

7 December 2017

14352

Ms Caroline McNally
Secretary
NSW Department of Planning and Environment
320 Pitt Street,
Sydney NSW 2000

Attention: Brendon Roberts (Principal Planning Officer, Key Sites Assessments)

WOOLLOOWARE BAY TOWN CENTRE – STAGE 4 CONCEPT PLAN MP10_0229 MOD 2 & PROJECT APPROVAL MP10_0230 MOD 6

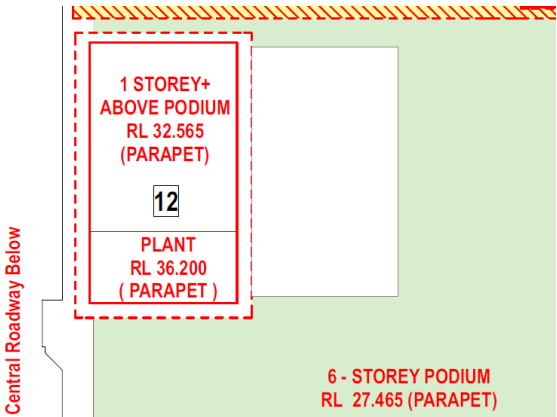
Dear Brendon,

Following the completion of the public notification period of the Response to Submissions/ Preferred Project Report for the Stage 4 modification proposal at Woollooware Bay Town Centre (Concept Plan MP10_0229 MOD 2 and Project Approval MP10_0230 MOD 6), Bluestone Capital Ventures No.1 (the Proponent) and the project team have reviewed the matters raised in submissions and provide the following responses.

1.0 NSW Department of Planning and Environment

Table 1 below responds to queries addressed to the Proponent by the NSW Department of Planning and Environment via email dated 27 November 2017.

Table 1 – Response to Department’s email queries of 27 November 2017

Department query	Proponent’s Response
Confirm the proposed height of the community room (in RL and indicative storeys), as this appears inconsistent in the concept plan and indicative drawings	<p>The proposed community facility would be one storey in height above the podium level, with a small southern element of this structure being two storeys for screening plant and equipment. The Urban Form Control Diagrams (specifically Drawings S6-A-130-009 – extract below – and S6-A-132-011) detail the maximum RL and storeys of this structure and include some tolerance in the maximum height (beyond that shown on the indicative drawings) to allow for detailed design development. We note that the Concept Approval does not currently approve the indicative drawings and it is not proposed to include these in the Concept Plan as part of this Modification Application – they are provided for information only and consent is only sought for the amended Urban Form Control Diagrams.</p> 

