



PCU019118

(81)
5/1208 Pacific Highway
Pymble. NSW. 2073
2 February 2011.

The Director
Metropolitan Projects,
Major Projects Assessment
Department of Planning
GPO Box 39
Sydney. NSW. 2001.
Dear Sir,

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

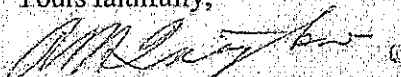
I find it necessary that I should object to this project.

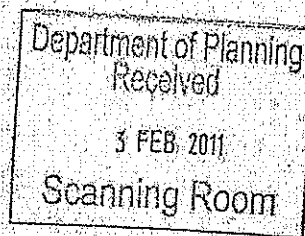
The huge number of units proposed which is 355 and the height of the buildings appears too great for a residential area. The proposed height for two of the buildings is 11 and 9 storeys.

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

The assessment of traffic flows was carried out during the week commencing 25 May 2009. Since that date 2 blocks of units have been completed in Clydesdale Place comprising 66 units and a further development near Pymble railway station comprising 168 units has also been completed. So that the amount of traffic in the area of this new proposed development would increase considerably. If we allow one vehicle for each unit plus 10% for all of these developments the number of additional vehicles would be $66+168+355=589 + 10\% = 597$.

Yours faithfully,


R M Trigone.



88

31st January 2011

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

Dear Sirs/Madame,

OBJECTION TO

CONCEPT PLAN (MP08_0207) & Projects Application (MP10_0219)
Residential Development at Avon, Beechworth and Arilla Roads, Pymble.

I am writing to **OBJECT VEHEMENTLY** to this **ENORMOUS** project which will destroy the ambience and character of an area of Pymble already compromised by the hideous and totally inappropriate overdevelopment of "Ironbark" which stretches from opposite the underground tunnel at the top of Pymble Ave to the edge of the grounds of Pymble Ladies College. I am sure that this development on the corner of Avon Road and Pymble Ave must contravene planning and building regulations relating to the distance from the front and side boundaries to the balcony edges. While this development may be near the railway station and Pacific Highway, the proposed development further along Avon Road (with an entry and boundary also off Beechworth Road) is not near public transport or the shopping precinct at Pymble... such as it is without supermarket, post office, banks or any significant outlets except Real Estate Agents.

Overheight Issues

As far as I am concerned, the sheer audacity of planning (or lack of planning) for 355 more dwellings in this quiet area adjacent to Avon/Beechworth and Arilla Roads, plus the proposed heights of the buildings (9 to 11 storeys high for 2 of the buildings) are absurd and inappropriate. 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 is already another oversized development in Clydesdale Place behind this latest proposed 355 unit planned estate (but even these are no more than 7 storeys high at the railway line frontage) but for those people who bought into these developments they must be going to have to look at and over this huge and ugliest of developments - if the concept drawings at Council are indicative of the level of "design".

Environmental Issues

Any development in this area should be sympathetic to the surrounding dwellings which in most cases were built many years ago and are predominantly single or double storey single residences. It should, I would have thought, also have to comply with environment issues, like the birds and local flora and fauna which will never recover from the onslaught of this type of development.

Traffic Issues

It has been stated that there will be minimal impact on local traffic – what deluded person or company could possibly have come up with that result?

1. PLC student traffic increases year by year.
2. Everton Street is already close to capacity in the drop off/pick up hours for the school.
3. Beechworth Road, the same, and as cars cannot turn right into Beechworth Road coming south from Turramurra (for some extraordinary reason this was changed some 20 years

ago and only moved the bottleneck further down the Highway to Livingston Avenue)>
With all traffic having to turn down Livingstone Avenue, highway traffic is often backed up over the railway bridge and up towards the Town Hall on Pymble Hill.

4. It will be chaos when the 2011 school year resumes as cars can now park on both sides of Avon Road close to the railway tunnel – it is now impossible to drive down Avon Road without going over the white line in the middle of the road – in either direction.
5. Commuter parking is already an issue with cars parked down Livingstone, Pymble and Avon Roads as far as Arilla and beyond when the PLC girls take their cars to school.
6. 355 units mean at a minimum 355 more cars – possibly double that depending on the demographics and numbers of people living there. How many resident and visitor parking places will each of 355 units have allocated?

Heritage Issues:

The old house at the heart of this development is another issue entirely! How is it that it can be demolished, surely it's on the list of heritage houses? Another developer already pulled down one of the local heritage houses in Beechworth Road to subdivide and build several MacMansions – possibly the same destroyer of the area involved with this?

