

Mark Brown

Department of Planning and Infrastructure

Re- Submission on Cronulla Sharks Project Application Stage 1 DAP083-13

Retail/ Club Precinct Lot 11DP526492(no461)

Captain Cook Drive, Woollooware

After reading through the plans submitted to the Department of Planning and Infrastructure we bring to your attention the following objection-

1. The developers **have not met many of the specific requirements, amendments and future environmental assessments that the Planning and Assessment Committee insisted they need to fulfill** in the detailed plans for development. Whilst the PAC approved the *concept plan* the committee placed a number of necessary requirements on the development.
2. The developer **is not meeting the statement of commitments** agreed to and required by the PAC approval of the concept plan.
3. **Parking**- The developer/club has not established a permanent satellite parking and bus service for Game/Day night parking. When the building of the retail/club precinct commences there will be 532 less parking spaces for those attending games. Where are these people going to park? Also with the new roadworks on Captain Cook Drive people who normally park there cannot. This takes away another 100 parking spaces. Therefore during building there will be 600 or more cars needing to park in local quiet residential streets. This will make traffic impossible in these areas. Captain Cook Drive is already closed for at least one hour at the end of games which means anyone going to North Cronulla, Woollooware, Greenhills, Wanda Beach, Eloura Beach and Kurnell are diverted down along Gannons Rd which is a one lane Road and then down the Kingsway. I have been caught in this traffic myself and it has added another 45 minutes to my journey.
4. The above point is a great concern if emergency vehicles need to get to these areas. **The reality is it could mean life or death for someone. There is the oil refinery out at Kurnell. What will happen if there is an emergency there?**
5. **Riparian Zone**- The development intrudes into the Riparian Buffer Zone with a number of structures along Woollooware Road North. There are retaining walls, concrete access paths, decking and benches and terraced steps.
6. **Vegetation**- The development requires a number of significant trees and vegetation be removed. These have not been adequately replaced.
7. **Foreshore Setback**- The new Northern end of Woollooware Road encroaches 37.5m into the riparian buffer zone. This does not comply with the recommendations of the PAC report. It does not follow the guidelines of the NSW Office of Water.
8. **ESD**- The development does not incorporate principles of Environmental Sustainable Design as required by the PAC report.
9. **Traffic**- Many traffic issues that the PAC recommended be addressed have not been. A permanent shuttle bus needs to be in place and there are not enough details provided in the

DA about a shuttle service. The developer *is not meeting the commitment undertaken* in the concept plan and therefore not meeting the requirements of the PAC.

10. **Visual Design-** The development's design leaves a lot to be desired. It is far from the high quality architectural design that the PAC recommended and does not integrate at all with the surrounding areas. These areas are primarily open space sporting fields and low rise residential housing. It is a large bulky warehouse like design which is more suited to an industrial area than the sensitive environmental area it is situated in. The design needs to be set back further from the roadside to allow more green space and trees to be planted to soften the effects of the large cement walls along Captain Cook Drive. As well, stepping back sections after every 40m to allow for gardens would make the building more pleasing to the eye. The corner of Captain Cook Drive and Woollooware Rd needs to be redesigned to allow for more trees and gardens. It should not be a ninety degree concrete block corner and needs to be stepped back or softened by a forty five degree angle with trees and gardens in front. More trees need to be planted along the new northern end of Woollooware Rd where the loading docks enter to hide the cement walls.
11. **Signage-** The vertical signs rising above the development car park along Captain Cook Drive and Woollooware Rd make the building look cheap and trashy. Its design belongs in the industrial area on Parramatta Road. If these are illuminated it is a concern for nearby residents of Woollooware Rd whose bedrooms and lounge rooms are at the front of the house. They will be badly affected in summer, particularly, because they will not be able to have windows open as they will need to keep the blinds down so the lights don't shine into their rooms.
12. **Parking-** I do agree with the rooftop parking not being covered as this keeps the height and density of the building lower.
13. **Shopping Complex Too Large-** the complex as a whole is too large . The Shire already has major Centres such as Miranda Fair already has a DA in for an increase in size, Cronulla Mall, Woolwoths Complex Caringbah and Southgate at Sylvania. The area does not need as many retail shops and I fear it will become a "white elephant". Many local shopkeepers are already struggling. The retail section should be reduced to allow for a better design which is more sympathetic to the surrounding areas.
14. **Other Concerns-** inadequate information and studies for flooding, drainage, traffic movement and contamination.

The local community were extremely disappointed that the PAC approved this concept plan. The Department of Planning and Infrastructure need to ensure the requirements set out by the PAC for this development are ALL THOROUGHLY MET to the last detail

Regards

[REDACTED]

[REDACTED] Woollooware. 2230

NAME AND ADDRESS NOT FOR PUBLICATION

We have made no political donations.