

**From:** JOHN SUTTON <jsutton2@gmail.com>  
**To:** Simon Truong <simon.truong@planning.nsw.gov.au>  
**CC:** <assessments@planning.nsw.gov.au>  
**Date:** 23/01/2011 12:23 pm  
**Subject:** Online Submission from JOHN SUTTON (object)

For MP08 0207 and MP10 0209 the Parking & Traffic Report should be revised since vehicular counts were recorded in May, 2009.

I note that the increase in the traffic volume and flow associated with the completion of the major Meriton development in the vicinity of PLC cannot have been considered in the report.

Since May, 2009 additional residential developments that have been completed and additional developments currently planned and/or under construction shall have a significant impact on traffic volumes and flow on the Pacific Highway at the time the proposed developments are completed.

The developments to which I refer are situated on or near the Pacific Highway between Chatswood and Wahroonga.

Traffic volume and traffic flow may not be linear related functions when considering margin increases in traffic volume.

For the impact on traffic flow as a consequence of the proposed Concept Plan and Project Application, a revised report should include a study concerning increased travel times between relevant sections of the Pacific Highway (between Chatswood and Wahroonga) and between intersections relevant to the developments, at peak hour periods.

As reported by the media, social dislocation and economic cost owing to increased traffic congestion is now a concern for all community in the Sydney area.

Until State Planning and/or the RTA have developed plans to control increases in traffic flow and volume on the Pacific Highway between Chatswood and Wahroonga this proposed development subject to Part 3A should not be given Ministerial consent.

Furthermore, owing to the proposed Concept Plan and Project Application locations, I object to the floor space volume and overall height of the developments.

Name: JOHN SUTTON

Address:  
32/1208 PACIFIC HIGHWAY

PYMBLE

IP Address: cpe-58-166-76-69.inse5.cht.bigpond.net.au - 58.166.76.69

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

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**From:** Judith Anne Read <judiread@bigpond.com>  
**To:** Simon Truong <simon.truong@planning.nsw.gov.au>  
**CC:** <assessments@planning.nsw.gov.au>  
**Date:** 16/01/2011 2:26 pm  
**Subject:** Online Submission from Judith Anne Read (object)

I would like to object to this roject in its present form; 1) there is no precedent for an 11 storey development or any height neat that it is too high and will tower above every other buildingin the areaand overlook homes and devalue other property 2) traffic Avon Rd, it is not a good argument to say the traffic in Avon Ave is already bad due to PLC so that making it worse by 10%(their estimate) is not a problem. The traffic is a problem and there needs to be suitable solution. 3) I would prefer the development that has an access road on the developers land linking both entrances and exits. This will cut down on increased traffic in Mayfair an Arilla which already have traffic problems due to PLC. I notice the developers least favour this plan probably because it reduces the land they can build on. Not my problem.

Name: Judith Anne Read

Address:  
9 Myoora St

Pymble 2073

IP Address: cpe-58-167-89-63.inse5.ken.bigpond.net.au - 58.167.89.63

Submission for Job: #4403 MP10\_0219 - Stage 1 construction of a 4 to 6 storey residential flat building  
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**From:** Lynne WARD <wardlynn@yahoo.com.au>  
**To:** Simon Truong <simon.truong@planning.nsw.gov.au>  
**CC:** <assessments@planning.nsw.gov.au>  
**Date:** 4/01/2011 7:35 pm  
**Subject:** Online Submission from Lynne WARD of RESIDENT (object)

I object as the impact of the size of the development is excessive for the surrounding area - also infrastructure problems will be created due to the additional motor vehicle useage on the existing roads and lack of public transport facilities at Pymble station - at the moment rail passengers are not able to be serviced due to lack of peak hour services and the need to wait for trains to arrive with available space due to over crowding. Transport to the city by rail will be severley strained further. In the mornings currently, there is a traffic jam in Avon road, from early morning to 9.00am with PLC parents dropping off their children. Additional cars in the area will made the roads worse. Traffic from Beechworth Road entering onto the Pacific Highway, will be increased and the timing of the traffic lights will need to be altered which in turn will create further chaos on the Pacific Highway with traffic jams, which now stretch from Gordon to Turramurra. Shopping facilities at Pymble are not large and with the additional units now built and in the future will not service the area. There are no parking spaces for shoppers and rail transport. No supermarkets, no butcher. The station does not have facilities for disabled passengers. The area at the moment is at capacity and any additional residents to the area to the extent of the proposed development will overburden what is available now.

Name: Lynne WARD  
Organisation: RESIDENT

Address:  
16/1208 Pacific Highway

PYMBLE NSW 2073,

IP Address: cpe-138-217-212-21.lns1.fli.bigpond.net.au - 138.217.212.21

Submission for Job: #4403 MP10\_0219 - Stage 1 construction of a 4 to 6 storey residential flat building  
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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,

A handwritten signature in dark ink, appearing to read "Eugene Ward".

UNIT 16 / 1208 PACIFIC HIGHWAY  
PYMBLE 2075

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**From:** Maureen K Truupold <ennt@iprimus.com.au>  
**To:** Simon Truong <simon.truong@planning.nsw.gov.au>  
**CC:** <assessments@planning.nsw.gov.au>  
**Date:** 6/02/2011 10:11 am  
**Subject:** Online Submission from Maureen K 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: Maureen K 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](https://majorprojects.onhiive.com/index.pl?action=view_job&id=2919)

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[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=1833](https://majorprojects.onhiive.com/index.pl?action=view_site&id=1833)

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**From:** Oliver Ivanac <oivanac@csr.com.au>  
**To:** Simon Truong <simon.truong@planning.nsw.gov.au>  
**CC:** <assessments@planning.nsw.gov.au>  
**Date:** 18/01/2011 2:38 pm  
**Subject:** Online Submission from Oliver Ivanac (object)

To Whom it May Concern,

The total number of units planned (355) and the height of the buildings (11 and 9 storeys for two of the buildings) are inappropriate for a single residential area.