Department query	Proponent's Response														
Confirm whether there are any changes proposed to the League Club and club-deck building envelopes	No changes are proposed to the Leagues Club or Club Deck envelopes.														
Confirm whether any specific changes are proposed to the wording of FEAR 8 - shuttle bus service	<p>It is requested that Condition A5 be amended as follows:</p> <p style="text-align: center;">The Proponent together with the Club must ensure the site is serviced by a regular bus to nearby railway stations, from the commencement of operation of the first development under the Concept Plan.</p> <p>This wording is consistent with existing Condition 8 of Schedule 3 and the positive outcomes arising from the commencement of the Route 985 public bus service.</p>														
The Traffic and Parking Assessment assesses the traffic generation against the 2015 approval, so please confirm whether this includes consideration of any traffic and parking related impacts associated with subsequent modifications	Refer to McLaren Traffic Engineering letter provided at Attachment A . This letter incorporates the approved and proposed modifications to the retail centre and demonstrates that there will continue to be sufficient car parking to meet projected demand during critical peak periods with surplus parking capacity.														
Noting that traffic generation has been assessed against the RMS Guide to Traffic Generating Development 2001 guidelines, please provide an addendum comparing the proposal against the updated 2013 guidelines	<p>Refer to McLaren Traffic Engineering letter provided at Attachment A. The Traffic and Parking Assessment provided within the exhibited Modification Application and updated in the McLaren Traffic Engineering letter adopts the rates from the 2001 RMS Guide to Traffic Generating Development as these are the rates which have been consistently utilised throughout the assessment of the original Concept Plan and subsequent Project Application. The RMS' more recent traffic generation rates contained in Technical Direction TDT 2013/04a are lower than those contained in the 2001 guidelines, and accordingly the application of these rates indicates that the traffic generation of the modified town centre would be lower than that previously outlined in the traffic assessment. Specifically, utilising the more recent TDT 2013/04a trip generation rates results in a calculated traffic generation reduction as follows:</p> <ul style="list-style-type: none"> • 14% less traffic than in the RTS/PPR assessment at Friday 5-6pm peak. • 6% less traffic than in the RTS/PPR assessment at Saturday midday peak. <p>Accordingly, application of the updated guidelines to the SIDRA intersection modelling indicates that the traffic impact of the proposed modification would be less than that already assessed in the Modification Application and mitigated through the vehicular ingress/egress arrangements and intersection upgrades approved in the Concept Approval.</p>														
Provide a table indicating the proposed total number of bicycle parking spaces, allocation and indicative location of bicycle parking.	<p>The following table sets out the distribution of existing approved bike parking and proposed additional bike parking. The location of additional proposed bike parking is shown on the Architectural Drawings submitted with the Response to Submissions/ Preferred Project Report.</p> <table> <tr> <th>Location</th><th>Bike Parking Spaces</th></tr> <tr> <td>Level 1 (Ground) – Retail Centre Approved</td><td>49 visitor + staff spaces (Public domain + staff bike store)</td></tr> <tr> <td>Level 1 (Ground) – Additional Proposed</td><td>8 visitor spaces (4 x 2-sided standard racks)</td></tr> <tr> <td>Level 4 (Car Park)</td><td>10 visitor/resident spaces (5 x 2-sided standard racks)</td></tr> <tr> <td>Level 5 (Car Park)</td><td>10 resident spaces (5 x 2-sided standard racks)</td></tr> <tr> <td>Level 6 (Car Park)</td><td>49 resident spaces (23 x 2-sided standard racks, 3 x nose-to-tail racks)</td></tr> <tr> <td>Total</td><td>126 spaces</td></tr> </table>	Location	Bike Parking Spaces	Level 1 (Ground) – Retail Centre Approved	49 visitor + staff spaces (Public domain + staff bike store)	Level 1 (Ground) – Additional Proposed	8 visitor spaces (4 x 2-sided standard racks)	Level 4 (Car Park)	10 visitor/resident spaces (5 x 2-sided standard racks)	Level 5 (Car Park)	10 resident spaces (5 x 2-sided standard racks)	Level 6 (Car Park)	49 resident spaces (23 x 2-sided standard racks, 3 x nose-to-tail racks)	Total	126 spaces
Location	Bike Parking Spaces														
Level 1 (Ground) – Retail Centre Approved	49 visitor + staff spaces (Public domain + staff bike store)														
Level 1 (Ground) – Additional Proposed	8 visitor spaces (4 x 2-sided standard racks)														
Level 4 (Car Park)	10 visitor/resident spaces (5 x 2-sided standard racks)														
Level 5 (Car Park)	10 resident spaces (5 x 2-sided standard racks)														
Level 6 (Car Park)	49 resident spaces (23 x 2-sided standard racks, 3 x nose-to-tail racks)														
Total	126 spaces														

2.0 Agency Submissions

The submissions provided in response to the notification of the Response to Submissions/ Preferred Project Report by NSW Roads and Maritime Services, the Environment Protection Authority, the Department of Industry (Crown Lands & Water and Primary Industries) and the Office of Environment and Heritage did not raise any further issues regarding the proposed modification. Accordingly no further response is required by the Proponent.

3.0 Council Submission

Council's submission was received on 6 December 2017 and, whilst still objecting to the project on the basis of traffic, parking and visual impacts, acknowledges the improvements that have been made to the project as part of the Response to Submissions/ Preferred Project Report. Council's submission reiterated a number of issues that have been addressed as part of the Response to Submissions/ Preferred Project Report and a full response to all issues is provided at **Attachment B**.

