

## Summary and Response to Agency Submissions on Retail/Club Precinct Project Application

Issue	Report Recommendation	Response
<b>NSW Education and Communities</b>	Stormwater Management- the proponent's Environmental Assessment report states that as a result of associated roadwork's there will be increased flooding onto Woollooware High School	Refer PPR and updated Flood Depth Maps prepared by WMA Water.
	<b>Traffic and Transport</b> The proposed development is immediately adjacent to Woollooware High School. As such road safety needs to be adequately considered properly. The potential risk to student safety and access to public transport as a result of increased traffic at the intersection of Captain Cook Drive and Woollooware Road needs to be addressed through a more detailed study that includes a survey of traffic environment during peak school transport periods. It is noted that traffic risk maybe worsened by increased construction traffic resulting from the concurrent development adjacent to Greenhill's Beach	Refer PPR.
	<b>Construction Traffic and Noise &amp; Vibration</b> Woollooware High School produces high achieving students. The learning environment is of importance to students and teachers to achieve desired education outcomes. Given the proximity and duration of the works adjacent to the school, including but not necessarily limited to: School related noise monitoring and specific management plans during construction periods with a communication protocol established with the school so that loud noises are avoided during sensitive period of exams	Refer PPR.
	Construction Traffic Management Plan that identifies travel paths and avoiding of heavy vehicle traffic during school zone periods.	A Construction Traffic Management Plan will be developed prior to the issue of a Construction Certificate and will be prepared in consultation with the relevant stakeholders and neighbouring properties.

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	Dilapidation reports of Blocks A, B & E at the north west of the school prior to commencement of construction. This report should be undertaken in collaboration with the School.	School buildings are located +50 metres from the realigned Woollooware Road/Captain Cook intersection and +85 metres from the nearest portion of the Retail/Club precinct. The Noise and Vibration Assessment confirms that these buildings are well outside the zone for potential structural impact and as such the preparation of a dilapidation survey for these buildings is not necessary.
NSW Police Force	Comments on design, landscape, lighting, surveillance, security and place management	The Retail/Club precinct has been designed with regard to the safety and security of the future centre, as confirmed in the CPETD Assessment appended to the EAR. The comments of the NSW Police Force will be given regard during the detailed design stage.
Office of Environment and Heritage (OEH)	<b>Microbat Monitoring Report ( Appendix S)</b>	The survey method for <i>Myotis adversus</i> outlined in the draft <i>Threatened Biodiversity Survey and Assessment Guidelines</i> (DEC 2004), includes Anabat recording and spotlighting around water bodies, and trapping along riparian flyways. The survey method undertaken within the subject site (ELA 2013) included Anabat recording and spotlighting within the riparian zone. Although trapping was not undertaken, a probable recording for <i>Myotis adversus</i> was recorded during field surveys and presence of the species has been assumed within the subject site.
	Surveys were time limited (3 days involving 1.5 hours in the morning and 1.5 in the evening) and would not have detected the full range of species and number of animals using the estuarine area.	
	Anabat detectors were not located in areas of greatest potential microbat activity within the mangroves.	
	Contrary to DEC's 2004 draft <i>Threatened Biodiversity Survey and Assessment Guidelines</i> , no trapping was undertaken.	
	It is not clear whether the aerial extent of the visual searches and hollow watching undertaken as part of this study was adequate to accurately detect the level of microbat use of this habitat.	
	While the importance of the habitat is likely to have underestimated, the survey confirmed microbats are roosting and possibly breeding in the estuarine areas immediately to the north of the site.	
	OEH supports the proposed mitigation measures and recommends they be incorporated into any approval conditions.	
	<b>Vegetation Management Plan and Landscape Master Plan</b>	Refer to PPR and amended Landscape Drawings prepared by ASPECT Studios.
	Within the required 35 to 40, buffer is proposed a 3m wide shared foreshore pathway, timber deck benches, seating terraces, part of a raised spill out deck, picnic facilities, bio racks, a runoff bio swale and areas of turf. In addition, access into mangroves from the foreshore path is proposed to be upgraded. These developments will increase human activity and the subsequent disturbance of adjoining estuarine areas. OEH recommends the recreational uses proposed within the buffer area be reduced and the upgrade of the mangrove boardwalk be reconsidered.	

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	<p>Species which occur within the Swamp Oak Floodplain Forest Endangered Ecological Community and would naturally occur adjacent to estuarine area are proposed to plan within the buffer area. The Landscape Master Plan indicates the 'vegetated riparian buffer' will comprise to low ground cover vegetation. OEH recommends the planting scheme be reviewed so that the buffer area is more densely planted with suitable trees and shrubs that can screen additional noise and light generated by activities associated with the development. This would more effectively enable this area to function as a buffer to the adjoining estuarine environment.</p>	<p>Refer to PPR and amended Landscape Drawings prepared by ASPECT Studios. The proposed planting scheme is consistent with the VMP and with the Concept Approval and stamped Concept Landscape Drawings.</p>
	<p><b>Review of Noise, light and Bird Strike and Noise Impact Assessment</b></p> <p>OEH considers the impacts of construction and operational noise from the Town Centre proposal on fauna habitat in the adjoining estuarine area is uncertain because there has not been sufficient surveys work in the estuarine area to ascertain its importance as fauna habitat and the effects of noise on animals is poorly understood.</p> <p>Noise Levels on the northern side of Town Centre proposal closest to estuarine area have been approximated (not measured). With the additional absence of meaningful data on the biodiversity values of the adjoining area, OEH recommends a precautionary approach to managing construction and operational noise.</p> <p>OEH supports the recommendations of the Noise, Light and Bird Strike Potential (section 2.5) and the Noise Impact Assessment reports for managing construction noise and recommends they be incorporated into any approval conditions and into an Noise Management Plan (NMP) as part of the Construction Environmental Management Plan.</p>	<p>Noted, the recommendations of the Noise, Light and Bird Strike Potential and the Noise Management Plan have been incorporated in the Preferred Project and the revised Statement of Commitments.</p>
	<p>OEH also recommends the treatments proposed in section 7 of the Noise Impact Assessment be included in an NMP as part of an Operational Management Plan to reduce any impacts of operational noise on the adjoining estuarine areas. This together with a denser screen of plantings in the proposed buffer area should assist to ameliorate operational noise impacts from plant and equip at the Town Centre.</p>	<p>Refer above.</p>
	<p>Light spill from the Town Centre has the potential to impact on nocturnal animals such as the Large-footed Myotis and other fauna using the estuarine habitats adjacent to the site. The Review of Noise, Light and Bird Strike Potential (RNLBSP) report only considers the impact of artificial light on microbats. OEH recommends that the measures to reduce light spill outlined in section 3.2 of RNLBSP report be incorporated into a Lighting Management Plan required as part of any approval for this proposal. As discussed above, OEH's recommendation regarding the buffer area could assist in more effectively screening light impacts from the Town Centre.</p>	<p>Noted, the recommendations of the Noise, Light and Bird Strike Potential with regard to lighting have been incorporated in the Preferred Project and the revised Statement of Commitments.</p>

