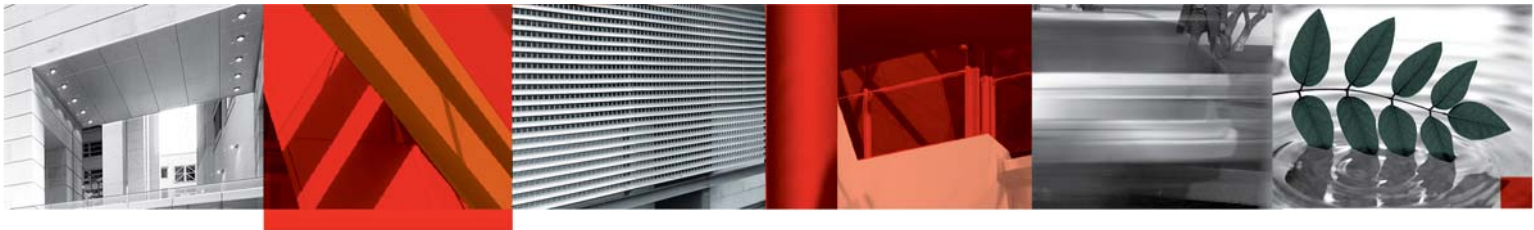


Response to Submissions Section 75W to Concept Plan (MP10_0229)



Woollooware Bay Town Centre

Residential Precinct GFA/GBA and Building Envelope Amendments

Submitted to Department of Planning and Environment
On Behalf of Bluestone Capital Ventures No. 1

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JBA Urban Planning Consultants Pty Ltd operates under a Quality Management System. This report has been prepared and reviewed in accordance with that system. If the report is not signed below, it is a preliminary draft. This report has been prepared by:



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30/10/2015

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1.0 Introduction

An Environmental Assessment Report (EAR) for modifications to the approved Concept Plan at Woollooware Bay Town Centre was public exhibited for a period of 46 days inclusive between 2 July 2015 and 17 August 2015 (MP10_0229 MOD 3).

In total, 33 submissions were received in response to the public exhibition of the EAR. This included submissions from government agencies and authorities, and the general public, as follows:

- Government authorities and agencies – 3; and
- Members of the public (including Member of Parliament) – 30.

The Department of Planning and Environment (the Department) has also prepared correspondence setting out additional information or clarification required prior to final assessment of the modification application.

The proponent, Bluestone Capital Ventures No. 1 and its specialist consultant team have reviewed and considered all issues raised.

This report, prepared by JBA on behalf of the proponent, sets out the responses to the issues raised in the submissions, and details the final modifications for which approval is now sought. The final proposed modifications include changes to address matters raised in the submissions.

The report provides a detailed response to all of the issues raised by the various government agencies, independent bodies and the general public. Whilst the submissions received from agencies have been addressed individually, the submissions made by the general public have been dealt with on an issue by issue basis. This approach has been adopted due to the repetition in the submissions as many covered similar issues/concerns, and/or were based on pro-forma submissions.

The key issues raised in submissions can be broadly grouped into the following categories:

- Built Form;
- Traffic and Parking; and
- Residential Density.

This report provides a detailed response to each of the above issues and outlines the proposed amendments to the exhibited Environmental Assessment Report. Where individual issues are not discussed in this report, a detailed response can be found in the table at **Appendix A**.

1.1 Amendments to Proposed Modification Application

A range of updated plans and documentation has been prepared to reflect the changes that have been made to the proposed modification application following public exhibition of the proposal and to address issues raised in the submissions

The revised plans include Indicative Architectural Drawings prepared by Turner.

The following consultants' reports and supporting information has been updated or further supplements the material originally submitted in support of the EAR:

- Detailed Response to Submissions, prepared by JBA;
- Updated Building Envelope Drawings, prepared by Turner;
- Updated Indicative Drawings, prepared by Turner; and
- Updated Traffic and Parking Assessment, prepared by McLaren Traffic Engineering.

The revised supporting documentation enables the Department to undertake an informed assessment of the amended proposal. The findings of the revised supporting consultant documentation is in the main summarised and addressed at **Section 2.0** of this report.

A final schedule of the statement of comments proposed to mitigate the impacts associated with the proposed modification application is provided at Section 5.

This report should be read in conjunction with the EAR prepared by JBA, dated June 2015, as relevant.

1.2 Woollooware Bay Concept Plan MP10_0229 (MOD 4)

Lodged concurrently with the subject Modification Application was a separate proposed section 75W modification to the Woollooware Bay Concept Plan (MP10_0229), known as Woollooware Bay Concept Plan (Mod 4). As outlined in Section 2.1 of the exhibited Environmental Assessment Report for the subject Modification Application, Woollooware Bay Concept Plan (Mod 4) sought to amend the visitor and commercial parking rates to allow for a sharing of spaces in response to differing peak periods of demand.

