

Scott Schimanski - Online Submission from Robert Maher (object)

From: Robert Maher <robmaher@optusnet.com.au>
To: Scott Schimanski <scott.schimanski@planning.nsw.gov.au>
Date: 5/02/2011 6:19 PM
Subject: Online Submission from Robert Maher (object)
CC: <assessments@planning.nsw.gov.au>
Attachments: KirraweeBrickPit.pdf

Comments:

The claims made by Halcrow regarding table 6-3 (as above) are unreliable and inaccurate from our regular experiences!

Heading south from Oak Road to turn right onto the Princes Highway

1. Traffic typically backed up to Monro Avenue.
2. Delays are typically over >60 seconds, and we have frequently experienced delays >120 seconds.
3. It is frequently congested to the point backed up vehicles block access from Monro Avenue to turn into Oak Road either south or north bound, and this is dangerous.
4. Exiting from the Ford Dealership ?Dominili? is dangerous as traffic blocks the driveway exit and once traffic starts moving again (under a green traffic signal) it is near impossible to join the traffic flow (drivers reluctant to stop due to extensive delays) and the problem compounds.

Secondly, the following claim by Halcrow in regards to 5,000 - 6,000 vph appears to be doubtful, certainly flawed.

The Princes Highway/Acacia Road North route is a significant north-south arterial route that runs through Sutherland Shire. As such, it carries peak hour traffic flows in the region of 5,000-6,000 vehicles per hour (vph).

To achieve the Annual Average Daily Traffic (AADT) as reported by the RTA then 57% of the claimed peak value of 5500 vph (peak hour) would be required for the remaining 23 hours to achieve the AADT reported value for 2005 (74,837 vehicles) for this specific intersection; 68% for 2011 (based on a projected value considering a 2.9% annual growth in motor vehicle registrations). Please refer to the table and outcomes.

The following model demonstrates the weakness of the claim and simplicity in stating vph at peak hour is 5500 units. A staggering 43% loading to the projections is required to achieve the AADT value reported by the RTA.

The Traffic Management and Accessibility Plan (Incorporating Traffic and Parking Study) should be reviewed independently in terms of accuracy and reliability.

I am would be more inclined to support a development such as this if the traffic impacts were seriously considered and solutions put in place prior to the development - which would require the stat government to upgrade the traffic corridor which is under extreme strain as it is. It will not cope with the extra populational demands that are being placed on it. The F6 solution was to address this issue!

Finally, other significant issues exist in regards to

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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
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Table 6-5 – Train Frequencies

	To City	From City	Total
Kirrawee Station via Eastern suburbs & Illawarra line			
Morning Peak Hour (7-8AM)	5	3	8
Off Peak Hour	2	2	4
Afternoon Peak Hour (5-6PM)	4	4	8
Sutherland Station via Eastern suburbs & Illawarra and South Coast lines			
Morning Peak Hour (7-8AM)	13	8	21
Off Peak Hour	7	7	14
Afternoon Peak Hour (5-6PM)	8	11	19

In June 2010, traffic counts were undertaken at seven locations; the five intersections listed above and the following two additional intersections:

- Bath Road South with Durbar Avenue; and
- Bath Road South with Clements Parade, e.g. the intersection with Flora Street.

The surveys were conducted over a Thursday morning and evening period and on a Saturday midday period. The results indicated that the busiest peak hours were:

- 8.00-9.00am on a Thursday morning;
- 4.45-5.45pm on a Thursday evening; and
- 11.45am-12.45pm at midday Saturday.

