase from 12 to 48 berths will dramatically increase that level.
- The RPS report states that a commitment will be made to not have crew reside aboard vessels. We are unaware of the current commitments, but rest assured that there are regular moorings of large yachts from overseas with owners residing aboard today. This will only increase with the proposed extension, and there is no facility to police compliance.
- The RPS report dismisses comments regarding noise from groups of people waiting for minibuses as if the current and proposed marina is an isolated item with no connection to any other part of the Pyrmont area. This is not the case, indeed as we understand it, the owner of the marina is also the owner of the Jones Bay Wharf. Our complaint is about the already large amount of noise from that area being increased significantly, particularly at night, by the noise of boats and of the people serving them.
- The RPS report states that the security arrangements via security gates "ensure that access to the Marina is managed appropriately". That is not the point that is made in our or others submissions which is that the marina is unmanaged. Our experience with 12 marina berths is that the conditions of use are regularly ignored, and there is no supervision. As a result, it is a regular occurrence for:
  - Noise late at night
  - Unacceptable noise from maintenance crews (including radios blaring across the bay)
  - Occasional pick up and set down from the wharf

As such we have no confidence that the conditions of use will be complied with, and with a 400% increase in occupancy, these problems will only increase exponentially.

### **Incorrect definition of the need**

*The proposal states it is in response to recent demand for additional berths for commercial vessels.*

*This seems laudable, but in reality does not reflect the current use of the site. Of the vessels currently docked, only 4 are true commercial vessels, with a number of others being boats for sale, and then many private boats.*

*It appears to us that the proposed design of the marina extension is to fit in large numbers of private boats plus some commercial boats. We are not aware of the rules for what can be built where, but if this is using a "commercial" definition to achieve lower fees or greater boat density, it appears inappropriate given the current use of the site.*

The above issue was not responded to in any way in the RPS report.

**For the above reasons, we remain strongly oppose the proposed extension. We recommend that it be rejected.**

### **Conditions**

In the event that the extension is approved over our objections, we request that it be subject to the following conditions:

- A curfew on arrivals and departures between 10.00pm and 7am
- A ban on any loading and unloading between 10.00pm and 7am (including food, garbage etc) (we note that page 7 of the RPS report says this will be banned between 7am and 6pm which we assume is a typo!)
- A requirement that Jones Bay Wharf restrict movement of garbage trucks within its site for collection either from boats or the restaurants / offices between 10.00pm and 6.30am
- No passenger set down
- That Jones Bay Wharf owners be required to ensure that their security staff strictly enforce the conditions of use set down, as well as ensuring that noise from the boats during daylight hours does not adversely impact on residents

### **Community Consultation**

We note that page 4 of the RPS report commits to performing community consultation including an open day on 6 March 2011. We live in Darling Island and have received no newsletter or invite to an open day!

Please do not hesitate to contact me on the above e-mail address if you have any queries on this submission.

Yours faithfully

Therese Clarke

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**From:** Jean Maxwell <jeanniemay@aapt.net.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 5/03/2011 11:53 am  
**Subject:** Re: Sydney Super Yacht Marina, Rozelle Bay

Attention: Michael Buckley  
Major Projects Assessment  
Dept of Planning  
Sydney

Re: Sydney Super Yacht Marina, Rozelle Bay (MP09\_0165)

The major concern I have with this proposal is the matter of noise. We all know how noise is amplified crossing water and the residents at the northern area of Glebe will be affected.

The major problem is noise from outdoor amplified music. Two buildings are proposed for mixed uses including Maritime uses, retail and commercial offices, cafes and restaurants ,function facilities, Hotel (tavern), liquor outlets and a marine club ('licensed facilities').

There are 9 open restaurant balconies and some open space. It is proposed to have outdoor amplified music (live bands) playing up until 10.00pm at night. Dr Martin Lawrence and Dr Fergus Fricke have both made independent Assessments of the Noise Report at Appendix 'L'. Both Dr Lawrence and Dr Fricke have credible qualifications in acoustics. These two Assessments are to be submitted to the Department of Planning. Both Assessments conclude that outdoor amplified music is not acceptable at any time because of the impact on the nearest residential properties, being Glebe properties. This must be addressed. Outdoor amplified music should not be allowed at any time and there should be conditions in the Consent provisions that will result in an appropriate business mix which recognises that this is a Maritime Precinct.

There must be more consultation with the local communities. Up until now there has been virtually no consultation with the residents of Glebe, the area which will be most effected.

Kind Regards,  
Jean  
Jean Maxwell  
4B Leichhardt Street  
Glebe NSW 2037  
Ph: 02 9660 7592

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**From:** "Shane Allan" <rsallan@bigpond.net.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 4/03/2011 4:28 pm  
**Subject:** FW: OBJECTION TO REDEVELOPMENT OF SYDNEY SUPER YACHT MARINA, ROZELLE BAY (MP 09 0165)

Michael Buckley,  
Major Projects Assessment,  
Department of Planning.

Dear Michael.

My wife & I own & reside at Unit 31, 501 Glebe Point Road, Glebe (Pavilions) directly facing & closest to the proposed super yacht Marina Development.

While I am generally in favour of that site being redeveloped I have the following objections to this DA Application:

1. Consultation ( & its advertising for it) was inadequate. Belatedly a meeting was held on 28/2/2011 which was the first occasion affected parties could receive a presentation from the Developer & his noise consultants. This only allowed 4 days to consider & prepare well considered objections.
2. Environment Noise Impact Assessment was deficient because it:
  - . did not measure Ambient Noise at the most effected place which is outside apartments 17 & 28 at Pavilions being only 230 metres from the development across water. I request that no DA be approved until this reading is done so that I will have an accurate base to tell what increase in noise is coming from the Superyacht redevelopment. Noise forecasts need to be redone at this location also. It is not valid to base forecasts from ambient noise measurements from receiver location 6.
  - . The effect of wind over water was not based on wind data from Blackwattle Bay location which also renders the forecasts invalid.
3. No outdoor bands or amplified music should be allowed at the Super yacht development. Such noise travels over the water for 230 metres & detrimentally effects my quiet enjoyment of my apartment & deck. There is plentiful evidence that this is the case based on live music played at the Liquidity Restaurant at this location.
4. There is no justification for having a Tavern/Retail liquor Outlet at this site as Balmain/Rozelle are over serviced in this regard already. We have been advised by the Developer that a Tavern would operate 7 days a week until 2am each day. This is totally unacceptable & would reduce my ability to live quietly in my apartment.
5. There is no justification to having a Convention space & functions on this site. Nearby Darling Harbour is well catered for regarding these activities & has much better transport facilities suitable for this purpose which the Super yacht site does not.

6. The DA should not be approved until it is known what the site is going to be used for. Having a general "shopping list" of possible uses does not allow a proper understanding of the impact of this development will have on the nearby residential community.

Yours sincerely,

Shane Allan & Susan Hilliard