

201

From: "Gary Stagnitta" <gary_stagnitta@sja.com.au>
To: "plan_comment@planning.nsw.gov.au" <'plan_comment@planning.nsw.gov.au'>
Date: 21/01/2011 8:15 am
Subject: Concept Plan (MP08_0207) & Project application (MP10_0219) Avon, Arilla & Beechworth Rds PYMBLE - objection

Director Metropolitan Projects,

Department of Planning,

NSW Government

I wish to object to the above proposal.

In my view this development is oversized and detrimental to the surrounding neighbourhood.

The scale and height is in excess of planning limits and in complete contrast to the surrounding residential area, even when compared to other recent local medium density developments.

Due to the topography of the site and area, overshadowing will impact the surrounding houses and nearby streets.

At times, the route to Pymble Station through these streets is already congested, and due to large volumes of commuter parking access is often effectively reduced to one lane in some parts of Avon Road. Regularly during peak periods (and school drop-off and pick-up times) the access routes to the Pacific Hwy via Beechworth and Avon Roads has traffic jams, and that is happening even before the addition of the large development currently being completed on Avon Road. The effect of adding over 350 residents and their cars to these roads will only make this worse.

From a bushfire management point of view, it should also be noted that these access points to the Pacific Hwy (and access to Pymble Ave via Avon Road) are the only egress for residents on this side of the Pacific Hwy.

Gary Stagnitta

18A Lawley Cres,

Pymble, 2073, NSW.

202

From: "a.barry" <a.barry@optusnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 25/01/2011 12:18 pm
Subject: "Concept Plan (MP08_0207) & Project Application (MP10_0219) for residential development at Avon, Beechworth and Arilla Roads"

"Concept Plan (MP08_0207) & Project Application (MP10_0219) for residential development at Avon, Beechworth and Arilla Roads"

Ann Barry
108 Yanko Road, West Pymble 2073

I object to this project for many reasons.

1. 355 units! 700 more cars. During peak hour it is impossible to travel along the highway

203

From: Lei Ping Ong <leiping88@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 2/02/2011 6:15 pm
Subject: Concept Plan (MP08_0207) & Project Application (MP10_0219) for residential development at Avon, Beehworth & Arilla Roads.

Dear Sirs/Madam,

I object to the project mentioned above.

I believe that the proposed number of units (355) and the height of the buildings (9 and 11 storeys for two buildings) are totally out of character for a single residential area.

In fact, the proposed heights (as well as the bulk and scale) are well outside the planning limits that apply to the site as discussed in the environmental Assessment.

The proposed units will only add to the congestion on the roads, especially on the Pacific Highway. There is already an added burden to the Pacific Highway Corridor with the addition of units located on the Highway. However, these units are at least near a train stations.

I hope that you will not give approval to the above proposal.

Yours sincerely,
Lei Ping Ong
60, Pymble Ave.
Pymble 2073

204

From: "Elizabeth Lennep" <elennep@optusnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 6/01/2011 9:16 am
Subject: MP08_0207/MP10_0219: Avon,Beechworth and Arilla Roads, Pymble

Dear Mr Woodland,

My name is Paul Cooper and I have received a letter from you dated 13 December 2010. I live at 21 Avon Road, Pymble. I am sending this on my wife's email.

I am the convenor of Pymble Action Group for the Environment (P.A.G.E.) which comprises residents concerned with overdevelopment in the Pymble area near Pymble Ladies College

and, in particular, with overdevelopment of this site. The group has been active for about thirteen years now.

We note that your department has selected the summer holiday period to place this application on exhibition. We wonder why? This proposal would, if approved, have a very serious impact indeed on our area and yet you seem to assume that residents concerned with it will be available during this period to read the proposal, take advice on its merits and then make a submission to you. I suggest such an assumption would be completely unrealistic. Indeed it is difficult for me to see why the deliberate selection of this period would not be inappropriate as a matter of planning and departmental procedure.

We request that the time for submissions be extended to 11 March 2011.

Kindly let me have your response as soon as possible and in any event no later than Tuesday 11 January 2011.

Yours sincerely

Paul Cooper

From: "Elizabeth Lennep" <elennep@optusnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 1/02/2011 9:56 pm
Subject: Concept Plan (MP08_0207) & Project Application (MP10_0219)

Elizabeth lennep

21 Avon Road

Pymble, NSW 2073

Attention: Director Metropolitan Projects

Major Projects Assessment

Department of Planning

GPO Box 39

Sydney NSW 2001

2 February 2011

Attention Director Metropolitan Projects

Re :Concept Plan (MP08_0207) & Project Application (MP10_0219)

Residential development at Avon, Beechworth and Arilla Roads, Pymble

I wish to object to the proposed development on the following grounds.

. The proposal is not transparent as it does not show and explain the full plan. It is only a concept plan for most of the buildings. Is this an acceptable way to proceed with such a large project?

. The proposal is at odds with key provisions of both SEPP53 and the Town Centre WEP 2010.

. In both cases there are numerous failures to meet requirements as to height, floor space ratio, protection of biodiversity and protection of riparian zones. Just because the site is unsuitable for high density

development because it has so many constraints - does not mean that the builder should be allowed to exceed all these requirements all other sites need to comply with.

- . The traffic access and report is out of date. 9test done on 25/5/09). With the current new apartments coming on line at the top of Pymble Avenue and in Clydesdale Place it has seriously underestimated the traffic issues.

- . Blue Gum High Forrest- there is an important community on the site of Blue Gum High Forest and this proposal is recommending they cut down the old established trees and replant. Unacceptable. The new trees will take years to replace the old trees and the proposal will severely impact the ecological community and further fragment the community.

- . Bush Fire risk - escape routes are very limited- there are only 2 exits from the groups of houses in the area - from Beechworth and Livingstone via Avon Road- and these new apartments would add to the residents numbers. We are surrounded by 3 bush areas - Avondale Golf Club and Sheldon Forest and PLC school and the railroad tracks on the other edge - If there was a fire, it would be difficult for everyone to get out on these roads - especially if the students were at the school. There are also a large number of older residents that would be difficult to ensure that they were out. No fire assessment has been done to address this issue.

- . Drainage- Riparian - The current plans have buildings 3 and 4 intruding within the riparian zone.

- . The proposal does not adequately address key issues in the Director General's Requirements of 11 February 2009 regarding this site:

Let me quote. "The proposal shall address the height, bulk and scale of the proposed development within the context of the locality, and provide detailed justification for heights in excess of the SEPP 53 (or Town Centres WEP) standards".

The application has not adequately addressed this issue but instead has increased the size of the development for the fourth time. In 1995 it was for 150 flats, in 2001 it was for 180, in 2009 for 240 and now for 355 in 2011. What justifies this increase over the years and so much higher than SEPP 53 standards?

The second key issue is:

"demonstrate that proposal does not have unacceptable levels of impact on views and overshadowing of adjoining sites and public domain."

How has this been addressed? The proposal claims to hide its massive bulk of

tall trees on the site. However, trees alone do not provide screening from buildings of this scale. Nor do the trees on this site provide screening in all directions particularly to the lower part of the site and towards Avon Road.

Whilst development on this site within reason would be acceptable, this proposal is insane. It is so much larger, taller than anything else in the area.

What is wrong with a smaller development - the developer can still make lots of money and not destroy the area in the process?

I strongly disagree with the above mentioned proposal.

Regards,

Elizabeth Lennep

203

From: <SMarshall@shawstock.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 28/01/2011 6:17 pm
Subject: Concept Plan (MP08_0207) & Project Application(MP10_0219)
Residential Development at Avon, Beechworth and Arilla Roads, Pymble.

Scott Marshall
25 Carina Rd
Turramurra NSW 2074
28 January, 2011

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.

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 already banks back significantly at peak times.
- 4) The degradation of the local environment will increase the water run-off impacts. 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 flash flood related damage in the local waterways. 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

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

9) 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.

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

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

12) 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

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

I also note that some of the claims by the developer in his Development Application appear to obscure the full truth. Claims of Council inaction or obstruction, rather than being vindictive action against the developer, are completely within the objectives of the council and the community.

Regards

Scott Marshall

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From: "Stephen Pillinger" <shpillinger@optusnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 31/01/2011 8:54 am
Subject: Concept Plan (MP08_0207) & Project Application(MP10_0219)

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

Stephen Pillinger

20 May Street

Turramurra

2074

2057

From: "Janet Harwood" <janetsh@optusnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
CC: <greg.combet.mp@aph.gov.au>, <Tony.Burke.MP@aph.gov.au>
Date: 11/02/2011 6:22 pm
Subject: "Concept Plan (MP08_0207) & Project Application (MP10_0219) critical example of australia's biodiversity loss."

Dear Madam / Sir,

Please accept the following Submission Re:

"Concept Plan (MP08_0207) & Project Application (MP10_0219) for residential development at Avon, Beechworth and Arilla Roads"

As explained below:

The context within which this Part 3A project and its concept plan are submitted - if the project is allowed to proceed - will do all that is necessary to demonstrate that Part 3A is significantly contributing to Australia's rapid loss of biodiversity in the context of climate change threats in the future.

Both by (a) Part 3A overriding the TSC Act and (b) by there being no assessment of cumulative environmental impact, this project demonstrates that:

- (1) Part 3A development is capable of effecting environmental vandalism in an area of rare, urban biodiversity,
- (2) This category of consent for development discloses the NSW Department of Planning's lack of environmental credentials and
- (3) Political opportunism is teaming up with legislative failure and bureaucratic blindness to destroy - on a cumulative scale - that which it is most urgent for Australia to protect, since more than 50% of the world's population now lives in urban areas: namely critically threatened urban biodiversity and wildlife habitat.

I am presently engaged in a study which will show that the gates to development are deliberately being held open by a variety of mechanisms (Part 3A is one) used by the Department of Planning and that compliance is achieved by regulatory avoidance through use of Part 3A and other weakening

mechanisms to achieve cumulative development in the biodiversity hotspot of the LGA of Ku-ring-gai.

This site falls directly into the components described below in 2000:

An expert baseline study by Conacher, Travers in 2000, states on page 60, "The two components of the natural

landscape of the Municipality which form the basis for the large degree of biodiversity throughout the local area are

vegetation (tree canopy cover) and watercourses". The study says, "The identification of the local area tree cover as an

environmentally significant component of the Municipality has important consequences on both a local and district wide

scale. The application of the concept of biodiversity linkages to maintain current levels of biodiversity and as key

components in the longer term viability and management of threatened species, will require the strict implementation of

the philosophy of ESD, which is a requirement of the Local Government Act. Additionally to address the requirements

and objectives of the NSW Biodiversity Strategy the maintenance of these bio-links on a local scale is of upmost

importance".

"Environmental Baseline Study for Ku-ring-gai Residential Strategy, March 2000", Conacher Travers.

Part of the study states:

"If Ku-ring-gai were to be considered "an area of significance" for any reason other than the current financial significance

of its development viabilities, it should be for its value to Australia as a Biodiversity "hotspot". A hotspot is an ecological

refuge. This LGA is a refuge for the last remnants of the critically endangered Blue Gum High Forest community, which

is capable of regeneration as an ecological community on the "relatively

fertile shale outcrops that dominate the main

ridgelines of the Municipality"4. However, the "regenerative capacity" of this community has been damaged by massive 5

storey apartments being placed on the very environmentally sensitive soils, which support this community. Effectively,

most of the capacity to allow regeneration and "support growth" for this highly diverse community of flora and fauna has

been removed. Widespread development on these very soils has encouraged and necessitated the removal and death

of several significant individual and stands of Blue Gums. This wanton waste in land-use planning for Climate

Change mitigation and Biodiversity conservation has been more sensitive to developer pressure, than to

intergenerational equity.

