

Scott Schimanski - Kirrawee Brick Pit

From: "Robert Whiteley" <prophotography@optusnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 11/02/2011 3:00 PM
Subject: Kirrawee Brick Pit

Attention: Director, Metropolitan Projects

Re Kirrawee Brick Pit MP 10_0076

Dear Sir/Madam,

We are residents of Durbar Ave Kirrawee very near the Brick Pit and I believe this proposal will make it impossible to continue to live in this street. We have 5 Developments going on our street at the moment and the noise has been unbearable at times, the trucks and work vehicles constantly driving up and down the roads, parking any where they can find space, and blocking the roads at times as they unload has created a nightmare for us. The brick pit development will be 50 times worse and even once the development is finished the traffic will use Durbar Ave and Clements Parade as alternatives to leave the shops and units because of the increased traffic trying to get out the Oak Road exits.

Our street and Clements Pde are not very wide and when there are cars parked on both sides like now, 2 cars cannot pass each other going in opposite directions so it just blocks traffic and creates a dangerous situation. We have a school in Bath Road and Clements Pde and the extra cars and trucks will cause major problems for kids and parents picking up kids. We also have 3 Churches and 1 new church being built within 500 metres of us and when these churches are being used there is no parking left in any street around here. The development proposes to have high rise buildings up to 15 stories high, how can they be serious, there are no buildings that high anywhere in the shire, even Cronulla I think, why should they be allowed to go against council regulations for the height of buildings and the planning requirements for Kirrawee.

The amount of units are astronomical 560 new units with inadequate parking provided. We have seen Townhouse blocks with 2 car garages and with extra storage space included that have been developed here and they still park lots of cars in the street, where will the extra cars from the new development park. One car space for a 1 Bedroom unit, 1.25 car spaces for 2 bedroom units and 1.5 car spaces for 3 bedroom units is totally inadequate. Even one couple living in a 1 bedroom unit will have 2 cars generally.

I notice that the Oak Road Northern entrance to the highway will be closed, that is the main southern exit from Kirrawee industrial area, and seems a stupid idea, while the opening up of Bath Rd to both directions on the Highway is a good idea it will place a set of Traffic lights less than 100 meters from the Kingsway and Princes Highway lights.

How do you propose the trucks bringing building supplies exit from the area, as well as trucks bringing supplies for the shops once they open. They will all not be able to exit Oak Road and if they will use Bath Road, Clements Pde and Durbar Ave they will end up killing kids or adults as these streets are not designed for large trucks.

We currently have a Supabarn Supermarket at Sutherland and GyMEA, we have Woolworths at Miranda, Caringbah, Sylvania and Engadine, we have Coles at Caringbah and Sylvania, we have Franklins at Sutherland, Taren point, Engadine and Cronulla how many more supermarkets do we need, the answer is none, we don't need any more supermarkets here.

This development is larger than the last plan that was put forward and knocked back, and

this one should be laughed at and not approved as well.

The government should, as was suggested last election, buy back the land and make it a park as we sorely need new open space around this area.

There is no way this new development should be passed.

Thank You

Robert & Johanna Whiteley

26 Durbar Avenue

KIRRAWEE N.S.W. 2232

Scott Schimanski - Online Submission from Bettina Hoffman of Southside Performance Imports (object)

From: Bettina Hoffman <contactus@usspi.com.au>
To: Scott Schimanski <scott.schimanski@planning.nsw.gov.au>
Date: 11/02/2011 12:17 PM
Subject: Online Submission from Bettina Hoffman of Southside Performance Imports (object)
CC: <assessments@planning.nsw.gov.au>
Attachments: objection letter 110211.pdf

Please find my submission attached

Name: Bettina Hoffman
Organisation: Southside Performance Imports

Address:
Factory 22/ 3-11 Flora Street
KIRRAWEE

IP Address: d122-104-210-253.riv24.nsw.optusnet.com.au - 122.104.210.253

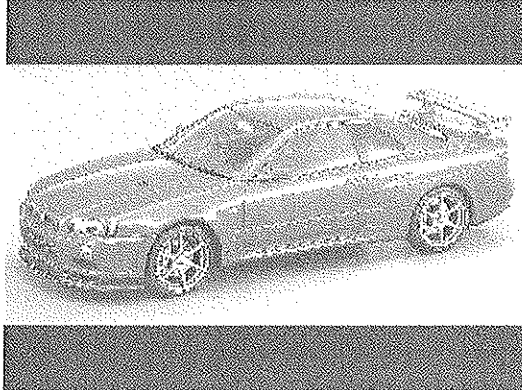
Submission for Job: #3951 MP 10_0076 - Mixed Use Development, Kirrawee Brick Pit, Kirrawee
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3951

Site: #1538 Kirrawee Brick Pit
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1538

Scott Schimanski

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SouthSide Performance Imports

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10th February, 2011

To: Planning NSW
23-33 Bridge Street
GPO Box 39,
Sydney NSW 2001

Re: MP10_0076 – Kirrawee Brick pit

Attn: Scott Schimanski

Dear Sir,

I have been a vocal objector of the above project in the last three years. Unfortunately, even after the plans being thrown out completely by the Land and Environment Court, the applicant seems to have changed very little in their concept plan, and I am simply astounded at their arrogance.

My main concerns were, and still remain today the fact that due to Sutherland Shire council's re-zoning that my investment property, which is also my principal place of business, my land is no longer classified as "4A Industrial" as it previously was, but rather now zoned "Zone 7 – Kirrawee Centre". This re-zoning occurred as a direct result of the Kirrawee Brickpit.

