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Dear Sir or Madam,

Your synopsis about why White Bay is the preferred option as a cruise ship terminal gives some decent reasons for its suitability but misses one valuable point - it is lousy for the passengers!

Its like saying we should move Sydney Airport to outside of Bourke. There's plenty of open land, no parking problems, flat and level terrain, easy for security and storage but of course no airline would go there, and I fear that few cruise lines will want their vessel berthed at White Bay. Pity the foreign visitor who, having read wonderful things about this harbour city, disembarks to a backdrop of cranes, containers and factories and wonders where the heck they are? Then comes the nightmare of trying to bus or taxi into the CBD during peakhour, remembering that most ships dock around 7.00am.

I have sailed on 18 cruises out of Sydney Harbour, from Pyrmont, the Quay and Darling Harbour and once on an agents special from White Bay. No need to tell you which was the dreariest, and putting up a fancy terminal building will not remedy that. Of course, by the time building is completed its likely that the majority of ships will be unable to reach this terminal. At least with an airport near Bourke you can always stretch the runway. It'll be a tad harder to raise the Harbour Bridge.

Regards,

John Gercken
Managing Director
Northside Business Travel Group

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From: Andrew Watson <adjw@tpg.com.au>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 15/10/2010 4:49 pm
Subject: Online Submission from Andrew Watson (object)

I am surprised, dismayed and disconsolate about this project. I see no benefit for the local community. In addition, it makes no sense to use this as an access point for cruiseship passengers arriving in Sydney for their 'day' in and around the city. Nor is it a convenient location for outgoing passengers starting their cruise in Sydney. We should continue using Barrangaroo for this purpose, or make an arrangement to share Garden Island with the Navy when the International Cruiseship Terminal in [semi]circular quay is otherwise occupied.

Name: Andrew Watson

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36 Wigram Rd

Glebe

2037

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Submission for Job: #2916 Construction and Operation of a Cruise Passenger Terminal
https://majorprojects.onhiive.com/index.pl?action=view_job&id=2916

Site: #1830 White Bay Cruise Passenger Terminal
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1830

From: Bronwyn Forsyth <bforsyth2008@gmail.com>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 15/10/2010 10:29 pm
Subject: Online Submission from Bronwyn Forsyth of Resident (support)

We are residents that live close to the proposed CPT site. Overall we are extremely supportive of the proposal as a means of removing the shed that is unnecessarily ruining what should be a beautiful outlook.

We are supportive of the look and design of the proposed CPT but would like to see:

1. more greenery and not only hard surfaces which is what makes the current site so unappealing
2. a public walkway along the CPT like there is at Circular Quay in front of the International Cruise Terminal so there is more public access to the foreshore
3. In the push to get people to be active and not so reliant on cars, a cycleway should be included
3. some retail stores and cafes to give the CPT a lively feel and to encourage people to enjoy the space
4. a ferry service direct to Circular Quay. I note in the EA it is argued that such a service cannot be justified because most of the passengers will be domestic. This argument does not make sense as a direct link to Circular Quay is exactly what would allow domestic passengers to use public transport to get home to all parts of Sydney. Circular Quay is the hub of public transport in Sydney with direct trains to Central station and Townhall, buses to the inner west and the east, as well as taxis and a direct service to the airport for interstate passengers. A ferry to Circular Quay would greatly reduce the need for taxis, buses and cars to the CPT, which brings with it noise, traffic and environmental concerns. In addition to this, there used to be a ferry stop at the base of Stephen so it would be appropriate for a stop to be reinstated there. Local residents would use the ferry stop extensively to get into the city and Circular Quay.

I think this is a chance to make something really beautiful, healthy and worthwhile. We are very appreciative of the work done to date and look forward to seeing the works commence and the site transform.

Name: Bronwyn Forsyth
 Organisation: Resident

Address:
 10 Vincent Street

Balmain

NSW 2041

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From: [REDACTED]
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 16/10/2010 7:05 am
Subject: [REDACTED]

I support this development. I think it is important that White Bay be used for anything, rather than sitting empty and unused.

[REDACTED]

[REDACTED]

[REDACTED]

IP Address: 124-169-11-72.dyn.iinet.net.au - 124.169.11.72

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From: Marcelle Craner <mcraner@2m4ward.com>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 17/10/2010 9:55 am
Subject: Online Submission from Marcelle Craner (other)

Hello,

I am a local resident living in Batty Street. As such I am particularly interested in more information of on:

The two options for public access when a ship is not in port. One option provides access through White Bay Park, the other at the end of Stephen St. Community feedback will strongly influence which option is chosen.

