

Submission in relation to:

07_0027 Boollwarroo Parade, Shell Cove

MP 07_0027 MOD 1 - Modification to Shell Cove Boat Harbour Concept Plan

Proposed amendment to the Concept Plan Approval for the Shell Cove Boat Harbour Precinct including:

- A refined built form across the entire Boat Harbour Precinct;
- The introduction of a broader range of dwelling types, including additional apartments;
- Amendments to the hotel building, including relocation to the northern edge of the Town Centre; and
- A refined road and block layout.

I wish to relay my objections to the proposed modification to the Shell Cove Boat Harbour Concept Plan.

I would firstly like to make planners aware of the fact that up to 500 future residents of the Shell Cove Waterfront community who have paid for land and deposits on homes based on the existing Concept Plan



were not given the opportunity to make submissions in relation to the proposed changes. This map shows the boundary of the notification area as advised by Shellharbour City Council. It shows that the notification area is primarily building works in progress. Only those limited existing residents whose title is currently listed with the Council would have received mail notice. All new homes and purchasers of the 141 blocks and 133 town homes and terraces that are undergoing construction did not receive notice as titles are not yet transferred. Council does not hold their contact information; this is held by the development managers, Frasers Property,

who chose not to make this information known. It should also be noted that the local area newspaper in which advertising of this was placed (The Advertiser, 13 Sept 2017) was at one time delivered to Illawarra residents each Wednesday but this has not been done for a long period due to the costs involved, so is no longer readily available and viewed. No advertising was seen in the Illawarra Mercury on the stated date and the Shoalhaven & Nowra News bears little or no relevance even if advertising was placed in this forum. The purchasers of land and homes in this area come from far and wide and I believe the manner in which this was conducted makes a farce of the notification process and is highly unethical on the part of the developer as it is these people who will be impacted to the greatest extent by the proposed modification but many will not have had the opportunity to make submissions. This is indicative of the whole of the inadequate community consultation process and feasibility data collected under false pretences through email surveys that at no time indicated the real reason data was being collected and in which responses were made based on what was known of the existing Plan and fictitious promotional materials that showed the development befitting a regional marina development and which have now been changed in

the DA before Shellharbour City Council that proposes structures more suited to an ugly university campus. There was no community consultation in making the proposed changes and a 'Community Open Evening' only eventuated after several residents who became aware of this posted information to social media resulting in an outpouring of complaints.

The Modification Report concludes that, 'The Shell Cove Boat Harbour precinct is a rare and significant opportunity to create a new coastal town centre and residential development in the Illawarra region'. This is a true statement but the planning modifications proposed do not merit approval.

The proposed changes will not protect the amenity and lifestyle of existing and future residents who have invested in the development based on the current Concept Plan. Of greatest concern is the additional traffic generated and the absence of appropriate parking facilities that correlate with the actual demographics for car use and ownership in this region. This is an area of primarily family households that own 2 or 3 cars and use them for travel to work 50% more than the state average. The above average car use has not been factored into the figures for parking requirements for residences or use of town centre facilities. The residential precincts with a majority of residences allowing for three to five bedrooms have only double garaging but no driveways in the laneways to take the overflow of cars which will then be forced to use the very limited street parking with no public off street parking provided. Garages are not only used for cars, but the range of boats, camper trailers, motorbikes, bikes, kayaks, general household storage etc. that this demographic possesses. This is already a recipe for creating great social tension in the fight for parking for residents, and visiting family and friends. Allowing additional heights to town homes and apartments within the residential precincts will only compound this issue and the noise from increased traffic using main thoroughfares which are bordered by town homes, particularly on The Promontory Drive where no amelioration of additional noise has been built into residences is unacceptable.

