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From: Vicki Waters (Principal) <apender@pmdl.com.au>
To: Simon Truong <simon.truong@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 11/02/2011 2:50 pm
Subject: Online Submission from Vicki Waters (Principal) of Pymble Ladies College ()
Attachments: Submission.pdf

Please see attached

Name: Vicki Waters (Principal)
Organisation: Pymble Ladies College

Address:
Avon Road, Pymble

IP Address: 122-160-130.dsl.connexus.net.au - 203.122.160.130

Submission for Job: #2919 MP08_0207 - Concept Plan for 5 residential building envelopes of 4 to 11 storeys in 5 stages for up to 355 units with underground car parking and landscaped open space/riparian rehabilitation
https://majorprojects.onhiive.com/index.pl?action=view_job&id=2919

Site: #1833 Avon, Beechworth and Arilla Roads, Pymble
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1833

Pymble Ladies' College
PO Box 137
PYMBLE NSW 2073
www.pymbleslc.nsw.edu.au



Principal
Mrs Vicki Waters
MSchM, BEd, DipT, MACEA, MAICD
Telephone: (02) 9855 7799
Facsimile: (02) 9855 7766

Pymble Ladies' College

11 February 2011

The Director of Metropolitan Projects
The NSW Department of Planning
GPO Box 39
SYDNEY NSW 2000

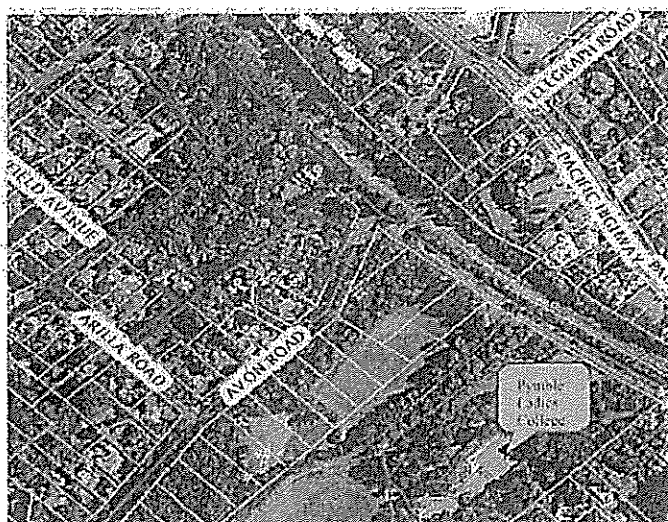
Attention: Michael Woodland

Dear Mr Woodland

**RE: MP08-207 - CONCEPT PLAN - MULTI UNIT HOUSING
1,1A & 5 AVON ROAD, 1 ARILLA ROAD AND 4 & 8 BEECHWORTH ROADS PYMBLE**

Pymble Ladies' College (*Pymble*) has considered the above proposal and has sought separate advice from its Consultant Architect, Town Planner and Traffic Engineer. *Pymble* wishes to express its deep concern with respect to the scale of the proposed development and apparent inconsistencies between the proposed development and the recently adopted KLEP (Town Centres) 2010.

The College is located on 20 hectares of land at the north eastern corner of Avon Road, Pymble. It is located opposite the proposed development in Avon Road. Over the last 5 years and ongoing, there has been a Major Capital Works Program. These works include a proposal before Council to upgrade Avon Road at the College's northern frontage in an attempt to improve traffic flow at the main entrance to the College.



Aerial Map of subject sites & its proximity to Pymble

Pymble has been in continuous occupation of the site since 1916. It enjoys significant status as a College with quality facilities and excellent academic achievements. It has recently spent considerable funds in improving the landscaped environment including bushland management and riparian zone management.

Pymble is concerned that should the development proceed as proposed, the resultant impact with respect to building bulk and scale, insufficient setbacks for the provision of quality landscaping and additional traffic impacts exacerbated by the existing inadequate road infrastructure will be detrimental to the College, its surrounds and its community.

Pymble recognises that the subject site has been zoned to permit Multi-Unit Housing within a R4 Zone with an allowable density of 0.8:1, and to that extent accepts that the subject land will be developed to accommodate multiple dwellings with a potential yield of 210 dwellings. The proposal, with an estimated dwelling yield of 350 dwellings, is well in excess of what is permissible under the R4 Zoning.

The particular concerns of the College are as follows:

