

The Charlotte Metropolitan Transit
Mass Transit Administration

Dept. of Planning
ATPO, Box 59,
Frying Nix, 2801.

C. G. Green,
10 Adams Ave
Ryhope,
WVSV 2873.
24 Jan. 2011.

Re. Concept Plan (MPO 2007) & Recommendations
(MPO 2019) for Residential Development
at Aron, Bechtolt and Arthur Road,
Tyrone.

Dear Sir:
I wish to record my sincere objection
to this project.

- The size and scale of the proposed development is not in keeping with a residential area that has very limited access.
- The height is gross and will cover over and be visible from all nearby residential housing.
- The traffic issues that are already a significant problem with limited access and open from the traffic highway will become grossly more congested. Currently, traffic during the day queues two and three times each day exiting or entering from the traffic highway.
- The 300 unit will bring a substantial number of additional vehicles domiciled in the area.

(end) 2)

To Durbach & Sons

2

C. G. Lorton

As a Professional Engineer I consider the traffic issues to have been glossed over in the proposal. They certainly have not been rigorously examined by the proponent. It is in my view excluded that they be (the traffic issues) examined properly by an independent consultant expert.

The development of this site and the surrounding/damage areas that will arise downstream i.e. across Chula Road and beyond will have a much greater impact than just the site itself.

To Conclude the proposed development is totally out of context with the locality and the scale is without regard to the amenity of the area.

It should not be approved in its present form and scale.

Yours faithfully,

C. G. Lorton

Attention: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

January 2011

Dear Sirs/Madam -

Re: Concept Plan (MP08_0207) & Project Application (MP10_0219)
Residential development at Avon, Beechworth and Arilla Roads, Pymble

I OBJECT TO THIS PROJECT

As far as I am concerned the sheer number of units proposed (355) and the height of the buildings (11 and 9 storeys for two of the buildings) are absurd for a single residential area.

I note also that the proposed heights are well outside the planning limits that apply to the site as discussed in the Environmental Assessment.

There can be no valid comparison with units located on the Pacific Highway corridor or near the railway tunnel. These are either close to a main road or are nearby the station. And even the developments in Clydesdale Place for example are no more than 7 storeys high at the railway line frontage.

Regards,

Janette E. Hamilton
57 Pymble Avenue
PYMBLE NSW 2073

17 Beechworth Rd.,
Pymble.
NSW 2073.

Jan. 24, 2011

Director Metropolitan Projects
Major Projects Assessment
Dept. of Planning,
GPO Box 39
Sydney
NSW 2001

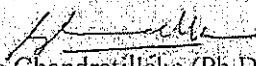
Dear Sir/ Madam,

**Re: Residential Development at Avon, Beechworth, and Arilla roads, Pymble:
Concept Plan (MP08_0207) and Project Application (MP10_0219)**

I would strongly object to any clustered housing schemes in our living area. Already we have a multi-storied dwelling on Avon road, which when filled to its capacity will affect the entire neighbourhood, let alone the proposed projects. This particular project destroyed the entire environment next to Pymble Ladies College.

Therefore I plead you to reconsider these projects.

Best regards,


Dr. Rohana Chandratilleke (Ph.D., DEng., BScEng.,)

(29)

DR JOHN M F GRANT AO OBE
MD MS FRACS FACS FAFRM (RACP)
CONSULTANT NEUROSURGEON
THE NORTH SHORE MEDICAL CENTRE
66-80 PACIFIC HIGHWAY
ST LEONARDS NSW 2065
ABN 55 220 876 185

Tel: (02) 9436 4093

Fax: (02) 9437 6576

20 January 2011

Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Director Metropolitan Projects

Dear Sir

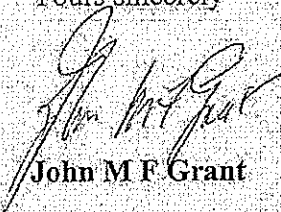
Re: Concept Plan (MP08_0207) & Project Application (MP10_0219)

I have been made aware of the proposed project development at Avon, Beechworth and Arilla Roads, the Concept Plan MP08_0207 and Project Application MP10_0219

I would suggest that such a development is utterly inconsistent with the present residential area that exists. Such a development would provide major difficulties because of restricted access. Such a construction would introduce major traffic difficulties and would certainly provide in my opinion greater risks to school children attending the nearby PLC school.