Since the exhibition of the subject Modification Application, Woollooware Bay Concept Plan (Mod 4) has been approved. Of relevance to this Modification Application, the following amendment has been included within the Woollooware Bay Concept Plan Conditions:

1. Future applications shall provide the following:

(a) Residential Precinct parking is to be provided at the following rate:

(i) 1 space per 1 bedroom apartment;

(ii) 1 space per 2 bedroom apartments;

(iii) 2 spaces per 3 bedroom apartment;

(iv) 1 visitor space per 5 apartments; and

(v) 1 space per 30m² of commercial GFA.

Within the Residential Precinct:

(i) 50% of the required number of commercial parking places must be set aside for commercial parking only:

(ii) The remaining 50% of commercial spaces and the residential visitor spaces may be shared and used by either commercial or residential visitors : and

(iii) Where the remaining 50% of commercial spaces are shared with residential visitors, the spaces may count towards both the residential visitor and commercial parking requirements set out in (a).

2.0 Key Issues and Proponent's Response

This section of the report provides a detailed response to the following key issues raised by the general public, Department and government agencies:

- Built Form;
- Traffic and Parking; and
- Residential Density.

A response to each of the individual issues raised by the Department and submitters is provided in the table at **Appendix A**.

An overview of the parties who made submissions and their key issues/matters for consideration is provided below. Other issues which require further assessment, such as detailed assessments against statutory policies and plans are considered at Section 4.0.

2.1 Built Form

2.1.1 Issue

The Department and Council did not raise any significant issues regarding built form. The Department requested clarifications on the building envelope modifications, as well as detailed schedules of the proposed GFA/GBA and breakdown of uses.

Council specifically raised no objection to the minor envelope amendments, provided that they enhanced the residential amenity of the future apartments. It was suggested by Council that the proposed amendments to Buildings B and C would result in non-compliances with the separation distances prescribed in the Apartment Design Guide (ADG). The result of this was suggested to be apartments with compromised privacy, solar access and ventilation.

A number of public submissions raised concern with the proposed envelope amendments, suggesting the height and proposed GFA increase is excessive. It was also suggested that overshadowing impacts would occur as a result of the proposal.

2.1.2 Proponent's Response

The clarifications and schedules requested by the Department are addressed in detail at Section 4.0. Council's suggestion that the proposed amendments to the building envelopes will result in separation distances not strictly compliant with the ADG design criteria for Objective 3F-1 is partially correct. **Figure 1** illustrates the separation distances of the envelopes within Stage 3.

