

G.J. Hatcher SC  
Frederick Jordan Chambers  
Ground Floor  
Overseas Union Bank Building  
53 Martin Place  
SYDNEY NSW 2000

Tel: (02) 9229 7333  
Fax: (02) 9232 4652

ABN 14 754 206 980

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22<sup>nd</sup> September, 2011

Major Projects Assessment  
Department of Planning and Infrastructure  
GPO.Box 39  
SYDNEY NSW 2001

**RE: Dolans Bay Marina Expansion MP10-0017**

**Applicant:** Dolans Bay Marina

**Objector:** Garry and Halina Hatcher  
241 Gannons Road  
Dolans Bay NSW 2229

**Statement of Reasons for Objection**

We object to the proposed development on a number of bases. Principally, the development is out of keeping with the size of the bay and the footprint of the principal development.

The present marina commercial premises do not permit of sufficient access to provide parking and necessary facilities for the owners of the vessels using the marina in its present state of development. The proposal apparently contemplates another fifty or so cars parking on a very narrow, but busy, suburban street.

Access to the waterfront is down a steep and narrow set of stairs, or an antiquated and precarious inclinator. It hardly seems sufficient access for the present size of the development. It is unlikely to provide adequate access to the substantially enlarged development contemplated.

Generally waterfront developments of this form would extend the full breadth of the land footprint. That is, the proposed wharf/jetty area would travel no broader than the land area. Presumably this is to maintain the amenity of other landowners. The present marina encroaches over the extended boundaries of several properties. This has been the position for some time and presumably an accommodation has been reached with the affected landowners. The proposal however significantly extends the number of landowners whose

waterfrontages would be affected by the marina. I would have thought if their amenity is to be reduced in this way, they would be entitled to some form of compensation. I do not know of any proposal in this regard.

The present proposal seems to contemplate converting a suburban bay into one of those Gold Coast style marina developments. It does so by taking a communal facility and converting it to a private purpose. I would have thought this unacceptable.

Were a Gold Coast style development in contemplation, one might look to extending the marina on the landward side of the bay. This could be done by dredging the bay to conform to its original depth. Parking and other facilities could then be provided on what is presently public land at the end of the Bay. Moreover the net public benefit would be enhanced by additional waterfront facilities together with additional usable bay area. Short of such consideration of overall enhancement of public amenity I feel it inappropriate to allow private development to enjoy a commercial windfall by the conversion of communal facilities to private benefit.

Finally I note that neither I, nor my wife, have any reportable political donations to declare.

Yours Faithfully,



GARRY J. HATCHER SC