

## Submission 1

Hi Emma

I wish to lodge my objection of the development proposed by Anglicare for a nursing home and town houses in Thirroul.

The development is not appropriate for the area. The impact on traffic flow is to say the least dangerous. There is one road in and one road out over a small railway bridge. The development will add significant increase to the traffic flow on Lawrence Hargrave Drive. There is no alternate viable traffic routes through Thirroul are offered. This means the traffic issue cannot easily be remediated. What would happen to emergency vehicles trying to get through especially on a weekend. I hate to think!!!

The traffic studies in the DA were conducted on a quite day and do not represent typical weekend and /or week day peak traffic flows through Thirroul village.

I live in Thirroul and already avoid going out on a weekend as the traffic congestion is a nightmare!

This proposal is being pushed through by council with little consideration of the already congested roads and for the existing residents. It seems to be driven by greed alone!!!

Please accept this email as my formal registration of my objection!

Regards

[REDACTED]

[REDACTED]

## **Submission 2**

Hi Emma,

Due to change in consent authority for this development to your department, I am resubmitting my objections to it to you. See my attached document.

A major point in my objections outlined in the attached document is that the street I live on which is directly opposite the development (Wilkie St) was not designed as a thoroughfare to carry the additional vehicles for another 50 residences, which would emanate from this development and would significantly change the character of the area and impact pedestrian and cyclist safety negatively.

Anglicare should go back to their original proposal and keep all vehicular traffic within their own development, ie. building an access road / bridge over the creek to Point St Bulli.

Any questions, please let me know.

Kind Regards,

[REDACTED]  
[REDACTED]  
[REDACTED]

27<sup>th</sup> June 2019

**OBJECTION TO APPLICATION - MP 06 0094 MOD 5 "Modification to Concept Plan (Sandon Point Redevelopment)"**

I have examined the proposed amendments to the Concept Plan and I object because these amendments are detrimental to the *existing* community and affect amenity and safety, especially in and around Wilkies St.

**Objections:**

The proposed development encroaches on the 20m Asset Protection Zone around the Heritage listed Turpentine Forest as Anglicare have proposed to reduce this zone to just 6m. Forests take time to grow and develop and we need to effectively protect this last remnant of Turpentine forest in the area. The height of a tree is also generally how wide the root system spreads horizontally. Any damaged roots will affect the health of individual trees, and the proposed 6m buffer zone around the forest is insufficient distance to prevent roots from damage from construction and waste that is often dumped or disposed of during construction. Also, the extra light entering the forest as a result of clearing the surrounding bush will affect the forests health. This also presents a much higher bushfire safety risk to residents in the proposed housing abutting this zone as the reduced protection zone is not sufficient.

I object to all the proposed townhouses that will front narrow Wilkies St. The style, quality of housing, and very small lot and building sizing is completely out of character with the surrounding residential housing in the adjacent McCauleys Beach and Sandon Point housing estates.

I object to the proposed road design and traffic flow in the Hilltop Precinct. The already very narrow Wilkies St will become a major arterial thoroughfare for traffic exiting the estate especially from the Hilltop Precinct, where ALL traffic from housing in this precinct is proposed to be funneled out through Wilkies St. This presents an increased and unacceptable safety risk to pedestrians and cyclists along Wilkies St and adds unnecessarily to traffic congestion along this narrow street. *Suggestion: Remove the portion of road connecting this precinct to Wilkies St, making both the entrance and exit to this precinct via Geraghty Rd (See diagrams below). This will also have the added benefit of improving safety and amenity of Wilkies St which is currently used as a major pedestrian and cycling link to McCauleys beach.*

*Extract from Current Proposal (Appendix C Supplementary Design Report and Indicative Architectural Drawings (pg3 of 34)*



*My proposed changes to traffic flow in Precinct 3 (Hilltop Precinct)*



I object to all the roads from the proposed development being connected to Wilkies St as they interrupt the permeability of the current walkway connecting to the beach and cycle track and increases the potential for vehicle, bicycle and pedestrian conflicts.

I object to all the 2 bed Type D townhouses proposed on Wilkies St in front of the Turpentine Forest as they infringe on its 20m Asset Protection Zone, and this housing is also completely out of character with surrounding residential housing in the adjacent estates.

I object to the 51 high density residential homes proposed as the existing narrow roads in McCauleys beach estate will not be able to cope with the additional traffic, they also encroach on the existing buffer zones, and they will affect the current character of the area for the worse.

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### Submission 3

Good morning

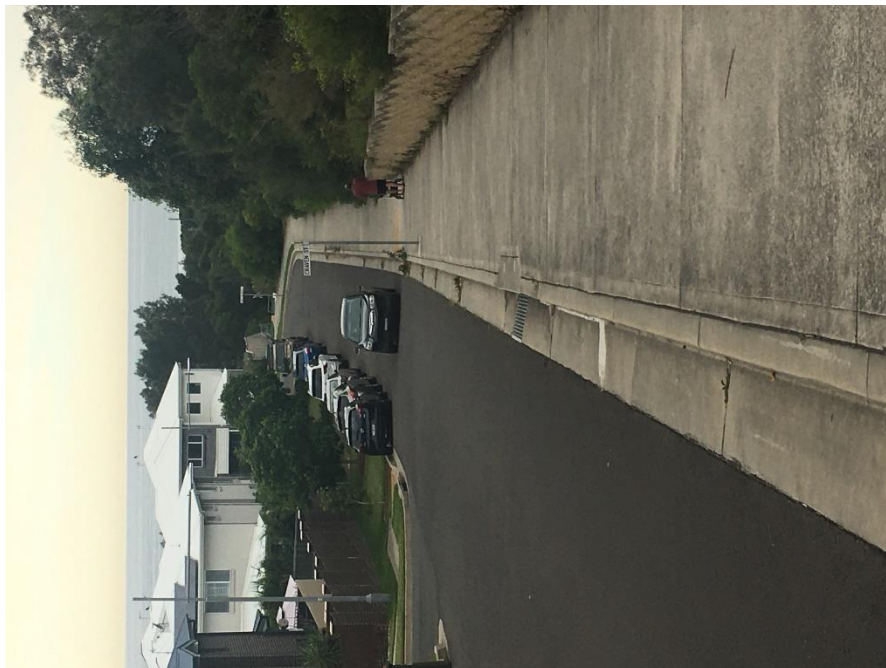
Thank you for the opportunity to further explain how narrow Wilkies Street is and how it is currently impossible for two cars to pass

Below is proof of this. Wilkies Street will need to be widened to accommodate the planned 50 odd residences ie traffic and vehicle movements from owners, their visitors,, overflowing parking, etc etc

Bulli - This is not a suburb of inner city Sydney- we are a small Coastal community trying to preserve this. The planned 50 odd townhouses is not in keeping with the current McCauley's Beach Estate which is made up of 200 odd free standing homes on blocks of 450 sq metres

The boundary around the Heritage turpentine needs to be widened back to the initial 20 metres approved by Kristina Kennelly in 2006 - not now possibly reduced to 4 metres.

2019/2020 has been a catastrophic bush fire season. You may have seen the news. You may have visited a burnt out community to inject cash to assist those devastated residents. And it is for this reason as well that the perimeter needs to be widened. Not just to respect the heritage listing of the forest but to protect families and residences



This photo is taken viewing the eastern end of Wilkies Street

[REDACTED]  
[REDACTED]

Dear Mr Deputy Secretary,

Thank you for providing my last opportunity to respond to the Sandon Point Residential and Seniors Living Development issues (MP 06\_0094 MOD 5). This is very rushed as I didn't have much time.

I completely agree that it is important for NSW Planning Industry & Environment to strive to build a strong customer and community focused culture to build our confidence in assessments made.

I have read the Recommendations. A lot of the issues raised by our local community still remain.

Wilkie Street, unless widened, is still very narrow at 6.5 metres wide. I have emailed a recent photo this morning to Emma Butcher of parked cars and vehicular traffic on Wilkie Street. It shows the narrowness of Wilkie and shows that two cars can not pass each other.

- In my opinion, Anglicare's 51 private townhouse development represents a major high density development which does not blend in with the Northern Illawarra suburbs of predominantly free standing homes. 51 private townhouses can only be viewed to be in direct opposition to public interest.

I refer to page 5 of the documents uploaded under the Tab, 'Recommendations' :-

- Stockland Site – the super lot for 80 apartments was never developed. Nor was the two super lots for 25 townhouses – this was never developed by Stockland either. All large building blocks have been built on in McCauleys except for two vacant remaining blocks of approximately 450sq metres at the northern end of the site
- 51 private residential townhouses does not fit in with current low density housing of McCauleys Beach Housing Estate built by Stocklands. The estate comprises free standing houses on blocks of at least 450 sq metres – with only 10 townhouse style residences scattered throughout our estate
- The proposed design plan for Anglicare's housing estate does not allow for any declared open space. Designated open space is essential for good architectural design
- 51 Townhouses does not pay proper regard to the immediate proximity to the unique Heritage listed Turpentine Forest due to the bushfire risk as a result of climate change
- Wilkie Street and all other such narrow feeder streets in McCauleys Beach, were designed by Stocklands to be 6.5m wide to cater only for the small number of residents who actually currently live in such streets. The narrow 6.5m wide Wilkie Street was not designed by Stocklands to carry any additional vehicular traffic burden from the now proposed 51 private residential townhouses
- Wilkie Street would need to be widened significantly to be able to cope with the added traffic burden from Anglicare's 51 townhouse development and in addition, the added traffic burden associated with the proposed development of 10 more townhouses behind Panmills Drive – this proposal is currently with Wollongong City Council.
- The proposed total townhouses in this small site would then amount to 61

- The Townhouse development in Precinct 2 would be better suited to have all entry and exit access via the existing 16.4m wide Gerraghty Street ie entry and exit via Gerraghty which would mean making the internal one way road, just a little bit wider. Doesn't this make sense to have those resident's traffic fed via Gerraghty Street ?
- By retaining the existing form of narrow 6.5m wide Wilkies Street and without the additional street crossing from Precinct 2, the current pedestrian and cyclist priority and safety will be preserved. This would alleviate and settle the risk assessments and safety concerns of many residents, families, dogs, pedestrians and cyclists.