"If this Local Government Area was to have been considered "an area of significance" for any reason it should have been

for its contribution to Australia's "critical biological infrastructure" - of fertile soil, flora and fauna supporting vegetation,

water courses, ecosystem diversity and carbon sink capacity. Like other areas of similar value to holding future

Biodiversity Depletion and Climate Change at bay, Ku-ring-gai should have been given "protected urban corridor and

habitat connectivity" status, and placed out of the destructive reach of current, biologically value-less homogenized

development, being happily foisted on it and other similar environmentally sensitive areas (ESAs).

"Made vulnerable by non gazettal of protective UCAs and LEs, the simple act of rezoning in Ku-ring-gai, has produced several destructive

impacts - the domino effect on interface properties, encouraging a "small developer" effect on the psyche of ordinary

people and even intentional vegetation destruction by landowners. In more covert ways community dissent has been

silenced by use of the NIMBY word and numerous other "means". Not satisfied with destructive rezoning applied to

date: State and Local governments are looking to apply "standard template zoning".

"Science based policy should be to identify Sydney's diversity, zone for protection under stringent BioBanking regulations

and conserve as corridor ecology for the future security of eco-systems. Bio-diverse areas are precious ecological "public assets",

exceptional if located in a global city and extraordinary in a continent rapidly losing its critical biological infrastructure.."

The projected implications of this Part 3A project being allowed to proceed are valuable indicators of:

- (1) the extent to which development is being allowed to achieve the status of biodiversity loss currently experienced by Australia - by allowing an ESA to remain deliberately un-protected
- (2) Other documented failures, flaws and gaps in operation, including lack of assessment of cumulative environmental impact, the part played by bureaucracy at State and Local levels, and
- (3) The bipartisan approach to biodiversity destruction and loss.

It is also a critical example of the part played by Part3A projects in contributing to loss of a matter of NES ie rare, urban biodiversity.

Submitted by:

Janet Harwood

8 Timaru Street

Turramurra 2074

Phone 9449 1448

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From: "Robin Jefferson" <rjefferson41@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>, <kuringgai@parliament.nsw.gov.au>
Date: 24/01/2011 1:16 pm
Subject: Re: Concept Plan (MP08_0207) & Project Application (MP10_0219)

Dear Sir/Madam

re proposed developments - Avon/Beechworth/Arilla Roads, Pymble

I am very concerned with the above proposal as it grossly exceeds the planning limits that apply to the site.

Beechworth Road becomes a bottleneck especially with a large private school in Avon Road and the traffic that emanates from the arrival and departure of pupils. It takes a long time to get through the lights at the Pacific Highway. With a much larger residential population, the bankup of cars trying to get through the lights will cause a lot of issues.

Residents of this part of Pymble have to use cars to go to other centres for supermarket shopping, as the shopping village caters to very minimal requirements.

Please give our concerns your concern.

Kuring-gai resident

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From: "Annie Turner" <annie@trasco.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 28/01/2011 3:39 pm
Subject: Objection to MP08_0207 and MP10_0219

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

I strongly object to the above application for residential development. No doubt there is greed at the bottom on this concept so what point is there in pointing out (but I will anyway) that the very idea of putting 355 residences in 4-11 storeys) at this intersection is not only ludicrous but just plain insane.

What infrastructure is planned to handle the already congested roads in this area not to mention the disruption to 2000 school children at Pymble Ladies College.

Current transport doesn't cope with overcrowding as it is

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.

I live amongst the already mass residences that have already been built and from a cursory glance there appears to be a lot of new units unoccupied and have been that way for some time - they are ghost towns of unsightly buildings.

Sincerely

Annie Turner

Russell Avenue

Lindfield 2070

210

From: "David Milling" <david@pymbleos.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 12/02/2011 9:34 am
Subject: Concept Plan (MP08_0207) & Project Application (MP10_0219) for residential development at Avon, Beechworth and Arilla Roads

Director Metropolitan Projects,

Major Projects Assessment

Department of Planning

NSW Government

Dear Sirs / Madams,

Re Concept Plan (MP08_0207) & Project Application (MP10_0219)

Residential development at Avon, Beechworth and Arilla Roads, Pymble

I OBJECT TO THIS PROJECT

My name is David Milling, and I reside at 25 Beechworth Road, Pymble NSW 2073. My wife and I own a local business.

My objection is supported by the following comments:

TRAFFIC

These streets already carry heavy traffic, comprising local residents and

PLC traffic.

Beechworth and Avon Roads are the only 2 access roads from this area onto the Pacific Highway. The existing traffic congestion, and parking congestion near PLC, is about to be further aggravated by the hundreds of units built on the corner of Avon Road and Pymble Avenue, and in Clydesdale Place.

Given the PLC traffic congestion, most traffic from these units will exit, and enter, the area via Beechworth Road to/from the Pacific Highway. This is a traffic disaster waiting to happen. Almost daily I observe near accidents, either from the mad mothers of PLC, traffic using both lanes to turn right onto the Highway, rushing traffic turning left from the Highway into a very narrow Beechworth Road, and/or idiots turning right, at speed to beat the traffic, from the Highway into Beechworth Road and thus disobeying the No Right Turn sign.

Traffic from Clydesdale Place is already using the top of Beechworth Road as a turning bay, especially in the mornings, creating congestion and safety concerns. Likewise, in the afternoons, Telegraph Road is used as a turning bay.

These streets also carry much pedestrian traffic, and the extra 400 or 500 vehicles each day significantly increases the possibility of school children and other pedestrians being severely injured or killed.

RESIDENTIAL SAFETY

This area is primarily owner- occupied. It is currently a relatively safe environment, although some attempted house break-ins have occurred recently.

The area also has many schools, both private and public. Many children walk to school.

Without appearing snobbish, many of these units will be rented, and no significant character checking of tenants will be carried out by owners or their agents, thus providing a good local base for any illegal activity.

Will these units attract people with criminal or paedophile intentions ?
Can the government, the NSW public service, your Department, the owners or their agents, guarantee that these units and others already built in the area will not attract such people ?

BUILDING SIZE

The proposed project includes buildings up to 11 floors. Where else in Sydney's residential areas do 11 floor unit blocks exist ? The proposal is much bigger than previously proposed, and well in excess of the planning limits applied to the site in previous Environmental Assessment.

I hope you consider my objection, and the other objections that I am sure you will receive, thoughtfully and with concern for the existing residents, our working schools and their current and future pupils, and the environment and character of this area. You have an opportunity to act sensibly and responsibly in making a decision that will affect thousands of people in this area. It is important for our generation, and the generations that follow, that residential areas like this one are maintained, and maintained by not creating multi storey monsters.

Development, like this, just to satisfy a developer's attempt to recoup lost money on this white elephant is not sufficient reason to approve it. The developer obviously wants to make money or, with this development probably limit losses. It is not your job to alleviate their bad decisions.

Yours faithfully

David Milling

25 Beechworth Road

Pymble NSW 2073

From: James Bartrop <jameshbartrop@optusnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 11/02/2011 10:35 pm
Subject: Concept Plan (MP08_0207) comment

Dear Sir / Madam,

Re: Concept Plan (MP08-0207) & Project Application (MP10_0219) for residential development at Avon, Beechworth and Arilla Roads.

I wish to advise my objection to the above project.

My wife and I have just bought our first family home at 53 Avon Rd and have a 22 month old little girl. We are incredibly disappointed in hearing about the above project.

There has already been a major development in Avon road which caused considerable inconvenience and disruption whilst being constructed. There remain a number of the units still to be occupied and already there has been a significant increase in traffic congestion for the area. With the additional number of cars on the road (many parking illegally) around the units, I would be reluctant to let my daughter walk to school as it is, even without the number of additional units planned by this new application.

The increased traffic congestion, parked cars and strain on local public transport is only one facet to this plan. Other areas which are of concern are:

- The site contains protected Blue Gum High Forest, but with the recommendation to remove a significant number of tree. This is unacceptable.
- The application does not adequately address the key requirements of NSW planning as to height and scale etc.

I would like to make the point I am not against development in general. However, the number of units proposed (355) along with 11 storey buildings for a single residential area is just ridiculous.

I strongly urge you to not let this application go through.

Kind Regards,

James Bartrop
53 Avon Rd, Pymble

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From: "Rob Sutherland" <rsutherland@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 10/02/2011 11:53 pm
Subject: Concept Plan (MP08_0207) and Project Application (MP10_0219)

Attention : Director Metropolitan Projects

Major Projects Development

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

Dear Sir/Madam,

I write to lodge my fierce objections to the above proposal for the following reasons.

1. Its height and density far exceeds the cap of five stories that has been applied to all other developments in this area and should not be allowed in a residential area. A proposal to build 11 stories is so far in excess of this that it is almost a perversion and a blatant push by the developer to override all concerns of council and residents to maintain an acceptable height to all buildings that will not destroy the tree canopy that makes Ku-ring-gai. Trees just do not grow to a height of an 11 story building. Buildings of such height should be allowed only in small selected areas such as in Chatswood CBD or North Sydney CBD, not in the middle of our suburbs. Stating that 11 stories will not cast shadows is not the issue it is the sheer increase in height that if allowed would tower above the landscape in such an unsightly and obtrusive manner that is the main objection.

2. I believe that the scale has been pushed to such excess as in so doing the developer hopes that he can bypass all local and environment concerns and have his development approved by the extremely controversial decision making process which is left in the hands of the Planning Minister under the Part 3A process. It shows extreme arrogance on the part of the developer and

his statement that this will have a very small footprint is ludicrous. How can an excess of 6 stories to what has been deemed acceptable not have an impact on the landscape.

3. The developer was also quoted in the North Shore Times as having replied to concerns about increased traffic congestion that "traffic would actually be reduced during peak hours because residents would walk to the area's two major destinations - Pymble Ladies College and Pymble Station". Are we seriously to believe that there would not be one extra car during peak hours? Are we to believe that the construction of 355 units on this site will mean that not one of those new residents will want to take their car to work? Does our current rail network have train stops at every suburb and within walking distance of all major work places? Of course there will be a huge increase in traffic congestion not only during peak hour but throughout all hours of the day. This area is already a traffic nightmare especially for traffic coming from the North along the Pacific Highway who want to turn right into Livingstone Avenue. Due to the recent development in this area the traffic at all times of the day can be backed up so far as to reduce the traffic heading to the city to only one lane. Any increase in traffic congestion will see the Pacific Highway over the bridge at Pymble come to a standstill. This proposal will create a huge traffic and parking problem for which there is no solution as the streets are already overcrowded. How can people living further from the station find places to park and have access to the train. Where will visitors to these 355 units park. Further, traffic congestion is already excessive due to the large private school that this small pocket caters for.

4. How can such a massive development even be considered when it will have such a hugely negative impact on an area that already suffers from overdevelopment.

It will have a negative impact firstly by its proposed density for the site, its proposal to exceed the five story height limit and its inevitable huge increase in traffic flows and congestion in an already overdeveloped residential area.

I urge you and the Planning Minister to throw out this development and take heed of local concerns, local environment sensitivity and the overwhelming need to preserve our unique residential areas for future generations from such overwhelming exploitation and over development.

Yours sincerely,

Cheryl Sutherland

20 Northcote Road

Lindfield NSW 2070

213

From: "Alyson Wormald" <awormald@ozemail.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 21/01/2011 2:29 pm
Subject: Concept plan (MP08_0207)

Dear Sir/Madam,

Re: Concept Plan (MP08_0207) & Project Application (MP10_0219)

Residential development at Avon, Beechworth and Arilla Rds, Pymble.

I strongly object to this proposal as it grossly exceeds the planning limits that apply to the site.

We live in Beechworth Rd. and it takes a long time to get through the lights at the Pacific Highway during PLC Pymble pick up and drop off hours. With another 355 cars trying to get through the lights we will never make it.

Parking in Beechworth Rd is sometimes difficult so where will visitors park?

If this plan passes you will be riding roughshod over the people of Pymble but that might not bother you.

