



PCU019016

M. KIRK
16/174 OAK RD
KIRRAWEE 2232enhi,
misy

28-01-11

Department of Planning
Received

1 FEB 2011

Scanning Room

Sydney.

Dear Mr. Schimanski,

I have seen & studied the model for the proposed Brick Pit development at Kirrawee.

I am appalled.

The suggestion that there be approximately 450 dwellings and 2 large supermarkets on a site with vehicle exits to Oak Rd & Flora St will cause massive traffic problems in the area.

Both these streets are narrow. At the Oak Rd exit traffic could only turn left with safety, into Kirrawee shopping centre (already congested) or left again into Flora St (cars parked on both sides of an industrial area) & reach the Princes Highway by a circuitous route. A right turn out into Oak Rd towards the Highway would be extremely dangerous. This would make for a very inconvenient route for all traffic leaving the site.

There is a traffic roundabout at the junction of Oak & Flora. This copes reasonably well with the present flow of traffic, but at peak hours there is a build-up at the Oak/Princes Ave lights intersection, which often backs up quite a long way & through the shopping centre.

With 450 dwellings & 2 supermarkets parking 1349 cars, vehicles would be coming & going all day. The traffic flow would be vastly increased. These narrow local roads could not carry the traffic.

P.T.O.

I know there are other issues to be considered in this proposal, but right at the outset, it would seem impossible to deal in a satisfactory way with the huge amount of traffic generated by this present proposal.

I am sure you have viewed the site yourself but if not, I suggest you do so.

Yours sincerely,

Manjary Koh J.P.

W10 C.

1 of 4

L.F. & S.E. SAVILLE
11 NAROOMA PLACE
GYMEA N.S.W. 2227
TEL: (02) 95257345
FAX: (02) 95010918

RECEIVED

31 JAN 2011

Director-General

EMAIL: lfandsesaville@bigpond.com

To: The Director
NSW Dept. of Planning
G.P.O. Box 39
Sydney NSW 2001
Dear Director,

28-1-11

Development at Kirrauree
Former Brick-Pit Site

Cnr. OAK Rd & FLORA St. Kirrauree

Submission

Developer: Hemlock Investments Pty Ltd

I have been appraised of details relating to the abovementioned development.

With little hope, as with many, I have desired that the development site, with the co-operation of three levels of government, would become an expansive parkland for the benefit of all. A much needed facility within this particular location.

Of Note, is the earlier rejection of the initial development application by Council and the Land and Environment Court. Surely, this may weigh heavily against this application.

With arrogance, the developer has increased the extent of the Plan that is now submitted to the Minister.

It is strongly felt that the changed Law, some years back, enables the by-passing

of the traditional avenues of applications and the Appeals process which in turn may attract corrupt practices or, as bad, the perception of same.

As to my submission, the development proposal;

(a) In my opinion it is a recreation of the "The Block" (Redfern). It is foreseeable that similar social problems will be imported into this area.

The number of people placed upon such a small area, by way of high rise, is morally and unceasingly wrong. This small area is bounded by a very cast of small businesses and industry and an equally busy main highway. The area has not the Capacity to deal with the numbers planned.

Add to the dilemma, 2 supermarkets, cafes and restaurant, a PRIVATE park with swimming Pool and a Tennis Court and insufficient parking.

(b) Education: Within 200 Mtrs. is a Primary school on limited space. The demands on that facility would be beyond its present capacity.

Two other High Schools (state) have also reached their limit. They all add to the traffic and Parking Problems.

(c) The current shopping areas, Gympie and Keweenaw, amply serve the local population.

Keweenaw shops are on OAK Road, adjacent to the proposed development. I am not qualified and undecided as to the effect of the proposal upon these businesses.

However, one must consider the increased road usage.

(d) Roads:

(i) EAST: 'PRINCE Highway'. Currently extremely busy; The main artery for both Southern and Northern Traffic encompassing Sutherland, Menai district, Kofies, Engadine, Heathcote, Waterfall and Seavill Coast. All northern traffic to those areas from the City, Sutherland Shire, Eastern Sydney and so on.