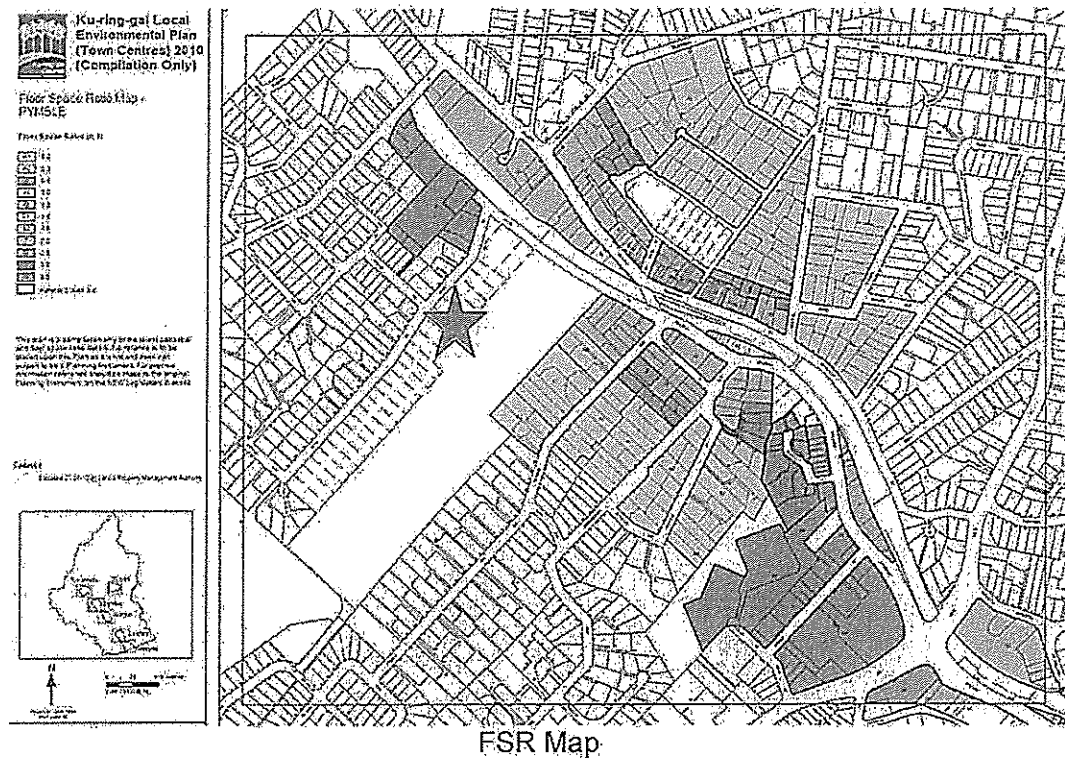
1. Is the proposed development lawful?

Pymble is advised that with the gazettal of KLEP (TC) 2010, the subject site was exempt from the Provisions of SEPP 53 and the Major Development SEPP. It is noted that the Major Development SEPP was amended in June 2010 to omit Clause 15 from Schedule 2, meaning that the subject site no longer enjoyed status as a Major Development to be considered under Part 3A of the Act. *Pymble* intends to seek its own legal advice as to the permissibility of the proposed development.

2. Why is this proposal allowed having regard to the provisions of KLEP (TC) 2010?

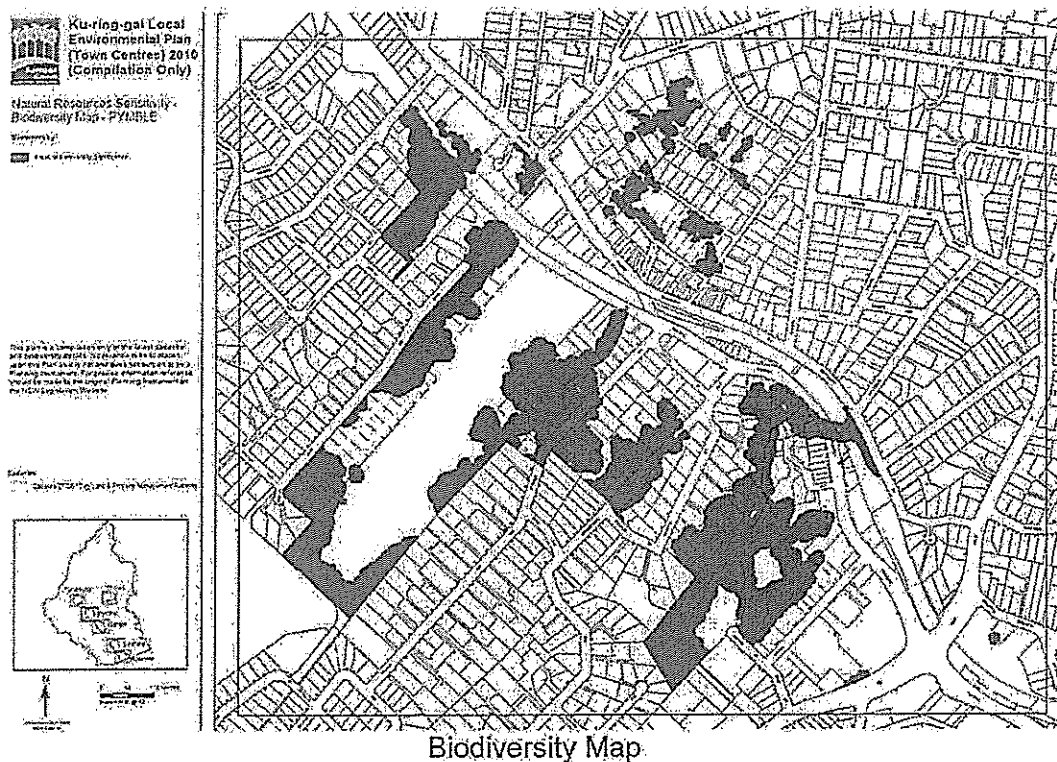
The subject site is zoned R4 under the KLEP (TC) 2010. It has an allowable FSR of 0.8:1. This resultant density is a reflection of the site's sensitivity in terms of protected ecological communities and riparian zones. The current proposal appears to be a significant overdevelopment when compared against the allowable development control as prescribed by the KLEP (TC) 2010.