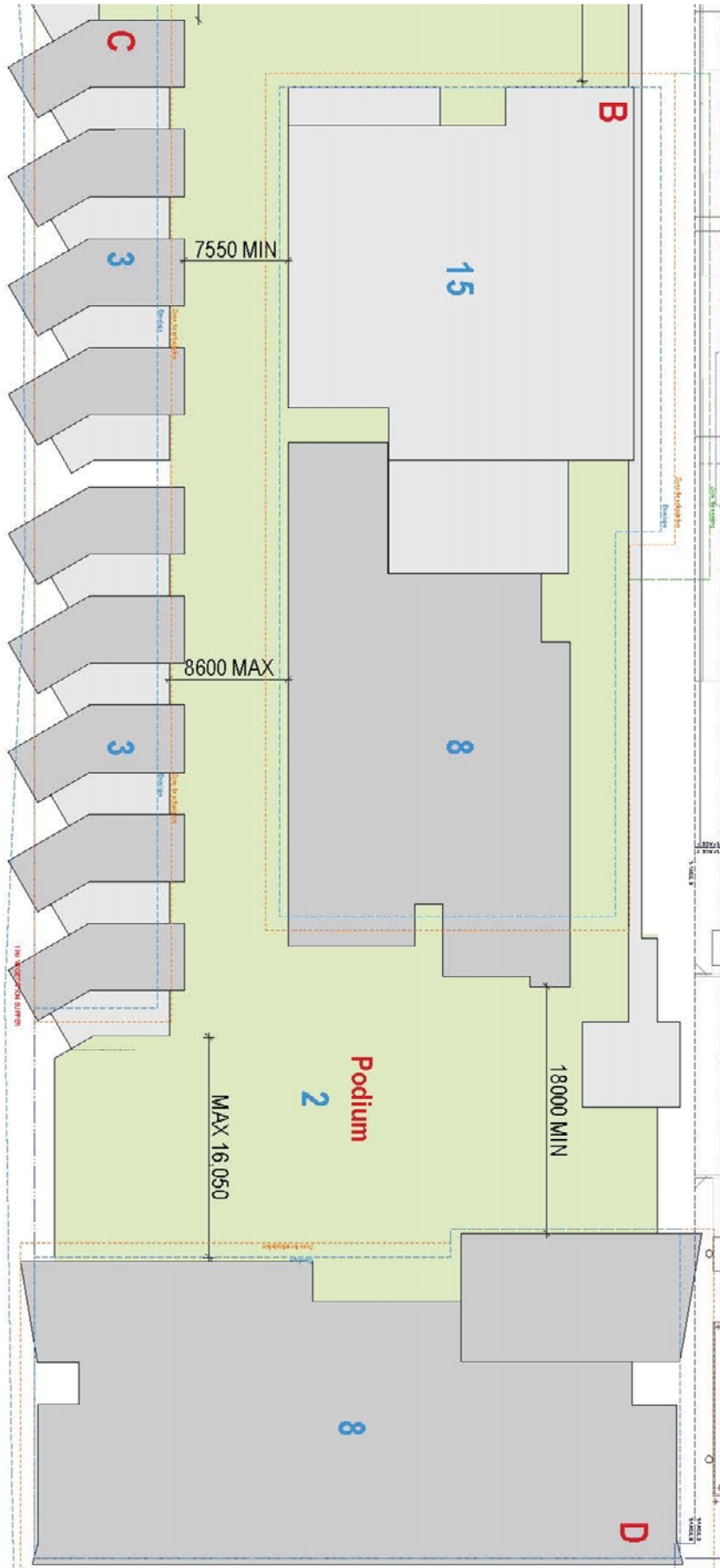


Figure 1 – Proposed separation distances

As evidenced in **Figure 1**, all separation distances are numerically compliant with the design criteria of the ADG, except for the distance between Buildings B and C. Despite not strictly achieving the numerical design criteria for Objective 3F-1, the proposal is still consistent with the objective itself. Objective 3F-1 states:

Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy

As the proposal does not numerically comply with the design criteria for Objective 3F-1, an alternative solution has been adopted to achieve compliance with the objective. The ADG acknowledges the difficulty in achieving rigid numerical standard in all instances. As such, a set of design guidance are provided as a starting point for any alternative solution. Two of the design guidance are relevant to the proposed development, being the need to avoid direct lines of sight for windows and balconies across corners and no separation is required between blank walls. Importantly, no windows are expected to be provided on the elevation of Building C facing Building B, ensuring all potential privacy impacts are mitigated. These design guidance are achieved as illustrated in the section of Buildings B and C provided at **Figure 2**.

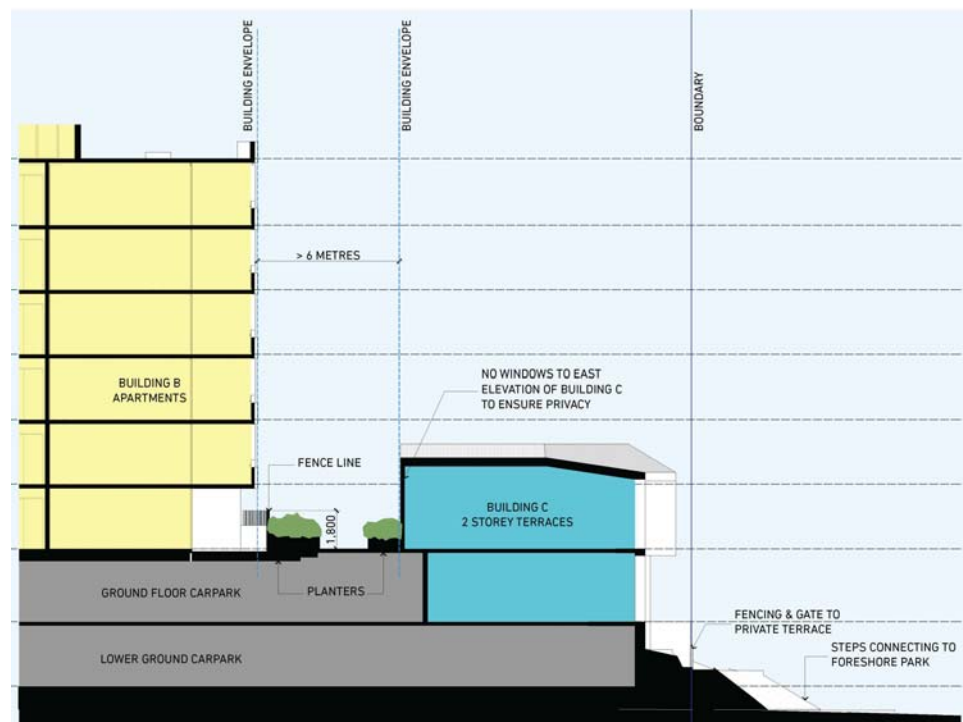


Figure 2 – Interface between Buildings B and C

The design guidance provided within the ADG do not represent an exhaustive list of alternative solutions which can be utilised to achieve the stated objective. In this instance, there are a number of solutions and factors contributing to the proposal achieving Objective 3F-1, as outlined in the indicative scheme. These include:

- The area in question only occurs for a single level, representing the interface between an apartment building (Building B) and a terrace style product (Building C);
- The living areas provided in Building C are orientated to the east, away from Building B;
- No windows are provided on Building C facing Building B.

The detailed design of Stage 3 will illustrate that the above matters have been addressed. With the implementation of the above measures, the proposed apartments and terraces will achieve good amenity in regards to privacy, solar access and ventilation.

