

Woolooware Bay Concept Plan MP10_0229 (MOD 3) - Response to Public Submissions

Number of times raised in Submissions	Item Raised	Proponent's Response
Built form		
19	The proposed height of the buildings is excessive.	<p>The proposed modification to Building B seeks to formalise the parapet height at the approved plant height in Building B to remove any future misinterpretation, consistent with Condition A8 of the Concept Plan Approval (as modified). An increase of 0.75 metres to the maximum plant height is proposed beyond that already allowed in the Concept Plan. The resultant plant material/lift overrun would be located centrally in the building and therefore not discernible from the street. As such, there is not considered to be any excessive increase to height.</p> <p>The maximum height of Building C is proposed to be increased by 1.45 metres to allow for skillion roofs. This increase in height is significantly minor in the overall approved Concept Plan scheme and will result in an improved design and amenity for future residents.</p>
24	The proposed expansion of the gross building area (GBA) is excessive.	<p>The original GBA maximum was incorrectly measured as 80% of the indicative scheme instead of 80% of the approved envelopes. The approved envelopes were much larger than the indicative scheme and 80% of these envelopes should have been the correct measure to allow for further refinement in the detailed stages of development. Furthermore, minor updates to the podium envelope without corresponding numerical GBA increases have also resulted in a deficit of GBA. The full 80% of the approved envelopes is not sought, rather a number which allows for the completion of Stage 3 in accordance with the approved envelopes (as proposed to be modified in part). The additional GBA is sought to ensure that the envisaged built form of the original Concept Plan can be fulfilled.</p>
21	There is proposed to be a further increase in the approved apartment numbers	<p>No numerical cap on apartment numbers was approved as part of the Concept Plan. An indicative figure of approximately 600 apartments was utilised in the assessment of the Concept Plan, and was used as a reference point for assessment purposes. The apartment sizes provided in the first two stages are well above minimum standards, with approximately 4,884m² of GFA used in excess of the minimum requirements. As such, if the minimum apartment sizes were to be adopted, it is likely that over 600 apartments could have been achieved with the approved GFA. The assessment provided with the Modification Application demonstrates that the additional apartments will not result in any adverse impact and will in fact contribute to resolving the critical housing shortage in Sydney.</p>

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3	Views to the bay for existing residents will be obstructed.	The proposed building envelope modifications are minor and will not result in any significant view impacts. Overall, an increase of 0.75 metres is proposed to Building B above the envelope already assessed in the original view analysis accompanying the Concept Plan. This increase is minor and when the detailed design is progressed, only a small portion of the building envelope will be used for plant material/lift overrun.
1	The development will cast shadows in winter.	The proposed minor amendments to the envelopes of Buildings B and C will not result in any significant overshadowing impacts. The changes are minor in nature and will not significantly alter the overshadowing assessment undertaken as part of the original Concept Plan approval. The majority of shadows will be contained within the site and no impacts will occur to any surrounding uses.
1	The increased density of the development is inappropriate.	The development fulfils a number of state and local council strategic goals to deliver more housing in a new centre. The proposal will contribute to rectifying the shortfall of dwellings in Sydney and fulfil the desire to provide housing in a new centre with high access to services and facilities and supporting upgrades to public transport.
Traffic		
24	Existing problems with traffic congestion will worsen.	An assessment of the potential traffic generation compared to the capacity of the existing network was undertaken by McLaren Traffic Engineering (Appendix C of the exhibited Environmental Assessment Report). It was determined that there is sufficient capacity in the surrounding network and there will not be any adverse impacts as a result of the proposed amendments.
21	Existing problems with provision of car parking in the area will be exacerbated.	The maximum number of car parking spaces (883) was determined on an earlier version of the Concept Plan, where approximately 700 dwellings were proposed. This maximum was never altered and is not proposed to be amended as part of the proposed Modification Application. All apartments provided in Stage 3 will be provided with car parking in accordance with the approved rates in the Concept Plan (as proposed to be modified).
12	Parking on game day will cause an influx of cars in the streets, making it difficult for local residents to park.	Appropriate game day parking management procedures have been put in place and are a requirement of the existing Concept Plan Approval. The overall number of car parking spaces (883), is not proposed to be modified and given parking will be provided in accordance with the rates of the Concept Plan (as proposed to be modified), there are unlikely to be any adverse impacts on game day parking.
Process		
3	The Planning Assessment Commission previously approved 597 units, reduced from 700, and this number should not be further increased. Further modifications should not be allowed.	As above, no numerical cap on apartment numbers was approved as part of the Concept Plan. An indicative figure of approximately 600 apartments was utilised in the assessment of the Concept Plan, and was used as a reference point for assessment purposes.