Please, do not allow this ridiculous development.

Sincerely

Alyson Wormald

9 Beechworth Rd

Pymble 2073

214

From: "Ann Carter" <carter11c@hotmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 3/02/2011 10:31 am
Subject: Concept plan MP08_0207 and Project Application MP10_0219

Attention: Director Metropolitan Projects
Major Projects Assessment
Department of Planning

Der Sir/Madam,
Re: Concept plan MP08_0207 and Project Application MP10_0219
Residential Development at Avon, Beechworth and Arilla Rds., 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 wither close to a main road or are nearby the stations. And even the developments in Clydesdale Place are no more than 7 storeys high at the railway line frontage.

The current transport and road infrastructure is inadequate and cannot with stand the imposition of the extra people and traffic that this development will bring. Traffic from PLC currently blocks access to the Pacific Highway. This is before the apartments at the top of Pymble Avenue are occupied. The area cannot cope with more without substantial upgrades to road access to the Pacific Highway

Please deny planning permission for this project.

Yours sincerely,

Ann Carter
11C Orinoco St
Pymble NSW 2073

From: "Nigel Evans" <nigel@translateIT.com.au>
To: <plan_comment@planning.nsw.gov.au>
CC: "Robyn Evans" <robyn@hrassociates.com.au>
Date: 9/02/2011 5:09 pm
Subject: Concept Plan MP08_0207 and Project ApplicationMP10_0219

Robyn and Nigel Evans

44 Beechworth Road

PYMBLE NSW 2073

Attention: Director Metropolitan Projects
Major Projects Assessments
Depart 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 write to object to this application.

Building Height

The project is clearly in breach of the guidelines of the recently developed and approved NSW State Government's plans for the area, as outlined in the Ku-ring-gai Development Control Plan (Town Centres) 2010.

The applicant seeks approval of buildings of 11 and 9 storeys.

Per section 2C.1 of the DCP it states as follows:

The proposed building heights in Pymble will provide strong encouragement for redevelopment to support a centre in decline. The maximum building height allowable is seven storeys along Grandview Street. The tallest buildings will be located on sites that will not impact on existing residents and will offer views to the east and west.

This issue was noted in the Environmental Assessment.

I request that this point be taken into consideration.

Building Context

The DCP discusses this building height within the context of Grandview Street, adjacent to the railway station.

The proposed project is some 1 kilometre away in an exclusively residential area of one to two stories.

The proposed buildings are completely out of context with the local residential area and the three storey projects that are built on the Pacific Highway and adjacent streets in the area.

The project would dwarf the largest existing building at Pymble Avenue and Avon Road, which is adjacent to the train station, itself a substantial series of buildings.

The proposal is completely out of context and a height of three to five stories would be far more appropriate in the area. It's not about objecting for objecting's sake, but trying to accommodate a more balanced approach.

I request that this point be taken into consideration.

Transport Congestion

Avon Road currently accommodates the only entry and exit point to a substantial school and is also used by local train commuter parking. Parking currently overflows along both sides of Avon Road to the intersection with Arilla Road.

The only access points from Avon Road with the Pacific Highway are via Avon / Arilla / Beechworth in the one direction and Everton / Livingston in the opposite direction.

Beechworth onto the Pacific Highway in particular is a residential street and not easy to gain egress from at peak times due to the backlog of traffic on the Pacific Highway blocking entry points.

The requirement of many cars to cross the staggered lights at the Pacific Highway to enter Bobbin Head Road also results in delays and congestion for left hand turns, as cars wanting to make this journey have to cross to lanes of traffic to get to a third, all within the space of some 50 meters.

The addition of new resident cars for 355 units is going to have a very severe impact on traffic in the area. At an average of 1.5 cars per unit, that would equate to some 530 additional cars and could well more than double car movements between 7.30 and 8.30 morning peak.

I would request a detailed transport impact plan be conducted (during school term), prior to any further consideration of this application.

Should you require any additional information, please do not hesitate to contact me.

Yours sincerely

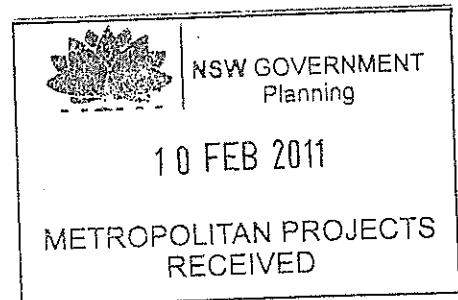
Robyn and Nigel Evans

215

R. Fax. 02 9228 6455

Robyn and Nigel Evans
44 Beechworth Road
PYMBLE NSW 2073

Attention: Director Metropolitan Projects
Major Projects Assessments
Depart 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 write to object to this application.

Building Height

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This issue was noted in the Environmental Assessment.

I request that this point be taken into consideration.

Building Context

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The proposed project is some 1 kilometre away in an exclusively residential area of one to two stories.

The proposed buildings are completely out of context with the local residential area and the three storey projects that are built on the Pacific Highway and adjacent streets in the area.

The project would dwarf the largest existing building at Pymble Avenue and Avon Road, which is adjacent to the train station, itself a substantial series of buildings.

The proposal is completely out of context and a height of three to five stories would be far more appropriate in the area. It's not about objecting for objecting's sake, but trying to accommodate a more balanced approach.

I request that this point be taken into consideration.

Transport Congestion

Avon Road currently accommodates the only entry and exit point to a substantial school and is also used by local train commuter parking. Parking currently overflows along both sides of Avon Road to the intersection with Arilla Road.

The only access points from Avon Road with the Pacific Highway are via Avon / Arilla / Beechworth in the one direction and Everton / Livingston in the opposite direction.

Beechworth onto the Pacific Highway in particular is a residential street and not easy to gain egress from at peak times due to the backlog of traffic on the Pacific Highway blocking entry points.

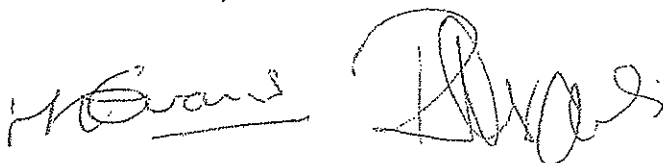
The requirement of many cars to cross the staggered lights at the Pacific Highway to enter Bobbin Head Road also results in delays and congestion for left hand turns, as cars wanting to make this journey have to cross to lanes of traffic to get to a third, all within the space of some 50 meters.

The addition of new resident cars for 355 units is going to have a very severe impact on traffic in the area. At an average of 1.5 cars per unit, that would equate to some 530 additional cars and could well more than double car movements between 7.30 and 8.30 morning peak.

I would request a detailed transport impact plan be conducted (during school term), prior to any further consideration of this application.

Should you require any additional information, please do not hesitate to contact me.

Yours sincerely

Two handwritten signatures in black ink. The first signature on the left is 'Robyn Evans' and the second signature on the right is 'Nigel Evans'.

Robyn and Nigel Evans

26 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

I am currently the resident of 7 Arilla Rd, Pymble and I object to the concept of this plan. The 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, which is a distance from shopping precinct and the station.

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.

Furthermore, despite the suggestion of minimal impact on the traffic, it is inevitable that such a drastic growth to the local population will undoubtedly result in an increase to the congestion that is already currently present around Avon and Arilla Roads, from PLC traffic and commuter parking.

Regards,

Kathy Liu

217

From: "Mary & Gary" <marygary@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 19/01/2011 11:02 am
Subject: FW: Concept Plan (MP08_0207) & Project application (MP10_0219) Avon, Arilla & Beechworth Rds PYMBLE - objection

Director Metropolitan Projects,

Department of Planning,

NSW Government

I am a local resident and I wish to object to the above proposal.

Whilst I accept that this municipality must take its fair share of development for Sydney that does not mean that it should be subject to developments that are oversized and detrimental to the surrounding neighbourhood.

The scale and height of this proposed development is in excess of local and State planning limits and in complete contrast to the surrounding low density residential area and even other recent local medium density developments. It is clear that due to the topography of the site and area there will be negative impact to the surrounding houses and nearby streets due to overshadowing.

On some days the route to Pymble Station thru these streets is already congested and due to large volumes of commuter parking access is often reduced to one lane in some parts of Avon Road (for both directions to use). Regularly during peak periods (and school drop-off and pick-up times at PLC) the access routes to the Pacific Hwy via Beechworth and Avon Roads has traffic jams - the effect of adding over 350 residents and their cars to these roads will only intensify these traffic log-jams.

It should also be noted that these access points to the Pacific Hwy (and access to Pymble Ave via Avon Road) are the only egress for residents on this side of the Pacific Hwy - many of these streets (and indeed even some of the subject site) are classified as being bushfire prone and that fact needs to be taken into account when considering this development's impact on its site and also the surrounding area.

Mary Maloney

18A Lawley Cres,

Pymble, 2073, NSW.

From: ANN & MICHAEL <wilsonsofpymble@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 20/01/2011 2:12 pm
Subject: Fwd: Fwd: RESIDENTIAL DEVELOPMENT- PYMBLE

I omitted my Name and Address

They are

Michael Wilson
14 Lawley Cres
Pymble 2073

----- Original Message -----

Subject: Fwd: RESIDENTIAL DEVELOPMENT- PYMBLE
Date: Thu, 20 Jan 2011 14:09:22 +1100
From: ANN & MICHAEL <wilsonsofpymble@bigpond.com>
To: plan_comment@planning.nsw.gov.au

----- Original Message -----

Subject: RESIDENTIAL DEVELOPMENT- PYMBLE
Date: Thu, 20 Jan 2011 13:55:26 +1100
From: ANN & MICHAEL <wilsonsofpymble@bigpond.com>
To: plan_comment@planning.nsw.gov.au

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.

I wish to lodge an objection in the strongest terms to the above development proposal. It is ludicrous in concept for the following reasons:

1. The enormous generation of traffic which will result. It is already at saturation point in this area.
2. The further desecration of a hitherto pristine area with the construction of 5 residential building envelopes of 4 to 11 storeys.
I believe the limit is 5 storeys.
3. The degradation of the environment. This area is well known historically as having the highest annual rainfall in the Sydney Metropolitan area. These buildings (on the side of a hill) will create heavy water run-off by negating the existing porosity of the soil.
4. Escalated power demands-which will lead to blackouts and disruption as equipment becomes overloaded.
5. Commuter parking for Pymble train station, already inadequate, will be impossible.
6. Trains,buses and schools will become even more overcrowded.
7. The disruption to the community during the demolition and construction period of the project- probably three years.

8. Footpaths in Arilla and Avon Rd are inadequate.
9. the heritage-listed Stationmaster's cottage off Avon Rd (next to the rail line) will disappear.

In this immediate area, we have already been inflicted with the two hideous Meriton developments in Avon Road and Pymble Ave. the Avondale development in Clydesdale Place, as well as many large residential expansions. Another major development has been approved for the corner of Everton St and Pymble Ave (opposite the Pymble fort)I won't elaborate on the numerous trucks and buses which use these roads.

The developer makes some specious claims about traffic volumes and He blames PLC School for the traffic problems (it was established 95 years ago when no cars were around) and fails to mention the traffic generated by Avondale Golf Club, train commuter traffic, through traffic from West Pymble and traffic from the large apartment blocks on Pacific Highway and Clydesdale Close which are required to travel north to Beechworth Rd and turn around there to perform a right turn into the Pacific Highway. Nor has he allowed for the huge volumes of cars which will be disgorged from the Meriton apartments.

He does mention that 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 - a major traffic artery. 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 interminably at peak times- like flooded creeks entering a flooded river.

Ku-Ring-Gai has already received more than its share of high-rise development. Enough is enough. This project conceived by a rapacious developer (who won't be living here) *CANNOT *be allowed. It is unconscionable and would destroy this lovely, peaceful area for ever.

