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Eastlakes Shopping centre development - MP09_0146

From:

To: <plan_comment@planning.nsw.gov.au>, <natasha.harras@planning.nsw.gov.au>

Date: Thursday - 27 September 2012 9:38 PM

Subject: Eastlakes Shopping centre development - MP09_0146

Attachments: Mime.822

Dear Ms Harras ,

Re:

Application Name: Eastlakes Shopping Centre Mixed Use Development

Application Number: MP09_0146

We are writing to strongly object to the above proposed project on the following grounds:

1. This development will significantly increase the traffic flow into the area. Access into the shopping centre is currently limited to a single lane road in (Racecourse Pde/Evans Ave) and out. The area already suffers from traffic congestion due to the existing high density living. With increased development, the number of cars and trucks entering the site will further add to the strain experienced by the current infrastructure.
2. The height of the proposed development will exceed the heights of the current apartments in the area . This development will change the streetscape hence making the structure look out of character for the area. If this proposed development proceeds, it will set a precedent for future developments that the area cannot support.
3. The proposed number of apartments is excessive. This suburb is already one of the most densely populated suburbs of Sydney. Large housing developments that are already occurring in neighbouring suburbs such as Rosebery, Zetland, Moore Park, and Beaconsfield are putting a strain on local services such as public transport. The local schools are currently struggling to meet enrolment demands, with class sizes pushing to 34 students. Open spaces/playgrounds/ sporting fields will be further under stress as the families who live in the apartments rely heavily on the parks as their open spaces.

4. This proposed development will also affect the quality and quantity of medical services that are in the area. With the closure of Prince Henry and South Sydney Hospitals, Prince of Wales Hospital is currently struggling with the demands of the rapidly growing Eastern Suburbs population.

5. Proposed shopping area is not significantly being increased in size to warrant such a large residential development. The proposed number of units/increase in population will not be supported/served adequately by the improved shopping amenity. The new centre will be overcrowded and unpleasant to shop.

In conclusion, we hope that the Department of Planning and Infrastructure will carefully assess the impact that this proposed development will have upon the area and consider its affect on the local residents.

Yours Sincerely,

We request that our names will not be made available to the proponent, public authorities or on the Department's website.

Submission for Eastlakes Shopping Centre Mixed Use Development

From:

To: "Natasha Harras" <Natasha.Harras@planning.nsw.gov.au>

Date: Monday - 24 September 2012 9:25 PM

Subject: Submission for Eastlakes Shopping Centre Mixed Use Development

Attachments: DSC00808.JPG; DSC00815.JPG; DSC00816.JPG; Mime.822

Dear Ms Natasha Harras,

The following is my submission in relation to the above referred Eastlakes Shopping Centre Mixed Use Development where the Proponent is Crown Prosha Joint Venture. Application Number MP09_0146. Council Area: City of Botany Bay. This submission is for the objecting to the above referred project.

Please note: my name and personal details are not for publication. They should not be provided to anyone without my prior consent. They are only for your use.

I am the owner of

My Lot is on the top floor and from my balcony the shopping centre, the car park in stage 1 development, city skyline and fully open areas are visible. The proposed buildings are next to this building which will block all these views. The proposed development has a two level underground car park which will require massive excavations which could pose danger to this property. The development proposal in my view has not mentioned in their submissions the inconvenience the residents of this property and the property located behind 18 Evans Avenue will face.

The roundabout proposed next to the driveway which is shared by 18 Evans Avenue and 193 Gardeners Road is next to the entry and exit of the underground car park with boom gates on entry and exit planned. The developer in the landscape drawings has even shown trees on the location of the driveway to this property to disguise that the driveway to 18 Evans Avenue and 193 Gardeners Road even exists.

As per the proposed plan, all the residents of these properties will be forced to take left turn after exiting the property. Currently they can go in any chosen direction they want. For example, left, straight and right.

The parking outside this property will have to be made a no standing zone as there is a road divider planned to divide Evans Avenue just next to the roundabout planned in front of our driveway.

This proposal will only benefit the residents of the buildings planned at the expense of the adjoining properties.

There is a 40,000 litre water tank planned next to the hedge fence dividing 18 Evans Avenue and the car park stage 1 re development. This pump is designed to extract water from the roofs of the stage 1 and stage 2 buildings and then used for gardening and toilet use. This will further require pumping of water away from the tank for the re use. There is no clear indication of how it is going to affect the neighbouring properties.

There is also a toilet block on the other side of the hedge fence planned for public use. There is no

clarification whether this will be operating 24 hours of the day.

The Shadow Diagrams provided by the proponent clearly indicate that my property on the top floor and also the one on the middle floor will be adversely affected as it will be completely in the shadow of the proposed 5 and 6 storey buildings.

As a result of this development, I strongly believe that my property value will substantially drop and my rental potential will be severely affected. Many units in this property are rented and the impact of this development is expected to affect the whole property.

My gas meter and the gas meters of the residents of the property is few metres away from the proposed excavations of the two level underground car park. The residents of the building rely for their cooking and hot water in the bathroom on the gas supply. Even minor damage could throw the whole building into chaos and could become an emergency situation.

The developer has provided results in the Geotechnical Assessment done in 2004. These results especially Bore Hole 4 which is close to this property are to be taken very seriously as this planned excavation could seriously pose danger to the adjoining properties. The footings of our buildings could be seriously affected due to excavation.

The noise levels generated by the entry and exit to the underground car park will be a permanent issue to our property. The second level car park in the proposed development in stage 1 is reserved for the residents of the units in the buildings planned. This will mean that the car park will be used all the time without any control and restrictions. The overall traffic, the parking, and the level of activities in the area could seriously hamper the lives of the people in the property.

Our building is currently insured with a normal Strata Insurance Policy. This cover probably will not cover the possible structural damage caused due to the excavations and massive construction activities which may go on for a considerable length of time.

The development proposal appears to have no mention of how these neighbouring properties will be protected and what level of cover the proponent will be providing.

The numerous reports presented by the proponent appear to be one sided and biased and are not the true reflection of the realities. One good example of this is the Transport and Accessibility Impact Assessment Report. This report has failed completely in any shape or form to show the impacts of their plans on the properties located at 18 Evans Avenue and 193 Gardeners Road. This makes the report flawed as it does not indicate that the residents of these properties will be forced to take left turn in their cars forcefully and will have to drive all the way and find some way to take a U turn if they want to proceed to the right on the Evans Avenue or straight on to the Barber Avenue.

There are several car parking spaces outside our property and also 20 Evans Avenue which are used by the visitors, the residents and the general public all the time. These car spaces on Evans Avenue will have to be made no standing zones because of the re design which includes the roundabout in front of the entry and exit of the proposed underground car park.

There is possibility that the car exhaust generated on the two level underground car park could become a health hazard to the people living in the properties nearby.

The expected enormous increase of the traffic on Evans Avenue that will include semi trailers, big trucks and the numerous cars will not only generate noise but also could result in constant traffic

congestion on an ongoing basis.

I request you to examine the numerous reports presented by the proponent for their authenticity, openness, honesty, integrity and transparency. I request the NSW Department of Planning and Infrastructure to not allow this proposed massive overdevelopment on the available small area of the sites close to the numerous buildings with home units.

A few photos showing uninterrupted views from the balcony of my property and the excellent sunlight are attached to clearly show how this multi-storey buildings coming in front of this balcony will severely compromise the current situation.

Please acknowledge the receipt of this email in writing.

Yours faithfully,

Address:

Telephone and Fax:

Email:







Ms Natasha Harras
Department of Planning and Infrastructure NSW
22-33 Bridge Street
Sydney 2000

11 September 2012

Dear Madam,

Proposal for Re Development Eastlakes Shopping Centre - Eastlakes

I wish to record my total disgust at the obscene overdevelopment that's proposed for the Eastlakes Shopping Centre.

Yes, the shopping centre needs to be upgraded and modernised, after all nothing much has been spent by the owners on it for years. But really how can they justify an upgrade to the shopping centre should **include** that massive number of residential unit towers, residences and at those proposed heights.

Eastlakes is an excellent example of past planning errors:

- * The streets and streets of units cramped in, meaning excessive number of people concentrated in the one small area
- * limited space in the unit blocks for amenities eg cloth lines , parking and garbage holding areas, which means cloths hanging on balconies, garbage bins and parked street cars everywhere- not to mention the noise that generates from this .
- * Limited open space in and between the unit buildings, meaning no privacy or areas for children to play close to their units.
- * Narrow winding roads - two cars can't even go down the streets at one time – How are they going to cope with the huge amount of cars, trucks etc that will be generated from the upgrade to the shopping centre and this increased residential proposal.

Haven't governments learnt from both here and overseas that these high concentrated areas do not work, they lead to increase anti social behaviour, transport congestion and health and environment issues and yet this proposal is to **ADD TWELVE FIVE TO EIGHT STOREY RESIDENTIAL TOWERS to an already high density area - YOU HAVE TO BE KIDING !!**

This proposal will dwarf the only reasonable open local amenity area creating major overshadowing for an area families rely on for their open space. Also, if the Developer proposed this excessive number of residences where is the additional open space for these additional residents and their children?

This is the worst example of over development which is highlighted by its bad taste, bad planning and no concern for quality of residential areas or life for its residents.

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From:
To: <information@planning.nsw.gov.au>, <natasha.harras@planning.nsw.gov.au>
Date: 8/29/2012 7:11 pm
Subject: '120829_EastlakesOverdevelopment

>
>
>>>
>
>
>
> 29th August 2012

Department of Planning and Infrastructure
23-22 Bridge Street,
Sydney, NSW 2000

C.c. Ms Natasha Harras
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=3402

Dear Sirs/Madams

Eastlakes Shopping Centre, Proposal for Massive Overdevelopment

I, and on behalf of my wife and families, residents of the
City of Botany Bay, hereby submit the following under your consideration -

The subject proposal means the following -

* Traffic overwhelmingly imposing upon an already overstraining
residential area, which shall lead to further deterioration of its quality of life
* Tighter social and environmental squeeze of all necessities,
aspects, and elements of living,

Initially, as the shopping centre is constantly needed for all residents from local and
distant communities, its absence during rebuilding shall seriously deprive them of their specialties
shopping facility. We would submit that plans be programmed so as to alternate and allow shopping
continuing uninterrupted all during its reconstruction

We do concur that the Centre itself needs modernisation and upgrade, but there is
real concern about massive overdevelopment, including constructing twelve (five to eight storey)
residential towers

The said overdevelopment will overtower and overshadow the lower lying
apartments and community parks, and will deprive these of the sunlight for most of the yearly cycle,
constantly immersing these into dingy, unhealthy, and humid conditions

The proposal indicates a massive expanse of undertakings and residences in that
overcrowded locality. Bearing in mind its severe limitations, obviously it is fraught of further concerns,
viz -

* More traffic in residential streets from the increase in population and
also from an increase of heavy vehicles servicing the shopping centre. No additional access other
than existing roads can be provided

* The scale of the proposed development is too massive, too high
and too many residential buildings

* The proposal includes a roundabout at the intersection of Saint
Helena Parade and Barber Avenue, which indicates the developers mean to encourage patrons and
suppliers to use residential streets in Eastlakes to access the developments

Obviously the developers have no concern or interest in the area or the people - this is nothing more than a money grab by them.