The extension of James Craig Rd as a dedicated internal road for traffic accessing the terminal because this extension will go right past my home.

Thank you

Name: Marcelle Craner

Address:
29/1 Batty Street

Rozelle 2039

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From: "Gail Morgan" <gailmorgan8@bigpond.com>
To: <information@planning.nsw.gov.au>
Date: 16/10/2010 3:18 pm
Subject: Cruise terminal siting next to fuel depot on foreshore

Dear Sir/ Madam,

The current site of the cruise terminal at Barangaroo is consistent with infrastructure and visual scale of the facility. Siting it next to Bailey's massive fuel depot will be visually repugnant and ill advised. There will be many vessels vying for this small part of the harbour. Vessels will be refuelling unsupervised throughout the night. The cruise terminal will be located in a most unattractive location if Bailey's proceeds. I am also advised that the number of cruise vessels to dock at the prospective site has increased, thus reducing resident access to the foreshore considerably. There is also some suggestion that the area will be fenced off and unavailable for any other use, apart from loading and unloading passengers. It has become apparent that desirable foreshore infrastructure such as restaurants and coffee shops will not happen. Convention centres and cruise vessel embarkation do not constitute a 'working harbour' These white elephant proposals have been moved from Barangaroo to allow for more residential development there.

We are entitled to appropriate foreshore development and a master plan for White Bay. Our harbour matters. If Sydney loses that, we will lose even more ground to other states. In Melbourne there is a greater sense of civic pride, in Perth there is energy (Baileys was moved from Fremantle to the outer harbour there, so it wouldn't make an ugly visual eye sore. In Sydney we are content to locate it on prime foreshore land) We need to act and we intend to act. The community is outraged and up in arms about the ad hoc foreshore development when we were promised a master plan. Green space, public walk ways, cycle ways are not inconsistent with development on an appropriate scale. I know of no other major world city that would contemplate such a foreshore free for all. Stop Baileys, leave the terminal where it currently is, and do not think that Part 3A will be accepted by the residents of Sydney who care about a green foreshore.

Gail Morgan

From: Haydn Deane <admiral-haydn@live.com>
To: <information@planning.nsw.gov.au>
Date: 15/10/2010 3:32 pm
Subject: To all the planners and the thinkers @ planning NSW

Hello to all

I have noted that the cruise ship terminal plans are for White Bay. This is a step in the wrong direction! With the advent of new, larger and even bigger cruise ships already sailing and none of these new ships able to sail under the Sydney Harbour Bridge there is little future for Sydney to even contemplate having these new ships visit let alone tie-up anywhere.

Perhaps the next plan we see might be to raise the Sydney Harbour Bridge by several metres? This is just as silly as planning to put the new terminal on the White Bay side of the bridge!

What's the reason why Garden Island isn't on the new plan? We can't even get Queen Mary 2 and the new Queen Elizabeth into a decent dock that this harbour, one of the greatest in the world richly deserves. Who's holding back on real plans that will work for the future of the State let alone Australia??

Haydn Deane

PS We are the Cruise Ship Specialists in our region. We want the big superliners to visit, stay and spend some money in our big town, Sydney. HD

ADMIRAL TRAVEL

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From: Darren Kennedy <elldaz@bigpond.net.au>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 18/10/2010 2:53 pm
Subject: Online Submission from Darren Kennedy of Private Citizen (object)

I think this is the most ludicrous location for this infrastructure. There is insufficient infrastructure of all types to support it and it could be located elsewhere with less impacts on an already over burdened road network.

Name: Darren Kennedy
Organisation: Private Citizen

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47 Charlotte Street

Lilyfield NSW 2040

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Please call us if you have an urgent message.

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From: John Ford <john-ford@hotmail.com>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 19/10/2010 11:11 am
Subject: Online Submission from John Ford of Retired (object)

Cruise passenger ships are getting bigger. It does not make sense to build a new terminal where ships are required to go under the Harbour Bridge. Many will not be able to do so. A new terminal was built in Brisbane a couple of years ago and many large ships can't go up the Brisbane River to reach it. A terminal should be built where all ships, including Queen Mary 2, can be berthed. A new terminal should be built where it will meet needs well into the future, otherwise cruise passenger tourism will suffer.

