

NORTH CRONULLA & WOOLLOOWARE PRECINCT COMMITTEE INC CRONULLA RESIDENTS

9th April 2018

Mr Peter Duncan AM (chair), Dr Maurice Evans and Mr Paul Forward.
Independent Planning Commission Meeting

RE: Woollooware Bay Town Centre
Concept Plan Modification Request (MP 10_0229 MOD 2) and Project Approval Modification Request
(MP 10_0230 MOD 6)

The North Cronulla and Woollooware Precinct Committee wishes to make comments on the **Environmental Assessment Report of March 2018** where the State Government has approved, subject to this public meeting and the Panels final report, the building of another 244 home units and a 75 room hotel, plus other buildings, to be constructed on the top of the Retail Club development on the Eastern side.

We speak for the local residents who are already detrimentally affected by this so called "Town Centre" which we consider is incorrectly located in an area set aside for green space, sporting and recreation, in a flood plain area adjoining a Ramsar protected wetland.

1 Town Centre definition. The site of the Sharks football club grounds, surrounded by sporting, educational and industrial uses, has no capacity for it to expand into a "town centre" and should be considered as a "village".

Nearby **Caringbah, a central business district** with a **rail and bus network** to surrounding suburbs, including Woollooware, with two shopping centres, strip shopping and other sites suitable for retail and services expansion, would be a far better "town centre" location. Caringbah badly needs rejuvenation.

2 "Town Centre" located in a Flooding area



A sign outside the Sharks development says '*FLOOD WARNING, Captain Cook Drive can be subject to flash flooding which is highly hazardous. Do not drive or wade through floodwater if they have reached the front of this property*'.

Attachment 1 - The 2014 report by Sutherland Shire Council, the "Woollooware Bay Catchment Flood Study" clearly indicates the area is a flood zone. Map from this report, (figure 29) shows the red area of a floodway through and around the site.

3 Inaccuracies in the report regarding distance from stations.

The Environmental Assessment Report has some disturbing inaccuracies in distances from transport and the Sydney CBD. The Dept has been dealing with this development for over 6 years from the 2012 original concept approval. To have these highly misleading errors in the Report is astounding as decisions are made on the information in these reports.

3a In 1.2 the Site is described as “located approximately 20 kilometres from the Sydney CBD”.

Attachment 2 map shows it is **28.2 kilometres** by the shortest route and takes **35 minutes to 1 hour 15 minutes** to reach the city. **This is a 41% error in the distance by road.**

3b In 1.2 the report states that the site is located **900 metres from Woolooware Train Station.**

Attachment 3 shows Woolooware station is **1.4ks** by shortest route taking **19 minutes**. **This is a 56% error in the distance to walk.**

3c In 1.2 the report states that the site is located **1.5 ks from Caringbah Train Station.**

Attachment 4 shows Woolooware station is **2.6 ks** by shortest route taking **33 minutes**. **This is a 73% error in the distance to walk or drive.**

Note: The PAC report of 2012 describes more correctly the distance from Woolooware residential west side as 1.5 ks. Is the Government trying to hide that the area is **28 kilometres** from the CBD, not “approximately 20 ks”, and that walking distances to the nearest station is **1.5ks**, not “900 metres”.

This misleading information is the basis of many decisions, including whether it is a **Town Centre or not**, **car spaces** and **parking** availability, whether to allow for **higher levels car ownership** in **outlying areas**, and **walking distances to transport**.

4 PARKING

The Eastern development has increased in Gross Building Area (GBA) by 168% and Gross Floor Area (GFA) by **146%** from the PAC Concept Approval in 2012. Car parking has increased by **12%**.

CHANGES IN SIZE OF DEVELOPMENT	2012	Oct-17		
	PAC APPROVAL	MODIFICATION	INCREASE	INCREASE
	SM	TOTAL SM	SM	%
MAX BLDG AREA				
WESTERN (RESIDENTIAL)	104,419	115,402	10,983	11%
EASTERN (RETAIL/CLUB/UNITS/HOTEL)	50,991	136,857	85,866	168%
	155,410	252,259	96,849	62%
GROSS FLOOR AREA				
WESTERN (RESIDENTIAL)	58,420	61,370	2,950	5%
EASTERN (RETAIL/CLUB/UNITS/HOTEL)	26,495	65,307	38,812	146%
	84,915	126,677	41,762	49%
	SPACES	SPACES	SPACES	
CAR SPACES	883	1,080	197	22%
WESTERN (RESIDENTIAL)	770	770		0%
EASTERN (RETAIL/CLUB/UNITS/HOTEL)	1,653	1,850	197	12%

We have prepared a detailed spreadsheet for the Panel on distances by road, by public transport and by bicycle to selected business and industrial centres in Sydney where people travel to work. They range from areas in the Shire to areas in the Southwest, northwest, west, east south and to universities and a hospital.

ON A MONDAY MORNING LEAVING SHARKS AT 7.30AM

Some examples within the Shire, **Illawong shopping centre** takes an average of **34** minutes to drive, but **74** minutes by public transport of bus and bus. Cycling time is **75** minutes.

Menai Industrial area in Old Illawarra Rd is average **27** minutes to drive from Sharks development, **54** minutes by public transport and **59** minutes to cycle.

Further afield to **Moorebank** industrial area, it takes an average of **47.5** minutes by car. Public transport requiring a Bus, Train 1, train 2, bus and walk takes **115** minutes with cycling **106** minutes.

Wetherill Park takes **75** minutes by car average, **137** minutes (2 hours 17 minutes one way) by public transport, where you take a bus, train, train, bus and walk. Cycling was **162** minutes or 2 hours 42 minutes.

Albion Park industrial area in the south has **78** minutes driving, but **220** minutes (3 hours 40 minutes one way) by public transport with a Bus, Train, Train, Bus and walk. Cycling was **307** minutes (5 hours 7 minutes). Heaven forbid if you miss one of these connections!

Finally to **Prince of Wales hospital** we have **55** minutes drive time, **101** public transport with a bus train bus and **96** minutes cycle time.

If you work shift work, you must have a car. If you are a shift worker at Kurnell refinery, there are no buses to Kurnell after 6.20pm and they don't start running until after 6am next day. If you worked at Prince of Wales hospital night shift, you wouldn't fancy **106** minutes in **public transport late at night** and back again early morning. Riding a bike at night would not be an attractive or safe option over distances.