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	OEH supports the measures outlined in section 4 of the RNLBDP report to reduce the potential for bird strike and recommends they also be included in any approvals for this proposal. Given the scale of the development and its proximity to important migratory/shorebird habitat, OEH reiterates the need for a Bird Management Plan to monitor and reports to any ongoing impacts from the Town Centre Proposal on this habitat	Noted, the recommendations of the Noise, Light and Bird Strike Potential with regard to bird-strike prevention have been incorporated in the Preferred Project and the revised Statement of Commitments.
Sydney Water	At the Section 73 stage Sydney Water will further assess the impact of the development. This assessment will enable is to specify works required as a result of the development including adjustments, upgrades and connection points. The proponent must find any adjustments needed to Sydney Water Infrastructure.	Noted.
	The proponent should engage a Water Servicing Coordinator (WSC) to obtain a Section 73 Certificate and manage the servicing aspects of the development. The WSC will ensure submitted infrastructure are sized and configured according to Water Supply Code of Australia ( Sydney Water Edition WSA 032002) and Sewerage Code of Australian (Sydney Water Edition WSA 02-2002).	Noted.
Transport for NSW	The DG's Requirements (#7, Last bullet), as well as Schedule 5, Statement of Commitments require the proponent to prepare a draft Travel Access Guide (TAG). We are not able to find this document in the EA.	Refer PPR.
	The Environmental Assessment should clearly specify the proposed operating hours, service frequency and interim bus routes for the shuttle bus service, as these details differ between the Environmental Assessment Report, Traffic and Parking Impact Assessment and letter to the Department of Planning and Infrastructure dated 13 February 2013.	Refer PPR.
	The Environmental Assessment must demonstrate how bus patronage would be monitored for each shuttle bus route, should there be a need to schedule more frequent shuttle bus services. TfNSW suggests that a shuttle bus service timetable is prepared to ensure that patrons are made aware of the scheduled arrival and departure times of services and that bus service frequency operates according to schedule, allowing patrons to plan their travel.	Noted. Monitoring of bus patronage will be undertaken on a continual basis and the service adjusted as required. Details of shuttle bus patronage will also be advised to TfNSW on a regular basis to assist future planning of a public bus service.
	The Environmental Assessment should clearly demonstrate how shuttle bus services and major event bus services would simultaneously operate unaffected during sporting events at the sporting facility.	During peak event periods, game day shuttle services will either replace or operate alongside

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	The proponent should work with TfNSW to ensure the operations of regular public bus services at locations where these two types of services may operate alongside each other unimpeded (such as at Caringbah and Cronulla Railway Stations), which are served by multiple regular public bus services.	Noted, the proponent will continue to liaise with TfNSW prior to the commencement of the shuttle bus service.
	The Environmental Assessment must specify any impacts to regular public bus services and school bus services operating on roads within the vicinity of the development site from construction vehicles during construction of the proposed Stage 1 works. Should any impacts be identified, the duration of the impacts and the measures proposed to mitigate these impacts must be clearly explained.	A Construction Traffic Management Plan will be developed prior to the issue of a Construction Certificate and will be prepared in consultation with the relevant stakeholders and neighbouring properties.
	The width of the proposed indented bus bays on Captain Cook Drive and Woollooware Road range from 2.5 metres to 3.0 metres. The width of these bus bays must be widened to have a minimum width of 3.5 metres. This would ensure that vehicles in adjoining travel lanes and cyclists in adjoining bicycle lanes are able to safely pass buses stopped in the bus bays. Adequate bus shelter should also be provided at proposed bus stops. The Environmental Assessment should also identify how many bus stops have been provided within each proposed bus bay.	Noted, this can be required as a condition of consent.
	In regards to the provision of a public bus service connecting the development site to the surrounding area, the developer should continue to liaise with TfNSW to advise of the development of subsequent stages.	Noted, the proponent will continue to liaise with TfNSW regarding the staging and delivery of development within the Woollooware Bay Town Centre site.
<b>NSW Fisheries</b>	No objection in principle is raised to the proposed works.	Noted.
	It is recommended the draft Statement of Commitments in Chapter 7 be amended to formalise and strengthen the commitment to conduct measures to improve the aquatic habitat outcomes from this site. This should include a commitment to constructing the riparian zone and stormwater system according to the plans submitted with the Environmental Assessment Report.	The Project Approval will require the development to be in accordance with the amended Landscape Plans prepared by ASPECT Studios which, in conjunction with the Statement of Commitments, will provide sufficient certainty as to the delivery of the foreshore upgrades.
	It is important that the foreshore boardwalk is set back from the crown of the adjacent mangrove trees so that maintenance trimming of mangroves for safety purposes will not be required over time.	Approval for the upgrade/repair of the dilapidated boardwalk will now be sought as part of a future application.

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	Fisheries NSW requests the opportunity to comment on the designs of the Environmentally Friendly Seawall once they have been prepared. It is important that this wall is designed so that it does not result in the harm of mangroves.	Noted, the proponent will liaise with Fisheries NSW during detailed design of the sea wall.
<b>Ausgrid</b>	Ausgrid is currently engaged in detailed discussions with the proponent, Bluestone Property Solutions, regarding the statutory requirements of Ausgrid relevant to the development. We expect that these discussions will result in compliance by the proponent but request that compliance be a condition of approval.	Noted.
<b>NSW Office of Water</b>	<p><b>Riparian Corridor</b></p> <p>The Concept Plan Approval approved by the Planning Assessment Commission for the mixed use development of Cronulla Sutherland Leagues Club includes Condition 82 for a vegetated riparian buffer corridor to be provided along the foreshore. The condition requires that the vegetated riparian buffer must be a minimum of 40 metres wide, except for the 70 metre stretch adjacent to the retail loading dock where the vegetated riparian corridor must be a minimum of 35 metres wide. The Landscape Plans provided in Appendix H do not appear to comply with Condition 82 to provide a minimum vegetated riparian buffer of 40 metres.</p> <p>The Office of Water recommended the riparian corridor is fully vegetated with native tree, shrub and groundcover plant species from the local endangered ecological community, Swamp Oak Floodplain forest. It appears the riparian area that is proposed to be fully vegetated only forms a small part of the total riparian footprint. The Retail Landscape Plan (Drawing 11017 RDA-03) shows Swamp Oak Floodplain Forest is only proposed to be planted on the embankment to the loading dock facade.</p>	<p>The Landscape Drawings prepared by ASPECT Studios are consistent with the Concept Plan and the building setback requirement for 40m from the MHW (reduced to 35m adjoining the loading dock). Neither the Concept Approval nor the NSW Office of Water <i>Guidelines for riparian corridors on waterfront land</i> do not preclude the inclusion of access paths within the foreshore setback. The provision of controlled public access within this area is consistent with the Concept Approval and vital in providing the missing link in the existing Woollooware Bay foreshore shared path.</p> <p>All species within the foreshore riparian area to the north of the retail centre will be comprised of vegetation from the Swamp Oak Floodplain Forest Endangered Ecological Community, as detailed in the Vegetation Management Plan prepared by Eco Logical Australia and the Landscape Drawings prepared by ASPECT Studios.</p>