With kind regards.

Yours sincerely



John M F Grant

9 Kimbarra Road
Pymble

80

9 Kimbarra Road
Pymble NSW 2073

20 January 2011

Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Director Metropolitan Projects

Dear Sir

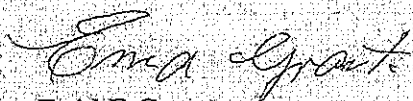
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With kind regards.

Yours sincerely


Enid E Grant

31

64 Beechworth Road
PYMBLE NSW 2073

24th January 2011

Director Metropolitan Projects
Major Projects Assessment
Department of Planning
G.P.O. Box 39
SYDNEY NSW 2001

Dear Sir/Madam

Re: Concept plan (MP08_0207) and Project Application
(MP10-0219) for residential development at Avon,
Beechworth and Arilla Roads

I OBJECT to this project.

The size of this project is totally out of character in an area of private homes. Other projects of this size in the area are located either on the Pacific Highway or directly on main roads or close to public transport which is already completely

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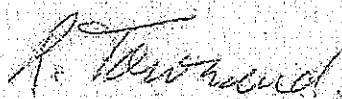
inadequate for all the development which has already been built.

There is no bus service on Pacific Highway and the rail system is overcrowded now. This proposed development will inevitably lead to more cars to add to pollution and commuters' travel time.

In this locality there are homes with gardens where young children can play – there are no parks or playgrounds nearby which should be a requirement for any unit development.

My husband and I strongly object to this development.

Yours faithfully



R. Townsend

Major Projects Assessment,
Department of Planning

P.O. Box 39,

Sydney 2001.

Dear Sir/Madam,

Re: Concept Plan (MP08-0207) and
Project Application (MP10-0219) for
residential development at Green, Beckett
and Miller Roads

I wish to register my strong objection to
the above plan/project for the following reasons:-
As a long term resident of Pyralle whose family
has lived in this street since 1929, I have witnessed
the wilful destruction of the precious natural
environment in the many years since my yearly
necessaire excursions to Pyralle.

The recent house units on the corner of
Pyralle Avenue/Lion Road have underscored the
problems associated with more development and
no attempt to the infrastructure needs. To attempt
no attempt to the infrastructure needs during
to exist beside St Marys certainly detract driving
north at times a real danger. To contemplate
long delays and in real danger in traffic (should
the addition of a large increase in traffic should
this project were allowed to proceed) should be
inadequate for residents of my street. This
proposed is grossly over and scale for the
surrounding landscape, meaningly over height,
and would generate for the actual traffic for
the obviously inadequate road access and space

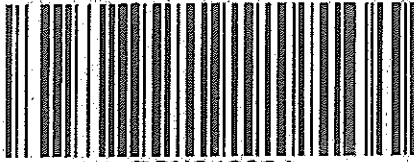
P.O. Box 1110
Pyralle, 2073.
24/1/2011.

Looking at recent developments in the suburb, even along Pacific Highway Highway line, there are more houses than I can count. We are surrounded by substantial houses, the trees, shading, when off and safety would all be risks.

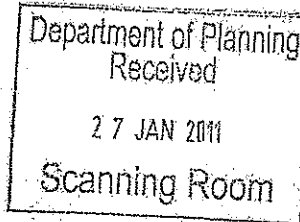
From the original proposal of 150 units in 1995 to a preposterous 355 in 2011 for a site which is neither adjacent to the Pacific Hwy or the Pyralle Railway station can only indicate one thing — greed on the part of the developer. Please allow sanity to prevail and spread this outrageous plan and project.

Yours sincerely,

(Mrs) Lois Rasmussen
10 Cruise Street,
Pyralle, 2073.



PCU018891



33

To,
Mr Michael Woodland
Director Of Metropolitan Project
Major projects Assessment, Dept Of Planning.

25th January 2011.

**Self-Concept Plan (MP08 0207) & Project Application (MP10 0219) for
Residential development at Avon, Beechworth and Arilla Road, Pymble.**

I refer to the above development application by Mr Neale for high-density development for 355 units at Avon, Beechworth and Arilla Roads. The above application by Mr Neale will be totally unsuitable for high-density development due to unsuitable terrain, overlooking, heritage-listed dwellings, overshadowing of existing dwellings and traffic congestions.