Unlike mentioned in the Report, this is an area that is not served by public transport unless you are travelling to the CBD. **This spread sheet proves it is one of the worst areas in Sydney for a public transport network.**

4b Unit prices require two salaries to pay off for younger purchasers.

The prices of a 2 bedroom unit at the Sharks development is around \$800,000. If the home owner/s put in 200,000 deposit, the mortgage would be around \$800 per week, needing two incomes to pay it off.

2 working people at this site need two cars as we have proven with the previous point with the distances to travel.

4c Car ownership greater in outlying areas

Attachment 5 shows the a map of Sydney, with car ownership rates increasing the further you are away from Sydney. The survey measured "**motor vehicle ownership as motor vehicles per 100 persons in private occupied dwellings**". The graph indicates a high ratio close to **1 car to 1 person** in a private dwelling in outer areas of 'Sydney.

FROM 461 captain cook drive woollooware												
TO	ADDRESS	CAR KS	CAR TIME LEAST MIN	CAR TIME MOST MIN	CAR TIME AVER MIN	PUB TRANS WALK/BUS/TRAIN	P/TR TIME MIN	INCR TIME PUB T TO CAR	BIKE TIME MIN	INC TIME BIKE TO CAR		
TIME 7.30AM MONDAY												
TO SHIRE/LOCAL LOCATIONS												
MENAI	814 OLD ILLAWARRA RD	15.2	18	35	26.5	W/T/B	54	204%	59	223%		
ILLAWONG	289 FOWLER RD	19.7	24	45	34.5	W/B/B	74	214%	75	217%		
ENGADINE	5 PRESTON AVE	15.3	18	30	24	W/B/T/T	54	225%	61	254%		
KIRRAWEE	444 THE BOULEVARDE	7.5	12	20	16	W/B/T/W	47	294%	29	181%		
KURNELL	28 SIR JOSEPH BANKS DRIVE	7.7	10	10	10	B/B/W	20	200%	24	240%		*to Kurnell first bus for day at 7.40am following buses to Kurnell took 29 to 36 mins
KINGSGROVE	26 COMMERCIAL RD	15.3	22	40	31	B/T/T	79	255%	56	181%		
TO SOUTH WEST												
MOOREBANK	68 Stockton Ave	29.8	30	65	47.5	B/T/T/B/W	115	242%	106	223%		
BANKSTOWN	233 MILPERRA RD	24.3	30	65	47.5	B/T/B/B/W	104	219%	85	179%		
LIVERPOOL	12 HOMEPRIDE AVE	34.6	35	75	55	B/T/T/W	122	222%	114	207%		*alternate 7.30am was 2h48m
SMEATON GRANGE	43 DUNN RD	52.3	50	90	70	B/T/T/B/B	154	220%	179	256%		
PRESTON	1 KURRAJONG RD	32.9	35	65	50	B/T/T/B	113	226%	115	230%		
GREENACRE	112 HUME HIGHWAY	22.5	35	80	57.5	B/B/B	122	212%	88	153%		
TO NORTH WEST												
BAULKHAM HILLS	CENTURY CIRCUIT	73.2	65	120	92.5	B/T/B/W	133	144%	188	203%		
TO WEST												
WETHERILL PARK	490 VICTORIA ST	45.6	50	100	75	B/T/T/B/W	137	183%	162	216%		
BLACKTOWN	61 NEWTON RD	61.3	60	110	85	B/T/T/W	115	135%	211	248%		
PARRAMATTA	39 SMITH ST	34.5	50	110	80	B/T/T/W	101	126%	126	158%		
LEICHARDT	711 PARRAMATTA RD	23.6	40	85	62.5	B/T/T/W	87	139%	88	141%		
TO EAST												
MASCOT	12 SARAH ST	18.7	28	65	46.5	B/T/T/W	81	174%	69	148%		
BOTANY	1901 BOTANY RD	21.4	28	60	44	B/T/B/W	112	255%	77	175%		
RANDWICK	POW HOSPITAL	24.5	35	75	55	B/T/B	101	184%	96	175%		
TO SOUTH												
ALBION PARK	11 SHABAN ST	84.5	65	90	77.5	B/T/T/B/W	220	284%	307	396%		
PORT KEMBLA	47 FIVE ISLANDS RD	71.9	55	80	67.5	B/T/T/B/W	163	241%	269	399%		
HEATHCOTE	23 BURNS RD	18.7	22	40	31	B/T/T/W	71	229%	74	239%		
UNANDERRA	INVESTIGATOR DRIVE	68.5	55	80	67.5	B/T/T/W	156	231%	256	379%		
TO UNIVERSITIES												
SYDNEY UNIVERSITY		21.3	35	85	60	B/T/W	75	125%	83	138%		
UNIVERSITY NSW		23	35	70	52.5	B/T/W	96	183%	91	173%		
AVERAGE OF 26 SITES												
					1366		2706	198%	3088	226%		
					53		104		119			
SHIFTWORKERS												
MON 9PM												
KURNELL	NO BUSES 6.20PM TO 6AM	8.7	10	10	10	NONE	NONE					
RANDWICK	POW HOSPITAL	24.5	30	45	37.5	T/B/W	106		96			

SHIFTWORKERS MUST HAVE CAR DUE TO LENGTHY NIGHT PUBLIC TRANSPORT JOURNEYS OR NIGHT BIKE RIDES

We contend NSW Govt should lift the parking rate for outlying areas when there is no transport interconnection directly to work areas surrounding the location say within 30ks radiating around the proposed site.

This is an outlying development at the b at the end of a train line going to Sydney with no significant direct **public transport in any other direction**.

4d Impact of parking shortages on playing fields and local residents

The site is on Captain Cook Drive with no parking permitted. With **only 2 blocks of units** inhabited, the body corporate of the occupied units submitted recently against more units being constructed on the Eastern side because the current parking situation was already very difficult.

The ability of local parents and children to attend sporting activities at the fields adjoining and across the road from the development, is already significantly affected. When all the blocks on the west side are completed, and if a further three apartment blocks on the east, plus hotel and other buildings are constructed, this will become seriously worse.

SUMMARY

With all these factors, car parking should be 2 spaces for a 2 bedroom unit for an outlying site 28ks from the CBD. This would help exacerbate serious stress for home owners in the development and their neighbours in the Woollooware area.

