

138

Mr Greg Owens  
25 Ashmore Ave  
Pymble, NSW 2073

11<sup>th</sup> February 2010

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

**Subject: Concept Plan (MP08\_0207) & Project Application (MP10\_0219) – Exhibition of Environmental Assessment for residential development at Avon, Beechworth and Arilla Roads, Pymble**

I hereby state that I object to the above two (2) project proposals, (herein referred to as the "Project"), currently under consideration by the Minister of Planning.

In summary, I object to the Project for the following reasons.

- 1) The Project is not of state or regional significance, rather of local significance only, and thus to assess the application under Part 3A of the Environmental Planning and Assessment Act 1979 is illegal,
- 2) The Project would have an unacceptable impact on the local community and environment when considering the risk of Bush Fires,
- 3) The Project would have an unacceptable impact on Threatened Species (as defined under Federal legislation) of both Flora and Fauna,
- 4) The proponent has not demonstrated sufficient consideration and communication with RailCorp as required under the Departments SEPP (Infrastructure) 2007, due to the Projects immediate adjoining proximity to the North Shore rail corridor,
- 5) The public exhibition period has from a practical perspective been too short in duration due to its timing over the Christmas and holiday season.
- 6) The public exhibition process has failed to meet the statutory obligations. Not all of the documents listed on the Department of Planning's web site have been available for review at Ku-ring-gai Council chambers as led to be the case,
- 7) The documents that are available on exhibition are inconsistent, in error, misleading, and incomplete.
- 8) The resulting increase in traffic from this Project will make egress / ingress via the only two (2) roads available in to unacceptable state for large periods of the day, not the least of which being during morning and afternoon peak-hour / school drop-off.

In expanding on the above summary, I offer the following detail.



1 of 5

The Project is not of state or regional significance, rather of local significance only, and thus to assess the application under Part 3A of the Environmental Planning and Assessment Act 1979 is illegal.

The documents available do not demonstrate how or why the Minister for Planning has determined that this Project is of State or Regional Significance. As the Department is fully aware I am sure there are a number of key criteria which must be satisfied before the Minister can determine that a development is to be assessed under Part 3A of the Environmental Planning and Assessment Act 1979. By my observation, many of the criteria have not been met and thus assessment under Part 3A will be illegal, and could easily be subject to legal challenge in the Courts.

The Department should provide clear, full, and transparent detail as to the foundation of the Minister's decision to have this Project assessed under Part 3A. Not to do so, would also be a failing of the Minister and the Department of their legal obligations.

The Project would have an unacceptable impact on the local community and environment when considering the risk of Bush Fires.

Whilst the Applicant has provided a Bushfire Hazard Assessment Report, this report does not consider the consequence of this Project in the 'event' of a bushfire in the local area. Further, the applicant has failed to demonstrate any discussions, detailed, or otherwise, with the Rural Fire Service (RFS) on matters such as risk management in the event of a Bush Fire in the area.

The Project is situated within a unique and defined area. This area is bound (from an egress perspective) by the Rail Corridor (North East), Pymble Ladies College (South East), Avondale Golf Course / Rofe Park (South West), and Sheldon Forest (North West). Within that land locked area is approximately 400 existing properties.

In a bush fire event, the most likely path of the fire would be from the Lane Cove national park then through Avondale Golf Course, or Pymble Ladies College, or Rofe Park / Sheldon Forest. In this circumstance panic will rain. The authorities will most likely ask / force residents to evacuate. Residents will try and drive all the cars with important belongings out of the area. Residents are limited to two egresses (Beechworth Rd, and Avon Rd). The limitation placed on this egress by the 2 roads means that adding this Project and its additional 355 properties will create an additional unacceptable risk to all residents in this area. This will likely result in increased property damage, people being injured or quite likely death. An unacceptable but avoidable circumstance.

