



The Shire Economic Development Alliance

25th October 2019

Submission to Sutherland Shire Council [SSC]

Re: Draft Strategic Plan

Council has presented a draft Strategic Plan for the community to provide input & comment on a plan for the Shire over the next 20 years. This plan is in fact an endorsement of the plan developed by the Greater Sydney Commission (GSC) which largely ignores the needs of the Shire (& Sydney's south). Whilst submissions were made to the GSC these have been ignored to the point that whilst community consultation by the GSC has taken place all over Sydney except for the Shire.

A 20 year plan needs to be both visionary & recognise the need to solve current problems as well as obvious future issues.

ShireBiz believes that SSC should develop & submit to the NSW Government, its own strategic plan for the Shire.

EXECUTIVE SUMMARY

- 1) Completion of the F6 motorway to Waterfall.
- 2) Construction of a rail link between Sutherland & Badgery's Creek airport via the ANSTO project.
- 3) Develop a road/rail connection between Cronulla & Randwick ignoring the GSC suggestion of a rail link between Miranda & Kogarah as expensive & unnecessary.
- 4) New Illawarra Rd to be duplicated then continue south at Heathcote Rd. to Waterfall.
- 5) Sutherland to be recognised as an Activation Zone allowing development of much needed office accommodation.
- 6) A new hospital will be needed to service the needs of the western part of the Shire. A railway station to be built at Sutherland Hospital.
- 7) The Hacking River must be dredged on a regular basis.
- 8) SSC must plan to support initiatives encouraging commuters to leave their car at home.
- 9) The TOYOTA site at Woollooware must be preserved as an employment or education area.
- 10) Recognise the need for new employment areas within the Shire & plan accordingly.

Completion of the F6

The F6 is planned to Kogarah with some talk of planning the completion through the Shire to Loftus with a significant portion underground. All thought of Loftus being the start/end point is unrealistic as the matter of traffic through Engadine/Heathcote & Waterfall is ignored. Unless the F6 by-passes these suburbs chaos will develop. It is understood that Railways have planned for duplication of rail between Loftus & Waterfall. This land could be used for a by-pass of these southern suburbs without a need to take land from the Royal National Park.

Rail Link from Sutherland to Badgery's Creek.

The development underway in Western Sydney will provide many employment opportunities that will necessitate the development of such a connection. With over 60,000 currently leaving the Shire to work many more will find the need to access the west from the Shire. The link would be via the wonderful development at ANSTO in Lucas Heights & Liverpool.

Many employment roles within the ANSTO Innovation Campus will be catered for by such a rail connection & with estimates of between 10,000 & 30,000 jobs being developed over the period commuting by road will become even more difficult. Access to the new airport for ANSTO medicines of short life will be facilitated. Future air travellers from the Shire would also benefit from this link.

Cronulla to Randwick Road/Rail Link.

To alleviate pressures on the T4 rail system the connection of Cronulla with the Sydney CBD via a road/rail tunnel at Kurnell/ La Perouse to Randwick would be a far better option than the unjustifiable GSC proposed rail connection between Miranda & Kogarah & probably less expensive. The Kurnell peninsula is being developed (& will be significantly further developed) as a residential area. There is an opportunity for some employment areas to be developed in the Kurnell area if the issue of remoteness/access could be resolved.

Tourism would be enhanced significantly to both Kurnell & Cronulla by providing better access from Sydney. With the proposed re-investment in the Kurnell Cook Museum, & its linking to Marton & Whitby museums in the UK, Kurnell will flourish. The world Class Yachting Club/Academy concept adds further to the tourism potential of Kurnell & the Shire.

New Illawarra Rd. Duplication

From Barden Ridge to Heathcote Rd. New Illawarra Rd needs to be duplicated Further it needs to continue south from Heathcote Rd (duplicated format) to Waterfall. As well as allowing traffic from the west to by-pass all Shire suburbs access to the ANSTO Campus is improved. As part of this duplication a bridge crossing connecting the east & west campus's at ANSTO be installed ensuring no more traffic lights,

The land adjacent to the section of New Illawarra Rd south of Heathcote Rd should be reserved as employment lands. Such a plan eliminates the need for the extremely expensive re-build of Heathcote Rd between New Illawarra Rd & Heathcote/Engadine & diverts northbound traffic from Engadine/Heathcote.

Re-development of Sutherland-our Commercial Hub.

Our Shire is in desperate need of commercial office space & our commercial hub is ideally suited for this purpose. To encourage developers to engage, the area needs to be declared an "Activation Zone". This means planning controls would be eased with increased building heights, amended land space ratios etc but SSC would insist on provision of retail space (including restaurants etc), & control ratio of apartments to commercial office space.

Sutherland could be transformed.

The current road/pedestrian access from one side of Sutherland to the other by the bridge at the rail station is dangerous & confusing & contributes to traffic congestion. We understand that Railways will soon replace the bridge with a new bridge identical in design. A tunnel crossing under the rail line by extending President Avenue will facilitate vehicular crossing & separate pedestrians, wishing to cross, from vehicles.

SSC should press both NSW & Federal Governments to establish offices in Sutherland.

Use of the airspace above Sutherland rail station could be planned-perhaps a new entertainment complex.

Hospitals.

The Shire needs to plan for a future hospital. An area on the western side of the Shire between Sutherland & Menai should be designated for this purpose & then marketed as a public or private/day surgery facility. It should be close to transport so Sutherland is preferred but any facility must provide adequate parking.

Further, in spite of the failure to build a railway station at Sutherland Hospital (between Miranda & Caringbah) when the rail track was duplicated, there is a real need now for such a facility. Whilst a car park was constructed it is woefully inadequate. A rail station will assist in reducing road traffic.

Hacking River

Waterways are an important part of life for many Shire residents & the tourism industry not to mention the Bundeena area commuters. The Hacking River has silted badly resulting in reduced boat access especially at lower tides. Traditionally the NSW Government & SSC have shared the cost of dredging but it seems the Government wants SSC to bear the costs on its own. Clearly this impasse must be resolved & resolved soon. The Government extracts large amounts from moorings & frontage fees & owns the floor of the river. This impasse must be resolved with a permanent solution. It must be noted that soil from dredging represents a not inconsiderable income stream.

Leave the Car at Home.

SSC must plan to support initiatives of Railways (such as high rotation shuttle buses) to reduce unnecessary car travel to transport hubs such as rail stations. The at call system has failed to resolve road traffic & rail station parking issues but new plans will succeed provided SSC plan to succeed .

TOYOTA Site Woolooware.

SSC must plan to block any attempt to change the zoning of this site to residential. The site must be retained as an employment zone or possibly a special education facility. It must not be allowed to be developed for residential purposes.

New Employment/Industrial Areas

Existing property zoned industrial must be preserved. Too much employment land in the Shire has been lost. The new area referred to earlier (between Heathcote Rd & Waterfall on New Illawarra Rd) presents a real opportunity for jobs to be created within the ultimate control of SSC. However SSC needs to plan well to ensure the best outcome for the Shire. To do this SSC must be prepared to develop a marketing model.

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