4.0 Public Submissions

We note that 32 submissions objecting to the proposal were received by the Department in response to the notification of the Response to Submissions/ Preferred Project at the time of writing, including a submission by the North Cronulla and Woollooware Precinct Committee. We note that a number of submissions included pro-forma content from the precinct committee's submission. We have reviewed each of the submissions available on the Department's website and note that these submissions generally re-iterate issues previously raised in public submission during the initial public exhibition of the Modification Application and addressed in the Response to Submissions/ Preferred Project Report.

Some public submissions received during the notification period raised the issue of flooding, which had not previously been outlined as a point of concern in the public submissions received during the public exhibition of the original Section 75W Modification Application. An assessment of flood impacts was prepared by AT&L to support the Project Approval MP10_0230 for the retail centre, above which Stage 4 is proposed to be located, which found that the site is not at risk of flooding and that the proposed levels of the retail centre and road access are compliant with Sutherland Shire Council's development controls. Further to this, potential future flood impacts can be appropriately mitigated by the stormwater network upgrades that were approved as part of the Project Approval. These findings were further supported by the Stormwater, Flooding and Services Statement prepared by Calibre submitted as part of this current Section 75W Modification Application. As the proposed building envelopes are located on top of the approved retail centre, the risk of flood impacts as a result of the proposal are low and appropriate stormwater management and evacuation strategies will be implemented to mitigate any potential flood impacts.

Having regard to the above we believe that the matters raised in public submissions have been adequately addressed.

5.0 Conclusion

We trust that the information provided in this letter provides the Department with sufficient information to complete its assessment of the Stage 4 Modification Application and provide it's assessment report, recommendation and draft conditions to the NSW Planning Assessment Commission for determination. Should you have any further queries please do not hesitate to contact Michael Oliver of Ethos Urban via the following details.

Yours sincerely,



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Michael Oliver
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Attachment A – Traffic Statement



M^CLAREN TRAFFIC ENGINEERING

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Division of RAMTRANS Australia ABN: 45067491678

Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

29 November 2017

Reference: 17230.02FA

Capital Bluestone
Level 9, 23 O'Connell Street,
Sydney NSW 2000
Attention: Matt Loader

LETTER RESPONSE TO DEPARTMENT OF PLANNING AND ENVIRONMENT WITH REGARD TO THE WOOLLOOWARE BAY TOWN CENTRE AT 471 CAPTAIN COOK DRIVE, WOOLLOOWARE

Dear Matt,

Reference is made to your request to provide a response to the comments provided by the New South Wales Department of Planning and Environment (DPE) in their email dated 27/11/2017 with regards to the proposed modifications to the approved Woollooware Bay Town Centre (MP10_0229 MOD 2 & MP10_0230 MOD 6). A response to the DPE is provided below. This letter should be read as an addendum to the Traffic and Parking Impact Assessment dated 13 January by M^CLaren Traffic Engineering and the letter to the DPE dated 1 August 2017.

1 Department of Planning and Environment Comments

Each of the relevant comments is reproduced in *italics* and responded to below.

1.1 Comparison to Most Recent Modifications

The Traffic and Parking Assessment assesses the traffic generation against the 2015 approval, so please confirm whether this includes consideration of any traffic and parking related impacts associated with subsequent modifications.

Sections 2 and 3 of this report provide amended parking and traffic assessments of the most recently amended scale, including the most recent MOD 7 Retail 75W scale (subject to DPE approval), which is depicted in **Table 1**.

As shown, there have been only minor changes to the project in terms of composition and scale of retail/commercial development, with the only substantial changes proposed being the addition of 244 residential units, 75 hotel rooms and the parking facilities associated with each. Using the most recent scale, the parking demands of the development are extremely similar to those reflected in the previous M^CLaren Traffic Engineering letter dated 1 August 2017 and the proposed parking supply remains more than adequate to serve the needs of all components of the Town Centre. Similarly, the traffic generation of the development is very similar to, if not less than, that reflected in the previous M^CLaren Traffic Engineering letter.