It is respectfully suggested, that the current application be withdrawn and a new proposal in substantial compliance with the allowable development standards be submitted.



3. Vegetation Management:

Pymble is committed to protection of endangered threatened ecological communities and riparian zones as is demonstrated with the work recently completed and on-going within its premises. *Pymble* would encourage the owners of the subject properties to look to properly identify the environmental constraints on the site and direct attention to protecting these areas. As a start, an up-to-date Arborist and Flora & Fauna Assessment should be undertaken.



4. Design Concept:

Pymble believes that a much better design would result if the scope of the development were to be reduced consistent with the KLEP (TC) 2010 provisions. This would allow buildings to be stepped to the slope of the land and afford greater setbacks and site separations. The current proposal is inadequate in that its proposed setbacks do not allow sufficient area for deep soil dense landscape treatment. The proposal should have a minimum setback of 10.0m and an average front setback of 12.0m.

The street setbacks to Avon Road are only 5.0m to the courtyard walls and as commented above, these setbacks should be increased to 10m and 12m not only from an aesthetic perspective but also a practical use perspective. Further, the proposed building heights are above the allowable heights in the zone (between 5 storeys and 7 storeys) and if approved as proposed, the resultant impact will be out of scale and context with the surrounding residential character.

The College recognises that changes in this locality are occurring and will continue to occur, however, believes that stronger management of this change is warranted by seeking to enforce compliance with the development standards of the KLEP (TC) 2010.

5. Traffic & Access:

Pymble is sufficiently concerned about the condition and construction of Avon Road that it has an application before Council seeking approval to undertake road upgrade and traffic management improvements. These works are to be undertaken at the full cost of the College.

The College Traffic Consultant (Stan Kafes of Colston Budd Hunt & Kafes Pty. Ltd.) has reviewed the proposal and has recommended that if the development is to proceed in any form, then road improvement works are essential. These works are summarised as follows:

In order to improve traffic conditions in the vicinity of the site and to cater for existing and future development traffic, consideration should be given to the following road improvements:

- *Provision of a roundabout at the access driveway and bend near No. 1 Avon Road, including a pedestrian refuge. The roundabout and section of internal access road within the site should be provided in association with the Stage 1 development;*
- *Widen Avon Road to the west of the College access driveway and around the bend to better provide for two vehicles to pass comfortably;*
- *In the short term prior to the widening of Avon Road, consideration could be given to cutting back the overhanging vegetation adjacent to Avon Road and providing 'No Parking' restrictions during the morning and afternoon peak periods, on the northern side of Avon Road, between the College access driveway and the bend;*
- *The two access driveways at No. 5 Avon Road to be restricted to left in and left out;*
- *Provision of 'No Parking' restrictions either side of the access driveway at No. 1 Arilla Road;*
- *Minor widening of the Pacific Highway at its intersection with Livingstone Avenue.*

The full report is attached as Appendix 1.

In conclusion, the College reiterates its view that:

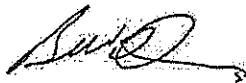
1. the validity of the Development Application is questionable
2. the proposal is excessive and if approved will have significant adverse impacts to the surrounding area in terms of the traffic impacts and poor traffic conditions of Avon Road;
3. updated flora and fauna and traffic studies should be undertaken to address shortcomings in the proposal; and
4. the Applicant should be required to withdraw the current application and re-submit an application in compliance with the KLEP (TC) 2010.

The College recognises that there will be multi-unit housing development in this location, however, if the proposal is to proceed, it should only do so after further consultation between the College, the Applicant and the Department.

Yours sincerely



Vicki L Waters
PRINCIPAL



Braith Williams
CHAIRMAN OF THE COLLEGE COUNCIL

APPENDIX 1

Aerial Map of subject sites and proximity to PLC

Aerial map of subject sites and proximity to PLC



APPENDIX 2

Traffic & Parking Review

Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: SK/8159/ek.

Transport Planning
Town Planning
Retail Studies

7 February, 2011

Pymble Ladies College
c/- PMDL Architecture and Design
PO Box 1465
CROWS NEST NSW 2065

Attention: Andrew Pender
Email: apender@pmdl.com.au

Dear Sir,

RE: TRAFFIC AND PARKING REVIEW OF PROPOSED RESIDENTIAL DEVELOPMENT AT AVON ROAD AND BEECHWORTH ROAD, PYMBLE

1. As requested, we have reviewed the traffic and parking aspects of the proposed residential development on the subject site and reviewed traffic conditions on the surrounding road network. We have reviewed the traffic and parking report⁽¹⁾ prepared for the Part 3A application as well as reviewed the concept plans.
2. The review of the traffic and parking aspects of the proposed development is set down through the following sections:-
 - proposed development;
 - parking provision;
 - access arrangements;
 - car park layout and internal circulation;
 - traffic effects; and
 - suggest road improvements.

