

151

Attention: Director Metropolitan Projects

Major Projects Assessment

Department of Planning

GPO Box 39

Sydney NSW 2001

February 07, 2011

Dear Sirs/Madam –

Re: Concept Plan (MPO8_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 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 the main road or are nearby the station. And even the developments in the Clydesdale Place, for example, are no more than 7 storeys high at the line frontage.

Regards



Michelle Coolican

152

Attention: Director Metropolitan Projects

Major Projects Assessment

Department of Planning

GPO Box 39

Sydney NSW 2001

February 07, 2011

Dear Sirs/Madam –

Re: Concept Plan (MPO8_0207 & Project Application (MP10_0219)

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Regards



Sophie Coolican

153

Attention: Director Metropolitan Projects

Major Projects Assessment

Department of Planning

GPO Box 39

Sydney NSW 2001

February 07, 2011

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Re: Concept Plan (MPO8_0207 & Project Application (MP10_0219)

Residential development at Avon, Beechworth and Arilla Roads, Pymble

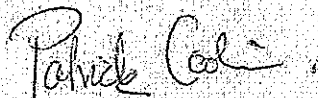
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Regards



Patrick Coolican

154

Attention: Director Metropolitan Projects

Major Projects Assessment

Department of Planning

GPO Box 39

Sydney NSW 2001

February 07, 2011

Dear Sirs/Madam –

Re: Concept Plan (MPO8_0207 & Project Application (MP10_0219)

Residential development at Avon, Beechworth and Arilla Roads, Pymble

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Regards



Colleen Coolican

155

3 / 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

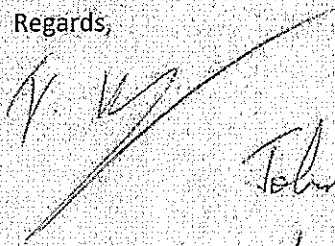
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There can be no valid comparison with units located on the Pacific Highway corridor or near the railway tunnel. These are either close to a main road or are nearby the station. And even the developments in Clydesdale Place for example are no more than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

Regards,



John D'Alessandri
1 Ashore Avenue
Pymble

NSW

2073

phone

91443999

82232600

0404854001

156

Attention: Director Metropolitan Projects

Major Projects Assessment

Department of Planning

GPO Box 39

Sydney NSW 2001

February 07, 2011

Dear Sirs/Madam –

Re: Concept Plan (MPO8_0207 & Project Application (MP10_0219)

Residential development at Avon, Beechworth and Arilla Roads, Pymble

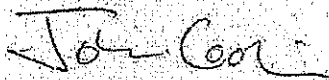
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Regards



John Coolican

157

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

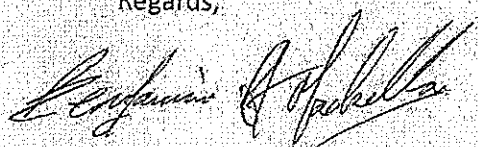
I OBJECT TO THIS PROJECT

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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,



113 Avon Road
Pymble 2013.

7 Allawah Road
PYMBLE NSW 2073

5 February 2011

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

Dear Sir/Madam

Concept Plan (MP08_0207) and Project Application (MP_10_0219) – Residential Development at Avon, Arilla and Beechworth Roads, Pymble

I strongly object to this project.

Suitability

The number of units proposed (355) and the height of the proposed buildings (11 and 9 storeys for two of the buildings) are inappropriate for the surrounding residential area.

In addition, the proposed heights are outside the planning limits applying to the site as discussed in the environment assessment for the project.

The comparison with the units located on the Pacific Highway corridor or near the pedestrian tunnel to the railway station under the Pacific Highway is unjustified. Those units are either close to the main road or are near to the railway station. Further, the developments in Clydesdale Place adjoining the Pacific Highway are up to 7 storeys high at the railway line frontage.

Unacceptable Traffic

The amenity of the residents in the area from Avon Road (where it joins Pymble Avenue) and the southern border of Sheldon Forest ("Affected Area"), where the project is located, will be severely adversely affected due to the increased volume of traffic to and from the Affected Area:

- The only access to the Affected Area for vehicles travelling south down the Pacific Highway is via Livingstone Avenue (there is a "no right hand turn" into Beechworth Road)
- Egress from and ingress to the Affected Area is already very difficult due to the large volume of traffic during school term:
 - during weekdays in mornings from 7.00 – 9.00
 - as parents drop off their daughters at Pymble Ladies College and again from 2.45 – 4.15 pm as they collect them
 - as rail commuters park their vehicles along Avon Road and

- o during weekends from 7:30 am to 1 pm as girls from Pymble Ladies College and the schools competing with them are transported to the school for sport.