Like many highways, busy both day and night, and, in this area a 'Parking hot' at peak hours.

The recent establishment of 'Bunnings', 200 mts to the North has increased traffic in the general area and 'OAK Road'.

(ii) OAK Road - Apart from the regulated shopping area, unit occupiers, shopkeepers etc take up all parking spaces. Traffic intended for the Proposed site would compete on a one lane, 100 mts length, of OAK Rd (the Western Boundary) to and from Flora Street to the Highway.

Certainly an unacceptable situation.

(iii) FLORA STREET: a lane in each direction mainly servicing the industrial area on the Southern side of the proposal. Presently, it is extremely difficult to park in Flora St. School traffic is also evident morning and night. The road itself demands special care to avoid accidents.

(iv) Parking: Consideration must be given in respect of parking for the occupants of the proposed 450 residential units,

Businesses withing Pool, Courts, industries etc... Is 1349 spaces going to satisfy the needs of both long term residents and short term users? answer, 'No'.

I am not acquainted, therefore, unable to comment on issues relating to storm water, wild life, etc.

As a resident of both Khorram (8 years) and Gynea (43 years) I do know this area. I have discussed, making myself aware, with the feelings of the locals. Like myself, it is foreseeable that the future for this area in the event that this proposal is approved is dismal.

Trusting this submission is of interest,

Yours sincerely,
L.F. Saullé

L.F. Saullé

610 C
RECEIVED

- 9 FEB 2011

Director-General

6 MUTTAMA AVENUE

KIRRAWEE NSW 2232

8TH FEBRUARY, 2011

DIRECTOR GENERAL

GPO SYDNEY

NSW 2001

KIRRAWEE BRICK PIT

DEAR SIR,

WHILE WE WOULD LIKE TO SEE SYMPATHIC AND HARMONIOUS DEVELOPMENT OF THE KIRRAWEE BRICK PIT SITE THE PRESENT PROPOSED DEVELOPMENT APPEARS TO OVERSTEP EXPECTED BOUNDARIES. THESE INCLUDE:

1. SOME OF THE PROPOSED RESIDENTIAL TOWERS ARE TOO HIGH AND OUT OF CHARACTER WITH THE SURROUNDING AREA. WE SUGGEST SIX (6) LEVEL HEIGHT BEING THE UPPER LIMIT IN LIEU OF 15.
2. THE EXTENSIVE COMMERCIAL DEVELOPMENT MIGHT ADVERSELY IMPACT ON THE ESTABLISHED SHOPS NEARBY.
3. INCREASED TRAFFIC FLOW AND DENSITY COULD PROVE A PROBLEM AND WOULD REQUIRE CAREFUL PLANNING.
4. THE PLANNED WATER FEATURES, THOUGH ATTRACTIVE, DO NOT APPEAR TO HAVE SAFETY FENCING.

YOURS SINCERELY,

VAL AND GEORGE FLANAGAN

January 19, 2011

Hon. Tony Kelly
Minister for Planning
Parliament House
Macquarie St., Sydney NSW 2000

Dear Minister Kelly:

Re: Development Plan for the Kirrawee Brick Ptt

I would like to object to the Development Application for the above site. The original plan did not meet the council requirements and The Land and Environment Court also did not approve this plan. Now the developer has put in an application which is even bigger than the first.

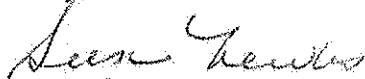
The development is far too big for the site. One of the buildings is 17 stories which is too tall for the area. There will be increased traffic in an area which is already very busy. This address is very near to a busy intersection in Sutherland. There will also be a threat to local businesses. I would like the space to be kept as open space, but if this cannot be done, then the development should be much smaller.

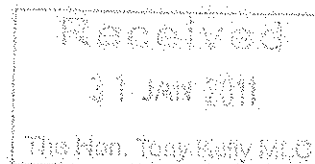
I disagree with the Section 3a Legislation. It is very controversial that someone like you has the right to approve large applications when the people do not want them. You are totally ignoring local zoning requirements.

Please postpone this decision until after the election. The controversial legislation should be investigated when there is a new parliament. If this is such a good project then it will go ahead after the legislation is examined. Another month will not matter.