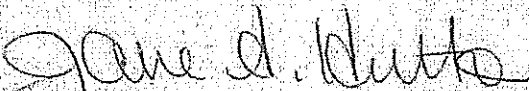
Further Issue

The developer has submitted detailed plans of only one building out of the 5 massive ones proposed for the site. The concept drawings may have no relation to the finished buildings at all and as he has increased the numbers of units proposed with every submission who knows what changes will come next?

Review Required

Please send several decision makers to review this site at times of the day that the traffic flow is crucial, and to look at the surrounding houses in Arilla Road and then go down or drive up Pymble Avenue and see what uncaring, unsympathetic money grubbing developers can do to not only the houses directly affected (overshadowing and looming buildings right next door) but the area as a whole.

Yours faithfully,



Jane F Hutton
6 Quadrant Close
Pymble NSW 2073

(89)

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

January 2011

Dear Sirs/Madam - NSW Department of Planning

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

I oppose this development.

This proposal justifies extreme height as a trade off for preserving the Blue Gum High Forest. **This is not appropriate.**

Preserving the Blue Gum High Forest is a given Director General's requirement. The height of the buildings is a separate issue entirely.

The proposed maximum heights are greater than any high density yet built in Pymble and are way outside the 2003 SEPP53 controls referred to in the Director General's Requirements of February 2009.

I am also concerned at the "domino effect" that such high density may have in close proximity to this purely single residential area.

For these reasons I strongly oppose this application.

Yours,

Angelo Ariszon



12 BEECHWORTH ROAD
PYMBLE NSW 2073
02 9144 7997

90

31st January 2011

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

Dear Sirs/Madame,

OBJECTION TO

CONCEPT PLAN (MP08_0207) & Projects Application (MP10_0219) Residential Development at Avon, Beechworth and Arilla Roads, Pymble.

I am writing to **OBJECT VEHEMENTLY** to this **ENORMOUS** project which will destroy the ambience and character of an area of Pymble already compromised by the hideous and totally inappropriate overdevelopment of "Ironbark" which stretches from opposite the underground tunnel at the top of Pymble Ave to the edge of the grounds of Pymble Ladies College. I am sure that this development on the corner of Avon Road and Pymble Ave must contravene planning and building regulations relating to the distance from the front and side boundaries to the balcony edges. While this development may be near the railway station and Pacific Highway, the proposed development further along Avon Road (with an entry and boundary also off Beechworth Road) is not near public transport or the shopping precinct at Pymble.... such as it is without supermarket, post office, banks or any significant outlets except Real Estate Agents.

Overheight Issues

As far as I am concerned, the sheer audacity of planning (or lack of planning) for 355 more dwellings in this quiet area adjacent to Avon/Beechworth and Arilla Roads, plus the proposed heights of the buildings (9 to 11 storeys high for 2 of the buildings) are absurd and inappropriate. 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 is already another oversized development in Clydesdale Place behind this latest proposed 355 unit planned estate (but even these are no more than 7 storeys high at the railway line frontage) but for those people who bought into these developments they must be going to have to look at and over this huge and ugliest of developments - if the concept drawings at Council are indicative of the level of "design".

Environmental Issues

Any development in this area should be sympathetic to the surrounding dwellings which in most cases were built many years ago and are predominantly single or double storey single residences. It should, I would have thought, also have to comply with environment issues, like the birds and local flora and fauna which will never recover from the onslaught of this type of development.

Traffic Issues

It has been stated that there will be minimal impact on local traffic – what deluded person or company could possibly have come up with that result?

1. PLC student traffic increases year by year.
2. Everton Street is already close to capacity in the drop off/pick up hours for the school.
3. Beechworth Road, the same, and as cars cannot turn right into Beechworth Road coming south from Turramurra (for some extraordinary reason this was changed some 20 years

ago and only moved the bottleneck further down the Highway to Livingston Avenue)>
With all traffic having to turn down Livingston Avenue, highway traffic is often backed up over the railway bridge and up towards the Town Hall on Pymble Hill.

4. It will be chaos when the 2011 school year resumes as cars can now park on both sides of Avon Road close to the railway tunnel – it is now impossible to drive down Avon Road with out going over the white line in the middle of the road – in either direction.
5. Commuter parking is already an issue with cars parked down Livingston, Pymble and Avon Roads as far as Arilla and beyond when the PLC girls take their cars to school.
6. 355 units mean at a minimum 355 more cars – possibly double that depending on the demographics and numbers of people living there. How many resident and visitor parking places will each of 355 units have allocated?

