

3

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)

From Kerry and Syd Coomes

Section 96- not a modification

It is totally unreasonable for the Dept of Planning to accept these units as a modification to the original Concept Plan Approval. The original approval was for **597** units on the western side of the oval (MP10_0229) and the retail/club precinct on the eastern side of the oval (MP10_0230). The original plan was divided into 3 separate precincts. 1. Retail/club 2. Main Oval 3. Residential. Since the original approval the Proponent has increased the residential units by 46 making a total of **643** units. There have also been many numerous other modifications to the site. The original application for this modification had 150 hotel units and 222 residential units. This has changed to 75 hotel units and increasing residential units to 244. This will mean the residential component will now be **887** units and 75 hotel units. This is a **48.6% increase** in units approved in the original concept. If we add the 75 hotel units it equals a **61% increase**.

On the 9th January 2017 the Minister for Planning released a draft bill to amend the EP& A Act. I believe this bill requires certain existing project approvals for Part 3A projects to be modified through section 96. Project approvals such as residential, retail and commercial and some other things are classed as SSD(State Significant Development) and will need to be modified under section 96. Section 96 states modifications involve minor errors, misdescription or miscalculation and relates to "substantially the same development as the development for which consent was originally granted". This proposal seeks to introduce new uses for the site, increase GFA/GBA, expand the approved building envelopes and increase the heights and modify the requirements of the approval. The Dept however has assessed this under 75W.

The Dept. notes 75W is broad but to accept this as a modification this is really stretching it to the limit.

Therefore, as the original consent only approved the eastern side of the oval as a retail/ club precinct, the extra units should not be approved. There has never been any plan for units until this modification in 2017.

Errors in Planning Department Report (reference Google maps)

There are 3 errors in the planning report-

Page 1 Sydney CBD is 28.5km from the site not 20km (attachment 1)

Page 2 Woollooware Station is at least 1.4km (19min uphill walk) not 900m from the site (attachment 2)

Page 2 Caringbah Station is 2.8 km (36min walk) not 1.5km from site (attachment 4)

Bus Route 985

This route does not go to Woollooware Station. Although the bus timetable states it takes 6 minutes to get to Caringbah Station this would be a very rare occurrence. There is a set of pedestrian lights, large roundabout and 4 sets of traffic lights to travel through. On Saturday 7/4/18 at 4.30pm I drove from Woollooware Bay Town Centre to Caringbah Station. This is a very quiet time of day for traffic. I had to stop at only one set of lights and it took me 6 minutes 45seconds. In peak times the traffic is much worse and you can wait more than 6 minutes on Gannons Rd alone to get through the lights. A more realistic evaluation would be at least 12 minutes in peak times.

Parking

There is insufficient parking already and only the first 2 unit blocks are occupied.. This is confirmed by submissions from Woollooware Bay Body Corporate, sporting groups, Council and nearby residents. There are many more units to be built on the residential side and those residents will also be parking on the local streets. There are also a number of townhouses and dual occupancies built in the area whose residents already park in the streets. Each unit (except 3 bedroom units) only have one car space. The majority of families have 2 cars so where are all of these people going to park. Also year 11 and 12 students park in the streets near the high school from 7.15 am.

Vehicle Use

Public transport only suits people who work in the city or near the train line and during office hours. People need their vehicles to get to and from work as there are no efficient public transport facilities they can use either due to the location of their work or the fact that they do shift work.

The traffic is already at full capacity in peak periods. For example, it can take up 30 minutes to get to Miranda from Woollooware Bay. It is not just this development but there are many more units, townhouses and dual occupancies being constructed in the local area. Council has stated in its submission concerns about traffic and parking.

Very few future residents will adopt alternative transport methods for the above reasons.

Loss of views, height and impact on character of the area

The Dept agrees the building has unacceptable built form and visual impacts on the area and broader surrounding area.