Please review the plans and make an appropriate decision based on local zoning and what the people wish.

Sincerely,


Susan Newby
51 Greenpoint Rd.
Oyster Bay, NSW 2225
Ph: 95284311



Scott Schimanski - Online Submission from Ken Hull of Resident ()

From: Ken Hull <kdhull@aapt.net.au>
To: Scott Schimanski <scott.schimanski@planning.nsw.gov.au>
Date: 10/02/2011 6:44 AM
Subject: Online Submission from Ken Hull of Resident ()
CC: <assessments@planning.nsw.gov.au>
Attachments: Brickpit Feb 2011_001.pdf

see attachment

Name: Ken Hull
Organisation: Resident

Address:
177 Wattle Rd Sutherland NSW 2232

IP Address: c-59-101-13-247.hay.connect.net.au - 59.101.13.247

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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State Government Planning Committee

Dear Sir/Madam

I attended the presentation to Council on Monday 16th August 2010 and I would like to make a few comments re the presentation.

I may make a few errors in remembering numbers, but the logic is in the assumptions.

General use in the plan

Residential space in the Shire and Sydney environs, etc is definitely needed.

Why is a shopping precinct required? (dollars, of course). There is more money to be made in renting shop space and if you need more money, put the rent up.

It is only around the corner to Kirrawee shopping centre, the residents can walk there for the basics and coffee. If there is a bigger demand, I am sure that the supply will come, even in the village precinct of Kirrawee.

Sutherland shopping centre is in walking distance. The two new shopping precincts in Sutherland will feel the strain and they would wonder why they did it, if another shopping complex is created within walking distance.

Bunnings is just across the road from the Brickpit for those home improvements needed for a residential area.

Miranda, SouthGate, Taren Point and Kareela are all within easy driving distance or train travel for the larger range of goods. The aim of all councils and governments should be to reduce the number of short distance travel people make in their car.

Without a shopping precinct the traffic demands will basically evaporate. Work will still be required on the surrounding roads but the demand will be reduced dramatically, except at commuter times, ie 7am to 9am and 4pm to 7pm.

As well, without the shopping precinct, the commuter spaces can be increased dramatically and relieve the strain on close by stations ie Sutherland and Jannali.

Without the shopping precinct the layout of the site can be rethought.

If they are designing for BASIC points, why are there residential towers? If the building line was moved to the southern side of the block and the units all face to the north they will have sunshine and all the other benefits. As well, because it is the long side, a lot more can be fitted in for less height. Was there a shade study shown

of the towers? Even the towers are going to be in shade from the towers on the Princes Highway. Three towers along the Princes Highway seems to be the wrong way to use the northern side of the block.

The Turpentine Old Growth Forest (TOGF) area on the southern side will need to be relocated, but the remainder on the western side would create a nice shady spot for summer and provide a wind break from the Autumn winds and whatever other westerly and SW winds that blow through.

The Stormwater Issue

As this Brickpit is on the highest point around, it doesn't suffer from a build up of stormwater like lower areas downstream. The volume of stormwater from the site is 30,000 sq metres times the rainfall in a storm, normally 25-30mm in an hour. This equates to $30,000 \times 0.030$ cubic metres = 900 cubic metres of water. I can't remember how big the Grey Headed Flying Fox (GHFF)'s landing area is, but it required a 40metre runway which means for a 1 meter tide raise from stormwater, the area required is $40 \times 20 = 800$ cubic metres, ie stormwater rise and fall. This is a retention basin which only takes up $800/30,000 = 2-3\%$ of the site.

If the GHFF area, ie lake, was twice as big (in area), the basin would have a rise and fall of 0.5 metre, (up to the knees), over the planned depth. As the basin was filling up, it would be emptying at a slower rate so these figures are conservative. This would provide a renewing of the water etc, etc.

As an alternative, the retention basin could be under the carpark as a 2 metre deep pool. The retention basin could be any shape or contorted figure so long as it could be cleaned periodically as the stale water will smell. The requirement to be the lowest point on the site would be critical.