From: ANN & MICHAEL <wilsonsofpymble@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 1/02/2011 12:27 pm
Subject: Fwd: Re: Fwd: RESIDENTIAL DEVELOPMENT- PYMBLE

----- Original Message -----

Subject: Re: Fwd: RESIDENTIAL DEVELOPMENT- PYMBLE
Date: Tue, 01 Feb 2011 12:10:24 +1100
From: ANN & MICHAEL <wilsonsofpymble@bigpond.com>
To: plan-comment@planning.nsw.gov.au

I have since discovered that the traffic survey used by the applicant was

1. About two years out of date.
2. Took no account of the huge Meriton development further along Avon Road.

Yesterday morning at about 7.45 am I was driving to the Airport and the traffic turning right from the Pacific Highway into Livingstone Ave was banked up on the right line as far back as the Pymble Hotel. This meant that the through traffic could only use one lane. In the afternoon, a friend called in and was very frustrated. It took him *20 minutes* to make the same turn.

Michael Wilson

9144 3148

On 20/01/2011 2:09 PM, ANN & MICHAEL wrote:

>
 >
 > ----- Original Message -----
 > **Subject:** RESIDENTIAL DEVELOPMENT- PYMBLE
 > **Date:** Thu, 20 Jan 2011 13:55:26 +1100
 > **From:** ANN & MICHAEL <wilsonsofpymble@bigpond.com>
 > **To:** plan_comment@planning.nsw.gov.au
 >
 >
 >
 > 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.
 >
 > I wish to lodge an objection in the strongest terms to the above
 > development proposal. It is ludicrous in concept for the following
 > reasons:
 > 1. The enormous generation of traffic which will result. It is already
 > at saturation point in this area.
 > 2. The further desecration of a hitherto pristine area with the
 > construction of 5 residential building envelopes of 4 to 11 storeys.
 > I believe the limit is 5 storeys.

- > 3. The degradation of the environment. This area is well known
- > historically as having the highest annual rainfall in the Sydney
- > Metropolitan area. These buildings (on the side of a hill) will
- > create heavy water run-off by negating the existing porosity of
- > the soil.
- > 4. Escalated power demands-which will lead to blackouts and
- > disruption as equipment becomes overloaded.
- > 5. Commuter parking for Pymble train station, already inadequate,
- > will be impossible.
- > 6. Trains,buses and schools will become even more overcrowded.
- > 7. The disruption to the community during the demolition and
- > construction period of the project- probably three years.
- > 8. Footpaths in Arilla and Avon Rd are inadequate.
- > 9. the heritage-listed Stationmaster's cottage off Avon Rd (next to
- > the rail line) will disappear.
- >
- > In this immediate area, we have already been inflicted with the two
- > hideous Meriton developmets in Avon Road and Pymble Ave.
- > the Avondale development in Clydesdale Place, as well as many large
- > residential expansions. Another major development has been approved
- > for the corner of Everton St and Pymble Ave (opposite the Pymble
- > fortI won't elaborate on the numerous trucks and buses which use these
- > roads.
- >
- > The developer makes some specious claims about traffic volumes and He
- > blames PLC School for for the traffic problems (it was established 95
- > years ago when no cars were around) and fails to mention the traffic
- > generated by Avondale Golf Club, train commuter traffic, through
- > traffic from West Pymble and traffic from the large apartment blocks
- > on Pacific Highway and Clydesdale Close which are required to travel
- > north to Beechworth Rd and turn around there to perform a right turn
- > into the Pacific Highway. Nor has he allowed for the huge vlolumes of
- > cars which will be disgorged from the Meriton apartments.
- >
- > He does mention that 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 - a major
- > traffic artery.The traffic signals allow 8 cars at most to turn on
- > each signal change(far fewer if pedestians are crossing the highway) .
- > Accordingly, traffic banks back interminably at peak times- like
- > flooded creeks entering a flooded river.
- > Ku-Ring-Gai has already received more than its share of high-rise
- > development. Enough is enough. This project conceived by a rapacious
- > developer (who won't be living here) *CANNOT *be allowed.It is
- > unconscionable and would destroy this lovely, peaceful area for ever.
- >
- >

From: ANN & MICHAEL <wilsonsofpymble@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 20/01/2011 2:09 pm
Subject: Fwd: RESIDENTIAL DEVELOPMENT- PYMBLE

----- Original Message -----

Subject: RESIDENTIAL DEVELOPMENT- PYMBLE
Date: Thu, 20 Jan 2011 13:55:26 +1100
From: ANN & MICHAEL <wilsonsofpymble@bigpond.com>
To: plan_comment@planning.nsw.gov.au

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.

I wish to lodge an objection in the strongest terms to the above development proposal. It is ludicrous in concept for the following reasons:

1. The enormous generation of traffic which will result. It is already at saturation point in this area.
2. The further desecration of a hitherto pristine area with the construction of 5 residential building envelopes of 4 to 11 storeys.
I believe the limit is 5 storeys.
3. The degradation of the environment. This area is well known historically as having the highest annual rainfall in the Sydney Metropolitan area. These buildings (on the side of a hill) will create heavy water run-off by negating the existing porosity of the soil.
4. Escalated power demands-which will lead to blackouts and disruption as equipment becomes overloaded.
5. Commuter parking for Pymble train station, already inadequate, will be impossible.
6. Trains,buses and schools will become even more overcrowded.
7. The disruption to the community during the demolition and construction period of the project- probably three years.
8. Footpaths in Arilla and Avon Rd are inadequate.
9. the heritage-listed Stationmaster's cottage off Avon Rd (next to the rail line) will disappear.

In this immediate area, we have already been inflicted with the two hideous Meriton developments in Avon Road and Pymble Ave. the Avondale development in Clydesdale Place, as well as many large residential expansions. Another major development has been approved for the corner of Everton St and Pymble Ave (opposite the Pymble fortI won't elaborate on the numerous trucks and buses which use these roads.

The developer makes some specious claims about traffic volumes and He blames PLC School for for the traffic problems (it was established 95 years ago when no cars were around) and fails to mention the traffic generated by Avondale Golf Club, train commuter traffic, through traffic from West Pymble and traffic from the large apartment blocks on Pacific

Highway and Clydesdale Close which are required to travel north to Beechworth Rd and turn around there to perform a right turn into the Pacific Highway. Nor has he allowed for the huge volumes of cars which will be disgorged from the Meriton apartments.

He does mention that 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 - a major traffic artery. 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 interminably at peak times- like flooded creeks entering a flooded river.

Ku-Ring-Gai has already received more than its share of high-rise development. Enough is enough. This project conceived by a rapacious developer (who won't be living here) *CANNOT *be allowed. It is unconscionable and would destroy this lovely, peaceful area for ever.

From: "Felicity Moffatt" <felicity@mdmedia.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 28/01/2011 11:24 am
Subject: Letter in relation to Concept Plan (MP08_0207) & Project Application (MP10_0219)

Dear Sir/Madam,

We write to strongly object to a proposal for another massive development on the North Shore.- Concept Plan (MP08_0207) & Project Application (MP10_0219) for residential development at Avon, Beechworth and Arilla Roads, Pymble.

A plan for 355 units at eleven stories high is simply unacceptable and unsustainable in residential Pymble. We object to the scale of the development, the fact that it will exceed height controls and the effect it will have on the local environment.

In St Ives near large scale new high rise developments parking and traffic problems have dramatically increased and it has become a problem for Council and residents- not the developer.

Please, enough is enough. Just because a developer asks for an outrageous "concept" does not mean community concern should be overridden to accommodate it.

Yours Sincerely,

Felicity and Kenneth Moore

4 Lancaster Ave

St Ives, NSW 2075

Ph 9440 8823

220

From: "Kan, MunChing" <MunChing.Kan@covance.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 18/01/2011 6:42 pm
Subject: OBJECTION: Concept Plan (MP08_0207) and Project Application (MP10_0219)
Residential development at Avon, Beechworth and Arilla Roads, Pymble

dear Sir/ Mdm,

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

As far as I am concerned the sheer number of units proposed and the height of the buildings (11 and 9 storeys) are not practical and feasible for this residential area. Please confirm that the proposed heights of these construction are within the planning limits allowed.

Regards
Mun Ching KAN
20 Ashmore Avenue
Pymble

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If you have received this e-mail transmission in error, please reply to the sender, so that we can arrange for proper delivery, and then please delete the message from your inbox. Thank you.

221

From: Caryn Hanley <caryn.hanley@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 19/01/2011 11:01 pm
Subject: Objection to Concept Plan (MP08_0207) & Project Application (MP10_0219)

75 Beechworth Rd

Pymble

NSW

2073

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

20 January 2011

To Whom it May Concern:

RE: OBJECTION TO CONCEPT PLAN (MP08_0207) & PROJECT APPLICATION
(MP10_219) (Residential Development at Avon, Beechworth and Arilla
Roads, Pymble)

It has come to my attention that there is yet another application from
the same developer to erect a massive development on this site.

I would like to lodge my objection on the following basis:

This proposal completely ignores, and in facts aims to almost DOUBLE
the height control limits set in 2003 by NSW Planning

It also fails to meet the requirements set out by the Director General
on 11 February 2009, i.e. that a proposal should "address the height,
bulk and scale of the proposed development within the context of the
locality". Anybody who has even driven past, let alone investigated
local area residences will see that this proposal is grossly over the
height, bulk and scale of even the largest of local residences. This
area is a quiet, suburban, family area and that fact is reflected in
the existing residences.

The proposal absurdly suggests that there will be minimal impact on
local traffic. There is already a significant amount of traffic on
these roads due to the location of the golf club and Pymble Ladies
College as well as the development closer to the Pacific Highway at
the top of Pymble Avenue. To suggest that 355 units will have minimal
impact on these narrow, already congested roads is bordering on
blatantly dishonest.

A comparison to the development at the top of Pymble Avenue or those
along Pacific Highway is illogical and irrelevant. The site on Avon,
Beechworth and Arilla roads is in the heart of a purely residential
area, and is not close to the station or shopping precinct. A
development of this nature on this particular sight would completely

overshadow the existing residences, and negatively impact on the feel and functioning of this suburb.

This same developer has already had similar proposals which been rejected 3 times in the past. Each time a new proposal is submitted both the number of units and the height of the building increases dramatically.

In summary, it is my belief that this proposal is of no benefit to anybody other than the developer. It will have a massive negative impact on the existing single residential area surrounding the site; dramatically reduce the quality of life and property value of existing homes; and increase the already excessive traffic on these roads.

There are many more suitable sites for multi-unit developments closer to the Pacific Highway and railway. To allow this proposal to go forward would be in direct conflict with the wishes of the NSW Department of Planning, the Director General and every resident in the surrounding neighbourhood.

I trust you will take these concerns to heart.

Sincerely,

CARYN S HANLEY

222

From: Man Wu <mankwu@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 4/02/2011 8:40 pm
Subject: Objection to Concept Plan (MP08_0207) & Project Application (MP10_0219)

Dear Mr. Woodland,

*Subject: *Concept Plan (MP08_0207) & Project Application (MP10_0219) for residential development at Avon, Beechworth and Arilla Roads

I *object* to the proposal because (1) the surrounding single residences will be overlooked by the 6 to 11 floors of development resulting in of privacy; and (2) the total 355 new apartments will have a substantial impact on the traffic in the local area. Avon Road is congested from PLC traffic and commuter parking stretching from Avon Road to Arilla Road. With the just completed development at Iron Bark the traffic situation will be chaotic at the morning peak. The proposal will make the situation much worse.

My personal details are:

Name: Mr. Man Kwong Wu
Address: 54 Beechworth Road, Pymble, NSW 2073

Grateful if my objection be given due consideration in the assessment of the application.