5 NO DISABLED PARKING ON THE OUTSIDE OF THE BUILDINGS TO DATE.

This has been ignored in the report.

A driver picking up a disabled resident from the Western Precinct complained to a precinct member that they had to park illegally to pick up the resident as there was no disabled parking outside the building.

Disabled pick up/parking spaces would need to be provided at each building in the new Eastern development (and of course provided for the existing Western blocks).

6 BICYCLE OPTION

Noted the developer is assisting in funding bicycle paths to the station. The last Census showed 81 per cent of the population rely on a private car for at least part of the journey to a workplace destination with the balance being train, tram, bus and ferry. **Riding a bike was 1.4%.**

Safety would improve when a special bike path is built sometime in the future but the low percentage of bike riders to a station would limit this as a volume transport solution to Woollooware station. To ride across Sydney to work by bicycle is hazardous and a lengthy journey as we have seen.

Even just riding to Woollooware Station is dangerous with many narrow streets heavily parked on both sides. The streets are too narrow for a bus service to Woollooware station on the northern side.

Attachment 6 Police report of bicyclists run down by car at crossing outside development

Already there has been an accident at the pedestrian crossing outside Sharks, seriously injuring a man and woman bike riders crossing the pedestrian crossing. They were run down, and have been in hospital for weeks with serious injuries. The man is a resident of Sharks

development and the woman rode to Sharks where they had the intention of riding to Cronulla together. The accident happened on 28th February 2018 and have heard the woman is still in hospital.

7 DENSITY OF THE DEVELOPMENT HIGHER THAN WOLLI CREEK

The population of Wollli Creek is 6,843 (2016 ABS ERP) , the land area is 67 hectares, and population density is **102.76 persons per hectare**. https://profile.id.com.au/s_wollli-creek/population-density

Attachment 7 shows print out on estimated resident population at Wollli Creek 2016.

The estimated number of people per hectare at Woollooware Shores is **267 people per hectare!!** 262% higher than Wollli Creek. Wollli Creek has a train station right in the midst of the units.

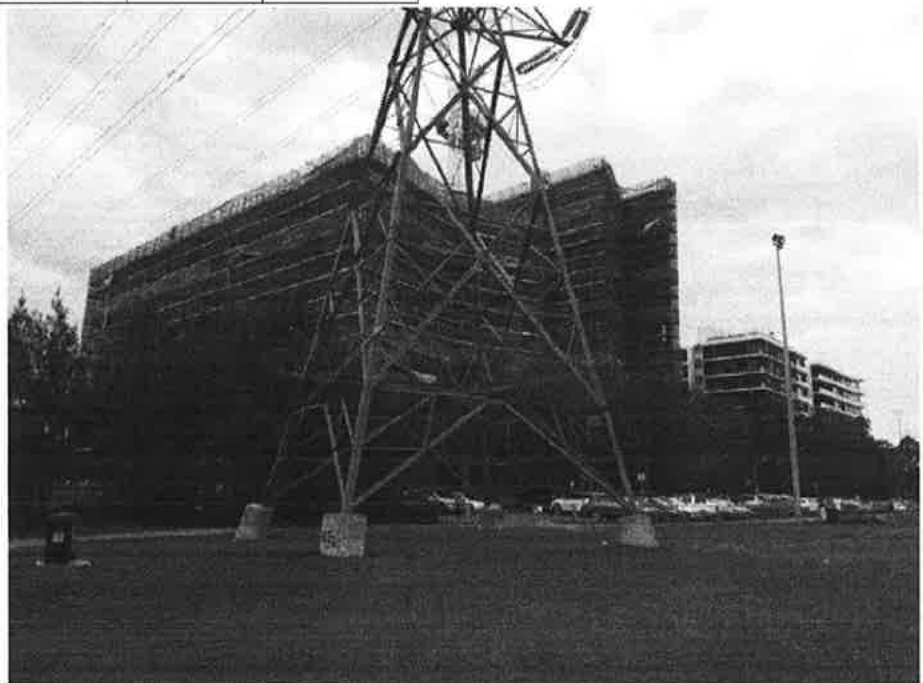
The table below shows the calculation assumptions. This is an **overdeveloped site** with serious **shortages in parking for residents**, which could lead to **violence and poor behaviour** triggered by the density of people and the conflicts which will arise over parking shortages on site. We must remember unlike in other suburban areas there is no street parking on Captain Cook Drive.

WOOLLOOWARE SHORES EST PEOPLE PER HECTARE			
units/hotel rooms	Est occupation p/unit	Est people	Hectares
643	2	1286	3.3
244	1.5	366	3.3
75	1.5	112	
962		1764	6.6
people per ha	267		

8 POWER LINES

In any pictures of the development, the power lines across the front to the development are deleted.

Powerlines represent a risk to health and safety. We would like to see them moved to underground locations at the developers cost.



9 OBJECTION TO DEVELOPERS "REDUCTION" IN SIZE AND BULK

5.3.1 in the Report states they have reduced the height of building B by one storey to 15, and increased the height of Building C by one storey to 12 storeys. In building C and E the developer has increased the heights to allow for affordable housing and hotel parking.

These indiscernible changes do not reduce the effect of the huge size and bulk of the development to the community. The extra 244 units should not be approved, and this would somewhat bring down the size and bulk of the development to what PAC approved many years ago.

10 OBJECTION - NOT A MODIFICATION – A NEW DA REQUIRED

The Proposed changes are NOT A MODIFICATION but are so significant that they require a new DA.

The Department notes that there are new uses on the site, huge increases in size and density, but it is **still not considered a new DA is required**.

One wonders in what circumstances would the Dept require a new DA? Could they confirm that there will be no further attempts at changes under Part 3A by making the cut off date of 1 March 2018 absolutely firm.

11 OBJECTION - TRAFFIC

It is difficult to believe that the added units, hotel and other buildings on the club retail site wont add to traffic congestion'.

12 OBJECTION – MINIMAL AFFORDABLE HOUSING

Affordable rentals are appreciated but the small number of 12 units out of 887 units is only **1.4% of the total units on the west and east side**, and will only cost the developer 20% discount off the market rental for 10 years.

Also another 1.4% of units would be sold with a smaller deposit, ie 5%, but the first homeowner still has to borrow 95% and pay a larger amount repayments. **The overall price is not lowered.**

13 OBJECTION REDUCTION OF HOTEL ROOMS.

Precinct does not object to the construction of the hotel as it is needed infrastructure. However already the rooms have been reduced from 125 rooms to 75 rooms with the balance converted to residential units. **Hotel rooms are now only 60%** of what was planned a short time ago.