### **Heritage listed Turpentine Forest**

- An increase of the buffer zone back to 20m surrounding the Heritage Forest, will also provide open space to the proposed development, which currently has no designated open space
- The natural environment of the Heritage Turpentine needs to remain undisturbed. The site is of special significance to the local Aboriginal community. The forest has particular importance to all people of NSW not just the people of Northern Illawarra. Its uniqueness lies in the combination of natural environment, cultural and aboriginal heritage values. In my opinion, the 6m buffer zone reduced from the original 2006 approved 20m protection zone, does not reflect the Heritage listing of the remnant Turpentine Forest and is in direct opposition to public interest. By retaining the 20 m buffer zone, it will create significant open public space, resulting in a true reflection of what the Bulli/Thirroul area is all about – we are a small coastal community, loving and appreciating the open spaces which remain here. Our local community would be so grateful if you could appreciate and recognise how important this extra open space would mean to us all. The 20m buffer zone was approved by Kristina Kenneally in 2006 more than likely, for the very reason of not only respecting a Heritage Listed Forest, however, to also retain open public space located in a huge and highly significant Anglicare development not only for Bulli/Thirroul areas however, for the whole of the Illawarra area. This development, if the additional 20m buffer zone/open space is recommended by you, will result in retaining an extra very small portion of the current bushland being saved, most of which will be bulldozed. If you approve the 20m buffer zone around the Heritage forest, it will result in peace, safety and care for the bushland flora and fauna environment and be beautiful and rewarding for our community.

Please, please help us

Again, please help our community and our coastal environment by considering my sentiments and suggestions and reconsidering the 20m buffer zone around the forest and also deleting access from Precinct 2 on to tiny Wilkies Street.

[REDACTED]

[REDACTED]

29<sup>th</sup> May, 2020.

**Submission 4**

Ref: Modifications submitted by Anglicare - (MP 06\_0094 MOD 5)

Emma Butcher

This many townhouses is to many for this area with the amount of traffic that is already on the roads and the proposed Thirroul Plaze, The Northern Illawarra is going to be a nightmare.

Kind Regards

[REDACTED]

[REDACTED]



## Submission 5

To all the Relevant Decision Makers in NSW Planning ‘

I would like to convey my concerns in regards to this development , I live in this relatively new estate which will be severely impacted by this development , the streets are narrow except for the main one , which means, if cars are parked on either side of the road , you cant pass.

We have only one road in and out of this estate which is controlled by traffic lights , it has a walkway down to a cycle way (which encourages a lot of cyclists to ride through the estate and a lot of children to use these roads .

We have two bridge crossings ,which we not constructed for heavy traffic , and would be severely affected by truck movements in and out of the development .

If this development is to go ahead a new entrance needs to be built before any construction starts.

Could someone from your department please come and inspect these concerns before anything is passed by NSW Planning, The whole plan is a disaster waiting to happen .

I hope you can adress these concern

Your Truly

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## **Submission 6**

Hi Emma,

I am writing to object to the modification of the Anglicare development in Thirroul MP 06\_0094 MOD 5. We do not need 51 new townhouses to be developed in the area. There are already huge traffic congestion issues in Thirroul and only single lane access both in and out of the northern suburbs along Lawrence Hargreave Drive. The traffic is already horrendous and another 51 residential townhouses would significantly add to the traffic problems of the area. Access to the suburbs of Thirroul, Austinmer, Coledale etc to the north of Bulli needs to be addressed before allowing any more major developments. The planning of a second road to these suburbs from Bulli is needed.

Regards,

[REDACTED]

[REDACTED]

## Submission 7

Dear Ms Emma Butcher,

RE: Modifications submitted by Anglicare - (MP 06\_0094 MOD 5)

I am writing to you to express my concern and disappointment with regards to the proposed amendments to the Anglicare development as referenced above.

I am disappointed we are no longer being given an opportunity to have this matter reviewed by the independent committee and looking at the recommendations being given by NSW planning I feel they are misinformed.

The proposed development is out of character with the area, the sheer size and scale of this development is too large and will not be cohesive with the existing housing and will cause great burden to the existing failing traffic network.

The traffic management plans used to review these developments are not a true representation of current traffic and are biased in that they do not account for other local developments which are currently being proposed. This is therefore an unfair and inaccurate representation of what traffic will be like by the time this development is complete by which case it is too late, and this will be yet another suburb of NSW struggling with an insufficient road network that cannot handle the increased load.

Figure 18 page 25 clearly shows no road exiting from the development onto the western end of Wilkies Street. I strongly object to this road being added and approved as this road is completely unnecessary and should be removed. This road is to allow for all traffic from the townhouses proposed in precinct 2 to exit out onto TINY WILKIES STREET. Wilkies street is not a main road. It is a small sized internal road which already struggles with 2 way traffic when cars are parked on the side of the road, and the road currently only has housing to the north side of Wilkies Street. It is common sense to say that once Wilkies street is occupied on both sides of the street that there will be an increase in the need for street parking which will further reduce the ability for two way vehicular traffic, this is without adding in a road which requires every single vehicle living or visiting the housing proposed in precinct 2 to pass onto Wilkies in order to back track back towards the main arterial road which is Geraghty Street. This is illogical and simply put bad planning for the sake of developer greed. It would be much more practical to slightly reduce the size of the development proposed in precinct 2 to allow for a wide enough road to be built to allow 2 way traffic flow to and from the larger Geraghty street therefore deleting the need for one way traffic to glow onto TINY WILKIES STREET which cannot and will not cope with the load. Increasing the load to Wilkies Street without widening the road will result in impaired vision and cause safety issues for the many residents and community members who utilise WILKIES WALK which is currently the safest community access point to the local beach and cycle track. Pedestrians, most of which are young children, lives will be put at risk with the unnecessary addition of this road. I request NSW state planning think of the safety of the community and do not approve this amendment.

Figure 18 page 25 also shows a landscaped natural edge fronting Wilkies street. It is imperative that this remains for all of Wilkies street, including to the rear of the housing proposed in Precinct 2. This will provide a much more appealing view for the residents of Wilkies Street as opposed to looking at large oversized screening fences or into residents yards. It will also provide privacy for those future residents of this dwelling. It will be more appealing to the wider public and will ensure that Wilkies

walk can remain as the serene nature walk to the beach as it is in its current form surrounded by bushland as opposed to a ghastly oversized fence.

I strongly object to NSW State planning's opinion that "The department considers that overall the proposal sits comfortably within the character of the site and has a positive relationship with the adjoining area to the north". This statement is completely bias and inaccurate. There is not a single ATTACHED dwelling in the existing housing to the north of the development. The housing already there has large lot sizes with the smallest of those on Wilkies Street being 450m squared. All the street frontages to the north have a minimum frontage of 15meteres. In fact in the area proposed for precinct 2 that fronts Wilkies street, this development is proposing 9 attached dwellings. There are only 5 existing dwellings in that exact same area, all of which are unattached and have sufficient landscaped yards to add to the appeal and streetscape of the area. How is it logical that the developers proposal is effectively doubling the amount of housing in that same area and yet NSW planning is claiming it will sit comfortably within this area. THERE ARE NO ATTACHED DWELLINGS IN THE NEAR VICINITY OF THIS DEVELOPMENT and so this proposal does not sit within the character and streetscape f the current area and will be a dense overpopulated eye sore. This is not the inner west of Sydney, this is a small costal town and this development does not fit comfortable within the area.

I hope NSW state planning will do the right thing for the community and the local residents.

Kind Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Submission 8**

Dear Emma

I am writing to express my concern about the size of modification application from Anglicare to include 51 townhouses.

A development of this size is out of character for the area and does not fit with the village feel that attracts visitors and residents. It will also put pressure on traffic in an area that already has serious traffic concerns and gridlock on weekends and during peak times.

Please reconsider the size of the development, I am not saying it should be stopped all together, just that it needs to be reduced.

Kind Regards

A small black square used to redact the signature of the sender.

## Submission 9

Dear Emma,

RE: modifications submitted by Anglicare – (MP 06\_0094 MOD 5)

I would like to take a moment to advise you of my strong objections to the development plan and modifications by Anglicare of the Cookson Pilbrico Site and the surrounding bush area at Bulli.

As a resident of McCauley's Beach Estate developed by Stocklands. Stocklands proposed our estate as a development which would be 'fitting in with the current residential area'. The current land owners of the McCauley's Beach Estate have upheld the community commitment promised by Stocklands to ensure the housing within the Estate fitted with the current residential area. All land owners were given specific instructions as to the style of homes that were required to ensure all the homes within the Estate would be both prestigious and complementary to the existing housing within the Northern suburbs.

The current Anglicare proposal of the nursing home, retirement village and more specifically, the proposed 51 townhouses, looks like something that would be better suited to an area with low cost rental housing. This does not align with the standards of living the current homes within the Northern suburbs maintain and would cause significant financial impact to the values of the current homes within the area.

This development will create more traffic mayhem for the current area of McCauleys Beach Estate. And more importantly you will see increased traffic gridlock for the surrounding streets of Lawrence Hargrave Drive and the further north / south corridor of the Northern Illawarra which is already a traffic nightmare for those residents in the far North corridor.

The traffic from this new development MUST not flow into Wilkies Street and the other adjoining smaller streets of the McCauleys Beach Estate.

It is of utmost importance that Anglicare MUST re-institute the bridge over Cooksons Creek. It is completely UNACCEPTABLE that Anglicare wishes to funnel all the traffic from their proposed 51 townhouses into the tiny Wilkies Street and the other small streets of McCauleys Beach Estate. The current proposal which shows 4 streets directly flowing into tiny Wilkies Street is completely UNACCEPTABLE. **Wilkies Street is not a main arterial road** and it is already significantly impacted when current residents utilise street parking, making it currently impossible to have two way traffic when any vehicles are parked on the street which is something that occurs daily. Anglicare MUST re-institute the bridge over Cooksons Creek so that they can funnel the traffic from their 51 townhouses through their OWN new development so that it will at least flow into the current and much larger Geraghty Street.