It should be noted that the proposed heights are well outside the planning limits that apply to the site as discussed in the Environmental Assessment.

The comparisons with units located on the Pacific Highway corridor or near the railway tunnel are invalid. These are either close to a main road or nearby the station. Even the developments in Clydesdale Place, for example, are no more than 7 storeys high right next to the railway line.

The developer has increased the size of this development every submission (over many years) and now the number of units is 355!

A more realistic development keeping in tune with the local neighbourhood is needed, not one that will create numerous problems associated with traffic congestion and destroy the unique character of the area with a totally absurd proposal!

Regards

Oliver Ivanac

Name: Oliver Ivanac

Address:  
8 Kimbarra Rd. Pymble 2073

IP Address: - 203.47.149.66

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

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**From:** Peter WARD <wardpeter2000@yahoo.com.au>  
**To:** Simon Truong <simon.truong@planning.nsw.gov.au>  
**CC:** <assessments@planning.nsw.gov.au>  
**Date:** 4/01/2011 7:36 pm  
**Subject:** Online Submission from Peter WARD of RESIDENT (object)

I object as the impact of the size of the development is excessive for the surrounding area - also infrastructure problems will be created due to the additional motor vehicle useage on the existing roads and lack of public transport facilities at Pymble station - at the moment rail passengers are not able to be serviced due to lack of peak hour services and the need to wait for trains to arrive with available space due to over crowding. Transport to the city by rail will be severley strained further. In the mornings currently, there is a traffic jam in Avon road, from early morning to 9.00am with PLC parents dropping off their children. Additional cars in the area will made the roads worse. Traffic from Beechworth Road entering onto the Pacific Highway, will be increased and the timing of the traffic lights will need to be altered which in turn will create further chaos on the Pacific Highway with traffic jams, which now stretch from Gordon to Turramurra. Shopping facilities at Pymble are not large and with the additional units now built and in the future will not service the area. There are no parking spaces for shoppers and rail transport. No supermarkets, no butcher. The station does not have facilities for disabled passengers. The area at the moment is at capacity and any additional residents to the area to the extent of the proposed development will overburden what is available now.

Name: Peter WARD  
Organisation: RESIDENT

Address:  
16/1208 Pacific Highway

PYMBLE NSW 2073,

IP Address: cpe-138-217-212-21.lns1.fli.bigpond.net.au - 138.217.212.21

Submission for Job: #4403 MP10\_0219 - Stage 1 construction of a 4 to 6 storey residential flat building  
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**From:** Richard Bennett <richard.bennett@bupa.com.au>  
**To:** Simon Truong <simon.truong@planning.nsw.gov.au>  
**CC:** <assessments@planning.nsw.gov.au>  
**Date:** 18/01/2011 6:59 pm  
**Subject:** Online Submission from Richard Bennett (object)

18/01/2011

I object to this and the related proposal (MP08\_0207 & MP10\_2019) for the following reasons:

- The number of units and height of buildings I believe are not in keeping with either the existing neighbourhood or indeed other unit blocks that have been developed in the area. The size of this complex represents pure greed in the extreme and is not of benefit to anyone other than the developer himself.

- This submission has been blocked on a number of occasions in the past as a result of environmental concerns. I do not see that the environmental landscape has changed significantly during this period to warrant a change in position now.

- The traffic assessment is invalid as it was conducted prior to the completion and population of a the "Ironbark" development next to PLC. The traffic created by this development would have a significant impact on any traffic assessment if conducted now.

- In comparison with other units located on the pacific highway corridor this development is further away from either the main road or nearby stations.

- If the developer believes that this development supports town planning and use of existing infrastructure such as Rail. Then there should not be a requirement for car parking facilities anyway - remove that and you remove the traffic problems. Include it then please perform the necessary infrastructure changes to accomodate this.

- The developer assumes in regards to sight lines that all trees that are left to exist will never be damaged, vandalised or die for what ever cause. Should something go then the local residents will very quickly be left with a white elephant.

- Recent research shows that there is little desire or need for such a property on the north shore where many developments have not been filled - I would like to see the proven demand statistics for additional residential housing at this price in the area and the population rates of similar properties in the area before I consider warranting further development. The world has changed since the first applications were

submitted around this site.

Please note - I am not a supporter of any Australian political party however I cannot help but think that the timing of this application is suspicious and can only imagine that is a result of concerns around change in state government - hence this represents in many ways a last chance before it is slammed and a member for Kur-ing-gai gets sworn in. (Let's not make this a painful legacy that could have been avoided just a couple of months later). Where is the local government guts to stand up for this rather than rely purely on the local populace to make a stand.

Regards

Richard Bennett

Name: Richard Bennett

Address:  
21 Beechworth Road

Pymble 2073

IP Address: - 202.90.38.135

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

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**From:** Rudolph Pols <naval@dodo.com.au>  
**To:** Simon Truong <simon.truong@planning.nsw.gov.au>  
**CC:** <assessments@planning.nsw.gov.au>  
**Date:** 28/01/2011 10:57 pm  
**Subject:** Online Submission from Rudolph Pols (object)

Dear sir/madam

I wish to lodge an objection in the strongest terms to the above development proposal for the following reasons: I had a house in Turramurra for 25 years. My daughter and her husband own a house now also in Turramurra. She went to PLC.

1) An enormous increase in traffic congestion will result without any increased traffic management planning or safety measures to support the increased traffic volume. Traffic is already at saturation point in this area.

2) The increased traffic will pose a significant danger to pedestrians including 2,000 school children attending Pymble Ladies' College, crossing daily at a pedestrian crossing in a congested, narrow 2 lane street.