The proposed amendments to the envelopes of Buildings B and C are minor and will not result in any significant changes to the approved built form of the Concept Plan. The overall increase in height compared to the maximum height limit already permitted in Stage 3 is 0.75m to account for plant material/lift overruns on Building B. Given the small scale of the proposed changes, there are not expected to be any additional overshadowing impacts compared to those already assessed and deemed appropriate under the original Concept Plan.

2.2 Traffic and Parking

2.2.1 Issue

The Department has requested clarification on the proposed car parking to be provided with Stage 3 and how this compares with the parking approved in Stages 1 and 2. Further details on the capacity of the shuttle bus have also been requested by the Department.

Council has suggested that the site is isolated and 'out of centre' development, with no public transport available to the site. With this in mind, Council has questioned the adequacy of the 'mini-bus' shuttle service. Council has also stated that they are not satisfied parking will be accommodated on site with an increase in apartments whilst parking itself has not been increased. It has been suggested that parking is a limiting factor to development on the site.

In regard to traffic, Council has noted there will be an increase in traffic generation as a result of additional apartments compared to the original indicative scheme utilised in the assessment of the Concept Plan. Council has questioned whether the Woollooware Bay development should receive existing capacity in the road network.

A number of submissions received from the general public raised issues with traffic and parking, suggesting that the traffic generated by the modification would lead to adverse impacts. It was suggested that existing traffic problems would be exacerbated and the limited parking available in the locality would be taken up by the parking demand generated from Woollooware Bay.

2.2.2 Proponent's Response

The clarifications requested by the Department have been included in Section 4.0 of this Response to Submissions Report. A comprehensive response to the shuttle bus provision and capacity is also provided in Section 4.0. The remainder of the issues raised in regards to traffic and parking are explored below.

Out of Centre Development

Council has suggested that the Woollooware Bay development is an 'out of centre' development. As a result of this, Council suggests the site is isolated and has little access to public transport. These comments are incorrect and inconsistent with past considerations of the site since the approval of the Concept Plan. There was a common acknowledgement during the assessment of the Concept Plan that the site did not neatly fit within the defined parameters of a 'centre'. Nonetheless, it was agreed that the site could be developed into a new centre, with the addition of significant services and facilities, including a new shuttle bus to link to existing public transport.

Since the approval of the Concept Plan, Council has appeared to embrace the fact of the site as a new centre. A Council report summarising submissions to the third iteration of the Draft Sutherland LEP 2015 stated the following in regards to Woollooware bay:

*Any future preparation of an LEP however will require Council to review its housing strategies and housing numbers and it is at this time that **new centres such as Woollooware** will be investigated.*

(emphasis added)

Furthermore, the exhibited Housing Strategy accounts for the Woollooware Bay development as a centre in a cumulative table of centres, using the dwellings provided in Woollooware Bay to contribute to the achievement of subregional targets for centres in the Sutherland Shire LGA.

The Council assessment reports for the Stages 1 and 2 DAs also discussed the role of Woollooware Bay as a new centre, both featuring the following quotes:

*The scale of the buildings is considered appropriate when considered in the context of the **provision of a new centre**.*

*The proposal is consistent with objective (c), providing a bulk and scale that **supports the introduction of a new centre** and that is consistent with the future surrounding urban form established by the Concept Plan.*

*The development is also part of a **new town centre** to be built largely on land that is unencumbered.*

(emphasis added)

As evidenced from the above, Council's comments on the application appear to be inconsistent with their past comments on Woollooware Bay. Regardless of this, it is clarified that suitable transport arrangements will be provided to the Woollooware Bay site. The shuttle bus to be provided will be a full line bus service with sufficient capacity to accommodate the travel demands of future residents. This matter is dealt with further in Section 4.2 below.

Parking Adequacy

No amendment is proposed in this Modification Application to the parking rates approved under the original Concept Plan. A concurrent amendment (Woollooware Bay Mod 4) has been approved to allow for the dual use of 50% of commercial spaces for residential visitor parking (refer to Section 1.2 above).

A full schedule of parking in the Woollooware Bay residential precinct has been provided at Section 4.3. This schedule includes the approved Stages 1 and 2 parking spaces, as well as the parking spaces for Stage 3 based on the updated indicative scheme.

In addition to the above, it is reaffirmed that all parking demand generated by the Woollooware Bay development will be accommodated on-site.

Road Network Capacity

The traffic assessment undertaken by McLaren Traffic Engineering and submitted with the exhibited Modification Application identified that there is sufficient capacity in the local road network to cater for the additional apartments resulting from the modified GFA. As such, it has been identified that the existing network is operating at a suitable level of service and the proposal will not result in any adverse impacts.

Council's question over whether the Woollooware Bay redevelopment should be allocated existing capacity undermines any progress of development in the locality and the idea of accommodating growth. Council has suggested that the existing capacity in the road network may be needed for future redevelopments in the nearby area. The approach of reserving capacity for potential future developments is not sound planning and does not provide any solution to resolving current immediate problems such as a critical shortage of housing in Sydney.