Geraghty Street and Brickworks Avenue are the current large arterial access roads into McCauleys Beach Estate and not one of these mentioned Streets has more than 4 cross Streets. The fact Anglicares proposal is suggesting that tiny Wilkies be flooded with additional traffic and an additional 4 cross streets is completely UNREASONABLE.

If this proposal goes ahead Tiny Wilkies Street will have 8 cross streets which is completely ABSURD for a non arterial road.

This proposal will also have a significant impact to the greater community of Bulli who frequently use the Wilkies Street footpath. This footpath currently provides direct access to McCauleys's Beach

with no intersecting streets making it very safe and appealing to the many residents in the local community. It is very popular for young families with prams and small children using bikes and scooters, and also people walking their dogs, a feature which is appreciated by many community members living on the west of the railway who use the Wilkies Street Path to gain direct access to the beach (which is also a dog beach). Wilkes Street footpath is also used by many families to access the local public and catholic schools, either with parents or older children & teenagers riding their bikes to School.

I thank you in advance for listening to my concerns.

Kind regards

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## Submission 10

Dear Ms Emma Butcher,

RE: Modifications submitted by Anglicare - (MP 06\_0094 MOD 5)

I am writing to you to notify you of my concerns with regards to the proposed amendments to the Anglicare development as referenced above.

It is disappointing that we are no longer being given an opportunity to have this matter reviewed by the independent committee. I have strong concerns looking at the recommendations being given by NSW planning as I feel they are not accurate.

It is my opinion that the proposed development is completely out of character with the area, the size of this development is too large and will not be in keeping with the existing housing in the area.

I strongly object to NSW State planning's opinion that "The department considers that overall the proposal sits comfortably within the character of the site and has a positive relationship with the adjoining area to the north". This statement is completely biased and inaccurate. There is not a single ATTACHED dwelling in the existing housing to the north of the development. The housing already there has large lot sizes with the smallest of those on Wilkies Street being 450m squared. It is imperative for you to understand that every single street frontage on Wilkies street is no smaller than 15m wide. It is shocking to me that on one side of the street there will be 5 dwellings which are in line with the other housing in the area which mainly consists of family homes with large yards and lots of open space and landscaped front yards. However the proposal for the other side of the road will be ATTACHED dwellings and there will be 9 of them in the exact same area. THIS IS DOUBLE!!!! AND ATTACHED!!! How is it possible that with both sides of the one street literally being complete opposites that NSW State planning could even suggest this is in context with housing in immediate vicinity. Not to mention the fact the housing proposed will not even front Wilkies street and instead we will then be facing the backyards of these proposed townhouses. It is completely against our amenity when we bought this land, with the existing proposal in place that we would be faced with such an atrocious streetscape. At least the original plan focused on landscapes and greenery, all of which has now been deleted from Wilkies Street to make way for an oversized townhouse development which serves no purpose other than to make the developer, and those who stand to profit from this development, wealthy.

I draw your attention to Figure 18 page 25 of your recommendations which shows a landscaped natural edge fronting Wilkies street. It is imperative that this remains for all of Wilkies street, including to the rear of the housing proposed in Precinct 2. This will provide a much more appealing view for the residents of Wilkies Street as opposed to looking at large oversized screening fences or into residents yards. It will also provide privacy for those future residents of this dwelling. It will be more appealing to the wider public and will ensure that Wilkies walk can remain as the serene nature walk to the beach as it is in its current form surrounded by bushland as opposed to a ghastly oversized fence.

Figure 18 page 25 of your recommendations also shows no road exiting from the development onto the western end of Wilkies Street. I strongly object to the addition of this road as this road is completely unnecessary and should be removed.

This proposed road is to allow for all traffic from the townhouses proposed in precinct 2 to exit out onto TINY WILKIES STREET. I reiterate that Wilkies street is not a main road. It is a small sized



internal road which currently struggles with 2 way traffic when any cars are parked on the side of the road. It is important to remind you that this street struggles even with housing on only one side of the road. As a resident of Wilkies Street I am constantly required to pull tightly into the gutter in order to allow traffic to pass. I think it is fair to say that once Wilkies street is occupied on both sides of the street that there will be an increase in the need for street parking which will further reduce the ability for two way vehicular traffic, this is without adding in a road which requires every single vehicle living or visiting the housing proposed in precinct 2 to pass onto Wilkies in order to back track back towards the main arterial road which is Geraghty Street.

This proposed road is completely unnecessary and simply put bad planning for the sake of lining the pockets of greedy developers. It would be much more practical to slightly reduce the size of the development proposed in precinct 2 to allow for a wide enough road to be built to allow 2 way traffic flow to and from the larger Geraghty street. This is more logical as it would allow for the development to be self sufficient and would remove some of the burden from TINY WILKIES STREET which will not cope with the increase. The development will still reap the rewards of very generous profits however it would not be at the expense of residents, and would also provide a more cohesive and practical road network. This would also assist with garbage collection and council services so would be more practical and of greater benefit. Currently this proposed tiny one way street helps no one but the developer who is looking to make as much money as possible by squeezing in as many townhouses as possible with no concern for the living quality of the future residents and certainly no concern for us existing residents. it makes far more sense to make this small adjustment is made to better service the development and cause minimal impact the existing residents, council waste services and also provide future residents with a better quality of life.

Increasing the load to Wilkies Street without widening the road will result in impaired vision and cause safety issues for the many residents and community members who utilise WILKIES WALK which is currently the safest community access point to the local beach and cycle track. Pedestrians, most of which are young children, lives will be put at risk with the unnecessary addition of this road. I request NSW state planning think of the safety of the community and do not approve this amendment.

I believe it will cause great burden to an already failing traffic network. The traffic management plans used to review these developments are not an accurate representation of current traffic and are bias in that they do not account for other local developments which are currently being proposed. This is therefore an unfair and inaccurate representation of what traffic will be like by the time this development is complete by which case it is too late, and this will be yet another suburb of NSW struggling with an insufficient road network that cannot handle the increased load.

I implore NSW state planning to do the right thing and consider the amenity for the residents on Wilkies Street who will be most impacted by these changes.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## Submission 11

Hi Emma,

I am just voicing my concern about the submitted modification application for the Anglicare site in Thirroul/Bulli. My major concern is that the proposed addition of residential sites will have an extremely adverse effect on traffic and parking in an already overcrowded Northern Illawarra. Only having 1 route in and out of Thirroul needs to be addressed before more residential sites are added to the area.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## Submission 12

Hi Emma,

I am a resident of Thirroul and am really concerned about the impact this change of use application will have on the homeowners of McCauleys Estate and surrounding suburbs.

It seems there is no respect for heritage, environmental factors or safety anymore.

People purchased properties in this estate on the understanding a retirement village would be built on this land. They bought into a lifestyle that will be forever changed if these amendments are approved.

With an ageing population, retirement options are a necessity. We need more, not less.

These proposed amendments are all about greed, trying to cash in on the property market - squeezing as much out of the site as possible with no regard for existing residents or the traffic chaos that would eventuate from so many more people in the area and the insufficient parking spaces they have allocated.

We already have major problems with traffic in the Northern Suburbs, we can't take anymore. There has to be some sort of duty of care.

Thank you,

[REDACTED]

### Submission 13

Dear Emma,

My name is Melissa and I live in the McCauley Estate with my husband and two young children.

I refer to the above modification to the Anglicare development in Sandon Point/Bulli.

I strongly object to this modification on several grounds:

- The traffic in the area is already horrendous and this further residential development will add more strain on the already log-jammed area. Residential properties have many more cars and movements than a retirement village, and this will exacerbate the already apparent large traffic problem in the area.
- The area where this is proposed is a beautiful bush setting with flora and fauna that will be adversely affected by the proposed development.
- I object strongly towards this type of under-handed tactic of getting a development proposal approved and modifying it to maximise profit!

If you would like to discuss this matter further please do not hesitate to contact me.

Kind regards

[REDACTED]  
[REDACTED]  
[REDACTED] [REDACTED]  
[REDACTED]  
[REDACTED]

## Submission 14

Dear  
Ms Emma Butcher,

RE:Modifications submitted by Anglicare - (MP 06\_0094 MOD 5)

I am writing to you to express my concern and disappointment with regards to the proposed amendments to the Anglicare development as referenced above.

I am extremely disappointed that no longer are we being given an opportunity to have this matter reviewed by the independent committee and looking at the recommendations being given by NSW planning I feel they are misinformed.

Figure 18 page 25 also shows a landscaped natural edge fronting Wilkies street. It is imperative that this remains for all of Wilkies street, including to the rear of the housing proposed in Precinct 2. This will provide a much more appealing view for the residents of Wilkies Street as opposed to looking at large oversized screening fences or into residents yards. It will also provide privacy for those future residents of this dwelling. It will be more appealing to the wider public and will ensure that Wilkies walk can remain as the serene nature walk to the beach as it is in its current form surrounded by bushland as opposed to a ghastly oversized fence.

How is it logical that the developers proposal is effectively doubling the amount of housing in that same area and yet NSW planning is claiming it will sit comfortably within this area. THERE ARE NO ATTACHED DWELLINGS IN THE NEAR VICINITY OF THIS DEVELOPMENT and so this proposal does not sit within the character and streetscape of the current area and will be a dense overpopulated eyesore. This is not the inner west of Sydney, this is a small coastal town and this development does not fit comfortably within the area. I strongly object to NSW State planning's opinion that "The department considers that overall the proposal sits comfortably within the character of the site and has a positive relationship with the adjoining area to the north".

This statement is completely biased and inaccurate. There is not a single ATTACHED dwelling in the existing housing to the north of the development. The housing already there has large lot sizes with the smallest of those on Wilkies Street being 450m squared. All the street frontages to the north have a minimum frontage of 15meters. In fact in the area proposed for precinct 2 that fronts Wilkies street, this development is proposing 9 attached dwellings. There are only 5 existing dwellings in that exact same area, all of which are unattached and have sufficient landscaped yards to add to the appeal and streetscape of the area.

Figure 18 page 25 clearly shows no road exiting from the development onto the western end of Wilkies Street.

I strongly object to this road being added and approved as this road is completely unnecessary and should be removed. This road is to allow for all traffic from the townhouses proposed in precinct 2 to exit out onto TINY WILKIES STREET.