3) Traffic is already congested in this pocket due to the restricted access to the Pacific Highway. The only road outlets for this precinct are Livingstone Ave and Beechworth Rd. Each has two lanes only

for left and right hand turns onto the Pacific Highway. The traffic signals allow 8 cars at most to turn on each signal change (far fewer if pedestrians are crossing the highway). Accordingly, traffic banks back at peak times.

4) The degradation of the local environment will increase the flood danger. This area is well known historically as having amongst the highest annual rainfalls in the Sydney Metropolitan area. These proposed buildings (on the side of a hill) will create heavy and increased water run-off.

5) Urban consolidation in this area will increase flood risk- very recently explained (24th January 2011) by Associate Professor Basant Maheshwari, a water resources researcher in the UWS School of Natural Sciences. He states land use changes could mean higher flood levels, flash flooding in unexpected areas and more frequent floods with all the changes in land uses due to on-going urbanisation.  
[http://www.unijobs.com.au/read\\_university\\_news.php?title=flood\\_safety\\_expert\\_calls\\_for\\_closer\\_analysis\\_of\\_land\\_use\\_changes\\_18083](http://www.unijobs.com.au/read_university_news.php?title=flood_safety_expert_calls_for_closer_analysis_of_land_use_changes_18083)

6). The development will have an unacceptable level of impact on views and overshadowing of adjoining sites and the public domain.

7)The height, bulk and scale of the proposed development (5 residential building envelopes of 4 to 11 storeys) is not in keeping within the context of this precinct -being single storey dwellings.

8). Escalated power demands-which may lead to blackouts and disruption as equipment becomes overloaded.

9) Commuter parking for Pymble train station, already inadequate, will be impossible.

10) Commuter and resident cars parked currently on both sides of the 2 lane Avon road restrict traffic flow such that only one lane operates in peak hour (at the northern end of Avon Road). Any increase in traffic due to this development will result in a gridlock particularly on school days.

11) Trains, buses and schools will become even more overcrowded.

12) The disruption to the community during the demolition and construction period of the project.

13) Footpaths in Arilla and Avon Rd are inadequate.

14) The heritage-listed Stationmaster's cottage off Avon Rd (next to the rail line) will be destroyed.

15)Other recent developments in Pymble Ave, the Avondale development in Clydesdale Place, major proposed development for Everton St and Pymble Ave-all need to be considered in conjunction with this new proposal for overall impacts on traffic, safety, flooding, views ,shadowing and height and bulk considerations

16) The area is part of the protected Blue Gum High forest, which will be in danger due to the environmental impact of this development

Name: Rudolph Pols

Address:  
Unit 26 5 Broken Head Road

Byron Bay

IP Address: 122-148-151-122.static.dsl.dodo.com.au - 122.148.151.122

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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**From:** Sirikkattuge Fernando <devakaf@gmail.com>  
**To:** Simon Truong <simon.truong@planning.nsw.gov.au>  
**CC:** <assessments@planning.nsw.gov.au>  
**Date:** 19/01/2011 11:31 am  
**Subject:** Online Submission from Sirikkattuge Fernando of Resident (object)

I vehemently object to this monstrous project in a single residential area.

The number of units proposed and the height of the buildings ( 11 and 9 storeys ) are absurd for this area. The heights are well over the planning limits that apply to the site as discussed in the environmental assessment. This development cannot be compared to Pacific highway corridor developments because they are very close to the main road or nearby the station.

The amount of vehicles that will exit into the small roads ( avon road ) which is already congested will create major disruptions to all the residents who are living this area.

Name: Sirikkattuge Fernando  
Organisation: Resident

Address:  
65 Beechworth Road, Pymble, NSW 2073

IP Address: hagrid.healthscope.com.au - 165.228.105.42

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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[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=1833](https://majorprojects.onhiive.com/index.pl?action=view_site&id=1833)

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**From:** Steven and Margaret Goddard <margaret.goddard@hotmail.com>  
**To:** Simon Truong <simon.truong@planning.nsw.gov.au>  
**CC:** <assessments@planning.nsw.gov.au>  
**Date:** 4/02/2011 5:32 pm  
**Subject:** Online Submission from Steven and Margaret Goddard (object)

We wish to lodge an objection to the height of the proposed development being 11 Storeys. As a heritage building (please see Ku-ring-gai Councils files with reference to Heritage Assessment and Heritage Curtilage Study dated September 2004 prepared by Noel Bell Ridley Smith & Partners Pty. Ltd. 8.4 Visual Links - Significant Views & Vistas Pg 30) The height of this development will severely affect the buildings vista referenced in the report.

Name: Steven and Margaret Goddard

Address:  
1202 Pacific Highway

Pymble 2073

IP Address: 27-32-118-233.static.tpgi.com.au - 27.32.118.233

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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**From:** Wendy Flynn <wendy@flynnassociates.net.au>  
**To:** Simon Truong <simon.truong@planning.nsw.gov.au>  
**CC:** <assessments@planning.nsw.gov.au>  
**Date:** 29/12/2010 12:54 pm  
**Subject:** Online Submission from Wendy Flynn (object)

My primary objection to the overdevelopment of the site at Avon, Beechworth and Arilla Roads, Pymble (MP10\_0219) is the inability of the local roads infrastructure to handle the increase in traffic.

As people living in the area will confirm, there is already significant traffic congestion at the traffic lights at the corner of Beechworth Rd and Pacific Highway and at the corner of Livingstone Ave and Pacific Highway.

The traffic issues are exacerbated during the Pymble Ladies College's school terms when parents (and some older students) use the Beechworth Rd & Livingstone Ave traffic lights to access Pacific Highway.

Flooding more cars on the narrow local streets and at the traffic lights is objectionable.