"The Waterfront, Shell Cove is all about the beauty of the natural environment so it's essential the homes we create reflect buyers' appreciation of the scenery and their love for the great outdoors," Mr. Colquhoun of Frasers Property stated. (The Advertiser, Feb 16, 2017) The proposed modifications show no consideration for maintenance of views of the scenery nor, I believe more importantly, any consideration of the green space needed within the residential precincts to cater for families with children growing up in homes with no backyards. Precinct C has been allocated some green space but Precinct B with the highest density of residents has been allocated nothing; only the prospect of traffic and parking congestion and a larger scale apartment block that is not in keeping with the purely residential nature of this precinct.

With the minimalist and inadequate parking formulas being applied to the town centre for the shopping precinct and the apartments, this will actually drive people away from businesses when there is insufficient parking to make their use convenient and practicable. It was interesting to note the Traffic Review by Colston Budd Rogers & Kafes Pty Ltd submitted with this application actually states a lower figure of parking required for restaurant use than what their DA currently submitted to Shellharbour City Council states as required, with no allowance obviously for the proposed increase of over 300 dwellings.

The proposed modification states that it is necessary to make changes in order to afford greater housing diversity within the development. This is false. There is not a broader range of dwelling types. The current Concept Plan allows for the same diversity of housing, and this proposal does not make any valid case for why heights need to increase. The current plan already allows for a differentiation of heights for visual enhancement and for diverse types and density of housing. The only change would be the inclusion of serviced apartments within the hotel alongside further residential. We have no objection to moving the hotel if this genuinely provides better pedestrian connectivity and diversion of traffic away from the foreshore, but no case has been made for the necessity to increase heights and with no additional parking being provided in proportion to the substantial increase in residents this cannot merit approval. It must also be considered in terms of the bulk and scale of the changes that are not in keeping with this area. The

recently changed model in Frasers Display & Sales Office, showing town centre apartments to the proposed six storeys does not include eleven storeys in the hotel modelled as it is simply too large and out of proportion with the rest of the development.

Of equal import to the impact of increasing the number of residences on the residents themselves is the impact on local infrastructure. Schools and medical facilities are not currently adequate to cater for the population growth. Shell Cove Public School is currently operating above capacity with nine demountable classrooms and hellish parking and traffic congestion that has already seen this matter referred to local council as buses cannot access the area at peak times. It is not uncommon to wait a week to see a doctor at the Shell Cove Family Health practice when their books are open to new patients and Shellharbour Hospital is still awaiting a major redevelopment to ameliorate the bed and theatre shortage. Warilla High, being the catchment high school is already shrinking the boundaries of its catchment area in order to force families to use schools further from their homes. Additional developments at the nearby Links Golf Course and Shell Heights including over 400 new family homes will already burden local infrastructure with this area requiring new schools, medical, childcare, aged care and community centres to be built to accommodate current needs. The Waterfront has limited road accessibility and limited thought has been put into access by buses, emergency vehicles and even garbage trucks within the narrow laneways. Any planning for the Shell Cove area must take into account the legacy you leave for this and future generations burdened by the limitations of available infrastructure.

In order for any modifications to be made to the existing Concept Plan I believe the developer and Shellharbour City Council need to go back to the drawing board and be prepared to make revisions that will meet the stated aims. The residents who have already bought into this development under the existing plan must have their amenity and home values protected. The proposed modifications must not include height increases alongside additional traffic and parking woes in the residential precincts, and any increase in height in the actual town centre must include additional private and public parking areas. Green space needs to be a requisite in residential areas being proportionate with the number of residents within each precinct. The Shell Cove area does not have the requisite infrastructure to cope with the increased population that will come with an additional 318 dwellings and the proposed height increases are simply not of an appropriate scale for this development and remain unjustified and unnecessary. Any modifications to the original concept plan must not only refine the plan but also enhance what was sold to my family as “an unbeatable coastal lifestyle” by Frasers who create “real places for real people”. If only they would consider how real people live. We chose not to live in Sydney and do not want its problems replicated here.

Yours Sincerely,

Local Resident.