1.2 Traffic Generation Rates

Noting that traffic generation has been assessed against the RMS guide to Traffic Generating Development 2001 guidelines, please provide an addendum comparing the proposal against the updated 2013 guidelines.

Section 3 of this letter provides an amended traffic assessment which assesses the proposal with the traffic generation rates provided by the most recent RMS rates provided in TDT 2013/04a.

Utilising the most recent traffic generation rates, the traffic generation of the proposal is some 235 trips less in the Weekday PM peak hour and 89 trips less in the Weekend Midday peak hour than calculated using the superseded rates of traffic generation. On this basis, the performance of the surrounding intersections will be better than that reflected in the previous McLaren Traffic Engineering letter.

TABLE 1: ASSESSED SCALE

Land Use	Type	Approved MOD 3 Scale	MOD 7 Retail 75W Scale	Proposed Modified Scale
Residential Units				
High Density Residential	1-Bedroom Unit	0	0	86
	2-Bedroom Unit	0	0	121
	3-Bedroom Unit	0	0	37
Sharks Accommodation	1-Bedroom Unit	0	0	2
	2-Bedroom Unit	0	0	2
Retail/Commercial				
Supermarket	GLA	8 548 m ²	8 356 m ²	8 356 m ²
Specialty Shops	GLA	4 146 m ²	4 793 m ²	4 793 m ²
Medical Centre	GLA	633 m ²	777 m ²	777 m ²
Club	GFA	4 640 m ²	4 352 m ²	4 352 m ²
Restaurant	GLA	1 065 m ²	1 236 m ²	1 236 m ²
Childcare Centre	Children	75 Places	75 Places	75 Places
Parking	Spaces	770	770	1170
Community Use	GLA	518 m ²	241 m ²	241 m ²
Leisure	GLA	908 m ²	1 062 m ²	1062 m ²
Hotel	Keys	0	0	75

2 Parking Assessment

Full discussion of parking rates and accumulation is contained in our previous letter dated 1 August 2017. **Table 2**, **Table 3** and **Table 4** outline the revised parking accumulation based on the scale provided in **Table 1** and demonstrate that there will continue to be surplus available parking during all peak periods.

TABLE 2: PARKING ACCUMULATION FRIDAY PRIOR TO 5:30 PM

Land Use	Peak Parking Demand (spaces)	Operating Factor	Friday Prior to 5:30 PM (spaces)
Residential Parking Areas			
1 Bedroom Unit	86	100%	86
2 Bedroom Unit	121	100%	121
3 Bedroom Unit	74	100%	74
Sub Total	281		281 Spaces
Retail Parking Areas			
Visitors (Residential)	49	25%	12
Sharks Accommodation	0	100%	0
Supermarket	351	100%	351
Secondary Retail	216	100%	216
Medical Centre	7	100%	7
Club	92	30%	28
Restaurant	41	50%	21
Childcare Centre	19	100%	19
Hotel	22	100%	22
Leisure	0	100%	0
Community Facility	3	100%	3
Individual Sub-Total			679 Spaces
Dual Use	360+198 = 558	-10%	-56
Retail Sub-Total			623 Spaces
Total Demand	904 Spaces		
Total Supplied	1170 (770 Retail/69 Hotel/279 Residential/50 Center For Excellence)		

TABLE 3: PARKING ACCUMULATION FRIDAY AFTER 6:30 PM

Land Use	Peak Parking Demand (spaces)	Operating Factor	Friday Prior to 5:30 PM (spaces)
Residential Parking Areas			
1 Bedroom Unit	86	100%	86
2 Bedroom Unit	121	100%	121
3 Bedroom Unit	74	100%	74
Sub Total	281		281 Spaces
Retail Parking Areas			
Visitors (Residential)	49	100%	49
Sharks Accommodation	0	100%	0
Supermarket	351	100%	351
Secondary Retail	216	25%	54
Medical Centre	7	100%	7
Club	92	100%	92
Restaurant	41	50%	21
Childcare Centre	19	0%	0
Hotel	22	100%	22
Leisure	0	100%	0
Community Facility	3	100%	3
Individual Sub-Total			599 Spaces
Dual Use	360+198 = 558	-10%	-56
Retail Sub-Total			543 Spaces
Total Demand	824 Spaces		
Total Supplied	1170 (770 Retail/69 Hotel/279 Residential/50 Center For Excellence)		