Even the developer anticipates a high demand by the new apartment owners or renters for on site car spaces. Hundreds of cars from the new development will spill out - and funnel in - at peak times.

Among issues with the Concept Plan (MP08\_0207) are the outlandish height of the apartments - 11 storeys - which is totally alien to other developments in this area, and the pack-them-in-and-stack-them-high mentality of the developer which will create longer term social problems.

There is little to no public benefit for Pymble with the proposed development - and I object to the Project Application.

Kind regards

Wendy Flynn

Name: Wendy Flynn

Address:

27 Beechworth Road, Pymble, NSW 2073

IP Address: cpe-121-218-91-174.inse4.ken.bigpond.net.au - 121.218.91.174

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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**From:** "Tony Williams" <tony.williams2@optusnet.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 2/02/2011 11:46 am  
**Subject:** RE: Ku-ring-gai Residents' Alliance (KRA) Global update 28.1.11

ATTENTION - The Director of Metropolitan Projects

Major Projects Assessments  
N.S.W. Government Department of Planning,  
Macquarie Street, Sydney. N.S.W.

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

Dear sir/madam

I wish to lodge our objections in the strongest possible terms to the above development proposal for the following (pretty obvious) reasons:

- 1) An enormous increase in traffic congestion will result without any increased traffic management planning or safety measures to support the increased traffic volume. Traffic is already at saturation point in this area, as well as, all of the North Shore
- 2) The increased traffic will pose a significant danger to pedestrians including 2,000 school children attending Pymble Ladies' College, crossing daily at a pedestrian crossing in a congested, narrow 2 lane street.
- 3) Traffic is already congested in this pocket due to the restricted access to the Pacific Highway. The only road outlets for this precinct are Livingstone Ave and Beechworth Rd. Each has two lanes only for left and right hand turns onto the Pacific Highway. The traffic signals allow 8 cars at most to turn on each signal change (far fewer if pedestrians are crossing the Highway). Accordingly, traffic banks back at peak period times.
- 4) The degradation of the local environment will increase the FLOOD DANGER. This area is well known historically as having the highest annual rainfalls in the Sydney Metropolitan area. These proposed buildings (on the side of a hill), will create heavy and increased water run-off.
- 5) Urban consolidation in this area will increase flood risk- very recently explained (24th January 2011) by Associate Professor Basant Maheshwari, a water resources researcher in the UWS School of Natural Sciences. He states land use changes could mean higher flood levels, flash flooding in unexpected areas and more frequent floods with all the changes in land uses due to on-going urbanisation.

Please read the attachment below. It is very obvious what could happen with such a development.

<[http://www.unijobs.com.au/read\\_university\\_news.php?title=flood\\_safety\\_expert\\_calls\\_for\\_closer\\_analysis\\_of\\_land\\_use\\_changes\\_18083](http://www.unijobs.com.au/read_university_news.php?title=flood_safety_expert_calls_for_closer_analysis_of_land_use_changes_18083)>  
[http://www.unijobs.com.au/read\\_university\\_news.php?title=flood\\_safety\\_expert\\_calls\\_for\\_closer\\_analysis\\_of\\_land\\_use\\_changes\\_18083](http://www.unijobs.com.au/read_university_news.php?title=flood_safety_expert_calls_for_closer_analysis_of_land_use_changes_18083)

6). The development will have an unacceptable level of impact on views and overshadowing of adjoining sites and the public domain.

7) The height, bulk and scale of the proposed development (5 residential building envelopes of 4 to 11 storeys) is not in keeping within the context of this precinct -being single storey dwellings.

8). Escalated power demands-which may lead to blackouts and disruption as equipment becomes overloaded.

9) Commuter parking for Pymble train station, already inadequate, will be impossible.

10) Commuter and resident cars parked currently on both sides of the 2 lane Avon road restrict traffic flow such that only one lane operates in peak hour (at the northern end of Avon Road). Any increase in traffic due to this development will result in a gridlock particularly on school days.

11) Trains, buses and schools will become even more overcrowded.

12) The disruption to the community during the demolition and construction period of the project, will be unbearable

13) Footpaths in Arilla and Avon Rd are totally inadequate.

14) The heritage-listed Stationmaster's cottage off Avon Rd (next to the rail line) will be destroyed. What input does the N.S.W. Heritage Cncl. have

15) Other recent developments in Pymble Ave, the Avondale development in Clydesdale Place, major proposed development for Everton St and Pymble Ave-all need to be considered in conjunction with this new proposal for overall impacts on traffic, safety, flooding, views ,shadowing and height and bulk considerations

16) The area is part of the protected Blue Gum High forest, which will be in danger due to the environmental impact of this development. For

ANYTHING to happen to this pristine part of our precious environment - would be criminal.

We would be grateful to receive a reply to our objections. Thank you.

Regards -

Anthony & Judy Williams.

6/15 Park Avenue, Gordon. N.S.W. 2072.

193

**From:** "Trevor Prowse" <tprowse01@optusnet.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 31/01/2011 8:41 pm  
**Subject:** Residential Development at Avon, Beechworth and Arilla Roads, Pymble.