I was advised in 2009 by Sutherland Shire Council's Town Planners that our land, which is situated directly next door to the Brickpit site, was re zoned deliberately to actively encourage us to re develop in an attempt to enable Council to reach the targeted 10,000 new dwellings by 2030. This is also minuted.

Our land therefore has very little future in the current form, rather ANY future value of my property lies directly in its re development potential. This is considered to be the chosen path for our Strata Plan to take. I do not dispute this and in some ways I look forward to watching the revitalization of Kirrawee.

You may notice upon viewing aerial maps of the subject site and also of my land directly next door, that re development potential of our land is already badly disadvantaged by a large and unsightly electrical sub station which borders our property in the south eastern vicinity.

Unfortunately, should permission be granted to proceed with the Kirrawee Brickpit in its current form, it will render our land effectively unable to ever be successfully developed,

which is in direct contradiction with Sutherland Shire Council's LEP2006. Traffic flow, the plant room and Loading Docks which are proposed to operate until midnight, seven days per week, will effectively make our land worthless.

I am therefore respectfully requesting that the main entry and exit to the car park and the loading docks be moved much further up Flora Street and away from my boundary, as I appreciate that entries must remain on Flora Street as egress onto Princess Highway is not acceptable, nor is the main egress onto Oak Road a practical solution.

I also dispute the amount of car spaces available to the retail sector as being in any adequate. I wish to direct your attention to Menai Marketplace which I frequent on a daily basis. I equate this development as being on a par with the proposed Kirrawee Centre. Menai Marketplace has a car park of approximately 1,100 car spaces. This car park is always operating at least at three quarters capacity, with many vehicles also parked on the adjacent road ways. I am at a loss therefore to understand where the shoppers, workers, visitors, merchandisers, etc will be able to park should this development be approved in its current form.

As a mechanic and Authorised Inspection Station, my business is required to conduct brake testing as a part of our obligations to the RTA in issuing "Pink Slips". I am one of six mechanics in our complex and one of approximately fifteen mechanics in Flora Street who are required by law to conduct brake testing only in the area approved by the NSW Police. This approved area is Flora Street between Oak Road and Bath Road.

The applicant's projected traffic flow – which I believe to be flawed, will make my ability to conduct brake testing safely completely impossible. This in turn will prevent me from operating an essential part of my business and that of the other mechanics in Flora Street, thereby sending us bankrupt. Once again, should the loading bay and retail car park be moved further up Flora Street, this problem will in some part be alleviated. I would appreciate another independent expert conduct a traffic flow assessment prior to any conditional approval being granted.

I have outlined below my major concerns to this development, and I look forward to your replying in response.

1. Lack of Parking for Retail Shopping Centre

Retail shopping centre has inadequate available car spaces.

The proposed Supermarkets, specialty retail stores, cafes, workers and merchandisers will create a bottle neck and increase traffic flow on Flora Street to unacceptable levels.

Menai Marketplace has one full line supermarket (Woolworths), one Big W and 30 specialty shops with parking for 1,100 cars (with also overflow parking in Alison Crescent) – it is never less than ¾ full

2. Entry /Exit points from Retail Carpark

RTA study precludes egress from Princes Hwy & only left in & out from Oak Road – leaving Flora Street as main entry & exit. Flora Street cannot cope with the predicted volume of traffic. I believe that a large percentage of cars exiting Oak Road will then turn left into Flora, travel down Flora & then around a blind/sharp corner, into Bath Road & past Kirrawee.

primary school – very dangerous. I believe that the Developer needs another exit to service this development.

Shoppers coming & going from the suburbs of Kareela, Como, Sylvania, Jannali etc (developers own predicted feeder suburbs) will use Oak or Flora exit then sharp left into Bath Road, turn right into either Durbar Avenue or Clements Pde driving along primary school boundary, then turn left into Hotham Road, left into Kingsway to then turn right back onto the Kingsway to head north towards Sylvania, Kareela, Jannali– RAT RUN!

Shoppers coming & going from Caringbah, Miranda, Cronulla etc (developers own predicted feeder suburbs) will use Oak Rd or Flora St exit then turn into Bath, then right into Clements, then over railway bridge, into Hotham then turn left onto President Avenue which is creating a “rat run”. Alternatively, shoppers will go along Oak, past Kirrawee railway line and turn left into President Ave – it is dangerous now driving through Kirrawee shopping centre due to lack of parking and general traffic congestion.

3. Loss of parking for rail commuters along Flora Street

Car spaces will be lost along Flora Street where new streets are made. Also Car spaces will be used by retail customers parking for cafes, parkland, shopping etc. Rail commuters wont be able to park in Flora Street as they do now due to the council car park in Oak Road being too small and rail commuters. We personally see people parking every day in Flora Street and then walking to Kirrawee train station. It was a waste of time duplicating the rail line if no one can park to use the train from Kirrawee station.

This development must not be permitted to make use of these car spaces unless council is prepared to build a two level car park in Oak Road and create new car spaces to make up for lost customer parking for the businesses in Flora Street.

4. Brake testing for businesses in Flora Street

There are 6 mechanics in our Strata Complex. 9 approx other mechanics also operating legally in Flora Street. Senior Sergeant Ann Creavy from NSW Police has advised there is no other suitable area for brake testing other than where we are permitted to carry out brake testing now – in Flora Street between Oak & Bath.

Pink Slips and the servicing work which flows on from them represent 30% of our income. Businesses are operating at break-even now which means businesses forced into bankruptcy if driveways are not moved.