The majority of that traffic returns to the Pacific Highway from Livingstone Avenue. The balance returns from Beechworth Road. It is not unusual for traffic to be banked up from outside the school all the way to Livingstone Avenue access to the Pacific Highway.

Not only is this frustrating for the residents (and the schoolchildren's parents and train commuters) but it already poses a significant risk to the well-being of the residents in the Affected Area. During the busy periods referred to above, it will be very difficult to access or leave the Affected Area during an emergency such as a fire or a serious injury or illness.

Yours sincerely



(Mr) F B Gill

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, - not a city centre - is completely inappropriate. The height of the proposed buildings is outside previously stated planning limits, and is totally unacceptable in a suburban area such as this.

This road and this suburb have already been subjected to the disruption due to construction of a major apartment development; existing established properties are already being overshadowed by poor-quality, characterless buildings. The lengthy building period itself 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, build a flyover??)

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 in its tracks.

Yours sincerely,

J. M. Bishop
JUDITH BISHOP
L P K
IAN P KING

58 PYMBLE AVE.
PYMBLE 2073

160

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

31 January 2011

Dear Sirs/Madam -

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

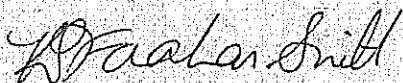
I OBJECT TO THIS PROJECT

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,



Kristen Faahar-Smith

46 Pymble Ave.

Pymble.

NSW 2073.

M.A. Le Compère
33 Beechworth Rd.
Pymble 2073

Attention Director Metropolitan Projects

Major Projects Assessment

Department of Planning

G.P.O. Box 39

Sydney N.S.W. 2001

Dear Sir/Madam

Re: Concept Plan (MPOS-0207) and
Project Application (MPO-0219)

Residential development at Giron, Beechworth
and Linella 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.

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 development in Clydesdale Place for example
are no more than 7 storeys high at the railway
line frontage.

Regards - M.A. Le Compère

162

Catherine Clelland
45 Beechworth Rd.
Pymble. 2073

7th February 2011

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

Dear Sir / Madam,

I am writing to express my strong objection to the following project :-

**Concept Plan (MP08_0207) & Project application (MP10_0219)
Residential development at Avon, Beechworth & Arilla Roads, Pymble**

I OBJECT to this project for the following reasons :

1. The number of units proposed (355) and scale of the buildings (11 and 9 storeys in some cases) is unacceptable in this location which is surrounded by single residential dwellings. The development, if it proceeds according to the Concept, would massively exceed the height, bulk and scale of the local area residences.
2. The proposed heights are well outside the planning limits that apply to the site as discussed in the Environmental Assessment.
3. The site cannot be compared with "Pacific Highway corridor" sites and the only access to the area from the Highway is via Beechworth Road or Livingstone Ave. As a parent taking children to and from school every day I can vouch for the congestion in both of these streets in the morning and afternoons and, increasingly, at other times of the day and on weekends. Commuter parking anywhere near Pymble station has already become next to impossible unless you arrive very, very early. Allowing a development of this scale on this site would cause massive traffic problems for this area.
4. It is painfully obvious that when these large scale projects do proceed (e.g. Clydesdale Place and top of Pymble Ave) an enormous amount of trees and vegetation is lost to be replaced by tower blocks and concrete walkways which does have an "unacceptable level of impact on views and overshadowing of adjoining sites and public domain". This is, I believe, contrary to the NSW Dept. of Planning Director General's requirements.

In summary, I feel that the proposed development can be considered nothing short of massive overdevelopment and would set a worrying precedent in the area. It would have enormous impact upon traffic, roads, environment and amenity for large numbers of local residents. I accept, of course, that development should and will happen but feel that a more realistic concept which would sit sympathetically in the local neighbourhood must be the solution.

Yours Sincerely,

Catherine Clelland

A handwritten signature in cursive script that reads "Cathy Clelland". The signature is written in dark ink and is positioned below the printed name.