Heritage Issues:

The old house at the heart of this development is another issue entirely! How is it that it can be demolished, surely it's on the list of heritage houses? Another developer already pulled down one of the local heritage houses in Beechworth Road to subdivide and build several MacMansions – possibly the same destroyer of the area involved with this?

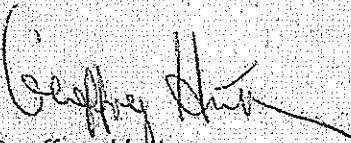
Further Issue

The developer has submitted detailed plans of only one building out of the 5 massive ones proposed for the site. The concept drawings may have no relation to the finished buildings at all and as he has increased the numbers of units proposed with every submission who knows what changes will come next?

Review Required

Please send several decision makers to review this site at times of the day that the traffic flow is crucial, and to look at the surrounding houses in Arilla Road and then go down or drive up Pymble Avenue and see what uncaring, unsympathetic money grubbing developers can do to not only the houses directly affected (overshadowing and looming buildings right next door) but the area as a whole.

Yours faithfully,



Geoffrey Hutton
6 Quadrant Close
Pymble NSW 2073

91

1 February 2011

Christina Russell
15 Quadrant Close
PYMBLE NSW 2073

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

Dear Sirs/Madam,

OBJECTION TO

**RE: CONCEPT PLAN (MP08_0207) & Projects Application (MP10_0219)
Residential Development at Avon, Beechworth and Arilla Roads, Pymble.**

I am writing to object **VEHEMENTLY** to this **ENORMOUS** project which will destroy the ambience and character of this area of Pymble already compromised by the hideous and totally inappropriate overdevelopment of "Ironbark" which stretches from opposite the underground tunnel at the top of Pymble Ave to the grounds of Pymble Ladies College. I am sure the building on the corner of Avon Road and Pymble Ave must contravene planning and building regulations relating to the distance from the front and side boundaries to the balcony edges. While this development may be near the railway station and Pacific Highway the proposed development further along Avon Road with an entry and boundary off Beechworth Road are not near public transport.

As far as I am concerned, the sheer audacity of planning (or lack of planning) for 355 more dwellings in this quiet area adjacent to Avon/Beechworth and Arilla Roads, plus the proposed heights of the buildings (9 to 11 storeys high for 2 of the buildings) are absurd and inappropriate. 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 are already oversize developments in Clydesdale Place (even these are no more than 7 storeys high at the railway line frontage) but for those people who bought into these developments they must be going to have to look at and over this huge and ugliest of developments - if the concept drawings at Council are indicative of the level of "design".

Any development in this area should be sympathetic to the surrounding dwellings which in most cases were built many years ago and are predominantly single or double storey single residences. It should, I would have thought, also have complied with environment issues, like the birds and local flora and fauna which will never recover from the onslaught of this type of development.

It has been stated that there will be minimal impact on local traffic – what deluded person or company could possibly have come up with that result? The current traffic situation is diabolical and outright dangerous.

1. PLC student traffic grows year on year.
2. Everton Street is already close to capacity in the drop off/pick up hours for the school. There should also be a designated drop off point. The round about is always being clogged up with cars dropping off to the station, right on the zebra crossing. Fining drivers will not help – they do not have an alternative.
3. Beechworth Road, the same, and as cars cannot turn right into Beechworth Road coming south from Turramurra for some extraordinary reason all traffic has to turn down Livingstone Avenue, the highway traffic will be backed up the highway right up Pymble Hill. This is a nightmare at 3.00pm every afternoon.
4. It will be chaos when the 2011 school year resumes as cars can now park on both sides of Avon Road close to the railway tunnel – it is now impossible to drive down Avon Road without going over the white line in the middle of the road – in either direction.
5. Commuter parking is already a major issue with cars parked down Livingstone, Pymble and Avon Roads as far as Arilla and beyond when the PLC girls take their cars to school.
6. 355 units mean at a minimum 355 more cars – possibly double that depending on the demographics and numbers of people living there. How many resident and visitor parking places will each of 355 units have allocated?

Another reason this development should be stoped – the old house at the heart of this development! How it is that it can be pulled down and demolished, surely it's on the list of heritage houses? Another developer already pulled down one of the local heritage houses in Beechworth Road to subdivide and build several Mac Mansions – possibly the same destroyer of the area involved with this?