What is the requirement for hotel rooms in the area according to Council and the Dept of Planning?

Can Council and the Department determine the number required, and ensure the developer builds the required number of rooms. Further the developer cannot reduce the hotel rooms and convert the space to apartments/rooms to sell off.

SUMMARY

This community is against the increase in number of units, as it can see major problems in store for the area which are already apparent to those that live here.

We want to ensure from this submission that the Department rethinks the number of car spaces for residents, in particular 2 bedroom units to have 2 spaces, not 1.

Our Council has pointed many concerns to the Dept as has the many local objectors. We don't feel we are being listened to, and in effect the Report we are discussing is mainly an approval with some minor adjustments that don't affect the development's overdevelopment.

We would like PAC to stop the extra units going ahead and add Level/s of car parks to alleviate the shortage for the existing residents. Also review the number of rooms for the Hotel to ensure it meets Council requirements for the local needs. The development is obviously hugely over what PAC approved as a maximum in 2012.

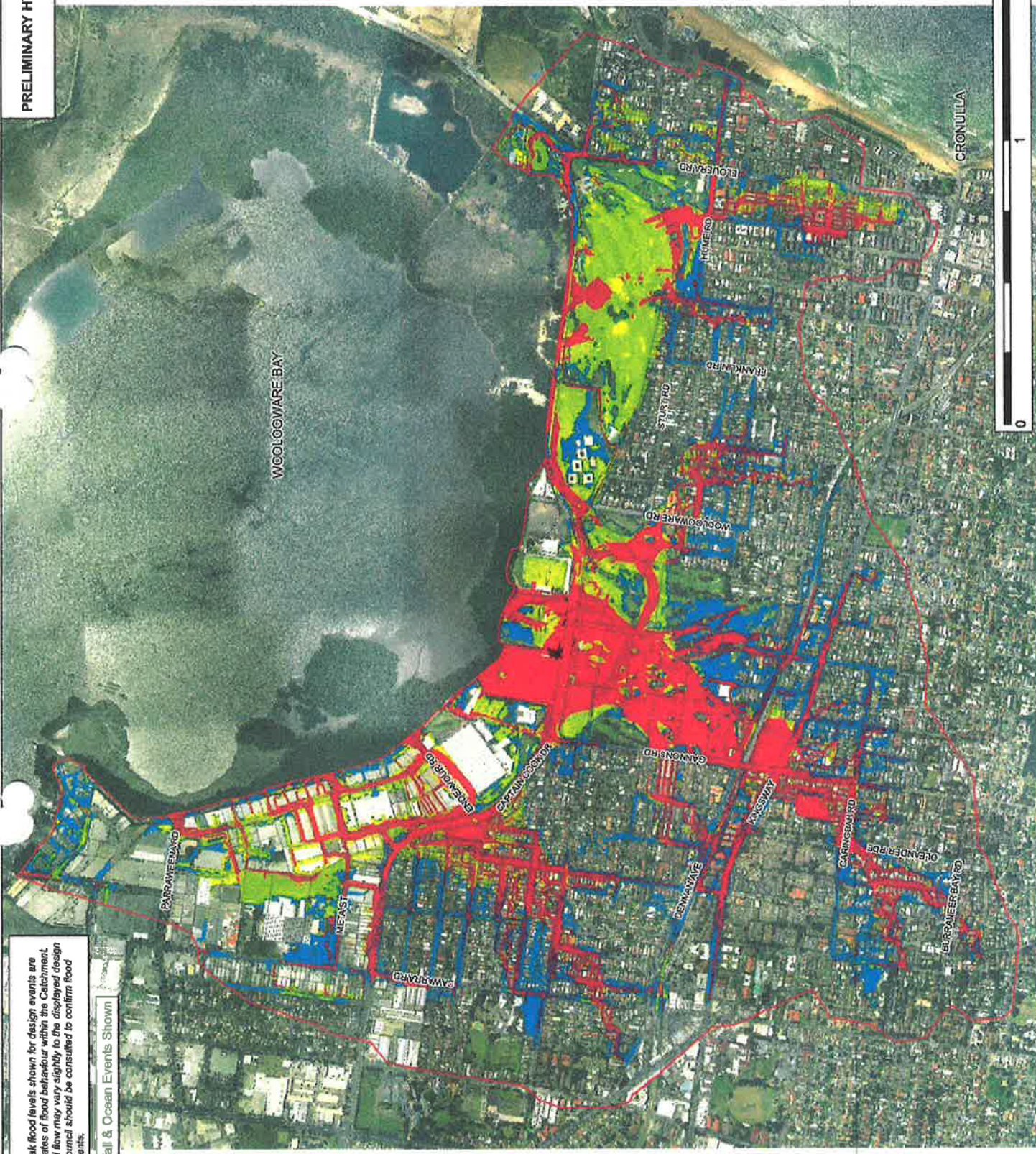
We hope PAC will hear and act on our concerns.

[REDACTED]
Kerry Coomes
President

[REDACTED]
Marilyn Urch
Secretary [REDACTED]

North Cronulla & Woolooware Precinct inc. Cronulla Residents (NCPC)
[REDACTED]

FIGURE 29
PRELIMINARY HYDRAULIC CATEGORIES
PMF EVENT



Study Area	
[Red outline]	Study Area

Hydraulic Categorisation	
[Red box]	Floodway
[Yellow box]	Flood Storage
[Blue box]	Flood Fringe