As the authorities will tell you, the risk is not solely fire, but as much from the smoke. People will not be able to breathe without being adversely affected by smoke; they will not be able to see their way out in car or on foot. A scenario we have seen many a time across Australia in other bush fire situations. An unacceptable but avoidable circumstance. Allowing this development will compound the risk by nearly 100% on the existing situation (adding 355 properties to the existing 400). Thus the Project should not be approved due to the

increased risk on existing residents, and so as not to place new residents into a situation of unacceptable risk.

In addition to the risk of insufficient emergency egress, there will be insufficient water pressure for either residents or the authorities to try and fight the fires and save life of property. The application makes no allowance for a significant amplification (by 100%) of the water supply to this area. Thus, you can't fight the fire if you don't have water...!

Further, the application fails to mention, address, or at the least consider new draft RFS guidelines including the remapping of the fire intensity areas, of which this area clearly is one. Until this is considered, the application will not have been appropriately assessed.

*The Project would have an unacceptable impact on Threatened Species (as defined under Federal legislation) of both Flora and Fauna.*

By its own admission (Aquila Ecological Surveys, December 2009, page 11, section 4.3) the proponents study was insufficient and incomplete ("...the brevity of the survey...").

The proponent believes Threatened species as listed in the above referenced report are "...likely to exist..." In fact others may exist as well. As a resident, I can confirm sightings of the Powerful Owl, and the Grey-headed Flying-fox in the street's immediately surrounding the Project. The study works to date do not satisfy the assessment requirements of the EPBC Act. The report fails to meet the assessment criteria as outlined in the EPBC Act. Granting approval of the Project at this point would be in breach of the obligations of the Act, and thus illegal.

*The proponent has not demonstrated sufficient consideration and communication with RailCorp as required under the Departments SEPP (Infrastructure) 2007, due to the Projects immediate adjoining proximity to the North Shore rail corridor.*

SEPP (Infrastructure) 2007 requires a detailed consideration for those projects immediately adjoining, or nearby with the potential to adversely impact on future development and expansion of existing infrastructure.

The minutes of the meeting provided in Appendix 31 do not satisfy the requirements of the SEPP (Infrastructure) 2007. Detailed liaison and consideration of future rail infrastructure is important has not yet been shown to have adequately occurred. Quad-duplication and or underground rail expansion immediately adjoining this Project is likely and cannot be constrained by the potential Project. Granting approval of this Project without this would be in breach of the legal obligations of SEPP (Infrastructure) 2007 and associated planning policies.

*The public exhibition period has from a practical perspective been too short in duration due to its timing over the Christmas and holiday season.*

As a nearby and effected resident (25 Ashmore Ave, Pymble), we received written notification of the exhibition of the Project in the mail on Sunday 19<sup>th</sup> December. The letter was dated 13<sup>th</sup> December, but we did not return from vacation until Sunday 19<sup>th</sup> December.

From Sunday 19<sup>th</sup> December through Monday 31<sup>st</sup> January our family was understandably focused on the end of year, Christmas and New Year celebrations, and an overseas vacation, and then returning to the new school year. It is unreasonable for the Minister to consider this as ample and adequate to residents to review, consider and respond to an application of this size and scale. The 'available' documents are hundreds of pages in length and take considerable time to assess. Thus I hereby seek the Minister determine an extension for the closing date for submissions to a new publicly notified date 6 weeks after notification.

Assuming a notification date to the public of say Friday 18<sup>th</sup> February, then written submissions would be to the department by Friday 1<sup>st</sup> April 2011.

The public exhibition process has failed to meet the statutory obligations. Not all of the documents listed on the Department of Planning's web site have been available for review at Ku-ring-gai Council chambers as led to be the case

Comparison of the document listing on the Department of Planning's Web site, does not directly correlate with all the documents at the Council chambers. Some documents appear to be missing. The documents are not 'Controlled Documents', and cannot be taken as a true and full representation of the proponents application. The department needs to better engage Council in a process of document control so that allows all residents the ability to review all the proponents' documents. Thus the Department has failed to adequately adhere to the exhibition requirements of the Environmental Planning and Assessment Act 1979.

