+ ATTACHMENTS
DO NOT SEPARATE
2621

Mr Michael Woodland

Director, Metropolitan & Regional Projects South

Major Projects Assessment, Department of Planning and Infrastructure

GPO Box 39

SYDNEY 2001

29TH NOVEMBER, 2011-11-26

Dear Michael,

RE Objection to Concept Plans for the Cronulla Sharks Development Woolooware (MP10_0229 & MP10_0230) Please accept this letter as my formal **objection** to the proposed development stated above.

Note I do not want my name and address published on the website.

I declare that I have not made any reportable political donations.

DEVELOPMENT INCORRECTLY ACCEPTED UNDER PART 3A

I would like to start by questioning the use of Part 3 A in relation to this application. I note page 7 from JBA Urban Planning Assessment December, 2010 (ANNEXURE"A") where it states "Under Clause 8N of the Environmental Planning and Assessment Regulation 2008, the Minister is not able to exercise these powers where the site is located within an "environmentally sensitive area of State significance" or "sensitive coastal location" This site is not considered to be either.

The site is bounded by Towra Point Aquatic Reserve although this was not mentioned in the proponents Environmental Assessment nor did the map (ANNEXURE "B") included in the assessment show the correct boundary of the Towra Point Aquatic Reserve . The boundary shown on the map was inaccurate and should have extended to the Mean High Water Mark of Woolooware Bay and should include most mangroves abutting Towra Point Nature Reserve and those abutting the developed lands around Woolooware Bay, including the development site. This observation is made by both the NSW Fisheries and the Office of Environment and Heritage in their submissions to your office in relation to this application.

I would therefore ask that the application has been accepted incorrectly and therefore cannot be assessed under Part 3A as it breaches sections 75J(3) and 75O(3) of the Act as this development is located in a "sensitive coastal location" Reg 3 © land reserved as an aquatic reserve under the Fisheries Management

Act 1994. (ANNEXURE "C"). Please see (ANNEXURE "D") for map showing the land in front of the proposed development as "Nationally Important Wetland".

We therefore feel the application cannot be determined under Section 3A and should be refused as the Department has no jurisdiction to access this application which we believe has been mistakenly accepted.

Environmental impacts

It is clear from reading the submissions from The NSW Fisheries, Department of Environment and Heritage and the Office of Water that the proponent has failed to address the Director Generals Requirements in relation to many environmental issues, and have actually submitted ***inaccurate and incomplete*** information or ***no information*** at all. These include

- "the proposal fails to state that the adjoining mangroves are part of Towra Point Aquatic Reserve",
- "Map presented in the EAR showing boundary of reserve is inaccurate", does not address development affecting the Aquatic Reserve",
- " EAR has not accurately stated DPI – Fisheries requirements fro the buffer zone",
- "insufficient ecological information especially in relation to the adjoining wetlands, flooding and Aboriginal culture".
- "has not adequately addressed the protection and rehabilitation of the riparian land at the site and have not demonstrated compliance with DGR requirement for 40m wide core riparian zone",
- " the location of pathways should be located outside the riparian zone",
- "the proposed foreshore park for both passive and active recreation does not provide a fully vegetated riparian area (3.3 of EA)".

The proponent has not met any compliance on any of these matters and the effect on the adjacent wetlands and attached eco systems has not been addressed. Human habitation of the high rise residential could lead to people having animals onsite including cats, which could have a devastating effect on the migratory birds in the Aquatic Reserve. The proponent has not attempted to comply with the DGR for the Environmental aspects of this application, as it is doubtful that the building of such an intensive development of 700 high rise units and a shopping Centre only second in size to Westfield in the Shire, in this area could be achieved without adverse impacts on the adjacent Aquatic Reserve and Riparian buffer.

The flood impact has not been adequately addressed and I forward to you a sign which is on the gate of the Cronulla Caringbah, Junior Rugby League Football Club grounds (where the 700 high rise units are proposed) (Annexure "E") which states "IF YOU ARE HERE AND THERE IS A FLOOD GO TO HIGHER GROUND AREA" This should be telling in itself that such a sign is required on the gate of the playing fields. I also include a photo (Annexure F) from the Cronulla Leader Magazine November 2011 showing the corner of Gannons Road and Captain Cook Drive in the 1974 floods showing the site of the proposed

development under water. With climate change and sea level rises imminent ,the outcome for the development on these playing fields would be that they would be built not only on an old uncontrolled tip but also on flood prone land, and land subject to inundation, especially given the rise expected in sea level over the next few decades.

BUILT FORM

There is no reasoned argument for the height and density of the proposed residential development. It is not in keeping the surrounding area, which is a recreational precinct, surrounded by a protected Aquatic Reserve and low scale housing 400 metres from the site. It would be out of character with the entire area, being such a dense form would have a major impact on the visual amenity of the area especially as viewed from the Bay. The visual integrity as viewed from the Bay is supposed to be maintained so as to not impact the views of the wetlands from the water. There is no justification for the impact this massive residential and retail development would have on the area. ***The highest Tower will be the highest building in the Shire.***

The extra units proposed cannot be accepted as required to meet the Sydney South Sub-region strategy as the target figure of 10,100 dwelling has already been identified within existing zonings in the Shire and this extra 700 high rise units is not required to meet this target.

Already land has been rezoned for housing at Greenhills Beach, just 1.5 kms East of this proposal, this rezoning is for 450 residential blocks which will contain large houses, this will add approximately another 2,000 people to this very area over the next year or two. Another project has just been announced at North Caringbah on the surplus land on Caringbah High School with another development of 290 units and townhouses. The cumulative effect of these new residential estates and the proposed high rise development/large shopping complex will have huge effects on the existing infrastructure of the area, which is unable to cope at the moment.

Open space within residential component

The open space component of the residential development appears to be located on top of the podium level of the u nits, I am not sure how public would access such "open space", which is built upon the concrete roof of the two podium levels. The other open space appears to be located in the buffer zone of the Aquatic Reserve and is not recommended by NSW Office of Water nor the Department of Primary Industries.

Economic Impact

From the figures presented Franklins at Cronulla would lose about half their trade to the new Centre, so in terms of job creation one may say we are just shuffling the numbers around from one employment Centre to another. It should also be noted that ALDI is opening a new large store at Miranda, so somebody is going to miss out in this regard. The justification that new jobs will be created cannot be proven. There is also the fact that the Cronulla Leagues Club will be about one third the size so there will be a loss of jobs there, also during the building phase there may be no employment for local ongoing jobs, it cannot be argued that the builders will be sourced locally, in this day of fly in fly out workers they could come from anywhere. The development could be sold to a company such as Meriton who have their own preferred contractors, so there is no guarantee of local jobs.

The size of the Retail development is out of character with the area and is not surrounded by a residential precinct It is in an isolated recreational precinct on an arterial road which services a peninsula. Positioning a retail centre of this size in this area cannot be justified and does not meet any the criteria of the DOPI Draft Centres Policy in a number of ways, access to public transport (see letter 25/11/11 from Transport NSW on Department of Planning website Agency submissions) where they say they have no current plans to provide a new bus service as suggested by the proponent. ,Infrastructure to support future public transport, good pedestrian access etc. The isolation of the site and environmental constraints reduce its development potential.

PARKING

The report identifies deficiencies in parking for the residential unit development alone of approx 300 cars.

Overflow parking would most likely park in the adjoining playing field parking creating the problem of no parking for those fields. They are used mostly on the weekends so that people parking there on Friday night would still have their cars there on playing days or special events, creating a dangerous situation if people had to park some distance from the grounds and walk.

No game day parking is provided onsite.

The traffic situation on Captain Cook Drive, will present the position of no way in and no way out of Cronulla /Kurnell.

3 sets of traffic lights on Captain Cook Drive – will cause traffic congestion and blockages.

Has the evacuation plan for Kurnell residents been consulted- how will residents evacuate along Captain Cook Drive with so much development concentrated there? Combined with the cumulative effect of the Australand /Breen development.

Game day satellite parking has been glossed over, the proponent put forward their game day parking to Sutherland Council in august, 2011 the proposed game day parking at Woolooware High School , Wanda and Seymour Shaw was refused by council (annexure "G") environment and planning LP/03/332127.

However these same parking proposals have been included in the game day parking with this application.

Woolooware High school confirms that no parking can take place on their grounds.

Cronulla High school confirms that there is no existing parking that can be used for game day parking.

Wanda has also been ruled out – if as the plan contained in current application was imposed and parking of 400 cars at Wanda was adopted it would take over 2 hours using 5 full size buses to bus the occupants back to their cars after the game. Who would wait that long? T his is not a practical solution.

Public Transport

The report dated September, 2011 submitted with this Concept Plan by McLaren Traffic Engineering States on page 5 "Create New Bus Service"

It refers to discussions with the Department of Transport who have agreed "in principle" with the provision of a new bus service that will operate between Miranda- Cronulla rail stations etc.

However in a submission received from NSW Transport for NSW dated 25th November, 2011 the Transport NSW clearly state that "TfNSW currently does not have any plans to provide a new bus service as suggested by the proponent. As advised in the letter of 18th August, 2011."

It appears that the proponent already had advice from the Transport Department that there was **NO** in principle agreement for a bus service to service this development. before the lodgement of the Concept Plan and was trying to mislead in this regard.

Significantly the Proponent did not have their Traffic Consultant at the presentation to Council on 28/11/11 when Council was considering its report to the Department of Planning regarding this application.

Loss of Playing Fields

No playing fields have been secured to replace the Junior fields.

The 500 players registered with the Cronulla Caringbah JRLFC have been led to believe that they have assured fields to go to at Cronulla High School. This is not the case there are no approvals in place with either the Education Department (ANNEXURE " H") in fact the plans submitted for the concept plan for the clubhouse of the Junior Rugby League Football Club ,with this development application contains bars and function areas. The Deputy Director General Finance and Infrastructure Department of Education in a letter dated 14/11/11 (annexure "I") advices that alcohol will not be allowed on the grounds of Cronulla High School nor any other Public School land.

The executive of the Cronulla Caringbah JRLFC have been led to believe that any move of grounds and subsequent facilities purpose built for them (ANNEXURE 'J")would include their present club facilities, which include bar facilities. This cannot happen even if they could secure the playing fields at Cronulla, there is no certainty for the 500 JRLFC players.

There is a documented shortage of playing fields in the Shire and the fields to be built by Breen/Australand are already allocated and are not available for several years. There are no other opportunities to gain open space in the Eastern part of the Shire, so the loss of the JRLFC grounds cannot be offset by any additional grounds, therefore there cannot be any compliance with DGR to address the loss of active open space and detail how demands for sports fields will be met within the context of growing participation rates across all sports. The only option would be to buy residential land and turn it into playing fields which is unlikely. There is a shortage of open land especially on a Peninsula, these playing fields and facilities cannot be replaced.

Traffic

The introduction of 3 sets of traffic lights along this strip of Captain Cook drive will lead to massive traffic congestion. The residents of Kurnell are often evacuated from their homes when incidents happen at Kurnell. The bottleneck that would ensue from this development on this single road out of the Peninsula could have disastrous results. The Kurnell Evacuation Plan should be consulted (see also Land Use Safety Study Kurnell Peninsula Feb 2007 Department of Planning) in relation to any increase in traffic in this area. The siting of this mega development would be akin to putting a potential "road block" on this only Road that services Kurnell and the Northern end of Cronulla. This could lead to devastating consequences if evacuation of the Peninsula is required and this has happened in the past few years, with a Chemical Fire on 25/3/11 causing the evacuation of 250 residents and the blocking of Captain Cook Drive at Elouera Road, causing traffic chaos.

Captain Cook Drive services Cronulla , Wooloware, North Cronulla, Kurnell, South Cronulla and during the summer the roads are at peak capacity. We are talking about the road infrastructure servicing four surfing beaches, there are regular surf carnivals and other activities that take place at the beach on a regular basis.

This one road is was not designed to carry capacity vehicle load, it has restrictions, the Towra Point Aquatic Reserve on one side and the golf course on the other, there is very little room to widen the road without encroaching on the wetlands, this will lead to a road with nor way in and no way out and could be catastrophic if a major event occurred at Kurnell.

The current intersections are at peak load in the peak times for travel including the intersection of Taren Point Road and Captain Cook Drive which would have to be upgraded to accommodate any further traffic.

- **SUBMISSIONS LODGED BY AGENCIES WITH THE DEPARTMENT OF PLANNING IN RELATION TO THIS APLICATION**

Department of Primary Industries (Fisheries)

Comments:- proposal fails to state that the adjoining mangroves are part of Towra Point Aquatic Reserve.

Map presented in the ear showing boundary of reserve is inaccurate.

Does not address development affecting aquatic reserves

EAR has not accurately stated DPI- fFsheries requirements for buffer zone.

Sydney Water

Existing water mains to be enlarged from Kurnell and Hume roads current wastewater system does not have sufficient capacity to service the proposed development

Trade waste – Sydney Water does not guarantee that it will accept trade waste to its sewerage system.

Office of Environment and Heritage

OEH considers the Environmental Assessment does not adequately address the Director Generals requirements – insufficient ecological information especially in relation to the adjoining wetlands, flooding and aboriginal culture.

NSW Office of Water

The Environmental Assessment has not adequately addressed the protection and rehabilitation of the riparian land at the site and have not demonstrated compliance with the DGR'S requirement for a 40m wide core riparian zone.

Roads and Traffic

Captain Cook Drive is currently at capacity during weekdays pm peak period. the committee advises that this intersection should be upgraded to mitigate the traffic impact of the proposed development to be paid by developer.

NSW Transport

States" The Transport for NSW does not have any plans to provide a new bus service as suggested by the proponent. As advised in the letter of 18th August, 2011."

Sutherland Shire Council

The report submitted to the Environment and Planning Meeting of the 28/11/11 (Annexure "K") and endorsed to be submitted to your Department by the Council, this was in keeping with the Letter to the Council by Planning NSW (Annexure "L" in relation to ensuring that the Department worked closely with the Council in assessment of this project and to ensure that Council's views are fully considered. In light of the damning assessment of the proposal on all aspects we hope that the Department will take this submission very seriously as it also expresses the issues that the "local" residents have in relation to this massive overdevelopment. The local residents will be impacted upon in a massive way.

SUBMISSIONS

We have noticed that a large percentage of supporting submission are from people who do not live in the area nor even the State, and as this is a planning matter the weight placed on such submissions should be emotional only relating to saving the Sharks and not in relation to any Planning merit. However the submissions from the actual local residents should have weight placed on them in relation to the adverse planning issues of this proposal and the effect this proposal will have on their amenity and way of life, which would have been expected were the playing fields not turned into mega high rise apartments. This is normally how a Land and Environment Court case assesses submissions. It would be a bit like a house is being built next to me and all the supporting submissions live nowhere near my house, they could hardly be held as having a significant say in what is being built and impacting on my house or life. We therefore request the Department to place more weight on the submissions from those affected the most.

We call on the Department of Planning to reject this outrageous rezoning and mega development in the most inappropriate area as it does not satisfy any of

the criteria for development standards in such a sensitive area. It does not meet any standards for urban planning and should be rejected as a development based on emotion and no substance. If this takes place it will ruin this area forever, and be the worst planning decision made under any part 3A process to date.

I wish to speak to my submission at any hearing that may be held in regard to this application, I look forward to your response.

Yours faithfully,

WOOLOOWARE NSW 2230

PHONE

MOB

ANNEXURE "A"

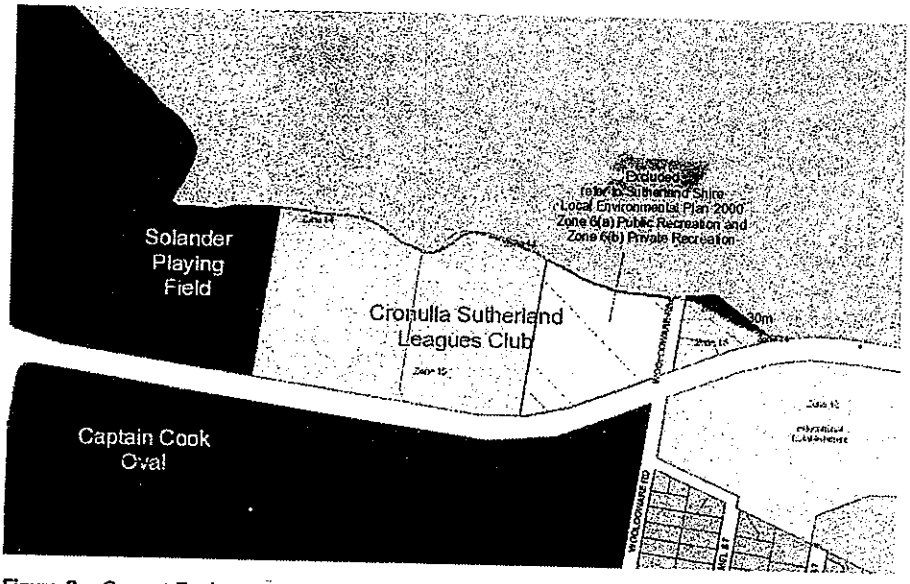


Figure 2 – Current Zoning (Source: Sutherland Shire Council)

Under Zone 15 in SLEP 2006 which applies to the central and western sections of the site, the existing uses associated with the recreation areas and facilities as well as uses associated with the Leagues Club operations are permissible with consent. The proposed residential development for this part of the site is currently prohibited.