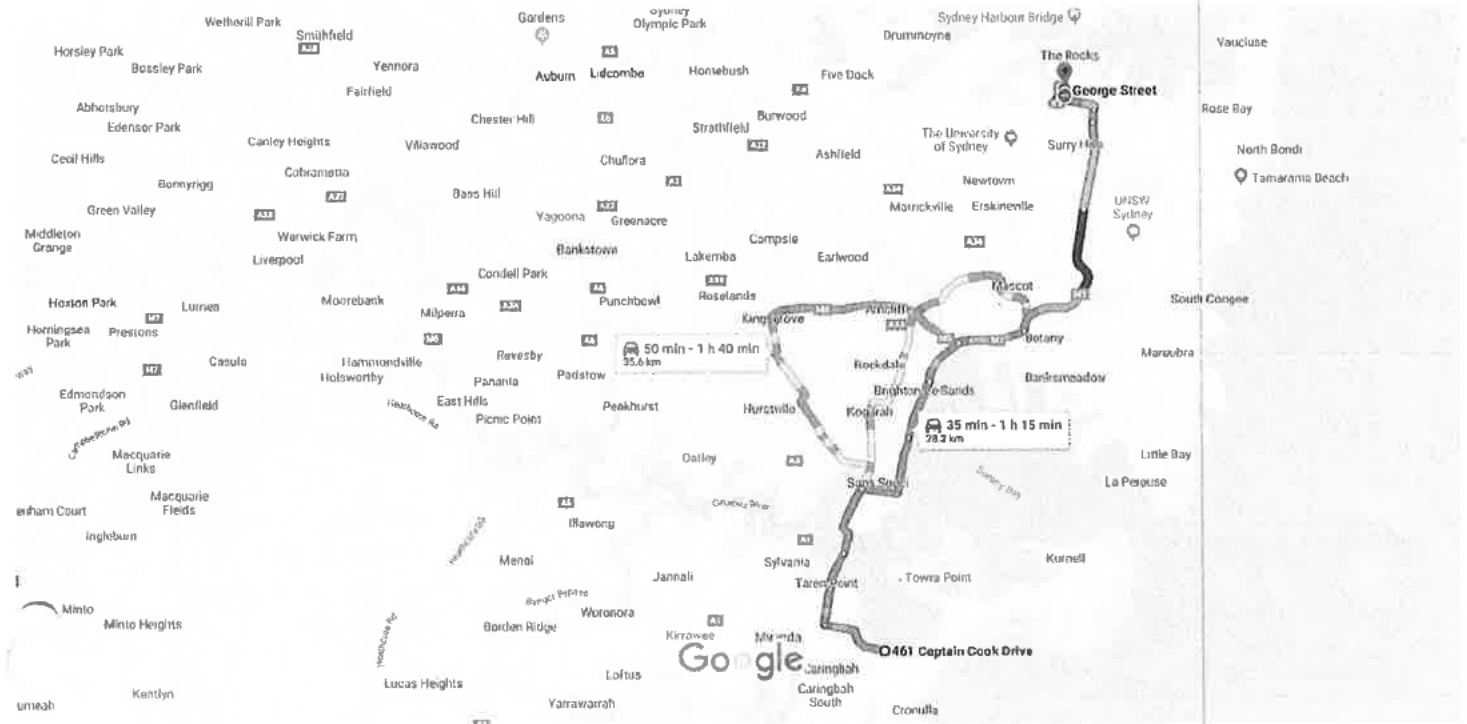
Disclaimer: Inundation patterns and/or peak flood levels shown for design events are based on best available estimates of flood behaviour within the Catchment. Inundation from local overland flow may vary slightly to the displayed design rainfall inundation patterns. Council should be consulted to confirm flood affectation at individual allotments.