Please send several decision makers to review this site at times of the day that the traffic flow is crucial, and to look at the surrounding houses in Arilla and then go down or drive up Pymble Avenue and see what uncaring, unsympathetic money grubbing developers can do to not only the houses directly affected (overshadowing and looming buildings right next door) but the area as a whole.

Yours faithfully,



Christina Russell

Cc Premier Kristina Keneally
Barry O Farrell – Member for Ku-ring-gai
Paul Fletcher MP – Federal Member for Bradfield

92

30 January 2011

H C Hoch
4 Dakara Close
Pymble NSW 2073

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

Dear Sir/Madam

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

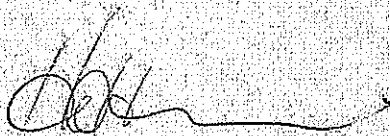
I OBJECT TO THIS PROJECT

I believe that 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 dwelling residential area.

I also note that the proposed heights are well above 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 the main road or are nearby the station. The units constructed at the top of Pymble Avenue near the railway tunnel are no more than seven stories high. And even the developments in Clydesdale Place, for example, are no more that 7 storeys high at the rail line frontage. As such, there is no nearby development of the height and scale envisaged in the above proposal and any approval would be unprecedented.

Yours faithfully



H C Hoch

93

49 Avon Rd

Pymble NSW 2073

2/2/2011

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

**Ref: Concept Plan (MP08_0207) & Project
Application (MP10_0219) Residential
Development at Avon, Beechworth and
Arilla Roads, Pymble**

Dear Sir/Madam

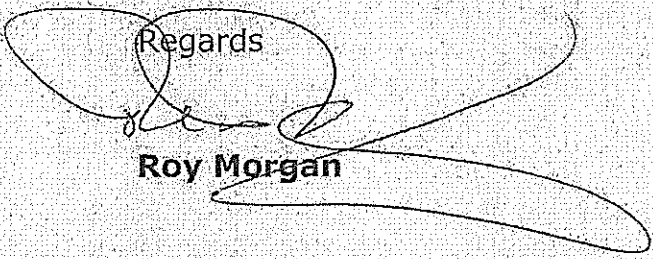
I Object To This Project

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

Regards


Roy Morgan

Amal & Rosani Wahab
3 Beechworth Road
Pymble NSW 2073

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

Dear Sir,

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

We object to the proposal as the impact on the surrounding built environment has been inadequately considered. In particular, the traffic report is not soundly based, does not consider the important constraints and does not consider the impact of more recent developments.

The traffic report was last revised in November 2009 and is based upon traffic counts taken in May 2009. Since that time there have been three major changes to the traffic conditions in the precinct.

1. The completion of the Avondale development on the Pacific Highway in the vicinity of Telegraph Road has resulted in a development with no south bound (city bound) access to the Highway. Whatever the intention was, the traffic from that development wishing to travel to the city now travels north to Beechworth Road and executes a U-Turn in Beechworth Road to access the southbound lanes on the Pacific Highway through the Beechworth Road / Pacific Highway intersection. The result is considerable reduction in the intersection capacity and the safety of traffic in the vicinity.
2. Within the last year, the timing of the red phase on the Beechworth Road intersection has been increased resulting in a full two minute delay between Green Phase and shorter Green time. Prior to this, the cycle time was 1 minute 30 seconds, so the access time is now reduced by 33%.
3. The development of a large number of apartments in Avon Road next to PLC has now been completed. The traffic effect of these apartments has not been considered as it was not included in the traffic count. The traffic from the Avon Road apartments will have two consequences. It will increase the demand on Avon Road, the roundabout at Pymble Avenue and the intersection at Livingstone Avenue. Secondly, by virtue of the change in demand patterns it will cause more traffic to divert into Beechworth Road.

These three effects should be taken into account as part of the assessment and the traffic report does not consider them in any way.

In addition, the traffic report describes the Avon Road access to the site as having "four-lane undivided carriageway". This is clearly an incorrect description and paints the picture of easy access to the site. The road is two-lane, and even when vehicles park on the unsealed verge, the road is dangerously narrow for the passing of two cars. The road is unsafe as an access to a development of the size proposed.

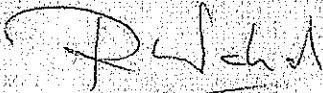
The report also describes the access at 4 Beechworth Road as having good sight distance by virtue of more than 50m distance from the bridge. This is again incorrect. It is not possible to see up the past the bridge from 4 Beechworth Road due to the angle of the exit from the property enforced by the boundary configuration. The site distance available to a driver will not provide a safe exit, especially during construction.