TABLE 4: PARKING ACCUMULATION SATURDAY MIDDAY

Land Use	Peak Parking Demand (spaces)	Operating Factor	Friday Prior to 5:30 PM (spaces)
Residential Parking Areas			
1 Bedroom Unit	86	100%	86
2 Bedroom Unit	121	100%	121
3 Bedroom Unit	74	100%	74
Sub Total	281		281 Spaces
Retail Parking Areas			
Visitors (Residential)	49	50%	25
Sharks Accommodation	0	100%	0
Supermarket	351	100%	351
Secondary Retail	216	100%	216
Medical Centre	7	50%	4
Club	92	70%	64
Restaurant	41	75%	31
Childcare Centre	19	0%	0
Hotel	22	100%	22
Leisure	0	100%	0
Community Facility	3	100%	3
Individual Sub-Total			716 Spaces
Dual Use	360+198 = 558	-10%	-56
Retail Sub-Total			660 Spaces
Total Demand	941 Spaces		
Total Supplied	1170 (770 Retail/69 Hotel/279 Residential/50 Center For Excellence)		

3 Amended Traffic Assessment

3.1 Traffic Generation

The traffic generation of the site has been estimated using the most recently published RMS data, as requested by the Department of Planning and Environment. M^CLaren has previously utilised the rates set out in the RMS Guide to Traffic Generating Developments 2002, which have been applied consistently throughout the traffic assessment. The applied traffic generation rates are provided in **Table 5**, with the previously implemented rates provided for comparison in **Table 6**, the resulting traffic generation of the site is provided in **Table 7**.

TABLE 5: TRAFFIC GENERATION RATES PER LAND USE (2013 GUIDELINES)

Land Use	Friday 5-6PM (per hour)	Saturday Midday (per hour)	Derived From
High Density Residential	0.19 trips / unit	25% of Friday PM (Previous TMAP)	RMS TDT 2013/04a
Shopping Centre	6.7 trips / 100m ² GLFA	7.5 trips / 100m ² GLFA	RMS TDT 2013/04a
Club	168 trips / 8500m ²	100 trips / 8500m ²	Approved Project Application
Child Care Centre	0.7 trips / place	Nil	RMS Guide
Leisure	Nil	Nil	Approved Project Application
Hotel	0.5 trips / space	0.5 trips / space	Reasonable Estimation

TABLE 6: TRAFFIC GENERATION RATES PER LAND USE (PREVIOUS ASSESSMENT)

Land Use	Friday 5-6PM (per hour)	Saturday Midday (per hour)	Derived From
High Density Residential	0.29 trips / unit	25% of Friday PM (Previous TMAP)	RMS Guide
Supermarket (or similar)	14.1 trips / 100m ²	14.8 trips / 100m ²	Approved Project Application
Secondary Retail	5.7 trips / 100m ²	6.0 trips / 100m ²	Approved Project Application
Medical	0.5 trips / 100m ²	0.5 trips / 100m ²	Approved Project Application
Community Use	0.5 trips / 100m ²	0.5 trips / 100m ²	Office as in RMS Guide
Club	168 trips / 8500m ²	100 trips / 8500m ²	Approved Project Application
Child Care Centre	0.7 trips / place	Nil	RMS Guide
Leisure	Nil	Nil	Approved Project Application
Restaurant	5.0 trips / 100m ²	5.0 trips / 100m ²	RMS Guide
Hotel	0.5 trips / space	0.5 trips / space	Reasonable Estimation
Major Mixed-Use Development in Sutherland Shire	Included in above rates	Included in above rates	Approved Project Application
Dual Use	10% of Retail	10% of Retail	Approved Project Application