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	<p>The Statement of Commitments (SOC) attached to the Concept Plan Approval (Schedule 5) under Section 8 Ecology includes a commitment that re-vegetation shall be undertaken using local provenance species that are consistent with estuarine vegetation communities (i.e. mangrove coastal saltmarsh-swamp oak floodplain forest and that future applications for development to the north of the retail site shall incorporate species characteristic of the Swamp Oak Floodplain Forest endangered ecological community. The Office of Water previously sought clarification in regard to the inclusion of the wording <i>"in quantities commensurate to that removed elsewhere within the site, if relevant"</i> and recommended the SOC states that riparian land to the north of the retail site shall incorporate species characteristic of the Swamp Oak Floodplain Forest ecological community at a density that would occur naturally.</p>	<p>Refer response above. The density of planting is limited by the presence of overhead high-voltage transmission lines, consistent with the Concept Landscape Plan approved by the NSW Planning Assessment Commission.</p>
	<p>It is recommended details are provided on the total area (in m2) of the riparian corridor that is to be provided adjacent to the retail centre and the total area of riparian buffer that is proposed to be fully vegetated to emulate the Swamp Oak Floodplain forest.</p>	<p>The layout, areas and configuration of vegetation types is identified in plan form on the Landscape Drawings prepared by ASPECT Studios.</p>
	<p>The Retail Landscape Plan in Appendix H (Drawing 11017 RDA-03) indicates a number of uses are proposed to be located in the 40 metre vegetated riparian setback including a raised spill out deck (4) a native turf area (6), timber deck terraces (7); landscape seating terraces (9); a 3 m wide foreshore path and a bioswale (13). It is recommended consideration be given to the potential reduction in function of the vegetated buffer and consistency with the SOC with the inclusion of such infrastructure.</p>	<p>Refer PPR.</p>
	<p><b>Bioswale</b></p> <p>Appendix H indicates the bioswale is to be planted with species from the Swamp Oak Floodplain Forest. The EA for the Concept Plan (Appendix K) indicated the maintenance program for the water quality control measures would include "periodic (6 monthly) inspection and removal of any gross pollutants and coarse sediment that is deposited in bio-retention swales". The Office of Water in its submission on the EA raised concern that the maintenance program associated with the swales would disturb the rehabilitation of riparian vegetation. Details are required as to how the maintenance program will be undertaken to maintain the functionality and composition of the vegetation.</p>	<p>WSUD measures will be maintained in accordance with the Landcom <i>Water Sensitive Urban Design Draft Maintenance Guidelines</i>.</p>

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	<p><b>Transmission Lines</b></p> <p>Appendix P notes preliminary discussions will be entered into with Ausgrid to explore the option of relocating the existing overhead transmission lines north of the site to underground cables (see Section 5.1.3, page 16). Further details are required on the potential adverse/beneficial impacts of the underground cables as opposed to the overhead lines on the vegetated riparian buffer.</p>	<p>The relocation of the existing overhead transmission lines does not form part of this Project Application.</p>
	<p><b>Vegetation Management Plan</b></p> <p>The VMP (Appendix U) does not provide costings for the implementation of all components and stages of the work including materials, labour, watering, maintenance, monitoring and reporting. It is recommended the VMP includes this detail.</p>	<p>These works will be undertaken at the expense of the proponent.</p>
	<p>The VMP indicates ongoing monitoring and maintenance will be essential to ensure good health of the riparian buffer (page 6). Clarification is required as to whether monitoring and maintenance is proposed in perpetuity, or if a minimum period for maintenance is proposed. The longer the developer maintains and is responsible for the management of the riparian area the better, as the vegetation becomes more established and is able to compete with fringe effects such as weeds, litter, etc.</p>	<p>Maintenance of the riparian area will be the responsibility of the owner of the future retail centre in perpetuity.</p>



## Response to Sutherland Shire Council and ARAP - Submission on Retail/Club Precinct Project Application

Issue	Report Recommendation	Response
<b>Sutherland Shire Council</b>		
<b>Riparian Zone</b>	The road labelled Woollooware Road North provide a minimum 40m riparian zone buffer.	Refer to PPR.
	Minimal built structures be located within the riparian buffer zone, including stairs, paths, retaining walls, playground equipment and the like.	The amended Landscape Drawings provide for a reduction in the number of structures located within the riparian zone, as discussed in the PPR.
	That large tree species from the Swamp Oak Forest and Swamp Schlerophyll Forest species list are incorporated into the landscape design where they can be provided clear of the transmission line easement or within height limitation within the easement.	Refer to Landscape Drawing RDA03/ RDA08 and VMP by <i>Ecological</i> . A number of large trees are proposed from the ecological communities Swamp Oak Floodplain Forest and Swamp Schlerophyll Forest.
	Water Sensitive Urban Design is incorporated into the design scheme.	Refer to Landscape Drawing RDA03 and Section A on RDA04 which shows a bio swale/ treatment system incorporated into the SW design. Species have been selected in conjunction with the VMP ( <i>Ecological</i> ) – refer Landscape Drawing RDA08.
<b>ESD</b>	Recycling of building materials, and selection of appropriate and sustainable materials.	The proposal involves the almost entire re-use of the existing building fabric, and will incorporate further measures including sustainable material use throughout the detailed design stage.
	Provision of natural light into the retail building by breaking the mass of the building into two forms and providing roof glazing to the central arcade.	It Is not necessary to cleave the building form into two lumps to provide natural light. This arbitrary response to building form would have the effect of dislocating vital functionality and social connection while having limited or no effect on building mass. Provision of natural light as a modest energy efficiency measure can be more easily provided by the selective introduction of individual roof lights which have the added benefit of the creation of dramatic interiors.
	Incorporate passive solar design principles i.e. thermal massing, window shading.	The building form is inherently good from a passive solar perspective. The building has high thermal mass, there are overhangs and shading to the northern elevation to contain solar heat gain into the building and this orientation has been utilised to provide the best possible social dining and entertainment places. The building envelope will insulated and sealed to BCA standard.

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	Commitment to the installation of energy efficient appliances and mechanical services.	Energy and water efficient appliance and equipment will be utilised where practical.
	Incorporation of Water Sensitive Urban Design (WSUD) measures, including on-site stormwater treatment and reuse and utilisation of Council's recycled water system for irrigation of onsite landscaping.	Refer Landscape Drawing RDA03 and Section A on RDA04 which identifies a bio swale/ treatment system incorporated into the SW design. Species have been selected in conjunction with the VMP ( <i>Ecological</i> ) – refer Landscape Drawing RDA08. Landscape irrigation will be recycled water from a rainwater harvesting tank.
	Incorporation of Photovoltaic Cells.	The use of PV cells is not required to achieve the energy targets established under the Concept Plan, however nothing within this application prevents the inclusion of solar PV in the future should it be deemed appropriate.
	Incorporation of a green roof to the upper parking level, and green walls to the building elevations (this would also improve the presentation of the roof element when viewed from the club and residential towers).	The carpark is located approximately 200m to the east of the nearest residential building envelope, and as such it is not considered that additional screening measures are required.
	Utilisation of co-generation and tri-generation power if efficient.	It is considered that there are more cost-efficient and environmentally friendly options for the provision of energy and heating/cooling to the precinct than cogeneration.
<b>Frontage Activation</b>	Active uses are provided to a much greater proportion of the ground floor to engage pedestrians, consistent with the masterplan consent and PAC recommendations.	Additional active uses (being highly specialist destination retail as other potential uses are of limited viability) have been included within the Captain Cook Drive frontage.
	The Woollooware Road frontage is further developed.	The presentation of building form to Woollooware Road North has rounded corners on the north east and south east corners which mark the buildings at the street and waterfront ends. The rounded forms suggest continuity with the north and south elevations but they also have the important effect of minimising the impact and apparent length of façade facing Woollooware Road North to some 45 m. In addition the rounded corners open out and widen the angle of view for an observer using Woollooware Road. For instance just halfway along the reserve (even before the notional 40 m setback line) the view from both sides of the road to the north has opened out to a broad view of the Mangrove "Wall".