Wilkie's street is not a main road. It is a small sized internal road which already struggles with 2 way traffic when cars are parked on the side of the road, and the road currently only has housing to the north side of Wilkie's Street. It is common sense to say that once Wilkie's street is occupied on both sides of the street that there will be an increase in the need for street parking which will further reduce the ability for two way vehicular traffic, this is without adding in a road which requires every single vehicle living or visiting the housing proposed in precinct 2 to pass onto Wilkie's in order to back track back towards the main arterial road which is Geraghty Street. This is illogical and simply put bad planning for the sake of developer greed. It would be much more practical to slightly reduce the size of the development proposed in precinct 2 to allow for a wide enough road to be built to allow 2 way traffic flow to and from the larger Geraghty street therefore deleting the need for one way traffic to glow onto TINY WILKIE'S STREET which cannot and will not cope with the load.

Increasing the load to Wilkie's Street without widening the road will result in impaired vision and cause safety issues for the many residents and community members who utilise WILKIE'S WALK which is currently the safest community access point to the local beach and cycle track. Pedestrians, most of which are young children, lives will be put at risk with the unnecessary addition of this road.

As a frequent user of this pathway with my grandchildren or when walking my dog at many different times of the day or evening, it is rare that you are alone on this path, and feel SAFETY IS PARAMOUNT and request NSW state planning think of the seriously about safety of the community and do not approve this amendment.

I hope NSW state planning will do the right thing for the community and the local residents.

Kind Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## Submission 15

Dear Sir

Wilkie Street, unless widened, is still very narrow at 6.5 metres wide.

- In my opinion, Anglicare's 51 private townhouse development represents a major high density development which does not blend in with the Northern Illawarra suburbs of predominantly free standing homes. 51 private townhouses can only be viewed to be in direct opposition to public interest.

I refer to page 5 of the documents uploaded under the Tab, 'Recommendations' :-

Stockland Site – the super lot for 80 apartments was never developed. Nor was the two super lots for 25 townhouses – this was never developed by Stockland either. All large building blocks have been built on in McCauleys except for two vacant remaining blocks of approximately 450sq metres at the northern end of the site

51 private residential townhouses does not fit in with current low density housing of McCauleys Beach Housing Estate built by Stocklands. The estate comprises free standing houses on blocks of at least 450 sq metres – with only 10 townhouse style residences scattered throughout our estate

- The proposed design plan for Anglicare's housing estate does not allow for any declared open space. Designated open space is essential for good architectural design
- The Townhouse development in Precinct 2 would be better suited to have all entry and exit access via the existing 16.4m wide Geraghty Street ie entry and exit via Geraghty which would mean making the internal one way road, just a little bit wider. Doesn't this make sense to have those resident's traffic fed via Geraghty Street ?
- By retaining the existing form of narrow 6.5m wide Wilkie Street and without the additional street crossing from Precinct 2, the current pedestrian and cyclist priority and safety will be preserved. This would alleviate and settle the risk assessments and safety concerns of many residents, families, dogs, pedestrians and cyclists.
- The natural environment of the Heritage Turpentine needs to remain undisturbed. The site is of special significance to the local Aboriginal community. The forest has particular importance to all people of NSW not just the people of Northern Illawarra. Its uniqueness lies in the combination of natural environment, cultural and aboriginal heritage values.

In my opinion, the 6m buffer zone reduced from the original 2006 approved 20m protection zone, does not reflect the Heritage listing of the remnant Turpentine Forest and is in direct opposition to public interest. By retaining the 20 m buffer zone, it will create significant open public space, resulting in a true reflection of what the Bulli/Thirroul area is all about – we are a small coastal community, loving and appreciating the open spaces which remain here. Our local community would be so grateful if you could appreciate and recognise how important this extra open space would mean to us all.

The 20m buffer zone was approved by Kristina Kenneally in 2006 more than likely, for the very reason of not only respecting a Heritage Listed Forest, however, to also retain open public space located in a huge and highly significant Anglicare development not only for Bulli/Thirroul areas however, for the

whole of the Illawarra area. This development, if the additional 20m buffer zone/open space is recommended by you, will result in retaining an extra very small portion of the current bushland being saved, most of which will be bulldozed. If you approve the 20m buffer zone around the Heritage forest, it will result in peace, safety and care for the bushland flora and fauna environment and be beautiful and rewarding for our community.

Please, please use your authority to help our community

██████████



## **Submission 16**

Hi Emma,

This is Joy, resident on Wilkies Street in Bulli. I received the message that it gonna build aged care center and high intensive residential properties straight opposite to my house.

I would like to raise my concern for the project. As the building plan narrow my street too much, the buffer zone even less than 4 metres. On top of that, entry and exit from Hilltop Precinct now called Precinct 2, should be via the wider arterial road of Geraghty Street etc.

Appreciate if can please reconsider surrounding neighbours opinions before making the final decision.

Thank you.

■■■■■

### **Submission 17**

I live on the corner of Panmills and Wilkies st

I am astounded by the speed this process at this moment these decisions being made will effect our community permanently

I would like to object to the opening of our narrow streets to traffic they weren't designed for  
Why doesn't Anglicare go back to their original concept plan which includes building a bridge over  
cooksons creek to service their development

And when did Anglicare become a property developer ? Why does the peace and safety of our  
community seem not to matter

[REDACTED]

## Submission 18

Dear Emma

**Reference: Anglicare MP 06\_0094 MOD 5**

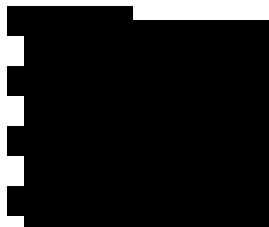
### 6.2 Roads and Traffic

Refer Figure 21

- object to proposed number of access points to Wilkes Rd. Propose 2 access points with the removal of access at Precinct 2 as vehicles can enter via Geraghty Street only with no access to driveway cross overs anywhere along Wilkes Rd.
- Woodlands Creek Bridge between Panmills Drive and Brickworks Rd is currently in need of repair and has been logged with Wollongong Council. It was proposed by residents to Wollongong Council that no demolishing of existing buildings on the site occur until the road is opened up along Geraghty North to South and bridge built over Tramway Creek as the increase of traffic from trucks will impact given there is currently only one access via Wrexham Rd Thirroul.
- Parking - the need for roads within the development to be of a width that service vehicles such as garbage trucks can safely move along the street when cars are parked either side of the road. Recent developments such as Brickworks sub division Bulli do not allow enough road width for this to occur.
- no reference to traffic speed limits or chicanes or speed humps. Propose this is built into the authorisation of any plan as the volume of traffic will increase and children are at risk.

Please take into account my objections and I look forward to your response.

Kind regards

A large black rectangular redaction box covering the signature and any accompanying text or contact information.

## Submission 19

Dear Emma,

I am hoping you could pass my submission on regarding this development. I apologise that it is rushed, but we have not been given much time to do this.

Thanks Belinda

Dear Sir/Madam,

I am writing regarding modifications submitted by Anglicare MP 06\_0094 Mod 5 which are being decided today under new planning provisions.

It is my understanding that these new planning provisions were put in place in response to the COVID19 Pandemic and the spirit of the modifications to planning was to ensure that projects such as hospitals could be quickly actioned if the community needed it during this period. It is disappointing therefore to see Anglicare, a community organisation using this crisis and these new provisions as a way to push through their own agenda in the form of the modifications to the approval for aged care facilities in our local area.

The amendments requested by Anglicare in this instance reduce the number of aged care beds, as they argue the need for aged care beds has decreased. This is highly questionable but it is the basis for their argument. They have requested that as well as decreasing the aged care beds, they be able to build 51 townhouses on the site to be mainly privately sold for profit. This does not appear to be a crisis which needs to be addressed quickly through the new provisions for the good of the community, but rather a cynical use of this legislation to step over the valid community objections in order to increase their own executives KPIs.

There's have been numerous community concerns raised in relation to this development. Among them the impact on the turpentine forest as the 20 meter buffer is reduced to 4 meters. The use of Wilkes st, a narrow residential street, that is already impacted by the presence of one duplex at the end of Panmills drive. The residents of this duplex park 3 to 4 cars up Wilkes st because there is simply nowhere else for them to park, the idea that people will utilise double tandem Parking does not work in practice. They use the street. If this is the impact of one higher density development imagine 51.

Anglicare plan for these units to access a number of exits onto Wilkes st instead of at Geraghty St, where they are meant to be building an extension to join their development to Bulli. The exits onto Wilkes will significantly increase the chances of pedestrians and cyclists coming to harm as this street is used to access the bike path and this will significantly increase the vehicular traffic on this tiny but already busy street.

I implore the people who now hold so much power in their hands to consider purpose of the emergency changes to planning laws, which were not to in effect stomp over the valid concerns of the community and take in yo account the current and previous submissions from the community that will be most affected by the amendments requested by Anglicare.

Many thanks [REDACTED]

## Submission 20

Dear Ms Emma Butcher,

RE: Modifications submitted by Anglicare - (MP 06\_0094 MOD 5)

I am writing to you to express my disappointment and concerns with regards to the proposed amendments to the Anglicare development.

The fact that we are no longer being given an opportunity to have this matter reviewed by the independent committee is disappointing. Not to mention looking at the recommendations being given by NSW planning, they appear to be misinformed.

The sheer size of this proposed development is too large and will not be cohesive with the existing housing and will cause a great burden to the already failing traffic network. The traffic management plans used to review these developments are not a true representation of current traffic and are biased in that they do not account for other local developments which are currently being proposed. There are already suburbs of NSW struggling with insufficient road networks, the inaccurate representation of what traffic will be like by the time this development is complete will only lead to more traffic issues.