Under LEP 2000, which covers the eastern section of the site, the land uses permissible in the zones relate primarily to private recreation and associated uses including registered clubs, restaurants etc. Retail uses are prohibited under the current zone. In addition to the underlying zoning however, Clause 65(5) of the LEP provides that consent may be granted to development on the site for the purposes of a conference / convention centre, seniors living, hotel, motel, residential flats or ancillary shops. These uses are acceptable if they are consistent with and do not adversely affect the on-going use of the Cronulla Sutherland Leagues Club and satisfy a range of matters and development standards in Schedule 8 of the LEP, principally relating to built form, urban design and environmental protection of Woolooware Bay. Sutherland Shire Council supported such uses in its 2009 approval (see Section 2 above).

To permit redevelopment of the site as a mixed use neighbourhood retail centre and residential master planned estate, rezoning will be required. Through authorising the submission of a Part 3A Concept Plan, The Minister, under Sections 75O and 75R of the EP&A Act is able to undertake a merit assessment of land uses on the site that are not permissible and should he approved the concept plan, amend the local environmental planning instruments. Under Clause 8N of the *Environmental Planning and Assessment Regulation 2008,* the Minister is not able to exercise these powers where the site is located within an "environmentally sensitive area of State significance" or is a "sensitive coastal location". The site is not considered to be either.

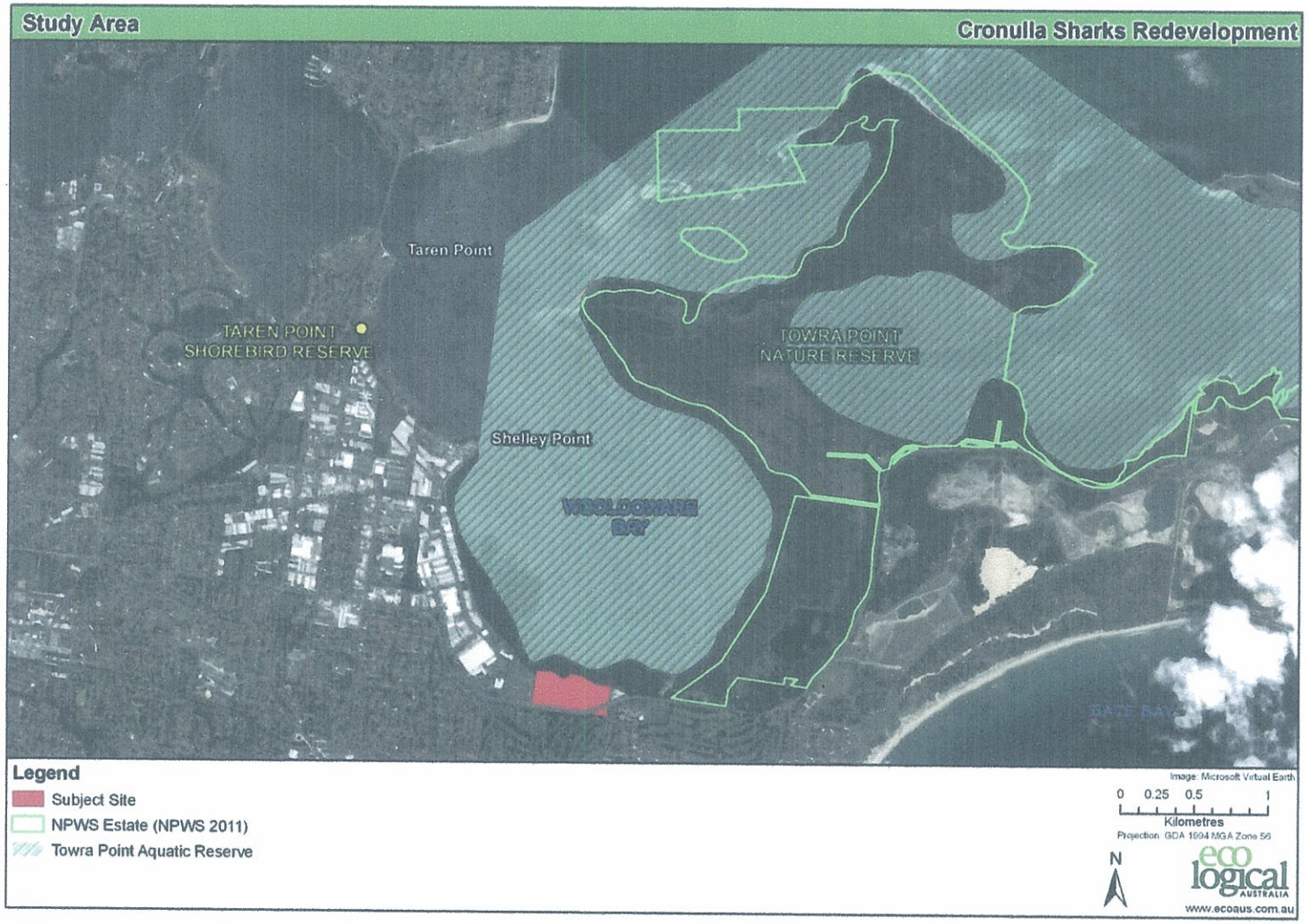


Figure 2: Study area

ANNEXURE "C"

New South Wales Consolidated Regulations

ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2000 - REG 8N

Projects or concept plans for which approval may not be given concerning environmentally sensitive land or sensitive coastal locations

8N Projects or concept plans for which approval may not be given concerning environmentally sensitive land or sensitive coastal locations

(1) For the purposes of sections 75J (3) and 75O (3) of the Act, approval for a project application may not be given under Part 3A of the Act for any project, or part of a project, that:

(a) is located within an environmentally sensitive area of State significance or a sensitive coastal location, and

(b) is prohibited by an environmental planning instrument that would not (because of section 75R of the Act) apply to the project if approved.

(2) To avoid doubt, a project is not prohibited for the purposes of subclause (1) (b) if:

(a) it is not permitted because of the application of a development standard under the environmental planning instrument, or

(b) it is prohibited under the environmental planning instrument but is permitted to be carried out because of the application of another environmental planning instrument to the environmental planning instrument.

(3) In this clause:
"environmentally sensitive area of State significance" has the same meaning as it has in *State Environmental Planning Policy (Major Development) 2005* .
"sensitive coastal location" has the same meaning as it has in *State Environmental Planning Policy (Major Development) 2005* .

AustLII: Copyright Policy | Disclaimers | Privacy Policy | Feedback

"C"

zone:

(a) land within 100m above mean high water mark of the sea, a bay or an estuary,

(b) a coastal lake,

(c) a declared Ramsar wetland within the meaning of the *Environment Protection and Biodiversity Conservation Act 1999* of the Commonwealth,

(d) a declared World Heritage property within the meaning of the *Environment Protection and Biodiversity Conservation Act 1999* of the Commonwealth,

(e) land declared as an aquatic reserve under the *Fisheries Management Act 1994* ,

(f) land declared as a marine park under the *Marine Parks Act 1997* ,

(g) land within 100m of any of the following:

(i) the water's edge of a coastal lake,

(ii) land to which paragraph (c), (d), (e) or (f) applies,

(iii) land reserved under the *National Parks and Wildlife Act 1974* ,

(iv) land to which *State Environmental Planning Policy No 14-Coastal Wetlands* applies,

(h) residential land (within the meaning of *State Environmental Planning Policy No 26-Littoral Rainforests*) that is within a distance of 100m from the outer edge of the heavy black line on the series of maps held in the Department and marked " *State Environmental Planning Policy No 26-Littoral Rainforests (Amendment No 2)* ".

"the Act" means the *Environmental Planning and Assessment Act 1979* .

(2) For the purposes of this Policy, the "employment" of people by development means the average number of workers (calculated on a full-time equivalent basis) that will be employed to operate the development in any one year (other than construction workers employed to establish the development).

(3) Notes included in this Policy do not form part of this Policy.

AustLII: Copyright Policy | Disclaimers | Privacy Policy | Feedback

New South Wales Consolidated Regulations

Annexure "C"

STATE ENVIRONMENTAL PLANNING POLICY (MAJOR DEVELOPMENT) 2005 - REG 3

Definitions and key concepts

3 Definitions and key concepts

(1) In this Policy:
"capital investment value" has the same meaning as in the *Environmental Planning and Assessment Regulation 2000* .
"coastal lake" means a lake referred to in Schedule 1 to *State Environmental Planning Policy No 71-Coastal Protection* .
"coastal zone" has the same meaning as in the *Coastal Protection Act 1979* .
"environmentally sensitive area of State significance" means:

(a) coastal waters of the State, or

(b) land to which *State Environmental Planning Policy No 14-Coastal Wetlands* or *State Environmental Planning Policy No 26-Littoral Rainforests* applies, or

(c) land reserved as an aquatic reserve under the *Fisheries Management Act 1994* or as a marine park under the *Marine Parks Act 1997* , or

(d) land within a wetland of international significance declared under the Ramsar Convention on Wetlands or within a World heritage area declared under the World Heritage Convention, or

(e) land identified in an environmental planning instrument as being of high Aboriginal cultural significance or high biodiversity significance, or

(f) land reserved as a State conservation area under the *National Parks and Wildlife Act 1974* , or

(g) land, places, buildings or structures listed on the State Heritage Register, or

(h) land reserved or dedicated under the *Crown Lands Act 1989* for the preservation of flora, fauna, geological formations or for other environmental protection purposes, or

(i) land identified as being critical habitat under the *Threatened Species Conservation Act 1995* or Part 7A of the *Fisheries Management Act 1994* .

"regional panel" means a joint regional planning panel.
"sensitive coastal location" means any of the following which occur within the coastal

ANNEXURE "D"

Water for the Future

Wetlands

Search for Australian Ramsar site by name : Search or go to Advanced search or A-Z Ramsar site list

Towra Point Nature Reserve

- Overview
- Location and Maps
- More Information
- Gallery

Overview

Key facts and figures:

Date of listing:	21 February 1984
Australian Ramsar site number:	23
Criteria:	1, 2, 3, 6
State/Territory:	New South Wales
Area:	386.5 hectares
Drainage Division or IMCRA region:	Central Eastern Shelf Province; South-East Coast
Wetland type:	**E** - Sand, shingle or pebble shores; includes sand bars, spits and sandy islets; includes dune systems and humid dune slacks **F** - Estuarine waters; permanent water of estuaries and estuarine systems of deltas **G** - Intertidal mud, sand or salt flats **H** - Intertidal marshes; includes salt marshes, salt meadows, saltings, raised salt marshes; includes tidal brackish and freshwater marshes

Vegetation consists of sedge and herb, saltbush shrubland, and extensive grassland and swamp communities (1996), *Photo: Daryl Chapman*

Key features of the site:

Towra Point Nature Reserve lies on the northern side of Kurnell Peninsula, forming the southern and eastern shores of Botany Bay, and is approximately 16 km from the Sydney city centre in New South Wales. It is the largest wetland of its type in the Sydney Basin region and represents vegetation types that are now rare in the area. It is an estuarine complex comprising a mixture of spits, bars, mudflats, dunes and beaches.

The Ramsar site consists of a variety of habitats such as seagrass meadows, mangroves, saltmarshes, dune woodlands, Casuarina forest, small occurrences of littoral rainforest and sand dune grasslands. The vegetation within Towra Point Nature Reserve is regionally significant, with the reserve containing around 50% of the remaining mangrove communities and 90% of the remaining saltmarsh communities in Sydney. Furthermore, almost 300 plant species have been recorded within the Ramsar site including the threatened Magenta Cherry.

Towra Point Nature Reserve is an important area for bird species, with approximately 200 species recorded in the area. This includes 31 species listed under international migratory bird conservation agreements. Large numbers of Eastern Curlew, Lesser Golden Plover, and Ruddy Turnstone have also been recorded within the Ramsar site. The state-listed threatened Little Tern and Pied Oystercatcher are known to breed within the Reserve.

Middens, rock shelters, engravings, burial sites and other items of indigenous heritage have been found within Towra Point Nature Reserve. Captain James Cook anchored in Botany Bay in 1770 and Towra Point was explored, mapped and used as a source of freshwater. It was here where the ship's botanist, Sir Joseph Banks, took the first recognised botanical and zoological samples of Australian flora.

The Ramsar site is part of a dedicated Nature Reserve, with activities restricted to nature-based recreation such as bird-watching and fishing.

Justification of the listing criteria:

The Towra Point Nature Reserve Ramsar site meets four of the nine criteria:

Criterion 1: Urban and industrial development in the Sydney region has meant that the Towra Point Nature Reserve is a

Other relevant maps: Ramsar sites in New South Wales - PDF

More information

The Ramsar Convention encourages the development of three key documents for each Ramsar site:

- **Ramsar Information Sheets** - required at the time of nomination of a site to the List of Wetlands of International Importance, are to be updated every six years, or when there are significant changes in the site's ecological character.
- **Ecological Character Descriptions** - describe the ecological character of the site at the time of its listing as a wetland of international importance.
- **Management Plans** - used to formulate and implement planning so as to promote the wise use and conservation of wetlands.

For more information about these documents see the Ramsar documents page.

Along with the available site documents, additional information and resources on this Ramsar site are listed below. Please note that apart from the Ramsar Information Sheets, not all documents are currently available for every Australian Ramsar site.

Ramsar Information Sheet (RIS): ▪ Towra Point Nature Reserve RIS - PDF | RTF

Ecological Character Description (ECD): An Ecological Character Description is currently being developed. Further information is available from wetlandsmail@environment.gov.au

Management Plan (MP): Towra Point Nature Reserve Plan of Management 2001

Water Quality Improvement Plan of the region (WQIP):

Additional information provided to the Ramsar Secretariat:

Other information:
Botany Bay Water Quality Improvement hotspot
New South Wales Ramsar sites
National Reserve System
Species Profiles and Threats database
Protected Matters search tool
Migratory Species in Australia
Caring for our Country
Weeds in Australia and weed management

Additional resources:

Anon (1977). An investigation of Management Options for Towra Point, Botany Bay. Australian Littoral Society for Australian National Parks and Wildlife Service.
Anon (1983a). Results from the 1983 Summer National Wader Counts. Internal Report. National Parks and Wildlife Service .
Anon (1983b). "Wetlands" Journal of the Coast and Wetlands Society, Vol. 3, No. 1.
NSW National Parks and Wildlife Service (1987). Towra Point Nature Reserve Draft Plan of Management. NSW National Parks and Wildlife Service.

lery

The flat intertidal areas at Towra Point provide roosting and feeding habitat for a number of waterfowl and migratory birds (2007), *Photo: David Heap*

Towra Point is an important example of the remaining estuarine wetlands in the Sydney region (2007), *Photo: David Heap*

Towra Point is an estuarine landform comprising a mixture of spits, bars, mudflats, dunes and beaches (2007), *Photo: Bruce Gray*

Towra Point Nature Reserve contains approximately half the mangrove communities remaining in the Sydney region (1996), *Photo: Daryl Chapman*

Towra Point Nature Reserve is botanically diverse with almost 300 plant species having been identified (1996), *Photo: Daryl Chapman*

Virtual tour

| Accessibility | Disclaimer | Privacy | © Commonwealth of Australia | Help
Last updated: Monday, 24-Jan-2011 15:21:43 EST

rare wetland of its type and size, and represents what used to be found in many parts of the region. It supports 90% of the remaining saltmarsh communities and 50% of the remaining mangrove communities in the Sydney region, as well as significant areas of seagrass in adjacent seabeds.

Criterion 2: Due to a lack of suitable habitat in other local areas, the Towra Point Nature Reserve is a critical wetland that supports a significant number of threatened species and vegetation communities. This includes species such as the threatened Little Tern and Pied Oystercatcher which breed within the site.

Criterion 3: Towra Point Nature Reserve is an important area for maintaining the biodiversity of the Sydney region. Its seagrass beds, in conjunction with its mangrove and saltmarsh communities, provide critical shelter and food for juvenile fish and crustaceans. It also is one of the most important migratory bird sites in NSW, as well as being an important breeding area for the endangered Little Tern.