Finally, the traffic report concentrates on the volume of traffic on the road, but ignores the real constraint which is the intersections with the Pacific Highway at both Livingstone Road and Beechworth Road. During the morning peak on school days, the traffic at the Beechworth Road intersection with the Highway tails back to Mayfield Avenue. It frequently takes three light phases for a vehicle to pass through the intersection at the Highway after joining the queue. Similarly, it takes two to three light phases to pass through the Livingstone Road intersection, as the tailback extends back through the Pymble Avenue roundabout and on to PLC. Any additional traffic joining this traffic will have an impact determined not only by the number of vehicles generated, but also by the delay caused by entering the queue and the problems for traffic moving in the opposite direction when joining the queue to the Highway from number 4 Beechworth, for example. Neither of these intersections can be described as having service level A, and it is impossible to reconcile the intersection analysis in the report with the observations on the ground during peak hour.

Traffic is not the only consideration, but given the large number of school children (1,200) passing through the area in morning and evening peak, the safety of pedestrians should be considered. In Avon Road the paths are too narrow for the number of pedestrians in the morning peak and this presents a safety hazard with the present level of traffic, which will increase with the new traffic from the Avon Road development and has not been considered in any way by the analysis presented in support of this application.

Apart from the traffic, we also have concerns with the volume of the buildings proposed and approach of a partial concept application which pre-empt the outcome of the full project application.

Thank you for your attention to these matters,



Ainal & Rosani Wahab

95

38 Beechworth Road,
Pymble NSW 2073
2nd February 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

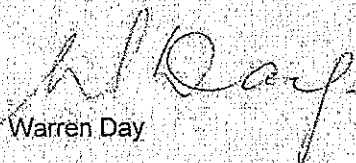
I OBJECT TO THIS PROJECT

As far as I am concerned the sheer number of units proposed (365) 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.

Yours faithfully,


Warren Day

36 Beechworth Road
Pymble NSW 2073
2nd February 2011

ATTENTION: Director Metropolitan Projects
Major Projects Assessment Department of
Planning GPO Box 55 SYDNEY NSW 2001

Dear Sir/Madam,

Re: Concept Plan (MPC_0217) & Project Application (MPC_0219)
Residential development at Avon, Beechworth and Aitlie Roads, Pymble

OBJECT TO THIS PROJECT

As far as I am concerned the sheer number of units proposed (350) and the height of the buildings (4 and 9 storeys for two of the buildings) are absurd for a single residential area.

I hold 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 Clarendon Place for example are no more than 7 storeys high at the railway line frontage.

Yours faithfully,

Marie Day
Marie Day



Department of Planning
Received

2 FEB 2011

Scanning Room

97

31 January 2011

Patricia Peafar
83 Beechworth Rd
Pymble
2073

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,

98

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

27th 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.

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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



KENNETH HEAYDON
27a Pymble Avenue
PYMBLE NSW 2073

99

J. R. Kench
2 Allawah Road
Pymble NSW 2073

20 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 because –

1. The proposed height of the buildings (11 & 9 storeys for two of the buildings) are well outside the planning limits that apply to the site as discussed in the Environmental Assessment.

A statement on Page 6, Appendix 7 of the Plan claims –

"The average height of Stage 1 is largely within the height limit set by the draft Town Centres LEP LEP 2006.

'Largely within' is too vague. The reluctance of the developer to provide details for heights in excess of the standards is a major problem.

In view of the other 4 buildings in the Concept Plan being of massive size compared with Stage 1 but as yet without any detailed plans, approval of the Concept Plan should be withheld until detailed plans are available and the developer has demonstrated that he can work according to the requirements of the Director general, NSW Department of Planning.

2. It defies belief that 355 units (400 car parking spaces) will not impact local traffic. Are the people who will live in these units to be stopped from taking their cars out to the street in the morning and afternoon congested periods? Hardly.

Are developers responsible for choosing and paying traffic consultants? If so, maybe this policy needs amending.

Regards



Jahine R Kench

100

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

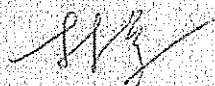
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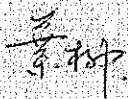
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There can be no valid comparison with units located on the Pacific Highway corridor or near the railway tunnel. These are either close to a main road or are nearby the station. And even the developments in Clydesdale Place for example are no more than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

Regards,



Jun Lin
9 Barclay Close
Pymble



Liu Ye
9 Barclay Close
Pymble NSW 2073