Also of concern is how this and other matters are being handled - from what I recall Council has objected now and previously to massive overdevelopment proposals by Developers in this area and yet they get passed or reappear with little or no real change. In this particular case and in the issue of heights of terraces built in Universal Street, Eastlakes (one street from the Shopping Centre) – the concerns of Council and residents were not considered.

The overdevelopment of the City of Botany Bay and neighbouring Randwick is a real concern . The transport is already chaotic and congested and with the increased traffic from the Airport and the proposed increase to container trucks from Botany Bay, massive increases in residential units will not only make it worse but eventually it will come to a standstill .

Yours sincerely

(Name to be withheld)

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From:
To: <plan_comment@planning.nsw.gov.au>
Date: 8/30/2012 12:07 pm
Subject: Submission for Application MP09_0146: Eastlakes Shopping Centre Mixed Use Development

PLEASE DO NOT MAKE MY NAME AVAILABLE TO THE PROPONENT, AUTHORITIES AND ON THE DEPARTMENTS WEBSITE.

Re: Application MP09_0146: Eastlakes Shopping Centre Mixed Use Development

I hereby state that I OBJECT to the proposed development of Eastlakes Shopping Centre.

Reasons:

I do not believe adequate investigation into the impact on the surrounding roads that the new development will have has been undertaken.

. The roads leading to and from the centre at the moment are either on 40km restrictions, on school pedestrian traffic routes or very tight and narrow. With the increased traffic flow due to the increased residential capacity of the area I believe the roads will come under unsustainable pressure and accidents will occur.

. The roundabout proposed at the south end of the shopping centre will become clogged due to the existing traffic that currently takes this route to get to Gardeners Road (i.e. turning right from St Helena Parade onto Barber Ave will cause traffic to back up inside the shopping centre car park).

. The traffic currently using the St Helena Parade/Barber Ave/Evans Ave route to get to Gardeners Road will also cause issues for the proposal to have a mall along Evans Ave. This will slow traffic and cause congestion around the shopping strip.

. St Helena Parade has a speed hump and concrete strips to slow traffic but this causes issues currently with visibility for traffic and buses turning from George St onto St Helena Parade and into Lismore Street have tight access. The increased traffic flow will make this more dangerous.

. Delivery trucks already have a tight access along Barber Ave to get to the south end of the centre and removing road parking would be an inconvenience to the people already living on this street. The increase of delivery trucks due to the increase of new stores will make the area around the park on Barber Ave where many young children play more dangerous.

* Being built right up against Eastlakes Reserve will mean the high rise building will cast major overshadowing in most months blocking away from the amenity of the local area; the area where a high number of families live in units and rely on the park for their open space

* Increase of anti-social behaviour
* The number of units being put on the site with no additional read infrastructure to get people in and out

* Excessive noise from service vehicles, garbage trucks, and increased traffic

Paramount is the view that traffic will be the biggest issue for local residents as the only access will be via our residential streets

Accordingly, we alongside our community oppose these proposals, as presented in their overdevelopment extent

Yours sincerely

Request: It is unnecessary to publish our personal names and details; thank you

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PCU038054

Application no.	MP09_0146
Location	Gardeners rd and Evans ave Eastlakes
Proponent	Crown prosha joint venture
Council area	City of botany bay

I of : wish to object to the above mentioned project. As I understand that if this project goes through it will take about 3-5 years to finalise the project. There will be closure of some of the shops and Medical centres. My worry is that my GP and chemist are there. At 76years of age I cannot bear to think that my doctor and chemist could be closed (Even if only temporarily) as they have all my records and they know everything about me and my condition.

With the proposed project it will cause disruption in traffic and parking will be a nightmare.

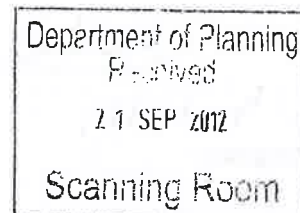
I've lived in Eastlakes/mascot since I arrived in 1987 and with trucks roaring up and down the roads at all hours of the day I believe it will destroy our roads and peaceful neighbourhood. It will in turn increase the council rates as they will need to repair the roads. Being on a pension and with the increasing prices it will make life even more difficult.

I've seen a few shopping centres redeveloped in hope to attract more customers such as Maroubra (with the closure of good buys and the other little specialty shops) and Hillsdale (with the opening of the brands factory outlet in hope to attract more customers) but the problem there is they can't compete with Westfield. But each centre caters for their elderly just as Eastlakes caters for us and if you close any of the shops (for developing) we the elderly of the community will be under a lot of stress.

I understand that the development is mainly residential to be something like eastgate in Bondi but I can't understand why. So please don't approve this development for the sake of the elderly in the area and the staff of the shops of Eastlakes

I don't want my name to be made available to any of the parties

Regards



Application no.	MP09_0146
Location	Gardeners rd and Evans ave Eastlakes
Proponent	Crown prosha joint venture
Council area	City of botany bay

I of : wish to object to the above mentioned project. I 'm an elderly person and Eastlakes shopping centre is the closest and fastest centre to my home . As I understand that if this project goes through it will take about 3-5 years to finalise the project. There will be closure of some of the shops and Medical centres. My worry is that my GP and chemist are there and at 87years of age I cannot afford to change doctors and my chemist as they have all my records and know my medical condition.

With the proposed project it will cause disruption in traffic and parking will be a nightmare.

I've lived in Eastlakes/mascot since I arrived in 1987 and with trucks roaring up and down the roads at all hours of the day I believe it will destroy our roads and peaceful neighbourhood. It will in turn increase the council rates as they will need to repair the roads. Being on a pension and with the increasing prices it will make life even more difficult.

I believe when you have a good thing there is no need for change. We as the resident have everything here (post office, fruiterers, woollies, aldi, and chemist, optometrist. Medical centres and for the Asian community the Asian supermarket, Greek community/eastern community they have their specialty shops. So all we need here is to bring back a bank or two)

I strongly oppose this proposal.

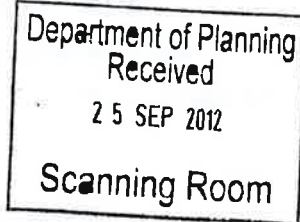
I don't want my name to be made available.

Thanks regards



PCU038153

DEPARTMENT OF PLANNING
 MS. NATASHA HARRAS
 GPO BOX 39
 SYDNEY NSW 2001



21. September 2012.

Dear Madam,

SUBJECT: DEVELOPMENT AT EASTLAKES SHOPPING CENTRE, EASTLAKES (MPO9-0146)

There is a need for an upgrade and modernisation of the Eastlakes Shopping Centre. However the massive overdevelopment and overcrowding of the area is of great concern. I object to the project.

The scale of the proposed development is too massive, too high and too many residential buildings. The village atmosphere will be destroyed.

The Eastlakes Reserve was hard fought for and is now beautifully kept by Council. Much used and appreciated by Residents and shoppers alike. The high rise buildings will cause major overshadowing, especially in the winter month of the park.

But the biggest and inexcusable problem is traffic. It is now heavy and problematic and would escalate enormously. More traffic from an increase in population. But even more importantly of huge heavy vehicles servicing the Shopping Centre. Excessive noise from service vehicles and garbage trucks.

The Redevelopment is of great concern to the Residents of Eastlakes. Hopefully it will be adequately researched and will be dealt with by the Planning Department with

proper care and consideration. We hope for a good
outcome for everybody.

I DO NOT WISH TO HAVE MY SUBMISSION PASSED ON TO
THE PROPONENT OR OTHER AUTHORITIES, NOR POSTED
ON THE DEPARTMENTS WEBSITE

Yours sincerely

RESIDENT SINCE 1964

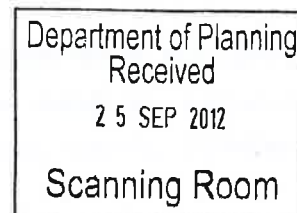
Submissions for the Eastlakes Shopping Centre Mixed Use Development.

17 September 2012

Ms Natasha Harras
Town Planner
Major Projects Assessment
Metropolitan & Regional Projects South
NSW Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001



By Express Post Platinum Number: 24 0953992 063



Dear Ms Natasha Harras,

Subject: Submission for the Eastlakes Shopping Centre Mixed Use Development.

Application No. MP09_0146.

Location: Gardeners Road and Evans Avenue, Eastlakes.

Proponent: Crown Prosha Joint Venture

Council Area: City of Botany Bay

This submission is for objecting to the above referred project. The following are the reasons for which we object to this project being approved.

Main Points:

1. Unnecessary overdevelopment on the subject land.
2. Serious risk to the adjoining properties as a direct result of the excavations planned for the underground car parks.
3. Access to the underground car parks could seriously bring the traffic to the standstill regularly on every neighbouring street including the part of the Gardeners Road in both directions.
4. Parking on the streets adjoining the Shopping Centre could become necessary and people offloading their shopping in the streets with the shopping trolleys could become a traffic hazard with accidents waiting to happen every day of the week.