⁽¹⁾ "Proposed Residential Development Avon Road, Pymble, Parking and Traffic Report", November 2009, Gerinobau Consulting Pty Ltd.

Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: SK/8159/ek

Transport Planning
Town Planning
Retail Studies

7 February, 2011

Pymble Ladies College
c/- PMDL Architecture and Design
PO Box 1465
CROWS NEST NSW 2065

Attention: Andrew Pender
Email: apender@pmdl.com.au

Dear Sir,

RE: TRAFFIC AND PARKING REVIEW OF PROPOSED RESIDENTIAL DEVELOPMENT AT AVON ROAD AND BEECHWORTH ROAD, PYMBLE

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 - parking provision;
 - access arrangements;
 - car park layout and internal circulation;
 - traffic effects; and
 - suggest road improvements.

⁽¹⁾ "Proposed Residential Development Avon Road, Pymble, Parking and Traffic Report", November 2009, Genoaui Consulting Pty Ltd

Colston Budd Hunt & Kafes Pty Ltd

Proposed Development

3. The site is bounded by Beechworth Road, Mayfield Road, Arilla Road, Avon Road and the North Shore Railway Line, Pymble. The site is part of the Pymble Town Centre and is zoned for high density residential. The redevelopment of the site for high density residential is therefore permissible.
4. The proposed development is for approximately 350 residential units to be provided within five separate modular buildings. The traffic report which supported the application has assessed an upper limit for the development of 400 two bedroom units.
5. The overall development would proceed in five stages with Stage 1 comprising some 51 units (including 22 one bedroom units, 22 two bedroom units and 7 three bedroom units).
6. Access to the site will be provided from Avon Road, Beechworth Road and Arilla Road.

Parking Provision

7. The Ku-ring-gai Development Control Plan (Town Centres) 2010 sets out the following parking ranges for residential flat buildings:-
 - studio unit - 0 to 0.5 spaces per unit;
 - one bedroom unit - 0.7 to 1 space per unit;
 - two bedroom unit - 1 to 1.25 spaces per unit;
 - three bedroom unit - 1 to 2 spaces per unit; and
 - visitor parking - 1 space per four units or part thereof.
8. Application of these rates to the proposed Stage 1 development results in a required car parking provision of 58 to 77 spaces, comprising some 45 to 64 residential spaces and 13 visitor spaces. The proposed Stage 1 development provides 86 parking spaces, comprising 71 residential spaces and 15 visitor spaces. This provision exceeds Council's DCP requirement.

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9. It is noted that tandem parking is also provided for 32 vehicles (16 paired spaces) on basement level B2. Tandem spaces should be allocated to a single unit. However, the tandem spaces exceed the proposed number of three bedroom units and two bedroom unit permitted to provide two spaces within the Stage 1 building.
10. It is therefore recommended that on-site parking be modified, including the tandem parking spaces, to comply with Council's DCP (Town Centres) 2010 requirements.
11. In addition Ku-ring-gai DCP 2010 also requires the following bicycle parking provision for the development:-
 - one bicycle parking space per five units for residents;
 - one bicycle parking space per 10 units for visitors.
12. Application of these rates to the proposed Stage 1 development results in a required bicycle parking provision of 16 bicycle spaces. Bicycle parking for Stage 1 and the overall development should be provided in accordance with Council's DCP 2010.

Access Arrangements

13. Access to the site will be provided from Avon Road, Beechworth Road and Arilla Road. These access arrangements include:-

Access at No. 1 Avon Road

- This access involves the removal of a house and garage. Adequate sight distance exists to the south and east respectively for a vehicle emerging from the proposed driveway to an oncoming vehicle. Vehicles right turning into the site will have to do so at the right angle bend where the proposed access will be situated. This would restrict the free flow of northbound traffic along Avon Road. The provision of a roundabout at the bend near No. 1 Avon Road would improve access to the site as well as providing opportunities for vehicles currently u-turning in the driveway. Consideration should also be

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given to incorporate a pedestrian refuge in conjunction with the roundabout.

- A review of traffic condition along Avon Road on approach to the bend and the proposed access driveway found that it provides a two-way road with kerbside parking permitted clear of intersections. The carriageway is relatively narrow in this section of road and parking is permitted around the bend in Avon Road.
- Commuter parking dominates large sections of Avon Road particularly to the west of the College access driveway. Also, extensive overhanging vegetation exists along the northern side of Avon Road from within the railway corridor. Combining the extent of commuter parking and overhanging vegetation, with the narrow carriageway of Avon Road between the College access and the bend results in limited opportunities for two vehicles to pass along this section of road. This results in unsafe traffic conditions.
- In order to address this arrangement and improve passing opportunities in Avon Road, Pymble Ladies College has lodged an application with the Ku-ring-gai Council to improve traffic arrangements along Avon Road. The proposed traffic management plan includes the widening of Avon Road at the College access driveway, reducing the extent of overhanging vegetation, providing two westbound traffic lanes in Avon Road past the College access driveway and implementing "No Parking" restrictions during the morning and afternoon peak periods on the northern side of Avon Road between the College driveway and the bend.
- In association with the Part 3A application for the proposed residential development and in order to provide for existing and future development traffic, further consideration should be given to improving traffic conditions along Avon Road. Consideration should be given to widening Avon Road between the College access driveway and the proposed roundabout to be located at the bend in Avon Road. This will improve traffic arrangements for local traffic and to provide appropriate passing arrangements with one clear traffic lane and one parking lane in each direction, clear of intersections.

