

I object to the proposed change to the concept plan as it will impact negatively on my enjoyment of property I plan to reside in in the Marina precinct, as outlined in my attachment below. I purchased the property based on the advertised lifestyle, aesthetic and population of the original plan.

Submission to the NSW Department of Planning and Environment  
Changes to 2011 Shell Cove Boat Harbour Concept Plan

E: [REDACTED] | M: [REDACTED] | A: [REDACTED]

#### Introduction

This submission relates to the proposed amendments, by Fraser Property Australia, to the Shell Cove Boat Harbour Concept Plan 2011. It objects to all aspects of the amendment application; in their entirety, they will have a significant negative impact on the new community, the public enjoyment of common amenities by the people of NSW, and potential negative impacts on the environment of Shell Cove, Shellharbour and the adjoining pristine waterways and parklands.

#### My Interest

I have exchanged contracts for an off-the-plan purchase of a townhouse in the development. My purchase was based on the 2011 proposed town concept, including the proposed quality of life that the development would enable.

#### Objections

Specifically, objections are lodged to the following features of the Fraser's amendment request:

1. Increase in dwelling numbers and, subsequently, in population. The proposal amounts to a 26% increase in dwellings. These proposed dwellings range from family homes to apartments.
2. Increase in height limits in the hotel and apartment blocks.
3. The replacement of a stepped-design for the waterfront apartment blocks with a design for single, dense buildings.

#### Concerns

1. At an average of 3 people per dwelling, the proposed 26% increase in dwellings would amount to nearly 1000 additional people living in the area. This increase in numbers of people living in the area will cause congestion and clogging of roads. The streets in the existing plan are very narrow and for most of the residential laneway style streets, there is no room for on street parking. In peak summer time, the traffic flows from the increased residents will back into these narrow residential streets as there will be no-where else for the traffic to go, causing congestion and blockages to residents attempting to enter and leave their properties. The general additional 'busyness' created by the increased numbers of people will have a negative impact on the pleasantness of the new community and public amenities. In particular, there will be greater risk for pedestrian safety for my family, and delays getting into and out of the area.
2. Exiting from the Marina centre will be affected by the increased traffic. This will negatively impact on my family's entry and exit to our home.
3. There is insufficient parking in the plan for the increased number of residents noted above. This will impact negatively on owners and visitors alike. I expect that my street, Harbourside Boulevard, will bear the brunt

of the parking overflow, as other streets will be too narrow. This will impact on my enjoyment of my townhouse.

4. The proposal to increase the apartment heights of the waterfront facing apartments and hotels represents a significant alteration to the modelling, marketing, advertising and planning that has been accepted by the community.
5. It will create a corridor of high-rise along the waterfront, which completely changes the relaxed seaside feel of the community.
6. The architectural and planned aesthetic of the new town is significantly compromised by the proposal, as the higher building heights, block-shaped buildings and increased density will completely change the visual character of what is essentially a seafront and waterfront area, bordered on the south by pristine state parks and farmland. It will be a 'sore thumb' for the region.
7. Shadowing of public areas will occur because of the corridor of higher buildings, and there will be a more claustrophobic feel to the boardwalk and public parklands. ,
8. There is no established need or demand for additional residential dwellings in Shell Cove. New developments are already in progress in the Shell Cove region including substantial development of the nearby Shell Heights; there is no evidence of further demand. Indeed, there is a strong argument that the planned change will lead to oversupply of housing for the proposed targeted demographics. The bulk of the additional dwellings are high to medium density. Competing for the market of empty nesters, retirees and investors seeking coastal (sea change) properties is extensive new development near completion in Gerringong, Kiama and Wollongong City. There is a real risk that oversupply will occur, as has been the case in Melbourne Docklands and Brisbane river developments. This will negatively impact on the valuation of properties for current owners in Shell Cove.
9. The waterway environment will be negatively affected by the increased pressure caused by the proposed changes. Birdlife, flora and fauna in the waterways and surrounding natural areas will be stressed by the growth.

[REDACTED] 20/10/17

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