The photo montage supplied by the proponent is taken from number 11 Castlewood Ave which is to the very east of the proposed development and it is taken on a 45 degree angle. This photo truly minimises the impacts on the majority of Castlewood Ave residents. The impacts are NOT minor they are major. You only need to look from number 15 to see the true impacts. This new highrise units **totally** blocks city and bay views for all residents west of number 11.

My husband and I bought the old house in 2007 and built our dream home with amazing views across the bay to the city with Centre Point Tower in the middle. When we purchased the Woollooware Bay Town Centre did not exist. It was playing fields zoned private recreation surrounded by public recreation and low rise buildings. The surrounding area is still low rise and public recreation. The Sharks Club being the tallest at 5 storeys. The playing fields were rezoned and sold off under Part 3A because the club was in debt. The support for the development came from the football fans as they were told it would save the Sharks Football team. The original Concept Plan gained approval which meant we lost half of our precious view. If this goes ahead in its present form the residents of Castlewood Ave will lose all of their bay and city views only having narrow corridors to look through and gain glimpses of the bay. Matthew Cruze a representative for Bluestone kindly took up my invitation to come and see the severe impacts it would have. He took photos. Now the 8 storey 150 room hotel has become 10 storeys, a 75 room hotel and 22 extra units. I have created my own montage to show the true impacts of this modification. We are devastated by the total loss of our views. How can the Dept base its findings on one photo supplied by the proponent.? I invite the decision makers for this development to my home to see the real impacts on the residents' views. Refer to photos supplied. As you can see in the photo showing the already built units the development has a much greater impact than the proponents montage portrays.

I totally disagree with the Depts findings. The impacts are major not minor. District, water and city views are severely affected not unaffected. The proposed impacts on views are not reasonable and acceptable.

Refer to photos attached.

Other Concerns

1. Not one resident in Castlewood Ave received notification in writing about this modification. I only found out by accident. This is not a small single block of units. It has an impact on the wider community so it is not good enough to just notify the small number of residents that live directly near it.
2. It does not enhance the local character we value in our community. It is totally opposite.
3. How can an increase in residential living result in a reduction of traffic?
4. Advertising in The Leader is not good community consultation as not all residents receive a Leader and many people don't read it.
5. The Centre of Excellence, community room and improved bicycle track only cater to an extremely small number of people in the community
6. The Sutherland LGA is already on track to achieve its housing targets without adding these units

7. Increased crime rates come with increased population, especially in such a confined space.
8. The affordable housing should be incorporated into the original 222 units applied for not just add extra.
9. The proponent has stated that social infrastructure and schools are the responsibility of the state government.(Page 36 of report) even though nearly 2500 people will be housed in what was originally a recreation zone.
10. The Dept must ensure the medical centre and childcare centre remain in the development and not deleted in the future.
11. Improved roads and transport systems will become the responsibility of the state
12. This development has had numerous modifications since its approval. Three being increases in unit numbers.(+ 46,+222,+22) .When is the Dept of Planning going to say stop?
13. It is extremely stressful and time consuming preparing a submission but if the residents do not send in a submission it is assumed we accept the changes.

Conclusion

This modification should not be accepted in as it is nothing like the original concept plan.

The Dept of Planning has acknowledged the concerns and objections of residents and Council but has ignored these concerns by giving this modification approval.

Google Maps WOOLOOWARE BAY to Sydney CBD, NSW

Drive 28.5 km, 41 min



Map data ©2018 Google 2 km



via M1

Fastest route, despite the usual traffic

This route has tolls.