Name: John Ford
Organisation: Retired

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28/11-15 Curagul Road, North Turramurra, NSW 2074

IP Address: syd-pow-pr5.tpgi.com.au - 202.7.166.167

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From: Meredith Sturman <meredith.sturman@transgrid.com.au>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 19/10/2010 11:15 am
Subject: Online Submission from Meredith Sturman (other)

Until it is clear in the application what infrastructure will be available to move passengers to the city it is difficult to support this application. Will bus, rail, ferry services be available or will Sydney be going backwards, in that passengers will arrive at an "industrial port" several kilometres from the city with little option but to book a tour or try to get a taxi?

Both Circular Quay and Hickson Rd are adjacent to the CBD. Whilst the proposed site may provide improved services for deliveries to ships will it provide an overall benefit to passengers.

Current terminals are close to public transport routes and Hickson Rd has a good passenger drop off car park. Will this be the case at the proposed site?

If this information is available then please advise as I could not find it.

Name: Meredith Sturman

Address:
32 New Mt Pleasant Rd

Balgownie NSW 2519

IP Address: - 203.32.245.170

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(11)

From: Ken Glover <kennethglover@optusnet.com.au>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 19/10/2010 12:35 pm
Subject: Online Submission from Ken Glover of Private (support)

While I do not have an objection to the siting of the cruise terminal at White Bay, I believe you have underestimated the impact of access to/from Victoria Road. This junction at Roberts St is already a major bottleneck, particularly in the peak periods, and the cruise terminal will significantly increase the traffic load. Most ships arrive early morning, and the traffic associated with a ship movement ie buses / suppliers / passenger pick up and drop off will saturate this intersection. In addition, the disused and unsightly power station site at White Bay will be the first and last memory of any visitors to Sydney. The cruise terminal project should include remediation of this site, to include easy access into the city.

Name: Ken Glover
Organisation: Private

Address:
7A Lookes Ave

Balmain

NSW 2041

IP Address: - 59.167.175.141

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From: Alan Clarkson <sandac57@activ8.net.au>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 19/10/2010 2:34 pm
Subject: Online Submission from Alan Clarkson of Retired private citizen with no industry connections other than taking cruises (object)

The White Bay development is an interesting way to solve the need to move existing cruise line facilities to make way for the Barangaroo development. However, one can only wonder whether the people behind the White Bay complex are aware of the way the cruise industry is developing. With ever larger ships being constructed every year it is only matter of time before fewer and fewer ships will be able to get under the Harbour Bridge - the Princess liners are already close to the border line.

White Bay has very bad communications for overseas tourists which is a rapidly growing part of the cruise industry - at peak times there are around 30 visits to ports in Australia each week.

Next year the QM 2 and the Queen Elizabeth are only two of the larger liners visiting Sydney in the near future. There will be more to come -what will happen if the newest vessels with 5 or 6 thousand passengers ever wish to come to Sydney.

Because of the larger liners, Sydney already needs two cruise line terminals. Surely it must make good economic sense to have just one facility east of the Harbour Bridge. Not only will the handling ships be simplified but in the longer term as marketing tool to attract a larger share of the international cruise market.

It would be beneficial if full details of market

research into the cruise industry which supports the White Bay project over one east of the Harbour Bridge could be released.

Name: Alan Clarkson
Organisation: Retired private citizen with no industry connections other than taking cruises

Address:
1A Halls Road

Arcadia

NSW 2159

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From: Jane Hadfield <phadfield@bigpond.com>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 19/10/2010 2:44 pm
Subject: Online Submission from Jane Hadfield of na (support)

Would like to see the public walking entrance to White Bay foreshore accessed from Stephen Street (when ships are not in port) and not the alternative option through White Bay park. This would make sense of the existing street and prevent any breaking up of parkland to gain access.

With this development I think it is a great shame that a minority of vocal residents have purported to represent Balmain. As usual and as is to be expected there has not been a media voice for the majority who are either disinterested or OK with a development change or progress, or even mildly in favour. There is no headline in 'residents are fine with it, some not bothered either way'. When a few people are so strong with their negative viewpoint it frightens away the voice of those that are even slightly pro. Why cause possible resentment from the angry by voicing a different position. If you have no strong emotive response you have less motivation unfortunately and nothing much to gain by making the angry cross with you and possibly attract the bile they have been directing at the developer. Also residents read the headlines and believe they are supposed to be against something even if they have given it no thought.

