
Sent: Wednesday, 22 November 2017 4:31 PM
To: Brendon Roberts <brendon.roberts@planning.nsw.gov.au>
Subject: Submission : Proposed modifications at Woollooware Bay Town Centre

Thank you so much Brendon Roberts for the opportunity to comment until today, 22nd November.
Submission follows as I am unable to lodge via the online link, there appears to be no facility/link for lodgement.
I have made no political donations what-so-ever.

22 November 2017

I request that my name and personal details are with-held from publication.

Modification 2 to MP 10_0229 - Concept Plan - Mixed Use Development, Cronulla Sharks
MP 10_0230 MOD 6 - Modification to Cronulla Sharks Stage 1 - Retail/Club Precinct

I **object** to the increase in heights and gross building areas for residential development for the following reasons-

1. Traffic- Cumulative impact on local roads **must** be considered. The traffic on Captain Cook Drive and Gannons Rd is already at full capacity during peak times with drivers experiencing substantial delays. These delays filter back to Taren Point Rd and Taren Point Bridge and have become worse with many new developments completed and many more developments proposed under the new LEP. Week-end traffic in the Taren Point and Caringbah areas is so congested that it is better to avoid the area, or catch public transport. Unfortunately, for some areas of Taren Point 'public transport' is a joke. Taren Point area also contains many 'bulky goods' stores and you cannot bring home large, bulky items on a bus and/or train. What strategies do the developers have in place to alleviate the potential impact of extra vehicles on local roads and traffic, in and around Woollooware, Cronulla, Taren Point and Caringbah?

2. Parking- Residents are reportedly experiencing parking problems near Woollooware Station and in nearby local streets (near the station) every week day. The 'Sharks' development has the potential to exacerbate commuter

parking in and around Woollooware Station when the residents from this development need to catch a train to work. What strategies do the developers have in place to negate the commuter parking impact in and around Woollooware Station? Or is it intended that the developers will be privatising the profits and socialising costs (negative impacts) onto nearby communities? Where is the evidence that the new bus service is working to reduce parking impacts around near-by rail stations?

Further, Sutherland Council states in a submission for a modification (in relation to parking)

“The site is in an isolated location with limited connectivity to public transport, and adjacent to sporting grounds that are heavily utilised year round. Offsite parking within practical walking distance has been provided by Council to service the needs of the community using sporting facilities. It is often at capacity”

3. Cumulative Impact Trains. – Trains are already at 140% capacity during peak hours with no increases to train frequencies via the November 2017 timetable changes. With this development, Kirrawee Brickpit 808 units, and hundreds of other High-Rise and townhouse developments between Cronulla and Sutherland, our train services for peak hours will be significantly overburdened.

4. Game Day Parking- Parking in the local area on NRL Game Days and nights is insufficient. This is likely to be exacerbated with the extra units added on top of the already approved 600.

5. The Planning Assessment Commission approved only 600 units for the site reduced from 700. Why are there now further increases in the number of units, heights and building areas? These new increases will further degrade the amenity and the lifestyle of the local community. An increase in the number of units, heights and building area has the potential to cause more harm to the environment.

6. Cumulative Impact- The cumulative impacts of all multi-unit development and other development across the Shire **must** be considered. Most of this has been approved or planned with a short time, mainly since 2012. **600 units** ‘approved’ to date for Woollooware Bay. Approximately **750 units** ‘approved’ for the ‘Brick-Pit’ development at Kirrawee. There has also been approval also for over **400** homes at Greenhills Beach. Provision has also been made for **thousands of units via the recently legislated LEP** and an **unknown number** of dual occupancies, villa and townhouse developments shire-wide, also via the LEP. The vast majority of the proposed densification and units are not yet built. Of the units not yet built, the effect on Shire infrastructure if all unit developments come to market, or even come to market near the same time could be catastrophic for roads, schools, hospitals, transport and services. It is imperative that there is consideration for the ability of the Shire to absorb such massive increases within a very short time frame.

The Shire was to increase housing by 10,000 homes to 2031. We have 16 years till 2031, and yet LEP2015 gives potential in excess of that 10,000 proposed NOW, not including Sharks and Kirrawee Brickpitt. 10,000 new homes could mean another 20,000 cars on local roads and needing provision for parking, another 20,000 people to use hospital and medical services, thousand more children in local schools, thousands more on public transport. Were Sydney sewers built to cope, can electricity demands be met? Where are the infrastructure increases?