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	The shopping centre and Club entrance to the building on the Captain Cook Drive frontage be further developed to be well defined, clearly identifiable elements of the design.	The Club entry is a specific independent image along Captain Cook Drive and the entry to both the upper and lower levels are clear and well defined.
	The Club entry to be redesigned to avoid the 100m external traverse across the rooftop carpark.	<p>The access to the club is clearly defined, legible and covered to provide protection from the weather - it is not merely a straight and uninteresting traverse of the car park.</p> <p>The existing club condition has on-grade parking in excess of 100 m from the club entry. The path travelled provides a variety of visual and physical experiences such as the club entry portal, the foyer, the escalator, emergence at the car park level, the small traverse of the parking area (a mere 15m), bridge over the car park ramp, the engagement with the building and arrival. The patron will be provided with a number of changing viewpoints and dramatic effects along this "traverse".</p> <p>There is a conveniently located porte cochere drop off point on level 3 and the design has allowed for parking for club patrons to concentrate around the club entries on Level 3 and 4.</p>
	The second driveway, associated with loading dock 2 is deleted/relocated.	The reliance on one access driveway would make the centre unworkable, with a severely compromised centre layout with tenancies front-loading goods and waste disposal activities, impacting on the type and quality of retail tenants, and would concentrate vehicle movements and would impact on the ability to service the various elements and tenancies within the centre. Refer to further discussion in PPR.
	The internal retail components be provided at ground level to enable physical connectivity to the street and visual connectivity to the Bay.	<p>Additional retail tenancies have been provided at ground level to provide additional and selective activation to Captain Cook Drive.</p> <p>Physical connectivity to the street is provided but in a selective and orchestrated manner and this is achieved with an elevated retail level.</p> <p>Visual connectivity to the Bay at street level is <u>limited</u> by the height of the foreshore mangroves which form a consistent wall of vegetation estimated to be some 3.5 to 4 m above the ground level. This is one of the reasons why the whole design of the centre is centred around the Level 2 outlook, view and activity. Placing these components on the ground level will not further physical or visual connectivity.</p>

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	Consideration be given to a minor reduction in car parking to provide opportunities for more active frontages.	Reduction in parking numbers would be inconsistent with concerns raised, noted in the PAC Determination report and Conditioned in Schedule 2 Condition A4 requiring a minimum number of 770 car spaces. Reducing car numbers would also affect the centres commercial viability and long term sustainability.
Stormwater	Clarification regarding evacuation routes: the application identifies some of the surrounding roads as being flood liable and it is proposed to upgrade these roads to mitigate the risk. In principle this is acceptable, but it is unclear if the rebuilt road will be built to a standard that takes into account sea level rise.	All flood modelling and infrastructure design has taken into account the potential impact of climate change in accordance with the relevant <i>NSW Coastal Planning Guideline: Adapting to Sea Level Rise</i> .
	Standard on-site detention requirements be waived for the development as they are likely to be ineffective being so close to the waterway.	Noted.
	The flood response plan be revised five years after construction has been completed, and then on a regular basis afterwards.	Centre management will engage with the State Emergency Service and emergency services to review the flood management plan on a regular basis.
Contamination	The required detail regarding the Gas Management Plan is prepared and signed off by the Site Auditor.	The Site Auditor's Interim Advice states that the required detail is able to be provided during detailed design prior to Construction Certificate.
	Further detail regarding the type of capping material proposed and the expected performance standards is provided.	Refer to Remediation Action Plan.
	Suitable disposal options for water captured from the acid sulfate soils treatment area after treatment are identified.	Refer to Acid Sulphate Soils Management Plan.
Landscaping	Appropriate species selected from the Coastal Flats Swamp Schlerophyll Forest e.g. <i>Eucalyptus robusta</i> , <i>Glochidion ferdinandi</i> , <i>Melaleuca linariifolia</i> , <i>Melaleuca stypheloides</i> , <i>Livistona australis</i> (sheltered places only) are incorporated into the landscape design scheme.	The species identified are used apart from the <i>Eucalyptus robusta</i> , which was not included in the VMP prepared by Eco Logical Australia. Other <i>Melaleuca</i> species ( <i>ericifolia</i> and <i>quinquenervia</i> ) have been used as they were identified in the VMP. Refer plant species list on Landscape Drawing RDA08 and the VMP by <i>Ecological</i> .
	The proposal incorporates street plantings at the Woollooware Road North frontage.	Noted, refer to amended Landscape Drawings.

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<b>Crime Prevention Through Environmental Design (CPTED)</b>	Frontages are activated as per the concept plan approval conditions.	Further activation has been provided along Captain Cook Drive by the provision of additional retail tenancies, an emphasis on retail frontage and the provision of seating and waiting areas associated with the bus stop. Further retail has been introduced at the corner of Woollooware Road and Captain Cook Drive.
	Further detail on CCTV locations, monitoring systems, policies and procedures for the storage and disposal of footage, guidelines for the release of footage and protocols for the hiring of staff to monitor footage be provided.	Details of security measures will be resolved prior to the issue of an Occupation Certificate and details will be advised to the NSW Police Local Area Command.
	Access control be installed at all restricted access points, including the bin area and back of house.	Both loading dock areas will be able to be closed off with secure roller shutters/grilles to enable control of these spaces. The access protocols for these spaces will be appropriate for the proposed access requirements including tenant vehicle access, service and maintenance vehicles.
	Appropriately qualified and fully licensed security personnel be deployed throughout the facility at all times.	Details of security measures will be resolved prior to the issue of an Occupation Certificate and details will be advised to the NSW Police Local Area Command.
	The proponent provide further information regarding the dispersal of patrons from the Club on game days, specifically with regard to disruption of residents in the future residential precinct.	Refer to Peak Event Management Plan appended to EAR.
	Provide more direct access from the retail floor to the toilet facilities.	Two sets of toilet facilities will be provided within the retail floor area. One will serve the Courtyard Dining area, and at the opposite end of the retail floor another location will be provided.
<b>Shuttle Bus Service</b>	The site be permanently serviced by a shuttle bus that links to the rail timetable.	Refer to PPR.
<b>Green Travel</b>	A Green Travel Plan is prepared, and enacted by a condition of approval.	Refer to PPR.

