



OBJECTION TO APPLICATION NO. MP 06 0094 MOD 5
SANDON POINT RESIDENTIAL AND RETIREMENT VILLAGE DEVELOPMENT

I strongly object to the proposal by Anglicare to modify the 2006 original concept plan

I object because the proposed modification is detrimental to our community based on issues of amenity, capacity, safety and environment.

I object because public interest when purchasing into this residential community was that it was to be mainly occupied by residential dwellings which are predominantly detached – the changes to the concept plan and the addition of 55 connected townhouses in goes against public interest.

I object because the new development does not even build the basic road infrastructure for the townhouses and utilises the exiting narrow Wilkies Street as the main road for access. It is completely unacceptable that this quiet residential street (Wilkies Street) being turned into a main arterial road to manage the requirements of this new development. It is imperative that the two developments remain separate as this new development is completely out of context and in contradiction to the current street amenity of Wilkes Street. I propose that at the very least this new development should predominately utilise their own traffic network and at the very least a border of large trees be planted separating this new development from the existing street amenity of Wilkes Street and the greater McCauley's Beach Estate with which this new development does not match. This would also be beneficial to helping offset the environment impact of this new development and would be more align with existing area.

I object because:

- Anglicare has NOT provided any staging for the Tramway Creek bridge to create another north/south road for the northern Illawarra – and if approved there are no guarantees that this critical traffic infrastructure would be carried out.
- Anglicare state that since 2006 there is less need for aged care now in 2018 however they provide no supporting documentation or reports to support this theory. It is my opinion that this is not factual and is just a convenient statement for Anglicare to make so that they can profit by building then selling off the 55 townhouses. I object as this claim is completely unsubstantiated.
- Anglicare has NOT provided an accurate assessment of the road network and vehicular connectivity, site coverage, character and scale.

- Anglicare has NOT demonstrated that the revised development will be wholly contained within the approved footprint. The height of the buildings may have decreased however the addition of townhouse blocks type D & E are new developments not modifications and so are being built in areas which would have had minimal environmental impact in the original plans. Meaning the overall changes are in fact consuming a larger floor space footprint than the original plans.
- Anglicare has NOT accurately assessed the impacts of their layout of the proposed changes on the Turpentine Forest and Aboriginal areas because they insist that the recommended 20 metre Asset Protection Zone is not at all important and insist that the 6 metre buffer zone will be more suitable for their proposed changes.
- Anglicare has NOT maintained perimeter roads around their proposed development (and has completely encroached on these perimeter roads due to providing no internal roads to cope with vehicular traffic in their proposed development).
- Anglicare has NOT adequately accommodated the revised built form and has in fact significantly deleted an important part of the original road network ie Cooksons Creek vehicle Bridge.
- Anglicare does NOT maintain any permeability through the site and do not maintain any of the current safe linkages/connections to the beach because Anglicare's proposed changes include in excess of 12 driveways crossing Wilkies Walk along Wilkies Street, which is the current safe pedestrian/cycle way and east/west link to the beach. Anglicare's proposed boardwalk across Cooksons Creek, in fact, confirms that Wilkies Walk will not be a safe linkage to the beach. The boardwalk across Cooksons Creek will create and adversely impact further on flora, fauna and biodiversity.
- Anglicare proposed changes do NOT minimise potential for vehicle, bicycle and pedestrian conflicts and in fact CREATES massive risks to community safety.
- Anglicare does NOT provide an accurate assessment of the impact of their proposed 55 residential townhouses. Anglicare has not demonstrated how their proposed 55 townhouse development fits in with the current height, bulk and scale of the current McCauleys Beach housing estate which contains 180 free standing homes and only 6 adjoined townhouses
- Anglicare does NOT demonstrate compliance with the provisions of Planning for Bushfire Protection 2006 as they propose to significantly reduce the 20 metre Asset Protection Zone.
- Anglicare does NOT address the required road/intersection upgrades to manage all the additional traffic generated by the proposal. Anglicare has not demonstrated that the current narrow roads which were designed by Stocklands for McCauleys Beach housing estate, will be able to comply with Anglicare's proposed 55 residential townhouse traffic. ALL of which Anglicare

will require to flow into narrow Wilkies Street across Wilkies Walk. Wilkies Street is ONLY 6.5 metres wide, when two cars are parked opposite each other, the road is completely blocked to traffic. Lives are at risk because no emergency vehicles will be able to access Wilkies Street.