Hey, I would be the first to object if a development affected me directly, but a small minority of residents (in an otherwise tolerant suburb) voice their angry opinion on almost every development whether it directly affects them or not - and whether the change is good or bad for the community. I would love to see a system (for DAs as well) where residents get a limit of three objections every five years. This would make them take a little more care over objecting. Any objections over the allowance and the objection would be disallowed. Objections would then carry more weight as they would come with a price.

Name: Jane Hadfield
 Organisation: na

Address:
 22 Pearson Street, Balmain East

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From: Sam Monaghan <littleol@optusnet.com.au>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 19/10/2010 4:47 pm
Subject: Online Submission from Sam Monaghan (object)

I am writing to express my objections to the White Bay Cruise Passenger Terminal (CPT)-Balmain.

Specifically,

There is no justification to move CPT's west of the Harbour Bridge given the Industry growth projections and increased size in cruise ships.

There is no justification to enhance the Barangaroo site by "relocation" of the previously operational CPT. The concept of enhancement by relocation from one to the other, implies diminution of the other site.

The Balmain peninsular has changed dramatically and is now residential with little relationship to its maritime heritage. Restoration of the foreshore as open space should continue in keeping with Pyrmont, Glebe and the north shore.

Glebe Island, (man made), has continuing maritime activity and is therefore more appropriately positioned to accommodate CPT activities reducing traffic and noise impacts upon the Balmain residential community.

Tourism activities are best retained within the CBD and should not impact on the amenity of small residential communities.

Name: Sam Monaghan

Address:
15 Carrington Street Balmain 2041

IP Address: d110-33-114-253.mas800.nsw.optusnet.com.au - 110.33.114.253

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From: Darren Chigwidden <chigwiddendarren@hotmail.com>
To: <information@planning.nsw.gov.au>
Date: 19/10/2010 4:49 pm
Subject: White Bay Development

To Whom It May Concern :

I am writing in regards planned White Bay development of Cruise facilities, I have ten years experience working with Cruise Lines in the US.

It is great that you recognize the growth of Cruising in Australia, a very important point that seems to be missed is that the size of ships are growing.

Already 80% of International visiting ships are too large to dock at White Bay and local operators absorb ships from there parent companies so by 2015 the facilities will be redundant. An example of this would be the Cruise facility built in Brisbane.

As a taxpayer and a proud Australian I would prefer that we be proactive and look at a long term solution not a short term patch.

Regards

Darren Chigwidden

From: <danunn@bigpond.com>
To: <information@planning.nsw.gov.au>
Date: 19/10/2010 4:41 pm
Subject: White Bay

I am writing to you as a concerned cruise traveller.

We have cruised from many ports in our cruising history and there is none as lovely as Sydney we have cruised all over the world and can see no sense in what you are proposing we have had to cruise from Circular quay as the Diamond Princess couldn't fit under the bridge which will still be a problem for the larger ships we also cruised on the Queen Victoria last February from Circular Quay we have also left from Darling Harbour. One cruise was detained for over 24 hours but at least you could do something from there as you are in walking distance to every thing if you go to Balmain there is nothing to do you have to think of the passengers and their thoughts on this not just what the government thinks is what should be done which with the present idea is just plain stupid why change some thing that is good

Regards

A Nunn

From: Michael Edward Harvey <michael@edwardsdesign.com.au>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 20/10/2010 9:34 am
Subject: Online Submission from Michael Edward Harvey (other)

I have two comments on the proposal;

1 - I understand from the documentation provided that the proposed location of the terminal does not form part of the submission. This is unfortunate as I believe the location of the terminal is inappropriate. A far more suitable location is the western edge of the CBD (Barangaroo).

2 - If the location is not open to debate and the government has settled on this site, then I believe the proposal should be approved. The architectural design is excellent. The re-use of the existing structure is clever and responsible and the design will form a memorable arrival point for cruise ships.

Michael Edward Harvey

Name: Michael Edward Harvey

Address:
23 Angel Street

Newtown 2042

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From: Kurt Brown <kbrown@quickcomm.com>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 21/10/2010 12:07 am
Subject: Online Submission from Kurt Brown (support)

A ferry terminal that links to the Darling Harbour to Balmain East loop would add some value to local residents, which don't gain much else from this project.