Driveway position for car park entry/exit and loading bays is preferred to be located at Western end of Brickpit (closer to Oak Road) leaving more room to conduct brake testing and less chance of accidents while conducting brake testing. 40km zone continues around the corner from Bath Road into Flora – if driveways are not moved we will have only 20 meters to conduct brake testing – which is not enough.

5. Plant Room on boundary

The developer's original plans had a plant room to be used to power the entire retail shopping centre of 25m x 8m located on our boundary. After numerous owners' complaints, the developer submitted amended plans, where the plant room size was altered upwards to 37m x 10m!

As our zoning has changed from 4A industrial to Zone 7 Mixed Use, we are being encouraged to redevelop and help satisfy the need for more housing in Sutherland Shire (10,000 new dwellings by 2030). We will not be able to redevelop with Loading Bays open until mid night, Car Parks, and Plant Rooms running 24/7.
My preferred Plant Room location is on Highway where the noise will be muffled by highway traffic.

6. Increased Volume of traffic in Flora Street

Developers traffic model study is flawed claiming Flora Street experiences close to no daytime traffic now – Today there are over 50 businesses and their customers coming and going every day, rail commuters parking in Flora Street every day & most importantly Kirrawee Primary School parents and teachers every morning and afternoon. These will still be here when and if this development goes ahead – so new traffic will be added on to current traffic & Flora Street can not cope even with suggested traffic lights installed on corner of Flora & Oak.

7. Environmental

The contents on the Brickpit were originally considered to be toxic but developer now contends that the dewatering can go straight down storm water drains. This is unacceptable. Endangered flying foxes are expected to wait until Stage one completed to have an "on the fly" man made watering hole. We have only the applicant's word that the water will be considered "of a quality acceptable for animal consumption".

The basement car park will need to have pumps running 24/7 to drain seeping water – into storm water? Also, what noise will the pumps create?

The Proposed Childcare centre must not be approved as it is prohibited in current position, i.e.: next door to an industrial development, due to possible hazardous fumes, gases, etc.

I look forward to hearing from you soon.

Kind Regards,

Bettina Hoffman

Bettina Hoffman

Scott Schimanski - Online Submission from Matthew Coates of Watkins Tapsell Solicitors (object)

From: Matthew Coates <matthew.coates@watkinstapsell.com.au>
To: Scott Schimanski <scott.schimanski@planning.nsw.gov.au>
Date: 10/02/2011 10:08 AM
Subject: Online Submission from Matthew Coates of Watkins Tapsell Solicitors (object)
CC: <assessments@planning.nsw.gov.au>

I am a business proprietor in the Kirrawee shopping centre in Oak Road. Our business has operated from this location since 1967.

I object to the proposal for the following reasons:

1. SCALE

The scale of this proposal is out of all proportion with surrounding development and inconsistent with the nature of the locality. This is true no matter whether "Scale" is measured in terms of height, bulk, vehicle movements, site area of retail proposal, density of development.

The effect of a development on this scale to the nature of the locality will be significant. The local village atmosphere will certainly be compromised.

2. TRAFFIC

The traffic movements generated by this site will be significant. I note parking on site is provided for 1,349 cars. My objection is related directly to my first hand experience from working in Kirrawee for the last 31 years. Traffic has become significantly heavier in Oak Road for several reasons. At peak times, access from Oak Rd to the Princes Hwy causes significant lines of traffic through the Oak Road centre. The reason is that the phasing of lights facing Oak Rd is, of necessity, short, in order to maintain the flow of traffic on the main thoroughfare. Similarly, in peak times traffic into the Oak Road shopping centre from President Ave has increased significantly, and this adds to the bottleneck occurring at the Oak Rd/Princes Hwy intersection.

The traffic movements generated by this site would (a) seriously negatively impact the current peak flows and (b) extend the peak traffic flows currently experienced, throughout the day. Those movements would be particularly heavy in relation to the Retail/supermarket outlets. All vehicles leaving the site would have to access a main thoroughfare (Princes Hwy or President Ave) from Oak Road via short phasing traffic lights. The distance of the "site exits" from the intersections accessing those thoroughfares is between 100 and 500 metres. This means banking of traffic through the Kirrawee centre will be unavoidable.

COMMERCIAL IMPACT

I am particularly concerned on the negative impact that this development will have on the retail businesses in the Kirrawee shopping strip at Oak Road. While my own business is a commercial office and therefore unlikely to be negatively impacted by the proposal, I have seen in the last 30 years, following general economic cycles, periods when the Kirrawee retail centre has flourished and periods where it has not. It has, however, always bounced back to serve the local community.

The Kirrawee centre is a small centre serving local demand. Accordingly, profit margins in this centre are fine. This conclusion is consistent with my first hand knowledge over 30 years, and the fluctuating viability of various shops in the centre. The proposed large development, if it proceeds, will cause the local centre to reach a tipping point, which will make many, if not all, of the local retail shops unviable. This will be due to:

- a) the introduction of large scale competition. I use the term "competition" loosely because the local retailers will never be able to compete with large scale chain supermarkets.
- b) the traffic impact of the development on the Kirrawee shopping centre will make it an unattractive option for consumers. The extension of peak traffic flows will mean that the previous benefit of the local centre of easy access and parking will disappear. It will become easier for consumers to park at the large carpark in the new development.