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<b>Pedestrian and Cycle Linkages</b>	The pedestrian connections, to and through the development are further developed.	<p>The pedestrian access on both Level 1 and Level 2 of the proposal run from the Captain Cook Drive to the "Waterfront" and will be well developed experiences providing access though intimate retail and other uses.</p> <p>There are pedestrian access paths on both level 1 and level 2 of the proposal that run from the Captain Cook Drive to the waterfront. The inclusion of a retail tenancy nominally identified as a cycle shop along the Captain Cook Drive frontage will encourage movement from the waterfront to the road.</p> <p>While the ARAP mentioned Rouse Hill Town Centre as a precedent, it should be noted that this entire plate is only the size of one quadrant of that centre (southern or eastern).</p>
	Public bike parking facilities are installed adjacent to the building entrances.	Public bike parking is to be provided and is shown on the landscape plan. Refer key items 4 and 24 on Landscape Drawing RDA03.
<b>Accessibility</b>	The proposal demonstrate compliance with the relevant provisions of the DDA, Building Code of Australia and all applicable Australian Standards.	Access and BCA reviews have confirmed that the proposal is capable of complying with these codes. Demonstrated compliance with these codes is required in order to obtain a Construction Certificate.
	The amenities within the food court contain an accessible WC.	See above.
	Additional accessible car parking bays be provided adjacent to the medical centre.	Parking will be reserved as required. It should be noted that ambulance parking has been provided in the dock area for use by the medical facility.
Sutherland Architectural Review Advisory Panel		
<b>Context</b>	Siting such a development next to an internationally noted wetland area requires particular respect for the context. It is suggested that "northern parkland" is a misnomer. This area is a riparian buffer not a public open space.	The northern portion of the site has been designed as a 40m riparian buffer with dense planting (refer VMP by Ecological) and fencing restricting access to the mangroves – refer sections A-C on RDA04-06 and landscape plan on RDA03. Similar has been done to great effect in Taren Point at the Shorebird Reserve, a recent council upgrade where the riparian buffer has been carefully integrated with a shared path. A shared path through the riparian zone has also been shown in this proposal as it remains an important east-west site link and provides key connections into the existing shared path network.

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	<p>Contextually, this is an inward focussed development that gives very little to the adjoining streets or the adjoining community that includes a school and residences. While the massing and uses of the proposal have been approved, it is crucial for the centre's successful integration with its context that the environmental assessment requirements of the PAC approved Concept Plan in Schedule 3- especially those relating to built form, ecologically sustainable development, public domain and landscaping- are fully complied with.</p>	<p>The characterisation of the proposal as inward focussed is disingenuous. An alternative arrangement with the majority of retail (activation) located on and facing the street level is <u>neither viable nor sustainable</u> given the immediate context of the site.</p> <p>The alternative of street facing retail (to Captain Cook drive) as seems to be suggested by the ARAP would be poorly oriented south facing, fronting a high volume, four-lane wide roadway. This will not provide the intimate and environmentally acceptable conditions necessary to accommodate quality retail spaces or other forms of activation.</p> <p>Captain Cook Drive will not be Oxford Street Paddington, nor will it be King Street Newtown as the contextual conditions are entirely different, and it is doubtful that Sutherland Shire residents would want it to be that in any case. The amended layout has increased the amount of active tenant space along the Captain Cook Drive frontage that will contribute to activation and the proposal has sufficient but not all of its activation externally focussed.</p> <p>The wide range of uses and hybrid facilities in combination provide a unique town centre experience. The centre is permeable and well connected from Captain Cook Drive through to the "Waterfront" at both Level 1 and Level 2. Considerable effort is given to ensuring these connections are legible and accessible. These connections link with the vehicular parking and provide an engaging and intimate experience that could not be realised if "outward facing" to Captain Cook Drive.</p>

Issue	Report Recommendation	Response
	<p>Apart from concerns regarding the treatment of the Riparian zone outlined under in the "Landscape" section, the proposed retail centre provides very little ground level activation to Captain Cook Drive and Woollooware Road - as required by Schedule 3 Built Form, Item 2. Instead of enlivening its streets with active uses, the centre relies on architectural treatments around the parking levels and large commercial billboards, which increase its commercial exposure but do not contribute to a high quality public domain. In completely filling the site, little space has been left to develop high quality public open space -such as a town square or major forecourt - along its Captain Cook Drive frontage or in the interface with the existing sporting ground. With raised terraces proposed to its north and a constrained entry point only on Captain Cook Drive, it appears not to be able to meet its environmental assessment requirements.</p>	<p>The building envelope and general layout of the centre was approved by the NSW Planning Assessment Commission under the Concept Approval.</p> <p>The proposals for Captain Cook Drive are sensitive to the busy and quite harsh nature of the road. Materials shown are robust with public amenity provided including seating and bike racks. An entry forecourt has been provided along this frontage, with a large public seat/ feature amongst stand of <i>Livistona australis</i>. A line of street trees will help announce the precinct and provides shaded areas to sit.</p> <p>As in the above, simply attempting to enliven the streets by appropriating retail space to make a perimeter street facing form is a recent orthodoxy. The environmental conditions (south facing), contextual demands (north facing retail) do not lend themselves to this form of development exclusively.</p> <p>The entry gesture as a structured space should not be considered as constrained, but rather a considered element that garners and concentrates the general activation along the Captain Cook Drive frontage.</p> <p>There is generous public space with the width of the Captain Cook Drive the footpath being 8 to 10 metres. Bus stops and awnings inhabit and enliven this space.</p>
	<p>The proposal appears not to have considered the long term urban design potential of such a large scale intervention. The extension of Woollooware Road for example the centre's link with Woollooware Station - has been completely dedicated to loading and manoeuvring of trucks. This will prevent sites to the east and south being transformed and new active streets emerging over time- as would be expected by the longer term positive effects of a "town centre".</p>	<p>While Woollooware Road leads most directly to Woollooware Railway Station and the transit interchange (bus stop) has been located at the public entry along Captain Cook Drive and not Woollooware Road North extension.</p> <p>The small remaining triangle of land to the east of the site does not have sufficient critical mass to support such a connection along Woollooware Road. Development to the south, immediately adjacent to this development, is unlikely since the land uses along Woollooware Road are a High School and a golf course.</p>