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Access at No. 5 Avon Road

- Two driveways are proposed to provide access to the Stage 1 building. The northern driveway is considered too close to the bend in Avon Road to provide for right turning movements. The southern driveway has sight distances of some 45 metres and 65 metres to the south and north respectively for a vehicle emerging from the proposed driveway to an oncoming vehicle. Sight distance to the south is restricted by a curve in the road and overhanging vegetation, while sight distance to the north is restricted by the right angle bend.
- Entering vehicles turning right into the site at this location would have difficulty sighting northbound vehicles travelling along Avon Road. Whilst the available sight distance to/from the southern driveway meets the minimum requirements under the Austroads Guidelines, it is suggested that access driveways servicing the Stage 1 building (at No. 5 Avon Road) should be restricted to left in and left out movements only. Right turn movements could be accommodated at the proposed roundabout at No. 1 Avon Road.

Access at No. 4 Beechworth Road

- This driveway will be situated no less than 50 metres from the railway bridge. At this location it would have clear sight distance from both directions for a vehicle emerging or entering the proposed driveway to an oncoming vehicle.

Access at No. 1 Arilla Road

- This driveway location has adequate clear sight distance to the west and east respectively for a vehicle emerging or entering the proposed driveway to an oncoming vehicle. Arilla Road has a 9.3 metre carriageway at this location. It is suggested that "No Parking" restrictions be introduced either side of the driveway to improve access arrangements.

14. The combined entry and exit driveways onto the adjacent streets accessing the proposed development should be provided in accordance with the

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Council's requirements and the Australian Standard for Off-Street car parking facilities (AS2890.1-2004).

Car Park Layout and Internal Circulation

15. On-site parking will be providing within basement parking beneath the respective buildings. The basement car parking arrangements should be designed to comply with the Australian Standard AS2890.1-2004, with respect to parking bay dimensions, ramp widths, ramp grades, aisle widths, height clearances and column locations.
16. Our review of the Stage 1 car parking arrangement found that they generally comply with the Australian Standard AS2890.1-2004 and are considered appropriate.
17. In regards to the internal circulation roads within the site, these roads should provide a minimal road width of 6.5 metres plus 300mm clearances either side, and should cater for the swept path of the largest design vehicle circulating through the site. Additional road width will be required at intersections and bends in the road and where indented visitor parking is proposed.
18. It is understood that on-site provision will be made for service vehicles and garbage trucks. These vehicles will be accommodated on the internal circulation road, which should be designed to cater for small to medium rigid trucks and Council's contract garbage truck.
19. Overall, subject to detailed design of the concept development scheme, access arrangements, internal layout, circulation and garbage collection, are considered appropriate and capable of providing for these measures in accordance with the Australian Standards.

Traffic Effects

20. Our review of the traffic effects of the proposed development generally concur with the findings of the traffic report that supported the Part 3A application. That report found that the surrounding road network with some minor modifications will be able to cater of the proposed development traffic.

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21. It has been identified that minor capacity improvements at the intersection of the Pacific Highway and Livingstone Avenue are required. These improvements include a widening of the northern side of the Pacific Highway through the intersection to provide 3 northbound lanes. It is understood that these works have been scheduled and costed in the Kuring-gai Contribution Plan (2010).

Suggested Road Improvements

22. In order to improve traffic conditions in the vicinity of the site and to cater for existing and future development traffic, consideration should be given to the following road improvements:-

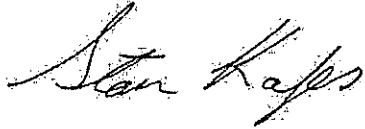
- provision of a roundabout at the access driveway and bend near No. 1 Avon Road, including a pedestrian refuge. The roundabout and section of internal access road within the site should be provided in association with the Stage 1 development;
- widen Avon Road to the west of the College access driveway and around the bend to better provide for two vehicles to pass comfortably;
- in the short term prior to the widening of Avon Road, consideration could be given to cutting back the overhanging vegetation adjacent to Avon Road and providing "No Parking" restrictions during the morning and afternoon peak periods, on the northern side of Avon Road, between the College access driveway and the bend;
- the two access driveways at No. 5 Avon Road to be restricted to left in and left out;
- provision of "No Parking" restrictions either side of the access driveway at No. 1 Arilla Road;
- minor widening of the Pacific Highway at its intersection with Livingstone Avenue.