The documents that are available on exhibition are inconsistent, in error, misleading, and incomplete.

The information as provided is often misleading, inconsistent, incomplete, and not the least, confusing. Frequently, sketches and drawings show different heights, elevations, quantities, and the like. Illustration of access roads, building bulk, size, and scale are different in various documents. Sketches refer to 8 storey concepts, whilst others refer to 11 storey concepts. Drawings and sketches fail to adequately articulate what they are illustrating.

There is insufficient provision of legends and footnotes on drawings to inform the reader as to what the drawing is representing.

There is insufficient clarity around boundary lines, shadow lines, and other detail with respect to the immediately adjoining property.

The proponent has failed to demonstrate how they propose to adequately ensure sustainability within the Project. A significant watercourse passes through the centre of the site running from the rail corridor through to Arilla Rd, the proponent has failed to detail the

significant detention that will be required as a result of the changes run-off characteristic that would result from the Project.

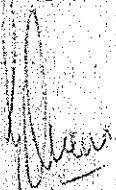
The resulting increase in traffic from this Project will make egress / ingress via the only two (2) roads available to an unacceptable state for large periods of the day, not the least of which being during morning and afternoon peak-hour / school drop-off.

Quite simply the volume of traffic for the two (2) light duty local area roads is already at an unacceptable level in the mornings / afternoons. Trying to go from Beechworth Rd to the Pacific Hwy often takes two (2) phases of the traffic lights, (~6 mins) just to get through the one intersection. Adding 355 units (not to mention the construction traffic) will greatly increase the congestion to a higher unacceptable level.

In conclusion:

I don't accept this Project, and the Department needs to take action to stop these impacts as detailed in this written submission. It is the Departments, and the Ministers responsibility to ensure unacceptable impact does not occur. Allowing this Project would result in unacceptable impact on the local community, and thus I object to the Project, and the application should not be granted approval.

Regards



Greg Owens

Owner and Resident

25 Ashmore Ave

Pymble, NSW, 2073

139

**From:** "David Cohen" <david@dcohen.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 11/02/2011 4:50 pm  
**Subject:** CONSENT PLAN (MP08\_0207) AND PROJECT APPLICATION (MP10\_0219)  
**Attachments:** Letter RE Project development.pdf

Dear Sir/Madam

Please see letter attached.

Kind regards

David Cohen and Elizabeth Cohen



139

David H. Cohen and Elizabeth R. Cohen  
15 Avon Road  
PYMBLE NSW 2073

10 February 2011

**Attention: Director Metropolitan Projects**  
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**

We write to express our strong opposition to the proposed development cited above.

As our property directly adjoins the proposed development. We have specific concerns and objections to the site being developed in addition to the general areas of traffic congestion, access to the emergency services and local amenities.

Firstly, the land involved is not geologically sound and has a natural creek running through it which at one stage caused the property at A1 Arilla Road to be flooded.

There is a very real danger that properties adjoining the proposed development would suffer subsidence damage.

Is the Government prepared to compensate for associated damage to all adjoining properties?

Secondly, our property abuts five properties. Its garden was originally part of the National Trust Hardy Wilson home, Macquarie Cottage. Our property contains a number of significant trees including two Kauri pines, Illawarra flame trees, over 100 year's old ficus, jacaranda and cedar trees. Damage to the root system by the excessive excavation necessitated by a development of the size proposed by Mr Neale could cause the trees to become unstable and fall on neighbouring properties.

The danger to all properties involved would be extreme. Is the Government prepared to take the risk???

Thirdly, the overshadowing of 11 and 9 storeys would be oppressive and adversely affect all adjoining properties lessening the areas amenities?? Specifically, the proposed heights are well outside the planning limits that apply to the site as disclosed in the Environment Assessment.