Some time ago we saw the effect of densification as the equivalent of two Olympic swimming pools of untreated sewage was discharged into Woollooware Bay during a 6 hour major power blackout on Friday 14th August 2015. Cannot begin to imagine how that would have panned out with an extra 10,000+ homes, 20,000+ residents and a privatised electricity network. Or in the heat of summer!

We may see further destruction of the essential mangroves and risk increased negative impacts on the local wildlife and marine life in Botany Bay.

We will see increased air and noise pollution for nearby residents from the increased traffic.

It does not provide enough affordable housing for local families or first home buyers as the brand new units are expensive.

The development (in total, over time) has taken away local sports grounds and placed those sporting grounds into local schools.

This risks potential future expansion area within our schools, space that will be needed as the population grows. For private/corporate profit.

At this point there have now been some 25 exhibitions.

25 times that locals are required to read ever-changing documents and respond to ever-changing proposals.

Enough is enough! . This is outrageous! How many hours are community members expected to devote to increased burden of this development.

I also object to the gobsmacking responses to public submissions – with-in the documents.

Both statements (below) shift responsibility for impacts upon communities, onto our communities.

Developer needs to take ownership of these problems – developer created the problems via over-development.

They privatised the profits and socialised the adverse impacts.

a) “The Traffic and Parking Assessment provided at Appendix F demonstrates that the amount of car parking provided is appropriate for the project parking demand. Any adverse impact on parking availability as a result of excessive car ownership is beyond the control of Capital Bluestone ...”

b) “The proposed built form has been carefully developed to ensure that is consistent with the character of the local area, established by the residential development in the western precinct.”

I have not made any political donations in the previous two years. In fact I have NEVER made a political donation and NEVER intend to make one.

From: Brendon Roberts [<mailto:brendon.roberts@planning.nsw.gov.au>]

Sent: Wednesday, 8 November 2017 3:22 PM

To: Undisclosed recipients:

Subject: Proposed modifications at Woollooware Bay Town Centre

Dear Sir / Madam

I am writing to you, as you previously commented on the proposed modifications to the Woollooware Bay Concept Plan (MP10_0229 MOD 2) and Project Approval (MP10_0230 MOD 6).

The Department recently wrote to all properties surrounding the site advising that the Proponent has amended the proposal in response to comments raised in submissions. The Department sought further comments on the amended proposal, summarised as follows:

- modify the concept plan (MP 10_0229 MOD 2) to:
 - expand the range of land uses within the eastern precinct to include residential apartment buildings and tourist and visitor accommodation
 - amend building envelopes for the eastern precinct to allow two additional levels of car parking above the podium and six buildings ranging between 8 and 15 storeys (including podium)
 - increase the maximum gross floor area by 37,895m²
 - increase the maximum gross building area by 76,125m²
 - increase the number of car parking spaces within the eastern precinct from 770 to 1,170
 - establish a building envelope for a new Sharks Centre of Excellence
 - amend the landscape master plan to provide for additional land uses
 - revise the public benefit offer to include a Housing Affordability Initiative.
- modify the project approval (MP 10_0230 MOD 6) to subdivide Lot 315 to form separate stratum lots for residential and tourist accommodation buildings.

I apologise that you may not have received this notification. However, the Department would like to provide an opportunity for you to have your say on the proposed changes, should you wish. I am therefore inviting any further comments on the proposal by **22 November 2017**.

Please note that comments raised previously in relation to these modifications will still be considered in the Department's assessment of the application.

Relevant documents, including the Proponent's response to submissions and preferred project report, are available to view on the Department's website at:

- http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6907
- http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8269

If you wish to make a submission on the proposal, please use the online form (via these links) if possible, via email or post (address below).

Please feel free to email or call me should you wish to discuss this further, or is you require any further clarification.

Kind regards

Brendon Roberts

Principal Planning Officer

Planning Services - Key Sites Assessments

Level 29, 320 Pitt Street | Sydney NSW 2000

T 02 9274 6422



Subscribe to our [newsletter](#)