Note: Envelope of Rainfall & Ocean Events Shown

Google Maps

461 Captain Cook Dr, Woollooware NSW 2230 to George St, New South Wales

Drive 28.2 km, 35 min - 1 h 15 min



via M1

typically 35 min - 1 h 15 min

Arrive around 9:10 AM
28.2 km



via Rocky Point Rd and M1

typically 45 min - 1 h 40 min

Arrive around 9:35 AM
30.5 km



via M5 and M1

typically 50 min - 1 h 40 min

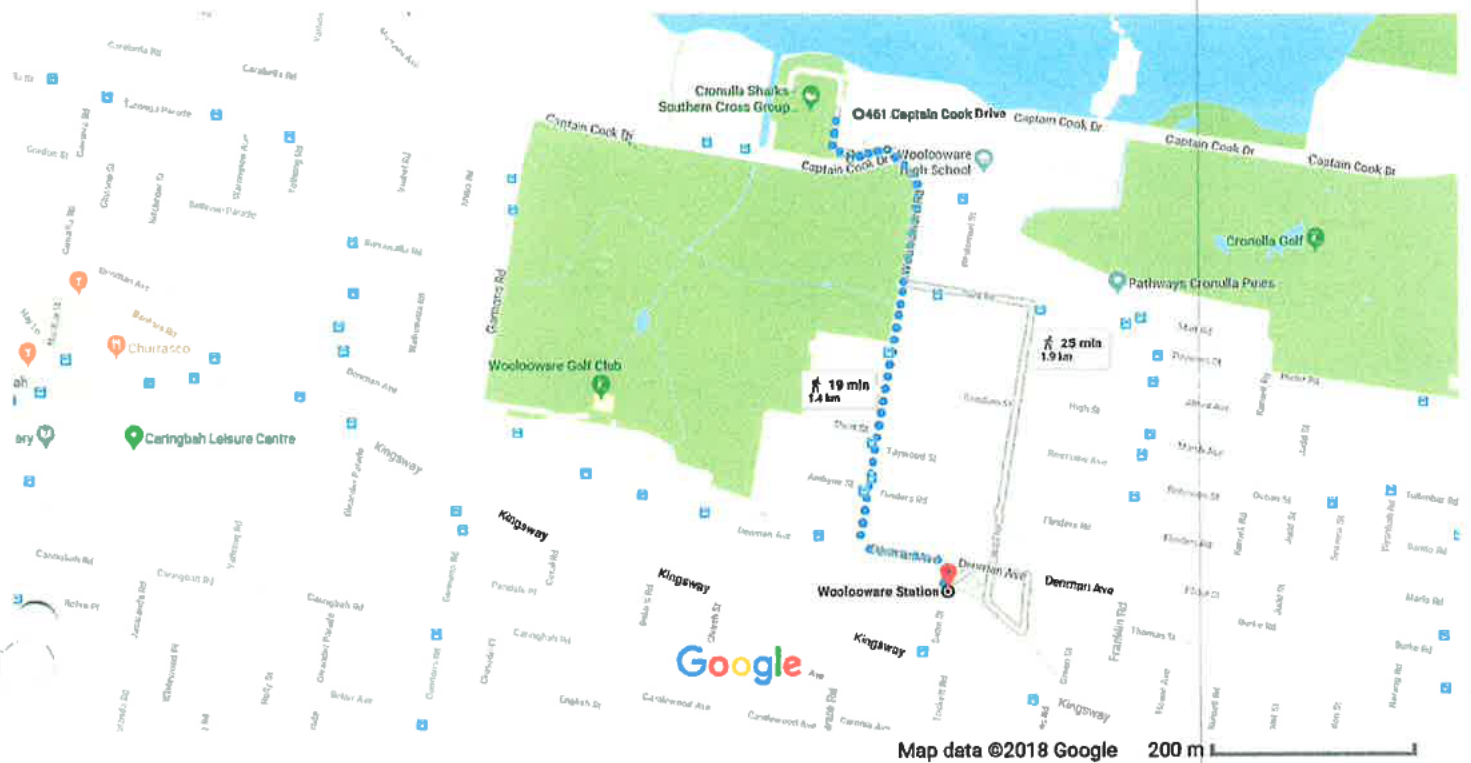
Arrive around 9:35 AM
35.6 km

3



461 Captain Cook Dr, Woollooware NSW 2230 to Woollooware Station, Woollooware NSW 2230

Walk 1.4 km, 19 min



via Woollooware Rd

55%

19 min

1.4 km



via Wills Rd

25 min

1.9 km

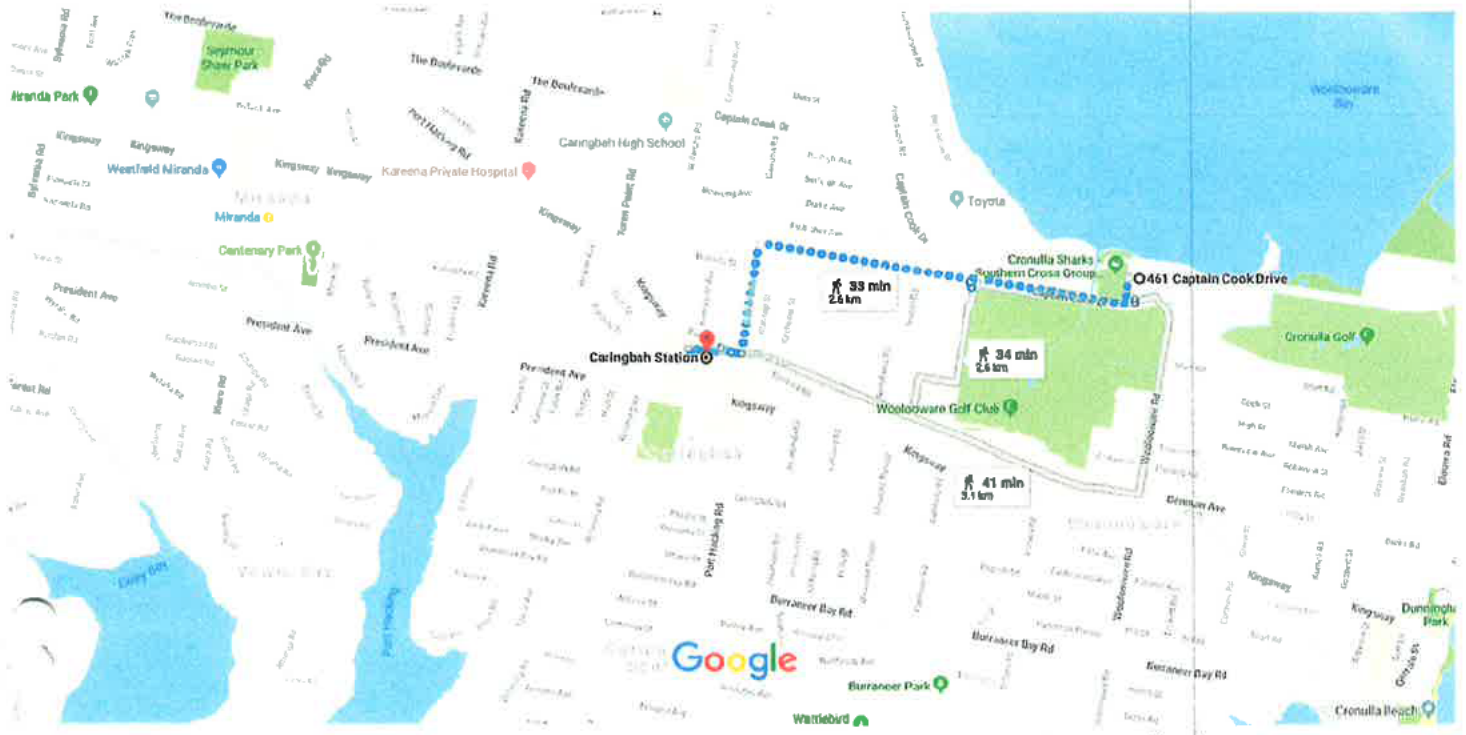
All routes are mostly flat

AA. 4



461 Captain Cook Dr, Woolooware NSW 2230 to Caringbah Station, Caringbah NSW 2229

Walk 2.6 km, 33 min



Map data ©2018 Google 200 m



via Captain Cook Dr and Carabella Rd

33 min
2.6 km



via Denman Ave

34 min
2.6 km



via Woolooware Rd and Denman Ave

41 min
3.1 km

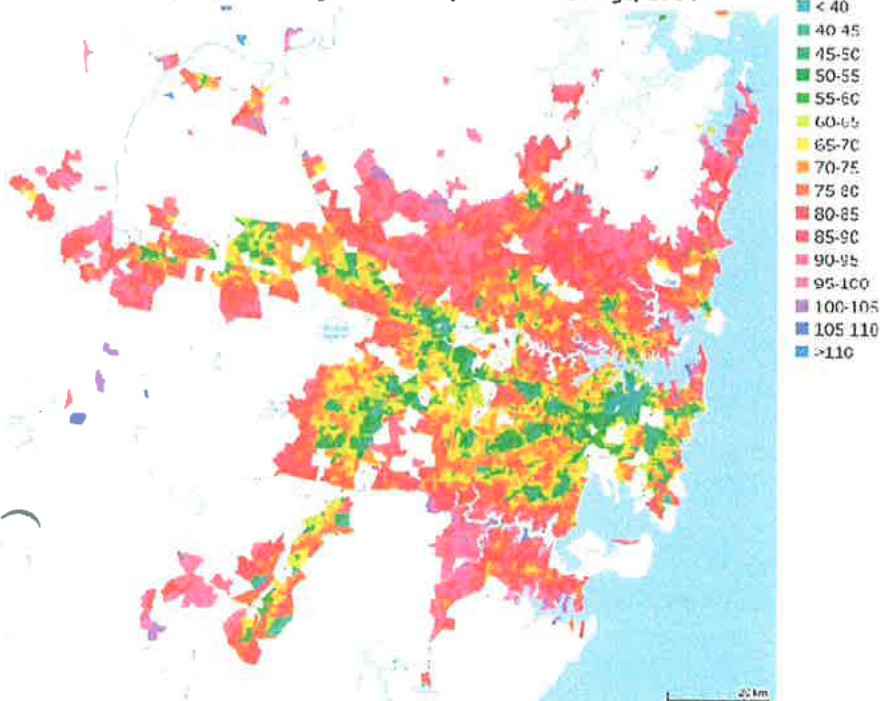
All routes are mostly flat