General areas of concern for the whole neighbourhood involve traffic congestion. This is not only a matter of inconvenience but also of extreme danger to school children and local homeowners. As the Meriton development at the intersections of Avon, Everton and Pymble Avenue has caused commuter parking to move to Avon Road near the intersections to Arilla Road, congestion has become extreme. Combined with PLC school traffic entering and exiting the new entrance in Avon Road the commuter parking has made Avon Road into a one-way street with only one car passable at a time. When the traffic is at peak it is impossible for fire engines, ambulances or any emergency vehicles to get through.

We would also wish to raise the following significant matters for consideration:

1. The proposal massively exceeds height controls set in 2003 by NSW Planning.

	Maximums set in 2003	This proposal	New increase
On Avon Road	3 floors	6 floors	3 floors higher
Within site	7 floors	11 floors	4 floors higher

2. This developer has increased the scale of this development each time he makes a submission.

He wanted: 150 units in 1995  
180 units in 2001  
240 units in 2009

And now he wants 355 in 2011


We need to stop this continual increase in size for this site and get a more realistic development in keeping with the local neighbourhood.

3. The developer appears to ignore NSW Department of Planning's concerns as stated in the Director General's letter of 11 February 2009. The Director General's requirements include:

- a. "The Proposal shall address the height, bulk and scale of the proposed development within the context of the locality, and provide detailed justification for heights in excess of the SEPP 53 standards. In our view the proposal fails to adequately address this issue because the Concept Plan is massively over the height, bulk and scale of the local area residences.



- b. "Demonstrate that proposal does not have unacceptable levels of impacts on views and overshadowing of adjoining sites and public domain." Again, in our view the proposal has failed to adequately address the issue. The visual impact of the development appears to be very substantial.
4. This site is not analogous to the Pacific Highway or the site at the top of Pymble Avenue. This specific site at Avon/Beechworth is surrounded by single residences and is well away from the station and shopping precinct.
5. The developer in his submission makes a big play of keeping intact the Blue Gum High Forest on the site. Blue Gum High Forest is protected by NSW and Commonwealth environmental law, so this is a legal requirement; not something the developer should be allowed to trade off with increases to the project size.
6. What if the trees on the site die for some reason? This would mean that from Arilla Road, the effective visual impact will be well over 11 floors high. You can go and look at the Pymble Avenue site from down the hill. From Avon Road the visual impact appears to be 10 floors from stages 1-4.
7. This proposal incorrectly suggests there will be minimal impact on the local traffic. However it surely must be the situation that 355 new apartments will have a substantial impact on the traffic in the local area. Avon Road is already over congested from PLC traffic as well as from commuter parking which now stretches down Avon Road to Arilla Road.



Yours sincerely

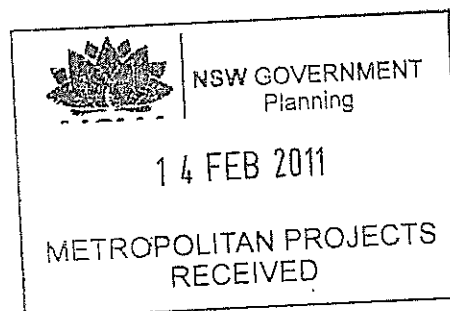
David H. Cohen and Elizabeth R. Cohen

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PYMBLE NSW 2073

10 February 2011

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



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Yours sincerely

David H. Cohen and Elizabeth R. Cohen

140

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,

Anne Failla

37 Avon Rd  
Pymble - 2073



37 Avon Rd  
Pymble 2073

141

7<sup>th</sup> February 2011

R A Nixon  
10 Lonsdale Ave.  
PYMBLE NSW 2073

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

Re: Concept Plan(MP08\_0207) & Project Application(MP10\_0219)  
Residential development at Avon, Beechworth & Arilla Rds. Pymble

Dear Sir,

**I wish to object to this project.**

I am most concerned by the size, height and position of this extensive proposed development in an area comprising of mostly single residential dwellings.