Colston Budd Hunt & Kafes Pty Ltd

23. We trust this provides the information you require. If you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD HUNT & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'S. Kafes', written in a cursive style.

S. Kafes
Director

Barry O'Farrell MP

State Member for Ku-ring-gai



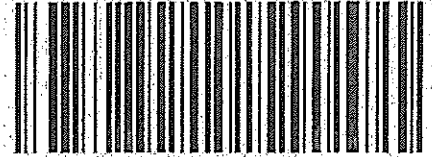
28 January 2011

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

Department of Planning
Received

14 FEB 2011

Scanning Room



PCU019469

174

Dear Sir/Madam,

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

I write in relation to the above development to indicate my strong opposition to the proposal.

At the outset, and having seen advice prepared by Ku-ring-gai Council, I question the eligibility of this application to be considered as a Part 3A Development given the gazettal of the Ku-ring-gai Town Centres LEP. However, I am writing separately to the Director General on this issue

However, my specific concerns about this proposal centre on the following issues:

- (1) Location: the site is not directly adjacent the Pacific Highway and as a result traffic access will be through adjoining residential streets (see below). In this respect it will have a significantly greater impact upon adjoining residents than other Pacific Highway developments within Ku-ring-gai;
- (2) Traffic: the area is currently subject to significant traffic volumes during weekdays, especially associated with a local school and recently opened medium density developments. This development would significantly worsen the problem.

It would also increase pressure on the Beechworth Road and Livingstone Avenue intersections with the Pacific High – the only direct access for people wanting to head east out of the precinct. I note the Livingstone Avenue intersection is already over capacity, especially during the morning peak period.

Working for our community



There is also concern that the traffic study that supports the application was undertaken before the opening of the Avon Road development. Residents advise that traffic on local streets has increased noticeably since the people began moving into this development.

I also note that, despite the intensive development planned for Pymble under the Ku-ring-gai Town Centre LEP, there have been no plans outlined (or funded) to address the future of the Pacific Highway at Pymble Bridge/Livingstone Avenue, including a longterm solution to address the existing problems at the Livingstone Avenue/Pacific Highway intersections.

- (3) Size: The bulk and height of the development is inappropriate given the site, environmental concerns and surrounding residential neighbourhood.

The proposed development exceeds NSW Planning's 2003 height limits by more than 100% and appears to ignore the Director General's 11 February 2009 letter in relation to height, bulk, scale, impact on views and overshadowing of adjoining sites and locality.

- (4) Environmental impact: This is a significant and sensitive site with Blue Gum High Forest and a riparian zone. Both would be threatened should the development proceed. Residents have also highlighted the likely increase in run-off after rain and the impact this will have on properties on the west of the development.

- (5) Heritage: Concerns have been raised about the possible demolition of a heritage Stationmasters cottage, next to the rail line, off Avon Road. Residents are fearful that an important part of local history will disappear.

- (6) Building impact: given the nature of the site and the surrounding streets, it is clear that the construction impact upon local residents will be significantly greater than with most other sites – and over an extended period of time.

Yours sincerely



Barry O'Farrell

Online Submission from Amardeep Toor (object)

**Against - Annex Website Submissions for job MP08_0207
- Concept Plan for 5 residential building envelopes of 4 to
11 storeys in 5 stages for up to 355 units with underground
car parking and landscaped open space/riparian
rehabilitation**

I STRONGLY 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 development in this 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 are nearby the train. And even the developments in Clydesdale for example are no more than 7 storey high at the railway line frontage.

You should also consider the impact on traffic around these roads with such a huge development, specially at peak times for Pymble Ladies College drop-off - this development will create a major traffic gridlock every morning.

Name: Amardeep Toor

Address:
A1 Arilla Road
Pymble NSW 2073

IP Address: cpe-143-238-118-153.lns11.clt.bigpond.net.au - 143.238.118.153

Submission for Job: #2919 MP08_0207 - Concept Plan for 5 residential building envelopes of 4 to 11 storeys in 5 stages for up to 355 units with underground car parking and landscaped open space/riparian rehabilitation
https://majorprojects.onhiive.com/index.pl?action=view_job&id=2919

Site: #1833 Avon, Beechworth and Arilla Roads, Pymble
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1833

Status: Actioned on 09/02/2011

From: Brian Morelli <brianmorelli@optusnet.com>
To: Simon Truong <simon.truong@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 19/01/2011 2:39 pm
Subject: Online Submission from Brian Morelli ()

The approval for the addition of 355 units in Avon Road to the recently completed unit complex also in Avon Road coupled with the patronage to the Avondale Golf Club would ridicule the title of Planning by the NSW Government. The single lane roads barely cope with the Presbyterian Ladies College traffic with residents movements now. An approval would be a dereliction of responsible government and create a third world environment of cramped living and social standards.