Criterion 6: The Ramsar site has regularly supported 2.0% of the Australian population of the Eastern Curlew, 6.1% of the Lesser Golden Plover, and 1.1% of the Ruddy Turnstone.

Please see the More Information page for additional information on this Ramsar site and access to the Ramsar Information sheets and other associated site documents.

Location and maps

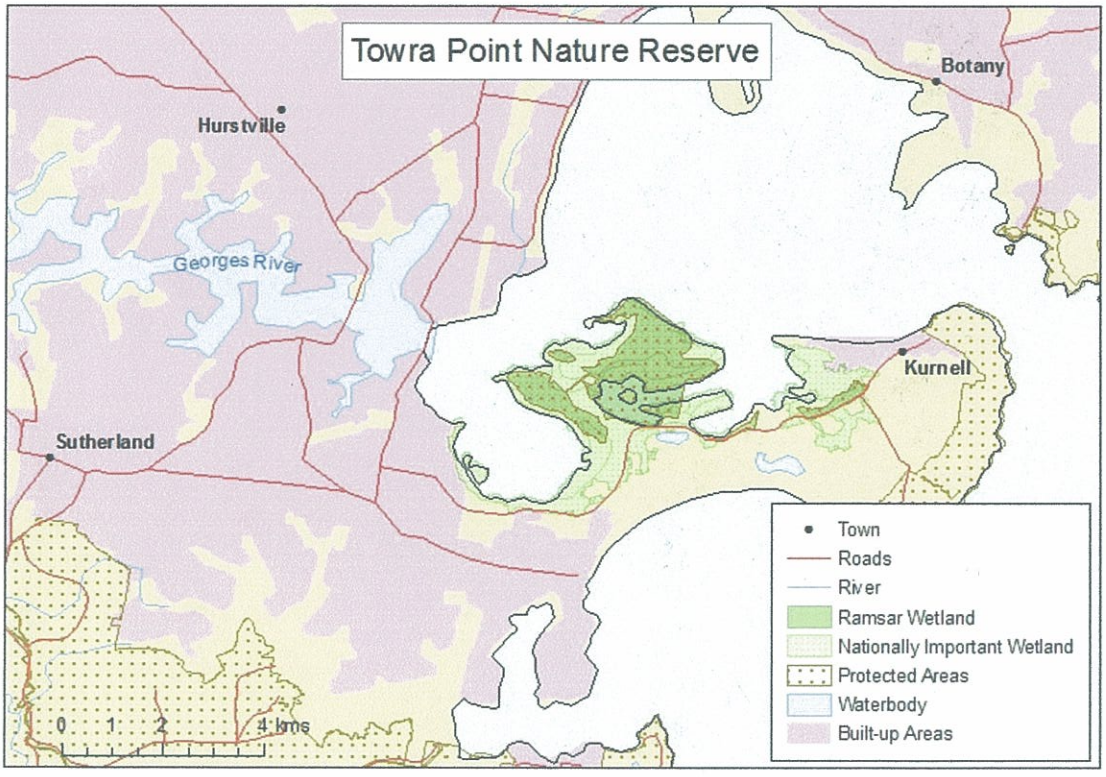
Geographical coordinates: Latitude: 34°00' S; Longitude: 151°10' E

General location: Approximately 16 km south of Sydney centre, Towra Point adjoins Kurnell Peninsula forming the southern and eastern boundaries of Botany Bay.

Location of the Ramsar site in Australia

The maps listed below are the maps currently available for this Ramsar site. Please note that not all Ramsar sites have the same range of maps available.

Location of the Ramsar site in its local region:



Remote sensing image: 23-0-s remote sensing image - PDF

Boundary map: 23-0-b boundary map - PDF

Annexure C

Photographer Ross Myers calls them the Great Cronulla Floods of the 1970s. Drains overflowed and shops flooded at least three times in Cronulla Street in that decade.

BELOW: High tides contributed to flooding at the corner of Gannons Road and Captain Cook Drive, the site of the proposed Sharks development.

FREE ENTRY

red white & blues festival

Dunningham Park Cronulla Beach

Sat 12 & Sun 13 November 2011 11am - 5pm

You're invited to the Red, White & Blues Festival!

Bring your picnic rug, grab some lunch and settle in for a day (or two) of wine, food and music.

COMPETITIONS AND GREAT PRIZES TO BE WON OVER THE WEEKEND

PERFORMERS...

Chase The Sun • CASH a Tribute To The Man In Black • Johnny G & The E Types the Memphis Soul Revue
Boats Of Berlin • Spookyland • FisherKing • Quasimodo • Bec Sandridge • Two Girls Will
full schedule at www.redwhiteandblues.com.au

FREE ENTRY ♪ A wide selection of premium NSW Wineries ♪ 2 days of Live Jazz & Blues Music
♪ Regional Produce ♪ Boutique Beer ♪ Gourmet Meals ♪ Kids Playground

thinc marketing & events
EVENT ORGANISER Thinc Marketing & Events
mike@thincmarketing.com.au
FOLLOW US ON Thinc Marketing & Events

Leader
OFFICIAL MEDIA PARTNER

for more information go to www.redwhiteandblues.com.au

Edit Minutes

Environment and Planning

MinuteNumber: 88 Council Meeting Date: 08/08/11

01/08/2011 EAP027-12
Cronulla Sharks Redevelopment - Game Day Parking Proposal
File Number: LP/03/332127
Director: General Manager
Councillor Comment:

Report Item

REPORT IN BRIEF

The proponents for the redevelopment of Sharks have submitted a proposal for game day parking including the use of council owned or managed facilities.

It is suggested that Woolooware High School playing fields and Seymour Shaw playing fields are not suitable and that further consultation should be undertaken with residents regarding the use of carparking facilities at Wanda.

REPORT IN FULL

Introduction

Council is in receipt of the attached proposal which deals with 'Game Day Parking'. This is an issue which must be addressed as part of the Director General's requirements for the Sharks Development proposal.

This report only deals with the proposal to use Council facilities and seeks Council's decision as to whether the proposed facilities should be made available in the event of the development proposal proceeding. The full game day parking proposal will be commented on as part of Council's formal response to the Development Application.

The general concept is to replace 511 on site formalised parking spaces to other locations and introduce a shuttle bus service for "13 peak events per year.....80% .....on a Friday or Saturday evening.....20% Saturday or Sunday afternoon. It is assumed these events refer to NRL fixtures and do not include other occasions Toyota Stadium (Shark Park) is used.

Nominated council owned or managed sites are:

- Woolooware High School playing fields
- Wanda Beach (night games only)
  - adjacent to Don Lucas Reserve
  - Mitchell Road north
- Seymour Shaw playing fields

Woolooware High School

The proposal states:

"Previous discussions and agreements with the school principal indicated that the Woolooware High School grounds could be used for peak event parking.

It is understood that Council may be denying this use on the assumed basis that traffic will use Woolooware Road North for access IN & OUT of the school grounds, and due to damage of the grounds particularly during wet weather.

However the proposal is to access the school grounds directly from Captain Cook Drive under a Traffic Control Plan, and on wet weather days alternative parking would be identified.

*The eastern playing fields will be used as an informal parking area. It has been estimated that there is space for at least **500** parking spaces at this location under a parking management plan. Visitors parking in this area would be able to walk to the game, a 600-700m walk along well formed pedestrian paths with signalised crossings across Captain Cook Drive at the proposed new signalised intersection of Woolooware Road North / Captain Cook Drive."*

Council has a licence agreement for community sporting use of the playing fields at Woolooware High School. The licence agreement states that Council is entitled to exclusive use of the Woolooware High School playing fields weekdays between 5.00pm and 9.00pm and on weekends from 8.00am to 7.00pm on a Saturday and from 8.00am – 5.00pm on a Sunday. In the winter sports season Woolooware High School's playing fields are allocated to Sutherland Shire Football Association for training on Mondays to Fridays from 5-9pm and competition Saturdays until 7.00pm and Sundays until 5.00pm. These times clash with the proposed use of Woolooware High School playing fields for Sharks game day parking for both night and day schedules.

In addition Council has made a significant capital investment into the playing fields at Woolooware High School. The Woolooware High School playing fields have become a high profile valuable site for community sporting use and in particular oztag, football and cricket. In addition to the floodlighting and amenities building on-site, (which were constructed at a cost of over $300,000 to Council) Council has installed an irrigation system at a cost of over

$120,000 and conducts annual field renovations and maintenance including topsoiling, returfing, fertilising, mowing and aeration at a cost of over $50,000 a year.

The irrigation system at Woolooware High School is in the process of being commissioned for the recycled water scheme. Recycled water will be used on the fields daily anytime from 10.00pm – 5.00am. The use of the playing fields for carparking will not only potentially compromise the irrigation heads but the Woolooware High School's Recycled Water Management Plan recommends there are no users on site at the time of watering. This may be unavoidable if Sharks games visitors are parking on site.

There is no doubt that the use of the playing fields for carparking particularly during periods of wet weather would cause damage to the surface which would be a cost to Council to repair and a cost to sport and the school if the fields became unplayable.

The Woolooware High School playing fields are not suitable for game day parking.

Wanda Beach Parking

The proposal states:

*"During peak attendance events the northern most parking areas of Wanda Beach could be used as a satellite parking area. This would be used during night games, when parking use in these areas is very minimal. There are over **400** parking spaces in this area. The shuttle bus service which picks up attendees from Cronulla High School will also drive down to Wanda Beach."*

Whilst there are no available parking surveys, it is reasonable to assume that on many occasions there would be limited competing demands for parking during these times, hence sufficient capacity for satellite parking. However, it is worth noting the following:

- The NRL home and away football season generally runs from the 2nd weekend in March to 1st weekend in September.
- Daylight saving in NSW traditionally finishes the first weekend in April.
- On the 1st weekend in April the sun sets at approximately 6.50pm (with a 25 minute twilight period beyond).
- Preliminary matches are held prior to the main NRL match and also generate a need for parking.

It is therefore possible that on fine days there could be significant competing demands for any 5.30pm Saturday home games held in the first four (4) weeks of the competition. For the same reason the area is not proposed as parking for Sunday games.

Poor lighting in the Don Lucas Reserve carpark would present safety issues for people

joining and leaving the shuttle bus.

Residential amenity for adjoining residents in Mitchell Road is also a possible issue, with shuttle buses returning from 9.30pm after 7.30pm night matches.

The parking at Wanda Reserve serves a broad range of users, there is potential for major activities/events to occur in the same period which may clash with some game days. This carpark along with all foreshore parking could be used but also would be in use by the community and not be available for exclusive use by the Sharks.

The views of nearby residents would be a significant consideration in this proposal.

Seymour Shaw Playing Fields

The proposal states:

*"If required, parking areas around Seymour Shaw Ovals (Miranda) could be used when the ovals are not in use by sports clubs. Parking around these playing fields is contained within Council car parks as well as on street angle parking. There are approximately **300** car parking spaces associated with the Seymour Shaw playing fields."*

At the times of Sharks games ie Friday night and Saturday and Sunday afternoons and evenings, the Seymour Shaw playing fields will be in use by the allocated sporting users for training and competition.

The existing carparking at Seymour Shaw is heavily utilised Saturday and Sundays in winter until 5-6pm for competition and Fridays until 9.00pm for training. The Seymour Shaw playing fields precinct is already congested in winter with users and visitors of the football fields and netball courts.

Seymour Shaw playing fields are not suitable for game day parking.

Calculation of Alternate Demand

The Director Environmental Services makes the following general comments on the demands for parking should the development proceed.

"Central to the argument presented in the consultant's study is that only 511 additional car parking spaces need to be provided because the proposed development will only displace 511 existing car spaces. This assumes that the existing game day parking is satisfactory. Inherent in that assumption is the opinion that car parking is being provided at a level which satisfies all relevant approvals.

Given that the majority of the site outside the football field is intended to be developed/redeveloped it is more appropriate that car parking provision be considered on a holistic basis reflecting what will be required in the future. Upon redevelopment the site will operate in a vastly different manner to the current situation. Car parking should be designed for the future needs, not based on current circumstances.

Even though it is almost forty years since the Cronulla Sutherland Leagues Club and the adjacent playing field received development consent, the conditions related to parking which were attached to the consent have never been fully satisfied. The plans for the 1973 development consent showed the provision of 1250 car spaces. Despite further upgrading to the capacity of the stadium the on-site car parking requirement has not been increased. However, the club has been required to introduce traffic management systems for cars to be parked at satellite sites.

When the original proposal was evaluated Council recognised that all available parking would be required to satisfy demands on game day. To ensure that there was no competing demand for parking a condition was attached to the consent stipulating that no major function could be conducted within the club at the same time as a sporting event.

This requirement has been carried through in subsequent consents. Development consent 95/0465, for instance, which approved alterations to the premises, includes condition 13.

> "No major function within the Club shall coincide with the use of Caltex Field. This condition is imposed on the basis that the car parking assessments presented are based on the Club's current practice of avoiding such coinciding events."

Car Parking to Satisfy Demand

Within the traffic study provided by the applicant it is stated that 650 car spaces will be provided in the eastern section of the site where there is currently 532 car spaces. These spaces are to serve the various uses in this portion of the site such as the club, retailers and hospitality areas.

Under the existing conditions of consent these car spaces are required for game day parking. This would require the shopping centre to close and the various restaurants not open during the period of a football game. The consultant's report comments that:

"During weekend games some parts of the retail development will still operate and require parking, however, many parts of the retail development will be closed at night and as such much of this on site parking will be available to spectators for night games."

A practical evaluation of this proposition is required. Even though it may be for only 13 events per year, a shopping centre will have no intention to close because a football game is being conducted. A few shops which are usually closed in the evening or at other non-peak

times will not be open but the significant generators of traffic will want to remain open (eg supermarket, liquor store).

On game days spectators will be actively discouraged from parking within the eastern section of the site. Areas immediately adjacent to the Club premises will be available for club patrons and employees but there would be insufficient capacity for spectators. At this time it is preferable to accept the reality that 1134 car spaces will need to be provided at satellite sites.

Formulating a Comprehensive Solution

At present the on-site parking spaces satisfy only a portion of the demand. No assessment has been provided by the applicant. It is only possible to estimate. However, for a crowd of 16,000 and assuming 75% of spectators travel by car with 4 persons per car, there would be a need for 3000 car parking spaces. This is more than double the current provision on site.

Given that the car parking demand generated by the football stadium on game day is now considerably greater than it was in 1973 and that the site will not be capable of providing any significant level of car parking a more comprehensive review of car parking supply is warranted. The applicant should be requested to undertake a more comprehensive study with more realistic assumptions based on the future operations of the site, so that an accurate forecast is available of the number of car parking spaces which will need to be provided at satellite sites.

Even based on historical consents the applicant will need to locate 1134 car spaces rather than the 511 car spaces currently nominated."

Report Recommendation:

1. That the proponents for the Cronulla Sharks redevelopment be advised that council will not agree to use of Woolooware High School playing fields and Seymour Shaw playing fields for game day parking.

2. That during the exhibition period for the proposal nearby residents be asked for comment on the proposal to use carparking areas at Wanda for game day parking.

APPENDIX
Cronulla Sharks Redevelopment - Game Day Parking Proposal

1 attachment

(To view the document, double click on icon and select 'Open'. Select 'File' 'Close' to return to report.)

Committee Recommendation:

That the proponents for the Cronulla Sharks redevelopment be advised that council will not agree to use of Woolooware High School playing fields and Seymour Shaw playing fields and Wanda public car park for game day parking.

Council Resolution:

1. That EAP027-12 and CCL001-12 be considered in conjunction.
2. That the proponents for the Cronulla Sharks redevelopment be advised that council will not agree to use of Woolooware High School playing fields and Seymour Shaw playing fields and Wanda public car park for game day parking.

ANNEXURE "H"

NSW GOVERNMENT | Education & Communities

RML 11/3571

Dear [redacted]

I refer to an issue you raised on 11 July 2011 through the public forum question form provided during the Sutherland Shire Community Cabinet Community Forum regarding developers for the Cronulla Sharks NRL club wanting to relocate playing fields to Cronulla High School. Your issue was addressed to the Minister for Education, The Hon Adrian Piccoli MP, and the Minister has asked me to reply on his behalf.

I can advise that the Department of Education and Communities has made no commitment to the Sharks Development Consortia at this time for the relocation of their playing fields to the Cronulla High School site.

I trust this information is of assistance.

Yours sincerely

Hugo Harmstorf
A/Deputy Director-General
Finance and Infrastructure
17 August 2011

NSW GOVERNMENT | Education & Communities

(Annexure "I").