Name: Kurt Brown

Address:
65 Reynolds St, Balmain

IP Address: quickcomm_software_solutions_inc.demarc.cogentco.com - 38.98.69.234

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2 Wentworth Chambers

From: 2 Wentworth Chambers [clerk2@wentworthchambers.com.au]
Sent: Thursday, 21 October 2010 12:28 PM
To: 'info@cruiseweekly.com.au'
Subject: White Bay

Hi Louise,

I am an avid reader of your bulletin every week & quite a "cruise junkie" !

The White Bay option is a very poor choice. Garden Island is the obvious and perfect choice.

As you say in one article, Sydney/Circular Quay is THE nicest port to arrive in from overseas, most picturesque harbour and location is above world class.

Who wants to get off a ship in an industrial wasteland and hope there is some sort of transport available to take them to civilisation?

Lets be honest: Sydney doesn't do transport well ! Our intentions might be good but it never actually pans out.

We all know how awful it is to be dumped in an area away from the city highlights. Passengers want to be able to walk to the shops, restaurants, major sights and return to the ship at their leisure.

I still don't know why Bangaroo was taken away from the cruise ships: I thought that worked well & would still fit in with the developments planned for that area.

Regards,

Kim Sams
9232 4466

"Liability limited by a scheme approved under the Professional Standards Legislation"

I note that it is planned that portions of the existing shed will be removed for this development. To further improve site lines and views throughout the local precinct I would also suggest the gantry crane structure be removed. The gantry crane went out of use thirty years ago and has dictated all development ever since. If we demolish the shed AND gantry we don't have to keep working around it and stitching everything to it, thereby compromising visionary building work, site lines and views. Please consider this option I am sure it will help with local resident feelings.

The second point I have is can provision be made to preserve public access to wharf 6 in the event Baileys project doesn't get off the ground or is short lived. Thank you.

Name: Peter Grainger
Organisation: Private Citizen

Address:
21 Datchett Street, East Balmain, N.S.W. 2041

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Rebecca Newman
Senior Environmental Planning Officer, MIA

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Balmain NSW 2041

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From: Patrik Seibel <ps@patriks.info>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 23/10/2010 12:53 pm
Subject: Online Submission from Patrik Seibel (object)

Objection about the white Bay Cruise Ship Terminal

The planned Cruise Ship Terminal is a waste of Taxpayers money, not supported by the Cruise Ship industry and a threat to the local residents.

I strongly oppose the use of Bays 3-6 at White Bay for a Number of Reasons:

- ? The Terminal is too close to residential areas. Current Residents will have a White Wall in Front of them when the Cruise ships are anchored
- ? The ships will have their engines running 24/7 to support the onboard services. This will generate a constant noise level, very well to be heard in the nights
- ? The fumes of the engines are a health hazard and will increase the risk for cancer
- ? The fumes will pollute the nearby areas with carbon particles
- ? The entertainment on the ships will disturb the residents
- ? Current zoning does not allow for 40 meter high buildings, but this is what a Cruise ship basically is
- ? There is no transport system to manage the arrival of more than 2000 passengers at once and bring them to the city
- ? The arriving tourists will not like to be dropped off in a remote area away from the main attractions

The use of Glebe Island could be a compromise, as it is further away from residential areas and closer to the city (approx 30 min walk)

The best Solution would still be to leave the terminal where it is and design Barangaroo accordingly.

Name: Patrik Seibel

Address:
17/85 Palmer Street

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From: James Baxter <james.baxter47@gmail.com>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 24/10/2010 1:32 pm
Subject: Online Submission from James Baxter (support)

Do not agree with the retention of the 1973 built gantry as part of the CPT design, as
no architectural merit or heritage value.

Would prefer pedestrian access in the form of steps and a path to be from White Bay park.