Name: Brian Morelli

Address:
5 Greenway Drive Pymble

IP Address: c220-239-63-7.belrs4.nsw.optusnet.com.au - 220.239.63.7

Submission for Job: #2919 MP08_0207 - Concept Plan for 5 residential building envelopes of 4 to 11 storeys in 5 stages for up to 355 units with underground car parking and landscaped open space/riparian rehabilitation
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Site: #1833 Avon, Beechworth and Arilla Roads, Pymble
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1833

From: Caroline Oesterheld <aoesterh@bigpond.net.au>
To: Simon Truong <simon.truong@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 1/02/2011 5:05 pm
Subject: Online Submission from Caroline Oesterheld of Resident (object)

I wish to lodge an objection in the strongest terms to the above development proposal for the following reasons:

- 1) as a local resident we have already noticed a tremendous increase in traffic congestion with the development at the top of Pymble Ave, and this proposal will only make it worse. The traffic banks up in this area as there are over 2000 students attending PLC and in the morning peak, traffic banks from the RHT at Pacific Hwy, down Livingstone Ave, Everton St and Avon Rd.
- 2) The train carriages from Pymble Station are already overcrowded at peak times and there are less services as trains which used to travel north are now diverted via Macq Pk to Epping and Hornsby.
- 3) Commuter and resident cars park on both sides of the two lane Avon Rd and currently restrict traffic flow. This development will only make it worse, particularly on school days.
- 4) The access from this area of Pymble to Pacific Hwy is quite restricted as the only access streets are Beechworth and Livingstone Aves. Many commuters use Livingstone Ave as a "rat run" in peak times and cause congestion at the Pacific Hwy intersection.
- 5) The height, bulk and scale of the proposed development is not in keeping within the context of this area - being single storey dwellings.

Name: Caroline Oesterheld
Organisation: Resident

Address:
51 Livingstone Ave

Pymble 2073

IP Address: cpe-144-132-203-158.nsw.bigpond.net.au - 144.132.203.158

Submission for Job: #2919 MP08_0207 - Concept Plan for 5 residential building envelopes of 4 to 11 storeys in 5 stages for up to 355 units with underground car parking and landscaped open space/riparian rehabilitation

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Site: #1833 Avon, Beechworth and Arilla Roads, Pymble
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1833

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From: Dr John Vassiliadis <johnrachel@optusnet.com.au>
To: Simon Truong <simon.truong@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 31/01/2011 4:40 pm
Subject: Online Submission from Dr John Vassiliadis of Self (object)

I object to the following project for the following reasons:

1. The number of units proposed are excessive and do not fit into the general residential area which is essentially single dwelling houses
2. The proposed heights are well outside the planning limits that apply to the site as discussed in the environment assessment
3. The loss of value to residents adjacent to such a large development
4. The increase to traffic along Avon Road. Avon Road is already congested due to PLC traffic and commuter parking. This development will only to serve to increase the traffic, there is no plan to accommodate the increase in traffic
5. There is no infrastructure plan for kerb and guttering, footpaths and energy requirements to accommodate such a large development

Name: Dr John Vassiliadis
Organisation: Self

Address:
11 Barclay Close Pymble

IP Address: c220-239-61-66.belrs4.nsw.optusnet.com.au - 220.239.61.66

Submission for Job: #2919 MP08_0207 - Concept Plan for 5 residential building envelopes of 4 to 11 storeys in 5 stages for up to 355 units with underground car parking and landscaped open space/riparian rehabilitation
https://majorprojects.onhiive.com/index.pl?action=view_job&id=2919

Site: #1833 Avon, Beechworth and Arilla Roads, Pymble
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1833

Online Submission from Enn Truupold (object)

Against - Annex Website Submissions for job MP10_0219 - Stage 1 construction of a 4 to 6 storey residential flat building

I object to the Project Application (MP10_0219) on the same grounds as I object to the associated Concept Plan (MP08_0207), namely:

? The area in which the proposed Project is located, being bounded by Avon Road, Avondale Golf Club, and Sheldon Forest has only two possible exits to the Pacific Highway, Beechworth Road and Livingstone Road. Long morning peak hour queues are already fairly common at those exits. The addition of the proposed 355 units to the area is certain to make this situation worse.

? The traffic report done in 2009 leading to the conclusion that the proposed development would not significantly affect traffic conditions was inadequate, and is already out of date because of additional units built in Pymble avenue and clydesdale place.

? The Pymble rail station is inadequate to cope with the increased number of passengers, and lacks facilities for the disabled.

? With the additional residents in the proposed development parking facilities at Pymble station and shopping precinct would be even more strained than they are at present.

? The proposed buildings up to 11 floors in height are visually out of place amongst the existing predominantly single storey residences on and adjacent to that site. Such height appears to be completely unjustified considering the distance from the rail station, particularly of the buildings at Beechworth Road. Also, the height of 11 floors suggests a height about 4 metres higher than the limit specified in SEPP53.