5. Expected increase in the Heavy Vehicle Traffic servicing the shopping centre could mean more traffic congestion, more use of residential areas around the clock.
6. All the roundabouts planned could never be used as properly functioning roundabouts as many of the vehicles may never be able to comfortably go around the roundabouts without mounting on them due to lack of space and room around the roundabouts.
7. The proposed multistorey buildings planned will cut off sunlight very badly from the neighbouring properties.
8. Carapaces made available to the general public are too low as the increased expected population and increased use of the area will force people to find the parking on already congested streets around the existing shopping centre.
9. There is no indication of the approximate price of the units that are planned. This raises concerns as to what could be considered as an affordable property.
10. Use of Public Transport is suggested. There is no room on the streets adjacent to the proposed development for the Sydney Buses to run.
11. Insurance cover for the adjacent properties for the possible structural damage caused due to the excavation and massive construction activity that is planned has not been made clear.
12. The selective photos of the surrounding area presented in the application are not sufficient enough to give the full picture of the impact of this development on this entire area and neighbouring properties.
13. Example given of the two properties nearby the proposed development for their height are 1 Florence Street (Avenue) and 16 Maloney Street to justify the cluster of multistorey buildings on the subject land is very much inappropriate.
14. The attached reports from the twenty-one private businesses/authorities in relation to the various issues and impacts of this development need to be independently scrutinised for their correctness, authenticity, impartiality, independence, moral and ethical values, honesty and integrity.
15. Closeness to the essential services such as gas, water and electricity supply to the adjacent properties from the proposed excavation and construction activity is of immense concerns.

16. Impacts on the prices on the goods and services from the proposed development on the consumers in the area and the impact on the providers if they do not find customers as this is not an aristocratic area.
17. Development of numerous block of units around the area in neighbouring suburbs appears to be in progress which may ease the supply of the properties and medium density living in the immediate and long term.
18. Closeness to other shopping facilities in the nearby areas cannot be overlooked as there is already oversupply of shopping facilities.
19. Noise levels of the increased vehicular traffic, semitrailers and garbage trucks in the already congested streets in the areas around the subject sites of this development could have detrimental impacts on the residents' peace and health.
20. Massive storm water storage tank and booster pump location on the current car park site for the storage of the storm water from all the proposed buildings and shopping centre needs thorough scrutiny.
21. Location of the public toilet block adjacent to the storm water tank and the opening hours of this toilet block must be made public prior to the consideration of this application.
22. Noise levels of the cars entering and leaving the underground car park on the neighbouring residential buildings need to be properly assessed as this car park will have no choice than to operate for 24 hours of the day as the second level of this car park is going to be reserved for the residents of the units in the multistorey buildings. These underground car parks therefore cannot be locked up after the shopping centre is closed.
23. Car exhausts and their effects on the nearby residents cannot be ignored as these car parks are expected to be used to their capacity most of the time in this proposed development.
24. Interruption to the Views from the existing residential block of units due to high rise proposed buildings on the subject sites is of serious concern.
25. Air traps and wind tunnels created due to the high rise proposed buildings on the neighbouring buildings needs thorough checks by independent authorities.
26. Privacy of people living in the neighbouring buildings due to the proposed development may be compromised.

27. Proposed cafes and restaurants facing the Eastlakes Reserve could pose real concerns to the people in the area and in the block of units opposite and across the reserve.
28. Entry to the underground car park straight from the Racecourse Place under the planned multistorey building with high pillars poses real concerns as even a minor traffic incident on the proposed mountable roundabout could bring total disruption to traffic from all the directions trying to enter Evans Avenue.
29. The lack of transparency in the application is clearly evident from the selective photographs provided by the applicant.
30. Essential Service's diagrams provided by Dial Before You Dig Information Line could be provided if necessary for the adjacent properties.

The main points above are elaborated in brief details below for your consideration to **disapprove** this application.

1. Unnecessary overdevelopment on the subject land.

The massive number of home units and serviced apartments on the subject land is indicative that the owners of the land have made a wrong decision to probably spend millions of dollars with the hope that their ongoing efforts to get this massive unnecessary development will get an approval if they keep on trying.

Please look at the numerous home units planned and ready for sale in the surrounding suburbs like Rosebery, Zetland, Maroubra, Mascot (Coward Street and surrounds of Mascot Railway Station), Alexandria, Green Square Railway Station surrounds and Beaconsfield. These are just a short drive from this proposed development. The available area is too small for the proposed buildings and cramming all those buildings together is probably indicative of a very irresponsible application. The Eastlakes area does not need any more units.

2. Serious risk to the adjoining properties as a direct result of the excavations planned for the underground car parks.

Please note that the proponent wants to build two storey underground car parks on the subject sites. Please refer to Appendix 23 supplied by the proponent which is a report prepared by Jeffery and Katauskas Pty. Ltd. - Consulting Geotechnical and Environmental Engineers that is dated 31 May 2004. In this report in our view there are constant and repeated indirect warnings about the water tables on the subject land and the nature of the sandy soil that is prone to collapse. The water is located

just at the depth of around 4-5 metres from the bitumen surface of the car park. It is very important to note that this is a very old report and the proponent wants to do further investigations only after the existing building adjacent to the Gardeners Road is demolished. If it is confirmed after the demolition of the existing building with the shops that this site poses serious danger to the adjoining properties if excavated in the way it is proposed what will the proponent do? Why not get the latest INDEPENDENT reports with the possible new technology to ascertain what would be the possibility of the structural damage to the adjoining properties?

This report however is presented by the proponent as the part of application and needs to be taken into account in its existing form of the pitfalls of the excavation for the two storey underground car park. The site of the existing shopping centre appears to be similar in nature but that is Stage 2 of the development. The Stage 1 therefore becomes far more important to understand the ramifications of the excavation.

In the recent times the people in the area have experienced collapsing of the part of the Botany Road near McEvoy Street in Alexandria/Waterloo area where there were massive excavations taking place nearby. The situation in this proposal is far worse as there are people living next door and they occupy around 64 home units in old buildings and the footings of those buildings may get badly affected or even collapse as a result of the excavations. The planning department has to take the report presented by the proponent extremely seriously to see that no stone is unturned to guarantee the safety of the properties and lives of the people in the adjacent properties.

3. **Access to the underground car parks could seriously bring the traffic to a standstill regularly on every neighbouring street including the part of the Gardeners Road in both directions.**

Please refer to the Appendix 13 which is a report prepared by COLSTON BUDD HUNT & KAFES PTY LTD of Chatswood which is entitled:

TRANSPORT AND ACCESSIBILITY
IMPACT ASSESSMENT FOR PART
3A APPLICATION FOR THE
PROPOSED REDEVELOPMENT OF
EASTLAKES SHOPPING CENTRE

This is a 55 page report which appears to be comprehensive but in reality it is just an estimate of the traffic in and around the proposed development site if the development does take place. We live locally and we know the current situation

better than a report based on the observations and measurements of a sample taken that was limited to few days of observations and results. This report has indicated very clearly that there will be boom gates at every entry and exit points of the parking for the residents and the shoppers. The report indicates that all the relevant requirements for the number of cars queuing up for entering the underground car parks have been met according to the current standards and guidelines.

In this entire 55 page report the author has failed to indicate that there is a DRIVEWAY which is shared by the two blocks of units comprising of 26 units which are fully occupied and this DRIVEWAY is next to the proposed entry and exit to the underground two level car park. Construction of the roundabout at this location will force all the residents of these two properties-18 Evans Avenue with 12 Units and 193 Gardeners road with 14 Units to take LEFT TURN while exiting the property as the proposed plan is to put a divider in front of the Driveway of these two properties that are adjacent to the entry and exit of the proposed underground car park. This proposed Evans avenue divider will also restrict the right turn from the Evans Avenue onto the Barber Avenue. Due to the cars always parked on either side of the Evans Avenue the residents of the 18 Evans Avenue and 193 Gardeners Road will have to drive further and further for taking a U turn if they want to take right turn or go straight after exiting their driveway if the proposed plans are accepted.

Construction of Roundabout at this location and divider on the Evans Avenue outside the property 18 Evans Avenue will also result in NO RIGHT TURN from Evans Avenue onto the Barber Avenue. All those who need to go onto Barber Avenue from Evans Avenue will be required to go straight further and make a U turn. This will result in drivers going into other properties mostly on the left of Evans Avenue and this whole part of Evans Avenue after the Barber Avenue will become a nightmare as those coming out of the car park wanting to go on Barber Avenue will also drive further to make a U turn. This arrangement is also expected to lose at least 6-8 car parking spots on the Evans Avenue as the parking in front of 18 Evans Avenue and the adjacent properties on the left is expected to be forced into a No Standing Zone if the proposal is approved.

This report which omits all these very important changes in traffic conditions raises suspicion if this is a genuine report or just a report to please the proponent.

The Boom gates slow the traffic as the drivers of the cars will have to pull out a ticket while entering the car park. Once in the queue there is no turning back or exiting the car park entry. Take the example of the underground car park entry of the stage 1 Car Park development into Shops and residential apartment blocks.

The cars will be trying to get in from Barber Avenue and both sides of the Evans Avenue next to the property 18 Evans Avenue. If the cars are in the queue for getting into the car park then those wanting to get in, if the available 6 car space is full before the boom gate, it could block the traffic flow. This could be a permanent problem as more and more cars are expected to use Evans Avenue. The same problem could be encountered at every location of the entry to the boom gates operated underground car parks in this development proposal.

The streets around this shopping centre are not designed to cope with this daily traffic jam possibilities. The cars lining on both sides of the Gardeners Road for entering the Racecourse Parade is the real possibility as the Racecourse Parade length is not long enough to cope with the expected increased traffic. For encouraging people to use bicycles and walk to and from Shopping Centre with their shopping hanging on the bicycle and lifting the bags with their two hands and walk is a suggestion that is not only impractical but is indicative that enough parking is NOT available in the proposed development. The streets around the shopping centre are full of cars right now as it is. If you add another 400 + units and the inevitable fees for parking in the underground car park that may follow the daily traffic jams will destroy the whole developed precinct and the business may suffer as there are many other options in the surrounding areas for ample shopping facilities with ample parking.

- 4. Parking on the streets adjoining the Shopping Centre could become necessary and people offloading their shopping in the streets with the shopping trolleys placed next to the car boots could become a traffic hazard with accidents waiting to happen every day of the week.**

The underground car parks in the proposal do not have enough parking for the shoppers. This will force the shoppers onto the streets and they will have to place the trolleys next to their cars for offloading the shopping bags. The nearby streets then could become traffic and accident hazard. Most part of the Barber Avenue, Evans Avenue, Mascot Drive and part of the Helena Parade is expected to experience trolley traffic along with car traffic. The trolleys left on the street kerbs could then become a massive problem as the trolley collector tractor will stop and start to collect these trolleys left on the adjacent streets. This could add to further traffic problems.