Table 6-1 – Existing Two-Way Peak Hour Traffic Volumes (vph)**Link Location****Thursday****Morning****Thursday****Evening****Saturday****Midday**

Princes Hwy North of Kingsway 4487 5300 5006

Kingsway East of Princes Hwy 2143 2452 2466

Princes Hwy Between Bath Rd & Kingsway 5283 6336 6005

Princes Hwy West of Bath Rd 5302 6153 5822

Princes Hwy East of Oak Rd 5194 5824 5904

Princes Hwy Between Acacia Rd Nth & Oak Rd 5361 6041 6080

Old Princes Hwy West of Acacia Rd 3387 3739 3849

Acacia Rd Nth Between Princes Hwy & Flora St 2784 3246 3216

Acacia Rd Nth South of Flora St 2694 3106 3092

Oak Rd North of Princes Hwy 561 511 626

Oak Rd South of Princes Hwy 612 544 672

Oak Rd North of Flora St 621 561 675
 Oak Rd Between Flora St & President Av 683 733 751
 Oak Rd South of President Av 632 508 564
 Flora St Between Acacia Rd Nth & Oak Rd 96 194 143
 Flora St East of Oak Rd 357 536 368
 President Av West of Oak Rd 3046 3070 2818
 President Av East of Oak Rd 2751 2977 2815
 Clements Pde East of Bath Rd 250 383 212

The traffic counts revealed the following:

- The Princes Highway/Acacia Road North route is a significant north-south arterial route that runs through Sutherland Shire. As such, it carries peak hour traffic flows in the region of 5,000-6,000 vehicles per hour (vph).
- Of the two west-east sub-arterial routes, President Avenue is the busiest with peak hour traffic flows in the region of 2,700-3,000 vph. The other sub-arterial route of Kingsway carries marginally less traffic with peak hour traffic flows in the order of 2,100-2,500 vph; and

Table 6-2 – Level of Service Criteria

Level of Service	Average Delay per Vehicle (secs/veh)	Signals & Roundabouts	Give Way & Stop Signs
A	less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & Spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity; at signals, incidents will cause excessive delays Roundabouts require other control mode	At capacity, requires other control mode
F	> 70	Extra capacity required	Extreme delay, traffic signals or other major treatment required

Table 6-3 – Existing Peak Hour Intersection Operation

Intersection	Control	Thu. Morning		Thu. Evening		Sat. Midday	
		Av. Del	LoS	Av. Del	LoS	Av. Del	LoS
Princes Hwy / Kingsway	Signals	20	B	38	C	25	B
Princes Hwy / Oak Rd	Signals	52	D	31	C	45	D
Princes Hwy / Acacia Rd Nth	Signals	32	C	23	B	41	D
Oak Rd / Flora St	Roundabout	7	A	7	A	7	A
Oak Rd / President Av	Signals	23	B	22	B	23	B

Average Delay is for the worst movement at priority intersections and roundabouts

The results in Table 6-3 show that the intersections within the study network currently operate at a satisfactory level. It is however noted that peak period traffic levels on the Princes Highway are high and that a small upset can lead to extensive delays. At times there is tail back queuing interference from one intersection to the next.

Comments:

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To achieve the Annual Average Daily Traffic (AADT) as reported by the RTA then

57% of the claimed peak value of 5500 vph (peak hour) would be required for the remaining 23 hours to achieve the AADT reported value for 2005 (74,837 vehicles) for this specific intersection; 68% for 2011 (based on a projected value considering a 2.9% annual growth in motor vehicle registrations). Please refer to the table and outcomes.

The following model demonstrates the weakness of the claim and simplicity in stating vph at peak hour is 5500 units. **A staggering 43% loading to the projections is required to achieve the AADT value reported by the RTA.**

The Traffic Management and Accessibility Plan (Incorporating Traffic and Parking Study) should be reviewed independently in terms of accuracy and reliability.