TABLE 7: TRAFFIC GENERATION TRIPS PER LAND USE (2013 GUIDELINES)

Land Use	Traffic Generation Friday 5-6PM (Trips per hour)	Traffic Generation Saturday Midday (Trips per hour)
High-Density Residential	36.6 (37)	9.15 (10)
Supermarket	1214.8 (1215)	1359.9 (1360)
Club	86	51
Child Care	53	0
Leisure	0	0
Hotel	35	35
TOTAL	1426	1456

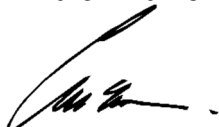
The results of updated SIDRA modelling reflecting the RMS TDT 2013/04a traffic generation rates are shown in **Table 8**, which shows a reduced impact on all local intersections. All intersections will continue to operate at a Level of Service of A or B during critical peak periods.

**TABLE 8: INTERSECTION PERFORMANCE COMPARISON
SIDRA INTERSECTION 7.0**

Intersection	Peak Hour	Degree of Saturation	Average Delay (s/veh)	Level of Service
Scale Assessed in August 2017 Letter (SIDRA 7.0)				
Western Retail Signals	FRI PM	0.91	8.7	A
	SAT MID	0.69	4.9	A
Captain Cook Drive / Woollooware Road	FRI PM	0.92	20.9	B
	SAT MID	0.69	19.0	B
Captain Cook Drive / Gannons Road	FRI PM	0.97	23.6	B
	SAT MID	0.96	19.8	B
Proposed Project Application Scale (SIDRA 7.0)				
Western Retail Signals	FRI PM	0.84	6.3	A
	SAT MID	0.69	4.6	A
Captain Cook Drive / Woollooware Road	FRI PM	0.85	18.6	B
	SAT MID	0.68	18.6	B
Captain Cook Drive / Gannons Road	FRI PM	0.91	16.6	B
	SAT MID	0.94	17.3	B

Please contact Tom Heal or the undersigned on 02 8355 2440 should you require further information or assistance.

M^cLaren Traffic Engineering



Craig M^cLaren
Director

BE Civil. Graduate Diploma (Transport Eng) MAITPM MITE [1985]
RMS Accredited Level 3 Road Safety Auditor
RMS Accredited Traffic Control Planner, Auditor & Certifier (Orange Card)

Woollooware Bay Town Centre
471 Captain Cook Drive, Woollooware
17230.02FA - 29 November 2017

Attachment B – Response to Sutherland Shire Council Submission dated 6 December 2017