M.K. Wu

222

From: "Bob Ballinger" <bobb@iprimus.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 31/01/2011 12:06 pm
Subject: Objection to Concept Plan (MP08_0207) and Project Application (MP10_0219)

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

Dear Sir/Madam;

We strongly object to the above development proposal for the following reasons:

- 1) It is a concept plan with only a firm proposal for Stage 1 of the proposed five blocks of units. There is no provision to ensure that, in the future, the number, size or location of the remaining four blocks will remain as in this proposal. Previous development proposals have escalated the numbers of units from 150 in 1995 to 180 in 2001 and 240 in 2009 to 355 in the current Proposal. The number of floors has risen from 3 to 6 on Avon Road, and from 7 to 11 within the site.
- 2) The proposal attempts to provide justification for heights in excess of the SEPP 53 standards.
- 3) Stage 1 of the proposed development provides 86 parking spaces for 50 units. This indicates that the completed proposal for 355 units could contain parking for as many as 610 cars and thus would have a significant negative impact on local traffic which is already at saturation point during peak times.
- 4) No traffic management plan has been proposed to control the enormous increase in traffic congestion which will occur in an already traffic saturated area with exit roads being only narrow two-lane streets. There has been insufficient time to include studies of the effect from the Meriton units on the corner of Avon/Pymble Roads which are only now becoming occupied and the impact of which will add to current congestion.
- 5) Restricted access to and from the Pacific Highway at Livingstone and Beechworth Roads, the only two exit points to Pacific Highway, already causes traffic to significantly bank back at peak hours in both local streets and on the Pacific Highway especially on school days. Traffic signals only allow a maximum of eight cars to turn and that number is reduced when pedestrians are crossing the highway.
- 6) Minimal access and exit via only two streets during time of emergency, eg bushfire, could result in loss of life and property.
- 7) Vehicles using the proposed access via Arilla Road will still have to negotiate Beechworth or Avon Roads to access the development and the Highway.
- 8) Commuter parking already restricts traffic flow at the northern end of Avon Road to one lane for both directions and any increase in traffic flow will result in gridlock, especially during school days, weekend sport fixtures and entertainment events. Before the impact of the Meriton Apartments we have sat in traffic grid lock for 1/2 hour on occasions during weekend events or when parked cars and school buses block one of the only two lanes.
- 9) No additional safety measures are proposed to eliminate the inconvenience and significant danger to the large number of pedestrians using the inadequate local footpaths some shared by 2000 school children attending Pymble Ladies College.
- 10) The proposed five buildings of four to eleven stories is not in keeping with a precinct of single storey dwellings which adjoin the boundaries of the property and make up our community.
- 11) The visual impact of the massive development would be unacceptable in the community. To use the visual impact of the Meriton units on the corner of Avon/Pymble Roads as a precedent is disingenuous as

the Meriton complex is not as large or as invasive when viewed from the eastern side

12) The Proponent has made no allowance for improvements and upgrades in essential local infrastructure such as roads, electricity supply, water and sewerage.

13) Construction noise will be intolerable for a long period of time - noise pollution from the Meriton units on Avon/Pymble Roads was intolerable for many months and they are further away from us.

14) Construction vehicles will contribute to the current traffic congestion. That associated with the construction of the Meriton units at Avon/Pymble Roads caused considerable delays and was at times dangerous.

15) A concept on the scale of the proposed scope should be located in a designated precinct on a highway rather than destroy the amenities of a quiet, leafy residential community of family homes.

16) The developer should not be allowed to destroy such a large area of bush - home to many species of native birds, animals and other wildlife - with the resultant severe negative impact on the protected Blue Gum High Forest and the environment.

17) Elimination of natural vegetation by urban consolidation will increase the danger of local flash floods and flooding due to heavy and increased run-off.

As residents of this community for twenty years we have seen an enormous deterioration in the area with the increase in homes and enrolments at PLC and resultant traffic escalation together with a lack of improvement in infrastructure.

For all of the above reasons we cannot accept that this proposal will benefit anyone other than the developer.

Please note that we do not want our personal details including our email address to be made available to the Proponent, other authorities or placed on the Department's website.

Yours faithfully
Robert and Suzanne Ballinger
17 Linden Avenue, Pymble, NSW, 2073

224

From: Monica Tan <monicat59@yahoo.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 16/01/2011 3:46 pm
Subject: Objection to Concept Plan MP08_0207 and Project Application MP10_0219

@font-face {
font-family: "Times New Roman";
}@font-face {
font-family: "Courier New";
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font-family: "Wingdings";
}p.MsoNormal, li.MsoNormal, div.MsoNormal { margin: 0cm 0cm 0.0001pt; font-size: 12pt; font-family:
"Times New Roman"; }table.MsoNormalTable { font-size: 10pt; font-family: "Times New Roman";
}p.Style, li.Style, div.Style { margin: 0cm 0cm 0.0001pt; font-size: 12pt; font-family: Helvetica;
}div.Section1 { page: Section1; }ol { margin-bottom: 0cm; }ul { margin-bottom: 0cm; }

To: Major Projects Assessment,

Department of Planning,

GPO Box 39,

Sydney NSW 2001

Dear Sir/Madam:

I hereby object to this
project.

This proposal exceeds height controls set in 2003 by NSW
Planning massively. May I humbly
refer you to the table below:

Maximums set in 2003

This proposal

On Avon Road

3

floors

6 floors

Within site

7

floors

11 floors

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

"..the

proposal shall address the height, bulk and scale of the proposed development within the context of the locality, and provide detailed justification for heights in excess of the SEPP 53 standards".

In my view this proposal fails to address this issue because the Concept Plan exceeds the height, bulk and scale of adjacent residences massively. "...demonstrate that proposal does not have unacceptable levels of impacts on views and overshadowing of adjoining sites and public domain." In my view the proposal fails to address this issue because its visual impact is monstrously substantial.

It is not valid to compare this project to others on the Pacific Highway or the site at the top of Pymble Avenue. This specific site at Avon/ Beechworth is surrounded by single residences and is well away from the station and shopping precinct.

This proposal will have a substantial impact on the traffic in the local area. Avon Road is

already congested from Pymble Ladies College traffic and from commuter parking which now stretches down Avon Road to Arilla Road.

Yours faithfully,
Ms Suan Nee Tan 59 Avon Road Pymble NSW 2073

225

From: "Grahame Turner" <grahame@trasco.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 28/01/2011 3:39 pm
Subject: Ojection to MP08_0207 and MP10_0219

Dear Sir/Madam

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

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

The very concept of the height of these proposed tower blocks - something in the region of 550 new dwellings which brings with it the increased traffic congestion to the immediate area and the nearby Pacific Hwy together with the urban consolidation and drain on services is appalling.

The local council have quite sanely rejected the proposals because they know the area and the pressure that will come on services and now the developers - who care nothing for the municipality - only wish to maximise their returns while there appears to be a weakened response to such proposals.

When will the NSW Planning Authority get some 'backbone' and resist these scandalous proposals which are totally out of context for this area.

The original plan by the state government to increase dwellings in Ku-ring-gai by 10,000 over a 30 year period has been more than 50% completed in just three years - it is like a race to the bottom of the barrel with no regard to original concept and very little that local citizens can do about it but appeal for some sanity.

Sincerely,

Grahame Turner
9 Russell Ave, Lindfield, NSW 2070
grahame@trasco.com.au

226

From: "WHITE, Margaret" <WhiteM@rba.gov.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 28/01/2011 10:57 am
Subject: Overdevelopment, wrong scale, wrong context [SEC=UNCLASSIFIED]

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 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
- 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

Margaret White

41 Treatts Rd, Lindfield

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This footnote also confirms that this message has been checked for computer viruses.

227

From: "Wendy Champion" <wendy@erstrategies.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 21/01/2011 1:23 pm
Subject: Re: Concept Plan (MP08_0207) & Project Application (MP10_0219)

Dear Sir/Madam,

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

I OBJECT TO THIS PROJECT

The number of units proposed by the developer (355) and the height of 11 and 9 storeys is completely out of character and inappropriate within the area proposed.

The roads involved in the proposed development are populated with single level residences and this type of development is completely unacceptable & inappropriate for such an area. The proposal's concept plan is massively over the height, bulk and scale of other adjoining residences in the area. It will impact massively on the surrounding existing homes, their privacy and quiet suburban location.

The proposed development is well away from transport (Pymble station) and the Pymble shopping district.

The developer claims that there will be minimal impact on local traffic, which is an absolute false & misleading statement. The guaranteed impact of the proposed additional 355 units and their associated traffic would be massive. Already Avon Road, Pymble Avenue, Beechworth Road, Livingstone Ave, and Everton Street are clogged at peak hour from traffic which is accessing:

- . Pacific Highway to head north
- . Pacific Highway to head south
- . Pymble Ladies College
- . Pymble Station
- . Ryde Road, via West Pymble

. Ryde Road/Mona Vale Road, via Pacific Hwy

There are only two roads that access the Pacific Highway from the area, Beechworth Road and Livingstone Avenue, and these two roads are clogged every morning at peak hour during school terms. The roundabout at the top of Pymble Avenue is regularly at a total standstill due to the traffic in the area, and this will be made worse when the current development at that location (now completed) is at 100% capacity. Parking is so limited and overcrowded at Pymble station even now, that one has to park and walk a significant distance to access the train station. This would be aggravated by the proposed development & its associated traffic and housing of cars.

I live in Beechworth Road, and this development would adversely impact me & my family so much (in terms of being able to easily use & access the roads surrounding my home, and also due to the aesthetic impact of such a large & imposing development), I would be extremely likely to sell & move to a different area. So great is my opposition to this development. When I chose to live in Pymble, I did so because I loved the area which was quietly populated with ordinary residences, it was heavily populated with trees and natural bushland, and it was a suburb in which I could move around easily. I did not buy into Chatswood because I did not want to live amongst massive housing towers - that was a decision I made, and now Pymble is being slowly developed into another Chatswood.

I'm sure I am not the only local opponent to this development. The developer is the only person to gain any advantage from this development, and I oppose this development vehemently.

Regards,

Wendy Champion

88 Beechworth Road

Pymble NSW 2073

Ph. 9983 0845

Mob. 0407 950 617

228

From: "Terry Walsh" <termu@bigpond.net.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 27/01/2011 9:55 pm
Subject: re: Concept Plan (MP08_0207) & Project Application(MP10_0219)

ATTENTION Director Metropolitan Projects

Major Projects Assessments

27/Jan 2011

Dear sir/madam

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

*

Once again, it is totally out of character for the area.

*

There are already too many new units in the area.

*

The new ones on the South side of the Pacific Highway before PLC have already ruined the views in the area from the Pacific Highway.

*

This area is already one of the worst for traffic in the North Shore. Try driving through here to Turramurra any day of the week and especially Saturdays when it is almost always bumper to bumper.

*

When will somebody stand up to the developers and say no once and for all times.

*

Enough is enough

*

Do you want the Pacific Highway to end up looking like a high walled roadway due to all of these huge developements. Its turning into a concrete corridor!

Thank you
Terry Walsh
Dalton Rd
St Ives
NSW 2075

From: Mark C <chasekato1@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 28/01/2011 11:26 am
Subject: re: Concept Plan (MP08_0207) & Project Application(MP10_0219)

ATTENTION Director Metropolitan Projects
 Major Projects Assessments

28th 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_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

Kind regards

Mark Cummins

9 Waipori St
St Ive Chase

230



9a York Street
Sydney NSW 2000
Australia

Mail to: PO Box 1026
Strathfield NSW 2135
Australia

T 02 8741 6000
F 02 8741 6123
w mynrma.com.au

Mr John McKee
General Manager
Ku-ring-gai Council
Locked Bag 1056
PYMBLE NSW 2073

By Email: towncentres@kmc.nsw.gov.au

Dear Mr McKee

**Draft Ku-ring-gai Local Environmental Plan Town Centres (LEP) 2008
(S06913)**

NRMA Motoring & Services (NRMA) welcomes the opportunity to respond to the Draft Ku-ring-gai Local Environment Plan (S06913).