DOC11/250576

Dear Ivi

I write in response to your letter of 17 October 2011, to which you attached concept drawings for a water polo facility and a junior rugby league football club facility in the grounds of Cronulla High School.

The Cronulla Sharks Redevelopment plan (MP10_0229), from which the concept drawings are taken, is concerned with a proposed development at Woolooware, some distance away from Cronulla High School. The Environmental Assessment Report for the Woolooware development makes clear (p.90) that any proposed ancillary development at Cronulla High School would require a separate development application to be lodged with Sutherland Shire Council. In addition, I would like to assure you that any planning application for a proposed development on public school grounds would in the first instance require an approval from the Department of Education and Communities.

I understand that your central concern with the concept plans is that they envisage buildings at Cronulla High School that incorporate bar facilities. In response to your question about the Department's policy regarding alcohol on public school grounds, the Department's policy is that no alcohol is to be present on school grounds. This policy will be clearly conveyed by the Department to any party that may be considering or proposing a development on public school grounds.

Thank you for raising these matters, and I hope this response is of assistance.

Yours sincerely

Hugo Harmstorf
A/Deputy Director-General, Finance and Infrastructure
14 November 2011

Deputy Director-General, Finance and Infrastructure
35 Bridge Street Sydney NSW 2000 GPO Box 33 Sydney NSW 2001 T 02 9561 8420 F 02 9561 8469

ANNEXURE "J"

Cronulla-Caringbah Sharks

Junior Rugby League Football Club Inc.

Affiliated With New South Wales Rugby League

ABN 42 875 813 259

Clubhouse: Captain Cook Drive
Woolooware, NSW 2230
Mailing: PO Box 2145
Woolooware, NSW 2230

Telephone: (02) 9523-1343
Club Fax: (02) 9527-7634
AH Fax: (02) 9527-6936

June 3, 2011

Bluestone Capital Ventures No.1 Pty Ltd
c/- Parkview Group
Suite 3,
2 Wentworth Park Road
GLEBE NSW 2037

Attention: Mr Matt Crews

Dear Sir

Re: Relocation of Sporting Fields to Cronulla High School

I refer to the recent discussions between Ben Fairfax – Bluestone Property Solutions, Matt Crews – Parkview and the Cronulla Caringbah JRLFC regarding the relocation of the Cronulla Caringbah JRLFC to the existing Cronulla High School fields.

Subject to the final design being agreed, Cronulla Caringbah is supportive of the opportunity to move its home ground to Cronulla High School with new playing fields and facilities purpose built for the Cronulla Caringbah JRLFC and the Cronulla Sharks.

Cronulla Caringbah JRLFC has a long history with the Cronulla Sharks and having the ability to maintain and strengthen this relationship has been supported by the members. The future success of the Sharks will have direct benefits to the club and provide our members and players more opportunities to succeed than the current situation provides.

Please contact the undersigned if you require anything further.

Yours.In Sport

N.G.Piddington

Norm Piddington
Secretary

Annexure "K"

Special Environment and Planning

28/11/2011 EAP094-12
Part 3A Application State Significant Development Cronulla Sutherland Leagues Club, 461 Captain Cook Drive, Woolooware
File Number: LP/03/332127
Director: Environmental Services (BM:MC)
Report Item

(The attachment to this report is available electronically only).

REPORT IN BRIEF

Purpose

The purpose of this report is to provide a summary of the issues surrounding the Cronulla Sutherland Leagues Club's State Significant Development Proposal in order for Council to make a submission in relation to the exhibited concept design.

Summary

The Part 3A Concept Plan application by Cronulla Sutherland Leagues Club seeks approval for a mixed use development. The concept includes:

- building envelopes for eight (8) residential buildings ranging in height from 8 to 14 storeys (above a car park podium);
- a combined retail, medical and leisure centre;
- upgrades to Toyota Stadium;
- upgrades and changes to the Cronulla Sutherland Leagues Club building;
- internal and external road works;
- on and off site parking including parking for major events / game day parking arrangements;
- landscaping and foreshore embellishment, including a cycle way and pedestrian paths;
- associated infrastructure works; and
- staging of the development and subdivision.

The proposed new centre is a significant change to the current land use of the site and the hierarchy of centres within the Shire. Whilst there is potential for centres to grow and change in the Shire, the proposal to essentially create a new centre around the Sharks' grounds has a number of significant failings. These relate to the relationship of the site relative to surrounding land uses and its ability to integrate into the future urban structure of Sutherland Shire, as well as issues that arise from the proposed form and intensity of the development proposed, in addition to weakness in the resolution of the design in relation to architectural, environmental and traffic considerations. Specifically the following issues have been identified by Council officers that are shortcomings of the proposal as exhibited:

- the out of centre location lacks public transport and support services
- the proposal has a dense urban form which is not consistent with the surrounding low density environment

- the proposal does not integrate with surrounding development, turning its back on adjacent uses
- this is a poor location for a new centre because it contains a sports field at its central place and there is no potential to grow the centre over time
- the proposal has significant landscaping limitations – podium planting will not screen or soften 14 storey buildings, nor can the visual intrusion of buildings be screened by landscaping when viewed from Woolooware Bay or foreshore open space
- the proposal results in excessive height and adverse visual impacts particularly when viewed from Woolooware Bay and from Captain Cook Drive
- the proposal does not create an attractive streetscape – two storeys of above ground parking and an essentially blank face to the shopping centre creates a poor streetscape to Captain Cook Drive
- the residential and commercial areas are separated by the stadium producing poor pedestrian connections
- inadequate buffer is provided to the foreshore in this sensitive foreshore location
- the proponent has not established that the development will not adversely affect the environment
- the proponent has not established that the proposal will not create adverse impacts on riparian zone
- insufficient information is provided to determine environmental impacts including site contamination and flooding impacts
- the success of any new public transport should focus on regional services rather than short shuttle service to the railway station, as the short service necessitates an undesirable mode change
- whilst there is road capacity in the immediate location, the proposal will have adverse impacts on traffic in the locality, particularly for nearby intersections already operating at capacity
- the proposal is likely to create game day parking issues
- reduced parking provision rates for both the residential and commercial development is likely to lead to parking overflows on to adjacent streets
- while employment will be created by the new centre, after construction, most employment will provide low skilled jobs whereas the Shire needs skilled employment to assist in employment self containment, and
- while the proposal will increase housing choice in the Shire, the proposal will not provide affordable housing nor necessarily provide housing for the aged.

It is important that the benefits associated with a new centre outweigh the negative impacts of development. Clearly there are a number of issues that the proposal does not satisfy. The proposal has a dense urban form which is resulting in adverse environmental impacts. Importantly, the proponent has not demonstrated that the proposal will not have an adverse environmental impact. This is a critical issue because the site adjoins the aquatic reserve of Woolooware Bay.

Council should note that many of the issues identified above could be addressed through sensitive redesign. Most of these issues were raised with the proponent early in the design process as part of the Director General's Requirements. The applicants have tweaked the design in response to feedback, but they have not comprehensively altered the proposal or reduced its intensity. This highlights the fundamental weakness of the concept as submitted.

Too much development is being proposed and as a result the externalities of the development cannot be properly mitigated on site. For example:

- if the shopping centre was set further back from Woolooware Bay so that a 40 metre vegetated buffer could be provided, with ancillary development set behind this buffer, the environmental concerns could be better addressed; or
- if the shopping centre was set further back from Captain Cook Drive so that a landscaped frontage could be achieved or the front elevation was articulated with active uses rather than parking, a better streetscape could be achieved; or
- if the residential component was reduced in its scale and intensity, the visual impacts of the development would be lessened, better amenity between units would be achieved, the podium car park would reduce in scale allowing deep soil landscaping and better streetscape outcomes.

However, the applicant has not pursued any of these alternatives. Solving these issues will reduce the yield of the development. The proponent has chosen to disregard Council's early input.

The proposal will help the financial viability of the club. The club, Toyota Stadium, proposed medical centre, upper storey restaurant, and two major tenancies (1148sq.m. & 1432sq m) will remain on the club lot. The commercial centre and residential development can secure financing or be sold as they are on separate lots. However, the primary justification for the proposal is the demand for additional retail outlets/ supermarkets in the Shire. While the supermarket is likely to be financially successful, the proposed commercial development may negatively impact existing centres. The proponent has not demonstrated that such development is suitable and appropriate in the locality. The financial needs of the club should not solely justify the new centre.

The proposal is currently being exhibited for two months. Submissions close on the 5 December. Numerous submissions both in support and against the proposal have been received by the Department of Planning and Infrastructure. The Department expects in the order of 1000 submissions to be received by closing. Many support the club and the facilities it provides. Many support the commercial development and jobs it will provide. Many also support the provision of additional housing – particularly more affordable housing. However, there are also many submissions that are concerned that the proposal is an overdevelopment, a 'ghetto', and too high (16 storeys including parking). Some say the development is too far from the station. Many are concerned about increased traffic issues, and creating parking havoc at Woolooware Station and on game days. Many submissions are concerned that the proposal will cause environmental damage. Some claim that the proposal is 'money-driven', the proposal to 'save the Sharks' is a smokescreen, and it does not provide the type of housing people want.

Given that public submissions close on the 5th December, a supplementary report will be provided regarding public submissions. However, in the interim it is recommended that Council forward to the Minister and Department of Planning and Infrastructure a preliminary submission detailing the concerns raised in the report below, followed by a further submission once it has fully considered the issues raised in public submissions.

REPORT IN FULL

Background

In May 2011 Council considered a report (EAP159-11) on the proposed development of the Cronulla Sutherland Leagues Club. On February 21, 2011 the State Government declared the project by Bluestone Capital Ventures No 1 as a Major Project, subject to the provisions of Part 3A of the Environmental Planning and Assessment Act. The proposal is for a concept plan and stage 1 of a staged mixed use residential, retail, entertainment and sporting development which includes the redevelopment of the existing facilities of the Cronulla Sharks Leagues Club.

On 25 March 2011 the Department of Planning formally issued the Director General's Requirements (DGRs) for the preparation of an Environmental Assessment by the proponents for both the concept plan and stage 1 of the mixed use development (Appendix 1).

The Environmental Assessment Report for the Concept Plan Application was finalised by the proponent in September 2011. The Environmental Assessment and associated supporting material are on exhibition by the Department of Planning and Infrastructure from 5 October 2011 to 5 December 2011.

The Proposal

Cronulla Sutherland Leagues Club has partnered with Bluestone Capital Ventures No. 1 as part of a joint venture to prepare the Concept Plan application. The proposed mixed use redevelopment of the Cronulla Sutherland Leagues Club site includes a new neighbourhood centre with retail, medical and leisure and residential development and incorporates upgrades to the sports facilities, including the Toyota Stadium and the Cronulla Sutherland Leagues Club building.

The Concept Plan prepared for the site is seeking approval of uses, development yields and building envelopes to develop the site in three stages, being:

- Stage 1 – New neighbourhood centre with retail, medical and leisure uses on the eastern car park site and redevelopment of the Leagues Club facilities;
- Stage 2 – Residential Masterplanned Estate on the western car park and training fields; and
- Stage 3 – Extension and improvements to Toyota Stadium including grandstand extensions.

The proponent submits that the proposed Floor Space Ratio (FSR) over the whole site is approximately 0.93:1 comprising the following uses (GFA):
Residential – 67,260m2;
Commercial and amenities – 740m2;
Club uses – 3,900m2;
Retail uses – 13,900m2;
Leisure uses – 3,350m2;
Medical – 1,500m2; and
Grandstand – 3,000m2.

(Plans and supporting information can be found at
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4485.)

The Cronulla Sutherland Leagues Club site is legally described as Lot 11 DP 526492 and Lot 20 DP 529644 and is known as 461 Captain Cook Drive, Woolooware. It should be noted that the proposal includes three lots owned by Sutherland Shire Council (being Lot 21 DP 529644 and Lot 1 DP 711486 along the foreshore and Lot 1 DP 501920, located at the intersection of Woolooware Road and Captain Cook Drive).

Exhibited by the Department of Planning, the Concept Plan includes detailed architectural plans including: Residential Masterplan Architectural Drawings, Retail and Club Concept Architectural Drawings, Landscape Concept Plan, and Roadworks and Stormwater Concept Plan. Detailed planning reports in support of the proposal include Site Contamination Review, Traffic Management and Accessibility Plan, Game Day Satellite Parking Plan, Stormwater, Flooding and Servicing Report, Ecological Assessment, Social Impact Assessment, Visual Impact Assessment Report, Economic Impact Assessment.

Relevant EPIs and Policies

The land is currently subject to the provisions of Sutherland Shire Local Environmental Plan 2000 and Sutherland Shire Local Environmental Plan 2006. The land contains a mixture of Private Open Space, Public Open Space, and Public Open Space (Bushland) zonings.

However, pursuant to the provisions of the now repealed Part 3A (of the Environmental Planning and Assessment Act 1979), the Minister may consider applications for State Significant Development where the DGR's were issued prior to 8 April 2011. The Minister is the consent authority and approval may be granted for development beyond Council's planning legislation.

It is noted that the club site was excluded from SSLEP2006 following a detailed planning amendment (LEP) undertaken in 2005-06. This amendment allows a range of additional land uses within the 6(b) Private Recreation zone, including Conference/Convention Centre, Seniors Housing, Hotel/Motel, residential flats and ancillary shops and also introduced a series of planning controls to govern future redevelopment (see PLN152-06 and EHC032-06). The current SSLEP2000 controls applying to the club site include a maximum floor space ratio of 1:1, landscaped area of minimum 65%, a 15 metre height limit, and a foreshore environmental buffer of minimum 40m (the LEP requires that any cycleway or pedestrian path must be located outside the 40m setback). Of note is an additional clause, Clause 65A, which applies a significant restriction on the development of the site as it prohibits subdivision, except for the creation of public open space in the environmental buffer.

The Cronulla Sutherland Leagues Club has, on numerous occasions protested the onerous limitations to development, set by the Minister as part of the planning amendment. It is understood that the limitations were imposed by the Minister to ensure that any development, and any subsequent financial gain, benefited the club itself.

Previous Consents

In August 2009, Council granted development consent (EAP014-10) for a Mixed Commercial Residential Staged Development Masterplan on the Cronulla Sharks Leagues Club site. That development application related to the land occupied by the existing eastern car park and club premises. The deferred commencement consent issued was for the construction of a seniors living development containing 138 Units, a 150 room hotel,

supermarket, retail shops, basement car parking for 628 vehicles, extension of the existing club premises, ancillary landscaping, cycle way and foreshore buffer area. The application related to Lot 11 DP 526492 (No. 461) Captain Cook Drive, Woolooware only. The approved development comprised a 5 storey seniors living development with a gross floor area of 14,355m2, a 5 storey hotel with a gross floor area of 6,140m2, a 2,617m2 supermarket and retail shops and a 750 m2 extension to the existing club premises.

This development consent (DA09/0243) is still valid. However, the land owner now considers that the development is not commercially viable or bankable in terms of securing value for the site.

Generally, the scale of the development currently proposed is being generated by the desire of the owner to produce sufficient funds to retire accumulated debts and provide a source for funding future operations. Some of this revenue may be directed towards the associated Cronulla Sharks NRL team.

The history of the acquisition and ownership of the land was previously considered by Council (FIN176-11).

Proposed New Centre
The proposal is essentially for a new centre. This represents a significant change to the current land use of the site and the hierarchy of centres within the Shire.

The DOPI Draft Centres Policy 2009 addresses the potential for out of centre and edge of centre development. It states that out-of-centre stand-alone sites will generally not be supported unless it has been demonstrated that there are no suitable within-centre or edge -of-centre sites and there is a demonstrated net community benefit. The positive benefits of clustering retail and commercial development in centres can only be achieved where centres are able to grow.

The DOPI Draft Centres Policy states that the location of potential new centres and the location, size and shape of the area to be zoned should be assessed against economic, social and environmental objectives using the suitability criteria. Accordingly, new centres should be assessed against the following suitability criteria:

- access to public transport, or the infrastructure capacity to support future public transport
- good pedestrian access
- good road access for employees, customers and suppliers and, where necessary, capacity to provide new road infrastructure
- close proximity to local labour markets with the skills required by business
- urban design opportunities that create the potential to integrate with surrounding land uses
- potential to increase the amenity of the local area
- capacity to contribute to environmental outcomes
- environmental constraints, such as flooding
- impact on the supply of the existing land use such as residential land (including impacts on housing supply and affordability) or industrial lands.

The appropriateness of the subject site as a new centre needs to be tested against these criteria. The relative isolation of the site, the fact that it is surrounded by Woolooware Bay, Sports fields and prime industrial land uses highlights the fact that the proposed land use is a poor fit for the locality. The land has environmental constraints which reduce its development potential, the site cannot be integrated with surrounding uses so that the centre can consolidate and grow over time, and access to rail is poor.