That outcome will result in the current retail strip becoming a "ghost town". No doubt the developer will argue that

the consumer should be king and, if the centre becomes a ghost town, the consumer has spoken. Obviously that misses the point of community. The livelihoods of many families depend upon the ongoing viability of the Kirrawee shopping centre. The families of the retailers and the families of the lessors. One expects that the retail properties in Kirrawee will become, if not unlettable, then significantly less valuable. Vacancy rates will increase dramatically. (I should point out that I am not a lessor in the Kirrawee centre and have no vested financial interest in this submission) I do have a very strong sense of community. I am aware of the concern of Angelo Politis, the local hairdresser, Viren Khetia, the local pharmacist and many others who face significant financial threat from this development. I have known many of them for more than 20 years. They are all long term contributors to our local community.

SUMMARY

The Sutherland Shire commercial, retail and entertainment centres are clearly defined and well planned. There is no planning logic that attaches to a strategy that converts a small scale residential/light industrial area to a large scale commercial/retail centre.

I fail to see how the benefits of this development can outweigh the damage it will cause to our local community. I object to it proceeding.

Name: Matthew Coates

Organisation: Watkins Tapsell Solicitors

Address:

161 Oak Road

Kirrawee

IP Address: mail.watkinstapsell.com.au - 203.100.236.198

Submission for Job: #3951 MP 10_0076 - Mixed Use Development, Kirrawee Brick Pit, Kirrawee

https://majorprojects.onhlive.com/index.pl?action=view_job&id=3951

Site: #1538 Kirrawee Brick Pit

https://majorprojects.onhlive.com/index.pl?action=view_site&id=1538

Scott Schimanski

E: scott.schimanski@planning.nsw.gov.au

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Scott Schimanski - Online Submission from James Maclachlan of N/A (object)

From: James Maclachlan <jamiemaclachlan@gmail.com>
To: Scott Schimanski <scott.schimanski@planning.nsw.gov.au>
Date: 10/02/2011 7:19 PM
Subject: Online Submission from James Maclachlan of N/A (object)
CC: <assessments@planning.nsw.gov.au>
Attachments: Kirrawee Brick Pit Submission.pdf

I object to the development as I have detailed in the attachment.

I have made no political donations in the last two years. Please inform me if this nil declaration is adequate or do I need to fill in the form?

Name: James Maclachlan
Organisation: N/A

Address:
140 Georges River Road
Jannali 2226

IP Address: cpe-121-216-225-79.inse3.ken.bigpond.net.au - 121.216.225.79

Submission for Job: #3951 MP 10_0076 - Mixed Use Development, Kirrawee Brick Pit, Kirrawee
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3951

Site: #1538 Kirrawee Brick Pit
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1538

Scott Schimanski

E: scott.schimanski@planning.nsw.gov.au

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From: Mr James Maclachlan
140 Georges River Road
Jannali 2226
10th February 2011

To: The Director General
New South Wales Department of Planning

Dear Sir or madam,

Re MP 10_0076 - Mixed Use Development, Kirrawee Brick Pit, Kirrawee

I hereby object to the proposed development of the Kirrawee Brick pit site on the following grounds,

1. That the scale of the development would ruin the amenity of the Kirrawee Village.
2. Detrimental traffic and parking impact.
3. Detrimental environmental impact, from both noise and pollution, on public health, resulting from traffic generated by both the residential and retail components of the village.
4. Detrimental commercial and social impact, not just on Kirrawee but on nearby suburbs.
5. Detrimental financial burden on the community, directly or via that be borne by Local and State Government, of costs of remedial works either denied by, or omitted from consideration, by the proponent.

1. SCALE OF DEVELOPMENT

The people of Kirrawee just want a supermarket and the park tidied up and there seems to be a general acceptance of a modest shopping centre and complying residential development in keeping with the adjoining home unit area across Oak Road, but two supermarkets and the visual impact and disruption this huge proposal will cause is too heavy a burden for the Sutherland Shire, particularly Kirrawee, to bear.

The height and scale of the proposed development is unacceptable. Kirrawee is described in the document as a village. A village does not have 15 storey buildings. Whilst there is already one street block of 3 to 4 storey units west of the development site, it is well blended in with trees of a similar height.

The current proposal, much increased from the 2008 proposal, appears to have arisen out of commercial difficulties, as indicated by the Hill PDA Centres Study Part B which states in part:

Key Finding 5 – Finding a Viable Mix of Uses Will Become Increasingly Difficult

The Sites land owner and developer continue to incur costs associated with holding the land, in the order of \$2.4m per annum. Overtime these ongoing costs place increasing pressure on the ability of the scheme to deliver the required development margins without the need to increase the density of development, increase the amount of retail or decrease the investment in community infrastructure.

This is no justification for threatening the ambience of our shire by this obviously grossly oversized development.

The proponent has misconstrued the Transit Orientated Development concept to promote the development, which will actually be counter-productive to TOD in many respects.

A paper "Planning for Transit Orientated Development in Australian Cities", by Peter Newman, states:

"TODs cannot happen unless they are part of a strategic plan for centres,..."

The development proposal is clearly not part of a strategic plan but a single proposal for a grossly oversized development that overwhelmingly exceeds Council zoning limitations. The cause of TODs will suffer a severe setback if this development, disguised as TOD, is approved.

The aim of TODs is to reduce car dependence. Whilst the proximity of the proposed development to the railway will help to reduce car usage by the residents therein, the over-provision of supermarkets drawing custom from nearby village centres will increase car usage and distance travelled. Car usage will be exacerbated when one or more competing supermarkets are forced to close because of loss of business, or are closed as part of a rationalisation strategy to have the new Kirrawee location replace their existing outlets in one or more villages, thus forcing more customers to travel further to Kirrawee.