ATTENTION Director Metropolitan Projects  
Major Projects Assessments  
Email: plan\_comment@planning.nsw.gov.au  
<mailto:plan\_comment@planning.nsw.gov.au>

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

31 January 2011

Dear sir/madam

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

- 1) An enormous increase in traffic congestion will result without any increased traffic management planning or safety measures to support the increased traffic volume. Traffic is already at saturation point in this area.
- 2) The increased traffic will pose a significant danger to pedestrians including 2,000 school children attending Pymble Ladies' College, crossing daily at a pedestrian crossing in a congested, narrow 2 lane street.
- 3) Traffic is already congested in this pocket due to the restricted access to the Pacific Highway. The only road outlets for this precinct are Livingstone Ave and Beechworth Rd. Each has two lanes only for left and right hand turns onto the Pacific Highway. The traffic signals allow 8 cars at most to turn on each signal change (far fewer if pedestrians are crossing the highway) . Accordingly, traffic banks back at peak times.
- 4) The degradation of the local environment will increase the flood danger. This area is well known historically as having amongst the highest annual rainfalls in the Sydney Metropolitan area. These proposed buildings (on the side of a hill) will create heavy and increased water run-off.
- 5) Urban consolidation in this area will increase flood risk- very recently explained (24th January 2011) by Associate Professor Basant Maheshwari, a water resources researcher in the UWS School of Natural Sciences. He states land use changes could mean higher flood levels, flash flooding in unexpected areas and more frequent floods with all the changes in land uses due to on-going urbanisation.  
<[http://www.unijobs.com.au/read\\_university\\_news.php?title=flood\\_safety\\_expert\\_calls\\_for\\_closer\\_analysis\\_of\\_land\\_use\\_changes\\_18083](http://www.unijobs.com.au/read_university_news.php?title=flood_safety_expert_calls_for_closer_analysis_of_land_use_changes_18083)>
- 6). The development will have an unacceptable level of impact on views and overshadowing of adjoining sites and the public domain.
- 7) The height, bulk and scale of the proposed development (5 residential building envelopes of 4 to 11 storeys) is not in keeping within the context of this precinct -being single storey dwellings.
- 8). Escalated power demands-which may lead to blackouts and disruption as equipment becomes overloaded.
- 9) Commuter parking for Pymble train station, already inadequate, will be

impossible.

10) Commuter and resident cars parked currently on both sides of the 2 lane Avon road restrict traffic flow such that only one lane operates in peak hour (at the northern end of Avon Road). Any increase in traffic due to this development will result in a gridlock particularly on school days.

11) Trains, buses and schools will become even more overcrowded and compounding on the reduced rail services the Epping-Chatswood service introduction.

12) The disruption to the community during the demolition and construction period of the project.

13) Footpaths in Arilla and Avon Rd are inadequate.

14) The heritage-listed Stationmaster's cottage off Avon Rd (next to the rail line) will be destroyed.

15) Other recent developments in Pymble Ave, the Avondale development in Clydesdale Place, major proposed development for Everton St and Pymble Ave-all need to be considered in conjunction with this new proposal for overall impacts on traffic, safety, flooding, views, shadowing and height and bulk considerations

16) The area is part of the protected Blue Gum High forest, which will be in danger due to the environmental impact of this development

17) The high-rise developments are ruining forever the natural beauty and appealing character of the area. The uniqueness of the architectural quality of the many period single and two storey dwelling suburbs are being lost forever.

Regards

Trevor Prowse

34 Kardella Ave

Killara

NSW 2071

194

**From:** John Egan <jaegan@optusnet.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 28/01/2011 3:38 pm  
**Subject:** Residential Development at Avon, Beechworth and Arilla Roads, Pymble.

ATTENTION Director Metropolitan Projects

Major Projects Assessments

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

Dear Sir/Madam

I wish to object to the above development proposal for the following reasons:

- 1) There has been far too many such developments in this area with no upgrading of infrastructure, particularly roads. Traffic in this vicinity has almost become unworkable.
- 2) Ku-ring-gai now has far too many residents for the services available.
- 3) The degradation of the local environment will increase the flood danger. This area is well known historically as having amongst the highest annual rainfalls in the Sydney Metropolitan area. These proposed buildings (on the side of a hill) will create heavy and increased water run-off. As if we have not seen the possibilities in Queensland in recent weeks.
- 4) Urban consolidation in this area will increase flood risk- very recently explained (24th January 2011) by Associate Professor Basant Maheshwari, a water resources researcher in the UWS School of Natural Sciences. He states land use changes could mean higher flood levels, flash flooding in unexpected areas and more frequent floods with all the changes in land uses due to on-going urbanisation.[http://www.unijobs.com.au/read\\_university\\_news.php?title=flood\\_safety\\_expert\\_calls\\_for\\_closer\\_analysis\\_of\\_land\\_use\\_changes\\_18083](http://www.unijobs.com.au/read_university_news.php?title=flood_safety_expert_calls_for_closer_analysis_of_land_use_changes_18083)
- 5) The height, bulk and scale of the proposed development (5 residential building envelopes of 4 to 11 storeys) is not in keeping within the context of this precinct -being single storey dwellings. They look totally out of place and destroy our amenity
- 6). Recent years have seen more blackouts in this area. The load of such developments will only exacerbate this situation.
- 7) Many school children use that area in which parking and car access is limited at present
- 8) The disruption to the community during the demolition and construction period of the project.
- 9) Train Services to the North Shore line have already been reduced, despite the over-development of recent times
- 10) The heritage-listed Stationmaster's cottage off Avon Rd (next to the rail line) will be destroyed.
- 11) Other recent developments in Pymble Ave, the Avondale development in Clydesdale Place, major

proposed development for Everton St and Pymble Ave-all need to be considered in conjunction with this new proposal for overall impacts on traffic, safety, flooding, views ,shadowing and height and bulk considerations

12) The area is part of the protected Blue Gum High forest, which will be in danger due to the environmental impact of this development

Yours Sincerely

John and Elizabeth Egan  
24 Narelle Ave  
Pymble, NSW, 2073

195

**From:** CHRIS HANNAN <chris.hannan43@gmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 31/01/2011 4:07 pm  
**Subject:** Residential development