The proposed Modification Application seeks to allow for more GFA in an established new centre, facilitating additional residential apartments with immediate access to services and facilities. This is consistent with both state and local strategic planning aims and will directly contribute to resolving Sydney's critical housing shortage. This issue is addressed further in the detailed response to submissions table at **Appendix A**.

2.3 Residential Density

2.3.1 Issue

Council has expressed disappointment at the ability for the Concept Plan to be modified to increase GFA, suggesting that GFA has been disproportionately used in the first two stages of the Residential Precinct.

A number of submissions received from the general public question the ability for an increase in the number of dwellings, citing the approval of 600 apartments by the PAC. The Department did not raise any issues with regard to residential density or dwelling numbers.

2.3.2 Proponent's Response

A detailed response to Council's issue raised in regards to the Modification Application is provided at **Appendix A**. Importantly to note, the Modification Application has been lodged under the savings and transitional provisions of Schedule 6A in the Environmental Planning and Assessment Act 1979 (EP&A Act). A further response to the remaining Council and general public issues of residential density are provided below.

Disproportionate use of GFA

It is correct that additional GFA has been used within Stages 1 and 2 of the Residential Precinct. As outlined in Section 3.1 of the exhibited EAR, 2,267m² of additional floor space has been used in the lower levels of the podium for Stages 1 and 2 compared to the original indicative scheme utilised in the assessment of the Concept Plan. The use of this additional GFA has been a direct result of satisfying the Conditions of the Concept Plan Approval to provide activation.

Council strongly advocated for the activation of each frontage of the podium within Stages 1 and 2. This is most clearly evidenced in the changes which were made during the assessment of the Stage 1 DA to the Solander Playing Fields frontage. The original submitted design included landscaped screening along the majority of the Solander Playing Fields frontage. Council were not satisfied with this activation and required amendments. The design was amended to include additional floor space including a fitness centre (pool, sauna and gym), residential lobby and amended commercial tenancy. **Figure 3** provides a comparison of the submitted design and the amended design, illustrating the scale of the changes and additional floor space.



Original submitted design



Amended design

Figure 3 – Solander Playing fields activation

Source: Turner

As outlined above, in order to provide this activation, there has been a need to include additional GFA which was not originally envisaged within the podium. **Figure 4** illustrates a complete comparison of the lower and upper ground levels of the original indicative scheme compared to the approved Stages 1 and 2 developments and indicative Stage 3 design.



Original Indicative Scheme

Proposed Indicative Scheme (including approved Stages 1 and 2)

Figure 4 – Comparison of podium floor space distribution (red outline)

Dwelling Number Cap

It is clarified that no maximum dwelling cap has ever been included in the Woollooware Bay Concept Plan. The indicative figure of 600 dwellings was utilised in the assessment of the original Concept Plan. The indicative scheme prepared by Turner for the original Concept Plan assessment included 595 apartments, but for ease this number was always discussed as 600 dwellings.

The purpose of this original indicative scheme was to provide a true reflection of what could be developed within the Concept Plan envelopes. The indicative scheme was utilised to assess matters such as amenity and traffic. The updated indicative scheme prepared by Turner and submitted with this Modification Application (refer to **Appendix C**), acts in a similar role in allowing an assessment of key matters. The updated indicative scheme demonstrates that the provision of approximately 643 apartments will not result in any adverse impacts and residents will enjoy a high level of amenity.

Within the allowable GFA of the Concept Plan a significantly increased number of apartments could have been provided. In Stages 1 and 2, an average apartment size of 77m² was provided. The average size of one, two and three bedroom apartments from the approved Stages 1 and 2 developments is outlined in **Table 1**.

Table 1 – Average approved dwelling size in Stages 1 and 2

	One Bedroom	Two Bedroom	Three Bedroom
Apartment Total	135	227	43
Minimum 'Rule of Thumb' (RFDC) ¹	50m ²	70m ²	90m ²
Approved Average Size	57m ²	82m ²	119m ²
Total m ² approved (cumulative)	7,658m ²	18,589m ²	5,104m ²
Total m ² over and above minimum standard	908m ²	2,699m ²	1,234m ²

As evident in **Table 1**, a total of 4,841m² of additional GFA has been provided in apartments in Stages 1 and 2 above the minimum standards for apartment sizes. This additional GFA has been included in the Stages 1 and 2 apartments to provide enhanced amenity for future residents. If an average apartment size of 70m² was provided in Stages 1 and 2, being the average RFDC apartment size across the three types, an additional 69 apartments could have been provided.

¹ The Residential Flat Design Code was the relevant document at the time of assessment for Stages 1 and 2.

3.0 Proposed Amended Modifications

Since public exhibition of the proposal, amendments have been made to the proposed Modification Application. The changes include aspects made in response to the issues and comments raised by the Department and Council.