41 min

28.5 km



via M5 and M1

48 min

35.9 km



6:11 PM–7:29 PM

1 h 18 min

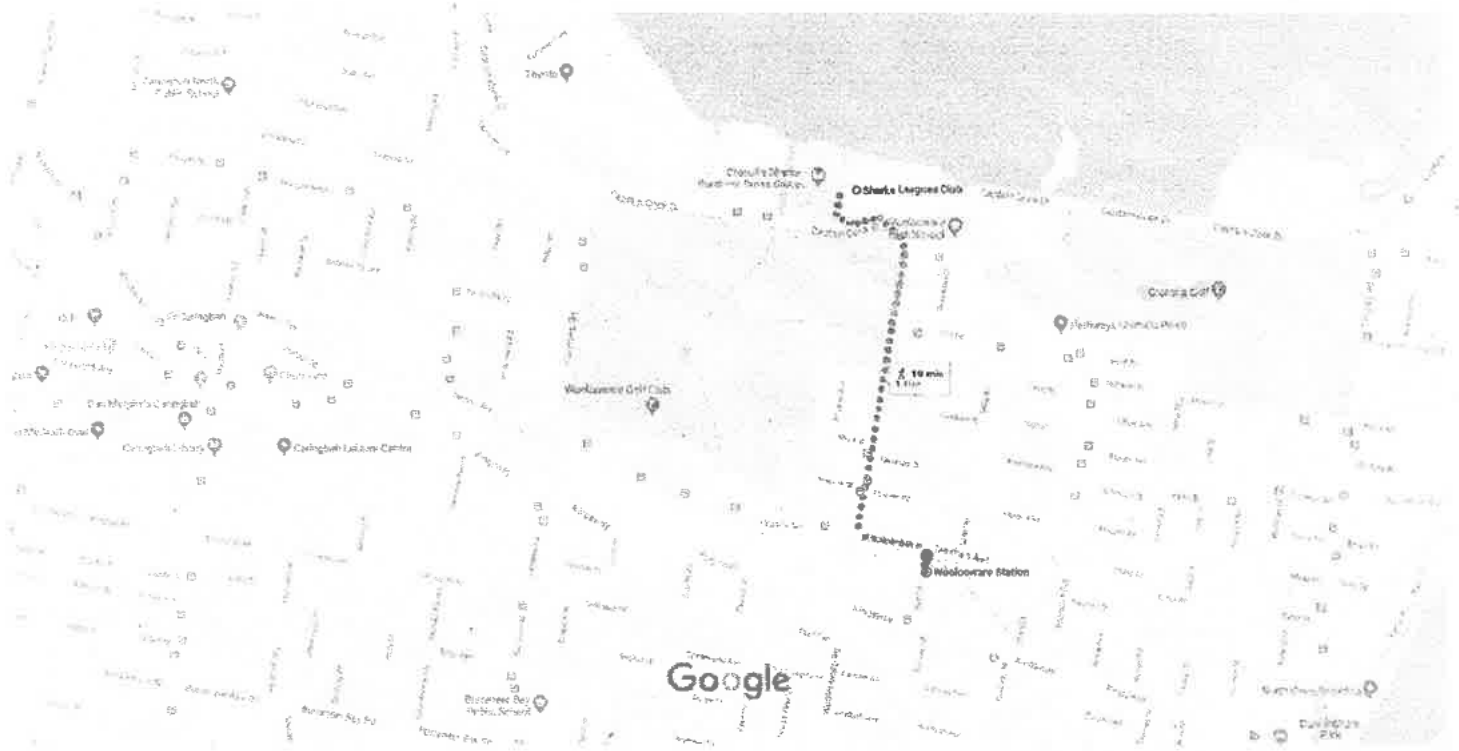
985 T4

Attach - (1)