163

30 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,

Ling Wei

Wei Ben Chen

8/

Chis

70 Beechworth Road Pymble
NSW 2073

164

3rd February, 2011

81 Beechworth Road
Pymble, NSW, 2073

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

Dear Sir or Madam,

**RE: Concept plan (MP08_0207) & Project Application (MP10_0129)
Redsidential development at Avon, Beechworth and Arilla Roads, Pymble**

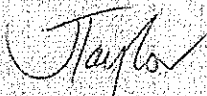
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There can be no valid comparison with units located on the Pacific Highway corridor or near the railway tunnel. These are either close to a main road or are nearby the station. And even the developments in Clydesdale Place, for example, are no more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

I am also concerned about the increased demands on the local road system that such a development will create. The traffic around Pymble Ladies College (PLC) and the railway tunnel is already at a dangerously congested level. During morning peak hour, traffic is often banked up as far back as Arilla Road in one direction, and along Everton Street and Livingstone Avenue up to the Pacific Highway in the other. This congestion will only get worse with the influx of cars that the above-mentioned residential development will bring.

Regards,


Jennifer Taylor.

Attention: Director Metropolitan Projects

Major Projects Assessment

Department of Planning

GPO Box 39

Sydney NSW 2001

February 07, 2011

Dear Sirs/Madam –

Re: Concept Plan (MPO8_0207 & Project Application (MP10_0219)

Residential development at Avon, Beechworth and Arilla Roads, Pymble

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Regards



Kate Coolican

165

166

21/ January 2011

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

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

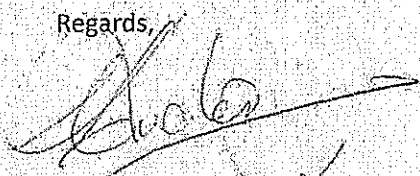
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Regards,


Charles Kinsler
5 Orinoco St
Pymble NSW 2073

167

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,

Mr Thomas (of Pymble)

168

31st January 2011

7 Ashmore Ave
Pymble, NSW
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,

B Jones

Bronwyn Jones

2, Ailla Rd
Pymble 2073
NSW

7th February 2011

Dear Sir/Madam -

Re Concept Plan (MPO8_0207) & Project
Application (MPO_0219) Residential development
at Avon, Beachworth and Ailla Roads Pymble.

I Object to this Project

I am concerned about the number of units
proposed (355) and the height of the buildings (11
and 9 storeys for two of the buildings. This is
unacceptable in this residential area, the proposed
heights are well outside the planning limits.

In the past this developer has increased the
proposed size of the development each time he
has submitted plans and having been rejected
by local council he has by-passed them and
gone directly to the N.S.W. Department of Planning
for their approval.

How can the developer possibly keep the
Blue Gum High Forest intact (which is protected by
N.S.W. and Commonwealth and environmental law)
whilst undertaking a development of this magnitude?
Have a look at the development on the corner of
Avon Road and Pymble Avenue, there are no trees
to be seen, having all been chopped down
during various stages of building. Even trees on
council nature strip were destroyed, developers

don't seem to be concerned about these things. To suggest that adding 355 new apartments will have a minimal impact on local traffic is unrealistic, Beechworth Rd, Avon Rd and Arilla Rd are already congested from P.L.C traffic and commuter parking which now stretches down Avon Rd to Arilla Rd.

The social impacts of the proposed development include significant loss of amenity to neighbouring residents and impact on streetscapes especially of Avon, Arilla and Mayfield roads.

This proposed concept plan is massively over the height, bulk and scale of the local area residences, what is needed is a more realistic development in keeping with the local neighbourhood.

Yours Sincerely
John Adam

JOHN ADAM.

GRAHAM WRIGHT

6 Kimbarra Road
PYMBLE NSW 2073

Tel: 9449 4493

February 2, 2011

Mr Michael Woodland
Director, Metropolitan Projects
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Mr Woodland

Attention: Director Metropolitan Projects

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

I refer to your letter of December 13, 2010 concerning the above proposal.

The purpose of this submission is to object to the project on traffic grounds.

I have not made any reportable political donations in the last two years.

A. Introduction

The traffic consultant (Gennaoui Consulting Pty Ltd) has concluded that the proposed residential development *"is not likely to unduly affect traffic conditions in the surrounding area."*

There are significant deficiencies in the analysis presented by the traffic consultant.