- 5. Expected increase in the Heavy Vehicle Traffic servicing the shopping centre could mean more traffic congestion, more use of residential areas around the clock.**

No matter how much room is provided on the subject sites for the delivery vehicles that will include large semi-trailers to park and turn. These vehicles need approach to these wide areas proposed on the sites. That approach is from the same existing

residential streets and that is not going to change. The use of Evans Avenue for servicing the shops in the current Stage 1 car park development into Aldi and other shops will mean the adjacent property with around 36 units next to the existing car park will be permanently affected by these delivery vehicles while they unload and load. Covering up the loading zone does not entirely eliminate the problems associated with the delivery vehicles. This same loading zone may also be used by the garbage trucks as the garbage bins are proposed to be stored on the Level 1 of the underground car park.

6. **All the roundabouts planned could never be used as properly functioning roundabouts as many of the vehicles may never be able to comfortably go around the roundabouts without mounting on them due to lack of space and room around the roundabouts.**

The roundabouts around the proposed development are of great concerns. The streets are not wide enough to have proper roundabouts that will be functioning properly. The worst placed roundabout in this proposal is near the one on the Evans Avenue and Barber Avenue T junction. It is a roundabout proposed with a 3 metre radius. This will mean the diameter of this roundabout will be 6 metres. This roundabout is planned to be in the front of the underground car park's entry and exit driveway on Evans Avenue. Next to this entry and exit driveway is the driveway of the two separate Unit blocks. In the development proposal the current exclusive EXIT only driveway will be converted into ENTRY and EXIT Driveway. This means the car movements are expected to be DOUBLED on that Driveway. The transparency in this proposal is seriously compromised by those involved in this particular roundabout proposal. The people exiting the underground car park may have to queue up for extended periods of time for getting out of the car park if the traffic on the Evans Avenue keeps on flowing and there is no chance to get out from the exit side of the underground car park. This could build up the traffic on both the levels of the proposed car park and the car exhausts could become health hazards as all the fumes will be confined to the underground car park and will heavily rely on the exhaust filtrations in the underground car park. This could become a daily problem and not just an isolated case as this underground car park is expected to be utilised to its full capacity every day of the year. This is why people are encouraged to use bicycles, walk to the proposed shopping centre or use public transport. The cars, trucks and big semi-trailers will have no options than to drive on top of this roundabout. This is why it is proposed to be a MOUNTABLE ROUNDABOUT. This is also the case with all the other roundabouts. They all will need to be mountable. This means the vehicles could go on top of these roundabouts as the streets are too narrow to handle the traffic with unmountable roundabouts.

- 7. The proposed multistorey buildings planned will cut off sunlight very badly from the neighbouring properties.**

Please refer to the shadow diagrams DA 34 June 21-3. The whole development is resulting in shadows on the NINE adjacent properties. The worst affected property is the one located at 18 Evans Avenue, Eastlakes where the whole block of units is completely covered with the shadows. This stops light, Sunlight, breeze, fresh air and the report considers this as acceptable. Whoever makes report that this is acceptable could not be considered as an independent, unbiased reporter. The proponent appears to have total disregard of these adjacent properties affected by these multistorey unit blocks responsible for blocking sunlight from all these properties close to the proposed development.

Now please look at the DA 29 Shadow diagram December 21- 9. Please see how the shadows of these new multistorey buildings in the new proposed development is covering the block of units next to the Racecourse Place and the Eastlakes Reserve. The block of 36 units currently enjoy good sunlight. This will be a thing of the past forever.

- 8. Car Spaces made available to the general public are too low as the increased expected population and increased use of the area will force people to find the parking on already congested streets around the existing shopping centre.**

This issue is very concerning to the local residents. Every street is full of cars as the provision for visitor parking was not considered when these buildings were built in the sixties. Many residents now have more than one car and they struggle to find parking as these old buildings surrounding the proposed development normally have one car space for every unit. With the additional inconvenience of parking in the underground car parks in the proposed development, even if there is room to park, people will try to find parking on the streets if they are going to be in the shopping centre for a short time. This will affect the traffic flows and it is not possible for the buses to run on these streets so that people can use public transport. The other form of public transport possible is taxis and no one would expect people to use taxis for short distances from the shopping centre and not using their cars. Any such expectations are very much inappropriate and impractical.

- 9. There is no indication of the approximate price of the units that are planned. This raises concerns as to what could be considered as an affordable property.**

The proponent is claiming to be building affordable properties. There is not even a slightest indication of how much the properties are going to cost. Reducing the size of the floor space to make them affordable appears to be a solution. Reduction in

size to make it cheaper and if that cheaper is around \$400 000 then who has to decide what is affordable and not affordable. There are no details of the prices and there is no transparency seen in the proposal in relation to the affordability.

10. Use of Public Transport is suggested. There is no room on the streets adjacent to the proposed development for the Sydney Buses to run.

Even if the Sydney Buses decide to cover the area around the shopping centre to cater for the people in the streets like Barber Avenue, Mascot Drive, Evans Avenue towards Eastlakes Public School and Eastlakes Community Hall there is no room for the buses to pass easily. This is why all the buses turn right from the Racecourse Place onto the Evans Avenue leading to Maloney Street. The proponent has not mentioned this and instead mentions that there is no plan for Sydney Buses to go on the left from Racecourse Place therefore more pedestrian access and taxi bays are planned. This in our view is not the true reason for buses not servicing that part of the Eastlakes. The true reason is these streets are too small. This is why public transport is not an option for many residents and they have to rely on their cars. Increasing the number of units in this area will only multiply the problems that people already face.

11. Insurance cover for the adjacent properties for the possible structural damage caused due to the excavation and massive construction activity that is planned has not been made clear.

The residents and the owners of surrounding properties which are mostly Strata Titled properties have insurances that cover the building and common property contents and other insurance covers that are standard inclusions in such policies. The standard cover for a block of 12 units is anything between around \$3500 to \$4500 depending on the insurance providers.

It will be extremely important for the planning department to see that any structural damage caused as a direct result of the excavation and the construction of this magnitude is properly addressed before the approval is even considered. The people living in these properties and the owners of these properties who have rented them have no capacity to enter into any BLAME GAME and many of the owners could be heavily relying on the rents for paying mortgages and/or their personal expenses.

Many owner occupied properties have long term people living in their home units for decades and any disruption caused to their ordinary way of living could be disastrous. Noise, dust, pollution could all be tolerated but the possibility of relocating due to the excavation and construction disasters on the nearby properties needs to be taken EXTREMELY SERIOUSLY. The proponent's attitudes are very clear that they do not care about the impacts of their proposed development on the residents

and people working in this area. They just want to build multistorey apartments, sell them and probably go to another place and do it all over again. That is business and they may be entitled to do this but NOT at the cost of local community and affecting their homes. The people live in this area are ordinary people and new flashy buildings are not going to make a slightest difference to them and their lifestyle. If Woolworths and Aldi jack up their prices to pay for the excessive rents in the new development the local people will suffer. They are not going to live in these new apartments but will continue to live in their own home units. The government with its planning authority needs to be very honest, open, transparent, moral and ethical in dealing with such development proposals with the community it represents.

The proponent may not have conducted proper and sufficient tests of the ramifications of excavations on the subject land and the land of nearby properties about what is underneath.

It will be most important to see that the owners of the properties if affected by this development will not be required to claim for damages from their own insurers but from the insurers of the proponent. If this involves complete demolition and rebuilding of the properties affected that responsibility MUST lie with the proponent as it will be the big risk that the proponents will be taking to excavate the land and building many buildings in the limited space available. If the proponent becomes bankrupt the provisions to honour claims from the affected properties need to be in place even before this project is considered for approval.

- 12. The limited number of photos of the surrounding area presented in the application are not sufficient enough to give the full picture of the impact of this development on this entire area and neighbouring properties.**

The proponent has provided photographs of the surrounding areas and properties. These photographs are not providing the complete picture of the impacts on the area and surrounding properties.

The photographs with the explanation of each one are provided here for your consideration to disapprove this project.

- 13. Example given of the two properties nearby the proposed development for their height are 1 Florence Street (Avenue) and 16 Maloney Street to justify the cluster of multistorey buildings on the subject land is very much inappropriate.**

The proponent has given examples of the properties located at 1 Florence Street and 16 Maloney Street both in Eastlakes that have been built a long time ago to justify the height of the numerous multistorey buildings in this proposal. Comparison of these

two buildings for their height for justifying the heights of the buildings in this proposal in the year 2012 is not only absurd but is very much outrageous because these two buildings were not built for making a profit or minimise losses. These were built to house the people who needed help and support from the government for accommodation. The people live there pay rent or they may have options to buy the apartments. The option of buying was not existent when these housing board buildings were built.

Even if the approval granted decades ago to build these two buildings was a mistake that cannot be repeated in the year 2012. The proponent by mentioning these two building has clearly shown that they have lost their way and are getting desperate to get approval to build the buildings that this area does not need.

- 14. The attached reports from the twenty-one private businesses/authorities in relation to the various issues and impacts of this development need to be independently scrutinised for their correctness, authenticity, impartiality, independence, moral and ethical values, honesty and integrity.**

Many of the reports and formal requirements in such a development approval process may have been perfectly done and may not have any issues for their correctness and openness and transparency. We are not experts in making assessments on every report and details provided. As a community and local residents and people who are going to be affected in a short and long term we request you to properly scrutinise any suspicious and doubtful supporting report or the reports that may look to be unbiased but may be fully biased and not done with the moral and ethical standards that the community expects when the development of this magnitude and nature is going to affect their lives on a permanent basis. The photos included in this submission here are the ones the proponent may not want others to see. The photos and the comments provided are self-explanatory.

- 15. Closeness to the essential services such as gas, water and electricity supply to the adjacent properties from the proposed excavation and construction activity is of immense concerns.**

The supply of water, gas and electricity and sewer lines and storm water discharge from the roof is all located close to the planned excavation for underground car park of Stage 1 in the proposal. If any of these services is disrupted it will have major impacts on the people living in the adjacent properties and maybe even other properties in the vicinity. The planning department has to see what measures are put in place if these services are affected if the approval is granted for the proposed development that starts with the excavation of the land next to the adjoining properties in Stage 1 in the proposal.