In relation to figure 18, page 25 it shows no road exiting from the development onto the western end of Wilkies Street. I strongly object to this road being added and approved as this road is completely unnecessary and should be removed. This road is to allow for all traffic from the townhouses proposed in precinct 2 to exit out onto Wilkies St, which is a tiny street! Wilkies street is not a main road. It is a small sized internal road which already struggles with 2 way traffic when cars are parked on the side of the road, and the road currently only has housing to the north side of Wilkies Street. It is common sense to say that once Wilkies street is occupied on both sides of the street that there will be an increase in the need for street parking which will further reduce the ability for two way vehicular traffic, this is without adding in a road which requires every single vehicle living or visiting the housing proposed in precinct 2 to pass onto Wilkies in order to travel back towards the main arterial road which is Geraghty Street. This simply doesn't make sense and is bad planning for the sake of developer greed. It would be much more practical to slightly reduce the size of the development proposed in precinct 2 to allow for a wide enough road to be built to allow 2 way traffic flow to and from the larger Geraghty street therefore deleting the need for one way traffic to glow onto Wilkies St, which cannot and will not cope with the load. Increasing the load to Wilkies Street without widening the road will result in impaired vision and cause safety issues for the many residents and community members who utilise Wilkies Walks, which is currently the safest community access point to the local beach and cycle track. Pedestrians, most of which are young children, lives will be put at risk with the unnecessary addition of this road. My request is for NSW state planning think of the safety of the community and do not approve this amendment.

Figure 18, page 25 also shows a landscaped natural edge fronting Wilkies street. It is imperative that this remains for all of Wilkies street, including to the rear of the housing proposed in Precinct 2. This will provide a much more appealing view for the residents of Wilkies Street as opposed to looking at large oversized screening fences or into residents yards. It will also provide privacy for those future residents of this dwelling. It will be more appealing to the wider public and will ensure that Wilkies walk can remain as the serene nature walk to the beach as it is in its current form surrounded by bushland as opposed to a ghastly oversized fence.

I strongly object to NSW State planning's opinion that "The department considers that overall the proposal sits comfortably within the character of the site and has a positive relationship with the adjoining area to the north". This statement is completely bias and inaccurate. There is not a single attached dwelling in the existing housing to the north of the development. The housing already there has large lot sizes with the smallest of those on Wilkies Street being 450m squared. All the street frontages to the north have a minimum frontage of 15meteres. In fact in the area proposed for precinct 2 that fronts Wilkies street, this development is proposing 9 attached dwellings. There are only 5 existing dwellings in that exact same area, all of which are unattached and have sufficient landscaped yards to add to the appeal and streetscape of the area. How is it logical that the developers proposal is effectively doubling the amount of housing in that same area and yet NSW planning is claiming it will sit comfortably within this area. This proposal does not sit within the character and streetscape of the current area and will be a dense overpopulated eye sore. This is not the inner west of Sydney, this is a small costal town and this development does not fit comfortable within the area.

I hope NSW state planning will do the right thing for the community and the local residents.

Kind Regards



## **Submission 21**

Application No: MP 06-0094 MODS lots 2 and 3 in DP 1176767 Sandon Point NSW

### **Objections:**

- 51 townhouse development represents a major high density development which does not blend in with the Northern Suburbs predominantly free standing homes. By extensively reducing amenity and safety, increasing capacity and noise it impacts detrimentally on the residents in the immediate and surrounding vicinity.
- The proposed design plan does not allow for any open space essential for good architectural design.
- 51 town houses does not pay proper regard to the immediate proximity to the unique Heritage listed Turpentine Forest.
- The narrow 6.5metre wide Wilkies Street was not designed to carry any additional traffic burden.
- Wilkies Street would need to be widened to 16.4 metres wide ie the current width of the arterial roads of Geraghty Street and Brickworks Ave to be able to cope with the added burden from 51 townhouse development and in addition the proposed development of 10 more townhouses behind Panmills Drive. Total townhouses in this site would be 61.
- To ensure the safety of the townhouse residents in the event of a bush fire, there should be an increase back to the 20 metre approved in 2006, in the buffer zone around the Heritage Turpentine Forest.
- The 6.5m width of Wilkies Street will not safely support the additional traffic burden and will not ensure the priority and safety of the many pedestrians and cyclists who use the east/west link to the beach.



## Submission 22

Dear Ms Butcher,

I believe that I can submit my objection to the above to you and that you will forward it onto the the relevant people.

My objection is as follows -

Dear Sir/Ms,

Ref: MP06\_0094 MOD 5

I am a resident in McCauley's Beach Estate.

My concerns and objections to the proposed large scale development, specifically the proposed inclusion of 51 residential dwellings as well as other concerns are as follows:

### PROPOSED RESIDENTIAL DWELLINGS

Anglicare does NOT provide an accurate assessment of the impact of their proposed 51 residential dwellings. Anglicare has not demonstrated how their proposed 51 residential dwellings development fits in with the current height, bulk and scale of the McCauleys Beach housing estate.

Anglicare proposes to build 51 residential dwellings however does not wish to provide the roads and infrastructure for their own development. Instead, they want to crowd the associated traffic from these dwellings into current inadequate infrastructure of narrow Wilkies Street and surrounding narrow streets of McCauley's Beach Estate with the inclusion of a north south link road. Entry and exit points being Wrexham Road through to Sandon Point via Gerathy Street in McCauley's Beach Estate.

The RMS has approved this link road and in their statement reads the following:

“The link will provide significant benefits for the residents of the precinct, in allowing local trips between the precinct and Thirroul/Bulli to occur without forcing residents to travel onto the Princes Highway/Lawrence Hargrave Drive and without attracting through trips (i.e. trips through the precinct without an origin or destination within the precinct); • the link will not only provide benefits for the residents within the precinct, but it will also provide benefits to motorists on the Princes Highway/Lawrence Hargrave Drive (i.e. the local trips will not unnecessarily utilise the arterial roads); and • not providing the link would not only increase delays for all motorists on the arterial road network, but also increase delays for all residents within the precinct (as they both attempt to exit and enter the precinct, and move between Point Street and Wrexham Road on the arterial road network).”

I strongly object and disagree with the RMS statement. It will not provide benefits to the residents in the Estate, in fact it will have a major impact on the safety of existing residents as more people that do not live or need to enter the Estate will use the Estate as a “Rat Run” in the mistaken belief that it will decrease the amount of travel time into and out of Thirroul. As previously stated, the existing Estate has not been designed and is not capable of safely carrying the amount of cars that will use the Estate's roads if these residential dwellings are approved. Further to this, residents in the Estate will HAVE to use the arterial roads as they already do now due to the fact that all of the facilities i.e. shopping, Dr's etc are located outside of the Estate. It will be of NO benefit to existing residents.



To say that this link road will lessen the traffic impact on the arterial road is incorrect, traffic will still need to enter or exit the arterial road either from Wrexham Road or Point Street and with the size of the proposed development traffic will be significantly increased.

I acknowledge that RMS has approved the link road so in response to that I implore you to NOT allow the residential dwellings be approve so as to prevent further traffic congestion in Thirroul and the Northern Suburbs, i.e. Bulli, Austinmer and further north.

According to the Australian Bureau of Statistic 2016 Census the population in Thirroul was 6083 people with a medium age of 42, Bulli population was 6105 with a medium age of 38 and Austinmer's population was 2560 with a medium age of 41. Since this census was undertaken the population has increased considerably, notably the new Bulli Brickworks Estate. Considering all of this if these residential dwellings are approved you would have to assume that the medium age would be similar. This being said you would also have to assume, considering the medium age, that their would be approximately 2 – 3 cars per household.

The implications regarding safety to the existing residents in the Estate cannot be understated if the proposed overall development including the residential dwellings is approved. There are many families with small children living in the Estate, their safety would be compromised due to increased traffic using the already narrow and in some streets badly designed roads. Some roads have obstructed viewing and can be quite dangerous. Factor in, at times, bad driver behaviour, also factor in, if these dwellings are approved, the extra traffic using these inadequate roads, then include drivers using it as a "Rat Run" it would be, in my opinion, lacking responsible consideration for the safety of the existing residents. In my opinion there could easily be a fatality occurring because of the increased traffic generated by these dwellings in an Estate that has not been designed for the size of this proposed development.

If these residential dwellings are approved then to improve the safety of the existing residents I would urge that adequate speed humps be put in place in surrounding streets to deter dangerous driving and also to deter drivers not residing in the Estate from using it as a so called shortcut.

Again, in my opinion, I believe that day trippers coming from the south would utilise the Estate's roads if they were travelling from Woonona beach and further along to Bulli beach which would then enable them to continue travelling through the Estate to avoid the Princes Hwy, again, generating more traffic in the Estate.

## **BUFFER ZONE**

### **20 METRE ASSET PROTECTION ZONE FOR HERITAGE TURPENTINE FOREST.**

JBA Urban Planning Consultants provided a Preliminary Environmental Assessment Report in September, 2007 which was submitted to Department of Planning on behalf of Anglican Retirement Villages. Part of this report is a letter dated 22nd January, 2007 from BES (Bushfire and Environmental Services). This letter was in connection to bushfire hazard and asset protection zones (APZ). The letter states 'Planning for Bushfire Protection Guidelines 2001 makes a provision for a minimum 20m APZ for development adjacent smaller forest remnants. Smaller forest remnants are described within the PBP Guidelines as being a forest less than 1 hectare in size and can also be narrow corridors of vegetation as guided by consultation with the NSW Rural Fire Service'. The letter goes on to state – 'Asset Protection Zones less than 20m have been approved by the NSW Rural Fire Service (RFS) for integrated developments, and local councils for other developments based on the

merits and risk at each site and in consultation with the RFS. The remnant Turpentine Forest is one such area where the APZ needs to be 20m.

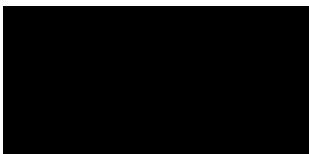
I object to Anglicare proposing only a 6m buffer zone. A two car garage is 6m wide. For a heritage listed site such as the Remnant Turpentine Forest, clearly a 20m APZ buffer zone is the minimal requirement. On 4th September, 2000, Office of Environment and Heritage lists the Remnant Coastal Turpentine Forest as a 'rare example of coastal wet sclerophyll forest dominated by Syncarpia glomulifera trees possibly in excess of 100 years of age. 'Very few examples of this coastal vegetation are now found in Illawarra.' 'The item has group, landscape and aesthetic value. 'The item has scientific and natural value.' 'The item has rarity.' 'The item has representative value.' 'The site is recommended to be a public flora reserve.' (1991 City of Wollongong Heritage Study by McDonald McPhee Rogers Conacher Fullarton. Data source is from Local Government database number 2700056.