- Anglicare has not addressed timing for the delivery of vehicular connectivity between Wrexham Road and Point Street, the bridge over Tramway Creek and has not addressed any changes to pedestrian and cycle ways
- Anglicare's proposed changes do not provide any internal road network to cope with their current proposed changes and merely wish to take complete advantage of the external roads of McCauley's Beach housing estate which were designed by Stocklands for 180 free standing residences and just 6 x 2 townhouses.
- Detached dwelling homes on land no less than 450 square metres would be more appropriate and better suited to the current street amenity.
- I object because Anglicare is reneging on the commitment to provide road egress and access to the Oceanview precinct via construction of Cookson Creek bridge which would enable all of the Anglicare development traffic to circulate within the ACTUAL Anglicare development. However, Anglicare have deleted this Cookson Creek bridge and now proposes to use narrow Wilkies Street as the access road for all their townhouses

It has been 12 years since approval of the Anglicare 2006 concept plan. There is no recognition by Anglicare that the forest has grown significantly in the last 12 years, however each tree has grown significantly by height and width.

I object to the building of Townhouse blocks A, B, C, D, E, F and G as they are proposed to be built too close to the heritage listed Turpentine Forest which requires a 20m APZ.

I object to the Anglicare proposal to the replacement of Asset Protection Zones with defendable zones particularly because of the heritage listed remnant Turpentine Forest located on the Anglicare site.

I object to the current proposed amendments, that all access to D and E townhouses to be via narrow Wilkies Street, this is just poor urban design.

I object to Anglicare proposing only a 6m buffer zone. A two car garage is 6m wide. For a heritage listed site such as the remnant turpentine forest, clearly a 20m APZ buffer zone is the minimal requirement.

I object to 55 townhouses being built. Anglicare proposes 55 townhouses, however, does not wish to provide the roads and infrastructure for their OWN development. Instead, they want to crowd the associated traffic from these into current inadequate infrastructure of narrow Wilkies Street and surrounding narrow streets of McCauley Beach Estate.

Stockland created a careful master plan with less than 200 dwellings to ensure an easy beachside mood and one which seamlessly integrates and blends with the

current Bulli and Thirroul existing houses and community. Stockland designed McCauleys Beach Estate for nature to be a part of the streetscape. To be able to safely walk from our homes to the beach via Wilkies Walk. Stockland has proven its commitment to ensure an easy beachside mood incorporating pedestrian and cyclist safety. Anglicare's proposal of 55 townhouses is in complete contradiction to Stockland ethics. **I object** to this proposal.

Wollongong City Council, permanently closed Sturdee Ave bridge to vehicular traffic and made it a permanent pedestrian bridge because the safety of residents and community members is of great importance. Sturdee Ave pedestrian bridge links with Wilkies Walk as current safe access to the beach. However, with all Anglicare's proposed driveways crossing Wilkies Walk, there will be no further safe access to the beach for pedestrians and cyclists. **I object** to putting residents and community members safety at risk.

The traffic from Sections D and E all flow to narrow Wilkies Street. Townhouse developments D and E will be completely new developments NOT modifications. In the original concept plan there was no proposal to have building developments fronting the shared path to the beach of Wilkies Walk and narrow Wilkies Street. The objection is based on concern for the natural environment of the heritage listed Turpentine Forest and for habitat which provides life to the birds and animal of this forest. I am concerned for the integrity and safety of the pedestrian/cycle way which is Wilkies Walk. I am concerned that the bulk and scale of 55 townhouses will dramatically change the amenity of Wilkies Street and surrounding streets, which is currently peaceful, quiet and safe. Wilkies Walk is the east /west link to beach and is not only used by local residents, it is used by residents who live west of the highway as a direct walk to the beach, because it is so much easier for those residents to walk to the beach due to the gridlock and overloaded traffic on Lawrence Hargrave Drive. Residents further away actually drive and park in Wilkies Street and then walk down Wilkies Walk to the beach and specified dog beach located at McCauleys Beach.

SAFETY, TRAFFIC, CAPACITY

Townhouses D and E will put 12 driveways across just 200 metres of Wilkies Walk effectively decimating this as a pedestrian and cycle way. It will be very dangerous to walk or cycle on the Walk which is currently a community asset. In addition, this proposed development would place numerous additional parked cars on very narrow Wilkies Street, making it equally dangerous for driving along the street. The added congestion of parked vehicles will also make it very hard for motorists to see small children who could run out onto the street in between parked cars. Most of the residents located in the McCauleys beach Estate have young families and the lives of these innocent children will be put at risk. This proposed development is NOT in public interest.

12 townhouses (type D and E) fronting Wilkies Street is NOT in keeping with the current street amenity of individual and free standing homes on blocks not less than 450 square metres. These homes all had to comply with specific Stocklands building covenants as well as Council DCP. There are no townhouses or duplexes on Wilkies and there is one duplex in Air Avenue in the street behind Wilkies Street. Our street amenity will be significantly and detrimentally altered by multi townhouse developments which Anglicare are currently proposing.