Name: James Baxter

Address:
22 Grafton Street

Balmain NSW 2041

IP Address: 203-213-99-212.static.tpgi.com.au - 203.213.99.212

Submission for Job: #2916 Construction and Operation of a Cruise Passenger Terminal
https://majorprojects.onhiive.com/index.pl?action=view_job&id=2916

Site: #1830 White Bay Cruise Passenger Terminal
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1830



PCU015870

21ST OCTOBER, 2010

5 SMITH ST.
ROZELLE - NSW - 2039ATTN : DIRECTOR, INFRASTRUCTURE PROJECTS
DEPT. OF PLANNINGRE : CRUISE PASSENGER TERMINAL AT WHITE BAY
APPLICATION NO. MP10 - 0069

I wish to object to the establishment of a Cruise Terminal at White Bay for 3 Reasons

- 1) This is essentially a residential area. The noise generated will be horrendous for the nearby residents as facilities will be operating 24 hours, 7 days a week. The size of these cruise liners totally overwhelms the residential area - my own personal experience from earlier berths this year.

- 2) TRAFFIC : Already the traffic congestion on the Belmore peninsula is bad. Without adding the extra burden of hundreds of vehicles from cruise ships

- 3) I believe there will be a major backlash from the Cruise Industry once they realise what their passengers think of having to travel to White Bay to embark (instead of Botany Bay) + then the hassle of being stuck out in White Bay when they return to Sydney

Department of Planning
Received

25 OCT 2010

Scanning Room

Yours Faithfully
M.R. King (MICHAEL KING)

From: Diana & Kerry Fraser <kdfraser@bigpond.net.au>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 25/10/2010 11:59 am
Subject: Online Submission from Diana & Kerry Fraser (object)

We strongly object to the proposed CPT in White Bay.

Being so close to such a built-up residential area is completely inappropriate in terms of noise and traffic congestion in & out of the Balmain peninsula.

We urge you to please reconsider the use of White Bay and accept the alternative suggestions put to you by the local residents.

Regards,

Diana & Kerry Fraser

Name: Diana & Kerry Fraser

Address:
5 Ewenton St, Balmain East 2041

IP Address: - 203.29.0.12

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From: "David Body" <daiboy@optusnet.com.au>
To: <information@planning.nsw.gov.au>
Date: 25/10/2010 8:59 am
Subject: White Bay 5 response. David BODY

Dear Sir/Madam,

RE: PLANNING RESPONSE - WHITE BAY No 5

I attended your community information day at Clontarf Cottage last Saturday and wish to respond to one of the planning design features.

Note that my correspondence merely reflects the overwhelming mood of those present at the meeting but is never-the-less forwarded to emphasize that community feeling - 'that the architects have made a complete mistake in their attempts to incorporate the redundant gantries into the design'.

The touchy-feely words used to justify their design - eg "Iconic", "Heritage" etc - do nothing to hide the following facts:-

- 1) There is no heritage value - the structures date from the 1960/70s, and there will be no heritage value 100 years from now.
- 2) There is no maritime historical value that can be quantified above 'ridiculous'. Should maritime history be considered important by this
Government there are/were superior maritime history items that should have been retained at far more 'iconic' sites throughout the inner harbour with Barangaroo being a startling example!
- 3) The gantries are just plain ugly. If you try to imagine erecting them now to enhance the concept, the proposal would be laughed out of the Land and Environment Court, let alone the court of public opinion. Repeating, everyone thinks they are ugly - an eyesore.
- 4) The presentation at Clontarf Cottage made much of improved view lines and such. Leaving the gantries puts a great big blot on all the views - both away from the Peninsular and toward it.
- 5) The local community are almost unanimous that the gantries cannot remain as part of what is generally considered a massive improvement to the current situation. I do not think you can dispute that assertion.
- 6) The ongoing maintenance costs, should the gantries remain, would be massive.

I trust that you can accept that the residents of Balmain/Rozelle think that the present plan is probably a reasonable compromise, but the retention of the present gantries is unnecessary and further, as they are so ugly, massive and intrusive, is totally undesirable.

Sincerely,

David Body
5 Vincent Street
BALMAIN
8084 9625

Dear Sir/Madam

We would like to draw your attention please.

We are residents living in Pyrmont right opposite to the proposed White Bay Passengers Terminal site. It is a good idea of turning the valuable space which has been idling for some time into good use. We are however not sure whether it is a good idea to turn it into a people and traffic intensed passengers terminal. The proposed passenger terminal will surely create a lot of noise 24 hours and disturbing bright lights at night and traffic in the neighbour area. These issues have to be addressed to allow living environment comfort of the neighbouring residents and residents (across) in Pyrmont. These residents interests have to be looked after.