- 16. Impacts on the prices on the goods and services from the proposed development on the consumers in the area and the impact on the providers if they do not find customers as this is not an aristocratic area.**

This development if approved is expected to increase the prices of the goods and services that will be delivered from the shops and supermarkets. This will have major impacts on household budgets as buying the groceries from the existing Woolworths and Aldi and fruits and vegetables from the shops and buying medicines from the chemists is expected to be more expensive as the shops will try to cover their costs of extra rent that they will be expected to pay. If the ordinary people living in the area find it hard to meet their living costs they will simply go elsewhere or reduce the spending and this could impact on the shops and their takings.

This is an area where many people could be struggling to even pay the increase in their quarterly Strata levies and the rents are going up. They may be left with no choice than to pay extra for food and services just because they are served from the new building without having any other advantage.

Any reasonable new development is always welcome. We do not want to suffer permanently because of this over development. Those who have a business of development of this magnitude will probably never live in the area.

- 17. Development of numerous blocks of units around the area in neighbouring suburbs appears to be in progress which may ease the supply of the properties and medium density living in the immediate and long term.**

Please look at the development and the construction of block of units in the neighbouring suburbs. These developments will surely meet the needs of accommodation of people. There are numerous home units coming up where the approval process have probably not engaged numerous companies to make reports of the magnitude that are used by the proponent to get this proposal approved at any cost. This money expended on all these reports is expected to increase the so called affordable property price. This is why the people do not know what the smallest accommodation in this development is going to cost to see if it really affordable.

- 18. Closeness to other shopping facilities in the nearby areas cannot be overlooked as there is already oversupply of shopping facilities.**

From the proposed site of development in the radius of 5 to 8 kilometres there is everything that we normally need. There is Westfield Shopping Town at Eastgardens in Pagewood, Pacific Square Shopping Centre at Maroubra, Lots of furniture, electrical, white goods shop including Harvey Norman on Gardeners Road and many

shops and shopping facilities on O' Riordan Street, shops on Botany Road near Best and Less, Supacentra at Moore Park, Bunnings Warehouse on Gardeners Road, lots of shops at Kingsford, Real Estate Agents everywhere, every car that you can imagine is available in Rosebery, Gardeners Road, O' Riordan Street, Link Road and Waterloo. Hundreds of Home units on five minutes' drive coming up. Where is the compelling need to build another 400 + units in the area that is the most UNSUITABLE for this development in every regard? All those responsible in making decisions including the Minister have to take into account the concerns of the people as they are the ones who the government is expected to serve.

19. Noise levels of the increased vehicular traffic, semitrailers, garbage trucks in the already congested streets in the areas around the subject sites of this development could have detrimental impacts on the residents' peace and health.

Loading zone to serve Aldi and other shops in Stage 1 development will be close to the 36 block of units next to the car park. This is a permanent change. This area is mainly used by shoppers to park their cars. This will be replaced by heavy vehicles using this part all the time. The compression brakes and the noise these trucks generate is going to change the whole use of this part of the development. To this there will be added Garbage truck noise and movements to service the garbage from the shops and the residents of the numerous unit blocks planned for the site. All these vehicles will use approaches from other residential areas bringing new properties in their path of movements in addition to the old properties that are already affected. The people living in the vicinity are expected to suffer as a result just because the proponent may have paid too much for the land and old building on the Stage 1 site.

20. Massive storm water storage tank and booster pump location on the current car park site for the storage of the storm water from all the proposed buildings and shopping centre needs thorough scrutiny.

There is a plan to store storm water adjacent to the property 18 Evans Avenue, Eastlakes. All the water is expected to be pumped into this huge around 40 000 litre capacity water tank from the roofs of the buildings that are proposed on the site. This water is proposed to be used for gardens, toilets etc. This means that water will have to be pumped into the tank and then pumped out of the tank as this tank cannot use gravity for supplying to gardens and toilets. Nothing is very clear of this arrangement that may affect the neighbouring properties as the pump will have to operate most of the time and we do not know what levels of noise it will generate. The proponent has not provided any details of this that can give idea to the people living nearby. Is there any possibility that this tank could overflow and flood the properties nearby including

the site that is proposed to be developed? More details are required to show openness and transparency of this arrangement.

21. Location of the public toilet block adjacent to the storm water tank and the opening hours of this toilet block must be made public prior to the consideration of this application.

Please note the adjacent properties are separated from the subject Stage 1 car park development into shopping and unit block buildings partially only by a hedge. This hedge will have to be completely removed and then there is no separation left between the Car park and the building 18 Evans Avenue, Eastlakes. The hedge acts as barrier like a fence. Once removed for development there will be no barrier at all between the properties. There is a public toilet block planned next to the water tank adjacent to the property 18 Evans Avenue and 193 Gardeners Road, Eastlakes. Full details of the access to the toilet block needs to be made public knowledge as we have concerns that this toilet block could be used by people for improper activities.

22. Noise levels of the cars entering and leaving the underground car park on the neighbouring residential buildings need to be properly assessed as this car park will have no choice than to operate for 24 hours of the day as the second level of this car park is going to be reserved for the residents of the units in the multistorey buildings. These underground car parks therefore cannot be locked up after the shopping centre is closed.

This car park entry and exit has a new roundabout planned in front of it. The cars coming out are expected to climb a substantially steep road. This means the cars will be operating on lower gears and the use of lower gears means the more engine power used to exit the car park. This is also the case for entering the car park. This is expected to generate constant car noises on the neighbouring properties. The most affected being 18 Evans Avenue, Eastlakes.

The properties opposite the entry/exit will also be affected. The proponent has tried to use the landscape drawings to disguise that the Driveways to this property does not exist by showing the trees planted where the driveway of the neighbouring property is. We consider this as the possible professional misconduct of all those who have made these drawings so that the community does not have any idea of the reality that this whole roundabout is planned only for the benefit of the proponents at the expense of the residents who will be permanently disadvantaged.

23. Car exhausts and effects on the nearby residents cannot be ignored as these car parks are expected to be used to their capacity most of the time in this proposed development.

We are ordinary people living in the area and the ramifications and long term health hazards of the car exhausts in the underground car parks that will need to be sucked, treated and expelled will not be known. There needs to be community awareness of what that will mean as the current open car park with all the open area has no comparison to the enclosed underground places that will rely on the fans and other devices to reduce the pollution within and outside the underground car parks. If the cost of electricity and maintenance goes up the pollution control devices could be turned off by the operators of the shopping centre. If the strata levies of the different strata plans are affected by cost blow out of these pollution control devices the owners will be reluctant to absorb the running costs as the first level and second level car parks may not be cordoned off. Please note that the second level car park is exclusively for the residents of the apartment blocks and could be considered as the common property. Long term ramifications of the maintenance costs are a matter of concern. The proponent will sell the properties and the owners will be left with all the ongoing costs. The people in the area will have no control over the management of all these buildings and the underground car parks' exhausts.

24. Interruption to the Views from the existing residential block of units due to high rise proposed buildings on the subject sites is of serious concerns.

The proponent is promoting the development and the views from these multistorey buildings as having excellent views. What about the views of the existing block of units in the area that will be blocked permanently? The attitude of the proponent is of great concern. They are showing total disregard that the numerous residents of the area will only see these buildings in front of them or the walls of the rear side of these buildings interrupting their view. This attitude deserves absolute condemnation.

25. Air traps and wind tunnels created due to the high rise proposed buildings on the neighbouring buildings needs thorough checks by independent authorities.

The residents are not experts in these types of studies and reports. This is where the elected representatives have an important role to play. They will have all the expert people with the planning department to see if all the reports prepared are proper and correct. If the negative impact of these multistorey apartment blocks are going to create problems for the neighbouring properties then this should be made public knowledge by the Department of Planning.

26. Privacy of people living in the neighbouring buildings due to the proposed development may be compromised.

Any buildings taller and facing existing block of older units with less height always will have privacy issues associated with it. Setting back buildings few metres is not the

solution. If people have to put their blinds down and curtains drawn all the time to protect their privacy then the development needs revisiting. The people affected could be very easily established and once again the planning department has to alert people as they are not always expert in understanding the architectural plans. Numerous buildings above the ground floor shops around both the sites except the ones facing Gardeners Road are of concerns.

27. Proposed cafes and restaurants facing the Eastlakes Reserve could pose real concerns to the people in the area and in the block of units opposite and across the reserve.

This is a residential area where people are used to quiet evenings after dark. Any high level activity that goes with cafes and restaurants after the evening will not only change the whole peace and calm experienced by the residents but can attract people from other areas to visit these places. Lack of parking will make matters worse as the people returning from work and trying to find the space on the street for parking could be more affected than having a convenience of going out and eating. The colourful pictures of the development and the colourful buildings are not going to ease the pain that will go with the daily congestion and lost peace. Those living opposite the park will have no benefit of looking at hustle and bustle every day in front of their units. The initial possible novelty could evaporate very quickly when the impacts of this will be experienced if this development is allowed to proceed.

28. Entry to the underground car park straight from the Racecourse Place under the planned multistorey building with high pillars poses real concerns as even a minor traffic incident on the proposed mountable roundabout could bring total disruption to traffic from all the directions trying to enter Evans Avenue.

It is very important to note that the anticipated increased traffic and the direct access to the underground car park after the roundabout where there will be provision for queuing for six cars in each lane from the boom gates entering the car park may satisfy the current standards of access requirements. What is not clear is if there is any traffic incident near the roundabout all the access and exit from the shopping centre could come to a standstill. It appears that no studies of such possibilities have been conducted.

29. The lack of transparency in the application is clearly evident from the selective photographs provided by the proponent.

As the proponent has not provided the photographs that really matter the photographs that need to be seriously considered for making a decision on this

development proposal are attached with the brief details of each photograph on the following pages.

30. Essential Service diagrams provided by Dial Before You Dig Information Line could be provided if necessary for the adjacent properties.

To highlight the possible adverse impact on the adjacent properties of the excavation and construction activities, the diagrams obtained could be provided if necessary. The Department of Planning and Infrastructure is expected to be in a better position to understand the impacts of this project and dangers the excavations may pose than the ordinary residents and/or owners of the neighbouring properties.



Photo 1

Photo 1: This is Evans Avenue going towards Eastlakes Community Hall. Look at the cars parked. Many of these car spots may become NO STANDING zones if the divider and roundabout is constructed before the Post box in the picture as proposed.