NRMA is the largest motorists' organisation in Australia, comprising more than 2 million members throughout NSW and the ACT. For over 85 years it has represented the interests of motorists in relation to road funding, road safety and other relevant public policy issues.

NRMA is concerned that 10 000 new dwellings are proposed to be built in the Ku-ring-gai Local Government Area (LGA) without the provision of appropriate transport infrastructure, including road upgrades, to cater for these extra residents and future projected traffic growth.

NRMA has concerns about the impact of Council's current proposals in light of the following issues:

- *Plans for the North West Heavy Rail link, and subsequently the North West Metro have both been abandoned* – Although the proposed North West Rail was not physically within the Ku-ring-gai LGA, it would have had an impact on reducing traffic volumes on the Pacific Highway and reducing congestion.
- *No commitment by State or Federal Government to construct the proposed F3 to M7 link* – Neither the State or Federal Government has committed funds to construct this urgently needed link which would substantially reduce congestion on the Pacific Highway.

Without implementation of the above items, to reduce the current existing congestion levels on the Pacific Highway, NRMA believes that Council's proposal to add 10 000 new dwellings in the local area may be premature and have adverse impacts on residents and traffic using the Pacific Highway.

However, NRMA commends Council for its commitment to building Park and Ride facilities and public transport interchanges in the planning of town centres that will improve the attractiveness of public transport use.

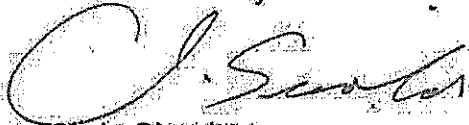
Australian Bureau of Statistics data revealed that in 2006, 77 percent of residents in the Ku-ring-gai Council area drove to work and only 10 percent used trains.

NRMA is a strong supporter of Park and Ride facilities. In February 2008, our major Park and Ride Research Report was released and this clearly identified that Park and Ride facilities are an important way to improve the attractiveness of public transport.

Additionally, NRMA would also like to see Council consider increasing the time allowed for parking in side streets to encourage greater use of public transport.

If you require further information, please contact Madeleine Carr, Policy Analyst on 02 9276 7234.

Yours sincerely,



Chris Siorokos
General Manager – Corporate Affairs

NRMA Motoring & Services, Park & Ride: Investigation and Audit of Park and Ride or Alternatives in Metropolitan Sydney, the Central Coast, Newcastle and Wollongong, February 2008.

Online Submission from Andrew Pitman of Resident (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

Please see attached.

I have no donations to declare.

Name: Andrew Pitman
Organisation: Resident

Address:
10 Jubilee Avenue,
Pymble, 2073

IP Address: c220-239-120-162.belrs4.nsw.optusnet.com.au - 220.239.120.162

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 08/02/2011

10 Jubilee Avenue
Pymble, 2073

Re Concept Plan MP08_0207 and Project Application MP10_0219

Dear Sir or Madam

I wish to note by objection to the plan and application to develop at Avon, Beechworth and Arilla Roads, Pymble.

My objections are:

1. traffic in the area is already a major concern with impacts on local economic activity and access to Hornsby and Chatswood deteriorating. Queuing to access the Pacific Highway from Beechworth Road is a serious problem due to Pymble Ladies College for example. The road crossing at the corner of the Pacific Highway and Beechworth Road has become dangerous for adults and children accessing Sacred Heart Primary School and Pymble Public School as drivers, frustrated by delays, rush the lights. The Highway is now banked back through Gordon during a peak period that lasts several hours in the evening. In short, the development of multiple storey apartments all along the Pacific Highway has led to a traffic deterioration that is serious with significant economic implications. Major developments of the kind proposed should wait until there is an upgrade of the Pacific Highway.

I note the proposal notes on a series of occasions that it will not affect local traffic significantly. I would suggest that an independent assessment of the truth of these statements be required as it does not seem to pass the "common sense" test but without access to the modeling described it is hard to comment.

2. I also note an error in section 3.1.1 of the Parking and Traffic report which states that access into the area from the North would be via Livingstone Road. Our experience is that a large number of vehicles perform a u-turn on Telegraph Road which is at the best of times dangerous to access Beechworth Rd. This is likely to be increased substantially due to the large number of residences.
3. The assessment of local traffic was undertaken on the 25th May 2009 is now out-of-date and there has been significant additional traffic in the area as a result of ongoing development.
4. The measurement of traffic was performed on a single day. As a scientist, if I attempted to publish a paper with a sample size of 1 I would be ridiculed. It is embarrassing to see a multi-million dollar development's traffic plan scaffolded on a single measurement. Any analysis or conclusions reached of any kind based on a single days measurements is scientifically and statistically flawed.

5. The suggestion that Pymble Ladies College should be required to address traffic issues (just before Section 3.4) is insulting (and I have no interest in this school). PLC has existed for a long time – the fact that the traffic it generates impacts on the local area is a problem. But it's an *existing problem* that many residents have moved into the area aware of. The proposed development is an *additional problem* which would be imposed on the local community. The development proposal should address the traffic problems it will generate and not cast blame at existing local communities. In particular the proposed through-road from Beechworth to Avon Rd is criticized by the Developer and I would like to see an independent analysis of this proposal.
6. The Plans (Section 3.2.1) suggest a ~10% increase in traffic load. Assuming this is approximately true, this would not translate into a “mere” 10% increase in travel times as the impact of additional traffic acts non-linearly with time. Thus travel times for local residents will be significantly increased on top of an already congested region.
7. The scale of the development proposed, in particular, the proposed high, is outrageous and is so out of keeping with the region as to be an insult to residents in the area.
8. A development of this site is overdue. However, the landscaping, protection of remnant Blue Gum and “park-like landscapes” and “meandering” paths are a beautiful construct by the developer and could be provided for the local community in a development significantly smaller.

In summary, I object to this development. It is a development that is not appropriate to this location, unless limited to a vertical scale of 4-5 stories. While even this would already further burden local infrastructure I recognize a need to develop this and other sites to prevent urban sprawl. However, the scale of this proposed development is excessive by such a margin, it is so outrageous in its scope, that I believe that this proposal should be formally declined and the developer invited to re-submit a proposal that is, at least to some degree, reasonable.

Yours sincerely,

Professor A.J. Pitman

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From: Andrew Reeve <andrewreeve4@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
CC: Nicole Reeve <nicole@chayleeandmolly.com>
Date: 11/02/2011 4:05 pm
Subject: Concept Plan (MP08_0207) & Project Application (MP10_0219) for residential development at Avon, Beechworth and Arilla Roads
Attachments: Development Objection Reeve.pdf

Dear Sir Madam,

Please see attached objection to the above proposal.

Regards,
Andrew Reeve

Andrew Reeve
18 Beechworth Road
Pymble NSW 2073

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

February 11, 2011

Dear Sir/Madam,

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

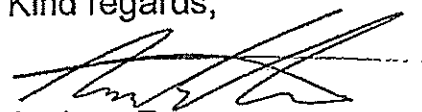
We OBJECT to this project.

As owners of 18 Beechworth Rd, Pymble, my wife and I strongly object to the proposed development; "Concept Plan (MP08_0207) & Project Application (MP10_0219) for residential development at Avon, Beechworth and Arilla Roads". This proposal is grossly over the height, bulk and scale of the local residences. It totally ignores the NSW Department of Planning's concerns stated in the Director General's letter dated 11th February, 2009. This proposal is well outside planning limits.

There has not been any development close in comparison to the size of this proposed project on the Pacific Highway or in Sydney's North Shore residential zoned area.

The impact of this project is far too significant on the environment, infrastructure and public. 355 apartments will no doubt have an enormous impact, please do not allow the developer to damage such a beautiful suburb by proposing absurd developments in residential areas, especially after the proposal has already been rejected by our local council. We request that the developer proposes a more realistic development.

Kind regards,



Andrew Reeve

253

From: "Anne Carroll" <annemcarroll@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 4/02/2011 6:35 pm
Subject: MPO8_0207 & MP10_0219
Attachments: Avon Arilla Beechworth Roads Pymble Application.pdf; NRMA submission on Draft_Ku-ring-gai_LEP_Town_Centres_S06913-December_2008.pdf

1,1 A, 5 Avon Rd, 1 Arilla Rd & 4& 8 Beechworth Road Pymble

Attention to the Contact Officer Simon Truong - Planner

Please find attached my submission with its attachment .

Could you please acknowledge receipt of this submission.

Yours sincerely

Anne Carroll

233

36 Karranga Ave
Killara 2071

1st February 2011

Simon Truong
Contact Officer
Major Projects Assessment,
Department of Planning
GPO Box 39,
Sydney NSW 2001,
Email: plan_comment@planning.nsw.gov.au

Dear Sir

“Concept Plan (MP08_0207) & Project Application (MP10_0219) for residential development at Avon, Beechworth and Arilla Roads Pymble

I object to the above development proposal.

► The application fails to adequately recognise the heritage significance of the area.

It involves the demolition of 1 Avon Road, Pymble and 5 Avon Road, Pymble which are listed heritage items under Schedule 7 of the Ku-ring-gai Planning Scheme Ordinance in favour of yet more apartments. Unacceptable.



Above: heritage listed 1 Avon Rd to be demolished. Unacceptable.



Above: heritage listed 5 Avon Rd to be demolished. Unacceptable.

Photographs: Friends of Ku-ring-gai Environment 2008.

With regard to the damaged heritage item, 5 Avon Rd, the preferred option would be to repair the damage and do good work on it. The heritage item has been owned by the applicant for some time and been allowed by him to deteriorate. This item has also been impacted by a fire and has not been repaired.

The subject properties are situated in *Urban Conservation Area 18 – Avon Road, Pymble*,++ an area identified and classified by The National Trust of Australia (NSW) in c. 1997 as a significant urban conservation area. *Urban Conservation Area 18– Avon Road, Pymble* is not, however, listed as a heritage conservation area under the Ku-ring-gai Planning Scheme Ordinance¹ because the department of Planning has serially rejected Ku-ring-gai Council's attempts over many years and denied formal recognition of the Municipality's conservation areas in its planning documents. A Time line can be provided. The two properties proposed for demolition are contributory items in Urban Conservation Area 18. To remove them is to weaken the heritage status of the Area. Unacceptable.

This area++ was included in the Areas which were listed on the *2010 Top Ten Heritage Places at Risk in Australia* by the Australian Council of National Trusts. The Top Ten listing is testimony to the heritage significance of the area and the threat which this application represents.

Ku-ring-gai is an environment whose location, topography, landscape and buildings make it a place of heritage significance.

Emeritus Prof Gareth Roberts AM Ku-ring-gai Heritage Awards 1998

► The application comes under the Draft Ku-ring-gai Local Environmental Plan (Town Centres) 2008 which has been challenged in the Land & Environment Court. It is pre-mature to assess this application until the decision on this matter is handed down.

► Part of the site is designated as part of the original Blue Gum High Forest. The proposal will result in significant clearing of the endangered ecological community. This is unacceptable.

To say that "*gardens will integrate sensibly with the (Blue Gum High) forest*"* show a lack of understanding of the ecological community that is the Blue Gum High Forest. Blue Gum High Forest is protected by NSW and Commonwealth environmental law, so this is a legal requirement, not an issue the developer should be allowed to trade off with his desire to increase the project size.

* Developer's "APPLICATION TO DECLARE A DEVELOPMENT TO BE MAJOR PROJECT"

► The application to increase the number of apartments in the area coincides with a reduction in services. Australia Post will close its Turramurra post office on the 28 January 2011. This is extraordinary.