Council issue	Proponent's Response
Whilst the proponent has responded to a number of the matters raised by Council in its April 2017 submission, the key reasons for the Council's objection (above) remain unchanged.	Noted.
Council still questions whether s. 75W is the appropriate mechanism for assessment of the proposal.	As the modification is to an approved Part 3A Concept Plan, Section 75W is the appropriate mechanism to modify the Concept Plan. The power to modify a consent in accordance with Section 75W is broad and permits modifications of the type proposed in this application. Further to this, the proposal has demonstrated that environmental impacts are similar to those assessed as part of the approved Concept Plan and can be appropriately managed and mitigated.
There is also no driver for an increase in residential accommodation on the site having regard to the Draft South District Plan housing targets, which will be achieved easily under SSLEP 2015.	The housing targets set out in the Draft South District Plan are five-year minimum targets only and reflect delivery potential under current controls (Draft South District Plan, p. 38). The Draft District Plan notes that meeting demand over the next 20 years will require a longer-term outlook and that councils should investigate and recognise opportunities for housing supply in certain areas, including emerging and new centres. Woollooware Bay Town Centre is an emerging centre in Sutherland Shire, where future residents will benefit from direct walkable access to a shopping centre on-site, public open space and amenities and the Leagues Club, and a public bus service that connects to nearby centres of Cronulla and Caringbah. In addition to this, residents of the new centre will benefit from close access to schools, employment and recreation facilities in the surrounding locality. For these reasons, the proposed increase in residential dwellings is justified, consistent with the Draft South District Plan and will make an appropriate contribution to housing supply within Sutherland Shire, the South District and the Sydney metropolitan area.
Other elements of the proposal, such as the environmental considerations, will need to be considered carefully by the DPE and the various government agencies that have concurrence roles in these areas. Council will make a further assessment regarding these aspects if a future detailed development application is submitted.	Noted. Environmental assessment and associated consultant reports have been provided as part of the proposal to assist with assessment of these matters.
1. Planning and Design matters	
<p><i>Bulk and Scale</i></p> <p>Comments remain largely the same as per Council's April 2017 submission. Removal of the height from Building B is a positive step, though transferring this built form on to Building C serves to reduce the difference and modulation between the towers and solidifies the mass overall. The additional height adds to overshadowing of units in Building B and blocks views from units that would previously have benefitted from an open outlook. Overall this change does not address Council's concern regarding the bulk and scale of the proposed development.</p>	As noted in the submitted Response to Submissions and Preferred Project Report, the design of the proposed development has sought to minimise the perception of bulk by incorporating façade treatments and landscaping. The proposal is also consistent with the height and scale of the western precinct (Stage 1 is complete, Stage 2 is under construction and Stage 3 is approved). Whilst the modification results in altered impacts within the site, it is considered that the overall impact is improved and that it is appropriate to make these changes at the concept stage. The proposal will continue to achieve a high level of residential amenity in accordance with the Apartment Design Guide and residents of Building B will benefit from an outlook to the landscaped podium and high amenity eastern, western and southerly aspects. In addition to this, the proposal is consistent with the future character of the area as set by the approved Concept Plan and seeks to deliver a vibrant town centre through a mix of residential, commercial and retail uses.
<p><i>Amenity</i></p> <p>Comments remain largely the same as per Council's April 2017 submission.</p>	Noted. These comments were addressed in the Response to Submissions and Preferred Project Report.

Council issue	Proponent's Response
<p><i>Street level activation</i> The inclusion of a separate residential lobby area on the northern side of the retail building to enable entry at the ground floor from the foreshore reserve area is a positive change. Concern is raised though in terms of the size of the entry and its sense of presence. This should be emphasised in the external treatment of the building, the landscape treatment and the internal / external lighting. This entry lobby should be generous and prominent, similar to the proposed Captain Cook Drive residential foyer area, and should be amended by a condition in of approval.</p> <p>The creation of a separate hotel lobby area directly accessible from Captain Cook Drive is also a positive modification to the original design. This will assist to activate the streetscape on Captain Cook Drive as well as providing significantly improved wayfinding for future hotel patrons.</p>	<p>Note. Future detailed design will ensure the treatment of lobbies is emphasised through façade treatments, landscaping and appropriate lighting.</p>
<p><i>Way-finding</i> Comments remain largely the same as per Council's April 2017 submission, noting that the separate hotel lobby and main entry treatment is an improvement.</p>	<p>Noted. These comments were addressed in the Response to Submissions and Preferred Project Report.</p>
<p><i>Materials and finishes</i> Comments remain the same as per Council's April 2017 submission.</p>	<p>Noted. These comments were addressed in the Response to Submissions and Preferred Project Report.</p>
<p><i>Design principles</i> Comments remain the same as per Council's April 2017 submission.</p>	<p>Noted. These comments were addressed in the Response to Submissions and Preferred Project Report.</p>
2. Parking and Traffic	
<p><i>Context</i> Comments remain the same as per Council's April 2017 submission.</p>	<p>Noted. These comments were addressed in the Response to Submissions and Preferred Project Report.</p>
<p><i>Options</i> Comments remain the same as per Council's April 2017 submission.</p>	<p>Noted. These comments were addressed in the Response to Submissions and Preferred Project Report.</p>
<p><i>Car share scheme</i> The car-share proposed by the applicant is supported.</p>	<p>Noted.</p>