In support of this objection, we summarise the adverse impact that would seriously reduce the amenity of living condition of the residents of 6, 8A, 10, 10A, 10B and 10C.

We request the Department of Planning fully consider these impacts in the context of existing development Control and the surrounding specific traffic flow and congestion to the location.

1. Traffic

The degree of saturation identified by the traffic and transport base study for Beechworth Road/Avon/ Livingstone /Pacific Highway intersections is clearly demonstrated by the congestion and extensive delays for traffic approaching the Highway via Beechworth and vice versa. This is exacerbated by traffic entering and exiting Beechworth Road via Pacific Highway, which is one of the two accesses to Pymble Ladies College at Avon Road. At peak time, 2 or 3 changes of lights are required before traffic can exit or enter Beechworth Road via Pacific Highway. The situation will be worsen further to propose high density development of 355 units at Beechworth/Avon and not to mention, currently there are approx. 168 units at Pymble Avenue/Avon Street development by Meriton and Crestwood not constructed yet. It will surely have a substantial impact on the traffic in the local area. Avon road is already congested from PLC traffic and from commuter parking which stretches from Avon Road to Arilla Road.

The traffic flow will be as very slow as Avon, /Beechworth/Livingstone Avenue are narrow street especially on Avon Road.

2. Parking.

Currently, Avon Street is used as a car park for rail commuters. Parking by rail commuters has already extends beyond three quarter of the way down Avon Street/Livingstone Avenue/Pymble Avenue and Orinoco Street making it hazardous for residents to reverse out of driveway. The additional flow of traffic generated by high density of an additional 355 units will create permanent overload of narrow strip of streets, which consequently affect the safety of pedestrians in the area.

3. Sunlight

Winter overshadowing to some parts of windows and garden to 10A, 10B, and 10C would be in the order of 100% to beyond midday. The resulting impact from overshadowing and potential loss of sunlight will have significant impact on the amenity of our land.

4. Natural Terrain

As some part of the proposed development in the subject land of 4 & 8 Beechworth Road around the highest point on Beechworth Road, to achieve anything more 4 storeys will accentuating the overshadowing and will allow direct overlooking into living room, dining room as my property has wide windows in both the living and dining room, and my backyard. It would certainly cause a major loss of privacy on my surrounding courtyards as they would completely overlooked-downgrading of my privacy and tranquil use of my courtyards. The visual impact of the development appears to be very substantial.

5. Setbacks/Privacy.

Special consideration must be given to the proximity of the proposed development to 6, 8A, 10, 10A, 10B and 10C Beechworth Road. The proposed setback from the adjoining land (6, 8A, 10A, 10C and 10B) is grossly inadequate. It is imperative that a significant area be set aside for a buffer between the affected properties and the proposed high density development. It is our opinion that along the interface between the adjoining lots 6, 8A, 10, 10A, 10B and 10C Beechworth Road and the proposed building, a significant area of non-development be provided. A buffer of minimum 15 metres width would be required to achieve that transitional zone and that significant and specific landscaping should be provided to ensure a significant visual buffer.

6. Scale of proposed development

The proposed scale of the development in terms of width and height are too overbearing. This proposal massively exceeds height controls set in 2003 by NSW Planning. This applicant has increased the scale of this development each time he makes a submission. He wanted 150 units in 1995, 180 unit in 2001, 240 units in 2009 and this submission he wants 355 units in 2011. We need a more realistic development keeping with the local neighbourhood.

The applicant appears to ignore NSW Planning's concern as stated in the Director General's letter 11 February 2009. The proposed development is in excess of the SEPP 53 standards-in our view the proposal is out of character with the surroundings, it does not create a contemporary garden apartment that blends with the environment. The layout of the building are based on maximising economic benefits and not good planning and considerations for the community living around the vicinity.

7. Threatened Habitats and Loss of significant trees

It is a concern that the development of these sites will mean the loss of some trees thus thinning the canopy and further damaging wildlife. The identification and assessment of the presence and the likely impact of the proposal on threatened flora

and fauna species or ecological communities need to be examined as the Blue Gum High Forest is protected by NSW and Commonwealth environment law.