This additional development of townhouses D and E should not be approved when the potential devastating impact on the heritage listed Turpentine Forest, Wilkies Walk and Wilkies Street safety, amenity is so great. This proposed development is not in public interest at all.

I object to the 55 townhouses and I object specifically to the vehicles and traffic forced into narrow Wilkies Street by Anglicare's proposal.

TOWNHOUSE TYPE C, D and E

In the previous 2006 concept plan, Section D did not exist. The residents in Wilkies Street specifically bought their blocks of land because Stockland specifically advised and promised that it would be impossible for any future development to be built across from 23, 21, 19, 17, 15, 13 and 11 due to the size and location of the heritage listed Turpentine Forest and the 20m Asset Protection Zone which encircled it. On this surety provided by Stocklands, we and our neighbours purposefully and specifically purchased our blocks of land.

When considering urban design and planning, the proposed modification diminishes the original concept plan.

In good urban design, high volume townhouses such as the 55 wanted by Anglicare, are most appropriately placed close to the services of railway, major highways, large shopping precincts and schools. Aged care facilities are more appropriately placed in quiet and serene locations as they do not require frequent access to these services. McCauleys is such a quiet and serene location and 55 townhouses will diminish the peaceful location. The 2006 concept plan appropriately determined that the ARV site was appropriate for aged care accommodation.

HILLTOP and OCEANVIEW PRECINCT

The Hilltop precinct that fronts on to narrow Wilkies Street, is inappropriate for townhouse development because it is the most distant part of the Sandon Point site from railway stations, main roads, shopping centres and schools (there will be no vehicle access across the closed Sturdee Street Bridge)

ABS 2016 census confirms that more than 60% of Bulli dwellings have 2 or MORE, motor vehicles. As the proposed Hill Top and Oceanview townhouses will not be close to any services or transport links, then the townhouses WILL have 2 or more motor vehicles as public transport will not be a viable option for those residents.

Future residents of the proposed townhouses will be dependent on private motor vehicle transportation to access services, employment, entertainment, sport etc through adjacent narrow streets

The developer is reneging on the commitment to provide road egress and access to the Oceanview precinct via construction of Cookson Creek bridge which would enable all of the Anglicare development traffic to circulate within the ACTUAL Anglicare development. However, Anglicare have deleted this Cookson Creek bridge and now proposes to use narrow Wilkies Street as the access road for all their townhouses

The new development does not even build the basic road infrastructure for the townhouses and utilises the narrow Wilkies Street as the main road for access. Wilkies Street is only 6.5 m wide, it does not have the capacity as the main road to provide access to the proposed new development. It is the main path for many beach goers, pedestrians and cyclists. Over-crowded traffic will put the safety of the community at risk. Over-crowded cars parked on the road not only creates risk, however, also disturbs the existing resident's amenity by blocking access to their own houses.

The design and layout of the 55 residential townhouses do not fit with that of the Wilkies Street, the broad McCauley Beach housing estate nor the adjacent Sandon Point housing estate. The huge bulk and scale of the townhouse style is in conflict with the current design of housing which displays diversity and choice, an important residential development consideration at McCauley Beach. To ensure adequate building standard and harmony of housing and the surrounding environment, the new development needs to apply the same building standard as that of the McCauley Beach and Sandon Point. The proposed 55 residential townhouses adversely impact the current amenity for residents.

TRAMWAY CREEK BRIDGE TO CREATE A NORTH/SOUTH LINK ROAD

It is imperative that Anglicare build the bridge over Tramway Creek PRIOR to any construction taking place. I am very concerned that Anglicare will NOT build the bridge over Tramway Creek if the bridge is not built first. Currently, the only access to the Anglicare site is via Wrexham Road, Thirroul. So all vehicles connected to their development would need to travel north via heavily congested Lawrence Hargrave Drive to Thirroul, turn into Wrexham Road, then navigate back south through McCauley Beach Estate to get to the Anglicare site. This is going to create more vehicles on an already overloaded Lawrence Hargrave Drive and many more vehicles through McCauleys Beach Estate. This will provide increased risk and hazards to the community.

I am very concerned that Anglicare may exhaust their budget for this development (if approved), and then not be able to fund the Tramway Creek bridge, if it is not built first as an absolute priority. Therefore, enabling an extra north south link road which is desperately required by Bulli and Thirroul.

I implore NSW Planning to ensure that Anglicare build the Tramway Creek bridge prior to any construction at the Bulli site.

I also implore NSW planning to ensure that the second stage of development be the community assets of the retirement village and aged care facilities prior to commencing any work on additional developments on this land. This land was granted special approval on the basis that community assets for aged care would be delivered to the community and this should be mandated as a priority.