Issue	Report Recommendation	Response
	This is a large footprint, lower scale building. Its largest facade is its fifth facade- the roof. Yet the roofscape architecture has not been considered. When viewed from above by higher future buildings or from the airspace around Sydney Airport, the development should integrate into the character of its setting – i.e. interesting roof forms, green roofs and landscape areas. The car park function should be covered or at least obscured.	<p>The roof scape is not one single flat expanse as intimated but rather two decks with very large setbacks on all sides to the upper deck.</p> <p>While the roof would appear bland from directly above, it is not featureless and the modest walled parapets which provide restraint of vehicle are high enough to prevent low level angular vision of the roof. In addition the stadium provides a form that contrasts successfully with lower flatter scale of the roof car park and ameliorates the views of the roof.</p>
Scale	This is a new building with a context of landscape and football stadium. It will create a new scale in the area. The proposed height is appropriate to the existing stadium and club, and the general horizontality of the landscape. There is an opportunity to articulate the building mass into two distinct forms by creating a glazed roof level slot or break above the escalator/stair entry, running along the main north-south circulation spine towards Woollooware Bay.	<p>Dividing the building into two forms works against the integration of all uses. The necessity to provide additional parking puts pressure on the roof level such that it is not possible to divide the mass, and the physical separation of the parking levels would reduce the efficiency of the parking plate and increase building bulk.</p>
	While the centre's bulk has been approved, its scale has not been modulated by active tenancies along its edges, form-giving open spaces or architectural strategies that emphasize its entry through the creation of multiple forms. Hence, it presents as a very large decorated shed. Large signage and applied architectural motifs are not sufficient to introduce an appropriate scale to the building's very long elevations and large parking roof levels.	<p>Large signage and motifs <u>are highly appropriate</u> to meet the large scale high speed viewing demands of the observer in moving vehicles along Captain Cook Drive, the rendering of the wall as a series of transforming blades provides changing visual interest along its length.</p> <p>What is not appreciated is the detail and smaller scale effects that are included on the all treatments to engage the pedestrian.</p> <p>Further interest occurs as a pedestrian wherein edges are activated and animated appropriately.</p> <p>There are few vantage points where a pedestrian might contemplate the form from a massing point of view, or even be able to comprehend its horizontality in one view.</p>
Built Form	Apart from the required minimum setback of 35 and 40 metres from the built form for the vegetated riparian buffer corridor from the built form on the northern boundary the development completely fills its site, with little setbacks for appropriate scaled large tree planting along Woollooware Road North.	This statement ignores the generous setbacks to Captain Cook Drive including the public forecourt and wide footpath. Additional street tree planting has been provided to Woollooware Road North.

Issue	Report Recommendation	Response
	<p>Because of its position and functioning sporting ground function, the development has extensive parking, which only emphasizes its bulk. Due to the absence of active uses at ground level and on-grade high quality streets around the site, the development is liable to remain detached from its context, which is of great concern. With limited entries and standard internal malls, the main street edge of this massive development is largely dedicated to commercial signage, which on a flat site adjacent to a significant landscape, appears to be a poor outcome.</p>	<p>The parking provided has been determined in accordance with the PAC approval, and is necessary in terms of the development's commerciality.</p> <p>There is not an absence of active uses at street level and it is simply not true to characterise the development as detached from its context. We would strongly argue development of any significance would have a context creating role</p> <p>It is natural that entries are prominent with concentrated activity. They are not limited. Orchestrated concentrated activity is actually beneficial for street facing retail in creating use patterns (exposure to passing trade).</p>
	<p>The term "town centre" is a misnomer. The development is an introverted and isolated retail mall with the primary activity raised one level above the ground plane. There is concern that this is an outdated paradigm for a project of this type - it should do more to connect and integrate with its existing and future setting.</p>	<p>The categorisation of the centre was assessed and determined by the NSW Planning Assessment Commission under the Concept Approval. Pedestrian connectivity and integration of the centre was also assessed and determined at this time.</p>
	<p>The location of the loading dock and wide car park access in the south-western corner of the site, between the retail entry and Sharks stadium, may resolve functional requirements but undermines the strategy of encouraging pedestrian movement between elements along Captain Cook Drive This area should be reviewed to improve its extent and footpath treatment. The adjacent 'forecourt' is too small and irregular in shape to be an effective public space and should be reviewed.</p>	<p>In the particular area referred to the width of the footpath is up to 14 m with the signalised pedestrian access and would not undermine the encouragement of pedestrian movement along Captain Cook Drive.</p> <p>In game day/event mode the width of this footpath will be highly appropriate with controls being implemented to ensure orderly use and crowd dispersal.</p>

Issue	Report Recommendation	Response
	<p>The extent of unmediated roof car parking, with its resultant glare and unpleasant views for eastern residential units, is a missed opportunity in a number of ways: first, a number of the services occupying potential street frontages on the ground floor could be relocated to the roof; second there is the opportunity to undertake solar harvesting which could also act as shade structures for parked cars; third, there is the potential for significant wind harvesting along the southern edge of the roof- the sun and wind energy would be a draw card for potential commercial tenants; and fourth, its visibility from numerous aircraft is a potential ESD branding opportunity.</p>	<p>A simple analysis of the angle of view from the nearest residential building would indicate that from the highest level (at its worst case say 50 m from a minimum of 220 m to around 350 m) the <u>angle of view</u> from this highest level to the furthest extent of the roof plane of the retail/club centre would be only 7.5 degrees. Given this is a very limited angle of view and that this only occurs at the highest level of the residential it seems the impact of the roof on any viewer other than aeroplane passengers is exaggerated.</p> <p>Further the roof is not one single plane rather two levels with the upper level having significant setbacks (Level 4).</p> <p>Similarly for reflection the angle of view of the full width (east to west) of the retail/club building the highest level of the residential would be only 2.7 degrees. And reflection would only occur when the sun was extremely low i.e. less than 7.5 degrees from the East and only for a particular time of year. For those residents within upper levels from which the carpark is visible, any impacts will be minimal or non-existent.</p>
<b>Density</b>	<p>While the development's density appears to basically comply with its approved maximum gross building area, it is of concern that its success as a retail centre will depend purely on whether or not its range of "experiences" do attract the large numbers of people that its retail areas and table seating suggest. However, in its isolated setting, with limited entry and access potential, and with retail struggling elsewhere in the Shire, it is difficult to imagine that this will necessarily be the case. When specialty shops are closed for example, malls are unpleasant places. How will this impact on the success of rear located cafe and restaurants that rely on the mall for access? With non-active surrounding streets and great distances to future residential, will pedestrian links actually work? Will people come? Will it be safe?</p>	<p>It is clearly of vital interest to all stakeholders of the retail and club precinct that it maintains a vibrant and healthy visitation and as such most of tenants and businesses will be focusing to creating experiences that attract.</p> <p>The site in its current form may give an impression of isolation. Given the extent and scale of the proposal this is simply not the case. The site will have convenient parking, a wide range of experiences and will have pleasant and memorable places to return to.</p> <p>The centre will have a life beyond shopping hours as it will provide a range of after hours meeting, dining and entertainment offerings for a range of potential customers, club patrons, residents and users. As an example the daytime eat street may well become high quality night-time restaurant dining. Environmental studies have indicated this north facing deck will have an mild microclimate for most of the year and it has been a prime design goal to harness the amenity of this place.</p>

Issue	Report Recommendation	Response
	<p>The proposal would have benefited from a decanting of some of the residential to the west above the podium. This would have created generally lower heights and better overall scale, as well as a much improved, more integrated mix of uses with all of the attendant benefits. The retail centre is a very dense residential development for this site. It would possibly have been better to reduce the retail area and create an integrated retail/residential development at the eastern end of the site, allowing for reduced density at the western end, possibly even with mixed use. It appears somewhat limiting to separate the uses into west (residential) and east (retail). Diversity always allows for more interesting resolutions.</p>	<p>This comment is outside of the scope of this application. The layout and configuration of building envelopes and uses was assessed in detail and determined by the NSW Planning Assessment Commission through the Concept Approval.</p>
	<p>The proposal does not currently resolve the context, streetscape, active edges, public domain and public amenity issues required by its conditions of consent, and high density development standards generally.</p>	<p>Refer PPR and Architectural Design Report.</p>
	<p>The proposed density is not consistent with other residential developments of this scale in Sydney however its lack of access to public transport is a significant issue. It is likely that residents will be substantially car dependent until such time as a regular public bus route or routes to key destinations are confirmed and established.</p>	<p>This comment is irrelevant to the Retail Project Application and has been resolved through the assessment and determination of the Concept Approval by the PAC.</p>
<p><b>Resource, Energy and Water Efficiency</b></p>	<p>The proposal appears to be outmoded in that it is basically an introverted retail mall with a huge area of above grade parking. Apart from its north facing terraces, it does not open up to its environment and appears not to engage with resource, energy or water efficiency practices at all. This is not adequate for such a large proposal in such a sensitive site.</p>	<p>Refer to Architectural Design Report.</p>