Photo 2

Photo 2: This is the existing EXIT ONLY from the car park. In the Stage 1 of the proposed redevelopment this will be the ENTRY and EXIT to the UNDERGROUND car park in the proposed redevelopment on almost the same location with the roundabout in front of this driveway. Where is the room for cars and trucks going around the roundabout? The mountable roundabout means it will be used to drive on top of it all the time as if it did not exist.



Photo 3

Photo 3: Please look at the small distance between the two adjacent driveways. The left is Stage 1 redevelopment site of Entry to and Exit from underground car park and the right one is shared by 25 home units (11 in 18 Evans Avenue and 14 in 193 Gardeners Road with their car spaces and garages behind).



Photo 4

Photo 4: These car parking spots may have to go as there is a divider and roundabout small distance away behind the white van.



Photo 5

Photo 5: Comparing this old building on Florence Avenue for justifying the heights of the many new buildings on a small site is outrageous.



Photo 6

Photo 6: Comparing this building which is also very old and was built by housing board on Maloney Street at No 16 is also outrageous. Maloney Street is long way away from the proposed redevelopment.



Photo 7

Photo 7: This Street with cars is Barber Avenue next to the Eastlakes Shopping centre. Look at the cars parked. Where is the room for more cars? The right turn, as per the drawings of proposed roundabout at this T junction, from Evans Avenue into Barber Avenue will be prohibited just for the convenience of underground car park Entry and Exit at this location.

This roundabout proposal to service the underground car park with boom gates could result as a permanent traffic jam possibility as there is only a provision for six cars in the queue prior to the boom gate for entering the car park. This will mean that the cars trying to get into the underground car park coming from Barber Avenue, both sides of Evans Avenue coupled with the cars of the residents of the multistorey buildings planned may have to queue up on Evans Avenue and Barber Avenue all the time. This situation can result in the cars queuing up right from the Gardeners Road on to Racecourse Place and then on to Evans Avenue. Please do not forget the mountable roundabout is so small that the cars will drive on top of this roundabout in all the directions causing multiple problems. The proponent and their reports do not consider this as a problem at all. The ordinary people if could foresee this problem why the experts in the traffic reports fail to mention these possibilities?



Photo 8

Photo 8: This NO ENTRY is proposed to be entry and exit for underground car park.



Photo 9

Photo 9: These two blocks of units are next to the planned excavation for the redevelopment and underground car park in Stage 1 and multistorey buildings few metres away. The car behind is on Racecourse Place which is a small length street between Gardeners Road and Evans Avenue.



Photo 10

Photo 10: This is Mascot Drive next to Barber Avenue as seen from Evans Avenue. Look at the cars on either side of the street. Residents have nowhere to park.



Photo 11

Photo 11: The entire building with the shops in this photo is proposed to be demolished to make way for new buildings and shops. Only after the demolition the proponent is believed to make further tests to see if the land is suitable to build without affecting the neighbouring properties. Why the further tests are not possible now without any demolition taking place?



Photo 12

Photo 12: The entry and exit to this car park currently is at a separate location at each end of the car park. This EXIT ONLY side is proposed to be an entry to and the

exit from the UNDERGROUND car park. This arrangement with the roundabout in front of this proposed entry and exit is expected to create traffic jams on an ongoing basis due to the boom gates controlling the cars entering and leaving the underground car park and the divider on part of the Evans Avenue. If approved this could inconvenience numerous people on a daily basis.



Photo 13

Photo 13: The cul-de-sac behind these cars is the same Mascot Drive on the other side of Evans Avenue and the residents and visitors have no choice than to park just under the Warning for NO PARKING sign. This is a private property driveway and these two vehicles are on the driveway. This shows the desperation for parking. This driveway is wide and cars can pass next to these parked vehicles but not the big trucks.



Photo 14

Photo 14: This property is 193 Gardeners Road but its car park entry is from Evans Avenue just opposite the Eastlakes Shopping Centre and next to the proposed underground car park in Stage 1 of the redevelopment. All the residents of this property are going to be disadvantaged if the proposal is accepted just like those at 18 Evans Avenue as the driveway for both these properties is a shared one.



Photo 15

Photo 15: This property is next to the Stage 1 redevelopment and disadvantaged in many ways. It was suggested to include this in the redevelopment site but the proponent has indicated that including this in the redevelopment was desirable but commercially not possible. There are around 36 units in this block of units. The small street in front of this building is Racecourse Place and the main road in the photo is Gardeners Road.



Photo 16

Photo 16: This is Florence Avenue. Please see the endless cars parked here. This Florence Avenue starts where the Evans Avenue ends. The Eastlakes Shopping Centre is located on Evans Avenue.



Photo 17

Photo 17: Please notice the Sunlight on the block of units next to this car park which is the proposed excavation and multistorey buildings proposal site. This sunlight is going to be permanently blocked as the shadows of the proposed new buildings will mean that the views, sunlight, fresh air will be the thing of the past if the proposal is approved.



Photo 18

Photo 18: This hedge separates properties 18 Evans Avenue, 193 Gardeners Road Eastlakes and the Redevelopment site which is a car park now. There is excavation planned next to this hedge which will be removed for underground car park entry and exit. Very high concrete or brick wall in Stage 1 of the redevelopment is shown by the proponent in the photo of the underground entry and exit of the proposed car park. This is expected to block all the sunlight on this ground floor unit. The shadows generated by the hedge stop on the driveway. The wall of the underground car park and the tall buildings are going to stop the sunlight altogether. The overgrown hedge on the back is not trimmed by the current owners of the site. They stop halfway and leave the rear part untrimmed.

The cars behind the hedge is all the area proposed to be excavated. Please Look at the closeness and the possible dangers that could eventuate when there is water on 4-5 metres level and the soft soil that could collapse. The proponent has in our view avoided making any mention of these two properties and the dangers they could face if this development is approved.



Photo 19

Photo 19: On the left of this property is Racecourse Place (Small Road) and on the right there is the existing car park which is Stage 1 redevelopment site. This property is also going to be affected very badly as the existing ENTRY only driveway of the current car park on the right will be used by semitrailers, big trucks, service vehicles and garbage trucks as the entry and exit driveway. Currently it is mainly used only by the cars of the customers and people working in the shops:



Photo 20

Photo 20: These two properties will be fronted by five storey and six storey buildings where all the views, sunlight, air, openness will be gone for ever. The proponent has not shown any consideration whatsoever to the two properties here which are 18

Evans Avenue and 193 Gardeners Road in the Stage 1 redevelopment proposal. All those living here and owning the units will be affected forever.



Photo 21

Photo 21: Please look at the closeness of the gas metres and the hedge separating this property which is the only barrier between the Stage 1 redevelopment proposed. The storm water pipes are under the driveway next to the hedge. The two storey car park excavation poses serious danger to the essential services such as gas and water and there is a doubt if the footings of this property are able to withstand the massive construction activities planned on the other side of this hedge. This is also the case with all the other adjoining properties.



Photo 22

Photo 22: This is the roundabout on the T Junction of Racecourse Pl and Evans Avenue. Look at this Sydney Bus climbing on the mountable roundabout. This is the same place where the entry and exit to the underground car park under the 8 storey planned apartment block with high pillars is proposed. Add to this a semitrailer taking left turn to enter the Stage 1 entry to the proposed ALDI store. This roundabout is proposed to be made better in the plans. However, there is no room for the large vehicles and even the cars to properly follow the roundabout rules. The next photo is a car mounting on the same roundabout.



Photo 23

Photo 23: This car has mounted the roundabout on the T Junction of Racecourse Place and Evans Avenue and is heading towards the Gardeners Road.

We hope it is clear from the above details how this redevelopment is expected to have massive impacts on the local residents permanently. We have concentrated on the Stage 1 redevelopment as that is the starting point of this whole redevelopment proposal.

The impacts of the Stage 2 redevelopment are equally concerning and the multistorey building included in that redevelopment stage is also expected to impact badly on the residents and the owners of the houses and the block of units in many ways.

We have not paid any political donations to anybody. The people signing this submission are the local residents or owners of the properties or tenants of the properties and they do not consent to disclosing their personal identities such as names and addresses to the proponent or any other parties.

We all submit that this proposal of Redevelopment should NOT be approved. We all are against this Redevelopment. It is important to note that this application is made in layman's language but is expected to be easy to understand. If you find any errors, incorrect information or mistakes in this submission we will correct them if required.

The name and contact details of the contact person are provided on Attachment 1 to this Submission. If the telephone and mobile number is unanswered please leave a message with your contact details.

Thanking you for extending the last date for the submissions from 31 August 2012 to 28 September 2012.

Yours faithfully,

Residents and/or Owners of Eastlakes and Neighbouring Areas.

Please note: For the names, addresses, dates and signatures of the Residents and/or Owners objecting to the Proposed Redevelopment please see **Attachment 1. The names and addresses of the signatories to ATTACHMENT 1 are not for publication. They should not be provided to the proponent. They are only for the use of the NSW Department of Planning and Infrastructure in relation to this submission.**

The names and addresses of the present and the future contact persons are strictly confidential and only for the use of officially appointed contact person of the Department for this project by the NSW Department of Planning and Infrastructure. That person who is currently Ms Natasha Harras should disclose the telephone numbers which are the Department's telephone numbers that will be used by her to contact the contact person/s if necessary. The telephone numbers used by Ms Natasha Harras or person taking her position should not be concealed while they are used to call the contact person from

appearing on the Caller ID and mobile telephone number of the contact person/s. The Department's telephone number/s that will be used by Ms Natasha Harras when calling need to be disclosed in advance in a written form to the contact person. If this is not possible then all the communication from the Department needs to be in writing. This precaution is necessary as it will not be possible for the contact person/s to identify the person from the Department who is calling on the phone. The calls made and messages left from the concealed telephone numbers from the officials of the Department, despite this request, may not be acted upon as a precautionary measure.

The written communication can be sent to the current contact person on the address and email shown on the Attachment 1, Page 1 of 25.

Please note that the number of pages attached to this letter dated 17 September 2012 marked "ATTACHMENT 1" is Twenty Five (25), making this correspondence a total of $33 + 25 =$ fifty-eight (58) pages. The pages marked "ATTACHMENT 1" except the first page are the coloured photocopies of the original. Each one is certified by a Justice of the Peace as a true copy of the original.

The originals have been kept with the contact person as shown in Attachment 1, Page 1 of 25.