A project of 355 units up to a height of 11 storeys is not in keeping with the surrounding area, nor can it be supported by road access.

An inspection of the site shows no direct access to the main road or the railway station. In fact traffic on the two access roads of Avon and Beechworth already grinds to a stand still in the morning and evening with extensive delays to reach the highway. With curb-side parking on Avon Road there is only room for one car to proceed with the on-coming traffic forced to reverse.

Construction of such a project in this restricted area will be dangerous and congestive. It will destroy the surrounding environment offering no enhancement.

Of note are the considerable numbers of recently constructed high rise residential buildings which remain un- occupied.

I wish to register my strong objection to an inappropriate use of residential land in an already traffic congested area with poor access to and from the Pacific Highway, within close proximity to a school for children aged 5 to 18 years, in an area already supporting significant numbers of high rise, unaesthetic, hastily constructed, un-occupied dwellings.

What advantages/ enhancements does this project offer- profit for the developer? Perhaps!

I hope that my objection will be read, noted and successful but I suppose as is usually the case, if the other objections will be to no avail.

Yours sincerely,

  
ROBYN A NIXON



142

Date: 8/2/2011

Attn: Director Metropolitan Projects

Major Projects Assessment

Department of planning

GPO BOX 39

Sydney NSW 2001

Dar 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

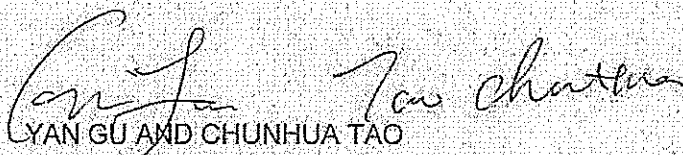
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There can be no valid comparison with units located on the Pacific Highway corridor or near the railway tunnel. There is either close to a main road or are nearby the station. And even the developments in Clydesdale Place for example are no more than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

These 355 new apartments will have a substantial impact on the traffic in the local area. Avon Road is already congested from PLC traffic and from commuter parking which now stretches down Avon Road to Arilla road.

Yours faithfully

  
YAN GU AND CHUNHUA TAO

11 AVON ROAD,

Pymble NSW 2073

143

January 2011

10th Feb 2011  
6 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

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Regards,

*L. Goodwin*

Louise Goodwin

*L. Goodwin*

6 Beechworth Rd  
Pymble.

we are extremely  
concerned about  
the traffic  
congestion  
due to the  
narrow road  
• PLE  
School.

144

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

February 6 2011

Re: Concept Plan (MP08\_0207) and project Application (MP10\_0219)  
Residential Development at Avon, Beechworth and Arilla Roads, Pymble

Dear Sir,

I am writing to lodge my objection to this project.

The number of units being proposed for this development in a well-established residential area is ridiculous. The height of the proposed buildings is both well outside previously stated planning limits, as well as being unacceptable in a suburban area such as this (Director General's letter of February 2009 refers).

This road and this suburb have already been subjected to the disruption of a major apartment development; existing established properties are being overshadowed by poor-quality, characterless buildings. The lengthy building period has caused significant traffic and pollution problems.

The traffic assessment report that has been lodged is inadequate and does not represent the facts. It was prepared well before the other Avon road apartments were completed – traffic has not yet begun to flow into this block. Bear in mind, this is a street that has the entrance to the largest girls school in the area, and the danger to the children of further increasing traffic density will be significant. This is dismissed by the traffic report ("PLC should be required to address those issues" – how, exactly?)

Given the large number of apartments already built along the Pacific Highway, this development is unnecessary and unwanted. Insufficient detail is available on the proposal and the development should be stopped.

