

Our objections to the proposal are with regard the property heights planned within areas B2 & C2 as follows:

1. Parking & Vehicular Access - It is considered that the proposed increase in the number of dwellings within these areas presents risk of injury to pedestrians from traffic. The rise in the number of residents within the areas where visitors (especially those with children) will congregate requiring car parking, will result in congestion and risk to traffic injury.

2. Size & Scale of waterfront properties - The approved urban design vision states the development is to a scale and form that is integrated with the broader public domain framework of the Boat Harbour, commercial centre, wetland and residential interfaces. The proposed concept plan negates to consider the wider impact referring to consideration to 'create an appropriate scale to surrounding areas'. Thus the property height increases changes considerably the accepted design requirement and is considered to negatively influence the social environment of the development.

3. View Lines Impact and maximising views by waterfront properties - The summarising statement within section 4. Amended Concept Plan (page 10) of the SECTION 75W MODIFICATION REVISED CONCEPT PLAN DESIGN REPORT July 2017 document, presents a view that the proposed changes will influence above all others the waterfront apartments, with no reference to the considerations to the existing residential properties developed or in progress of development within the waterfront and broader Shellcove region. The benefits of maximised views for said apartments will have a detrimental impact upon those with existing view lines in accordance with the current approved design.

"These amendments will provide greater amenity for residents by providing; additional convenient and affordable accommodation in the Town Centre, and views and lifestyle amenity on the waterfront apartments."

Section 4.3 also makes reference to the term 'generally' on two occasions within the statement which intimates that some areas of the development will be negatively affected. The concept diagram on page 18 makes no reference to the properties who's view lines are affected with the raising of property heights between the low density areas and the marina.

I am also unclear how view lines might be anything other than straight as shown by views bending round corners and following the line of a curving road. This section misrepresents the view line impact and the priority afforded the proposed waterside apartments.

As stated within 4.3 Views and Vistas - Generally, the amended plan maintains the previously proposed vistas, generally providing lines of sight from the edges of the precinct to the Boat Harbour

4. Financial impact for existing property owners - as a purchaser of land within the waterfront development (12 Wharf Parade) the decision was based upon the known design concept. The exclusivity of buying into a vibrant beach side community in keeping with the Illawara low key feel is no longer the case with the proposed rising heights and metropolitan style skyline. The proposal represents a considerable footprint change and circumstances which were considered for potential financial investment returns. Approving the concept in its current form in our opinion presents financial benefits to some although not those who have already bought into the council agreed design.

I appreciate the approved design may require amendment however I object to the height increases to properties as proposed within section B2 & C2.

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