Issue	Report Recommendation	Response
	<p>Yet there is little evidence of resource and energy strategies in the proposal. Water harvesting and general hydraulic plans have not been provided, in particular the storm-water detention and retention management plan. This is also relevant to the bioswale north of the loading dock. There is the opportunity to provide a high level of visibility as an exemplar of environmental development such as Masdar City or the Helsinki C-City and low2No SITRA competition. A number of new shopping centres have recognised that the consumer seeks green experiential shopping green startups. Dufferin Mall, Toronto is a good example as is Singapore's City Square Mall, which is an eco-mall. There is also the concept of a Human Energy Park which can occupy roof areas and could be associated with the wellness centre.</p>	<p>It is not appropriate to compare a new centre within the Sutherland Shire to a new town in the United Arab Emirates with a planned population of 50,000 and 1,500 businesses (Masdar City). Singapore's City Square Mall is 2.5 times larger than the Woollooware Bay Town Centre retail precinct and Dufferin Mall in Toronto is twice the size, and both centres are located within entirely different urban contexts and commercial markets.</p> <p>Notwithstanding the above, ESD targets were clearly established and approved by the PAC under the Concept Approval, and the Project Application is consistent with these targets as required under the <i>Environmental Planning and Assessment Act 1979</i>.</p>
	<p>There are discrepancies between the Ecologically Sustainable Development Statement prepared by Arup and the Architectural Drawings prepared by Scott Carver. Proposed strategies appear to have not been implemented - an example being the omission of the roof lights and light wells, which are essential components of the passive design strategy to introduce natural light and ventilation into the building. Presumably the elements have been deleted to maximize roof parking. A materials strategy is noted for the use of materials with reduced embodied energy but not substantiated with energy usage tables.</p>	<p>It proposed in the amended design additional roof lighting will be introduced. These roof lights will be located within the car parking spaces and be sufficient to provide more drama to internal spaces with the added benefit of providing supplementary day lighting. The proposal shall continue to achieve the ESD targets approved under the Concept Plan.</p>
	<p>The location of tanks and related infrastructure to achieve 25% water saving in potable water consumption is unclear. There was no evidence of cogeneration or trigeneration -although these initiatives would appear warranted for a development of this size, in conjunction with the residential development.</p>	<p>The location of stormwater tanks will be resolved prior to the issue of a Construction Certificate in conjunction with detailed design of stormwater and hydraulic building services.</p> <p>Cogeneration/trigeneration is not a 'one size fits all' solution to energy and heating demands. It has a niche in supplying certain types of developments (e.g. swimming pools) with consistent demand loads, or as a peaking facility to supplement other electrical plant. As a technology which is reliant on natural gas, cogeneration provides neither the most environmentally friendly or the most cost-effective solution for energy and heating.</p>

Issue	Report Recommendation	Response
Landscape	The landscape proposal is focused on the northern riparian setback, which is generally addressed well in the landscape management plan. However, there is the risk that the native grasslands will not be respected as riparian zones and used for playgrounds as indicated in the power-point presentation to the Panel.	In designing the northern public space it was important to achieve a balance between providing a buffer to the mangroves whilst also ensuring the area was activated and safe. The open turf areas contain native grass species – part of the Swamp Oak Flooplain Forest, refer VMP by <i>Ecological</i> . A visibly unobtrusive fence will run along the length of the mangroves restricting access into this precious zone.
	The 'grand' staircase connecting level two to the ground is over-scaled and contravenes the riparian setback requirements. The vertical connectivity to the riparian zone from the building should occur entirely on the designated area.	Agreed, refer amended Architectural Drawings.
	The landscape proposals for Captain Cook Drive and Woollooware Road North are weak. Strong tall trees, such as <i>Araucaria heterophylla</i> are needed along both sides of Captain Cook Drive. As well, the under-planting suggested for the street trees is not recommended; instead robust porous material that can withstand pedestrian movement is recommended.	Noted, <i>Araucaria heterophylla</i> has been included within the species selected for the Captain Cook Drive frontage in the amended Architectural Drawings.
Amenity	The applicant is confident that the development will provide retail and social amenity to the broader Shire. While this may be true, the Panel believes that its success will depend on the extent that it provides high quality activated and safe street edges, maximizes its links with its local context and makes its entry and access regimes as public as possible.	The proposal will provide a high level of retail and social amenity and links appropriately with its context.
	The new internal plan of the main retail floor with a simpler cruciform arrangement eliminating awkward dead-ends shown briefly in the power-point presentation by the architect is much improved on the submitted plan. While the revised internal plan is an improvement on the circulation model in the submitted drawings it is still of concern that the centre follows the typical pattern of an internally focused retail mall, rather than innovating a genuine town centre. While the applicant insists that it cannot be done another way, the decision to raise the main floor to the first floor level for example, reduces access and activity potential at grade.	The configuration of the retail centre including the location of the main trading floor on Level 2 is consistent with the Concept Plan scheme and provides for a more functional outcome.
	The proposal will provide new amenity for the local population, although access to the retail centre is likely to be entirely car-based. Early implementation and frequent, regular service by public bus is a very high priority.	Refer to Concept Approval and PPR.

Issue	Report Recommendation	Response
	<p>Loading and parking dominate the ground floor, which is a poor outcome when access, safety and long term potential are considered. In the short term, lifeless and potentially perimeter streets dominated by commercial billboards just may not be enough to attract the numbers required.</p>	<p>Conversely this comment fails to recognise the popular community embedment and ownership of the Sharks which this development captures.</p> <p>Loading and parking do not dominate the ground floor. Rather the ground floor is a mix of medical, leisure, recreational and retail uses.</p>
	<p>Although the retail centre will be car dependent - given its isolated location – the degree to which it must rely on "destination" experiences is a concern. Being an internally focused first floor mall with an attached club makes it less flexible than a street-based town centre to adapt over time to local conditions. What if the club relocates for example? What if the cafes fail to attract clients at night? Greater consideration should be given as to how the centre can be better integrated into its context, how its perimeter can be more active and how it can fit into a broader centre strategy for the location.</p>	<p>The centre is not isolated, the centre is located along a high volume road that provides vital intra regional connection within the Shire.</p> <p>The site is in fact well connected and highly accessible as it along a road that connects some diverse places such Kurnell and Cronulla with the greater Sydney area. The retail analysis indicates there is significant demand for a centre of this nature in this location.</p> <p>These comments fail to recognise the quality and drawing power of the well realised elevated north facing "waterfront" social, dining and entertainment precinct. This should be contrasted with the suggested alternative of an unsustainable and unviable south facing ground floor perimeter on a high volume road. That type of development would arguably be of greater commercial risk of failure.</p> <p>Integration of the centre into the ground plane along a major road like Captain Cook Drive would guarantee the failures alluded to here. A 'street based town centre' requires high frequency public transport connections such as are found in only a few central locations in Sydney. This dogma is inappropriate to the functional and social context of the development.</p>



