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I request your support in the re-clasifaction of the North Cronulla area from R3 Medium Density Residential to R2 Low Density Residential, by repealing (**Section 9 item f. Cronulla Area 6: Blocks bounded by Hume Road, Mitchell Road, Bate Bay Rd and Elouera Rd – Rezone from Zone 4 Local Housing to Zone R3 Medium Density Residential to allow townhouses with maximum height of buildings 9 m and maximum FSR 0.7:1**) from the Mayoral Minute **No. 23/12-13** presented and passed by Kent Johns on **10/12/2012**.

The North Cronulla area bounded by Elouera Rd, Bate Bay Rd, Sanderson St, Mitchell Rd and Hume Rd was originally planned for the LEP to be Zone R2 as indicated by the Council local environmental plan 2013, Map Sheet LZN_019 but after Kent Johns Mayoral minute a new Map sheet LZN_008A was drawn up showing this area as R3.

Kent Johns also changed the original R2 and R3 from 8.5 meters to 9 meters high allowing up to 3 stories. The original R2 and R3 zoning, was set at 8.5 meters to keep housing to 2 stories.

The North Cronulla area is currently designated Zone 4 under the SSLEP2006 which is equal to the new proposed R2 zoning and I feel that this last piece of North Cronulla residential area should remain as residential R2 the same as the northern area of Woollooware.

In Cronulla 79% of dwellings are medium to high density, compared to 34% in the rest of the shire.

Dwelling type	Cronulla	Sutherland Shire
Separate housing	20%	65%
Medium Density	25%	16%
High Density	54%	18%

Here is a Quote from the NSW Government Metropolitan Strategy South Sub regional Draft Strategy Document, Dated November 2007, Section Key Directions Housing South Page 83, quote

“CRONULLA ALSO HAS A HIGHER PROPORTION OF HIGHER DENSITY HOUSING THAN THE REMAINDER OF THE SUTHERLAND SHIRE”.

The new Greenhills development has had a height limit set to a 9 meters and it has spawned roof top observation decks over looking other resident's back yards.

If this is allowed to happen in North Cronulla it will destroy the Family home environment within the area, leading to loss of privacy, overlooking neighbor's, over shadowing, reduced landscape ratios resulting in a lack of areas for children to play (backyards) and creating parking problems.

There is no reason that North Cronulla should not remain as residential R2 housing. As an example South Cronulla and Woollooware have large areas designated as R2 Low Density Residential housing.

The North Cronulla area, north of Hume Road is a small area containing a mixture of new and renovated homes with long term residents and new arrivals wanting to build new homes in this last vestige of residential land in the North Cronulla area. It is around 2 Km from Cronulla Station and around 1.5Km from Woollooware Station and way outside the State Government Housing Strategy recommendation of 800m from Train Stations and Town Centers for development of this type to be consideration.

I hope you will consider my request to maintain North Cronulla as a R2 Low Density Residential area.

Additional Information to Support my submission

Extract from the Councils Document –

2013_03_13_Draft_Cronulla_Centre_Strategy.pdf (Nov 2012)

Holiday atmosphere: The distinctive seaside/holiday ambience of Cronulla is an important quality of the centre. It is particularly important for the centre to maintain a feeling of openness and connection to the natural environment. Good solar access to public spaces contributes to this quality, as do the generously sized parks on the waterfront, and landscaping in public and private spaces. The aim is to preserve the existing relaxed ambience of the Cronullacentre as a place to live and visit and maintain the Village atmosphere.

Views: Cronulla has a valuable legacy in its large areas of open space and particularly its foreshore reserves. It is important that views of scenic value available from public spaces, footpaths, parks and reserves are protected. The public enjoyment of these spaces should not be eroded over time through over-shadowing impacts or excessive intrusion of building bulk and scale. As densities increase over time, public space will become even more valuable to the community.

Art deco heritage buildings: Some of the distinctive character and the sense of history in Cronulla arises from the centre's remaining original buildings in the art deco style. The Cronulla Railway Station is listed on the State Heritage Register. Six buildings within Cronulla Plaza are listed as local heritage items, including the Commonwealth Bank, Post Office and School of Arts. Other heritage buildings in the centre are "Thornton Hall" (part of St Aloysius School), corner shops at Nicholson Parade, the Masonic Temple, North Cronulla Surf Club, St Andrew's Church of England, Cronulla Surf Club, and the Cronulla Sports Complex. These early buildings give Cronulla a unique character.

Concentrated retail core: The Cronulla Mall is a unique and successful shopping destination. It is also a critical element in the desirability of Cronulla Centre as a place to live and visit. Many of the shops have a tourism and leisure focus, including surf and fashion shops, and cafes and restaurants with many opportunities for outdoor dining. The Mall is oriented in a north – south axis and consequently solar access is good along its length.

Care needs to be taken to ensure that new development does not erode the positive aspects of the mall. Continuous shop fronts are essential and solar access should not be compromised.

Traffic access/ Parking: The road system is constrained by the location of Cronulla Centre on a peninsula and by the topography. There are only two roads out of South Cronulla, leading, at times to significant delays. Similarly, the relatively high density of development and low provision of parking in older developments creates strong competition for on-street parking spaces.

The high rate of weekend visitors to the beach produces localised congestion, parking problems, and conflicts between access and parking needs of local residents and visitors. In this respect, Cronulla is similar to other beachside tourist areas such as Manly and Bondi. However, the problems are exacerbated by the low use of public transport.