Summing up the stormwater, there is no more stormwater than what falls on the site at present, ie. there is no runoff from other areas. As well, if there is open water, will it have to be fenced to prevent people drowning?

Amenities

The north side of the land could be turned into a passive park area, either level with the highway or above it. The TOGF could be retained and encouraged to spread.

There could be a row of coffee shop type things at the edge of the park under the units, villas or whatever you wish to call them. An aerial ramped footbridge could be installed across the highway for pedestrian use. This would encourage more people to use the passive recreation area.

The roof tops can be utilised as private open areas for the residents. Small trees, grass etc could be utilised on this area as well.

The buildings at Woollooware Shores at Taren Point are a good example of communal living, ie they have computer rooms, common rooms, etc.

Traffic Control

As previously mentioned, the removal of the shopping precinct would reduce the traffic impact of this development.

However commuter traffic would have to be considered and planned for. Traffic from the south would turn right at President Ave and come through the Kirrawee shopping centre. Traffic from the west would come from the highway, turn right into Acacia Rd and left into Flora St. Traffic from the east and north would turn left at Oak Rd or Bath Rd.

Obviously in the afternoon the reverse would be true. Those going south would go out through Flora St and turn left. Those going east would go through Kirrawee shopping centre to turn left at President Ave. Those going west would go out through Bath Rd and turn left. Those going north are harder to deal with, but with further thought flow can be managed.

The preference would be to remove the traffic lights at Oak Rd completely. The through traffic from north of the highway to south could be handled by changing the layout of the roads at this area, join Waratah Rd to the Kingsway via Bath Rd. Do away with the lights at the end of Waratah St. This reduces 3 sets of lights to one set. And the extra phasing required for right hand turns at the Kingsway and Waratah Streets.

As a further note to traffic management in the area, I think the F6 extension is a bad idea, as the way it is proposed, the road like the M4, doesn't go anywhere. It just disappears (peters out, sorry couldn't resist) into St Peters.

My thought is for a tollway or other road to come from below Waterfall (the southern most 50km zone) alongside the Holsworthy military zone and join up with the M5/M7 intersection. That means that people can get around, ie not have to negotiate through, Sydney easier and those going to the new industrial area at Eastern Creek have good access. Without figures it is hard to know but it may also relieve the ring roads 3 and 6 of some congestion.

Summary

There are probably a lot more good ideas for the Brickpit if the Council and public are given an opportunity to express their ideas.

Of course somebody has to make the decision of what works best and of course, whoever the owner of the Brickpit is, wants to make the most of their dollar.

If Council had been given the option to buy the Brickpit or taken the option, things would be a lot easier.

Now that the decision has been removed from Council to the State Government, there should be no decision until after the election. Political donations, etc will influence the decision.

As well, how is it that a bigger development than the one defeated in court 5 years ago can be made? Doesn't the court decision mean anything? Or was the decision so narrow that it doesn't count. The council wasted their money in court then.

As well, this developer must be fairly confident of this proposal going ahead to spend still more money on the drawings etc involved in this presentation.

Hopefully whoever makes the decision will address a few of these objections, otherwise, as they say, money talks and forget what the residents want.

Will there be a statement explaining some of these issues and decisions? I realise that it takes time but once concrete is poured, the decision and design will be "set in concrete".

I would be willing to discuss and plan some of these issues raised, if there is agreement to take the suggestion into consideration.

9th February 2011

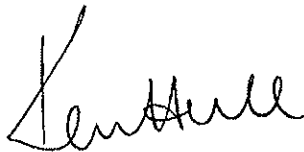
Sutherland resident

Ken Hull

177 Wattle Rd

Sutherland 2232

Ph 042 42 903 66

A handwritten signature in black ink, appearing to read 'Ken Hull', written in a cursive style.