ATTENTION Director Metropolitan Projects

Major Projects Assessments  
Email: plan\_comment@planning.nsw.gov.au

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

day/month 2011

Dear sir/madam

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

- 1) An enormous increase in traffic congestion will result without any increased traffic management planning or safety measures to support the increased traffic volume. Traffic is already at saturation point in this area.
- 2) The increased traffic will pose a significant danger to pedestrians including 2,000 school children attending Pymble Ladies' College, crossing daily at a pedestrian crossing in a congested, narrow 2 lane street.
- 3) Traffic is already congested in this pocket due to the restricted access to the Pacific Highway. The only road outlets for this precinct are Livingstone Ave and Beechworth Rd. Each has two lanes only for left and right hand turns onto the Pacific Highway. The traffic signals allow 8 cars at most to turn on each signal change (far fewer if pedestrians are crossing the highway). Accordingly, traffic banks back at peak times.
- 4) The degradation of the local environment will increase the flood danger. This area is well known historically as having amongst the highest annual rainfalls in the Sydney Metropolitan area. These proposed buildings (on the side of a hill) will create heavy and increased water run-off.
- 5) Urban consolidation in this area will increase flood risk- very recently explained (24th January 2011) by Associate Professor Basant Maheshwari, a water resources researcher in the UWS School of Natural Sciences. He states land use changes could mean higher flood levels, flash flooding in unexpected areas and more frequent floods with all the changes in land uses due to on-going urbanisation.  
[http://www.unijobs.com.au/read\\_university\\_news.php?title=flood\\_safety\\_expert\\_calls\\_for\\_closer\\_analysis\\_of\\_land\\_use\\_changes\\_18083](http://www.unijobs.com.au/read_university_news.php?title=flood_safety_expert_calls_for_closer_analysis_of_land_use_changes_18083)

6). The development will have an unacceptable level of impact on views and overshadowing of adjoining sites and the public domain.

7)The height, bulk and scale of the proposed development (5 residential building envelopes of 4 to 11 storeys) is not in keeping within the context of this precinct -being single storey dwellings.

8). Escalated power demands-which may lead to blackouts and disruption as equipment becomes overloaded.

9) Commuter parking for Pymble train station, already inadequate, will be impossible.

10) Commuter and resident cars parked currently on both sides of the 2 lane Avon road restrict traffic flow such that only \*one \*lane operates in peak hour (at the northern end of Avon Road). Any increase in traffic due to this development will result in a gridlock particularly on school days.

11) Trains, buses and schools will become even more overcrowded.

12) The disruption to the community during the demolition and construction period of the project.

13) Footpaths in Arilla and Avon Rd are inadequate.

14) The heritage-listed Stationmaster's cottage off Avon Rd (next to the rail line) will be destroyed.

15)Other recent developments in Pymble Ave, the Avondale development in Clydesdale Place, major proposed development for Everton St and Pymble Ave-all need to be considered in conjunction with this new proposal for overall impacts on traffic, safety, flooding, views ,shadowing and height and bulk considerations

16) The area is part of the protected Blue Gum High forest, which will be in danger due to the environmental impact of this development

Regards

Christopher & Carolyn Hannan

196

**From:** Maureen Courtney-Smith <mcs8@tpg.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 30/01/2011 3:35 pm  
**Subject:** ATTENTION Director Metropolitan Projects

ATTENTION Director Metropolitan Projects

Major Projects Assessments  
Email: plan\_comment@planning.nsw.gov.au

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

Dated: 30 Jan 2011

Dear Sir/Madam

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

- 1) An enormous increase in traffic congestion will result without any increased traffic management planning or safety measures to support the increased traffic volume. Traffic is already at saturation point in this area.
- 2) The increased traffic will pose a significant danger to pedestrians including 2,000 school children attending Pymble Ladies' College, crossing daily at a pedestrian crossing in a congested, narrow 2 lane street.
- 3) Traffic is already congested in this pocket due to the restricted access to the Pacific Highway. The only road outlets for this precinct are Livingstone Ave and Beechworth Rd. Each has two lanes only for left and right hand turns onto the Pacific Highway. The traffic signals allow 8 cars at most to turn on each signal change (far fewer if pedestrians are crossing the highway) . Accordingly, traffic banks back at peak times.
- 4) The degradation of the local environment will increase the flood danger. This area is well known historically as having amongst the highest annual rainfalls in the Sydney Metropolitan area. These proposed buildings (on the side of a hill) will create heavy and increased water run-off.
- 5) Urban consolidation in this area will increase flood risk- very recently explained (24th January 2011) by Associate Professor Basant Maheshwari, a water resources researcher in the UWS School of Natural Sciences. He states land use changes could mean higher flood levels, flash flooding in unexpected areas and more frequent floods with all the changes in land uses due to on-going urbanisation. [http://www.unijobs.com.au/read\\_university\\_news.php?title=flood\\_safety\\_expert\\_calls\\_for\\_closer\\_analysis\\_of\\_land\\_use\\_changes\\_](http://www.unijobs.com.au/read_university_news.php?title=flood_safety_expert_calls_for_closer_analysis_of_land_use_changes_)

18083

6). The development will have an unacceptable level of impact on views and overshadowing of adjoining sites and the public domain.

7)The height, bulk and scale of the proposed development (5 residential building envelopes of 4 to 11 storeys) is not in keeping within the context of this precinct -being single storey dwellings.

8). Escalated power demands-which may lead to blackouts and disruption as equipment becomes overloaded.

9) Commuter parking for Pymble train station, already inadequate, will be impossible.

10) Commuter and resident cars parked currently on both sides of the 2 lane Avon road restrict traffic flow such that only one lane operates in peak hour (at the northern end of Avon Road). Any increase in traffic due to this development will result in a gridlock particularly on school days.

11) Trains, buses and schools will become even more overcrowded.

12) The disruption to the community during the demolition and construction period of the project.

13) Footpaths in Arilla and Avon Rd are inadequate.

14) The heritage-listed Stationmaster's cottage off Avon Rd (next to the rail line) will be destroyed.