The revised plans include amended Concept Plan Drawings and Indicative Architectural Drawings prepared by Turner.

The following section presents a brief updated description (where relevant) of the amended modification application for which approval is sought.

3.1 Overview of Proposed Modifications (as amended)

The amended Section 75W application seeks the following modifications to the approved Concept Plan:

- Increase in the maximum Gross Floor Area (GFA) to 87,865m², resulting in a maximum of 61,370m² in the Residential Precinct (comprising an increase of 2,950m² additional GFA);
- Increase in the maximum Gross Building Area (GBA) to 166,393m², resulting in a maximum of 115,402m² in the Residential Precinct (comprising an increase of 10,983m² additional GBA); and
- Adjustments to the maximum building envelopes, including:
 - Straightening of the lower level podium envelope along the eastern boundary;
 - Increase to the parapet and plant heights of Building B to allow for the provision of a rooftop communal open space and an apartment;
 - Reduction in the height of the lower step on Building B, comprising a reduction of two levels from eight storeys to six storeys;
 - Increase of the lower Building B envelope to the north to account for balconies;
 - Realignment of the upper Building B envelope to reduce its northern extent and slightly extend the northern portion to the west;
 - Merging of the Building C envelopes into a single continuous envelope;
 - Increase to the height of Building C to account for skillion roofs; and
 - Increase of the Building C envelope to the north, east, south and west.

The different components of the proposal (as amended) are discussed further below.

3.1.1 Building Envelope Modifications

Two additional minor refinements are proposed to the building envelopes to reflect the updated indicative scheme. A 2.5 metre articulation zone for balconies has been provided on the eastern side of Building C, reflecting the indicative design of the terrace style products fronting the central channel.

The edge of the podium car park has also been straightened in the south-eastern corner. Currently the approved envelope has an indent in the envelope. This indent has been removed and the podium edge made flush along the boundary to allow for continuous activation on the eastern frontage. Updated Concept Plan Drawings are provided at **Appendix B**.

3.1.2 Gross Building Area Increase

Since the public exhibition of the Modification Application and as a result of revising the indicative scheme to remove the childcare use as recommended by Council, it has been identified that an omission in the total GBA figure has occurred. A total of 994m² of GBA was excluded from the total GBA addition sought as part of the original Modification Application. As such, an additional 994m² of GBA is now sought to ensure Stage 3 can be delivered as originally envisaged.

3.2 Proposed Modifications to the Approval (as amended)

The above modifications necessitate amendments to the Concept Plan Approval. Words proposed to be deleted are shown in ~~**bold italics strike through**~~ and words to be inserted are shown in **bold italics**.

SCHEDULE 2 PART A – TERMS OF APPROVAL

A2. DEVELOPMENT IN ACCORDANCE WITH PLANS AND DOCUMENTATION

The approval shall be generally in accordance with MP 10_0229 and the Environmental Assessment, prepared by JBA Planning dated September 2011, except where amended by the Preferred Project Report prepared by JBA Planning dated March 2012 and additional information submitted in May 2012 and in August 2012 and the Section 75W Modification 1 prepared by JBA Urban Planning Consultants Pty Ltd, dated 12 February 2014 (as amended on 27 February 2014, 20 March 2014 and 16 May 2014), and the Section 75W to Concept Plan (MP10_0229) prepared by JBA Urban Planning Consultants Pty Ltd, dated 11 June 2015, and the Response to Submissions prepared by JBA Urban Planning Consultants Pty Ltd, dated 12 October 2015, **and the Section 75W Modifications 3 prepared by JBA Urban Planning Consultants Pty Ltd, dated 11 June 2015 and Response to Submissions for Mod 3 dated October 2015, and the following drawings:**

Concept Plan Drawings prepared by Turner & Associates			
<i>Drawing No.</i>	<i>Revision</i>	<i>Name of Plan</i>	<i>Date</i>
A003	F	Envelope Diagram Lower	05/03/12
	G	Ground 02-01	28/08/15
A004	G	Envelope Diagram Typical Level	09/05/14
	J		28/08/15
A005	G	Envelope Diagram Upper Level	09/05/14
	H		05/06/15
A006	G	Envelope Diagram Roof Level	12/05/14
	I		05/06/15
A025	C	Envelope West Elevation- Building A, B, C & D	12/05/14
	E	Envelope East Elevation- Building E, G & H	05/06/15
A026	C	Envelope South Elevation - Building C & B	12/05/14
	E	Envelope North Elevation - Building B, E & F	05/06/15

Concept Plan Drawings prepared by Turner & Associates			
<i>Drawing No.</i>	<i>Revision</i>	<i>Name of Plan</i>	<i>Date</i>
A027	D	Envelope South Elevation - Building A, E & F Envelope North Elevation- Building D & H	12/05/14
A028	D F	Envelope West Elevation- Building F, G & H Envelope East Elevation- Building A, B, C & D	09/05/14 05/06/15

Reason: This condition is proposed to be updated to reflect the amended Concept Plan Drawings which illustrate the revised building envelope modifications.