The criteria listed above are further discussed in sections of the report below. In addition, the proponent has provided a Net Community Benefit Test Report (prepared by JBA Planning) to address some of the wider issues associated with new centre development. These are also discussed below.

Strategic Context

The proposed new centre is not located within an existing strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy. The Department of Planning and Infrastructure - Draft South Subregion Subregional Strategy does not identify this area as a potential centre or part of an economic corridor. The proposal is located in proximity to the Taren Point Employment precinct – an area identified by the Strategy as Category 1 employment land to be retained for industrial purposes. It is noted that the proposal will not result in the loss of employment land. However, the proposed centre is more than 800m from Woolooware railway station and as such does not meet the criteria in the Subregional Strategy for increased residential density. However, the proponent claims this is a new centre.

The area has not been identified by Council's Strategic Plan – 'Our Shire Our Future' for a potential centre. In support of the proposal the proponent submits that there is 'a clear demand for additional retail development and in particular supermarket floor space to remedy a critical undersupply within the locality and Sutherland Shire'.

The proponent submits that is the proposal does not proceed it is likely that the Cronulla Sutherland Leagues Club would financially collapse and this in turn would result in a loss of the community services which it provides. The proponent also submits that not proceeding would also result in the loss of an opportunity to provide needed retail and residential development within Sutherland Shire.

Economic Impact

The proposed retail centre will accommodate new club facilities, including restaurants, a medical centre, a major and mini-major retailers as well as smaller speciality shops around a main retail arcade, and associated car parking. Supermarkets comprise 45% of the retail medical and business floor space (not including the club and grandstand).

The commercial component of the centre (including the club) comprises approximately 24,000sq.m floor space (not including the grandstand). This size commercial centre equates approximately to the size of Southgate Shopping Centre (20,000 sq.m. Hirst 2001) and the nearer to Cronulla Centre (24,000 sq.m. Hirst 2001), albeit the commercial uses are configured differently. The centre will have more commercial floor space (including the club) than proposed by the Kirrawee Brick Pit development (14,000 sq.m.).

Under the South Subregion Draft Subregional Strategy, Southgate centre is categorised as a small village – 'a small strip of shops and adjacent residential area within 5 to 10 minute walk. Contain between 800 and 2,700 dwellings'. A local centre will be expected to have low traffic impacts and could serve a largely walkable catchment and have retail that serves daily and weekly convenience shopping needs (DOPI Draft Centres Policy 2009).

The main trade area of the proposed centre extends approximately 1 km to the south and west and includes the suburb of Kurnell, as well as parts of Cronulla and Woolooware (primary trade) and extends west by Gannons Road and incorporates the suburbs of Cronulla, Woolooware and Burraneer (secondary trade) (Pitney Bowes Business Insight Report). However, given the role and function of the club, the trade area may extend further. This proposed centre is more like a stand alone shopping centre like Roselands, as identified in the South Subregion Draft Subregional Strategy, than a local centre that is integrated with a surrounding urban area.

Whilst population projections for the Shire are low, the disposable income of the resident population in this part of the Shire is higher than Sydney average. In addition the centre will be supported by an additional 700 dwellings. Council is well aware of the demand for supermarkets and discount liquor stores in the Shire (Kirrawee, Cronulla, and Caringbah). The supporting retail analysis by Pitney Bowes Business Insight contends that the centre, in particular the supermarket anchor, will be financially viable. The centre will, however, have an economic impact on surrounding centres including Cronulla (7.8% loss of trade) and Caringbah (12.8% loss) and Taren Point (9.5%) and to a lesser extent Miranda and Sylvania (Pitney Bowes Business Insight report). The potential for adverse impacts on nearby centres is limited by the proposed centre's greater distance from Caringbah and Miranda centres - with both centres already having substantial supermarket development. However, this loss of trade will make further investment in existing centres harder to attract. This is particularly important for Caringbah Centre which is in need of revitalisation.

Suitability of the Locations for a New Centre

The difficulty with the proposed centre is that it is not centrally located. It is not located along the railway line which is the traditional higher density development spine in the Shire. The proposed centre will not be the geographic centre of a resident population. Within a 400m radius of the proposed new centre there will only be 700 dwellings and these form part of the new development. The potential to accommodate additional housing to support the centre and help it grow over time is constrained by its position fronting Woolooware Bay. The potential future growth of the centre is also constrained by the sites being adjacent to Woolooware Golf Course, Woolooware High School, Cronulla Golf Course, Solander Playing Fields and the category 1 industrial land to the west currently occupied by Toyota. Only a small number of low density dwellings in Woolooware north may fall into the geographic radius set for centres. Therefore the capacity for the centre to grow over time is severely constrained. This is a very poor long term planning outcome.

Captain Cook Drive is a classified regional Arterial Road and has recently been upgraded. However, public transport to the proposed centre is almost non-existent. The centre is situated approximately 1.4km from Woolooware station, 2.5 km to Cronulla, 2.4 km to Caringbah and nearly 5km to Miranda. Whilst the distance from Woolooware station could enable walking, residents will be less likely to walk as the station is more than 800m away and is not within the visual catchment of the development. A bus trip to a nearby train station will require a

modal change, adding to travelling times and inconvenience, reducing the attractiveness of public transport. The proponents claim that the development will act as a catalyst for more bus services but this can not be substantiated. This location for the centre is a major failing of the development concept. Transport and traffic issues are further discussed below.

Housing Demand

The residential precinct located to the west of Toyota Stadium will accommodate approximately 700 residential dwellings ranging in size from 50sqm (1 bed) to 95 sqm (3 bed) as well as commercial amenities (740sq.m.). The proponent is not offering to create affordable housing or dedicated housing for older people.

It is noted that the proposal will increase housing choice in the Shire. Council has been considering a housing strategy as part of its next comprehensive Local Environmental Plan. DSILEP. Council is satisfied that the housing targets specified in the Draft South Subregion Subregional Strategy (10,100 new dwellings Dec 2007) can accommodated within the defined radii of existing centres, as required by the Draft South Subregion Subregional Strategy. The subject site is not needed to meet sub-regional housing targets.

Built Form and Urban Design

The concept plan proposes significant development including a new commercial centre and approximately 700 residential dwellings. Of particular concern is the height, bulk and scale of the proposed development within the context of the locality. The residential dwellings are located in eight towers up to 14 storeys high. The residential towers, west of Toyota Stadium, are located above two storeys of above ground car parking (partially hidden by mounding). The highest point of the residential development will be approximately 56 metres above water level (a building height of 52 m – equivalent to 16 storeys).

The redevelopment of the club and retail/commercial precinct, east of Toyota Stadium will largely be limited to the height of the existing club (maximum height RL23.5m), also with two levels of above ground parking.

The highest residential tower will be higher than any other building in the Shire. Whilst the overall density of the entire concept is less than 1:1, this included the essentially vacant playing field. This open space does not offset the bulk and scale of the development to the same extent as would occur if this area was landscaping surrounding the development. The density of the residential site is approximately 2.3:1. Whilst the residential site provides a 40-60 m landscape buffer to the mangroves, much of the site will be comprised of hard surfaces. Over 70% of the residential site will be covered with podium or driveway/car parking. A mound located centrally above the residential access road will provide, at most 1.8m soil depth in that location only. Landscape planting opportunities to soften the development and provide privacy between buildings will be limited by podium soil depth. The development will create a dense urban environment.

The residential site and commercial precinct are fragmented by the centrally located Toyota Stadium. Pedestrian linkages between the 700 dwellings and club and retail development rely on the foreshore buffer and Captain Cook Drive footpath. It is unfortunate that due to the constraints of the site the development could not be better integrated.

Visual Impacts

A Visual Values and Guidelines for Botany Bay Report, undertaken by URS on behalf of the Department of Planning and Infrastructure in May 2004, identified the visual elements of Botany Bay as an important and worthy of protection. In particular, the study identified the natural landscape character of the southern portion of the bay, in contrast to the more urban character of the northern edge. A priority was placed on retaining the natural visual character of this area. The study found that the existing stadium and club have a negative visual value due to their isolated location, the scale and location of the existing buildings and the large car park area limiting opportunities for effective landscaping.

Consequently, the visual management guidelines developed as part of the study recommended a 20m wide landscape buffer to be provided along Captain Cook Drive with a foreshore visual protection area extending 30m beyond the mangroves/mean high water mark. The guidelines recommend the foreshore strip be planted to screen buildings behind. The visual management guidelines also recommend a 15 metre height limit for buildings. The study considered the adverse impacts of additional lighting, recommending that light spillage on to public areas and the foreshore be minimised. The study found that new buildings larger than existing would represent a poor development outcome.

It is evident that the proposal does not achieve the objectives of the Visual Values and Guidelines for Botany Bay. In support of the proposal the proponent has submitted a Visual Impact Photomontage Report using a 3D model. Whilst it is evident that it will be difficult to discern views of the proposal from distant places, such as Taren Point Bridge, there will be significant adverse visual impacts in closer proximity, including views from the water and Captain Cook Drive. The proposed development is significantly higher than surrounding low density residential development and no buffer to Captain Cook Drive is provided, as recommended in the Visual Values and Guidelines study.

The commercial development proposes a three storey building (plus parapet) at essentially a nil setback to Captain Cook Drive. This elevation is over 120metres long and comprises two floors of car parking topped by the main retail floor. There will be a desire by residents to walk along Captain Cook Drive to the Fitness First Gym, however the development downplays this pedestrian link. The footpath narrows towards Woolooware Road North. Only half of the strip will have an awning. This building elevation is likely to accommodate some natural and mechanical ventilation for the carpark. Opportunities to soften the elevation and create a pleasant pedestrian environment are limited. Clearly this elevation will need to be addressed to create some architectural merit.

The main commercial service vehicular access is off Woolooware Road North. Again this elevation is a three storey building (plus parapet), at essentially a nil setback, with two floors of car parking topped by the rear of the main retail floor. The development turns its back on the adjacent Gym and service station.

The elevation to Woolooware Bay will be somewhat softened by the 30m (extending to 60m in front of one residential tower) vegetative buffer. Landscaping within the 30m buffer in front of the commercial centre is possible but is somewhat limited by the transmission easement. Aside from the lower two levels of car parking, approximately one third of the upper northern elevation of the commercial development is a blank wall to Woolooware Bay, being the back of the major retailer. The proposal will adversely affect views from

Woolooware Bay and the surrounding low density environment.

Regrading of the 'family hill' on the northern side of Toyota Stadium will result in gabion walls and planted terraces within the transmission easement fronting Woolooware Bay. Opportunities for screen planting are limited. Similarly, the larger vegetative buffer (40 – 60m wide) in front of the residential site is also limited by the transmission easement.

Architectural Merit

Council's Urban Design Adviser has considered the proposal and made the following comments:

The scale of the proposed residential element cannot be said to respond to the immediate context of the site or the wider context of Sutherland shire. Solar access to the proposed residential development does not meet the typical SEPP 65 requirements expected of other new residential flat building within Sutherland Shire. Instead the proposal is dependent upon the lesser standard applied to dense urban environments.

Further development of the street level public domain and how all built form relates to these spaces is essential if a cohesive centre is to be created.

Residential Development

In the site analysis there is little urban design justification for the proposed 14 story building forms. All justification centres on the financial viability of the proposal and the necessity of this approach to maintain the club. There is no urban design merit in the creation of an isolated dense urban area containing high rise buildings directly adjacent to the foreshore.

A boulevard has been created running through the centre of the residential development in a north south direction. The built form at ground floor level addressing this boulevard consists largely of car parking facilities. It is a concern that the presentation of the main street created within the residential component of this development will be dominated by car parking.

The eastern edge of the residential development faces back towards the riparian area and then the stadium, the space created between the stadium and residential precinct provides a pedestrian link to the foreshore. This edge of residential development will be dominated by two stories of car parking. The residential element will be quite divorced from this space casual survey surveillance would be poor.

The solar access strategy is currently dependent upon the proposal being classified as a dense urban area. Under this classification the level of solar access required is 2 hours in mid winter between the hours of 9am and 3pm for a minimum of 70% of the units. If the proposal is to be assessed as a typical residential flat development (not dense and urban) SEPP 65 requires a minimum of 3 hours solar access for a minimum of 70% of units in mid winter.

The table below shows the percent of units that will achieve the minimum solar access requirements of SEPP 65 for both a typical and dense urban scenario:

Building	**2 hours** % of SEPP 65 compliant units	**3 hours** % of SEPP 65 compliant units
A	77	52
B	72	47
C	73	49
D	83	57
E	77	35
F	78	55
G	83	62
H	85	77

The proposal falls short of the minimum solar access requirements for residential flat buildings if assessed as a typical residential flat development. An average of approximately 54% of the total number of units within the development provide the minimum requirement of 3 hours of solar access in mid winter (70% required).

It is not considered reasonable to assess the proposal as a dense urban environment. This concession is typically for inner city localities where development is being in-filled into a dense urban environment. The concession reflects the fact that this land is constrained and the placement of existing buildings will make access to solar access impossible in some instance, particularly the lower levels of buildings. However, this is not a dense urban area – it is a vacant site. Opportunities to orientate buildings are unconstrained. A high standard of amenity for future residents is therefore not an unreasonable expectation.

Retail / Club

This section of Captain Cook Drive could potentially be a very interesting street, but more must be done to connect the different components of the street. The site could offer ground floor retail on the western edge, stadium in the centre and retail / leisure facilities to the east. The current leisure / retail proposal proposes a nil set back and a blank wall to both Captain Cook Drive and Woolooware Road, this approach is not conducive to creating a cohesive centre. If the different components of the new centre are to be connected successfully it is suggested that the base of the retail is set back further from the site boundary and the ground floor activated.

Further development of the public domain across the entire southern edge of the site is necessary if a cohesive centre is to be created.

Public Domain, Landscaping and Open Space

The need to accommodate car parking on two podium levels will limit landscape opportunities. It is unlikely that the proposal meets current SSLEP2000 requirements for 65% landscaped area. Most of the commercial/club development is at a nil setback to Captain Cook Drive. The residential development has an 8m setback with commercial tenancies to Captain Cook Drive. An extended awning means there is limited opportunities for substantial tree planting. The development will largely present a hard edge to the public domain. Again,

given the fragmented nature of the site, separated by Toyota Stadium, it is unfortunate that the development could not create a better streetscape or landscape context.

The proposal is located along a sensitive foreshore environment. The Visual Values and Guidelines for Botany Bay Report, undertaken by URS in 2004 for the Department of Planning, prioritised retaining the natural visual character of this area. The current development controls (SSLEP2000) were founded on the URS findings. The current controls were also informed by studies undertaken to protect the mangroves and foreshore environment, which identified the need for a 40m landscape buffer (discussed further below). The current controls do not permit hard landscape features such as paths or cycleways within the buffer.

However, the current proposal includes many structures within the buffer. The main pedestrian link between the residential site and the commercial development is through the environmental foreshore buffer. In fact the proposal reduces the foreshore landscaped buffer to 30m and includes within the "buffer" the 'Foreshore Park', a lower foreshore path, a pool, BBQ, an upper path as well as other hard surfaces. All these ancillary elements are located within the 40m buffer set by SSLEP2006.

It is noted that the podium and residential towers have a greater setback of 40-60m due to easement constraints. However, this setback also accommodates additional landscape structures.

The commercial/club development setback is reduced further, being only 30m. Given the easement limitations, opportunities to screen the development will be limited within the proposed reduced buffer. The environmental impacts of a reduced buffer are further discussed below.

The development does present an opportunity to link to the existing recreational cycleway along Woolooware Bay. However, the linkages are at the expense of the environmental performance of the buffer. The successful completion of the Woolooware Bay cycleway is a an important outcome, but it needs to be in addition to the environmental performance of the foreshore zone. This can be achieved with a greater setback and less intensive development.

Flora and Fauna

The proposal will have impacts on flora and fauna in the locality, including threatened species, populations and endangered ecological communities. The proponent has submitted detailed studies in support of the application. The Director Generals Requirements (DGRs) specifically required the proponent to ensure that the development not adversely affect the Towra Point Nature Reserve, protected under RAMSAR legislation.

In summary, there has been inadequate investigation of the biodiversity of the site surrounds, in particular migratory birds. The lack of detail in the proposal has also meant that the impact of the development is not able to be fully and adequately assessed. The consultant's report supporting the Environmental Assessment notes several areas where detailed assessment has not been possible. This lack of detail of biodiversity that may be impacted by the proposal, accompanied with the lack of detail of potential impacts is of great concern. The proposal to address these deficiencies at detailed design stage or via management plans using untested means provides no comfort. Perhaps of greater concern is the proposed reduction in width of

the riparian zone and lack of suitable landscaping within the zone, along with the inclusion of significant structures and facilities. This reduction in width has not been sufficiently justified and significantly reduces the potential to mitigate impacts within a suitably vegetated and managed riparian zone. This lack of detailed assessment, the failure to provide a 40m buffer and the failure to include robust mitigating and management measures represents a significant non-compliance with the DGRs.