The proposed plan appears lack of any landscaping proposal, basically just to provide a parking space to harbour the cruiseships to load and unload passengers and goods. An important consideration should be given to provide a beautiful presentation of the terminal to visitors (from interstate or overseas.) To give them a good impression of how beautiful the harbour of Sydney. It would be nice if parkland will be built at the eastern tip (when one is facing the site) and trees are planted throughout the site/terminal wherever possible. This will not only give a pleasant greenery view and also its environmentally friendly. Parkland similar to the Pyrmont Point park on the other side of the harbour. When tourists arrive the terminal/port, they are not landing on a concrete slab, instead, a beautiful , scenic parkland of the Sydney harbour.

Sydney Harbour is considered as one of the most beautiful harbours amongst all countries. Let us try our very best to maintain its beautiful image across the harbour. Its good for tourism.

Your kind consideration please.

Regards,
W Ho

From: Jeffrey Leis <jeffleis@tpg.com.au>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 25/10/2010 8:30 pm
Subject: Online Submission from Jeffrey Leis of private citizen (object)

This is an ill-conceived ad hoc development that should not be allowed until a masterplan for the White Bay, Rozelle Bay, Darling Harbour area is complete.

If it does go ahead, there are several absolute requirements:

- 1) the operations of this terminal and the associated ships must meet all noise and air pollution requirements that apply to any normal industrial development close to residential areas on land. These huge ships are noisy, and given the homes in the area are on the top of a cliff, they are directly subject to acrid air pollution from the ships smoke stacks. This must be avoided.
- 2) This development is being 'sold' as a means of keeping the wharf area in maritime use, and keeping out high-rise development. If so, the government should provide a legislated guarantee for these matters.
- 3) There should be no vehicle access to the wharf area except via James Craig Drive, and this should also not be subject to change later.
- 4) pedestrian access to the area should be limited to the currently closed-off extension of Booth Street at the western end of White Bay.

Name: Jeffrey Leis
Organisation: private citizen

Address:
15 Adolphus St, Balmain, 2041

IP Address: chercheur-ephe01.univ-perp.fr - 194.167.139.32

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Site: #1830 White Bay Cruise Passenger Terminal
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From: John Wood <j.wood@egisprojects.com.au>
To: Rebecca Newman <Rebecca.Newman@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 26/10/2010 4:55 pm
Subject: Online Submission from John Wood of Adjacent Resident Stephen Street Balmain (support)

As a resident located on SPC Port Boundary immediately adjacent to the development site I have the following comments:

1.0 The retention of the existing crane rail structure is extremely ugly and it is unnecessary from a heritage viewpoint to highlight 1960's structural steel- the existing structure should not be maintained. (I doubt that it would meet design life criteria without a major rebuild anyway)

2.0 The use of reversing "beepers" on plant , vehicles and equipment should not be permitted during night time operations as this creates by far the most difficult noise to live with from a resident point of view.

3.0 Public pedestrian access via stairs at the end of Stephen Street would create major parking issues in what is already a difficult area. It would be better for pedestrian access to be provided down the existing (closed) access road at the western end of White Bay Park, which could also provide extensive vehicle parking.

4.0 I strongly support continuing maritime use for White Bay and Glebe Island all berths, including this project application.

Name: John Wood
Organisation: Adjacent Resident Stephen Street Balmain

Address:
40 Stephen Street Balmain, NSW 2041

IP Address: egisprojects.com.au - 150.101.207.237

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www.heritage.nsw.gov.au

Contact: John Dee
Telephone: (02) 9873 8572
John.Dee@planning.nsw.gov.au
File No: 10/11542-1
Document Id: B204901

Ms Rebecca Newman
Senior Environmental Planning Officer
Infrastructure Projects
GPO Box 39
SYDNEY NSW 2001

Dear Rebecca,

**Exhibition of the proposed Cruise Passenger Terminal at White Bay (Major project
Reference MP 10_0069)**

I refer to your letter received by this Office on 8 October 2010 requesting a submission from Heritage Branch on the above mentioned project.

It is noted that the Director General's requirements made specific reference to any possible heritage impacts from the project with respect to Wharf No. 5 Main Building, Glebe Island Bulk Silos and the Old Glebe Island Bridge. The Heritage Branch is satisfied that the impacts are acceptable with respect to the first two items and notes the Environmental Assessment Report's conclusion:

[...] these issues are all able to be managed and mitigated through the design and through the implementation of construction and operational management plans and other mitigation measures (HIS: V111).