Yours sincerely,

Jane Tracey  
37 Pymble Ave  
Pymble 2073

**From:** <nicolewebber@bigpond.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 10/02/2011 2:13 pm  
**Subject:** Concept Plan (MP08\_0207) and Project Application (MP10\_0219) for residential development in PYMBLE at AVON, ARILLA and BEECHWORTH RDS  
**Attachments:** Avon Rd Development objection.doc

I object to the scale of above development, as proposed, near to my home.  
I would greatly appreciate your printing this attached letter to present to the Director of Metropolitan Projects by 11 February 2011.  
Copies have been sent to The Honourable Tony Kelly, Planning Minister and to Mr Barry O'Farrell Member for Kuring-gai.  
Regards and thanks for your assistance.  
M.Nicole Webber

Dear Sirs/Madam,  
I object to the scale of above development, as proposed, near to my home.  
I would greatly appreciate your printing this attached letter to present to the Director of Metropolitan Projects by 11 February 2011.  
Copies have been sent to The Honourable Tony Kelly, Planning Minister and to Mr Barry O'Farrell Member for Kuring-gai.  
Regards and thanks for your assistance.  
M.Nicole Webber

145

Ms M. Nicole Webber  
19 Linden Avenue  
PYMBLE NSW 2073

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

10 February 2011

Dear Sir/Madam

**Re: Concept Plan (MP08\_0207) and Project Application (NP10\_0219);  
Residential development at Avon Rd, Beechworth Rd and Arilla Rd Pymble 2073**

**I strongly object to this project.**

The proposed number of units (355) in this development and the height of the buildings they compose (11 and nine storeys for two of the buildings) is absurd and therefore extremely inappropriate for a single residential area.

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

I understand that the building heights and amount of units proposed in this development have increased over time since the first submission from the developer.

The development cannot be compared to other units located on the Pacific Highway corridor or near the railway tunnel. The developments which have been identified as resembling the above project are either close to a main road or near to the railway station. Already the effects of their scale are being felt in the local area.

In addition, the new buildings at Clydesdale Place Pymble, in comparison, are no more than 7 storeys high where they front the railway line. I understand that a height of even 7 storeys has been objected to regarding other new developments along the North Shore Line railway corridor.

I thank you for your serious consideration of these matters and the impact of the above development on the area surrounding the site should it be approved and completed.

Regards

M. Nicole Webber

145

Ms M. Nicole Webber  
19 Linden Ave  
Pymble 2073

The Hon. Tony Kelly  
Minister for Planning  
Level 34  
Governor Macquarie Tower  
1 Farrer Place  
SYDNEY NSW 2000

10 February 2011

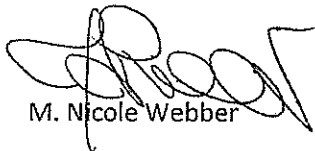
Dear Mr Kelly

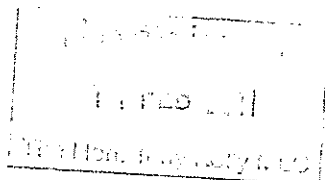
**Re: Concept Plan (MP08\_0207) and Project Application (NP10\_0219);  
Residential development at Avon Rd, Beechworth Rd and Arilla Rd Pymble 2073**

Please find enclosed a copy of my letter to The Director, Metropolitan Projects, in the NSW Department of Planning.

Thank you for your attention to this matter.

Yours sincerely

  
M. Nicole Webber





Copy

145

Ms M. Nicole Webber  
19 Linden Avenue  
PYMBLE NSW 2073

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

10 February 2011

Dear Sir/Madam

**Re: Concept Plan (MP08\_0207) and Project Application (NP10\_0219);  
Residential development at Avon Rd, Beechworth Rd and Arilla Rd Pymble 2073**

**I strongly object to this project.**

The proposed number of units (355) in this development and the height of the buildings they compose (11 and nine storeys for two of the buildings) is absurd and therefore extremely inappropriate for a single residential area.