A3. MAXIMUM GROSS BUILDING AREA / GROSS FLOOR AREA

The maximum Gross Building Area for the development shall not exceed ~~155,410m²~~ **166,393m²**, comprising:

- ~~104,419m²~~ **115,402m²** for the Residential Precinct; and
- 50,991m² for the Retail and Club Precinct.

The maximum Gross Floor Area for the development shall not exceed ~~84,915m²~~ **87,865m²**, comprising:

- ~~58,420m²~~ **61,370m²** for the Residential Precinct; and
- 26,495m² for the Retail and Club Precinct.

The maximum area for the outdoor deck areas shall not exceed 1,908m², comprising:

- 1,055m² for the Club; and
- 853m² for the Retail.

Reason: This condition is proposed to be updated to reflect the additional GBA sought under the modification application.

4.0 Additional Information and Assessment

As identified at **Section 1.0**, the following consultants' reports and supporting information has been updated or further supplements the material originally submitted in support of the EAR:

- Detailed Response to Submissions, prepared by JBA;
- Updated Building Envelope Drawings, prepared by Turner;
- Updated Indicative Drawings, prepared by Turner; and
- Updated Traffic and Parking Assessment, prepared by McLaren Traffic Engineering.

All of the above updated/additional supporting documentation and assessment information has been considered and addressed at **Section 2.0** of this report as relevant in responding to key issues raised during submissions. The further information and assessment material that has not otherwise been addressed at **Section 2.0** of this report is summarised in the following sections.

4.1 GFA/GBA Comparison

The Department has requested that a schedule be provided to compare the approved and proposed GFA and GBA per building. **Table 2** illustrates this schedule and is discussed in further detail below.

Table 2 – Schedule of approved and proposed GFA/GBA per building

Stage/Building		Original Concept Plan				Modified Concept Plan (including approved Stages 1 and 2)		
Stage	Building	GFA (m ²)		Approved GBA (m ²)	80% Envelope GBA (m ²)	GFA (m ²)		GBA (m ²)
		Residential	Non-Residential			Residential	Non-Residential	
All	Podium	-	-	30,490	36,096	-	-	32,947
1	Building G	10,030	-	13,300	12,349	10,657	-	14,834
	Building H	6,950	-	8,447	7,930	7,063	71	10,450
2	Building E	11,450	250	14,649	16,714	12,570	154	16,329
	Building F	8,080	170	10,102	9,649	8,253	294	10,231
3	Building A	4,660	310	6,239	6,989	4,651	270	6,209
	Building B	10,640	-	13,845	15,590	10,957	-	15,122
	Building C	770	-	752	568	1,097	-	1,765
	Building D	5,110	-	6,595	5,909	5,333	-	7,515
Subtotal		57,690	730	104,419	111,794*	60,581	789	115,402
Total		58,420				61,370		

*Individual building GBA measured slightly different to approved GBA measure which separated elements of the podium into the 'building' measurements.

4.2 Shuttle Bus

A number of queries were raised in relation to the size and function of the shuttle bus. Sutherland Shire Council stated the following:

The concept approval requires provision of a shuttle mini-bus service connecting with local train stations

The Concept Plan requires that a shuttle bus be provided, but the size and capacity of this bus was never stipulated. The Development Consents for Stages 1 and 2 of the residential precinct require a minimum capacity of 22 seats. This minimum capacity was based on expected demand assessments undertaken by McLaren Traffic Engineering. It is clarified that the shuttle bus is not to be a 'mini-bus', but rather a full size bus with capacity for 50-53 seats and room for 17 standing passenger. This bus will provide more than double the capacity than previously expected to be required to accommodate the demand of the precinct.

The proponent is currently in discussion with Transdev to operate the shuttle bus, linking Woollooware Bay to the public transport nodes of Woollooware Station, Caringbah Station, Cronulla Station, Cronulla Beach and a second stop on The Kingsway to service Woollooware Station. **Figure 5** illustrates the preferred route which is still subject to amendment following the ongoing discussions with Transdev.

Given the scale of the bus and the expected minimal population increase resulting from the proposed Modification Application, it is considered there will be sufficient capacity for future residents to access the nearby heavy rail network. In due course, once demand has been established through the occupation of the residential precinct in Woollooware Bay, it is expected that Transport for New South Wales will begin to operate a public bus along this general route, consistent with the discussions held during the assessment of the original Concept Plan.

