

19 October 2017

The following submission is **against** the proposed increase in residential dwellings and building heights as per :

MP 07 0027 MOD1- Modification to Shell Cove Boat Harbour Concept Plan

To be truly objective, one must not evaluate this development in isolation as there are other developments taking place within the municipality of Shellharbour. Some developments are close by, such as Shell Heights which is earmarked to have 400 land lots available, others are further away such as Tullimbar and Calderwood. A new retirement village which will cater for between 250- 300 people has also just opened. These other developments will cause demand for the areas resources.

I am opposed to the increase of residences due to its impact on:

- Ambulance Service of NSW
- Shellharbour Hospital
- Doctors
- Community Health Facility
- Department of Education infrastructure
- Fire services
- Waste management
- The transient population
- Community expectations and lifestyle.

Major developments underway in the Shellharbour City Local Government Area consist of Shell Cove Boat Harbour (1566 dwellings), Shell Heights (400 lots) Links Golf Course Shell Cove (42 lots) Tullimbar (1800) and Calderwood (4800). These developments are forecast to increase the areas population by between fifteen and twenty thousand people. Shellharbour already has a higher density of population when compared to its neighbouring councils.

Currently Shellharbour City covers an area of 147 square km with a population of 68, 460, which gives them a density of 465.7 per square km.

In comparison Kiama Council covers an area of 258 square km with a population 21, 464, which gives them a density of 83.19 per square km.

Wollongong City Council covers an area of 648 square km with a population of 208, 675, which gives them a density of 305.37 per square km.

Ambulance Service of NSW

I am strongly opposed to the extra residences in the Shell Cove Boat Harbour precinct as the Ambulance coverage is ***currently inadequate*** for the region, Shellharbour City L.G.A has only ***One*** Ambulance station in its municipality located at Oak Flats. This is the same as the Kiama L.G.A. which has a smaller area and population to service. In comparison Wollongong L.G.A has ***Five*** Ambulance stations located at Bulli, Dapto, Helensburgh, Warrawong and Wollongong. The Oak Flats Ambulance station on average has only ***Two Ambulances*** available every 24-hour period.

Ambulance Service of NSW will have the additional population from development, transient visitors and the new retirement village calling on their services. Having an Ambulance station does not equate to prompt service delivery times. Ambulances can be tied up at either Shellharbour or Wollongong Hospitals. If they are at Wollongong then they run the risk of remaining in that area as the Ambulance NSW runs off a GPS system to dispatch their resources. I have had personnel experience of an Ambulance crew from Campbelltown being on site at an incident in West Wollongong. This was due to them having had to transport a patient to Wollongong Hospital then being the closest available unit when the call was processed.

As Wollongong Hospital offers more services, ambulances transport patients there more regularly. If a patient is at Shellharbour and needs to go to Wollongong Hospital the closest ambulance available depending on operational circumstances will be responded, this can quickly exhaust all the local resources, meaning extended waiting times for an ambulance. Response times are crucial as the window to save a patient who is suffering a cardiac arrest is around **9 minutes**.

FRNSW is being looked at, to provide first response for cardiac arrest patients (this has been in place in Melbourne for a few years now) as a supplement to Ambulance NSW. This is already happening in regional areas as well as places such as Bundeena.

Shellharbour Hospital

Shellharbour Hospital was opened in 1986, it currently has 87 beds and 21 Emergency department treatment spaces that services the area. It treats around 24,000 patients a year in the emergency department. In comparison Wollongong Hospital has just had a 100-million-dollar upgrade. It now has over 500 beds and treats around 50,000 patients a year in the emergency department. With the expected increase in population there will be a greater demand for hospital services.

General Practitioners/ Medical Centres

Within a 5km radius there are 11 GP's/ Medical Centres, with another 6 in the Albion Park vicinity. Current availability of seeing a Doctor at these locations is mixed. Some doctors are currently not taking on new patients, others have a 3-4 day wait time. With the prospect of over an additional 15 000 residents as well as with the inclusion of Warrigal Shell Cove Retirement Village the demand for Doctors appointments will be increased beyond capacity.

Community Health Centre

According to MacroPlan Dimasi's community infrastructure standards, there will be a need for additional community health facilities to be incorporated into the development. This is currently not in the plans; therefore, the current health services are deficient.

Fire Services

I am strongly opposed to this increase in residences as the resources required for high rise fire-fighting are located over **thirty minutes away**. Aerial appliances are mainly used for high rise firefighting. They are also an asset for rescuing people from high rise buildings. Given there are residential buildings of four, six and eleven storeys an aerial appliance will be a critical component in firefighting operations and planning.

This development has two major issues with fire services,

- 1 The aerial appliance for the Illawarra is in Wollongong so it will take roughly thirty minutes to arrive on scene,
2. Due to vehicles that will be parked on the streets due to lack of parking in residences, and the firefighting appliances and other emergency services vehicles already on scene, accessibility to be positioned effectively will be compromised. This was an issue with the recent high-rise tragedy in London.

Department of Education Policy

It is Department of Education policy that children have the basic human right to attend a public school, be it Primary or Secondary that represents the school catchment area for which they reside in. There is currently residential development underway at Shell Heights, The Links Golf Course and the Shell Cove Boat Harbour. All these developments are in the Shell Cove Public School and Warilla High School catchment areas. It is irrelevant as to how many schools there are in a certain radius, because for one student to attend a school outside the catchment area involuntarily is against Department of Education Policy and their basic human rights. The catchment area schools are already filled to capacity.