8. Conclusion.

The massive proposed development fails to adequately address the issues on height, bulk and scale of the local area residences. The building envelopes are inconsistent with the design requirement of Part 5 of SEPP 53. The proposal is not in public interest as it will be contrary to the community expectations encompasses in aims and objectives of the Ku-ring-gai Planning Scheme Ordinance.

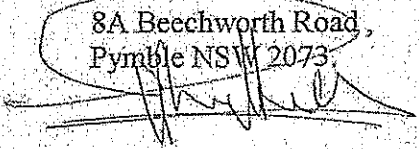
The proposed sites may appear logical for increased density on a smaller scale plan of the district, but the physical constraint of the sites (terrain, overlooking, height, and overshadowing) that have made any contemplation of a high density development unworkable. This proposal is massive by any standard and certainly it will affect the integrity of the amenity of the existing residents of the area.

We seek special considerations from NSW Planning to our concerns stated above and our objections to Concept Plan (MP08_0207) and Project Application (MP10_0219) from Sheridan Planning on behalf of Mr James W Neale for residential development at Avon, Beechworth and Arilla Roads, Pymble.

Yours Sincerely,

PH Teo

8A Beechworth Road,
Pymble NSW 2073.



January 2011

ATTENTION: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Sirs/Madam -

Re: Concept Plan (MP08_0207) & Project Application (MP10_0219)
Residential development at Avon, Beechworth and Arilla Roads, Pymble

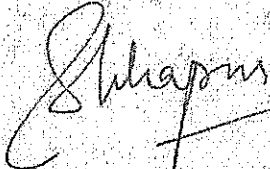
I OBJECT TO THIS PROJECT

As far as I am concerned the sheer number of units proposed (355) and the height of the buildings (11 and 9 storeys for two of the buildings) are absurd for a single residential area.

I note also that the proposed heights are well outside the planning limits that apply to the site as discussed in the Environmental Assessment.

There can be no valid comparison with units located on the Pacific Highway corridor or near the railway tunnel. These are either close to a main road or are nearby the station. And even the developments in Clydesdale Place for example are no more than 7 storeys high at the railway line frontage.

Regards,


SANDEEP KATAR
71, Beechworth Road
Pymble, NSW 2073.

Attention: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
Sydney NSW 2001

January 2011

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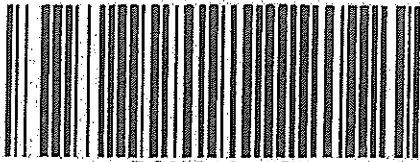
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Regards,



PETER MACOURT
8 B LONSDALE AVE
PYMBLE NSW 2073



PCU018772

36

Attention: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
Sydney NSW 2001

20 January 2010

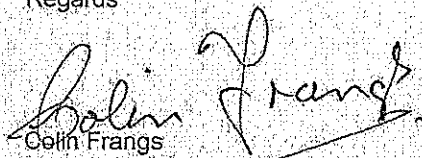
Dear Sir/Madam

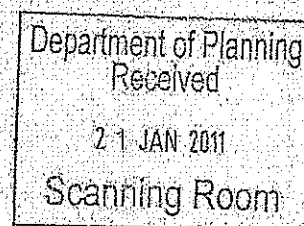
RE: Concept Plan [MP08_0207] & Project Application [MP10_0219]
Residential development at Avon, Beechworth and Arilla Roads, Pymble

I OBJECT TO THIS PROJECT

- * As far as I am concerned the sheer number of units proposed [355] and the height of the buildings [11 and 9 storeys for 2 of the buildings] are absurd for a single residential area.
- * I note that the Concept Plan is massively over the height, bulk and scale of the local area residences and these heights are well outside the planning limits that apply to the site as discussed in the Environmental Assessment.
- * The proposal appears to have a very substantial and unacceptable level of impact on views and overshadowing of adjoining sites and public domain.
- * There can be no valid comparison with units located on the Pacific Highway corridor or near the railway tunnel. These are either close to a main road or are nearby the station. Even the developments in Clydesdale Place for example are no more than 7 storeys high at the railway line frontage.