Rather than fostering self contained centres such as promoted in the TOD paper by Peter Newman stating (*with my emphasis in bold*):

“Building urban centres linked to transit enables cities to respond to the simultaneous need to be focussed into centres to achieve greater reliability of services and at the same time **shift away from the highly centralised CBD- dominant structure for city employment and services.**”

the nearby job-rich industrial areas will instead become under threat from the proposed development which will perpetuate the commute to the city paradigm because of the loss of local employment as foreshadowed by the following extracts:

The Hill PDA Centres report Part A:

Furthermore, only a handful of short term development opportunities were identified including: . . .

3. The gradual change of use and redevelopment of the mixed use zone in Flora Street, Kirrawee, that is divorced from the main Kirrawee hub of industrial activity located to the north of Princes Highway;

Appendix 12 - Letter Addressing DGR 4.pdf:

Hill PDA undertook a number of detailed feasibilities to guide the quantum and mix of uses within the proposed development. Within the feasibilities we estimated that residential and retail elements would sell for around \$6,300 per sqm and \$8,000 per sqm respectively. This is much higher (more than double) than those that can be achieved for commercial office space. We believe that commercial (office) uses would deliver end values of around \$3,500 to \$4,500 **and industrial would be considerably lower than this.**

At a macro-economic level, we consider there is considerable potential to uplift values of those lands **within the mixed use zones close to the brick pit site.** The potential scale of the uplifts should be adequate to stimulate investment in these areas which overtime should transition from industrial to a more varied mix of uses.

confirming also that financial return overrides any true paradigm shift to a viable Transit Orientated Development.

2. TRAFFIC AND PARKING IMPACT

The report includes no consideration of the inherent reduction in road carrying capacity of Oak Rd between President Ave and Flora St owing to retail activity of the existing Kirrawee shopping centre, primarily from vehicles reverse-parking and others waiting for someone about to depart so they can claim the scarce parking spot to be vacated, but also from the pedestrian crossing at the railway station, and entry and egress from the car park opposite the station entrance, and vice versa of the ensuing difficulty of parking in the existing shopping centre from increased traffic to and from the new shopping development.

The Sidra lane summary for the Oak Road and President Ave intersection for 2010 existing Saturday peak period (Midday) shows a double set of figures for each approach with differing results. If this present case cannot be analysed with consistent results then how can there be any confidence in any results for future scenarios?

Whilst all intersections will incur extra traffic imposed on Shire residents, and also Wollongong residents regarding the highway including Acacia Rd, it is the Princes Highway and Oak Road intersection that is the most impacted and unacceptably so, despite the proponent's attempt to put a positive spin on it.

Traffic Problems - Princes Highway and Oak Road intersection

The Sidra lane summaries for the Princes Highway and Oak Road intersection claim a large increase in capacity of the right northern approach lane which obviously results in a more favourable modelled outcome for the proponent to suggest avoiding the "Stage 2" works recommended by the RTA. The claimed increases could be only from increased traffic light phase for this direction of travel, but increases are also shown for the Princes Highway. The extra northbound capacity of Oak Road from the proposed extra lane might have allowed a reduced phase in this direction but increasing the vph capacity of the left turning lane negates this.

Consider the claimed peak AM lane capacities for Princes Hwy Oak Road intersection, against which the vehicles per hour are compared in the SIDRA model to derive the level of service.

AM Existing Peak Period			AM Future Peak Period		
	289			637	
	140 149			185 452	
1178			1272		
1170			1267		
3667			3931		
1176			1273		
143			119		
	0			0	
	861	2574		1003	
	857			998	4158
	856			1008	
				1149	
196 337			374 465 219		
533			1058		

The claimed existing capacity of the three main Princes Hwy western approach lanes = 1178 + 1170 + 1176 = 3524, increasing after the development to 1272 + 1267 + 1273 = 3812. Observation indicates about 95 seconds phase in 135 second cycle. This would have to be increased to $\frac{3812}{3524} \times 95 = 103$ seconds per cycle to accommodate the claimed increase in capacity.

The claimed existing capacity of the three main Princes Hwy eastern approach lanes = 861 + 857 + 856 = 2574, increasing after the development to 1003 + 998 + 1008 = 3009. Observation indicates about 85 seconds phase (allowing for 10 sec reduction because of turn right phase from opposite direction into Oak Road south) in 135 second cycle. This would have to be increased to $\frac{3009}{2574} \times 85 = 99$ seconds. The opposing turn right phase appears to have been reduced, $\frac{119}{143} \times 10 = 8$ seconds, giving a total of 107 seconds, which exceeds the 103 seconds required for the western approach post-development, and therefore is the applicable figure for the main highway phase.

The claimed existing capacity of the two lanes in Oak Rd, northern approach = 140 + 149 = 289, increasing after the development to 185 + 452 = 637. Observation indicates about 15 seconds phase in 135 second cycle. This would have to be increased to $\frac{637}{289} \times 15 = 33$ seconds per cycle to accommodate the claimed increase in capacity.

Because of the extra lane for right turns in Oak Rd southern approach, the only direct comparison can be made for lane 1 principally turning left into the highway (*northbound traffic avoids it because this turning traffic is delayed by pedestrians in almost all cycles during morning peak*). The claimed existing capacity of this lane = 196, increasing after the development to 374. Observation indicates about 25 seconds phase in 135 second cycle. This would have to be increased to $\frac{374}{196} \times 25 = 48$ seconds per cycle to accommodate the claimed increase in capacity.

Total required cycle time per 135 second cycle = 107 + 33 + 48 = 188 seconds. Even without increasing the southern approach phase, the required phase time would be 107 + 33 + 25 = 165 seconds.

Both figures are greater than the reference cycle and therefore impossible!