Scott Schimanski - Online Submission from Monika Pawlowski (object)

From: Monika Pawlowski <monrhian@iprimus.com.au>
To: Scott Schimanski <scott.schimanski@planning.nsw.gov.au>
Date: 9/02/2011 10:08 PM
Subject: Online Submission from Monika Pawlowski (object)
CC: <assessments@planning.nsw.gov.au>

I wish to object to the proposal on the grounds of traffic, scale and the impact on local small business. I am a local resident and user of the Kirrawee shopping centre. I also use Oak Rd, President Ave and Princes Hwy each day. The impact of this scale of development on local infrastructure will be unacceptable. I am in favour of new development in the Sutherland Shire and even on this site, but this is excessive and out of character for Kirrawee. This is not Cronulla, Caringbah or even Hurstville. The number of car parks in the proposal make the suggestion of any transport oriented development around the train station a farse. I would also question the \$220m price tag if that is how any statutory fees and development contributions are being calculated. It seems terribly low for this scale of development considering the current site conditions and surrounding headworks.

Name: Monika Pawlowski

Address:
74 North West Arm Rd
GYMEA BAY NSW 2227

IP Address: 165.075.dsl.syd.iprimus.net.au - 58.178.3.165

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 Adrian Donohoe of Ratepayer ()

From: Adrian Donohoe <rabbitoe@optusnet.com.au>
To: Scott Schimanski <scott.schimanski@planning.nsw.gov.au>
Date: 9/02/2011 9:15 PM
Subject: Online Submission from Adrian Donohoe of Ratepayer ()
CC: <assessments@planning.nsw.gov.au>
Attachments: 13 Clements Parade.pdf; Political donations.pdf

See attached

Name: Adrian Donohoe
Organisation: Ratepayer

Address:
13 Clements Parade Kirrawee

IP Address: c122-108-140-198.mirnd3.nsw.optusnet.com.au - 122.108.140.198

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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13 Clements Parade

Kirrawee 2232

9 February 2011

NSW Department of Planning – To Whom It May Concern

Henroth Investments Pty Ltd – Development on the former brick pit site at Kirrawee

I refer to the above proposed development and Henroth Investments application to the NSW Government to proceed under planning laws governing major projects. I live in Clements Parade which is at the bottom of Flora Street (at the most eastern extremity of the proposed development). My concerns centre on traffic and public safety. Should this development go ahead and a further 450 dwellings and 2 supermarkets be built all traffic that wishes to travel east along the Kingsway or east along President Avenue (the 2 major arterial roads in this area) will travel down Clements Parade. At the bottom of Clements Parade Hotham Road leads traffic onto the Kingsway and traffic wishing to travel east on President Ave travel down Clements Parade and turn right at the Avery Street railway bridge which leads onto Hotham road and then onto President Avenue.

I'm claiming Clements Parade will bear the brunt of this traffic as there is no right turn onto the Princes Highway from Bath Road (left turn only towards Wollongong) and people will avoid exiting the development on Oak Road (to access either President Avenue or the Princes Highway) to avoid the congested shopping centre. Clements Parade is a narrow road that has a public school with nearly 300 students and several medium density housing developments. Because of these developments and their residents who insist on parking in the street (despite being provided with off street parking) only one car can pass at a time on occasions. At 9.15am of a morning and 3.30pm of an afternoon it is mayhem with parents attempting to pick up children from school.

However school pick up and drop off times are not the only hazardous times in this street. Just over 2 weeks ago on Sunday the 23rd of January there was a near fatality on a Sunday night at approximately 6.45pm. One of the few townhouse residents that does avail herself of off street parking was attempting to reverse out of 17 Clements Parade when she was hit by a 4WD vehicle who could not see her because of the cars parked in the street. How the woman's 5 year old escaped with merely shock and glass cuts is beyond me considering her Commodore was a write off. The street is also used as a rat run for traffic wishing to go from the Kingsway to President Avenue or vice versa. Motorists do this to avoid driving through either Gympie or Kirrawee shopping centres. Anecdotal evidence suggests that traffic leaving the proposed development will do the same and try to avoid driving through Kirrawee shopping centre which means Clements Parade will cop the lion's share of easterly bound traffic.

The roads around the area simply cannot cope with a development of this magnitude particularly Clements Parade. For the sake of worsening already severely congested roads in this area and public safety I implore you to refer this development back to Sutherland Council.

Yours sincerely

Adrian Donohoe

I have never made any political donation to any political party

Adrian Donohoe

9/2/11