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14	Visual aids, such as a photomontage, should have been provided so residents can see the impact of the modification.	The proposed amendments to the envelopes of Buildings B and C are minor and will not significantly alter the photomontages provided with the original Concept Plan assessment. Where relevant, sketch drawings were provided to illustrate the key elements of the proposal, including along the ground plane of the podium to illustrate active frontages. The indicative drawings which accompanied the Modification Application provide an overview of the likely building layouts, demonstrating the future building forms in a two dimensional format.
9	Residents were not properly notified, consulted or listened to and the consultation period should be extended.	The consultation period for the application was extended to over of six (6) weeks to account for school holiday periods. As such, the proposal received greater notification and exhibition than ordinary and residents had ample time to comment, as was evidenced in the number of submissions received.
1	The current Modification Application should be assessed concurrently with the s75W modification to the retail/club precinct as the impacts are cumulative.	The current modification and any potential future modification to the retail/club component are separate and can be independently assessed. The cumulative impact of each modification will be assessed in its own right. Currently, the subject Modification Application has assessed the cumulative impact of the Concept Plan to date. If the subject modification were to be approved, any future modification would be required to assess the cumulative impact at the time. The future potential modification to the retail/club component of the Concept Plan is not yet lodged and amended requirements have not been issued by the Secretary.
Impact on surrounding area		
6	Strain on existing infrastructure, including schools, roads, garbage, sewerage and drainage.	The impact of Woolooware Bay on existing infrastructure was assessed as part of the original Concept Plan and the proposal was deemed to be reasonable and not likely to result in any impacts to local infrastructure. The necessary augmentation, extension and upgrade of services and infrastructure in the local area has been the subject of the detailed development applications for development, as will continue to be the case. Furthermore, as a result of Woolooware Bay, a new shuttle bus will be provided to connect residents to surrounding railway station, ensuring new transport is added to the locality and no strain is placed on immediately surrounding infrastructure.
6	Impact on existing lifestyle and amenity	The development of Woolooware Bay will deliver significant benefits to the wider community through the provision of new open space and high quality housing to contribute additional people into the locality. As evidenced by the approval of the first two stages of residential development and the new retail/club development, Woolooware Bay will significantly enhance the services and facilities available in the local area. As such, there will be a positive impact on the lifestyle and amenity of existing residents.
3	Cumulative impact of increased development and density in the area	Consistent with the strategic direction outlined in the NSW Government's <i>A Plan for Growing Sydney</i> and the Sutherland Shire Housing Policy, the development will deliver additional dwellings that are necessary to support future growth in the area and which have been carefully planned for to ensure there is no adverse effect of development. The delivery of additional housing in Woolooware Bay is within the Concept Plan envelopes (as proposed to be amended), and therefore all potential impacts have been assessed and deemed appropriate as part of the original Concept Plan assessment and the updated assessment provided with the Modification Application.

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3	Loss of open space and playing fields	The proposed modification will not encroach onto existing open space or playing fields.
Environment		
11	The surrounding environment and wetlands area will be negatively impacted.	The proposed modifications do not result in any significant amendment to the siting of the building envelopes. Furthermore, the setbacks to Woolooware Bay are not proposed to be amended and therefore no impact is expected as a result of the proposed development.
3	Pollution from increased traffic	The Traffic Assessment undertaken by McLaren Traffic Engineering (Appendix C of the exhibited Environmental Assessment Report), identified only a marginal increase in traffic generation as a result of the proposed modifications and in light of the indicative scheme for Stage 3. As such, it is not considered there will be significant rise of any pollution issues associated with the additional trips.
2	Noise and vibration from passing traffic	As above, the Traffic Assessment determined that there will be a marginal increase in traffic during specified periods. As such, it is not anticipated that these additional trips will result in significant noise or vibration impacts.
1	Public health risk from electric and magnetic field from the nearby power lines.	The proposed modifications do not alter the previous assessment undertaken in regards to the existing power lines which deemed there to be no adverse impacts to future residents subject to mitigation measures.
2	The bird population is decreasing and the potential the proposed development has to negatively impact on safety and migration paths.	The proposed modifications do not alter the previous assessment undertaken in regard to nearby bird populations. Appropriate management plans are in place to mitigate any adverse impacts.