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Objection to Development Application at 138 Maroubra Road, Maroubra NSW 2035

Dear Sir/Madam,

I am writing to register my strong objection to the current Development Application for 138 Maroubra Road, Maroubra NSW 2035 (SSD-81426710).

I note that a previous version of this development has already been rejected by the Sydney Eastern Planning Panel, Randwick City Council and again on appeal by the Land and Environmental Council Court. The current proposal appears to be a thinly modified iteration rather than a genuinely improved or responsive redesign. The recent addition of a token “affordable housing” component seems less like a sincere attempt to address community need and more like a strategic manoeuvre to bypass prior planning concerns and gain approval for a development that remains fundamentally unsuitable for this site.

The issues that led to the original rejection are still present. The proposal remains excessive in scale, incompatible with local character, and likely to result in numerous adverse impacts on residents and the surrounding area.

The development has already been deemed inappropriate on numerous occasions, and the current application does not adequately address the core reasons for those refusals.

The inclusion of a small number of “affordable” units appears designed primarily as an attempt to circumvent prior rejections despite failing to integrate meaningfully into the overall project. This approach undermines the genuine purpose of affordable housing and should not be used as a mechanism to fast-track or justify a development that still breaches key planning principles.

The proposal continues to generate unacceptable increases in traffic and on-street parking demand. Maroubra Road is already a congested corridor, and this development will worsen movement and raise safety issues. The parking provided is insufficient and likely to push overflow onto already-strained local streets. Piccadilly Place, which is the proposed carpark entry/exit site is already congested. Pacific Square’s loading dock is located at the end of the small cul-de-sac and is utilised by three major supermarkets in addition to 60 speciality stores, with delivery trucks entering and exiting throughout the day and into the evening. Pacific Square’s residential carpark is also located in the small cul-de-sac and is utilised by residents of the five residential buildings. All traffic

spills out onto Bruce Bennetts Place, which is already congested in the overdeveloped, densely populated area. Emergency services, namely Fire and Rescue NSW also utilise the street for regular call outs to Pacific Square shopping centre and residential complex. It is almost impossible at times to safely exit the residential carpark due to cars, trucks and emergency service vehicles double parked in the street waiting to access the loading dock. If this is not a safety concern, I am unsure what is.

Given the history of rejection, the minimal changes made, and the apparent attempt to leverage affordable housing provisions purely for approval advantage—with no genuine integration or community benefit—the development should not be supported in its current form. I respectfully request that the application is refused based on the above information and that common sense will prevail. As this is quite clearly a blatant attempt to bypass previous rejections, which is reprehensible.

Please keep me informed of any updates, amended plans, or further consultation opportunities.

Thank you for considering my submission.

Yours sincerely,

Amanda Jelicio