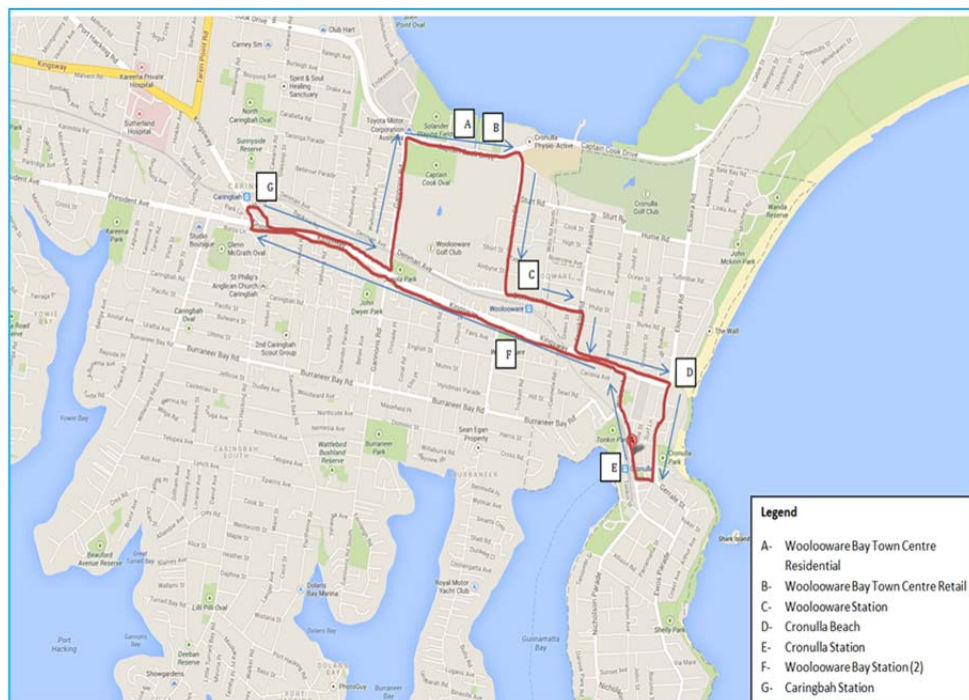


Figure 5 – Expected shuttle bus route

4.3 Car Parking Analysis

The Department has requested a schedule outlining the indicative parking provision based on the dwelling mix and approved parking rates under the Concept Plan (refer to Error! Reference source not found.). As outlined in **Section 1.2**, the parking rates as amended in Woollooware Bay Concept Plan (Mod 4) have been utilised.

The assessment provided with the exhibited Modification Application referenced a figure of 597 apartments as being the original indicative scheme total apartments for the Concept Plan. It has since been identified that a figure of 595 was utilised as part of the original assessment. Regardless of this, as outlined in the exhibited Modification Application, the cap of 883 car parking spaces was determined on an earlier iteration of the Concept Plan where 700 apartments were included. It is reiterated that the maximum cap of 883 spaces is not proposed to be amended as part of this Modification Application, or any other concurrent Modification Application.

Table 3 – Car parking numbers based on approved dwelling mix and indicative Stage 3 design

	Apartments Numbers/commercial floor space				Car Parking		
	One bedroom apartments	Two bedroom apartments	Three bedroom apartments	Commercial GFA (m ²)	Residential	Non-Residential	Visitor (1/5 apartments excl. 50% Non-Residential share)
1	83	122	21	448	249	17	37
2	52	105	22	43	199	2	35
3	97	113	28	348	266	12	42
<i>sub total</i>	<i>232</i>	<i>340</i>	<i>71</i>	<i>839</i>	<i>714</i>	<i>31</i>	<i>114</i>
					<i>859</i>		
Total current indicative scheme	643 apartments / 839m² of Commercial GFA				863 (+ 2 loading spaces)		

5.0 Conclusion

The proponent and project team have considered all submissions made in relation to the public exhibition of the proposal. A considered and detailed response to all submissions made has been provided within this report and the accompanying documentation.

In responding to and addressing the range of matters raised, the proposed modifications to the Concept Plan have been refined to provide greater certainty and reflect the status of the development in its final stages.

The refined modifications do not substantially differ from those original publicly exhibited. In addition, and to the benefit of the overall project, the environmental impacts of the amended modifications remain consistent with those originally assessed.

The proposal has significant planning merits as it will:

- support the achievement of the envisaged development of the award winning Woollooware Bay Concept Plan in its entirety, achieving a high quality built form;
- directly contribute to resolving the critical shortfall of housing in Sydney, especially in light of the most recently release population projections and dwelling requirements;
- continue to cater to the demand of the local Sutherland Shire community for more housing in the locality, with over 95% of purchasers in the sold-out Stages 1 and 2 developments;
- provide certainty on the outcome of development at Woollooware Bay with an amended indicative scheme demonstrating a high quality outcome will be achieved on the site;
- allow the provision of high quality communal facilities to be realised, with new amenities in Stage 3 catering to all residents of the Woollooware Bay site and overall enhancing the quality of life for residents;
- further continue to support the provision of a dedicated full size shuttle bus service, also increasing the viability of a permanent bus service to be provided in the locality, directly benefits existing residents in Woollooware;

Due to the significant merit of the proposed modifications and the lack of any adverse environment, social and economic impacts or impacts on the amenity of existing surrounding and future residents at Woollooware Bay, the modifications are appropriate and supportable.