The surplus capacity claim for this intersection (under camouflage of SIDRA modelling) is exacerbated by attributing 1149 vph capacity for the new left turn lane from the eastern approach of Princes Highway into Oak Road, and totally disregards that this lane is very short and in effect claims that the kerbside lane immediately before the split in traffic flow has a carrying capacity of 1008 + 1149 = 2157 vph.

The other time scenarios also show impossible intersection improvements but the AM peak just discussed is the most extreme. If this intersection is not improved, then the resulting worsening traffic becomes another burden on the Shire community.

These anomalous lane capacity figures require serious review by the RTA because correct derivation of modelled levels of service depends on them as much as on correct figures for generated traffic.

Despite the above claimed increases in lane carrying capacity, the Sidra lane summary nevertheless shows an F level of service for Highway traffic from the west, Oak Road traffic from the north and even Oak Road turning right from the new extra lane for Saturday peak, but this is are not reflected in the misleading summary shown below based on “average”, rather than “worst”, level of service. (*I have abridged Table 8.3 to reduce the irrelevant data, with the relevant data on the second pair of rows*)

8.6 Future Intersection Performance

The intersections surrounding the site were re-analysed using SIDRA 5.0. Table 8-3 compares the existing and future operation of these. Key SIDRA outputs are provided in Appendix C.

Table 8-3 – Comparison of Existing and Future Peak Hour Intersection Operation

Intersection		Control	Thursday AM		Thursday PM		Saturday	
			LoS	Av. Delay	LoS	Av. Delay	LoS	Av. Delay
Princes Hwy / Kingsway	Existing	Signals	B	20	C	38	B	25
	Future	Signals	B	22	D	45	C	29
Princes Hwy / Oak Rd	Existing	Signals	D	52	C	31	D	45
	Future	Signals	B	22	C	30	D	54

Table 8-3 confirms that all intersections would operate satisfactorily (Level of Service D or better in peak periods) provided the Stage 1 improvements outlined in **Section 7.2** above were implemented. As the intersections would operate satisfactorily under the RTA’s required Stage 1 improvements even at ultimate development of the site, it follows that the Stage 2 improvements suggested by the RTA would not be necessary.

Finally (*in part*):

11 Conclusions and recommendations

It is concluded from the analysis above that:

- Subject to recommended improvements, traffic effects of the proposal would be satisfactory;
- In this regard the Stage 1 road improvement works previously suggested by the RTA would be sufficient and consequently the RTA's suggested Stage 2 works are not required by the proposed development;

presents a totally misleading picture of the serious traffic issues resulting from the development.

Under-Provision for Parking

The framework of parking (*as quoted from Appendix 17 with key words emphasised by me in bold text*)

3.2.2 Sutherland Development Control Plan – Vehicular Access, Traffic, Parking and Bicycles

This specifies the provision and design requirements for access via these modes. It sets out the following objectives:

- a. To **ensure** all land uses and/or combination of activities provide sufficient parking on site to satisfy the demand for parking by different vehicle types generated by the development, including Traffic Generating Development;
- b. To **ensure** all land use have a described parking provision;
- c. To minimise reliance on street parking;
- d. To minimise amenity impacts on neighbouring properties, including streetscape, noise and light spill;"

The key word is "**ensure**" and such is inadequately addressed by the proponent, offering instead (*as quoted from Appendix 17 but key words emphasised by me in bold text*)

"4.3 Environmental Transport Measures

The primary targets for site access will be:

- Car parking to be appropriate for needs but **limited** to the **minimum** necessary;..."

Section 8.9.1 Car Parking Requirements:

The proposed residential parking provision **is considered** satisfactory as:

- car ownership **is likely to** be lower in a Transit Oriented Community;
- visitors would be able to use retail car park **while it was open**; and
- particularly because **census records** of overnight car parking support a **lower** parking rate as presented on Table 8-5.

10.3 Parking Limitation

The amount of parking added to the Centre will result in an adequate supply of parking but the supply rate will be slightly **below** the Sutherland DCP.

The car parking provision is **intended** to avoid the overflow of parking into the neighbouring local streets whilst encouraging the use of public transport through the **restriction** of car parking.

The above with the admission that their "**restriction**" in parking provision is "**below**" standard, coupled with weak assurances like "**is considered**", "**is likely to**", and "**intended**", cannot be considered a guarantee that best practice has been applied.

The proponent quotes census records to justify reduce parking provision. However this represents only one instance (8th August 2006), is reliant on the dedication and honesty of the residents, and would have an inherently low confidence limit.

Reducing risk of parking overflow is paramount for this development with no network of internal roads and minimal parking availability on existing streets fronting the development.

Loss of Parking Space

There are presently 64 right-angle-parking places on the northern side of Flora St fronting the southern property boundary of the proposed development. These places are generally fully utilised during working hours by workers and customers. However the plan of the development indicates replacement by only minimal parallel parking.

More parking will be lost near the Oak Road/ Flora St intersection to accommodate right turn lanes for the new configuration to be controlled by traffic lights.

Heavy Vehicles

There is no acknowledgement by the proponent of heavy (delivery) vehicles entering or leaving the retail complex in any of the traffic simulations. Such would involve rigid trucks but also large semi-trailers for supermarket supplies. *All % HV figures in the SIDRA analysis appear to be for existing traffic because future larger traffic flows have been given a lower %HV which results in the number of heavy vehicles remaining unchanged.*

All deliveries are to be via eastern approach from the Princes Highway, and whilst the internal access road appears to have tight bends, I am not in a position to attest whether this is a problem or not. If it was then it could result in dangerous queuing back into the highway.