15)Other recent developments in Pymble Ave, the Avondale development in Clydesdale Place, major proposed development for Everton St and Pymble Ave-all need to be considered in conjunction with this new proposal for overall impacts on traffic, safety, flooding, views ,shadowing and height and bulk considerations

16) The area is part of the protected Blue Gum High forest, which will be in danger due to the environmental impact of this development

Regards

Maureen Courtney-Smith

8 Rawson Crescent

Pymble NSW 2073

197

**From:** "Cathy Codling" <cathy.codling@bigpond.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 30/01/2011 12:35 pm  
**Subject:** : Concept Plan (MP08\_0207) & Project Application(MP10\_0219) Residential Development at Avon, Beechworth and Arilla Roads, Pymble

ATTENTION Director Metropolitan Projects

Major Projects Assessments

30 January 2011

Dear sir/madam

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

- 1) An enormous increase in traffic congestion will result without any increased traffic management planning or safety measures to support the increased traffic volume. Traffic is already at saturation point in this area.
- 2) The increased traffic will pose a significant danger to pedestrians including 2,000 school children attending Pymble Ladies' College, crossing daily at a pedestrian crossing in a congested, narrow 2 lane street.
- 3) Traffic is already congested in this pocket due to the restricted access to the Pacific Highway. The only road outlets for this precinct are Livingstone Ave and Beechworth Rd. Each has two lanes only for left and right hand turns onto the Pacific Highway. The traffic signals allow 8 cars at most to turn on each signal change (far fewer if pedestrians are crossing the highway). Accordingly, traffic banks back at peak times.
- 4) The degradation of the local environment will increase the flood danger. This area is well known historically as having amongst the highest annual rainfalls in the Sydney Metropolitan area. These proposed buildings (on the side of a hill) will create heavy and increased water run-off.

5) Urban consolidation in this area will increase flood risk- very recently explained (24th January 2011) by Associate Professor Basant Maheshwari, a water resources researcher in the UWS School of Natural Sciences. He states land use changes could mean higher flood levels, flash flooding in unexpected areas and more frequent floods with all the changes in land uses due to on-going urbanisation.  
<[http://www.unijobs.com.au/read\\_university\\_news.php?title=flood\\_safety\\_expert\\_calls\\_for\\_closer\\_analysis\\_of\\_land\\_use\\_changes\\_18083](http://www.unijobs.com.au/read_university_news.php?title=flood_safety_expert_calls_for_closer_analysis_of_land_use_changes_18083)>  
[http://www.unijobs.com.au/read\\_university\\_news.php?title=flood\\_safety\\_expert\\_calls\\_for\\_closer\\_analysis\\_of\\_land\\_use\\_changes\\_18083](http://www.unijobs.com.au/read_university_news.php?title=flood_safety_expert_calls_for_closer_analysis_of_land_use_changes_18083)

6). The development will have an unacceptable level of impact on views and overshadowing of adjoining sites and the public domain.

7)The height, bulk and scale of the proposed development (5 residential building envelopes of 4 to 11 storeys) is not in keeping within the context of this precinct -being single storey dwellings.

8). Escalated power demands-which may lead to blackouts and disruption as equipment becomes overloaded.

9) Commuter parking for Pymble train station, already inadequate, will be impossible.

10) Commuter and resident cars parked currently on both sides of the 2 lane Avon road restrict traffic flow such that only one lane operates in peak hour (at the northern end of Avon Road). Any increase in traffic due to this development will result in a gridlock particularly on school days.

11) Trains, buses and schools will become even more overcrowded.

12) The disruption to the community during the demolition and construction period of the project.

13) Footpaths in Arilla and Avon Rd are inadequate.

14) The heritage-listed Stationmaster's cottage off Avon Rd (next to the rail line) will be destroyed.

15)Other recent developments in Pymble Ave, the Avondale development in Clydesdale Place, major proposed development for Everton St and Pymble Ave-all need to be considered in conjunction with this new proposal for overall impacts on traffic, safety, flooding, views ,shadowing and height and bulk considerations

16) The area is part of the protected Blue Gum High forest, which will be in danger due to the environmental impact of this development

Regards

Cathy Codling

77 Livingstone Ave

Pymble

NSW 2073

198

**From:** <ebrown22@une.edu.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 28/01/2011 3:39 pm  
**Subject:** ATTENTION Director Metropolitan Projects

ATTENTION Director Metropolitan Projects

Major Projects Assessments  
Email: plan\_comment@planning.nsw.gov.au

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

28 February 2011

Dear Sir/Madam,

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

- 1) An enormous increase in traffic congestion will result without any increased traffic management planning or safety measures to support the increased traffic volume. Traffic is already at saturation point in this area.
- 2) The increased traffic will pose a significant danger to pedestrians including 2,000 school children attending Pymble Ladies' College, crossing daily at a pedestrian crossing in a congested, narrow 2 lane street.
- 3) Traffic is already congested in this pocket due to the restricted access to the Pacific Highway. The only road outlets for this precinct are Livingstone Ave and Beechworth Rd. Each has two lanes only for left and right hand turns onto the Pacific Highway. The traffic signals allow 8 cars at most to turn on each signal change (far fewer if pedestrians are crossing the highway). Accordingly, traffic banks back at peak times.
- 4) The degradation of the local environment will increase the flood danger. This area is well known historically as having amongst the highest annual rainfalls in the Sydney Metropolitan area. These proposed buildings (on the side of a hill) will create heavy and increased water run-off.
- 5) Urban consolidation in this area will increase flood risk- very recently explained (24th January 2011) by Associate Professor Basant Maheshwari, a water resources researcher in the UWS School of Natural Sciences. He states land use changes could mean higher flood levels, flash flooding in unexpected areas and more frequent floods with all the changes in land uses due to on-going urbanisation.  
[http://www.unijobs.com.au/read\\_university\\_news.php?title=flood\\_safety\\_expert\\_calls\\_for\\_closer\\_analysis\\_of\\_land\\_use\\_changes\\_18083](http://www.unijobs.com.au/read_university_news.php?title=flood_safety_expert_calls_for_closer_analysis_of_land_use_changes_18083)
- 6). The development will have an unacceptable level of impact on views and overshadowing of adjoining sites and the public domain.