B. General Background

1. The proposed area for development is located between two signalised access points to the Pacific Highway – Beechworth Road and Livingstone Avenue;
2. At the present time there are about 400 residential dwellings, between Pymble Avenue and Sheldon Forest. The proposed development, if it were to go ahead, would add another 355 or so dwellings i.e. an increase of some 90%;
3. Traffic flows in the area are also impacted by two major developments which were in progress at the time of the observations by the consultant but not factored into his report, as follows:
 - the development of 64 new residential units in Clydesdale Place
 - the development of 168 new residential units on the corner of Avon Road and Pymble Avenue;
4. Further residential development can be expected, albeit on a smaller scale, in both the area north of Pymble Avenue, and in the Pymble Avenue/Livingstone Road areas. For example a 21 residential unit development in Everton Road is before the Council;
5. The area also includes Pymble Ladies College, a K-12 educational institution with a total enrollment of some 2000 students and with some 400 staff employed;
6. The consultant reported that *"The major approach route for traffic generated within the study area is the Pacific Highway, a classified National and State Highway, which has a six lane divided carriageway."* The consultant did not mention that a notable feature of the Pacific Highway between Beechworth Road and Livingstone Avenue is that it is restricted by the bridge over the railway lines to just four lanes;
7. The area is subject to three traffic peak periods. The morning peak of 7.15 to 8.15 a.m. includes both general and school traffic. There are two peaks in the afternoon, from 2.45 p.m. to 3.45 p.m.(school traffic) and from 4.30 to 5.30 p.m.

C. Implications of the above background factors

The addition of new traffic on to the roads within the subject area has the potential to create significant additional traffic gridlock. For example;

1. In the morning and afternoon school peaks Avon Road suffers heavy congestion. In the afternoon it may be effectively closed to northbound traffic for 10 – 15 minutes and to southbound traffic for a shorter period because of traffic waiting to enter the school. It appears that the consultant has not recognised, or measured traffic flows during the school related afternoon peak.
2. In the morning peak (and particularly between 7.30 – 8.15 a.m. there are long waits for traffic trying to enter Pacific Highway at both the Beechworth and Livingstone intersections. The consultant notes that *"The signalized intersection of Pacific Highway with Livingstone Avenue operates at a very poor level of service 'F' during the morning peak."*
3. Strangely, although the consultant noted that *"...these two intersections (i.e. Beechworth and Livingstone) have very high degree of saturation with very long queues observed along the Pacific Highway during both peak periods"* it did not occur to him, or he was unwilling to relate this major difficulty to the narrowing of the Highway to just four lanes at the railway bridge;
4. North bound egress from Beechworth Road, although subject to a free turn, is affected by traffic preparing to move to the right lane for a right turn east into Bobbin Head Road. This lane is frequently blocked by other traffic waiting to make the turn;
5. North bound egress from Beechworth Road is further restricted by the two lane railway bridge, frequently preventing fully effective use of the free left north turn on to the Highway during the morning peak;
6. Highway traffic can also be severely compromised in both morning and afternoon peaks because traffic waiting to turn right at Livingstone Avenue banks back across the railway bridge, reducing southbound traffic to a single lane;
7. Although Clydesdale Place enters the Pacific Highway directly, exiting southbound traffic must travel north to Beechworth Road or Bobbin Head Road before it can turn to head south, placing additional pressure on both of these already busy turns;
8. I suggest that the tolerances on the Pacific Highway over the railway bridge are very close to mayhem for through traffic. The more than doubling of residential dwellings (taking the proposed development and the two largely

completed developments referred to above) will almost certainly dramatically escalate the current problems, if this proposal is allowed to proceed;

9. I suspect that the residents of the affected area would be willing to test how the addition of a relatively small number of additional vehicles could bring chaos to traffic on the Highway in peak hours. A demonstration of the impact would surely be preferable to the eventual realisation of the enormity of the problem post development;
10. The consultant reported that *"In 2002, Planning NSW required the provision of a direct link between Beechworth Road and Avon Road. This road was not supported at the time and should not be provided for the following reasons..... interfering with the residential amenity of future residents along it."* One would hope that the Department would have the same interest for the amenity of the residents already living in the subject area as the consultant appears to hold for those who have not yet even considered moving into the area.

D. Conclusions

There are significant deficiencies in the analysis presented by the traffic consultant.

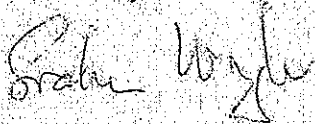
The proposed residential development will unduly affect traffic conditions in the surrounding area.

If significant development is to occur in the subject area road traffic flows must be enhanced by one or some combination of the following;

1. Widening of the Pacific Highway railway bridge at Pymble to five or six lanes;
2. Widening of the Beechworth Road railway bridge to three lanes;
3. The addition of a right hand turn lane on the Pacific Highway to Beechworth Road.

If enhancements along the lines suggested are not made common sense would indicate that the scale of the proposed development is grossly excessive.

Yours sincerely



Graham Wright

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January 2011

David Taylor
51 Beechworth Rd
Pymble NSW 2033

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,

D. A. Taylor

172

31 January 2011

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

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Regards,

V. Kennedy

IRENE KENNEDY

P2, BEECHWORTH ROAD

PYMBLE

NSW 2073