#### TURPENTINE FOREST

Anglicare has completely ignored the heritage listing of the Turpentine Forest and Aboriginal sites. The natural environment of the Turpentine Forest will be disturbed if the now proposed 51 residential dwellings gets approval. The Turpentine Forest is heritage listed so to have private residential dwellings encroaching on this site is ecologically harmful.

To conclude, in my opinion, community safety and interest is being disregarded in the current proposed plan for the sake of profits that Anglicare can make from the current proposed development.

Regards



## **Submission 23**

Hi Emma

Attached is my previous objection to the proposed development to the Sandon Point Residential and Seniors Living Development (MP 06\_0094 MOD 5) that I'm resubmitting.

Wilkies Street is too narrow to deal with the extra traffic. Safety of pedestrians and cyclists is of prime concern, as well as changing the amenity of the area.

In addition, the buffer zone around the supposedly "protected" turpentine forrest has now been reduced to a measely 4 metres - nowhere near large enough to help preserve the forrest. At a minimum, the buffer zone should at least be as high as the trees to aviod interference with the trees' root systems.

Anglicare should go back to their original proposal and keep all vehicular traffic within their own development ie building an access road/ bridge over the creek to Point St Bulli.

Kind regards



27<sup>th</sup> June 2019

**OBJECTION TO APPLICATION - MP 06 0094 MOD 5 "Modification to Concept Plan (Sandon Point Redevelopment)"**

I have examined the proposed amendments to the Concept Plan and I object because these amendments are detrimental to the *existing* community and affect amenity and safety, especially in and around Wilkies St.

**Objections:**

The proposed development encroaches on the 20m Asset Protection Zone around the Heritage listed Turpentine Forest as Anglicare have proposed to reduce this zone to just 6m. Forests take time to grow and develop and we need to effectively protect this last remnant of Turpentine forest in the area. The height of a tree is also generally how wide the root system spreads horizontally. Any damaged roots will affect the health of individual trees, and the proposed 6m buffer zone around the forest is insufficient distance to prevent roots from damage from construction and waste that is often dumped or disposed of during construction. Also, the extra light entering the forest as a result of clearing the surrounding bush will affect the forests health. This also presents a much higher bushfire safety risk to residents in the proposed housing abutting this zone as the reduced protection zone is not sufficient.

I object to all the proposed townhouses that will front narrow Wilkies St. The style, quality of housing, and very small lot and building sizing is completely out of character with the surrounding residential housing in the adjacent McCauleys Beach and Sandon Point housing estates.

I object to the proposed road design and traffic flow in the Hilltop Precinct. The already very narrow Wilkies St will become a major arterial thoroughfare for traffic exiting the estate especially from the Hilltop Precinct, where ALL traffic from housing in this precinct is proposed to be funneled out through Wilkies St. This presents an increased and unacceptable safety risk to pedestrians and cyclists along Wilkies St and adds unnecessarily to traffic congestion along this narrow street. *Suggestion: Remove the portion of road connecting this precinct to Wilkies St, making both the entrance and exit to this precinct via Geraghty Rd (See diagrams below). This will also have the added benefit of improving safety and amenity of Wilkies St which is currently used as a major pedestrian and cycling link to McCauleys beach.*

*Extract from Current Proposal (Appendix C Supplementary Design Report and Indicative Architectural Drawings (pg3 of 34)*



*My proposed changes to traffic flow in Precinct 3 (Hilltop Precinct)*



I object to all the roads from the proposed development being connected to Wilkies St as they interrupt the permeability of the current walkway connecting to the beach and cycle track and increases the potential for vehicle, bicycle and pedestrian conflicts.

I object to all the 2 bed Type D townhouses proposed on Wilkies St in front of the Turpentine Forest as they infringe on its 20m Asset Protection Zone, and this housing is also completely out of character with surrounding residential housing in the adjacent estates.

I object to the 51 high density residential homes proposed as the existing narrow roads in McCauleys beach estate will not be able to cope with the additional traffic, they also encroach on the existing buffer zones, and they will affect the current character of the area for the worse.

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## Submission 24

Dear Ms Butcher,

I wish to submit my objection to the above submission so that you can forward it onto to the relevant department.

Dear Sir/Ms,

Ref: MP06\_0094 MOD 5

I am a resident in McCauley's Beach Estate.

My concerns and objections to the proposed large scale development, specifically the proposed inclusion of 51 residential dwellings as well as other concerns are as follows:

### PROPOSED RESIDENTIAL DWELLINGS

Anglicare does NOT provide an accurate assessment of the impact of their proposed 51 residential dwellings. Anglicare has not demonstrated how their proposed 51 residential dwellings development fits in with the current height, bulk and scale of the McCauleys Beach housing estate.

Anglicare proposes to build 51 residential dwellings however does not wish to provide the roads and infrastructure for their own development. Instead, they want to crowd the associated traffic from these dwellings into current inadequate infrastructure of narrow Wilkies Street and surrounding narrow streets of McCauley's Beach Estate with the inclusion of a north south link road. Entry and exit points being Wrexham Road through to Sandon Point via Gerathy Street in McCauley's Beach Estate.

The RMS has approved this link road and in their statement reads the following:

"The link will provide significant benefits for the residents of the precinct, in allowing local trips between the precinct and Thirroul/Bulli to occur without forcing residents to travel onto the Princes Highway/Lawrence Hargrave Drive and without attracting through trips (i.e. trips through the precinct without an origin or destination within the precinct); • the link will not only provide benefits for the residents within the precinct, but it will also provide benefits to motorists on the Princes Highway/Lawrence Hargrave Drive (i.e. the local trips will not unnecessarily utilise the arterial roads); and • not providing the link would not only increase delays for all motorists on the arterial road network, but also increase delays for all residents within the precinct (as they both attempt to exit and enter the precinct, and move between Point Street and Wrexham Road on the arterial road network)."

I strongly object and disagree with the RMS statement. It will not provide benefits to the residents in the Estate, in fact it will have a major impact on the safety of existing residents as more people that do not live or need to enter the Estate will use the Estate as a "Rat Run" in the mistaken belief that it will decrease the amount of travel time into and out of Thirroul. As previously stated, the existing Estate has not been designed and is not capable of safely carrying the amount of cars that will use the Estate's roads if these residential dwellings are approved. Further to this, residents in the Estate will HAVE to use the arterial roads as they already do now due to the fact that all of the facilities i.e. shopping, Dr's etc are located outside of the Estate. It will be of NO benefit to existing residents.

To say that this link road will lessen the traffic impact on the arterial road is incorrect, traffic will still need to enter or exit the arterial road either from Wrexham Road or Point Street and with the size of the proposed development traffic will be significantly increased.

I acknowledge that RMS has approved the link road so in response to that I implore you to NOT allow the residential dwellings be approve so as to prevent further traffic congestion in Thirroul and the Northern Suburbs, i.e. Bulli, Austinmer and further north.

According to the Australian Bureau of Statistic 2016 Census the population in Thirroul was 6083 people with a medium age of 42, Bulli population was 6105 with a medium age of 38 and Austinmer's population was 2560 with a medium age of 41. Since this census was undertaken the population has increased considerably, notably the new Bulli Brickworks Estate. Considering all of this if these residential dwellings are approved you would have to assume that the medium age would be similar. This being said you would also have to assume, considering the medium age, that their would be approximately 2 – 3 cars per household.

The implications regarding safety to the existing residents in the Estate cannot be understated if the proposed overall development including the residential dwellings is approved. There are many families with small children living in the Estate, their safety would be compromised due to increased traffic using the already narrow and in some streets badly designed roads. Some roads have obstructed viewing and can be quite dangerous. Factor in, at times, bad driver behaviour, also factor in, if these dwellings are approved, the extra traffic using these inadequate roads, then include drivers using it as a "Rat Run" it would be, in my opinion, lacking responsible consideration for the safety of the existing residents. In my opinion there could easily be a fatality occurring because of the increased traffic generated by these dwellings in an Estate that has not been designed for the size of this proposed development.

If these residential dwellings are approved then to improve the safety of the existing residents I would urge that adequate speed humps be put in place in surrounding streets to deter dangerous driving and also to deter drivers not residing in the Estate from using it as a so called shortcut.

Again, in my opinion, I believe that day trippers coming from the south would utilise the Estate's roads if they were travelling from Woonona beach and further along to Bulli beach which would then enable them to continue travelling through the Estate to avoid the Princes Hwy, again, generating more traffic in the Estate.

## **BUFFER ZONE**

### **20 METRE ASSET PROTECTION ZONE FOR HERITAGE TURPENTINE FOREST.**

JBA Urban Planning Consultants provided a Preliminary Environmental Assessment Report in September, 2007 which was submitted to Department of Planning on behalf of Anglican Retirement Villages. Part of this report is a letter dated 22nd January, 2007 from BES (Bushfire and Environmental Services). This letter was in connection to bushfire hazard and asset protection zones (APZ). The letter states ' Planning for Bushfire Protection Guidelines 2001 makes a provision for a minimum 20m APZ for development adjacent smaller forest remnants. Smaller forest remnants are described within the PBP Guidelines as being a forest less than 1 hectare in size and can also be narrow corridors of vegetation as guided by consultation with the NSW Rural Fire Service". The letter goes on to state – 'Asset Protection Zones less than 20m have been approved by the NSW Rural Fire Service (RFS) for integrated developments, and local councils for other developments based on the merits and risk at each site and in consultation with the RFS. The remnant Turpentine Forest is one such area where the APZ needs to be 20m.