Regards


Colin Frangs
19 Avon Road
PYMBLE NSW 2073



(37)

January 2011

ATTENTION: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Sirs/Madam -

Re: Concept Plan (MP08_0207) & Project Application (MP10_0219)
Residential development at Avon, Beechworth and Arilla Roads, Pymble

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Regards,



R. S. BOARDMAN

71(a) Beechworth Road
Pymble 20/1/11

Attention: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
Sydney NSW 2001

January 2011

Dear Sirs/Madam -

Re: Concept Plan (MP08_0207) & Project Application (MP10_0219)
Residential development at Avon, Beechworth and Arilla Roads, Pymble

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Regards,

Kay & Philip White
2 Barclay Close
Pymble 2073

02 99880525

We also are concerned about the additional traffic congestion, with Avon Road already at a dangerous level at peak times, and cluttered with commuter parkers otherwise.

39

3 Myoora Street
Pymble 2073

19 January 2011

Attention: Director of Metropolitan Projects

Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Sir or Madam

RE: CONCEPT PLAN MP 08_0207 and PROJECT APPLICATION MP10_0219
Residential Development at Avon, Beechworth & Arilla Roads, Pymble 2073

We object to this project.

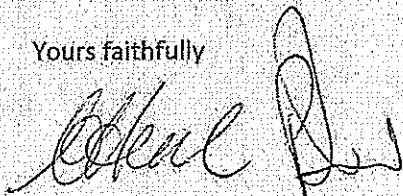
So far as we are concerned, the sheer number of units and the height of the buildings proposed is excessive and completely unsuitable for the site which is surrounded by a single residential area.

I note also that the proposed heights are well outside the planning limits that apply to the site as discussed in the Environmental Assessment.

There can be no valid comparison with units located on the Pacific Highway corridor or near the railway tunnel. These are either close to a main road or are nearby the station.

Of great concern to us is the impact on local traffic flow. Access to the Pacific Highway from both Beechworth Road and Livingston Avenue is already outrageously congested and to suggest that a proposal of 355 units (or even 200 units) would have minimal affect on local traffic is just not credible. The traffic lights at both of these intersections with the Pacific Highway already cause bottlenecks and very long queues and do not even cope with the current traffic. We have yet to experience the effect of the new unit development by the railway tunnel. Another large unit development on this side of the Pacific Highway, without an additional major access intersection to the Pacific Highway, should surely not be considered.

Yours faithfully



CAROL & PETER HEAL

40

Attention: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

January 2011

Dear Sirs/Madam -

Re: Concept Plan (MP08_0207) & Project Application (MP10_0219)
Residential development at Avon, Beechworth and Arilla Roads, Pymble

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Regards,

J M Tydd
59 Pymble Ave,
Pymble 2073
NSW



41

Attention: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

17 January 2011

Dear Sirs/Madam -

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Residential development at Avon, Beechworth and Arilla Roads, Pymble

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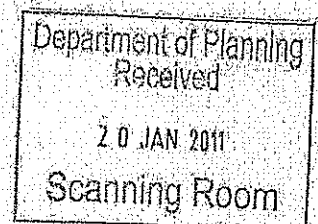
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Regards,

W Henderson

W. HENDERSON
6 ALBION AVENUE
PYMBLE
NSW 2073.



42

19 January 2011

ATTENTION: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Sirs/Madam -

Re: Concept Plan (MP08_0207) & Project Application (MP10_0219)
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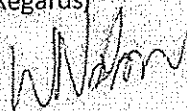
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Regards,



Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001



43

re: Concept Plan (MP08_0207) & Project Application (MP10_0219) Residential
Development at Avon, Beechworth & Arilla Roads, Pymble.

Dear Sir/Madam,

AS A RESIDENT OF PYMBLE I STRONGLY OBJECT TO THIS PROJECT

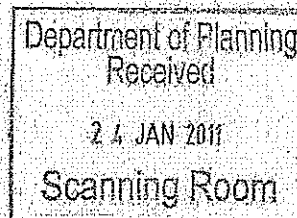
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Regards,


Bruce Mercer
2a Orinoco Street
Pymble 2073



44

Attention: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
Sydney NSW 2001

January 2011

Dear Sirs/Madam -

Re: Concept Plan (MP08_0207) & Project Application (MP10_0219)
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Regards,

[Redacted signature area]





We do not wish for our names to be made
available to the Proponent

Attention: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

January 2011

Dear Sirs/Madam -

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There can be no valid comparison with units located on the Pacific Highway corridor or near the railway tunnel. These are either close to a main road or are nearby the station. And even the developments in Clydesdale Place for example are no more than 7 storeys high at the railway line frontage.