Google Maps

Sharks Leagues Club to Woollooware Station,
Woollooware NSW 2230

Walk 1.4 km, 19 min



Map data ©2018 Google 200 m

 via Woollooware Rd

19 min
1.4 km

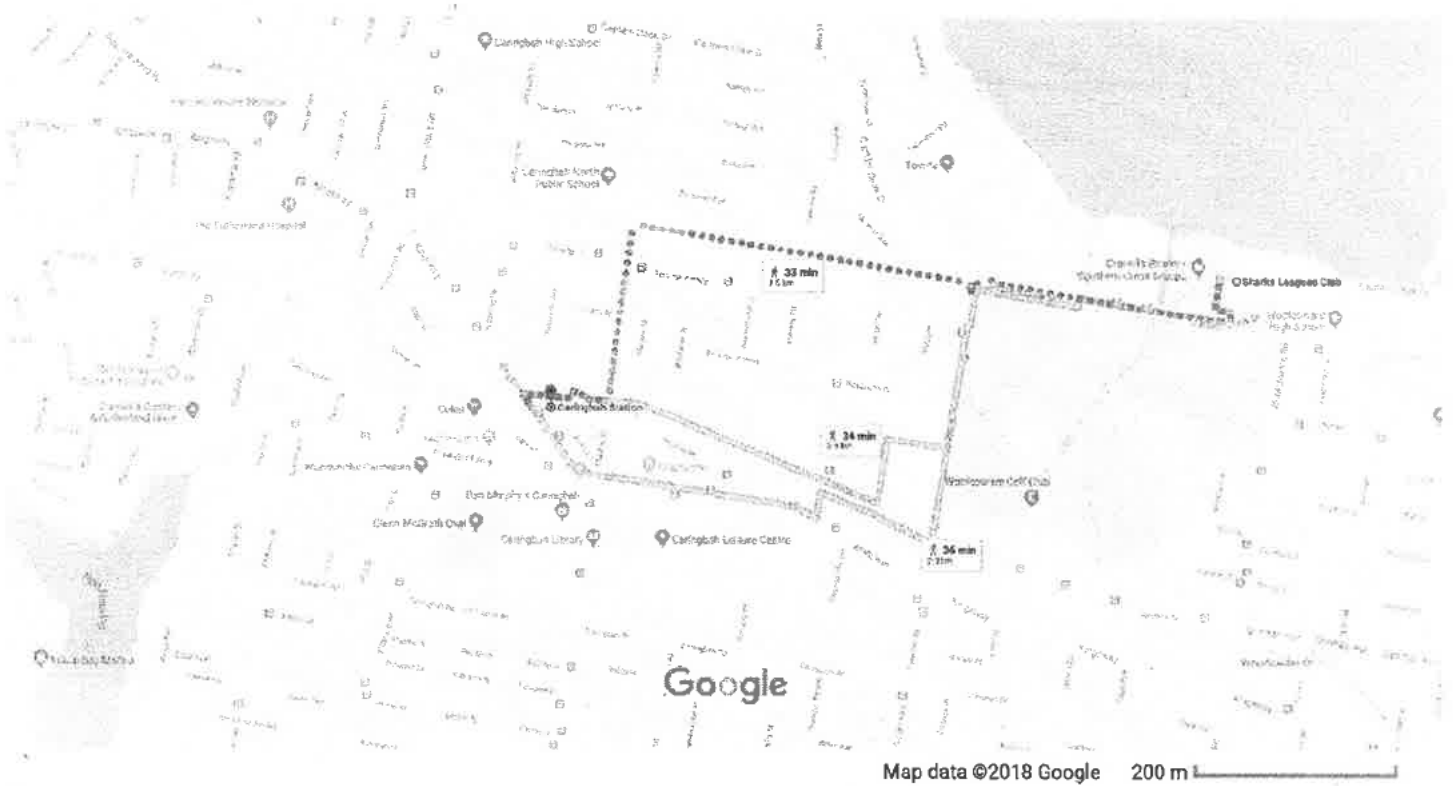
Mostly flat

Attach - (2)

Google Maps

Sharks Leagues Club to Caringbah Station, Caringbah NSW 2229

Walk 2.6 km, 33 min



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- | | | |
|---|--------------------------------------|---|
| 🚶 | via Captain Cook Dr and Carabella Rd | 33 min
2.6 km |
| 🚶 | via Denman Ave | 34 min
2.6 km |
| 🚶 | via Kingsway | 36 min
2.6 km |

All routes are mostly flat

Attach - (3)