All delivery vehicles are then to leave via the Flora St access but the Sidra analysis quotes 0% HV here, mirrored in relevant turning traffic at the nearby intersections. *Some figures are clearly indicated as zero but calculation of zero superimposition on existing heavy vehicle vph is subject to accuracy limitations of only one or two digit figures indicated for % HV.*

Navigation of large semi-trailers back out on the main roads would be difficult through back streets with tight intersections and corners that have not been taken into account by the traffic study.

- If an emerging delivery truck needs to head east along the Kingsway, the most direct way avoiding Oak Road and the Princes Highway is via Flora St, Bath Road, Clements Pde (or Durbar St) and Hotham Road.
- If an emerging delivery truck needs to head west along the Princes Highway and avoid the tight turns at Flora St/Oak Road and Oak Road/Princes Highway intersections, it would go via Flora St and Bath Road and turn left onto the highway (traffic analysis shows zero increase this way).
- If an emerging delivery truck needs to head south along the Princes Highway (e.g. to make further deliveries) the most direct way is via Flora St turning into Acacia Road via a tight left hand turn which would require dangerously crossing over to the second lane in Acacia Road. The other ways via Oak Road (north to Highway or south to President Avenue) also require tight turns such that the Bath Road loop described immediately above may be necessary.

School Zone

There is no recognition, let alone analysis, by the proponent that the 109 vph increase in peak PM traffic in Clements Pde is through a school zone, and represents a 49% increase of existing peak and would represent a greater percentage increase over present traffic in the school zone period. Danger to children would be worsened by increased parking in Clements Parade resulting from overflow parking from the proposed development.

Passage of delivery trucks in the Bath Road/Clements Pde school zone will exacerbate the danger to school children, for example by lack of visibility to other drivers from an oncoming truck that has just crossed either of the two pedestrian crossings at the school, from noise drowning out parental instructions, and crowding of the road causing other drivers to deviate - perhaps in panic.

ENVIRONMENTAL IMPACT ON PUBLIC HEALTH

There is no assessment of environmental impact on health caused by air pollution and noise pollution from increased traffic.

It is clear that the project's dramatic increase in local traffic will have an detrimental effect on air quality and quietness of the local streets, particularly Oak Road and Flora St. No overall average daily figures are provided which would be relevant in giving the proportional increase in the substantial period between peak traffic hours. Nevertheless, even the proportional effect in peak hours (which are the only ones with traffic figures) are significant. For example the SIDRA analysis for the Oak Road Flora St intersection quotes the following traffic figures.

	Existing	Future	Increase	% Increase
AM peak	976	1334	358	37%
PM peak	1151	1816	665	58%
Saturday peak	1088	1726	638	59%

The percentage increases even on top of the already high peak flows, are very significant and will have severe effect on residents, pedestrians, and people "enjoying" outdoor cafes.

Without having taken air samples and noise monitoring in conjunction with modelling, the proponent is not in a position to demonstrate that the impact of the proposed development is within acceptable limits or not.

SOCIAL AND COMMERCIAL IMPACT

Impact on Kirrawee

The omission of due consideration to the clash of new shopping centre traffic through Oak Rd with vehicles attempting to park at the existing shopping centre dismisses any consideration of the detrimental impact on their amenity and safety of customers, and the likely discouragement of patronage and consequent economic impact on the existing shopkeepers. As shown above the increase in traffic is 60% of peak traffic, which in normal shopping hours through the day will have a devastating effect on the amenity of the centre and consequent worse impact than the quoted 5.1 % purely on commercial reasons.

The proponent attempts the case that this 5.1 % will be beneficially offset by passing trade, but the proposed development will not integrate with the existing shops because:

1. The proposed shopping area is at the far end of the development from the village with residential towers in between.
2. Most access to the centre will vehicular because of supermarket shopping and hence the existing village will not benefit. "Encouragement" of home delivery is a weak attempt to justify the shopping centre and is no guarantee to reduce car usage. Home delivery does not safely cater for refrigerated and frozen items.

The new development will be an enclave!

Increased traffic through Oak Road caused by the development will further alienate the environment and amenity of the existing shops, exacerbated by the necessary destruction of the landscaping on the southern side of the Flora St roundabout to accommodate turning lanes at the new traffic lights.

The buildings of the proposed development along Flora St have no set-back and the street will be in shade all the time extending across to the opposite properties in winter, as demonstrated in the winter sun study. This will degrade the now sunny ambience of the working environment, which takes up a large proportion of one's life. Moreover it will prejudice the amenity of any future "residential led developments" in Flora St that are touted in the letter "addressing the Director General's requirements".

Impact on other centres

Five or ten percent impact on turnover in existing shopping areas would represent a devastating impact on profit and hence viability.

It is difficult to accept the credentials of the shopping analysis when it dismisses Jannali as a "small village" in comparison to Kirrawee which is described as a "village". Jannali has two supermarkets, Franklins and Flemings, in contrast to the report's erroneous claim of one IGA supermarket. Moreover, Jannali has approximately 85 shops or businesses, many more than suggested by Kirrawee's 31 shop frontages indicated in the Hill PDA report (possibly plus a small number of uncounted upstairs businesses).

As a result of the rationalisation strategy quoted in the Hill PDA report:

"Economic Efficiencies – Agglomeration

The success of centres and their ability to grow is supported by the economic efficiencies gained by colocation.

Referred to as business clustering or agglomeration, the benefits of businesses locating together are now widely understood."

the proposed two new large supermarkets at Kirrawee do pose a serious threat to the viability of retaining two supermarkets at Jannali because of the competition or when either (or both) of Woolworths (Flemings) and/or Franklins rationalise their holdings into a smaller number of large centres, to the detriment of existing villages such as Kareela, Gymea, and Jannali, as well as the larger centre at Sutherland.