Regards, *Yvonne & Geoff Finck (FINCK H)*
at key times of the day the only two exits
to the Pacific Highway from this area —
Beechworth Road and Livingstone Avenue —
are clogged with queued traffic. The
addition of this number of units will
make this situation intolerable — and a
possible safety hazard.

53 BEECHWORTH RD, PYMBLE 2073.

Mr and Mrs B Paskin
59 Beechworth Rd
PYMBLE NSW 2073
January 19, 2011

Attention: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

**Re: Application Name: Concept Plan (MP08_0219) & Project Application
(MP10_0219) for residential development at Avon, Beechworth and Arilla Roads**

Dear Sir/Madam :-

We **object** to this Project Application as it is an overdevelopment of the site.

We have objection to the proposed height of the buildings which are not in keeping with the current surrounding single dwelling residential area. Also there is inadequate transport infrastructure to support this project within the restricted residential roads.

1. The proposed **height exceeds the height controls** set in 2003 by NSW Planning
2. The original proposed development was for 150 units in 1995 however this has been **significantly increased to 355 units in 2011 without any additional consideration** for the surrounding developments and supporting infrastructure.
- 3 The development does not comply with the Director General's requirements (11/2/2009) as it is
 - o **massively over the height, bulk and scale** of the context of the locality, which is a local residential area. It also would
 - o **visual impact** is substantial and impacts views and large overshadowing
4. The project site is **not comparable to the Pacific Highway development sites** nor the top of Pymble Ave new development which are both located close to commercial sites and near primary transport locations.
5. The developer must protect the Blue Gum Forest by law, however this mandated **conservation should not dictate our be compensated by the excessive building height** to financially compensate the developer.
6. The screening of the project by the trees existing trees would be lost if and as trees die. This would result in **significant visual impact** on surrounding residential area

7. The plan for Stage 1 identifies that there are 50 units with car parking for 86 vehicles. This **car parking ratio is inadequate** when considering the current Ku-ring-gai ratio of vehicles per household of 1.88 (*Data Source: 2007 five-year pooled Household Travel Survey (HTS) dataset*) plus the need for visitor parking. The ratio for required parking is about 2.0 using visitor parking requirements of about 10-12%

- Lack of car parking facilities would mean the new development would need to use local residential streets
- 355 units would require traffic management based on about 710 car parking.
- There is inadequate parking in the local area currently, and when the PLC school is in session it is exacerbated to an unsafe level.
- There is inadequate convenient commuter parking at Pymble station discouraging travellers from parking and using train.
- With the nearby Meriton 'IronBark' soon to be populated with its residents this parking issue will become greater.
- The lack of planned adequate parking in new development will further increase demand for street parking.

8. The current road traffic infrastructure can not cater for such a large increase in population in a residential area which is 'land locked'.

The current road infrastructure is already inadequate to manage current traffic volumes

The two primary exit points from the area to the highway can not adequately cope and have already failed to adequately cater for such significant increase in cars

- During drop off and pick up times both during the week and on weekends when PLC have events the residential streets fail to adequately support the traffic volumes.
- Commuter parking and 'Kiss and Drop' passengers and school children generate significant foot traffic and the facilities are currently inadequate and strained.
- Although there are 3 main entrances to the new project development the traffic is funnelled into 2 road exits which are currently unable to support the traffic volumes.

Exit Everton Rd and Avon Rd

Director Metropolitan Projects

January 20, 2011

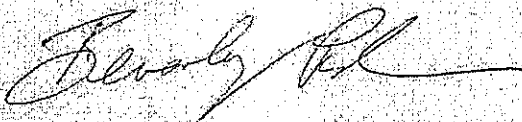
Page 3

- This road has long queues which form for hours, cross intersections, move slowly and require single direction traffic as they can not carry 2-way traffic.
- In morning the Pacific Highway south bound right turn lane at Livingston Ave can back up over the Pacific Highway railway bridge forcing the peak hour Pacific Highway commuter traffic to one lane

Exit Beechworth Rd (Railway bridge/Pacific Highway)

- This exit currently has long traffic queues that often extend past the egress entrance/exit to where this new project development is proposed.
- Traffic volumes currently exceed road and traffic management handling capacity with drivers consistently breaking the law. Drivers have been turning right from left lane out of frustration to negotiate this intersection.