Council issue	Proponent's Response
<p>Shuttle bus</p> <p>The Council is not convinced that a shuttle bus would not provide a useful alternative to the public bus and would like this requirement maintained as part of any future approval for the reasons set out in the April 2017 submission. If a direct shuttle is superseded by a public bus route in future, the requirement could be reconsidered.</p>	<p>As noted in the Response to Submissions and Preferred Project Report, the 985 public bus route has been provided as a result of ongoing cooperation between Capital Bluestone and Transport for NSW and provides a direct connection to the key centres of Caringbah, Cronulla and Miranda with a maximum journey time of 15 minutes.</p> <p>As previously stated, a direct shuttle connection to Woollooware Station may reduce travel times to a station by 2-3 minutes compared to the Route 985 service to Caringbah Station, however, it is noted that much of this saving would be offset by the additional 2 minute train journey between Woollooware and Caringbah for city-bound commuters. Therefore, a direct shuttle would provide minimal benefit in terms of travel time savings or convenience. It is also noted that Woollooware Station provides no other immediate conveniences in terms of retail or public services, in contrast to the Caringbah, Cronulla and Miranda station precincts.</p> <p>As part of the preparation of the Response to Submissions and Preferred Project Report, Capital Bluestone consulted with Transport for NSW to determine the possibility that the 985 bus route could be amended to include Woollooware Station. Transport for NSW do not believe this would be a viable route and it is noted that a private shuttle bus between the site and Woollooware Station may negatively impact on the viability of the existing route.</p>
<p>Traffic Generation and Impact</p> <p>Comments remain the same as per Council's April 2017 submission.</p>	<p>Noted. These comments were addressed in the Response to Submissions and Preferred Project Report and are supplemented by additional traffic modelling provided as part of this response.</p>
<p>Parking Management</p> <p>The proposal to separate the hotel parking from the main retail area is supported in line with Council's comments in the April 2017 submission.</p>	<p>Noted.</p>
<p>Vehicle Access / Internal Layout</p> <p>Comments remain the same as per Council's April 2017 submission.</p>	<p>Noted. These comments were addressed in the Response to Submissions and Preferred Project Report.</p>
<p>3. Landscaping</p>	
<p>Comments remain the same as per Council's April 2017 submission.</p>	<p>Noted. These comments were addressed in the Response to Submissions and Preferred Project Report.</p>
<p>4. Contamination</p>	
<p>Comments remain the same as per Council's April 2017 submission.</p>	<p>Noted. These comments were addressed in the Response to Submissions and Preferred Project Report.</p>
<p>5. Biodiversity</p>	
<p>Comments remain the same as per Council's April 2017 submission. The comments regarding the Commonwealth Environment Protection and Biodiversity Conservation Act, 1999 are noted.</p>	<p>Noted. These comments were addressed in the Response to Submissions and Preferred Project Report.</p>
<p>6. Community benefit</p>	
<p>Council considered the community benefits put forward by the proponent as part of the Concept Plan modifications and responded to these in a separate letter dated 10 July 2017, which Bluestone included in its response. Council's position of support communicated in that letter is unchanged.</p>	<p>Noted.</p>

Council issue	Proponent's Response
7. Summary	
<p>The modifications put forward by the proponent are positive and indicate a willingness to engage with Council and the various stakeholders to achieve an improved development outcome for the site.</p> <p>Notwithstanding this, the scale of development proposed and the impacts that it will generate in relation to traffic and parking in particular are not supported by the Council and the impact on the local community cannot be justified.</p>	<p>Capital Bluestone remains committed to working with Council and other stakeholders to achieve an appropriate development on the site. The majority of issues raised by Council and government agencies throughout the assessment period have been addressed and resolved, except where further assessment and information is provided in this response.</p> <p>It has been demonstrated that the scale of the proposal is appropriate, both in terms of meeting strategic housing supply targets and for the future character of the site as set out in the approved Concept Plan. Traffic and parking impacts have been assessed at each stage of the project to ensure that impacts on the surrounding community will be appropriately managed and mitigated.</p>