It is recommended that the proposal not be supported in its current form due to the significance of potential impacts associated with the development and the limited opportunities to effectively manage these impacts due to the reduction of the width of the riparian zone from 40m to 30m.

Were the development to be modified such that it provided a 40m riparian zone appropriately vegetated and structured in accordance with the provisions of NSW Office Guidelines for Controlled Activities (2008) and the provisions of SSLEP 2000 Clause 8, then greater opportunity would exist to manage and appropriately mitigate any impacts that arise from the development. This combined with the recommendation of the ecological consultant in terms of detailed design and management plans, may address many of the concerns identified.

Council's Manager Environmental Science has provided the following specific comments:

Threatened Species and Migratory Birds

The DGRs required that "a detailed survey (using a variety of survey methods by a suitably qualified person) of the migratory bird habitat, and determine whether and how they are using the site and adjoining areas, and assess any potential impacts or threat to the population."

Such a detailed survey and assessment has not been carried out. The consultants note that this has not been possible due to time constraints. DECCW provided advice that in the absence of such studies, recent studies (within 5 years) could be used. The consultants then relied on a number of previous studies, only one of which related to this site and was undertaken within the last 5 years. This study itself did not involve detailed site surveys undertaken at the most appropriate times of the year. In addition to relying on previous older studies of the general area, the consultants did undertake some site surveys, however these were undertaken during June when migratory birds are not present in the area (most have migrated to northern hemisphere) and therefore the survey is of little or no value in regards to migratory birds. There is therefore no certainty in the assessment as to the numbers and species that may be potentially impacted by the proposal. Therefore the applicant has not complied with the DGRs requirements for migratory birds. This is of particular concern as one of the most significant potential impacts from the proposed development is impacts into the mangrove and estuarine habitats adjacent to the site, and subsequent impacts on migratory birds and threatened species using this habitat.

This concern is further increased by the lack of specific data for assessment of impacts and the subsequent inability to properly assess these impacts. For example the consultants note the following impacts could not be properly assessed:

- Alteration of low regimes to mangrove habitat. Ecological note "Additional information is needed to determine the impacts of changes to flow regimes".

- Noise impacts to Towra Aquatic Reserve. While Ecological have assessed that "there will be no noise impacts on Towra Nature Reserve or Taren Point Shorebird Reserve" these reserves are 450m and 2,250m away respectively. Of more concern are the impacts to the Towra Point Aquatic Reserve (ie Woolooware Bay) which is immediately adjacent the site. Predicted noise impacts for the construction works are anticipated to extend 60m into the mangrove habitat resulting in "temporary displacement of fauna from this area". If construction occurs over a summer season this may have significant impacts. If operational noise impacts extend into the mangroves post construction, this may also have a significant and longer term impact.
- Light spill. Ecological note "There are no details available for the concept plan about the design of lighting for the proposed buildings and landscaped areas", however the report notes a wide range of impacts that may occur.

The consultants have noted these impacts and suggest that management plans and careful design may be needed to mitigate these impacts. Such measures have often proven ineffective or impossible to implement post approval.

Environment Protection and Biodiversity Conservation Act 1999

Australia's main national environment law is the Environment Protection and Biodiversity Conservation Act 1999 or EPBC Act. This legislation is designed to protect and manage matters that are nationally significant, including wetlands of international importance (Ramsar wetlands), migratory species, and nationally threatened species and ecological communities. The proponent has referred their project proposal to the Federal Environment Minister to see whether the development needs to undergo a federal assessment process because the development abuts the Towra Point Aquatic Reserve and the Ramsar wetlands are located across Woolooware Bay.

The project has been referred to the Commonwealth Department of Sustainability, Environment, Water Population and Communities, who on 17 May 2011 confirmed that the proposal is not a controlled action, and does not require further assessment or approval under the EPBC Act before it can proceed (refer to letter at Appendix S)

Mitigation and Management Options

The EA does not contain any "detailed actions that will be used to prevent, control, abate or minimise identified impacts to the Towra Point Aquatic Reserve". Much of the assessment has focussed on impacts to the more distant Towra Point Nature Reserve or Taren Point Shorebird Reserve. Where mitigating measures have been proposed, they are lacking in any specific detail, and there has been no assessment of effectiveness and reliability.

There has been much reliance on attempts to mitigate impacts through management plans and detailed design in the absence of adequate assessment. Past experience has shown that reliance on these measures post approval does not deliver acceptable outcomes. Design changes are often not possible or are uneconomic, and management measures do not deliver the desired outcomes. This was demonstrated during the construction of the Desalination Plant at Kurnell. Council expressed concern over potential impacts to threatened Grey-headed Flying Fox adjacent to the plant, in particular impacts from noise and light (similar to this proposal). These concerns were not adequately addressed during the approval process and the development was approved with these impacts to be managed via a management plan. Despite the development and implementation of a management plan, the

Grey-headed Flying Fox were impacted by the works. The Grey-headed Flying Fox population abandoned the site and are yet to return to the site in numbers.

The current inadequate level of assessment coupled with the lack of detail in the proposed mitigation measures along with the recent history of failure of such an approach, pose serious concerns for Council.

Council had considered many of these potential impacts previously in the development of the LEP for the site. This LEP provided for a 40m riparian buffer between the mangroves of the Towra Point Aquatic Reserve and the development. This buffer was to be fully vegetated, and structures such as the bicycle path were to be located outside this buffer. The provision of the buffer was seen as an acceptable way to mitigate many of the impacts from development (eg noise and light spill). The 40m width also provided a greater opportunity to implement a range of mitigating measures within this buffer. The reduction of this buffer to 30m and the inclusion of many structures within the riparian zone, compromises the ability of the buffer to adequately deal with the impacts of the proposal. The loss of a buffer of this size and the move away from it functioning as an ecological riparian zone to more active recreational zone, raises significant concerns.

The loss of the vegetated 40m wide riparian zone coupled with the lack of detail of proposed mitigating measures to overcome the inadequate assessment of potential impacts of the development, means that there can be little certainty that impacts of the proposal can be successfully managed.

Impacts to Biodiversity

The DGRs require a detailed assessment of impacts to biodiversity, habitats and native vegetation. As noted above this detailed assessment has not been undertaken. The study is lacking in detail of biodiversity beyond the immediate confines of the site. Also the impacts of the proposal on biodiversity have not been able to be accurately assessed due to a lack of detailed information associated with the proposal.

The consultant's report adequately addresses the issue of the biodiversity of the immediate site and impacts of development on the confines of the site. The site is currently degraded and has little habitat of value. The proposed landscaping will result in an improved biodiversity outcome for the site as noted by Ecological. Council's concern remains the impacts to biodiversity beyond the site.

Protection and Enhancement of Riparian Lands

While the proposal represents an improvement over the existing situation, it represents a significant reduction in the anticipated benefits that were to be delivered by the restored riparian zone. This is particularly the case in the reduced 30m riparian buffer adjacent to the proposed commercial development. The reduction in width to 30m coupled with the inclusion of the cycle track within the 30m and the restrictions imposed by the electricity easement severely reduce the opportunity to deliver meaningful planting within this area. Opportunities to provide significant screening planting to mitigate impacts of noise, light spill and radiated heat from large concrete walls have been reduced, such that there is little meaningful planting of any height proposed or possible within this area. Areas such as that adjacent to the loading dock, have proposed mound planting, but only have sufficient width to plant Casuarina glauca and lower shrubs. Such planting will only achieve a height of

maximum 8m, compared to the building height of approx 21m. There currently exist on site a number of trees (Eucalyptus robusta) that reach a height of 15-20m. Due to the reduced width of the riparian zone and other site constraints there is no opportunity to achieve any planting that would reach a similar height and provide appropriate screening and mitigation of impacts. Other areas within the riparian zone adjacent to the proposed commercial development do not have any proposed planting of trees, such as adjacent to the proposed food court. This again limits any ecological role that this riparian zone may play and provides no opportunity to mitigate impacts arising from the development.

The proposed riparian zone adjacent to the residential development has greater opportunity to provide a range of ecosystem benefits due to its increased width, however again many of these opportunities are lost due to the extent of 'development' within the riparian zone. The proposed landscaping in this area contains a large area dedicated to active recreation structures such as walkways, cycleways, playgrounds, barbecues and picnic facilities. Low plating is proposed for much of this area along with turf to provide informal play areas. While some saltmarsh planting is proposed, there will be little modification of the ground surface to provide the necessary change in elevation required to provide a suitable habitat for saltmarsh. There is also little significant tree planting within this riparian zone, with much of it proposed within the electricity easement. No planting of any significant height or structure is possible within this easement. This again limits the potential of this riparian zone to deliver any significant ecological benefits.

The proposed limited landscaping of the riparian buffers in each area provides increased opportunity for direct public access into sensitive habitats compared to a more densely planted and fully structured riparian zone. Issues such as litter are also increased under the minimal planting regimes. It is envisaged that the more active and open nature of the proposed riparian zones in these areas will deliver limited ecological benefits, do little to mitigate and screen impacts from the proposed developments and will result in ongoing maintenance problems and impacts to the sensitive environments of the Towra Point Aquatic Reserve.

Provision of a 40m wide Core Riparian Zone

The EA does not provide for a core 40m wide riparian zone, rather it proposes a 30m wide riparian zone within which there are a range of structures and facilities and a limited range of planting and therefore does not comply with the DGRs.

The proponent has attempted to justify this reduction in riparian zone width in terms of an inconsistent planning approach to setbacks along Woolooware Bay. While setbacks do vary along the Bay and are in the majority of instances are less than the 40m required for this development, this is mainly the result of historical approvals, rather than an inconsistent approach. Many of the developments referred to in the EA are approvals and subdivisions over ten years old. These approvals pre-date legislation and policies such as the Georges River REP, which required the consideration of the provision of a 40m vegetated to buffer to the Georges River and its tributaries, and the State Wetlands Policy, which includes provisions for the protection of wetlands such as those in Woolooware Bay. For example, the recent industrial development at Northumberland Drive referred to in the EA is the result of a 1997 industrial subdivision approval which established the industrial lots within 20m of Woolooware Bay. None of these developments has resulted from recent industrial subdivision approvals and none have been associated with rezoning or major change of land use. Thus the Sharks development provides an opportunity to comply with more recent

legislative and policy requirements that were lacking from these more historic approvals.

Other justification for the reduction in riparian zone width in the supporting documentation include contaminated land management and improved stormwater management. The contaminant status of the site is noted as an impediment to providing an intertidal zone suggested within the originally proposed 40m buffer. Council has undertaken works to provide an intertidal saltmarsh area adjacent to the Toyota site to the west of the Sharks site. The nature of the fill and contamination at both sites is similar. Despite this Council was able to undertake the works without any significant impacts and contamination issues. Also, the failure to provide one component of a riparian zone should not be seen as reason to reduce the overall width of the zone. A core riparian zone as required under this DGR has many components, and opportunities exist to expand other components of such a zone.

Stormwater management and maintenance of hydrology is just one of the roles that a riparian zone can fulfil. Other functions such as provision of habitat, terrestrial linkages, screening of developments, acting as a noise barrier and physical barrier to public entry into sensitive aquatic environments, screening for light spill, etc are other roles fulfilled by riparian zones. Any potential reduction of the role of the riparian zone in mitigating stormwater and hydrological impacts does not translate to a decreased need to for the riparian zone to provide these other roles. The lack of detailed assessment of impacts such as noise and light spill, highlight the need to maintain a fully vegetated core riparian zone of maximum width in order to appropriately manage these impacts. Therefore a reduction in width from 40m to 30m cannot be justified on the basis of improved stormwater management alone.

Loss of Sporting Field

The proposed residential development is located on the Cronulla Caringbah Junior Rugby League Football Club grounds. It is proposed to relocate the club to shared grounds at Cronulla High School.

Participation in organised sport in the Shire continues to grow. Whilst the Australand/Breen development at Greenhills will result in additional playing fields, the removal of playing fields is not desirable. The pressure on existing sporting fields will be exacerbated by an increase in population in the St George region as expected and mandated by the DOPI South Subregion Draft Subregional Strategy. Council has a current undersupply of sports fields and many fields suffer from excessive use.

Council's Manager Active Communities has provided the following comments:

Council was seeking to develop a community use agreement for Cronulla High School similar to that currently in use at Woolooware High School. The proponent has proposed a similar option of their own and hence Council has not taken further action at this stage. If Cronulla Caringbah were to remain on their existing site and Council developed a use agreement with Cronulla High School there would have been a net increase in available sporting facilities for the community. If Sharks reallocate existing teams, under their development proposal, to Cronulla High School they solve a local issue but we do not gain a net increase in available sporting fields in Sutherland Shire.

Transport and Accessibility

A major priority of the State government is integrating transport and land use. The NSW State Plan released in March 2010 aims to promote use of public transport and job growth in centres. It is acknowledged that the NSW Department of Transport (DoT) has indicated that the Concept Plan will create "sufficient demand as both a trip origin (residential) and trip destination (retail neighbourhood) to warrant creation of a new public bus service linking the site to nearby centres and public transport nodes" (p58). However, the DoT has not given any guarantees in relation to the provision of additional bus services due to funding constraints (Appendix M of EA).

High density housing as proposed would be better located at existing major transport nodes, such as railway stations, providing direct access to the city and other employment regions within the Sydney Metropolitan Region.

Further comments have been provided by Council's Environmental Scientist:

The impact from the Cronulla Sharks development on traffic and accessibility will be dependent upon how strongly it can reduce car dependence and car mode share. Although the principles for "Good Transit Orientated Development" adopted by the applicant (pg 25 Traffic Report) are encouraged and supported, it is considered that the public and active transport measures proposed are unlikely to achieve the reduction in car travel demand sought to justify the reduced car parking provisions for the development.

The development is situated approximately 1.4km from Woolooware station, 2.5km from Cronulla, and 2.4km from Caringbah and nearly 5km from Miranda. 2009 travel data from the NSW Bureau of Transport Statistics shows the following distribution of trips by transport mode by distance travelled in the Shire. This is summarised below:

Transport Mode	Up to 2km	Over 2km to 5km
Car	36%	83%
Bus	0.5%	7%
Train	1.0%	2%
Walk*	61%	6%
Cycling	0.5%	0.9%

For trips less than 2km, walking has the highest use. Beyond 2km car use becomes the dominant mode. Bus trips increase significantly above 2km and trains only slightly. This data combined with recent research by Daniels and Mulley (2011) which indicates that in Sydney 75% of walk trips to public transport are less than 824m, has implications for trips and mode choice from the development.

Residents at the development choosing to travel by train to work are unlikely to walk to the closest station at Woolooware due to the distance being greater than 800m. Similarly employees or visitors travelling to the site by train will incur the same constraint. Bus use to Woolooware Station is also likely to be low if the current mode share (0.5%) for bus trips less than 2km in the Shire is any guide. Alternatively rail commuters could travel by bus to either Cronulla or Caringbah stations, or cycle to Woolooware Station. However, factors such as bus frequency, cost, travel time and mode transfer are likely to limit the use of bus services as will the lack of a cycleway to Woolooware station from the development.

For bus commuters the proposed bus route provides a limited, indirect and fragmented link (requiring transfer at Miranda or Caringbah) to employment and major regional centres. Therefore, for commuters and non commuters alike, trips by car are more likely to be undertaken. Unresolved, the implications are potentially greater demand for on street car parking in and around Woolooware, Cronulla and Caringbah stations, where parking capacity is already very limited.

Table 1 (NSW Bureau of Transport Statistics 2011) shows mode of transport by trip purpose in the Sutherland Shire in 2009. The most popular mode of transport is the car, then walking, train, bus and cycling.

Purpose	All Modes	Car	Bus	Train	Walk	Cycle
Work	8%	73%	2%	21%	3%	>1%
Shopping	11%	67%	3%	4%	24%	1%
Recreation	4%	50%	2%	4%	42%	2%
Social	6%	89%	>1%	1%	10%	>1%
Entertainment	6%	54%	2%	11%	34%	>1%
Medical	1%	81%	>1%	3%	16%	>1%
Education	4%	59%	14%	9%	12%	2%

This table demonstrates that without strong incentives, car trips are likely to dominate rather than be reduced by the development. It is of concern that the opportunities to reduce the number of trips by car by providing on site access to shopping, recreational, entertainment and medical services will also contribute to reducing the demand for many of the key trips made by public and active transport from the site, potentially making bus trips less viable.