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

I understand that the building heights and amount of units proposed in this development have increased over time since the first submission from the developer.

The development cannot be compared to other units located on the Pacific Highway corridor or near the railway tunnel. The developments which have been identified as resembling the above project are either close to a main road or near to the railway station. Already the effects of their scale are being felt in the local area.

In addition, the new buildings at Clydesdale Place Pymble, in comparison, are no more than 7 storeys high where they front the railway line. I understand that a height of even 7 storeys has been objected to regarding other new developments along the North Shore Line railway corridor.

I thank you for your serious consideration of these matters and the impact of the above development on the area surrounding the site should it be approved and completed.

Yours faithfully



M. Nicole Webber

J. & L. Baird  
1/1224 Pacific Hwy  
Pymble 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,

J. Baird

**From:** Gay Balasubramanian <gay.b@hotmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 11/02/2011 9:57 am  
**Subject:** Proposed development at Pymble

Attention: Director Metropolitan Projects  
Major Projects Assessment  
Department of Planning  
GPO Box 39  
Sydney NSW 2001  
11 February 2011

Attention Director Metropolitan Projects  
Re: Concept Plan (MP08\_0207) & Project Application (MP10\_0219)  
Residential development at Avon, Beechworth and Arilla Roads, Pymble  
We strongly disagree with this development

This proposal sounds insane to us. It does not sit well amidst the surroundings in this area.  
The plans suggest that this site will be masked by the tall trees that must be preserved (Blue Gum High Forrest) – but we are not convinced this is a good enough reason to allow such an over development in a single housing area.

We are also not convinced, based on the developer's current record of maintenance of their own property, (two houses on Avon have been left to fall down and the properties have not been maintain in years) that the tall trees will actually survive the build.

Without these trees to mask, if they indeed will, the visual impact of 11 floors is out of proportion to anything else in the area and just does not make sense for the neighbourhood.

Besides it is significantly taller and larger than the NSW Planning's own plans for Ku-ring-gai.

We also do not understand why the developer should get a CONCEPT Plan approved. We want to see the details plans for the full site BEFORE it is approved.

What is wrong with a smaller development like the other in the area – the developer can still benefit and not destroy the environment in the process.

We strongly disagree with the above mentioned proposal.

Regards  
Gay and Balu Balasubramanian  
20A Warwick Street  
Killara NSW 2071

Attention: Director Metropolitan Projects  
Major Projects Assessment  
Department of Planning  
GPO Box 39  
Sydney NSW 2001  
11 February 2011

Attention Director Metropolitan Projects

**Re: Concept Plan (MP08\_0207) & Project Application (MP10\_0219)  
Residential development at Avon, Beechworth and Arilla Roads, Pymble**

**We strongly disagree with this development**

This proposal sounds insane to us. It does not sit well amidst the surroundings in this area.

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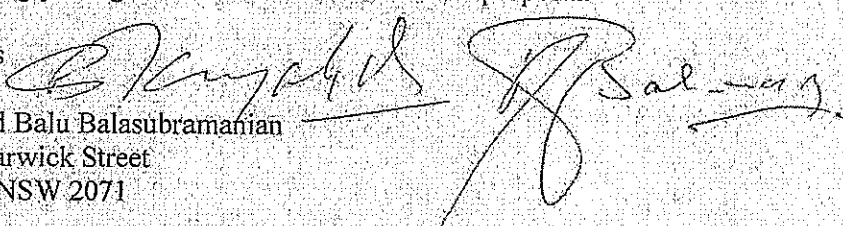
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What is wrong with a smaller development like the other in the area – the developer can still benefit and not destroy the environment in the process.