To help see the changes in motor vehicle ownership between censuses more easily, I've prepared the following detailed animations.

Sydney

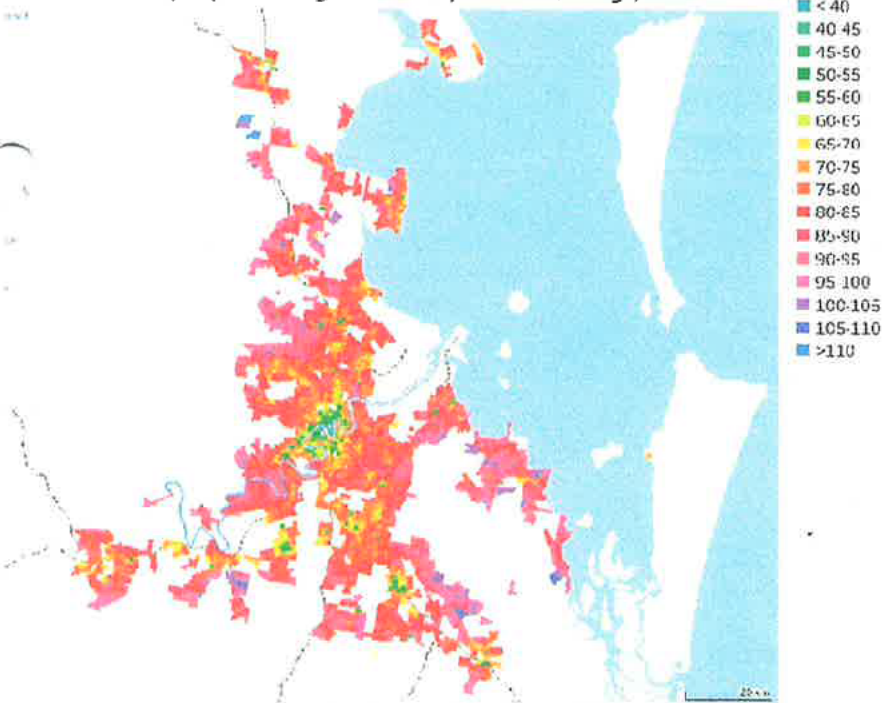
Motor vehicles per persons aged 18-84 in private dwellings, 2006



(<https://chartingtransport.files.wordpress.com/2017/09/sydney-mv-per-aged-18-84-2006-20162.gif>)

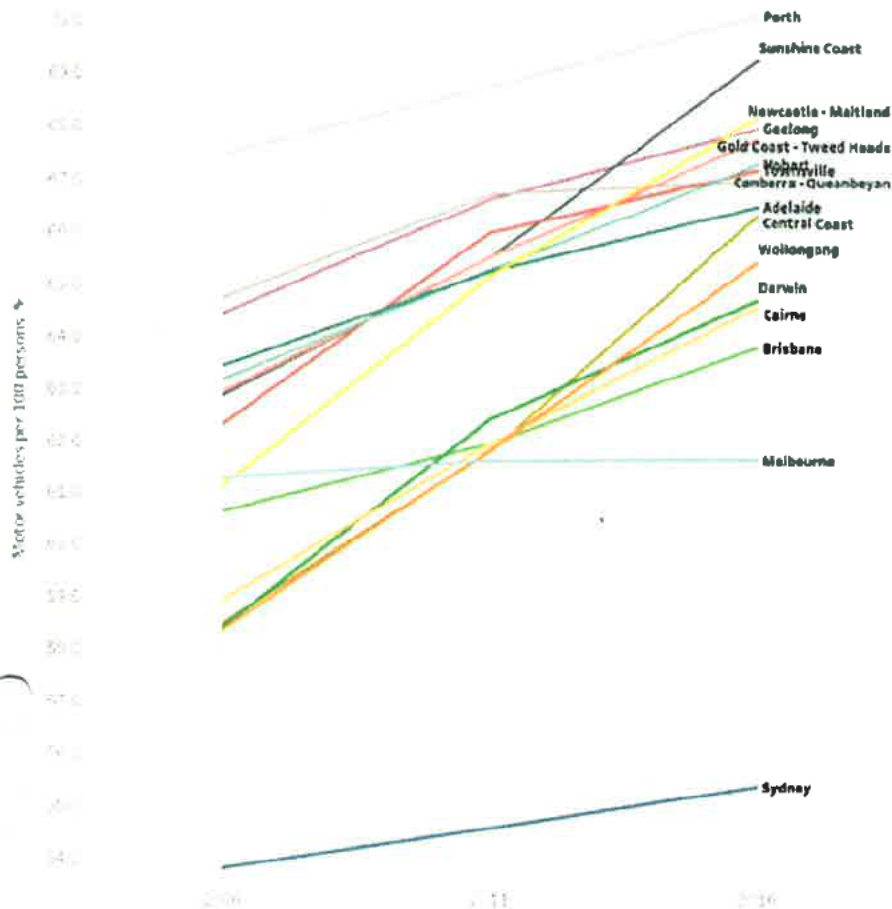
Brisbane

Motor vehicles per persons aged 18-84 in private dwellings, 2006



(<https://chartingtransport.files.wordpress.com/2017/09/brisbane-mv-per-aged-18-84-2006-20162.gif>)

Motor vehicles per 100 persons in private dwellings



(<https://chartingtransport.files.wordpress.com/2017/09/mv-per-capita-2006-20161.png>)

(you can explore this data in [Tableau](#)

(<https://public.tableau.com/views/Censusmotorvehicleownership200620112016/MVper100personscity/>)

Sydney unsurprisingly has the lowest average motor vehicle ownership, followed by Melbourne, Brisbane (Australia's third biggest city), and then Cairns and Darwin. Perth was well on top, with Sunshine Coast rapidly increasing to claim second place. Most of the rest were around 66-68 motor vehicles per 100 persons in 2016.