► To state that "*the development will improve the efficiency of the existing infrastructure which has been recently upgraded, particularly in the case of Pymble Station*" * is ludicrous. The application to increase the number of apartments in the area coincides with a **reduction** in train services. Whilst Pymble Station has been given a coat of paint, the capacity of the station has **not** changed, **nor** has its accessibility. * Developer's "APPLICATION TO DECLARE A DEVELOPMENT TO BE MAJOR PROJECT"

► The application provides for 472 car spaces. The impact on both local traffic and on the Classified National and State Highway, the Pacific Highway, is unacceptable. There are no real plans to widen the surrounding streets or to widen the Highway.

The urban densification policies are intended to discourage car usage – yet this application provides for 472 cars.

The Traffic Document accompanying the application seems not to take into account the traffic associated with Avondale Golf Club and the traffic associated with it as a function centre. Avon Rd which is the major access road to the sites is also the main feeder road to the Golf Club.

The Traffic document refers to a 10% increase in traffic generated by the application. This increase is unacceptable as it will clash and coincide both in time and road use with the traffic generated by PLC which has more than 2,000 students and staff. Both the pedestrian and vehicle traffic generated by PLC and the application site are both relying on the same narrow local roads which are *already* congested.

The application fails to take into account the massive Meriton Development already built at the top of Pymble Avenue with potentially large number of car movements. This Development is yet to be occupied and the impact of its car movements yet to be felt.

The road outlets for the development are limited - being Livingstone Avenue and Beechworth Avenue each having two lanes only- for left and right hand turns onto the Pacific Highway – the classified National and State Highway.

The traffic signals at the top of Livingstone Avenue controlling the exiting traffic from the area also service the pedestrian traffic from Pymble station walking to the commercial and professional centres located in the area. This cross-purpose pedestrian traffic **already** has a negative impact on the ability of vehicles to leave the area via the Livingstone Avenue lights.

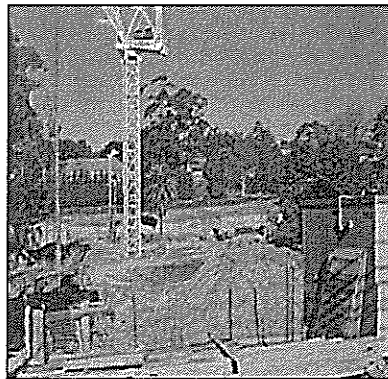
There is no recognition of the cumulative impact of cars. Until there is recognition the application should not be approved. This is an issue taken up by the local paper and by Friends of Ku-ring-gai Environment Inc community group - see below:

“No moving forward on sardine squeeze highway.”

“KU-RING-GAI is fulfilling its commitment to build an additional 10,000 dwellings. And the already congested Highway is just supposed to cope. That's the message residents are getting after revelations that no one is keeping tabs on how many car parking spots are being built. Neither the RTA, the Planning Department nor Ku-ring-gai Council can answer the car parking question, meaning no one really knows how many cars are going to be sitting in the early morning and late afternoon commuter car park that we call the Pacific Highway. Just to show how inexact the science is, a spokesperson for Planning Minister Tony Kelly said new dwellings were being built close to public transport, reducing pressure on roads. Well, what a relief. Drivers have nothing to worry about then. And all those train commuters, who must already stand for the trip from Gordon to the city, will be happy to welcome more bodies into the mix. Perhaps the State Government will put on more buses.

But didn't we say the Pacific Highway is already congested?

North Shore Times Editorial 13 Aug 2010 (Emphasis added)



Who is keeping car tabs? No one? Good sound planning?

Above : One of many multi unit sites in close proximity to a Ku-ring-gai railway station showing the massive excavation required to accommodate the ever increasing number of cars. In the past year alone, Council has approved about 7300 car spaces in 91 developments under the NSW Government's urban densification policy intended to discourage car use!

Worryingly, Council is not the only consent authority considering & approving development applications with associated car spaces. Large multi unit/residential developments are also being approved by the Ku-ring-gai Planning Panel & by the Minister for Planning.

The NRMA General Manager Corporate Affairs, fearing the Highway would not cope with extra vehicles submitted to the Ku-ring-gai Planning Panel that with no link between the F3 Freeway & M7 Motorway, & without North West rail links, it may be "premature" to build 10,000 dwellings.

(Excerpt from Friends of Ku-ring-gai Environment 2010 October Newsletter)

For traffic issues please SEE ATTACHED NRMA SUBMISSION

► The area is steeply sloping with watercourses running through it. It lies in an area with the highest rainfall in Sydney. The deep excavations to accommodate the massive underground car parking are likely to adversely impact on the natural water flow, water table and the remaining trees. The removal of some tall water pumping canopy trees will also adversely impact on the natural water flow, table and remaining trees. Unacceptable.

► To state * that the land is not near the Pacific Highway and "therefore addresses a very different housing choice" is arguable. The reality is that the site is close to the Pacific Highway. The reality is the site is a very near neighbour of the massive already constructed Meriton multi unit apartment development. The reality is the proposal is **not** "addressing a very different housing choice"*. It is obviously offering more of the same – more apartments, close to the Highway.

* Developer's "APPLICATION TO DECLARE A DEVELOPMENT TO BE MAJOR PROJECT"

► This proposal, of which the concept plan is the forerunner, massively exceeds height controls set in 2003 by NSW Planning. Avon Rd 6 floors, within the site 11 floors. Unacceptable.

► Successive applications in the past for a lesser number of units have been rejected. For example in 1995 the application was for 150 units; in 2001 for 180 units; and in 2009 for 240 units. To now seek 355 units in 2011 is obviously a gross over development of the site that also does not respect the heritage of the area and should, therefore, also be rejected. Bulk, height and scale of the local area are not respected. The current application does not respect the valued context. It **exploits** it.

The successive applications and rejections bring to mind the NSW Heritage Office Website statement:

"Heritage consists of those places and objects that we as a community have inherited from the past and want to hand on to future generations." Clearly Council and the community support NSW Heritage Office statement.

► The argument provided in the application* *that the additional dwellings will improve housing affordability* is weak, specious and not substantiated. * Developer's "APPLICATION TO DECLARE A DEVELOPMENT TO BE MAJOR PROJECT"

► The development will corrupt the established and historic views – the traditional view lines that are Ku-ring-gai with its nationally significant tree canopy. (See below)

► The development will corrupt the existing bio-linkages. (See below)

Michael Harrison, for Travis McEwen Group. Draft Residential Strategy. 2000.

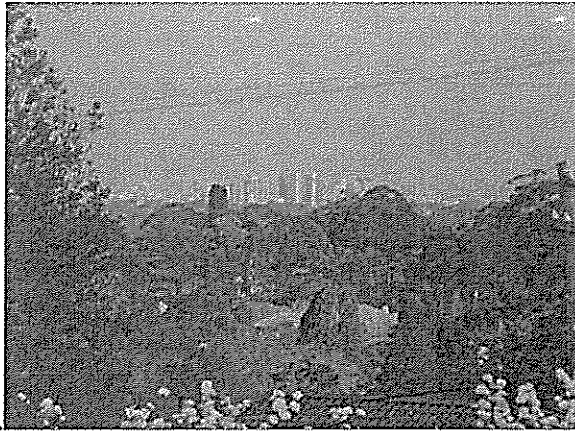
"Past Ku-ring-gai generations have left a legacy to Sydney of a unique blend of tall forest splendour, large areas of natural habitat (that accommodate a wide range of threatened species) and an extensive architectural heritage. It is incumbent on this generation to preserve and where possible improve upon this legacy for the future". (Emphasis added)

"(In Ku-ring-gai) the areas where much of the beautifully designed heritage housing is located are typically near the Pacific Highway/Railway ridgeline where the topography drops away either side towards the bushland habitat and tall forest which houses Sydney's largest variety of endangered and threatened species".

"Ku-ring-gai exhibits environmental splendour of such a scale it is of national significance."

"Unique features of Ku-ring-gai include:

- *Most of the last remnants in the Sydney "bioregion" of the toweringly tall Blue Gum forests (the "bioregion" extends from Nelson Bay to Bateman's Bay and from the coast to the mountains).*
- *The largest number of threatened species (plants and animals) in the bioregion for a local government area. It is noteworthy that Ku-ring-gai has similar numbers of bird and plant species as the entire British Isles.*
- *4 National Parks in and around Ku-ring-gai:*
 - *Ku-ring-gai Chase National Park*
 - *Lane Cove National Park*
 - *Garigal National Park*
 - *Dalrymple Hay Forest National Park (Nature Reserve)".*

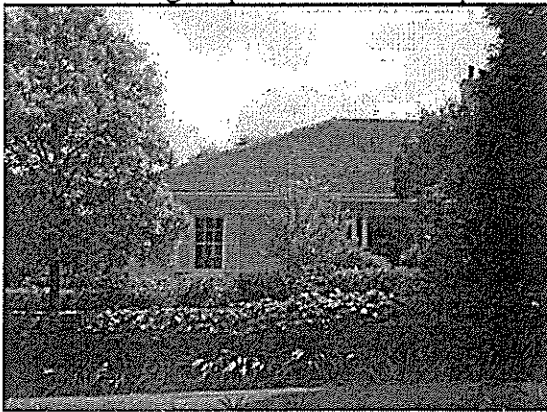


Above: Looking towards Chatswood from Pymble - looking over Ku-ring-gai with its nationally significant tree canopy which provides biolinkages to the surrounding National Parks.
(Photograph Friends of Ku-ring-gai Environment c. 2005)

Dr Tim Flannery to Ku-ring-gai August 1997.

"Gardens really are important. They can provide vital habitat and links for wildlife living in areas such as national parks. The destruction of suburban gardens through medium density and other overdevelopment is, I believe, having a severe deleterious effect on urban wildlife in some areas."

► The heritage item at 11 Avon Rd, "Macquarie Cottage" is vulnerable to the massive overlooking from the proposed development. To argue that it, and other homes, will be protected by trees is not safeguard enough. Destructive things can happen to trees...leaving no protection. Unacceptable.



Above: The heritage item at 11 Avon Rd, "Macquarie Cottage"
Photograph: Friends of Ku-ring-gai Environment. 2008

► Traditional view lines from every aspect including from the Railway Line and the Pacific Highway, both public spaces, will be adversely and unacceptably impacted by the tall buildings proposed with the application. The application is, therefore, not in the public interest.

► In an attempt to justify more apartments the application states *that Ku-ring-gai is oversupplied with conventional houses on quarter acre blocks*. This* flies in the face of the findings of the research company SQM which has found that apartment blocks have seemingly targeted a demographic that isn't there. Research found that *"Some*

of the highest vacancy rates in Sydney are in the upper north shore, where a glut of dwellings sits empty.” Developer’s “APPLICATION TO DECLARE A DEVELOPMENT TO BE MAJOR PROJECT”

► It seems as if a number of apartment units are being sold off the plan to overseas investors – i.e. not providing for down sizers. An onsite worker at the nearby massive intrusive Meriton apartment block said over 82% of those units had been sold off the plan to overseas investors. The urban densification policies were intended to provide housing choice and for downsizers, there has been no mention of providing investment opportunities for overseas investors as a justification for building apartment blocks .

► Contrary to the statement made by the developer* about the need for more apartments - the Ku-ring-gai Council Housing Survey found *“that while 40% of people in the local government area wanted to move house at some point, only 5% wanted to move into a unit.”* * Developer’s “APPLICATION TO DECLARE A DEVELOPMENT TO BE MAJOR PROJECT”

► A recent report conducted by the Environmental Defender's Office concluded that the public *“has lost all confidence in the planning system, which favours developers and has concentrated planning powers in the hands of the minister.”* The Report found that the planning system has become so complex, politicised and dysfunctional that a complete overhaul is needed. The Report said that *“reforms since 2004 to ‘cut red tape’ and ‘streamline the development assessment process’ were clearly linked to the (developer) industry lobbying.”* **It concluded that the Labor government’s reforms produced a system that gave priority to short-term economic growth, ignored or played down environmental impacts, and marginalised public input.**

This development is indicative of the findings of the Report. It should not be approved.