					Loading to achieve AADT report based on a peak of 5500 vph		
					110%	120%	143%
	Periods	Total hours	vPH	Total vehicles for period	Total vehicles for period	Total vehicles for period	Total vehicles for period
As claimed	5am-6am	1	2000	2000	2200	2400	2860
	6am-7am	1	3500	3500	3850	4200	5005
	7am-8am	1	4500	4500	4950	5400	6435
	8am-9am	1	5500	5500	6050	6600	7865
	9am-10am	1	3500	3500	3850	4200	5005
	10am-3pm	5	2000	10000	11000	12000	14300
	3pm-4pm	1	3500	3500	3850	4200	5005
	4pm-5pm	1	4500	4500	4950	5400	6435
	5pm-6pm	1	5500	5500	6050	6600	7865
	6pm-7pm	1	4500	4500	4950	5400	6435
	7pm-8pm	1	3500	3500	3850	4200	5005
	8pm-11pm	3	2000	6000	6600	7200	8580
	11pm-5am	6	1000	6000	6600	7200	8580

24

62500

68750

75000

89375

AADT	3% loading based on ABS annual growth in registrations					
2005	2006	2007	2008	2009	2010	2011
74837	77,082	79,395	81,776	84,230	86,757	89,359
http://www.abs.gov.au/ausstats/abs@.nsf/mf/9309.0/						

AADT / 24hrs (VPH) avg	3118	3212	3308	3407	3510	3615	3723
AADT as % of claimed peak of 5500 VPH	57%	58%	60%	62%	64%	66%	68%

References:

Annual Average Daily Traffic (AADT) Data

Summary

Traffic Volume Data books, sorted by RTA regions, containing the Annual Average Daily Traffic (AADT) volumes for various roads.

Status	station	VSS Inst	Roadloc	Road	Location	Map	1989	1991	1993
00.604	4110229	R[0000001,0540,B2,0]		OAK RD NORTH(N/S)	PRINCES HWY(E/W).KIRRAWEE- TCS 739	78	62416	64790	65710

Source:

http://www.rta.nsw.gov.au/trafficinformation/downloads/aadt_data_files/k5syaadt.xls

TOTAL NUMBER OF VEHICLES ON REGISTER

There were 16.1 million motor vehicles, including motor cycles, registered in Australia at 31 March 2010. This is 2.5% higher than the number of registrations from the 31 March 2009 Motor Vehicle Census (MVC), and an increase of 15.4%

since the 2005 MVC snapshot, when there were 13.9 million vehicles registered in Australia. The average annual growth over this five year period was 2.9%.

Source: <http://www.abs.gov.au/ausstats/abs@.nsf/mf/9309.0/>

Scott Schimanski - Online Submission from Santina Wardrop of Cronulla-CaringBah Saw Sharpening (object)

From: Santina Wardrop <ccsaws@bigpond.com>
To: Scott Schimanski <scott.schimanski@planning.nsw.gov.au>
Date: 5/02/2011 10:54 AM
Subject: Online Submission from Santina Wardrop of Cronulla-CaringBah Saw Sharpening (object)
CC: <assessments@planning.nsw.gov.au>

Due to the size and scope of this project, I have major concerns about the traffic congestion which will be created in Flora St and surrounding streets during both the construction period and upon completion. I have concerns that my customers will be driven away from using my business because of the inconvenience experienced during construction in Flora St and also in the future upon completion when Flora St traffic will increase. Access issues will ensure our competitors are a more attractive option which will be detrimental to my business.

I also have major concerns for Kirrawee Public Shool and the local childcare centre on the corner of Bath Road. During school pick up times Flora St, Bath Rd and the surrounding streets are full, extra traffic will only increase danger for children in the area with trucks entering and leaving the area constantly during the building process.

Name: Santina Wardrop
Organisation: Cronulla-CaringBah Saw Sharpening

Address:
Unit 13 / 3-11 Flora Street,
KIRRAWEE NSW 2232

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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
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Scott Schimanski - Online Submission from Nicole Soryal (object)

From: Nicole Soryal <nic_soryal@yahoo.com.au>
To: Scott Schimanski <scott.schimanski@planning.nsw.gov.au>
Date: 7/02/2011 10:54 AM
Subject: Online Submission from Nicole Soryal (object)
CC: <assessments@planning.nsw.gov.au>

The current DA for the use of the brick pit site will create extra pressure on already burdened infrastructures. Our roads are filling up fast, parking in the area will be much more difficult than it already is. Aesthetically don't like the high rise apartments along with all the pressures that such buildings bring to an already bustling area.