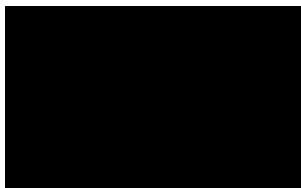
I object to Anglicare proposing only a 6m buffer zone. A two car garage is 6m wide. For a heritage listed site such as the Remnant Turpentine Forest, clearly a 20m APZ buffer zone is the minimal requirement. On 4th September, 2000, Office of Environment and Heritage lists the Remnant Coastal Turpentine Forest as a 'rare example of coastal wet sclerophyll forest dominated by Syncarpia glomulifera trees possibly in excess of 100 years of age. 'Very few examples of this coastal vegetation are now found in Illawarra.' 'The item has group, landscape and aesthetic value. 'The item has scientific and natural value.' The item has rarity.' The item has representative value.' 'The site is recommended to be a public flora reserve.' (1991 City of Wollongong Heritage Study by McDonald McPhee Rogers Conacher Fullarton. Data source is from Local Government database number 2700056.

#### TURPENTINE FOREST

Anglicare has completely ignored the heritage listing of the Turpentine Forest and Aboriginal sites. The natural environment of the Turpentine Forest will be disturbed if the now proposed 51 residential dwellings gets approval. The Turpentine Forest is heritage listed so to have private residential dwellings encroaching on this site is ecologically harmful.

To conclude, in my opinion, community safety and interest is being disregarded in the current proposed plan for the sake of profits that Anglicare can make from the current proposed development.

Regards





## Submission 25

Hello Emma,

I am writing to post my objections to the latest reiteration of the Anglicare development at Sandon Point. I haven't had much time to get across the issues and I have just become aware of it, as I have been focussed on my objection to another DA. So sorry its a bit last minute.

I am a Thirroul resident, and this development together with DA 2020/363 lodges with Wollongong City Council for redeveloping Thirroul plaza with mixed use (inclusive of 83 apartments) will make Thirroul an absolute parking lot. I understand the merits of the development need to be assessed on their own, but the impacts it adds to an already swamped road network must be considered.

The development's scale is still considered to be excessive for the location despite the reduction in number of units. The site is unsuitable for aged care - it is poorly connected to public transport.

What guarantees are in place that a south road link will be in place. This development simply cannot go ahead - Thirroul cannot cope with more vehicles through wrexham road.

I'd like to know what other means i have to object to this development - I'd really like more time.

Kind regards,



## **Submission 26**

Dear Ms Butcher,

**Re: Application No. MP 06\_0094 MOD 5**

**Lots 2 and 3 in DP 1176767, Sandon Point, NSW**

### **OBJECTIONS:**

#### **Too many townhouses**

- I believe 51 private townhouse style dwellings represents a major high density development which does not fit in with the Northern Illawarra suburbs of mainly free standing homes. This impacts extremely detrimentally on the residents in the surrounding vicinity by extensively reducing amenity and safety, extensively increasing capacity and extensively increasing noise. 51 private townhouses can only be viewed to be in direct opposition to public interest.
- The streets around the townhouses will become overly congested with cars as there will be insufficient parking for the people living in the townhouses. There is no designated parking added to the townhouse plans.

#### **Wilkie Street congestion**

- Wilkie Street was built by Stocklands for the small number of residents who actually currently live in Wilkie Street. Wilkie Street was not designed to carry any additional traffic burden. The current 6.5 m width of Wilkie Street will not safely support the additional traffic burden and will not ensure the safety of the many pedestrians and cyclists who use this east/west link to the beach.
- We live opposite the proposed new road at 27 Wilkie St, which will make backing in and out of our driveway potentially dangerous.
- If you wanted to go ahead with any development on Wilkie St there needs to be far more consideration to the impact on traffic and parking in the area as it will create an unsafe and congested environment.

#### **Reduced buffer protection zone for Heritage listed Turpentine Forest & Aboriginal land**

- The 2006 approved Concept Plan provided for a 20m buffer zone to protect the Heritage listed remnant Turpentine Forest. The Anglicare's proposal reduces this buffer zone to only 6 m.
- The importance of the Heritage listed turpentine forest is detailed as follows: "A rare example of coastal wet sclerophyll forest dominated by Syncarpia glomulifera trees, possibly in excess of 100 years of age. A remnant of coastal Syncarpia glomulifera forest. Very few examples of this coastal vegetation are now found in the Illawarra."
- There is also an insufficient buffer zone between the townhouses and the protected Aboriginal land.

#### **Effect on the local community of the Northern Suburbs**

- There is already much discontent and criticism of development in the local area that have put pressure on the existing infrastructure and roads and this proposed high density development

will only exacerbate the issue. Getting in and out of Thirroul is already very challenging and adding hundreds of extra cars to the traffic will make for some very unhappy local people.

I hope that you will take account of my concerns before making any final development decisions.

Regards,

A solid black rectangular box used to redact the signature of the sender.

**Submission 27**

Good afternoon,

I am writing this letter as an objection to the Anglicare development.

Thirroul is becoming more and more overdeveloped with inadequate infrastructure to deal with the increasing population of the area.

Consideration to additional exit and entry points for traffic should be conditional for the developers getting this passed. No additional exits/ entry points no development.

Thanks, [REDACTED]

**Submission 28**

Dear Emma,

In relation to the proposed Sandon Point Modification 5 of the Development Concept.

I wish to make the following submission in relation to this development concept.

That the current development concept be rejected unless it includes the originally proposed road bridge over Tramway Creek and the linking of Geraghty St.

This will provide and ensure adequate traffic egress to the site and surrounding area.

Thank you

[REDACTED]

**Submission 29**

To whom it may concern

I am writing to object to these modifications. It is an overdevelopment with no improvement on supporting infrastructure.

The exit and entrance points need to be increased to two and work to commence on the missing bridge and road would need to happen BEFORE any more development happens at this site.

this is development in the guise of adding services for the elderly. It was approved as aged care not residential and I object to the amendments mainly on this ground.

We need less housing and subdivision and development and more infrastructure to support any kind of development like this.

I object to the modifications by Anglicare.

Thank you.

[REDACTED]

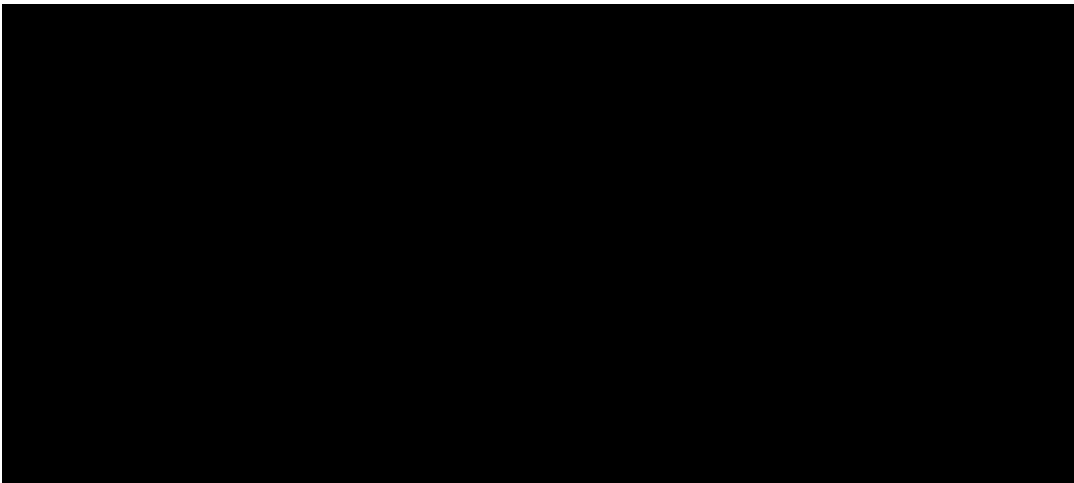
### Submission 30

Dear Ms Butcher,

Re: Sandon Point Modification 5 Subtitle: Major Project Modification Assessment (MP06\_0094)  
MOD 5

I understood that final submissions on the Anglicare development of the Cookson site closed next Tuesday but I now learn that today is the deadline. My submission is therefore necessarily brief but no less full of concern. I urge rejection of the proposal as it stands.

Sadly, the Department of Planning's Assessment Report on the Anglicare site reveals minimal changes in total number and in substance from where Anglicare began. The core, specific issues around street widening and the Turpentine Forest remain more or less ignored. More broadly the scale of the development for the site and the impact on traffic - a major, ongoing and consistently ignored *crisis* in Bulli and Thirroul is simply dismissed. It's getting very disheartening to have these concerns more or less dismissed out of hand by developers, planners, councils and others.



**Submission 31**

29 May 2020

Dear Planners

RE: Pages 31 and 32

Please ensure that the delivery of the bridge associated with this development is required as part of Stage 1 of the development.

Developers (even ones as big as ANGLICARE) will arguably, in the age of Covid-19, have an increased rate of bankruptcy and, if so, the bridge may not be delivered if left until Stage 2 of the development.

Yours faithfully

A large black rectangular redaction box covering the signature and name of the sender.

## **Submission 32**

Dear Emma

I wish to submit one comment regarding MP06\_00904mod5.  
Tramway Creek Road Bridge.

This facility must be a prerequisite to the commencement of the project, to afford site access for heavy vehicles clearing refuse from the site and bringing building materials to the site. Failing this the only access for this extensive heavy road traffic must be afforded by the stabilising and reopening of the Beattie Avenue rail bridge.

This submission is made on the lived experience of the already, at many times impossible traffic conditions in the next suburb Thirroul.

A DA in Bulli should not impact on this situation during preparation and construction stages.





### Submission 33

Just lodging my concern re number of units. Traffic - where does it go Thirroul is already a bottle neck.

I and some against this development as the council does not give a damn. Also the stupid building of 82 units in Thirroul. Apparently 1 bedroom how stupid again. Catch the train and have a Good look at wolli creek it's so awful and disgusting. That's what Thirroul will look like. 😞😞😞😞

██████████

## Submission 34

NSW Planning

[emma.butcher@planning.nsw.gov.au](mailto:emma.butcher@planning.nsw.gov.au)

Dear Emma,

I understand that you are seeking feedback on the attached proposal, for an aged care facility and over 50 new houses, at Bulli NSW.

I am a resident of McCauleys Estate that joins the development land. The street I live in (Geraghty) will be directly effected by the increase in traffic during construction and from residents of the new houses.