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Regards

Gay and Balu Balasubramanian  
20A Warwick Street  
Killara NSW 2071



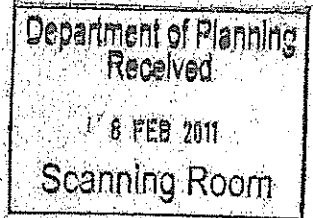


PCU019285

148

56 Beechworth Rd  
Pymble 2073

ATTENTION: Director Metropolitan Projects  
Major Projects Assessment  
Department of Planning  
GPO Box 39  
SYDNEY 2000



Dear Sir/Madam

Re: Concept Plan (MP08\_0207) & Project Application (MP10\_0219)  
Residential development at Avon, Beechworth and Arilla Roads, Pymble 2073

**I OBJECT TO THIS PROJECT**

I base my objection on the premise that the impact of this many new dwellings on the traffic flow in the surrounding residential streets and on the Pacific Highway has been grossly under estimated and ill considered. It is naive to think that adding another 355 dwelling as proposed will have anything other than an enormous impact on what is already poor traffic flow in this area.

Beechworth Road and its feeder streets create essentially a large cul de sac with only one way in and out. Taken in consideration with the absence of a right hand turn option when heading south on the highway and coupled with the proximity to the station and Pymble Ladies College a unique set of traffic issues already exists for local residents.

At certain times of the day cars are gridlocked along Beechworth, Arilla, Mayfield and Avon roads as school parents and residents all try to get in and out of the area via only two narrow residential roads that are further restricted by commuter parking. The volume of traffic to and from the school is substantial and should not be dismissed lightly.

Residents of Beechworth Road and its tributaries have only two options to get to their homes when travelling citybound; either turn onto Telegraph road and do a u turn or turn right at Livingstone and back track along Avon. These options are both seriously flawed as the first is illegal and the second is already inadequate with cars waiting to turn onto Livingstone regularly blocking traffic on the highway. Either option is very time consuming particularly during holiday periods and weekends when we get caught in the traffic heading for the F3 each time we venture out.

The combined effect of residents, visitors and trades vehicles if the project goes ahead as planned will result in major traffic back logs on the Pacific Hwy between Bobbin Head Road and Livingstone and throughout the adjacent residential streets which are struggling to cope with current levels. Parking in these streets will also become a bigger problem particularly during the building phase.

In the interest of keeping the Pacific Hwy running as freely as possible I urge you to reconsider the number of units proposed and also request that consideration be given to reinstating a right hand turn lane into Beechworth Rd to take some of the pressure off the highway and Telegraph and Livingstone Rd intersections.

Regards

  
Maria Rivers

5/2/2011

149

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

30 January 2011

Re: Concept Plan (MP08\_0207) & Project Application (MP10\_0219)  
Residential development at Avon, Beechworth and Arilla Roads, Pymble

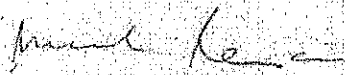
**I do not agree with the above proposal**

This developer has a history of lodging larger proposals even after previous rejections because they are too extreme. This one is no exception.

In 1995, it was for 150 units, in 2001 it was for 180 units, in 2009 for 240 units and now, merely 2 years later, it is for 355 units. I think these numbers speak for themselves.

I am obviously very unhappy with the development proposal: it is extreme and all but stage 1 of the development is merely based on a concept plan. Where are the detailed plans? Why should you base your decision on concept plans and not complete plans? This is not good enough.

Your sincerely,

  
(MURALI RAMANA)  
84 BEECHWORTH ROAD  
PYMBLE NSW 2073



150

30 Beechworth Road  
Pymble, NSW-2073

4-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

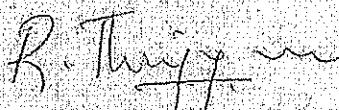
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There can be no valid comparison with units located on the Pacific Highway corridor or near the railway tunnel. These are either close to a main road or are nearby the station. And even the developments in Clydesdale Place for example are no more than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

Regards,



Thiyagarajan Radhakrishnan



Ezila Kapilan