7)The height, bulk and scale of the proposed development (5 residential building envelopes of 4 to 11 storeys) is not in keeping within the context of this precinct -being single storey dwellings.

8). Escalated power demands-which may lead to blackouts and disruption as equipment becomes overloaded.

9) Commuter parking for Pymble train station, already inadequate, will be impossible.

10) Commuter and resident cars parked currently on both sides of the 2 lane Avon road restrict traffic flow such that only \*one \*lane operates in peak hour (at the northern end of Avon Road). Any increase in traffic due to this development will result in a gridlock particularly on school days.

11) Trains, buses and schools will become even more overcrowded.

12) The disruption to the community during the demolition and construction period of the project.

13) Footpaths in Arilla and Avon Rd are inadequate.

14) The heritage-listed Stationmaster's cottage off Avon Rd (next to the rail line) will be destroyed.

15)Other recent developments in Pymble Ave, the Avondale development in Clydesdale Place, major proposed development for Everton St and Pymble Ave-all need to be considered in conjunction with this new proposal for overall impacts on traffic, safety, flooding, views ,shadowing and height and bulk considerations

16) The area is part of the protected Blue Gum High forest, which will be in danger due to the environmental impact of this development.

Please reconsider the long terms affects that this development will cause for the area.

Regards

Elizabeth Brown  
45 Greendale Ave, Pymble NSW 2073

199

**From:** Christine Grice <christine\_a\_grice@hotmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 30/01/2011 11:04 pm  
**Subject:** Attention: Director Metropolitan Projects, Department of Planning

Dear Sir/Madam -

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

I OBJECT TO THIS PROJECT.

The enormous number of units proposed (355) and the height of the buildings (11 and 9 storeys for two of the buildings) are completely excessive and unjust for a single residential area.

I also note that the proposed heights are well outside the planning limits that apply to the site as discussed in the Environmental Assessment. Therefore, I wonder why this concept plan and project application has been allowed past your department to reach the point of public comment - it is so obviously flaunting NSW Department of Planning's concerns in regard to height, bulk and scale, impacting on views and overshadowing adjoining sites and the public domain.

All of the developments along the Pacific Highway and close to Pymble Station have fewer storeys at railway line frontage. There is insufficient infrastructure to support the units that are already built. There is a no right turn into Beechworth Road from the Pacific Highway, and there is no room on the highway, due to other recent unit developments, to allow one in the future in order to cope with the congestion from 500 extra cars. In addition to the 2000 Pymble Ladies College parents who use the route every morning and afternoon, completely blocking Beechworth Road, Avon Road, Livingstone Road and the right hand turn on the Pacific Highway onto Livingstone Road.

I understand that this submission has already been rejected three times. Please reject this fourth submission. NSW Planning and the general Public have been right on the previous three occasions. Accepting the proposal makes a mockery of the NSW Department of Planning. Rejecting it gives the general public renewed faith in this State Government.

Yours sincerely,  
Mrs Christine Grice

15 Beechworth Road Pymble NSW 2073

2002

**From:** Peter Neville <pcneville@hotmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 10/02/2011 11:37 am  
**Subject:** Concept Plan ( MP08\_0207) & Project Application (MP10\_0219)

Mr Peter Neville  
11 Ashmore Ave  
Pymble NSW 2073

10th February, 2011

Attention: Director Metropolitan Projects  
Major Projects Assessment,  
Department of Planning.

Dear Sirs/Madam,

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

I have lived with my family at Ashmore Avenue for over 20 years and wish to object to the above proposal and Concept Plan.

The Concept Plan depicts a massive development of 5 buildings comprising 355 units. The proposal is an over development of the site in terms of both bulk and scale with far too many units proposed which will have long lasting ill effects on the local community.

The buildings are out of scale in relation to the surrounding properties which are predominantly 1 and 2 storey residential homes. The proposed 9 and 11 storey buildings will dwarf its neighbours blighting the immediately adjoining properties as well as the whole neighbourhood.

We have noticed, as has anyone who lives in the area will have noticed, that road congestion continues to worsen with growth in population in general and with the growth of school pupil numbers at PLC so that the surrounding road system for several hours in the morning and afternoon is virtually at a standstill. This even impacts Pacific Highway as drivers going south try to turn right into Livingstone Road, reducing the Highway at peak times in effect to 1 lane. It should be noted that the right hand from Pacific Highway into Beechworth was taken away years ago with the promise that it would be returned in 18 months. That never happened.

Potentially there is a far greater danger from fire with already very limited egress for residents. The potential for loss of life is very real given the already poor road network. If a fire situation happened at a peak traffic time the consequences would be catastrophic. Given the location close to bushland and drier and hotter conditions that we are now facing, it is totally inappropriate to consider building such a massive development in effect restricting both access and egress from this residential pocket with 1 access out of Beechworth or Avon Road.

Detailed Plans are for only 1 building, the smallest, so that the full impact is not suitably shown. No decision should be made without complete plans being available for proper consideration of the full visual and overshadowing impacts.

Whilst I fully understand that a growing population must be housed and land more efficiently utilised it is also important to take into account the character of the location and area. Ku-ring-gai is an area of natural beauty with some important historical buildings and any development should respect this. One size doesn't fit all.

Yours Faithfully,

Peter Neville

Residential development at Avon, Beechworth and Arilla Roads, Pymble