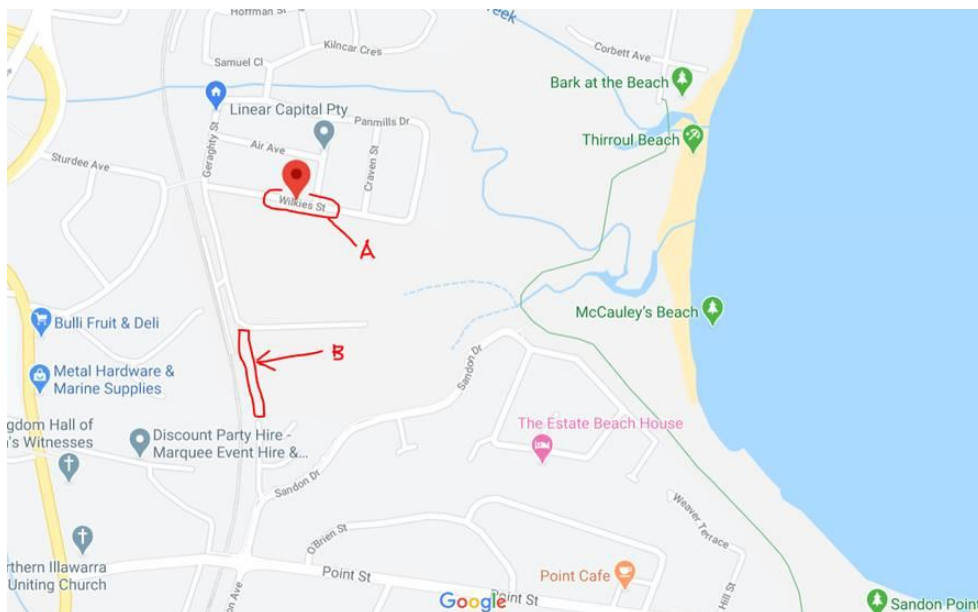
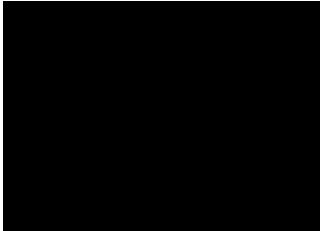
It is absolutely essential that a new road bridge, with shared pathway, that joints Point Street (in the south) to Geraghty Street (in the north) be constructed **BEFORE** the development commences. This will create 2 access paths for construction vehicles. **Marked 'B' on the map below and attached.**

Wilkie St Bulli needs to be widened for the entire length, because it will be full of parked cars in no time with over 50 new dwellings being added to Wilkie and Geraghty. **Marked 'A' on the map below and attached.**

What is the next step in the development approval? When is it likely to start?

I look forward to hearing from you soon.

Regards



### **Submission 35**

To Whom It May Concern,

After reviewed the "Modification to Seniors Living and Residential Development Concept Approval Modification Assessment (MP06\_0094 MOD 5)", I have the following comments:

(1) As shown in Figure 20 in the MP06\_0094 MOD 5, I support the "The Department recommends a requirement for a 4m wide landscaped green edge which will not form part of the future subdivision lots" along the Wilkies Street.

(2) Also as shown in Figure 20 in the MP06\_0094 MOD 5, the three lots marked as "loss of potential lots in this area""should be completely removed from this development. I do not support the recommendation to relocate the three lots to Precinct 3, because the Precinct 3 is already to crowded that will cause short of open space and too much traffic to Wilkies Street.

Regards



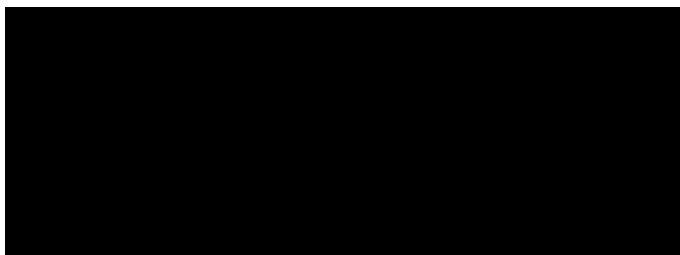
### Submission 36

Dear Emma,

Objection to MP 06\_0094 MOD5

I am writing to you in regard to the modifications submitted for the Anglicare development and the addition of 51 townhouses. As a resident of the Thirroul area, I object to the original development and the modification/addition of 51 townhouses.

- \* This modification will set an unfavourable precedent for overdevelopment in our coastal community in terms of scale and size for future developments.
- \* Unprecedented times in NSW history with Covid - 19 to submit such a controversial modification, I do not feel confident that this DA will be scrutinised thoroughly enough and the impacts it will have.
- \* The Traffic congestion that will be caused during construction will be 6 days a week for at least 2 years which will flow into quiet residential streets.
- \* Residents do not believe Anglicare will build the link road and Wrexham road will be the only access causing concern if Emergency services are needed.
- \* Thirroul area does not need this type of development of 51 townhouses to look more like a satellite suburb of Sydney or the Gold Coast of Queensland.
- \* Will Anglicare maintain efficient traffic flows whilst enhancing pedestrian amenity on Wrexham road.
- \* Does the DA & modification support Wollongong City Council / Local Development Plan ; point 'i) To create a built form that compliments the existing urban fabric;" from the aims & objectives for Thirroul.

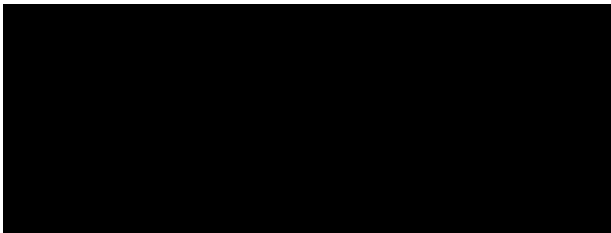


### **Submission 37**

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- \* Unprecedented times in NSW history with Covid - 19 to submit such a controversial modification, I do not feel confident that this DA will be scrutinised thoroughly enough and the impacts it will have.
- \* The Traffic congestion that will be caused during construction will be 6 days a week for at least 2 years which will flow into quiet residential streets.
- \* Residents do not believe Anglicare will build the link road and Wrexham road will be the only access causing concern if Emergency services are needed.
- \* Thirroul area does not need this type of development of 51 townhouses to look more like a satellite suburb of Sydney or the Gold Coast of Queensland.
- \* Will Anglicare maintain efficient traffic flows whilst enhancing pedestrian amenity on Wrexham road.
- \* The DA & modification does not support Wollongong City Council / Local Development Plan ; point 'i) To create a built form that compliments the existing urban fabric;" from the aims & objectives for Thirroul.



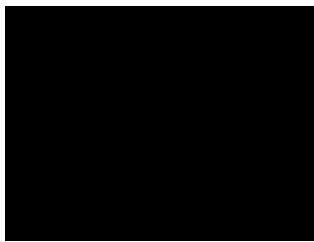
## Submission 38

Dear Emma,

I would like to provide the following feedback re "Modification to Seniors Living and Residential Development Concept Approval Modification Assessment (MP06\_0094 MOD 5)".

- (1) I support Figure 20 in the MP06\_0094 MOD 5, the department recommendation of a requirement for a 4 m wide landscaped green edge which will not form part of the future subdivision lots" along the Wilkies Street.
- (2) The three lots to Precinct 3 in the MP06\_0094 MOD 5 should be completely deleted from the development plan. As Precinct 3 is already completely occupied, I object the development recommendation of relocating the three lost lots to Precinct 3, because this will lead the change of the entire design of the townhouse in Precinct 3.
- (3) Wilkies Street is a narrow street. Any significant increase in traffic in Wilkies Street is not compatible with the design standard, and the scenic value of the region. Suggest to stop further damage on the peaceful life of us, the current residents, and reduce traffic risk for the new residents who will live in the new development.

Kind regards



### Submission 39

To whom it may concern,

This is Na, resident on Panmills Drive in Bulli. I just heard what happen from my neighbours yesterday.

Hopeful it is not too late. I just moved to this area what I know is Panmills Drive is too narrow to be a main entry Road.

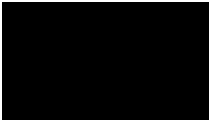
I still remember the first 2 week when I was driving home I accidently pass my house I have to turn around. The road was too narrow to turn around back as I was driving a VPN.

I could not image this panmills Drive become a main road how busy it will be. The key point is there are houses on both side, we could not make it wider. Now ambulance could drive in but if it become a only way to new area it will be very dangerous as it is hard for ambulance to drive in.

Also the Plan shows they are going to bulid a 130 townhouse and aged care centre. For example if each of unit has 4 people live in. That means there are 520 people will drive to

Princess highway everyday. The traffic in this way to Wollongong is now busy each day. I could not image if there 520 people (not include visitor to aged care centre) drive in this street everyday how worse the traffic would be.

It is better to concern the traffic first



## Submission 40

Dear Emma

Could you please consider the following concern at this late stage?

As you stated many of the submissions from the general public called for priority to be given to the building of Tramway Creek Bridge as early as possible in the project. This is to ensure that the carting of building material from Wollongong or Sydney be via the most direct route via Point Street, Bulli and not through the streets of Thirroul.

Anglicare acknowledged their commitment to this delivery process by including Tramway Creek Bridge as part of stage 1A in their 2018 indicative staging plan. This is clearly a change from the original 2006 plans which committed to stage 2. The departments assessment titled "Sandon Point Modification" as attached confirms this by saying on the second last paragraph on page 31

*The Proponent .....includes delivery of the bridge and road extension as part of Stage 1a*

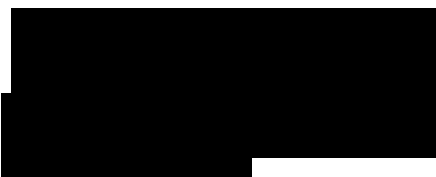
Then you say on page 32

*The department recommends that the approval be amended to enable delivery of the bridge in either the first or the second stage, to reflect the indicative staging plan.*

Is this not an error as you mention on page 31 that the indicative staging plan clearly commits Anglicare to delivery of the Tramway Creek Bridge to stage 1a and not the second stage as in the original plan?

Your help in this matter would be greatly appreciated.

Yours sincerely,

A large black rectangular redaction box covering the signature and name of the sender.