Applying measures that reduce car trips for the journey to work, shopping and education will have the greatest benefit in helping to reduce traffic congestion.
In general it is considered that:

1) due to the constraints of distance and directness to rail services, higher order retail / services and employment, capture of key bus trips from on site retail/ commercial development - the proposed reduction in residential car parking provisions is overly ambitious. Strong demand for additional car ownership will persist with potential on site parking and area impacts.
2) Shopping, medical and recreation / entertainment uses proposed will provide some "self containment" and help to reduce vehicle trips but will not be of a scale that is likely to capture the majority of private vehicle travel demands,
3) the potential for residents to substitute car trips by using more public and active transport is limited by a lack of infrastructure (cycleways, footpaths and of end trip facilities), services (bus services), fragmented connectivity and network integration.
4) the application of travel access plans and public transport information as indicated in the development proposal are supported, but are not likely to significantly modify travel behaviour unless incentives linked to travel mode targets are included. Applying mode share targets as a condition of consent, to ensure stronger use of public and active transport, is difficult to enforce and highly resource dependent.

Measures that could assist in reducing car use at the development may include:

- Cycleway to Woolooware Station and secure cycle parking facilities (via Woolooware Rd and Denman Ave)
- The development of a Cronulla to Sutherland Cycleway link
- Direct access to high frequency Metro Bus links
- Car share scheme (e.g Go get) in lieu of reduced residential car parking
- stronger design emphasis on direct, safe walking and cycling links to and from the site

(supported by very low pedestrian signal dwell times at key intersections).

Game Day transport options using satellite areas and buses will help to minimise car trips to the stadium. However, this should only be supported where it can be demonstrated that existing retail /commercial parking is not compromised by supporters attending a game at the cost to local business. Strategies need to be put in to stop potential for overspill into residential areas and for alternative contingencies to be in place if these parking opportunities cannot be provided.

Traffic and Carparking

There is capacity to accommodate the proposed development on Captain Cook Drive. Traffic management facilities will enable the development to function. However, there will be adverse flow on traffic impacts to intersections in the locality, which are already operating at or beyond recommended capacities. In addition, there is some concern that the reduced rates of carparking will result in adverse impacts on parking and residential amenity in the locality.

Council's Manager Traffic and Transport has provided the following detailed comments on the impacts on traffic in the locality and car parking:

Parking Provision - Residential

The proposed parking provision for the residential component is deficient by some 291 spaces with regard to Council's required DCP rates. The primary deficiencies relate to parking for the 406 two bedroom units and visitor parking. Council's DCP requires 1.5 spaces per two bedroom unit whereas the applicant proposes 1 space per 2 bedroom unit (203 space deficiency) -3 x 700

Council's DCP requires 1 visitor space for every 4 units whereas the applicant proposes 1 space for every 8 units (88 space deficiency)

The TMAP justifies the reduced rates with respect to a strategic planning context aimed at reducing motor vehicle ownership/usage. Rates contained in the RTA Guide to Traffic Generating Developments are also lower than those in Council's DCP but are predicated on accessibility to good public transport. The reduced off street parking strategy and lack of available on street parking in close proximity to the residential component may reduce vehicle ownership, but is more likely to create management issues such as the use by residents of visitor parking and parking within the retail/club area. Rigorous management strategies would need to be implemented and advertised at the time of purchase which may conflict with parking objectives within the retail/club component. In addition, it is considered that a more convenient bus service than that currently proposed would be required for the strategy to be effective.

It would also be necessary for Council to introduce and regularly enforce overnight parking restrictions within its existing off street parking facilities at Solander and Captain Cook Playing Fields. However, this would not address potential parking intrusion into these areas from residents' visitors. In this regard, the proposed reduced visitor parking rate should not be accepted as it is unlikely that visitors will arrive by public transport.

An effective reduced residential parking strategy would reduce traffic generated by the residential component development. However, the main traffic generation is associated with the retail component which is unlikely to be reduced.

The proposed commercial parking provision with the residential component is satisfactory.

The provision of an activity area within the open space along the northern frontage has been promoted as being open for community use. It is noted however, that no parking provision is provided.

Parking Provision

Parking rates for the retail component are generally in accordance with rates accepted by Council for similar size developments. They accord with the rates contained in the RTA Guide to Traffic Generating Developments. However, there is some concern with the adequacy of the proposed parking provision for the following elements of the Retail/Club component:

Medical Centre - The size of the medical centre is significant at 1500m2 GFA. For a stand alone centre the RTA recommended parking rate is 1 space per 25m2 GFA which would equate to 60 spaces. However, the recommended rate where the Medical Centre forms part of a shopping centre is substantially reduced to 1 space per 111m2 GFA which equates to only 13 spaces as currently proposed by the applicant. Given the size of the Medical Centre, it is questionable whether the proposed allocation would even be sufficient for staff parking let alone patients. The current allocation is considered inadequate.

Club - Proposed parking allocation for club patron parking has been reduced pro rata based on previous parking demand surveys for the existing club and proposed reduction in GFA. However, it is not clear as to when the parking surveys were undertaken and from where within the club the demand was generated. It is possible (and certainly desirable by the applicant) that the reduced floor area would not result in a reduced parking demand. In addition, the club has promoted the idea of recreating the club as a destination point for restaurant dining and other club related activities. As such the applicant should further justify the adequacy of the proposed parking provision for the club premises.

Leisure - 3,350m2 GFA is dedicated as leisure space. It is understood that this space is intended as being ancillary to the shopping centre for the purposes of activities/child minding etc for club patrons and shoppers and as such will not directly generate traffic and parking. Clarification should be sought from the applicant in this regard. If the future uses were to become destination activities in their own right, additional parking generation would result.

Traffic Generation

Residential - The generation rate adopted for the residential component is questionable as it is predicated on accessibility to good public transportation.

Retail - The generation rates for the retail component are generally in accordance with rates accepted by Council for similar size developments. They generally accord with the rates contained in the RTA Guide to Traffic Generating Developments with the following exception:

The report states that the Saturday peak generations can be calculated as being 105% of the Friday rates as per the RTA Guide to Traffic Generating Developments. This is incorrect as the 105% rate applies to daily traffic volumes not peak hour volumes. Saturday peak generations should instead be calculated at 134% of the Friday PM peak. The applicant should be required to revise traffic modelling accordingly. In addition, modelling should be provided for the AM peak period, in particular the impact on the intersection of Captain Cook Drive and Taren Point Road. Sensitivity testing should be undertaken for both the peak generation periods including potential growth in the Kurnell peninsula. Game day sensitivity should also be considered.

Club - Assumed traffic generation for the club area has been reduced pro rata based on recent traffic demand surveys for the existing club and proposed reduction in GFA. It is possible (and certainly desirable by the applicant) that the reduced floor area would not result in a reduced traffic generation. The club has promoted the idea of recreating the club as a destination point for restaurant dining and other club related activities. As such the applicant should further justify the assumed pro rata reduction.

Access and Egress

Proposed Traffic Signals - Under the current proposal three (3) sets of traffic signals are proposed in Captain Cook Drive. Two (2) are proposed for entry/exit to the club/retail component, including replacement of the roundabout at Woolooware Road. Another is proposed for the residential component which includes removal of the existing mid block pedestrian signals adjacent the entry to Solander Fields. A set of mid block pedestrian signals is also proposed in Gannons Road south of Captain Cook Drive.

Retail/Club - The RTA has indicated a preference for a single set of signals from a future asset liability perspective, with a left in left out only treatment in lieu of signals at the western entry to the retail/club component. However, it is apparent that a second set of signals proposed for the retail/club component is necessary under the current proposal in order to provide sufficient capacity for traffic generated by the development to exit the site. Modelling contained in the TMAP indicates that the linking and coordination of the signal cycles for two (2) sets of signals will still provide satisfactory traffic flow along Captain Cook Drive. As such, should the retail/club component precede in its current form, and subject to sensitivity testing, Council favours two (2) sets of signals for the following reasons:

- Provides sufficient capacity for traffic to enter and exit the sight.
- A left in left out treatment will encourage traffic to use Woolooware Road to exit the area.
- A second set of signals will improve game day pedestrian safety.

Alternatively, reducing the scale of the retail/club component would require only a single set of signals.

Sensitivity testing should be undertaken for both the peak generation periods in addition to potential growth in the Kurnell area. Game day sensitivity should also be considered.

Subject to sensitivity testing, the proposed removal of the roundabout and signalising the intersection of Woolooware Road and Captain Cook Drive is supported as it will provide improved pedestrian connectivity and safety between the proposed retail/club component and school and residential precincts to the south. Removal of the roundabout will however reduce accessibility to Captain Cook Playing fields to those arriving from the West on Captain Cook Drive. A Bus only U-turn facility is proposed at the signals via a right turn bay and slip lane in Woolooware Road to support the proposed Game Day Parking Plan. The proposed right turn access to the Captain Cook playing fields should be reviewed and consideration given to the provision of roundabout at the intersection of Woolooware Road and Restormel Street. The existing signal design also shows 2 through lanes and an indented parking bay in the southern departure in Woolooware Road. It is noted that only a single through lane is required.

Residential - Subject to sensitivity testing, the proposed signalised entry to the residential component should operate at a satisfactory level of service as currently proposed. However, prohibition of the right turn movement into the sight should be reconsidered, especially on the basis that the intersection of Gannons Road and Captain Cook Drive should, in Councils opinion, be signalised. Consideration should also be given to linking these signals with the 2 sets of signals proposed for the retail/club component. These signals will allow pedestrians to cross Captain Cook Drive under signal control in lieu of the removal of the existing mid block pedestrian signals. Some concern has been raised that shifting the pedestrian movements further east no longer satisfies the existing pedestrian desire line between the Solander and Captain Cook Playing Fields and parking areas. The proposal will result in significant inconvenience with increased distances of 100 - 200m for these pedestrians. This could result in risk taking. A preferable outcome in terms of pedestrian management would be to relocate the entry to the residential component closer to the western site boundary.

Traffic Impacts

Kingsway/Gannons Road

The additional traffic generated from the proposed development will result in a drop in the level of service at this intersection from D to E in the Friday PM peak and E to F in the Saturday Peak. This will have a flow on affect to the signalised intersection of Denman Avenue/Gannons Road. Consideration should be given to linking these sets of signals pending a SCATES analysis by the applicant. Capacity at this location is also currently restricted by the single lane southbound railway underpass.

Captain Cook Drive/Taren Point Road

This intersection is already operating at capacity with level of service F in the AM, PM and Saturday peak periods. The additional traffic generated from the proposed development will result in increased delays, frequency and length of queuing, in particular on the west and eastbound approaches.

Intersection of Gannons Road and Captain Cook Drive

The TMAP examines the merit for the provision of Traffic Signals at this intersection. Given that the existing roundabout is already failing with respect to service levels in the PM peak period, it would seem unreasonable for the applicant to be lumbered with the full cost of constructing traffic signals at the intersection. However, the fact remains that the additional traffic generated from the development will add considerably to existing delays at the intersection, in particular the eastern approach. The TMAP modelling indicates that existing delays on the southern approach will rise from 460 seconds to 804 seconds. The actual length of delay is questionable based on existing sight observations, however, a 75 % increase in delay can be assumed empirically. The solution to this problem is to signalise the intersection. Signalising the intersection would also provide an improved outcome for pedestrians during normal and game day conditions. In this regard the proposed midblock pedestrian signals in Gannons Road are located 60m south of the pedestrian desire line to avoid queuing into the roundabout.

The suggested solution to remove the bypass movement through RTA improvements that would increase the capacity of the Taren Point Road/Kingsway route is undesirable, unlikely to be successful and is not supported.

Subject to the results of revised modelling for the Saturday peak period and sensitivity testing as outlined earlier in the report, it would seem likely that the proposed traffic signals on Captain Cook Drive to enable access and egress to both the residential and retail/club components will operate at satisfactory levels of service without significant delays for traffic on Captain Cook Drive. However, the proposed development will result in a significant impact on existing key intersections on the surrounding arterial road network that are already operating at poor levels of service, in particular the intersections of:
Kingsway/Gannons Road
Captain Cook Drive/Taren Point Road
Gannons Road and Captain Cook Drive

Site constraints limit the ability to improve these intersections without significant expense. Given that these intersections are already operating at or near capacity, the argument as to who is responsible for undertaking improvements is debatable. However, it is a fact that the scale of the proposed development will have a significant impact on these intersections to the detriment of traffic flows. All intersections form part of the State Road network and fall under the Responsibility of Roads and Maritime Services.

Woolooware Precinct

There is some concern that the retail component of the development will result in increased through traffic within the local road system to the south east of the site, in particular, Woolooware Road, Sturt Road and Denman Avenue. It is likely that Local Area Traffic Management will be required, at the expense of the applicant, to address this issue should the proposal proceed.

Servicing Arrangements

Whilst detailed designs would be required with any future project DA's, additional information should be provided at the current concept stage as per Director General Requirements.

Game Day Parking

Sharks are keen to develop improved public transport and also provide a shuttle service with satellite parking to try and reduce the traffic and parking impact on the surrounding area on game days. They also need to address the loss of existing on site game day parking resulting from their development proposal.

Council's Manager Active Communities and Council's Manager Traffic and Transport have provided the following comments on sport parking and game day arrangements:

Maximising patronage of a shuttle service is problematic. The shuttle route and satellite parking needs to be of a reliable and constant nature. Patrons are then familiar with the service and more likely to use it. Where the route and/or parking location constantly varies depending on date/day/time of game or other conflicting activities then patrons are likely to become confused and less likely to use the service. Whilst there would be sufficient parking outside of conflicting times, the lack of constancy would seem counter productive to the establishment and sustainability of the service.

The proposed development will have a direct impact on sporting field parking at Captain Cook and Solander playing fields for game day and training parking at community sporting fixtures. This is both because the community currently use the western Sharks car park for overflow parking and that residents and their visitors of any potential new development may decide to park in the parking areas for the fields. This may sound like a contradiction but the point is current sports field parking for Solander and Captain Cook fields is at capacity during game days that occur on weekends and mid week.

Parking arrangements for actual Sharks games is proposed to be for only 12 days per year. However, it should be taken into account that there are numerous other games played on Toyota Park eg football finals. Indeed this is something that Sharks may need to expand if they are to make the site more viable in the future. Additional events at Toyota Park, above the Sharks home games, are easily catered for on the western car park. If that is no longer available in the future these events will have a direct impact on parking at both Captain Cook and Council's Solander fields. The proponent submits that this will only have an effect at 12 home games per year, although this appears to be an inaccurate figure.

Alternative parking locations that are available for all home games with minimal conflicting demands should be considered.

Sporting fields have a direct impact on local residents at all community sporting fields. Night games, training, parking, noise, game day traffic, etc. Council receives numerous complaints and resistance to community based sporting clubs running activities. This site has no residential impact currently and consideration needs to be given to this in the future if the development goes ahead. Once people occupy residential space in the proposed development, will they have an expectation that sporting activities on Solander fields are to be scaled back to minimise their impact on the residents?

Flooding, Drainage & Stormwater

Given the sensitive foreshore location it is imperative that the development address groundwater, drainage and flooding issues associated with the proposed development including piped stormwater drainage and overland flows. Whilst the proposal incorporates Water Sensitive Urban Design principles, it is considered that the proposal has not adequately addressed flooding and the impacts of sea level rise. In particular the proponent has not addressed the potential flooding impacts of a new roundabout /intersection at Woolooware Road and Captain Cook Drive.

Council's Stormwater Manager has provided the following specific comments:

Council's information indicates that the subject site is affected by both localised flooding from the Woolooware Bay catchment and major flooding from the lower Georges River. The development proposal relies on flood investigations carried out by Kozarovski & Partners for previous DAs. These earlier studies should be reassessed in light of the Lower Georges River Flood Risk Management Study & Plan. A flood study should be undertaken as part of this application as flooding needs to be considered at the earliest stages of the design process to ensure that any adverse effects are identified and easily rectified.

The Sea Level Rise Risk Assessment for Sutherland Shire commissioned by Council indicates that the subject property will be affected by sea level rise brought on by Climate Change. A sea level rise allowance of 0.41 metres is proposed for the development based on recommendations by Kozarovski & Partners for previous DAs. This is not consistent with the current NSW State Government benchmarks of 400mm by 2050 and 900mm by 2100. It is considered that the 2100 benchmark should be adopted as being most appropriate for the proposed development considering its probable lifespan. Modelling of the impacts of increases in sea level rise should be undertaken as part of this application so that the impacts can be considered at the earliest stages of the design process to ensure that any adverse effects are identified and easily rectified.