Department of Planning
Re: 12-1
28 AUG 2012
Scanning Room

24th August 2012

Major Project Assessment
Department of Planning & Infrastructure
GPO Box 39, Sydney NSW 2001

RE: Application No MP09 0146 Gardeners Road & Evans Ave Eastlakes
Proponent Crown Prosha Joint Venture

I am writing as an owner of an investment property in the vicinity of the proposed Eastlakes redevelopment and ask that the above proposed development be rejected in its current form

I agree that it is time that the Eastlakes Shopping Centre itself be upgraded however to build another 12 residential towers of five to eight storey buildings with small rooms is insane

It must be said that improvement to the area would be welcomed by most however by overdeveloping the site is not an improvement as it will affect the quality of life for all concerned now and in the future

The proposed development as it stands is being advertised as Eastlakes Village but it seems to me that it should be advertised as Eastlakes Concrete Jungle

It is my belief that a golden opportunity exists for the planning department to work with the developers to upgrade the shopping centre and its surrounds with MUCH LESS density

My main concerns regarding this proposed development are as follows:-

Gross overdevelopment of the site

Infrastructure is now approximately 50 years old

Dramatic increase in population

Social problems

Slum area of the future due to high density

Traffic issues

Overshadowing

82 serviced apartments would constitute a transit population with no responsibility or contribution to the area let alone the inconvenience to permanent residents in those buildings

In conclusion I ask that the Planning Department take into consideration that the existing area consists of the most vulnerable people who do not fully understand the ramifications of this proposed overdevelopment and therefore unable to express their concerns regarding this development

Please consider what is best for the people and the area and more importantly what is best for the future

NOTE: PLEASE DO NOT PLACE A COPY OF THIS SUBMISSION ON THE DEPARTMENTS WEBSITE NOR TO THE PROPONENT OR ANY OTHER INTERESTED PUBLIC AUTHORITIES PLEASE DO NOT DISCLOSE MY NAME & ADDRESS TO ANY OF THE ABOVE



PCU037394

19

3rd September 2012

Major Project Assessment
Department of Planning & Infrastructure
GPO Box 39, Sydney NSW 2001

RE: Application No MP09 0146 Gardeners Road & Evns Avenue
Proponent Crown Prosha Joint Venture

I am writing to say that I am very much against this development as it is the worst development proposal that I have ever seen

This is a bad development from beginning to end and should not proceed

Whilst the shopping centre certainly needs upgrading the Eastlakes Shopping site cannot accommodate a development of this magnitude without adverse effects
In short it is a gross overdevelopment of the site and bad for now & the future

Twelve 5-8 storey high buildings with four hundred and forty four small size apartments is ridiculous

The apartments will be no more in size than pigeon holes and not suitable for young families

When you consolidate a large number of people in a small area the long term effect is social problems as can already be seen in Eastlakes due to bad planning some years ago

Other concerns are as follows:

The increase in population will create traffic chaos in the residential streets as the proposed development has made no contribution towards providing additional access to the complex other than using the existing roads

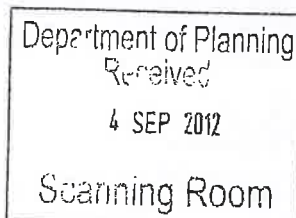
To date we have not been advised if the public transport arrangements will be affected as the current bus stops are situated in Racecourse Place and Evans Avenue

I am appalled that an area where a large number of families rely on the park for their open space will lose the sunlight during the winter months

The proposed buildings that are being built up against Eastlakes Reserve must be reduced in height and setback away from the park

Finally I would like to ask that this development be rejected in its current form and replaced with less residential buildings and a traffic survey be conducted

Please do not disclose my name and address to the proponent nor place a copy of this submission on the department website or to any other interested public authorities



21/8/12

Mixed Use Development at Eastlakes Shopping Centre, Eastlakes (MP09_0146)

I am strongly opposed to the project because of the excessive height and density of the proposed apartments, traffic impact in an area with narrow streets and the insufficient provision of retail car parking.

While I agree that the shopping centre has to be redeveloped because the owners have neglected to undertake improvements since the initial development and let the Centre run down to a dilapidated condition, I think that there is already an abundance of apartments in the Eastlakes area. Most people who spoke to project managers at the Shopping Centre would have agreed to the development because they are desperate for an updated shopping centre, not for multistorey apartments. Telephone respondents probably supported the development because it was put to them as development of the Shopping Centre and not also the addition of 361 apartments and 82 serviced apartments.

I am particularly opposed to the height of the apartment blocks. If there have to be apartments they should be limited to 3 storeys, the usual height in this area. The project has taken the height of 16 Maloney Street and 1 Florence Avenue to be their benchmark height. These Housing NSW blocks are the only 2 blocks of this height in the area and were built about 40 years ago. All newer blocks are only 3 storeys maximum in height. The development will therefore be extremely out of place in this area. These buildings will overshadow the surrounding streets, detracting from resident's quality of life. A minimum of 3 hours sunlight is insufficient. The tall apartments will overshadow Eastlakes Reserve. The project has only given thought to prospective purchasers having views over the park and towards the city, not the residents who already frequent the Reserve due to apartment living and having small or no backyards.

I am extremely concerned that it will be necessary to "Educate residents about wind conditions at high-rise balconies during high wind events and tying down loose weight furniture". Surely public safety is paramount, particularly where there will be a lot of people in the vicinity. I will not feel safe going for my daily walk in the area if there is strong wind. If the 'education' is to be in a booklet form, how can the project ensure that it will be read? How soon will the 'education' be forgotten, particularly once apartments are resold. Public safety is reason enough not to approve these high-rise apartments.

The development will provide 3 access points. The Centre already has 2 access points. The third access point will not in any way provide better managed traffic, as proposed by the developers, as the 361 units and 82 serviced apartments will need this extra access point. All these additional apartments will lead to increased traffic. The side streets are only narrow and will become clogged in times of high shopping traffic. Racecourse Parade already gets clogged with traffic back to Gardeners Road.

"Noise levels on Barber Avenue already exceed the criteria set by the Road Noise Policy". This noise will only increase and be intolerable for residents who purchased property near the Eastlakes Centre never imagining that a project of this immense size would ever be contemplated. The proposed size of the project is far too large for an area which is surrounded by roads which can service only one lane of traffic each way. It is better suited to an area surrounded by main roads.

The Centre currently has 460 car spaces. The project aims to increase the number of shops to attract more people however it will provide only 436 retail parking spaces – 24 less than are currently there. It may also be fewer if the proposed 446 parking spaces are not enough for the 361 residential apartments and 82 serviced apartments. Residents may occupy some of the retail spaces. "The quantum of parking provided will encourage travel by means other than private car in an area well serviced by public transport". The reason most people visit Eastlakes Shopping Centre is to purchase groceries. Unless you are shopping for one person, this necessitates a private car to carry all the heavy shopping bags home. Shopping for 5 adults on a weekly basis, I could not contemplate catching public transport. With the area well serviced by public transport, I'd be interested to know how many times this was used by Don Fox Planning when visiting the Centre to compile their submission. I will guess none and they did not have bags of shopping to carry. To cut car spaces to encourage public transport usage is extremely unrealistic for a shopping centre which is used primarily for food shopping.

Don Fox Planning have completely misrepresented Eastlakes Reserve. They claim it is under-utilised. They obviously did not visit the area on a weekend, after school hours or during school holidays. At this time it is used by many residents, of surrounding apartment blocks, who do not have any or only limited backyard space. Locals play impromptu games of basketball, football and league and smaller children play on the grassed areas and playground apparatus which Botany Bay Council has provided. A visit in the middle of a weekday in most reserves and parkland would find them 'under-utilised' It is a shame that Don Fox Planning did not get to have a greater understanding of the residents and their local area. Seeing Florence Avenue being referred to consistently as Florence Street was very irritating.

In the interest of all local residents of Eastlakes please only allow the development of the Shopping Centre WITHOUT the high rise apartment blocks.

I do not wish my name to be made available to the Proponent, other interested public authorities or on the Department's website.

Our Ref.
Your Ref.

28 August, 2012

NSW Government of Planning and Infrastructure
23-33 Bridge Street
Sydney NSW 2000



PCU037227

Attention: Ms Natasha Harris

Dear Ms Harris,

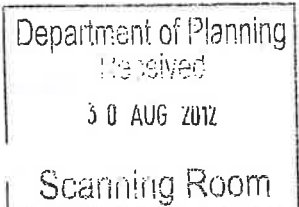
RE: Eastlakes Shopping Centre Mixed Use Development
Application No: MP09-0146
Location: Gardeners Road and Evans Avenue, Eastlakes
Council Area: City of Botany Bay

I refer to the abovementioned project development .

It is my wish, as an adjoining neighbour, to bring to your attention a number of issues concerning the above proposed project and its impact on the immediate surrounding area and, specifically, on our block of residential dwellings:

- a. Our block of units is situated on the _____ of the proposed Mixed Use Development at Eastlakes Shopping Town ("Development"), at the corner of _____. It is, therefore, directly and immediately impacted by the intended development works.
- b. Aspects of the proposed development works reflected in our objections, as affecting the property in the Development's immediate proximity, should also be of considerable concern to the NSW Department of Planning and Infrastructure in general since these effects spread out and encompass all neighbouring lots.
- c. After having regard to the exhibited Development proposal submission, it has become apparent that our building, located on the Southern side of the Development, will be directly and profoundly impacted by excessive traffic flows, potential noise from Plant Rooms and Loading Docks servicing the new Shopping Centre. All these new high use and maintenance commercial axillary facilities, located literally within a few metres of our front door, will have a profound and debilitating effect upon our building and its occupants.

This will have direct and unprecedented effects on the commercial viability of our properties and their occupancy as a number of tenants have already raised their concerns and indicated that their preparedness to vacate the dwellings in an event of the Development being placed at their doorstep.



The detrimental effects of these new high use and maintenance commercial auxiliary facilities/utilities, concentrated in one place and centered directly opposite our residential units include:

- a. Their perceived scale, massing and bulk as a result of sheer mass of commercial wall enclosures stretching a length of the Southern boundary;
- b. Increased loss of privacy and quiet enjoyment of the property along the Southern boundary;
- c. loss of quiet enjoyment and noise nuisance generated by an increase in traffic, plant noise and substantially increased volume of use of commercial auxiliary facilities/utilities, such as loading docks and plant, that planned to operate for 24 hours, seven days per week.
- d. Significant increase in traffic along the Barber Avenue and St Helena Parade, being a direct result of density of the Development, location and placement of commercial and other utilities and, unquestionably, apparent over-development of the site.