Issue	Report Recommendation	Response
	Clearly the shops and medical centre will provide amenity but given the problems occurring in many such internalised shopping precincts, including some in the Shire such as Miranda Fair, there is the chance to embed community amenities in the proposal. It is important to recognise that the northern riparian zone is not an open space amenity.	<p>While based on commercial attuned principles it is not a simple retail mall. The proposal embeds community, entertainment, recreation and social spaces within the overall complex.</p> <p>The comment is not specific about “the problems” that are occurring in internalise shopping precincts, presumably similar comments could be made about inappropriate perimeter externally focused attempts at town centres where unviable tenancies lay vacant or become low value because of inappropriate location, inability to provide sufficient passing trade, poor environmental orientation and lack of customer access by means of convenient parking.</p>
<b>Safety and Security</b>	The lack of street activation will engender safety and security issues, as will the large car-park areas that will often be empty. The landscaped riparian zone raises questions of surveillance and security after hours - how is this to be managed?	The integrated nature of the various uses and places and the management demands placed this arrangement will ensure that safety and security will be undertaken as whole of centre responsibility.
	The "Family Hill" appears too complicated and diverts direct pedestrian flow along this zone - the proponent advised that this will be public space on non-game days however. Details around this should be fleshed out- a sloping ground plane within the Stadium curtilage does not on the face of it appear to set up a legible public connection.	This is outside of the scope of the Project Application.
	Public access across the face of the southern stand is also important for connectivity with the residential precinct, but achieving this from a management perspective seems complex and has the probability of being diluted or closed over time.	Public access across the southern stand would duplicate the access that is already available along Captain Cook Drive and would remove activity from the key planned east/west linkages. Nothing in this proposal would however prevent this access from being activated at a later date.



Issue	Report Recommendation	Response
	<p>As advised by the applicant at the meeting, the approval requires that Captain Cook Drive and Woollooware Road must have active uses at ground level. This has not been achieved. Nor is passive surveillance provided from tenancies above street level. This makes the retail centre potentially unsafe - especially at night.</p> <p>The car park and loading dock location have been positioned and designed for internal planning efficiency, but create a major impediment and safety issues for the public moving along Captain Cook Drive.</p>	<p>There are active uses at ground level. The approval uses the term “<u>sufficient</u>” activation. Further qualified active uses have been provided to the Captain Cook Drive frontage however the uses proposed provided a significant degree of activation in any case.</p> <p>The suggestion that the centre would be unsafe is rejected and is inconsistent with the findings of the CPTED Assessment which accompanied the EAR. This assertion relies on the on the notion there are uses which would located around the perimeter at ground level that would provide passive surveillance at night ? It has been previously been pointed out that there a few if any viable or sustainable “tenancies” that would be able to provide around this surveillance at even extended business hours.</p> <p>The integrated nature of the various uses and places and the management demands placed this arrangement will ensure that safety and security will be undertaken as whole of centre responsibility.</p> <p>The docks are located to be at the ends of the frontages from Captain Cook Drive to Woollooware Road North to ensure access is positioned at the extremities of the main public frontage of the centre. The alternative of providing one central access point would be more deleterious on the visual and activation interests of the proposal. Accessing the edges has the added benefit of providing two loading cores separated by some distance however the retail plan and disposition of other facilities has then needed to be compromised and worked around these locations and not vice versa.</p>
<b>Social Dimensions</b>	<p>There are ways to address some of the safety and security issues by allowing for greater social and community facilities in the street-front spaces released if the services are placed on the roof. The proximity of Woollooware High School creates the potential for an after school drop-in centre, community library, local radio station, recording studio, creative industries incubator spaces, and so on.</p>	<p>The particular service spaces referred to are not able to be relocated to the roof for reasons of compliance with fire codes and servicing requirements .</p>

Issue	Report Recommendation	Response
	<p>As well, the large area allocated for food services could be modified to include a cooking school with suitable media facilities. Federation Square in Melbourne is an example of intriguing green food pop-ups. There is a strong role for artists in the entire development- not just for interpretative environmental signage in the riparian zone. There are also ways artists can be engaged to work with Cronulla Sharks as community engagement, such as the Penrith Panthers' project with Sylvie Blocher.</p>	<p>Subject to demand and the imagination of the centre management team speculative uses such as cooking schools and healthy food promotion more than likely will be accommodated within the overall mix of uses.</p>
	<p>Drop-in spaces at street level are ideal for such projects and give the development a role and profile in the community. This project could brand itself as an example of good citizen engagement.</p>	<p>It is the intention the at this centre provides for a broad range of relevant social and commercial uses and interfaces and have the full support of an interested and informed local community.</p> <p>Clearly this project has great community support as evidenced by the quantity and quality of submissions in support during the concept plan approval phase. It would be hard to deny that this project has captured the imagination of and is highly valued by the community who await its imminent implementation.</p> <p>There are further strategies and programs that could be incorporated and may be the initiative of the various entities within the centre. For instance community and activities such as these might be managed by the club or the retail management and these would be wholly integrated within the facility.</p>
	<p>Clearly the proposal needs spaces for temporary uses such as markets, concerts, etc. Also it is noted that the La Perouse Land Council has not provided its feedback yet. This is an opportunity to provide some links, particularly if youth creative industries incubators are established.</p>	<p>There are places on the overall master plan site such as between the watercourse and the western grand stand, the family and the grandstanded areas that lend themselves to potential future outdoor market and concert possibilities.</p>
<b>Aesthetics</b>	<p>The facade treatments are mainly decorative to disguise the fact that the building is principally a car park. The south-eastern corner of the building could be improved- it is bulky and mostly blank, almost "freeway architecture". The blank northern wall of the supermarket loading dock is an inappropriate interface to the riparian zone, relying mainly on tree screening for relief.</p>	<p>The façade has been devised to appeal to viewers at a number of differing scales. The reality of the sites street address is that Captain Cook Drive is a high volume road that provides vital intra regional connection it is not a local road with convenience parking and a such the more graphic and higher scale elements of the façade are highly appropriate for this scale.</p>

Issue	Report Recommendation	Response
	More attention should be afforded to the Woollooware Road frontage- this is a natural connection from the mangroves and riparian foreshore up to Woollooware Station. The site to the east could be re-developed in the future, making this streetscape a distinctive and special place in a wider urban design sense.	The presentation of building form to Woollooware Road North has rounded corners on the north east and south east corners which mark the buildings at the street and waterfront ends. The rounded forms suggest continuity with the north and south elevations but they also have the important effect of minimising the impact and apparent length of façade facing Woollooware Road North to some 45 m. In addition the rounded corners open out and widen the angle of view for an observer using Woollooware Road. For instance just halfway along the reserve (even before the notional 40 m setback line) the view from both sides of the road to the north has opened out to a broad view of the Mangrove “Wall”.