It is proposed to discharge stormwater to Council drainage infrastructure, which consists of a constructed channel crossing the subject site. The development is therefore subject to On-Site Detention (OSD). The proponent contends that OSD is not warranted due to the location of the subject site at the bottom of the catchment. This assertion must be supported by a detailed hydrologic model of the catchment comparing pre and post developed conditions. It may well be that OSD is not beneficial in this instance, but this must be clearly demonstrated.

The stormwater management concept is based on the philosophy of Water Sensitive Urban Design (WSUD). Council fully supports the implementation of WSUD principles in major development. However, insufficient detail is provided to ascertain whether design objectives and performance criteria can actually be met. Further investigation is required and to be successful WSUD must be fully integrated into the overall design of the development. This requires the applicant to commission an interdisciplinary team of highly experienced professionals that includes, but is not limited to: planners, architects, environmental scientists and engineers.

The proponent proposes to utilise the existing constructed stormwater channel crossing the subject site. The drain is tidal and has been colonised by mangroves, which exacerbate flooding upstream. No further drainage connections to the channel or structures (eg. pedestrian crossings) which could potentially decrease the channel area should be permitted until such time as its conveyance has been restored. This may involve removing mangroves or augmenting the channel by some other means. Removal of mangroves from constructed stormwater channels for flood mitigation has been approved by the NSW State Government authorities in the past where compensation is provided.

The proponent proposes to construct a trash rack in the existing stormwater channel at Captain Cook Drive. This device would presumably become a public asset. A trash rack may or may not be appropriate in this location. Council has constructed a number of these devices in recent years. The applicant should investigate and select a suitable gross pollutant trap capable of operating in tidal conditions. A detailed design should be carried out and submitted to Council for approval. All stormwater infrastructure that will become a pubic asset is subject to Council approval.

The proponent proposes to construct the piped stormwater system over the landfill area to reduce infiltration. Details of the amount of fill required to provide sufficient grades for the stormwater system should be considered and detailed at concept stage.

Previous development consents for 461 Captain Cook Drive, Woolooware require the applicant to implement a range of flood mitigation works (refer to 06/1007 & 06/1008). This work has NOT been satisfactorily completed. In a site meeting with Council staff, the proponent's engineering consultant also confirmed that the flood mitigation measures had not been constructed in accordance with his recommendations. Council retains the bond monies and is pursuing the applicant for non-compliance with the consents. It is considered that no new development proposals should be approved in 461 Captain Cook Drive, Woolooware until all past development approvals have been fully complied with.

Exposure to Electro Magnetic Fields

The proposed development site encompasses 132kV Ausgrid overhead power lines that run east west in an easement along the northern boundary of the development site. The proposed development immediately abuts the Ausgrid easement. In addition, the landscape plan indicates that the area directly under the easement will be used as a recreation facility (Foreshore Park). The residential tower blocks are proposed to be built within 15 metres of the power line easement. Given the potential Botany Bay water views from these dwellings it is likely that these dwellings will contain large balcony areas to take advantage of the water views.

Epidemiological health studies and laboratory studies have been unable to rule out a positive correlation between long term exposure to EMF and negative health effects. Indeed there have been some studies that indicate a weak, but none the less measurable correlation between long term exposure to EMF and an increase in childhood Leukaemia rates. Given the uncertainty of the risks posed by long term EMF exposure the best practice response is to apply a precautionary approach and take steps to avoid or at least minimise unnecessary exposure to EMF.

The close proximity of the residential tower blocks D and H to the power line easement results in unnecessary EMF exposure to any future residents. While the science of the relationship between EMF and health impacts is uncertain it is prudent to apply the precautionary approach and minimise exposure where possible. The most viable solution is to remove the residential tower blocks D and H and use the land as additional landscaped recreation area.

Council's Manager Environmental Science has provided the following specific comments: The concept plan application and the supporting consultant report prepared by Magshield Products indicate that the potential electric field exposures and magnetic field exposures are within the relevant national and international exposure guidelines. Whilst the estimated exposures for magnetic fields should generally be within the relevant guidelines, there remains concerns with regards to the unnecessary long term exposure of residents to a known but not quantified health risk.

However, it is considered that the electric field calculations contained in the consultant report do not accurately reflect likely exposure. It is recommended that the proponent undertake electric field exposure modelling at the closest, unshielded exposure point and at a point that includes a person standing or sitting on an unshielded balcony at the same elevation as the power line.

Noise may also be an issue for residential dwellings along the northern side. High voltage power lines often emit an audible hum during periods of high humidity and or high load. While the overall sound levels are likely to be low, they will be well within the threshold of hearing particularly in the evening. The constant hum may discourage or prevent residents from leaving windows open during the evening, negating any energy efficient cross ventilation design features the apartment may have and contributing to lower overall indoor air quality. The noise is also a constant reminder of the presence of the power lines which may create stress in residents who are concerned with the potential (real or otherwise) health effects of the power lines.

The location of the dwellings D and H will also result in future residents being subject to significant visual impacts arising from the power lines. The power lines will dominate views from any balconies or windows facing north. Like noise, the visual presence of the power lines at eye level will be a constant reminder of their presence and may create stress in residents who are concerned with the potential (real or otherwise) health effects of the powerlines.

A greater setback to the easement (removal of buildings H and D) could provide greater separation to the power lines, opportunities for additional landscaped area and potentially reduce the visual and noise issues. Burying the cable will address the noise, visual and electric field exposure but is unlikely to have a significant impact on electromagnetic field exposure. There are also likely to be some significant technical barriers to burying the cable, including cost and the fact that the soils are likely to contain a mixture of PASS and contaminated fill and should not be disturbed it at all possible. It is also unclear if Ausgrid would be supportive of such a proposal.

Utilities and Infrastructure
The proponent submits that there are adequate services and utilities to service the proposal. At this time the proponent is not proposing to use tertiary treated recycled water from Council's plant.

Section 94 Contributions
Approximately 4,500 sqm of foreshore land, owned by Cronulla Sutherland Leagues Club, is zoned for public open space purposes. Council has a current acquisition liability for this land.

The 2005 Shire Wide Open Space and Recreation Facilities Contribution Plan and the 2003 Community Facilities Contribution Plan apply to the site. The development of 700 residential flats is likely to generate a contribution in the order of $6.5 million.

The proponent has indicated that they are willing to enter into a Voluntary Planning Agreement (VPA) for works in kind including dedication and on-going management and maintenance of public domain areas. It is not clear what that VPA would encompass. Council should be mindful of any ongoing liabilities associated with the proposed Foreshore Park.

Staging
The proponent is seeking approval for the subdivision of the club and the existing car park into two separate lots to accommodate the development. The club, Toyota Stadium, medical centre, upper storey restaurant, and two major tenancies (1148sqm & 1432sqm) will remain on the club lot. The retail arcades comprising 1 major supermarket, a second major tenancy, 2 mini-major tenancies, and specialty shops, and all car parking will remain on a separate lot. The residential component is already on a separate lot.

Clause 65A of SSLEP2000 prohibits subdivision, except for the creation of public open space in the environmental buffer. The Cronulla Sutherland Leagues Club has, on numerous occasions protested the onerous limitations to development, set by the Minister as part of the planning amendment to SSLEP2000. It is understood that the limitations were imposed by the Minister to ensure that any development, and any subsequent financial gain, benefited the club itself in perpetuity.

Contamination
Given the history of the site and the sensitive foreshore location, the issue of contamination must be addressed to ensure the feasibility of the development and the future health of residents. In summary, it is most likely possible that the land can be developed. However, there is a lack of data available to properly determine that the site is suitable for its proposed use in its current state, or if it can be made suitable following remediation. Therefore further assessment is required in order to make an accurate determination on the status of the site and the remediation works that may be required. The presence of hydrogen sulphide gas within the soils should also be included in the assessment.

Council's Manager Environmental Science has provided the following specific comments:

A Risk Assessment is required to assess potential pathways of methane gas and any other gases detected. The risk assessment should not only consider current pathways, but those that may be created through development. Particular attention should be given to the impact of slab-on-ground construction on the increased accumulation of gases and the potential

pathways and impacts on residents and neighbouring properties and the use of drainage systems as a potential pathway for gases.

Several investigations have been carried out on various sections of the site between 1994 and 2006. Environmental Investigation Services (EIS) have stated that the results from the earlier (pre 2001) investigations cannot be relied upon due to the way the samples were taken, the QA/QC procedures being less stringent than what is required today and primitive groundwater well installation leading to non-representative results. There are significant data gaps in the results and EIS have recognised this and have recommended that further investigation is carried out to close these data gaps.

The site was historically a mangrove swamp which has been filled with domestic and industrial waste. It has most likely also been filled with other unknown fill materials and may contain a number of contaminants such as asbestos and heavy metals. Previous investigations have indicated that levels of methane gas, above guidelines, have been detected emanating from the beneath ground level. This has been determined to be most likely attributed to the decomposition of organic matter in the domestic waste. It could also be a product of rotting vegetation as a result of covering the mangrove swamp.

Hydrogen Sulfide (H2S) gas is another gas that is often generated through the degradation of organic matter when mangrove swamps are filled in, particularly where actual or potential acid sulphate soils are present. Other known areas of reclaimed mangrove swamp for residential purposes have resulted in the drainage system acting as a conduit for the H2S gas. Hydrogen sulphide, often referred to as the "rotten egg gas" is heavier than air and so sits in drainage pits and does not dissipate very easily. Human exposure to H2S gas can have significant health impacts as a result of short term and long term exposure.

Recent research carried out and presented at the recent Cleanup conference in Adelaide indicates where gases are generated below ground level, slab on ground construction restricts the natural biodegradation processes that occur at the ground surface to break down and dissipate gases and as a result increases the concentration of the gases beneath the slab. There is also evidence to suggest that these gases migrate out the side of the slab in greater concentrations to affect neighbouring properties.

Acid Sulfate Soils

It is recommended that soils not be disturbed or disturbance is keep to a minimum. If disturbance of soils is required, extensive investigation in areas that are proposed to disturb soils should be carried out to determine the acid generating potential of the soils. Sampling should be carried out in accordance with the Acid Sulfate Soils Manual and extend to one (1) metre below the maximum depth of excavation or two (2) metres below the land surface, whichever is the greater.

Council's Manager Environmental Science has provided the following specific comments:

A limited investigation by EIS has indicted that all the soils, both fill and natural, are to be considered as potential acid sulphate soils. Without further investigation to determine the acid generating potential of the acid sulphate soils, excavation that is likely to disturb these soils should be avoided.

If excavation for footings, drainage or basement carparking is required, then extensive investigation into the acid generating potential of the soils at depths that exceed the intended depth of excavation should be carried out. An acid sulphate soils management plan is required to be prepared based on the results obtained from the investigation in order to be able to appropriately manage any impacted acid sulphate soils. The ASS Management Plan must be prepared in accordance with the Acid Sulfate Soils Manual (Acid Sulfate Soil Management Advisory Committee) and any other relevant guidelines.

An Acid Sulfate Soils Management Plan must be prepared in accordance with the Acid Sulfate Soils Manual (Acid Sulfate Soil Management Advisory Committee) and any other relevant guidelines prior to approval of development application. The ASSMP shall outline a treatment method for excavated or disturbed soils, a leachate management plan, and a proposal for the disposal or reuse of treated acid sulphate soils and any other requirements as per the Acid Sulfate Soils Manual. It must be demonstrated that the surrounding environment will not be impacted through the disturbance of acid sulphate soils.

Community Services
The number of residential dwellings indicates a large population increase in an area with very few community services. The closest existing services are located in Caringbah CBD, and transport is limited.

Council's Manager Communities Unit has provided the following preliminary comments:

Consideration should be given to the provision of adequate community facilities within the development including support services, library, childcare and aged services. Access to local primary schools is limited. Adequate transport should be provided. The development should meet, at a minimum, the requirements of Australian Standards for Access and the Residential Access Code.

Crime Prevention Through Environmental Design Principles should be implemented across the facility and considered in the detailed design phase. The proposal is not necessarily providing housing options for the aged.

The site and pedestrian routes to the site, have been a recent focus of NSW Police and Council due to ongoing complaints regarding intoxication, drunk-walking, litter and public drinking. Further consideration of mechanisms to ameliorate these incidents should occur as increased licensed premises, or increased visitation of licensed provision, and the potential provision of a large packaged liquor outlet may increase crime risk.

Conclusion
The proposed redevelopment of the Cronulla Sutherland Leagues Club will change the urban form for the locality. What is currently a low density area where open space and recreational uses are set in a foreshore environment will become a dense urban environment. The proposal will have adverse impacts on the visual quality in the locality when viewed from surrounding localities and Woolooware Bay.

While issues such as architectural merit, contamination and drainage may be able to be overcome by additional study and design development, the proponent has not demonstrated that the proposal can be built without an adverse impact on the surrounding environment. The

proposal does not create an adequate buffer to the wetlands or establish a landscape context to Captain Cook Drive. Opportunities to soften the development are limited due to the extent of podium parking. Similarly amenity for future residents is compromised by the density of the development proposed. In essence this is an overdevelopment of the site. The site simply cannot accommodate such an intensive form of development without adverse effects.

The proposed new centre is poorly located, lacks public transport and the capacity to grow into the future. The proposal will have adverse traffic impacts felt by the wider community. Reduced rates of car parking will create overflow parking problems and be exacerbated by game day parking and other large events.

Clearly this is a development that divides the community. The desire for the Club to continue and the NRL team to be successful has aroused the support of many in the community. However, many submissions in support fail to recognise the significant environmental impact this development will have on the locality. A centre in this location is a poor planning outcome. The financial viability of the Club is not a planning consideration.

It is recommended that Council forward to the Minister and Department of Planning and Infrastructure a preliminary submission detailing the concerns raised in the report followed by a further submission once it has fully considered the issues raised in public submissions.

Report Recommendation:

1. That a preliminary submission be forwarded to the Minister and Department of Planning and Infrastructure detailing the concerns raised in this report.

2. That a further submission be made once the public exhibition has concluded and Council has had an opportunity to consider the issues raised in public submissions.

ANNEXURE "L"

Hon Tony Kelly MLC
Minister for Planning
Minister for Infrastructure
Minister for Lands
Deputy Leader of the Government in the Legislative Council
Leader of the House in the Legislative Council

Councillor Phil Blight
Mayor
Sutherland Shire Council
Locked Bag 17
SUTHERLAND NSW 1499

Our Ref: MP10_0229 & MP10_0230

Dear Councillor Blight,

MAJOR PROJECT REQUEST: 461 CAPTAIN COOK DRIVE, WOOLOOWARE (CRONULLA SHARKS SITE) - MP10_229 & MP10_0230

I refer to correspondence received from Bluestone Capital Ventures No. 1 Pty Ltd on behalf of the Cronulla Sutherland Leagues Club seeking the Minister's opinion on whether a mixed use proposal at the above site is a Major Project pursuant to *State Environmental Planning Policy (Major Projects) 2005* (MP SEPP 2005), and requesting the submission of a Concept Plan be authorised.

I am writing to advise that I have formed the opinion that the proposal meets the non-discretionary criteria for a Major Project under Group 5, Clause 13, Schedule 1 of the *State Environmental Planning Policy (Major Development) 2005* and is therefore a project to which Part 3A of the Act applies for the purposes of Section 75B of the Act. I have also authorised the submission of a Concept Plan under section 75M of the Act.

I understand the important role of the Cronulla Sharks Rugby League Club in the local community, and I am generally supportive of the expansion to current operations on the Club's site and opportunities for redevelopment of the site for a broader range of landuses. However, in forming the opinion to declare the project, I have advised the Proponent that I consider that the amount of retail floorspace being proposed will create a new centre within the Metropolitan hierarchy. This outcome will require careful consideration within the context of the locality and the potential for adverse impacts on nearby established retail centres. Further, having regard to the expansion of uses and density on site, access to public transport will also need to be carefully adressed.

Finally, I have advised the Proponent that the height of the residential component will require further justification and careful consideration through the assessment process.

I have asked the Department of Planning to work closely with Sutherland Shire Council in the assessment of this project and to ensure that Council's views are fully considered.

Should you have any further enquiries regarding this Project, I have arranged for Michael Woodland, Director, Metropolitan & Regional Projects South to assist you. Michael may be contacted at the Department's Bridge Street Office on telephone number (02) 9228 6150.

Yours Sincerely,

Tony Kelly

Tony Kelly MLC
Minister for Planning

Level 34, Governor Macquarie Tower
1 Farrer Place, Sydney NSW 2000
T (02) 9228 3999 F (02) 9228 3988

Room 809 Parliament House
Macquarie Street, Sydney NSW 2000
T (02) 9230 2528 F (02) 9230 2530