The above proposed Development has a direct adverse impact on our property in following terms:

1) Loss of Economic Value to Our Property.

Although it would appear that reasonable consideration has been given to the design of the Development, the creation of utilities (such as plant rooms), traffic corridors and traffic funneling (due to proposed parking design) and positioning of loading docks along the Southern boundary create substantial and adverse impacts upon our property's and its occupants ability to have a peaceful enjoyment of the land they are currently accustomed to;

2) Vehicular Access

The Development, as currently assessed by you, proposes that one of two traffic entry and exit points for all commercial and residential traffic flow will be located at the junction of Barber Avenue and St Helena Parade, which is virtually opposite our residential building. This will create an unbearable traffic and residential parking situation, at least, with regards to our property.

We have not been given either adequate nor convincing assurances, that appropriate studies have been undertaken, so as to ensure no major increase in traffic, both during the day and throughout the night.

As our property is situated close to the corner of:
 , we are convinced that the intended increase in vehicular flow alone will have dire economic consequence upon our property, its commercial viability and use.

It would appear that the unintended consequence of the Development and its potential requirements for traffic flow will substantially prejudice our existing Resident's access to on-street parking.

3) Urban Context

The Development has incorporated landscaping and urban design along its Northern and Western quadrants.

However, along the Southern elevation there is little more than utilities, dock facilities and a parking corridor. All of the above sit right along the the Southern external boundary and inhibit any consideration of the urban context along the South at Barber Avenue, creating an appearance of what can only be referred to as "concrete jungle".

In fact, the Development, will provide a more bulky, potentially noisier, more heavily developed and a lot less sightly Southern facade than currently present (as unsightly as it may be now).

We would like to stress our resolve to protect the amenity of our property, at
 , by expressing our objections to the proposed development in a proper manner.

We do not object to the Development in general.

However, we do believe that the issues raised in this submission are significant and should be identified and appropriately considered by the NSW Government's Planning and Infrastructure assessment and determination process.

I look forward to your response and an appropriate in depth consideration of the matters raised above.

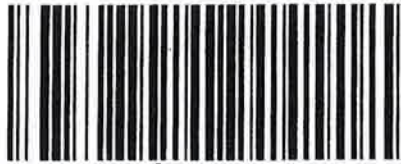
Please do not disclose my name and address to the Proponent.

Yours faithfully,

per:

cc.

ce.



PCU037336

Dear Natasha Harras ,

Ref. Application MP09_0146 (proposed redevelopment of Eastlakes shopping centre)

SUBMISSION

Despite all the expert documentation & reports; surveys, traffic & density impact assessments, analysis ext...presented by Crown Porsha J.V. and their proponents; I have grave misgivings about the planning & the massive redevelopment of the Eastlakes shopping centre on TWO COUNTS:

1) DENSITY :

Residential Eastlakes is a very small suburb less than one Km. square area with narrow connector streets. In particular the vicinity of the proposed town centre is already overcrowded & densely populated with 3 storey buildings all around & large 5-9 storey buildings on gardeners rd., slattery pl., maloney st., evans & florence av. respectively. Residents from neighbouring suburbs: rosebery, mascot, daceville & kingsford west are pouring into Eastlakes for their shopping; Eastlakes is already a congested suburb, to put up another 443 residential units thus adding another approx. 1300 new residents plus their visitors & cars, plus service vehicles to a such a small & congested area will have a severe impact. The bulk & scale of this overdevelopment is outrageous, people will live on top of each other, this will create friction & lead to anti-social & chaotic traffic problems. The 1960 planning of Eastlakes was a nightmare, let us not repeat & create another one please.

I propose the reduction of building numbers & heights; they should comply to botany bay council 2012 draft LEP provisions: maximum FSR 1.5:1 maximum height 14 m.

2) TRAFFIC & PARKING:

- (Should the proposed redevelopment get the green light AS IS):

- In reference to the parking diagrams DA03_DA04 and the Colston Budd Hunt & Kafes relevant report chapter 3/ 3.26-3.27;

I have grave concern regarding the insufficient parking spaces proposed for residential & in particular for retail use. The following calculations will explain why?

a) RESIDENTIAL PARKING : proposed total spaces=560 - less 18 spaces reserved for retail staff - less 48 spaces reserved for visitors use = net total 494 spaces dedicated for 443 units use. Out of 494 - less 82 spaces for serviced appartments & 24 spaces dedicated for twelve 3bedrm. units; -therefor Bal. = 388 spaces left over for 349 one & two bedrm. units. - By allocating one car space / unit remaining Bal. will be 388 -349 = 39 spare or extra spaces left over. - However one can argue & say families in two bedroom units would normally own a second family car; this development consists of 199 two bedroom units & only 39 spare spaces; therefor 199 - 39 = 160 extra residential car spaces are needed to satisfy demand. Although parking is ticketed, I suspect if the extra spaces are NOT provided, residents will use their free electronic Pass Cards driving through the boom gate & having 24 hr. free access to the retail car park ,will use it as a private parking for their second family car free of charge at the expense of the shoppers; who is checking?.

Summation: residential parking is insufficient. Demand will exceed supply.

b) RETAIL PARKING IN PARTICULAR : proposed total spaces =478 - less 25 spaces to be shared by residential visitors Bal. =453 spaces left over for retail customers which is seven spaces less or smaller than the existing car park which by the way now accomodates 460 cars.- Also if you take away from 453 - less 7 allocated spaces for staff and - less 12 useless "small" car spaces because the driver of a small vehicle will not be bothered, he or she will drive straight into the first available space and this may not necessarily be a small car space. Therefor in reality the proposed retail parking spaces will fall well short of 453; even worse ,much less than the existing car park.

- From my experience, often on busy thursday, friday, saturday and on public holidays I have to drive around in circles to find a parking space particularly when adverse weather conditions prevail, the demand for parking is at it's peak.- Cmmn sense indicates demand will exceed supply for the following reasons :

1) Bigger & better shopping centre will attract more patrons particularly from neighbouring suburbs.

2) Bigger shopping centre means more employee & staff well over 100, hence increased demand for parking spaces.

3) Adverse weather conditions will bring more cars & traffic to the shopping centre , hence traffic chaos & increased demand for parking spaces.

4) The demand for parking becomes more critical during the festive seasons & public holidays.

5) The mix of restaurants, cafes, with outdoor seatings fronting the reserve & the TAB will attract more

3 SEP 2012

Planning Room

Passive customers who will be spending hrs. of leisure time enjoying the views eating & drinking thus occupying parking spaces at the expense of the Active shoppers who want to get in for a quick grocery shopping ; hence increased demand for parking spaces.

- Summation : Retail parking substantially insufficient ; shoppers & businesses will suffer alike . The proponents state that , they will encourage the public to use public transport, this is a wishful thinking for obvious reasons.

- I propose that Crown Porsha J.V. to satisfy demand , build or add a 3rd level of parking station on both sites preferably underground, if not possible, put it above ground on Podium level than build the units on top or if worse comes to worse , reduce the numbers of proposed buildings to make space for an additional car station.

c) TEMPORARY PARKING STATION : Unless I missed it ; in the documentations presented I don't see any planning or provision of a temporary retail parking station during construction . At stage 1, the main shopping centre will be open & trading whilst the northern site is demolished & construction in progress ;hence 160 car spaces will disappear , where would all those customers park their cars ? -the southern car park is too small .And vise versa for stage 2 .

- I propose that Crown Porsha J. V. lease the vacant Mc Donald land on the corner of gardeners rd & racecourse pl. & provide a temporary parking ,if not provided, our shopping experience during construction will become a nightmare .

- CONCLUSION : I urge the DPI & the Minister to take into account the local community's grave concerns before making a decision . We live here; and if the application is accepted in it's current form without any changes or ammendments ; We the local community will be stuck with this nightmare for ever . Tis not progress . People are questioning the motivation behind this massive redevelopment .

- Thanking you .

- I never made any political donation to anyone or to any political party .

- I request that my name & address be withheld & not be available to the proponents or any other interested public authority .

Yours sincerely



Department of Planning
25/12/12
28 AUG 2012
Scanning Room

24th August 2012

Major Project Assessment
Department of Planning & Infrastructure
GPO Box 39, Sydney NSW 2001

RE: Application No MP09 0146 Gardeners Road & Evans Ave Eastlakes
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Submissions to Object to Application MP09_0146 Eastlakes Shopping Centre Development

From:

To: "plan_comment@planning.nsw.gov.au" <plan_comment@planning.nsw.gov.au>,
"Natasha.Harras@planning.nsw.gov.au" <Natasha.Harras@planning.nsw.gov.au>

Date: Thursday - 27 September 2012 11:14 AM

Subject: Submissions to Object to Application MP09_0146 Eastlakes Shopping Centre Development
Submission to Object to Application MP09_0146 - .pdf, Submission to Object

Attachments: to Application MP09_0146 - .pdf, Submission to Object to Application
MP09_0146 - .pdf, Mime.822

Attached are 3 submissions of objections to Application MP09_0146.

Do not want our names made available to the Proponent,
these authorities or on the Department's website.

Please advise on receipt of email and attachments.

Thank you,

Application: Extended Environmental Assessment Exhibition – Mixed Use Development at Eastlakes Shopping Centre, Eastlakes
Application No. MP09_0146

I object to the project.

Although I do support the modernisation and upgrade of the shopping centre, I do have real concern over the actual plans to do so. The following are my reasons for objecting to the project;

- ❖ Overdevelopment. Too big, too high, too many residential buildings
 - Over populate the area which will lead to;
 - Confined spaces
 - Limit amenities (eg park space, exposure to sunlight blocked by large buildings
 - increase anti-social behaviour
- ❖ More Traffic
 - It will over populate the area without plans to cater for additional road infrastructure
 - Increase in heavy vehicles servicing the area without plan for additional road access
 - Proposed roundabout at the intersection of St Helena Parade and Barber Ave will promote use of the residential streets for patrons and suppliers to the development
 - Excessive noise from service vehicles and garbage trucks

I ask that further planning is done before launching this project. I also ask that consideration of the residents of Eastlakes concerns are heard and responded to.

Yours sincerely,

Application: Extended Environmental Assessment Exhibition – Mixed Use Development at Eastlakes Shopping Centre, Eastlakes
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