Waste Management

The current waste facility that is utilised by the Shellharbour City Council is expected to be viable for another 25 years. There is already approval for over 8000 additional residences, with commercial enterprises to follow that will have their waste taken to this facility. This will mean that another waste facility will have to be used earlier than planned for. This will mean longer travel time for waste drivers, which means to complete the runs additional staff and vehicles will have to be provided.

Traffic and Congestion

With the expected population growth for the council area, congestion that is associated with school holidays and long weekends will become the normal way of life. This affects maintenance of our current lifestyle, it will also add to pollution levels. The M1 Motorway through Albion Park Rail already is affected by traffic during peak times. This will get worse with 8500 extra residences planned for the region as well as the new business that will use this road. Other local roads will be impacted on with the increase of dwellings. If there is a major accident at the Shellharbour and Wattle Rd intersection, that necessitates a road closure for any length of time, traffic will become problematic in the surrounding streets.

Transient population

During the school holidays and long weekends, the population increases dramatically. This puts a strain on the local infrastructure. The opening of the Shell Cove Boat Harbour will add significantly to the congestion in the Shellharbour and Shell Cove suburbs. Parking will be at a premium especially as there has not been enough parking spaces allocated. Given the interest in the location as a tourist spot, having less residences will assist with congestion and the availability of services and amenities.

Community Expectations and lifestyle

In a recent poll conducted by Reach TEL, 66.4% of respondents were against further development in Sydney. Now this project brings the congestion that Sydney endures to Shell Cove. New residences are meant to mean hospitals, new roads, transport options, and green space. This development meets none of these objectives sufficiently.

The proposed changes to the Shell Cove Boat Harbour Concept Plan will have a detrimental impact on the look and appeal of the suburb, which will not be in keeping with the broader Shellharbour area. I, like a lot of residents have bought into the promised planned development under the current control plan that included a finite amount of development. The substantial increase in residences and accompanying population increase will have a negative impact on our quality of life. The volume of people and congestion that follows in the holiday periods will soon become an everyday occurrence. I am opposed to the increase in residences, as I moved down here nearly 20 years ago to get away from that lifestyle.

I am opposed also to the scale and bulk of the suggested increases in building heights. This will lack architectural character, diminish the public and private views to the marina and change this areas character to that of a congested city environment, not the community's shared vision of a laid back, relaxing and beautiful regional marina.

A three-bedroom unit has an allocation of only 1.5 car spaces, and townhomes of 3 to 4 and even 5 bedrooms have no driveways to take the overflow beyond 2 cars per residence - completely at odds with the car use figures for this demographic. There are four members in my family. We currently have three vehicles and by the time we move to Shell Cove we will most likely have four vehicles as another teenager moves to driving age and is unlikely to be able to afford to move out of the family home for the foreseeable future. I often have a work vehicle which makes five. Where will they all park? Where are family and friends who visit park? The nominated parking is insufficient. There is also no parking for the marina berth holders or their guests.

Retirement Village

Warrigal Shell Cove Retirement Village has just opened and will have somewhere between 250 and 300 aged residents. This is a fantastic facility for residents to live out their retirement. However, the elderly is the biggest demographic that use medical services. There are no doctors employed by Warrigal Care at this facility. This is most likely to increase the workload at Shellharbour Hospital, GP's /medical practices and the ambulance service in the area.

MacroPlanDimasi

I would like to draw your attention to the Shell Cove Boat Harbour, Social Infrastructure Assessment 2017, prepared by MacroPlanDimasi. If you look at page 38 there in recommendations you will notice the following;

- From 2008 to now there has been a 67% increase in numbers of NSW Fire Stations,
- From 2008 to now there has been a 100% increase in numbers of NSW Ambulance Stations,
- From 2008 to now there has been a 200% increase in numbers of NSW Police Stations.

Whilst there have been some new stations built in the Illawarra, these are not additional stations. FRNSW opened a new Fire Station at Albion Park in 2014, this replaced the station at Albion Park Rail which was closed at the same time. Similarly, the new Police Station at Oak Flats resulted in the closure of Warilla Police Station as with the closure of Warilla Ambulance Station and the opening of Oak Flats.

Also on page 6.4.2 NSW Ambulance Service Current and Future Supply, if you look at the Recommendation, there is one word in bold in the second paragraph **adequate**. This is deceptive because if you put the first six words in bold it would read; **There is likely to be an adequate supply of ambulance stations in the catchment radius.** There is a huge difference between an adequate and likely to be an adequate supply. As mentioned before 1 Ambulance service of NSW station to service the area is inadequate.

On Page 39 in the Recommendation it states from 2008 to now there has been a 29% increase of primary schools. Within 5km there is 16 schools that equates to nearly 5 schools having been built from 2008, this is simply not the case.

Summary

Overall, I am extremely concerned by the inconsistencies between fact and the fictional figures that appear in supporting documents for the proposed modification to the Control Plan. You must consider the true nature of the inadequacies of the areas current infrastructure to cope with the proposed major increase in dwellings and therefore population; the detrimental effect this will have on existing residents and those that have already purchased properties in the belief that the control plan placed limits on the development that would protect their amenity and lifestyle. No valid case has been made within the proposed modifications for increasing building heights and dwelling numbers being advantageous for the community; it is unnecessary, unsightly, unsustainable and unwanted by the Shellharbour community with whom NO consultation took place.

Yours Sincerely,



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