There are, however, a number of indirect impact issues that need further consideration and these were raised in written advice to Major Projects Assessment Branch on 27/5/2010 and 13/9/2010. The latter advice noted that while the proposed passenger terminal does not impact directly on any items listed on the State Heritage Register, ancillary uses such as traffic and car parking need more work particularly in relation to visual impacts on nearby heritage features such as the sandstone rock cliff along White Bay Old Glebe Island Bridge precinct and Stormwater Channel.

The Old Glebe Island Bridge abutments and approach road (Leichhardt LEP 2000 & RTA s170 listing) and Stormwater Channel No.15 (Sydney Water s170 listing) need more thought in relation to alternative measures to control parking and traffic impacts. It is noted that the Statement of Heritage Impact (SHI) concludes that:

The proposed road works at the top of Sommersville Road will be carried out adjacent to the Bridge approach, however there is already a road in existence at the same location and any further impact to the Bridge is negligible. (SHI: 38)

This finding suggests further impacts on the item from future road works but suggests they will have a negligible effect on the bridge approach and its immediate surrounds. However, the additional impacts are not clearly described. For this reason the Heritage Branch requests that further work be undertaken on alternative design approaches to resolve the traffic and parking issues in the vicinity of the Old Glebe Island Bridge.

Similarly, the HIS also refers to Stormwater Channel No.15 (Sydney Water s170 listing), and makes the following statement:

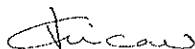
The proposed road will cross over the Channel but will have no more impact than already made by the other road crossings along its route. Mitigation measures will be undertaken in consultation with Sydney Water during the preparation of the detailed design of the crossing. (HIS: 38-39)

Again this statement, in a similar way to the above mentioned finding with respect to the Old Glebe Island Bridge, appears to suggest that additional impacts can be expected but fails to describe those impacts or suggest alternative solutions.

While the Heritage Branch supports the use of mitigation measures to reduce any possible impacts on the above mentioned heritage items, it recommends that alternative approaches be investigated first before initiating mitigation measures.

If you have any further enquiries regarding this matter, please contact John Dee on (02) 9873 8572.

Yours sincerely



22/10/10

Vincent Sicari

Manager

Conservation Team

Heritage Branch

Department of Planning

From: Larsen Jan <jelarsen@mac.com>
To: <information@planning.nsw.gov.au>
Date: 28/10/2010 4:11 pm
Subject: Submission regarding White Bay Cruise Terminal

To those concerned with this project in the Sydney Ports Authority and Department of Planning:

I am appalled at the plans for the Cruise Terminal in White Bay with all its extensive parking areas for long term cruise patrons as well as employees being situated on prime suburban waterfront land. In addition there will be long periods when it is not used (in the off season for cruise ships) and it will remain an eyesore of concrete in front of one of Sydney's most historic and charming suburbs.

I cannot see why the Terminal should be changed from its current location. I understand that the Lend Lease Barangaroo project has plans for large scape parklands and, if the illustration in yesterday's Sydney Morning Herald is to be believed, even sandy beaches in that area of Millers Point! I feel the cruise passengers arriving in Sydney should have access to the city (especially the tourist hub of Circular Quay) from Millers Point - by shuttle buses or light rail or footpaths around Walsh Bay. While huge parklands at that site may appear desirable I feel that they will be empty at night and be dangerous to walk in and therefore little used at night. If other activities including cafes, Art Galleries and smaller areas for parkland could be included in the Barangaroo plan, this would provide a more welcoming area for arriving visitors and more attractive for Sydneysiders too.

I find the need for long term parking for cruise patrons on Sydney waterfront prime land to be totally unacceptable. Surely valet parking could be a service to remove cars from the site!

This idea of valet parking should apply too to the White Bay site. However by contrast with the current Millers Point location, there is little chance for visitors arriving at White Bay to get to the major Sydney tourist sites and attractions independently. They will be dependent on being taken to the city by buses which will of course add unnecessarily to congestion on Anzac Bridge. There will also be the additional traffic of buses, tour guides and employees etc having to get to White Bay to welcome visitors.

Yours sincerely
Jan Larsen
6 Gipps Street
Birchgrove