Sincerely



Mrs Beverley Paskin



Mr Brett Paskin

Attention: Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
Sydney NSW 2001

47

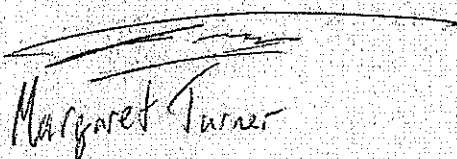
Dear Sirs / Madam,

Re Concept Plan (MP08-0207) and Project Application (*MP10-0219)
Residential development at Avon, Beechworth and Arilla Roads Pymble.

WE OBJECT TO THIS PROPOSAL

1. The sheer massive number of units proposed (355) and the height of the 5 buildings (11 and 9 stories) are totally at odds with current approved and constructed unit complexes stretching from Turramurra to Gordon in proximity of the Pacific Highway. There can be no comparison with units located on this Pacific Highway corridor or near the Pymble railway station pedestrian tunnel. Specifically at the railway line frontage, it is noted that developments in Clydesdale Place are no more than 7 stories high.
2. The proposed heights in relation to this development are well outside planning limits that apply to the site as discussed in the Environmental Assessment. The Concept Plan is significantly over the height, bulk and scale of local area residences.
3. The visual negative impact of the proposed development appears substantial and will have an unacceptable effect on views and the overshadowing of adjoining sites and the public domain.
4. The site is not analogous to the Pacific Highway, rather surrounded by single residences well away from the Pymble train station and shopping precinct.
5. There will be a substantial impact on local traffic which can principally only exit to the Pacific Highway at two points – Livingstone Avenue or Beechworth Road. 355 new apartments will have a substantial impact on traffic in the local area. Avon Road is already congested from Pymble Ladies College traffic and from commuter parking which now stretches down Avon Road to Arilla Road.
6. If there is a fire event in Shelden Forest, emergency egress for residents living further down Beechworth Road and access for emergency vehicles would be impacted.

We most strongly urge that this proposal be rejected for the valid and sound reasons outlined above and that a more realistic development is sought in keeping with the local neighbour environs.



Camryn and Margaret Turner

Attention: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

22 January 2011

Dear Sirs/Madam -

Re: Concept Plan (MP08_0207) & Project Application (MP10_0219)
Residential development at Avon, Beechworth and Arilla Roads, Pymble

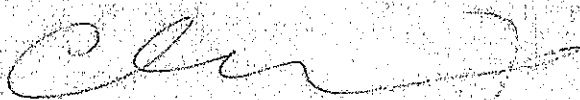
I OBJECT TO THIS PROJECT

As far as I am concerned the sheer number of units proposed (355) and the height of the buildings (11 and 9 storeys for two of the buildings) are absurd for a single residential area.

I note also that the proposed heights are well outside the planning limits that apply to the site as discussed in the Environmental Assessment.

There can be no valid comparison with units located on the Pacific Highway corridor or near the railway tunnel. These are either close to a main road or are nearby the station. And even the developments in Clydesdale Place for example are no more than 7 storeys high at the railway line frontage.

Regards,



CLAIRE JENSEN

27 BEECHWORTH RD

PYMBLE NSW 2073

Leigh Hall AM
3 Ashmore Avenue,
Pymble, NSW 2073
Australia
Tel 9402 5902
leigh@loddington.com

18 January 2011

Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
Sydney NSW 2001

Re Concept Plan (MP08_0207) and Project Application (MP10_0219)
Residential development at Avon, Beechworth and Arilla Roads, Pymble

I object to this project.

The scale of this proposal is totally unacceptable.

It would appear that the developer is submitting ever more outlandish proposals so that he will achieve something excessive even when the proposal is scaled back. He must be made to submit a complete detailed proposal which is within established norms. Buildings of this height and bulk will be an eyesore.

Of particular concern is the impact it will have on traffic. Already there is considerable traffic which is made far worse with the heavy PLC School flows. In addition, as there is no right turn from the Pacific Highway going South into Beechworth Road, vehicles have to make a dangerous U-turn in Telegraph Road. This will get even worse.

Yours sincerely