As a long time Shire and Gymea resident with children I would like to see the site used as a leisure area. A park with playgrounds, extensive bike tracks, skate and scooter park, nature trails and areas, all within walking/cycling distance to the many homes, apartments and units that are already in the area. This would mean we could walk/cycle to the site, rather than get in the car and drive to a park. There are no decent parks within walking distance and with all the existing units now filling up with budget strapped families with no backyards it is important to maintain open spaces nearby to the higher density residential areas.

Having to get in a car, fight for a car parking space, to go to one of the few overcrowded parks to kick a ball or jump on a bike is ludicrous and wasteful.

A youth centre is also needed in this area. With many parents at work, high school students could have somewhere to spend time after school in a safe environment that provide activities in a constructive way, rather than the alternative which often leads to problems for the society at as a whole. The site is will positioned to cater for this.

Some low key commercial structures such as a cafe could compliment the area and use.

A nature area would help maintain native and local wildlife whilst encouraging and preserving a sense of belonging to the natural history of the area. The health benefits of having green spaces are well document and go without mentioning here.

Please, please provide our community with a space we can use to enhance our lives rather than make it more congested and therefore stressful. We would like to create a balance in our lives, in our communities and in our world.

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10/711/713 The Kingsway
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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

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Scott Schimanski - no kirrawee brick pit

From: louis yang <louieyy@hotmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 6/02/2011 3:17 PM
Subject: no kirrawee brick pit

Kirrawee Brick Pit

Members of the Sutherland Shire council are talking about going ahead on the Kirrawee Brick Pit plan. Members of the Kirrawee community protest against the brick pit development for several reasons. Those include small businesses being put out of jobs, the noise and safety for the residents in Kirrawee and the friendly family environment. Destroying the Kirrawee Brick Pit and turning it into a major shopping complex and residential area will have no major advantages.

We should not add a major shopping complex because there are already ones near by. Local ones include Sutherland, Miranda and Southgate which are only a few suburbs away. Many families do major shopping in Miranda for example on the weekend and if they need anything else throughout the week they go to a corner shop or small business. Considering the amount of money spent to build this shopping complex, leisure or recreational facilities would be a more suitable option.

Besides bringing the Kirrawee Brick Pit plan into action in such a tight community will ruin the friendly family atmosphere. This will affect all businesses, schools and residents of Kirrawee. It is known for its family environment but this will soon disappear if the action goes ahead. There will also be many more people in the community making it not safe for children.

Noise will be just another problem the Kirrawee Brick Pit plan will create. Due to the increase of people in the community from both the apartments and shopping complex, it will make it very noisy for residents of Kirrawee.

In addition to the all of the above many small businesses will be put out of jobs due to supermarket giants. Many businesses will lose major amounts of customers resulting in the closing of shops.

Therefore, I don't think the space has been put in the best use for the community of Kirrawee due to all the problems it will make. The plan will create no major advantages what so ever unlike many other possible solutions.

NO MORE BRICK PIT

from louie yang

150 Oak Road

Scott Schimanski - Online Submission from Helen Fischer (object)

From: Helen Fischer <helenfis@optusnet.com.au>
To: Scott Schimanski <scott.schimanski@planning.nsw.gov.au>
Date: 6/02/2011 7:52 PM
Subject: Online Submission from Helen Fischer (object)
CC: <assessments@planning.nsw.gov.au>

I object to buildings over 3 stories, more than one supermarket, and large private park. Road traffic is already heavy. Even with these modifications, parking problems will result.

Natural habitat should remain, with large public park open area.

Name: Helen Fischer

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