Name: Enn Truupold

Address:

10/1208 Pacific Hwy, Pymble NSW, 2073

IP Address: 28.346.dsl.syd.iprimus.net.au - 211.27.53.28

Submission for Job: #4403 MP10_0219 - Stage 1 construction of a 4 to 6 storey residential flat building

https://majorprojects.onhiive.com/index.pl?action=view_job&id=4403

Site: #1833 Avon, Beechworth and Arilla Roads, Pymble

https://majorprojects.onhiive.com/index.pl?action=view_site&id=1833

Status: Actioned on 06/02/2011

From: Enn Truupold <ennt@iprimus.com.au>
To: Simon Truong <simon.truong@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 6/02/2011 10:09 am
Subject: Online Submission from Enn Truupold (object)

I object to the Concept Plan (MP08_0207) for the following reasons:

? The area in which the proposed Project is located, being bounded by Avon Road, Avondale Golf Club, and Sheldon Forest has only two possible exits to the Pacific Highway, Beechworth Road and Livingstone Road. Long morning peak hour queues are already fairly common at those exits. The addition of the proposed 355 units to the area is certain to make this situation worse.

? The traffic report done in 2009 leading to the conclusion that the proposed development would not significantly affect traffic conditions was inadequate, and is already out of date because of additional units built in Pymble avenue and clydesdale place.

? The Pymble rail station is inadequate to cope with the increased number of passengers, and lacks facilities for the disabled.

? With the additional residents in the proposed development parking facilities at Pymble station and shopping precinct would be even more strained than they are at present.

? The proposed buildings up to 11 floors in height are visually out of place amongst the existing predominantly single storey residences on and adjacent to that site. Such height appears to be completely unjustified considering the distance from the rail station, particularly of the buildings at Beechworth Road. Also, the height of 11 floors suggests a height about 4 metres higher than the limit specified in SEPP53.

Name: Enn Truupold

Address:
 10/1208 Pacific Hwy, Pymble NSW, 2073

IP Address: 28.346.dsl.syd.iprimus.net.au - 211.27.53.28

Submission for Job: #2919 MP08_0207 - Concept Plan for 5 residential building envelopes of 4 to 11 storeys in 5 stages for up to 355 units with underground car parking and landscaped open space/riparian rehabilitation

https://majorprojects.onhiive.com/index.pl?action=view_job&id=2919

Site: #1833 Avon, Beechworth and Arilla Roads, Pymble
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1833

Online Submission from Enn Truupold (object)

Against - Annex Website Submissions for job MP08_0207 - Concept Plan for 5 residential building envelopes of 4 to 11 storeys in 5 stages for up to 355 units with underground car parking and landscaped open space/riparian rehabilitation

I object to the Concept Plan (MP08_0207) for the following reasons:

? The area in which the proposed Project is located, being bounded by Avon Road, Avondale Golf Club, and Sheldon Forest has only two possible exits to the Pacific Highway, Beechworth Road and Livingstone Road. Long morning peak hour queues are already fairly common at those exits. The addition of the proposed 355 units to the area is certain to make this situation worse.

? The traffic report done in 2009 leading to the conclusion that the proposed development would not significantly affect traffic conditions was inadequate, and is already out of date because of additional units built in Pymble avenue and clydesdale place.

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? The proposed buildings up to 11 floors in height are visually out of place amongst the existing predominantly single storey residences on and adjacent to that site. Such height appears to be completely unjustified considering the distance from the rail station, particularly of the buildings at Beechworth Road. Also, the height of 11 floors suggests a height about 4 metres higher than the limit specified in SEPP53.

Name: Enn Truupold

Address:
10/1208 Pacific Hwy, Pymble NSW, 2073

Status: Actioned on 06/02/2011

From: gerda cohen <gerdamcohen@iinet.net.au>
To: Simon Truong <simon.truong@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 28/01/2011 4:57 pm
Subject: Online Submission from gerda cohen of residence ratepayer (object)

Whatever the proposal suggests, that there will be minimal impact on local traffic is an absolute non true statement. Council is being less than honest with the affected residence and ratepayers. The council's action is an insult to the intelligence of your ratepayers, who do not agree to such extended developments.

Why have you become our enemies?

Name: gerda cohen
Organisation: residence ratepayer

Address:
34 Banks Av. Turramurra

IP Address: 124-171-12-52.dyn.iinet.net.au - 124.171.12.52

Submission for Job: #4403 MP10_0219 - Stage 1 construction of a 4 to 6 storey residential flat building
https://majorprojects.onhiive.com/index.pl?action=view_job&id=4403

Site: #1833 Avon, Beechworth and Arilla Roads, Pymble
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1833

Online Submission from gerda cohen of residence ratepayer (object)

Against - Annex Website Submissions for job MP10 0219 - Stage 1 construction of a 4 to 6 storey residential flat building

Whatever the proposal suggests, that there will be minimal impact on local traffic is an absolute non true statement. Council is being less than honest with the affected residence and ratepayers. The council's action is an insult to the intelligence of your ratepayers, who do not agree to such extended developments.
Why have you become our enemies?

Name: gerda cohen
Organisation: residence ratepayer

Address:
34 Banks Av. Turramurra

IP Address: 124-171-12-52.dyn.iinet.net.au - 124.171.12.52

Submission for Job: #4403 MP10_0219 - Stage 1 construction of a 4 to 6 storey residential flat building
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Site: #1833 Avon, Beechworth and Arilla Roads, Pymble
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1833

Actioned on 28/01/2011