But Melbourne is showing a very different trend to most other cities, with hardly any increase in ownership rate across the ten years (also, Canberra-Queanbeyan saw very little growth between 2011 and 2016).

At first I wondered whether Melbourne was a data error. However, I did the one data extract for all cities for both population and motor vehicle responses, and I've also checked for any potential duplicate SA1s. So I'm confident something very different is happening in Melbourne.

So let's have a look at Melbourne in more spatial detail, starting with maximum detail over time:

Sydney to Singapore

\$646*

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February 28 2018 - 8:50AM

Two pedestrians hit by a car at Woollooware

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Two pedestrians were hit by a car at Woollooware this morning.

Emergency services were called to the intersection of Captain Cook Drive and Woollooware Road about 7.15am following reports a man and a woman walking their bicycles across the road had been struck by a car.

They both suffered leg injuries and have been taken to St George Hospital.

The driver stopped following the crash and will undergo mandatory blood and urine tests.

There have been traffic delays as a result of the crash with diversions in place.

Police are urging anyone with information in relation to this incident to call Crime Stoppers on 1800 333 000.

AH.7

Wollie Creek

About the profile areas

The 2016 Estimated Resident Population for Wollie Creek is 6,843, with a population density of 102.76 persons per hectare.

Location and boundaries

The suburb of Wollie Creek is bounded by Wollie Creek in the north, the Cooks River and Marsh Street in the east, a line running between Flora Street and Innesdale Road, Innesdale Road, the Princes Highway and Burrows Street in the south, and Arcliffe Street, Thompson Street and the pipeline in the west.

Name origin

Wollie Creek is named after the creek at its northern border.

Important

Statistics

Population

6,843

2016 ABS ERP

Land area

67

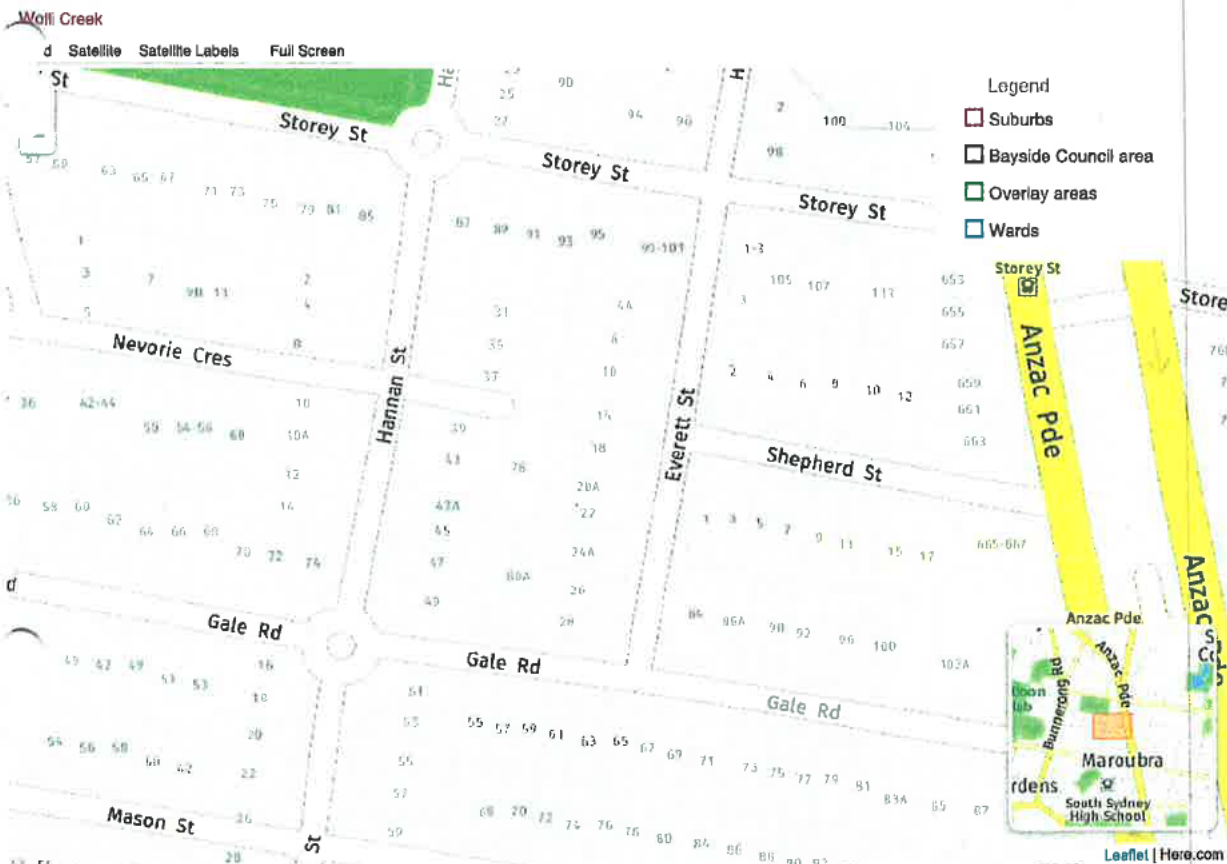
ha (1 Km²)

Population density

102.76

persons per hectare

Profile areas



Compiled and presented in profile.id by profile.id, the population experts.

Settlement history

Settlement of the area dates from 1825 when the first land grants were made, with land used mainly for farming. Some growth took place in the post-war years, although population remained minimal until redevelopment during the early 2000s. Rapid population growth occurred between 2001 and 2011 as large numbers of new dwellings were added to the area, with several mixed use projects transforming industrial land use to predominantly residential and commercial land use. This development was aided by the opening of the Wollie Creek railway station as part of the Airport railway line in 2000. Population increase is expected to continue, largely due to several planned major redevelopments.

Land use

Wollie Creek is an industrial, residential and commercial area which is undergoing significant redevelopment.

Major features

Major features of the area include Cahill Park, historic Tempe House and the Wollie Creek railway station.