ADVERSE FINANCIAL BURDEN ON THE COMMUNITY

Referring again to the Hill PDA Centres Study Part B (with emphasis in bold added by me).

Key Finding 5 – Finding a Viable Mix of Uses Will Become Increasingly Difficult

The Sites land owner and developer continue to incur costs associated with holding the land, in the order of \$2.4m per annum. Overtime these ongoing costs place increasing pressure on the ability of the scheme to deliver the required development margins without the need to increase the density of development, increase the amount of retail or **decrease the investment in community infrastructure.**

The proponent attempts to "decrease the investment in community infrastructure" by understating the impact of the development and hence decrease the scope of any remedial works that the proponent should fund. As a consequence the community will have to fund the remedial works via Sutherland Council or the NSW government.

Roadworks

As shown above in Section 2 dealing with traffic impact, the proponent's summary statements selectively exclude their own technical findings describing the worst impacts. By the misleading statements that traffic impact is acceptable with provision only of one additional northbound lane in Oak Road south of the Princes Highway, the proponent is attempting to defy the RTA requirements for Stage 2 of previous development proposal which was even smaller than the current proposal.

TV reception

No mention is made of the impact of the tall and expansive new buildings on TV reception to a large area south of the development (and of the railway line). Ensuing reception problems are just another legacy that this development will cause, adding another cost to the community.

RECOMMENDATION

I submit the above information and opinion to support my case that the proposed development is too large for the area, has severe detrimental impacts on the amenity of the area, on traffic flow with exacerbation of congestion and its flow-on increase in fume and noise pollution with detrimental effect on public health, on the economic viability of Kirrawee and other shopping villages, and flow-on costs to the ratepayer/taxpayer for unfunded remedial works.

Accordingly I request that you recommend rejection of the proposed development!

Yours sincerely

James Maclachlan

Scott Schimanski - Online Submission from Sam Ranken (object)

From: Sam Ranken <rankensj@optusnet.com.au>
To: Scott Schimanski <scott.schimanski@planning.nsw.gov.au>
Date: 10/02/2011 6:10 PM
Subject: Online Submission from Sam Ranken (object)
CC: <assessments@planning.nsw.gov.au>

We have lived in this area for 6years, and suffered the traffic problems at the corner of Princes Highway and Oak Rd. The previous proposal was half the size and was rejected because of traffic & stormwarter issues, little provision for public space and potential impact on the shops at Kirrawee, Sutherland and Gynea. So how can this proposal be justified when it is bigger development and will have more than double the impact of the last? This is not wanted - I see enough traffic backed up my street as it is, and we don't have any development. I am vehemently opposed to any such development on this site and would like to think people who live in this area have a right to say no and be heard.

Name: Sam Ranken

Address:
91 Oak Rd
Kirrawee NSW 2232

IP Address: c58-107-236-227.mirnd3.nsw.optusnet.com.au - 58.107.236.227

Submission for Job: #3951 MP 10_0076 - Mixed Use Development, Kirrawee Brick Pit, Kirrawee
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3951

Site: #1538 Kirrawee Brick Pit
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1538

Scott Schimanski

E: scott.schimanski@planning.nsw.gov.au

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Scott Schimanski - Online Submission from Owen Heldon (object)

From: Owen Heldon <oheldon@optusnet.com.au>
To: Scott Schimanski <scott.schimanski@planning.nsw.gov.au>
Date: 10/02/2011 10:41 PM
Subject: Online Submission from Owen Heldon (object)
CC: <assessments@planning.nsw.gov.au>

The proposal is an overdevelopment which will create too many unnecessary shops, traffic chaos and lose a golden opportunity to create a community area with attractive open space.

Compare this to the development of Sydney Park at St Peters years ago where the disused brickpit became a wonderful open space asset to the city of Sydney. Back then the temptation to build huge overdeveloped residential space was resisted for the lasting benefit of the city.

Name: Owen Heldon

Address:
15 Browallia Crescent,
Loftus NSW 2232

IP Address: c58-107-240-171.mirnd3.nsw.optusnet.com.au - 58.107.240.171

Submission for Job: #3951 MP 10_0076 - Mixed Use Development, Kirrawee Brick Pit, Kirrawee
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3951

Site: #1538 Kirrawee Brick Pit
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1538

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Scott Schimanski - Online Submission from Margaret Heldon (object)

From: Margaret Heldon <margaretheldon@optusnet.com.au>
To: Scott Schimanski <scott.schimanski@planning.nsw.gov.au>
Date: 10/02/2011 10:18 PM
Subject: Online Submission from Margaret Heldon (object)
CC: <assessments@planning.nsw.gov.au>

I object to this overdevelopment of the Brick Pit. I think it would generate excessive traffic and congest our roads even more than is the case already. We have enough shops; what about the impact on our hard working local businesses? I also think the design is ugly.

I would like to see an open space created for public rest and recreation. All cities become much more attractive places with parklands relieving the concrete jungles and noisy roads. I believe it would be an asset to the Shire and encourage more visitors which would benefit the local economy.

Name: Margaret Heldon

Address:
15 Browallia Cres, Loftus NSW 2232

IP Address: c58-107-240-171.mirnd3.nsw.optusnet.com.au - 58.107.240.171

Submission for Job: #3951 MP 10_0076 - Mixed Use Development, Kirrawee Brick Pit, Kirrawee
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3951

Site: #1538 Kirrawee Brick Pit
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1538

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