► The statement * that the development will provide local jobs is arguable...at what cost? The development in all its aspects is unacceptable – its cost is too high.

Joern Utzon is reported in the Sydney Morning Herald in May 1998 as saying, *“A little girl should not live her life on the 11th floor (of a high rise building). That alienates us from the original life. And we adults should not let the economy decide how we should live.”* (Emphasis added)

► In 2010 the Minister recommended SEPP 53 be amended to remove the 6 sites in Ku-ring-gai identified for multi unit housing (including the subject Avon Rd, Beechworth Rd site). This amendment was gazetted in June 2010.

The recommendation was because the majority of the 6 sites fall within the Town Centres LEP. The Minister states on page 2 that development controls within the Town Centres LEP are generally consistent with SEPP 53 and therefore recommends that the 6 sites be removed from SEPP 53

The Avon Road/Beechworth Rd site is zoned part 5 storeys and part 7 storeys in height in the Town Centres LEP. The current Part 3A DA is for 4 to 11 storeys. So it is not consistent at all with the LEP development controls.

► The long history of rejection of proposals* put forward by the Developer is not reason to approve this latest application, the most unsuitable of all. The applicant has a chance to propose a development that is appropriate to the site, the context and in the public interest. What is proposed is not.

Developer's "APPLICATION TO DECLARE A DEVELOPMENT TO BE MAJOR PROJECT"

Yours faithfully

Anne Carroll

Online Submission from Antony Burnett of Resident ()

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

Objections to the Traffic Report for Concept Plan (MP08_0207) & Project Application (MP10_0219) for residential development at Avon, Beechworth and Arilla Roads

Name: Antony Burnett
Organisation: Resident

Address:
2 Lawley Crescent
Pymble NSW 2073

IP Address: mail.eludus.com - 203.206.130.146

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 08/02/2011

Antony & Nicole Burnett
2 Lawley Crescent
Pymble NSW 2073
ant@burnett.com.au; nicki@burnett.com.au

February 1, 2011

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

Dear Sir/Madam:

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

We are writing to register our OBJECTION to the above project, specifically *Appendix 26 Traffic and Parking Report*.

There are several issues that seem to have been omitted from the report.

- The report ignores the impact of other major residential developments:
 - The Ironbark development at the top of Pymble Avenue/Avon Road was under construction at the time of the report. Traffic from that development will impact the access to PLC, and to Pacific Highway from Livingstone Avenue. Yet the subject traffic report makes no consideration of the pre-approved increase in local traffic from Ironbark.
 - *Objection summary: the report omits pre-approved traffic increases*
- The intersection counts have several serious issues:
 - The time periods of the study were from 7am to 9:30am, and from 4pm to 6pm. It does not appear that counts were conducted from 3pm to 4pm which is the peak traffic time period leaving PLC. The report states "These periods were chosen as they are considered to represent typical peak traffic conditions in this vicinity." – The reports peak traffic analysis ignores the major afternoon peak from PLC!
 - It is extremely dangerous to cross Mayfield Avenue at Beechworth Road with primary school children at 3:30pm. Parents must run with their children to avoid cars arriving at that intersection from beyond the crest on Mayfield Avenue. Anecdotally, the majority of the cars going through the intersection have either a passenger or driver wearing the PLC uniform.

commuters, forcing them to park further and further down Avon Road as far as Arilla Road. The proposed development requests Right Turn lanes for access to the Avon Road entrance of the property. Presumably existing on-street parking on Avon Road will be removed to make room for this new lane.

- The number of visitor spots in the development seems very low. Stage 1 has 51 units, and only 5 visitor spaces. There must be overflow of residents in the development using Avon Road to park their second car, or the first car if they use their garage for storage as often seems to be the case. This overflow further reduces the number of spaces for rail commuters near the station.
- *Objection summary: Train commuters will be forced to park further down Avon Road beyond Arilla Road, until they start competing with PLC cars parked on Avon Road.*

Sincerely,

A handwritten signature in black ink, reading "Antony Burnett". The signature is written in a cursive style with a horizontal line underneath the name.

Antony & Nicole Burnett
2 Lawley Crescent
Pymble NSW 2073

Disclosure: We have never donated to any political party.

- The traffic on Avon Road at the main PLC gates is so heavy at 3pm that the local school bus from Pymble Public and Sacred Heart Schools is often grid locked, resulting in long waiting times for parents at the bus stop on Beechworth Road.
 - Residents of the proposed development will likely want to avoid the grid lock on Avon Road, and instead join the Pacific Highway at Beechworth Road, adding to the already long queues waiting for the traffic signals to change.
- There were no intersection counts conducted on Saturday or Sunday.
 - The Pacific Highway between Pymble and Turramurra is often stationary on Saturday mornings northbound. The impact of the proposed development in adding to the Saturday morning peak on Pacific Highway is undetermined.
- *Objection summary: the report excludes the effect of the proposed development on the major afternoon traffic peak between 3pm and 4pm, and excludes any impact on weekend traffic patterns.*
- The report does not make mention of the dangerous and unsatisfactory traffic movements caused by recent residential developments on Pacific Highway, nor the effects of the no-right turn from Pacific Highway into Beechworth Road.
 - Residents of the newly Avondale and Clyde Place developments turn left into Beechworth Road, try to do a U-turn on Beechworth Road, but are unable to because of the queue waiting for the lights to change to join Pacific Highway. Other cars turning into Beechworth Road from the Pacific Highway then get stuck behind the U-turning vehicles, until they eventually back-up onto Pacific Highway, or the traffic lights change and one of the cars in the queue obliges by making a gap for the car to do a U-turn. Observation suggests that it is rare for motorists to let the person do a U-turn when they've been waiting so long for the lights to change.
 - Local residents are unable to turn right from Pacific Highway into Beechworth Road. They instead have to either do a U-turn on busy Telegraph Road and then back track to Beechworth Road (adding to the U-turn people above), or access via Livingstone Road at Pacific Highway which is congested at many times during the day.
 - *Objection summary: The proposed development will make worse the unsatisfactory and dangerous traffic movements at Pacific Highway/Beechworth Road and Pacific Highway/Livingstone Road.*
- There is no mention of the impact on commuter parking in the Pymble Station environs.
 - Commuters used to be able to park on Avon Road near the pedestrian tunnel. During construction of the Ironbark development all parking was removed for

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From: Barry Tomkinson <barryt@bigpond.net.au>
To: Simon Truong <simon.truong@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 11/02/2011 5:36 pm
Subject: Online Submission from Barry Tomkinson of STEP Inc (object)
Attachments: STEP_Submission_MAJOR_PROJECT_MP08_0207.pdf

Our submission fully covers all key points.

STEP Inc does not make political donations.

Name: Barry Tomkinson
Organisation: STEP Inc

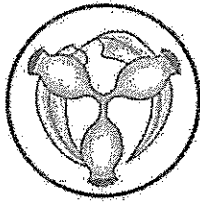
Address:
8A Handley Avenue

Thornleigh NSW 2120

IP Address: cpe-144-132-193-24.nsw.bigpond.net.au - 144.132.193.24

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



STEP Inc

Community-based Environmental Conservation since 1978

11 February 2011.

MAJOR PROJECT: MP08_0207

STEP SUBMISSION ON
Proposed Residential Flat Development at
1, 1A & 5 Avon Rd, 4 & 8 Beechworth Rd & 1 Arilla Rd, Pymble

Dear Sir/Madam

STEP Inc is an environmental organization based in the Ku-ring-gai and Hornsby districts. We have over 400 members.

Overall it is STEP's view the proposed staged developments (*application number mp08_0207*) represent an over development of the site with building footprints that extend unnecessarily into defined riparian areas and into existing Blue Gum High Forest (BGHF - a critically endangered ecological community under the NSW Threatened Species Act 1995). Also the proposal to treat the entire site as an asset protection zone in our view is unwarranted and will create an unnecessary detrimental long term impact on BGHF. These and other matters are considered in more detail below.

Blue Gum High Forest on the site

The Urban Tree Management Arborist Report indicates over 50 BGHF trees with curtilages within the site. Their locations on both the central and Beechworth Road sites are summarised in Fig 1.

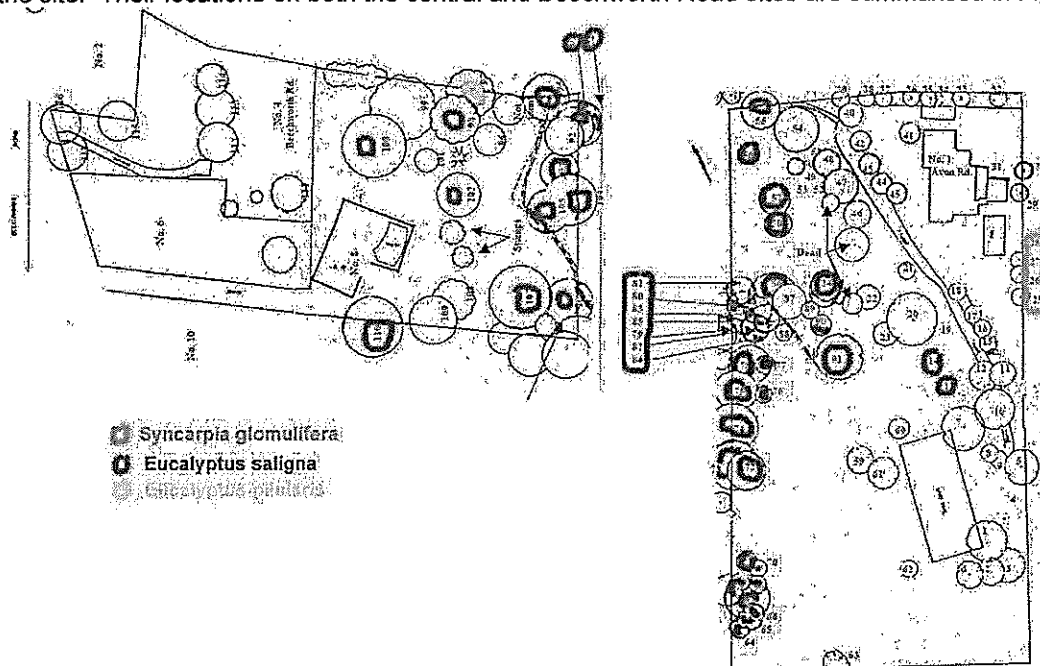


Fig 1 Location of BGHF trees on Beechworth Rd site (left) and central site (right). Green – *Syncarpia glomulifera* (Turpentine), Blue – *Eucalyptus saligna* (Blue Gum), Yellow – *Eucalyptus pilularis* (Blackbutt).

The high proportion of viable semi-mature and mature *Eucalyptus saligna* indicates a wet form of BGHF that is often present in the more moist gullies. *E. saligna* along with *E. pilularis* are the dominant trees in BGHF. However, while *E. pilularis* is also present in the sandstone areas and is therefore more common, *E. saligna* is far more restricted in its distribution. The BGHF remnant on site also provides important linkages between the large BGHF reserve at Sheldon Forest and the remnants along the railway line at Pymble Ladies College and the former Australian Government Analytical Laboratory site. For these reasons it is STEP's view the BGHF on the site has high local significance. As part of the a critically endangered ecological community under the NSW Threatened Species Act 1995 it also has state significance and should be retained.

Proposed Building Footprints

These are shown in Fig 2. In comparing Figure 1 and 2 it is clear the footprints of buildings 3, 4 and 5 lead to the loss of or detrimental impact on a significant number of mature and semi-mature BGHF trees. Recovery of their full function in any replacement planting would take decades. Further, the footprint of these three buildings and the associated required vegetation clearance for bushfire protection appears to be cutting into the riparian zone which is contrary to Ku-ring-gai Council's Riparian Policy. It is STEP's view, either a reduced building footprint, or more careful siting is needed to minimise these impacts.

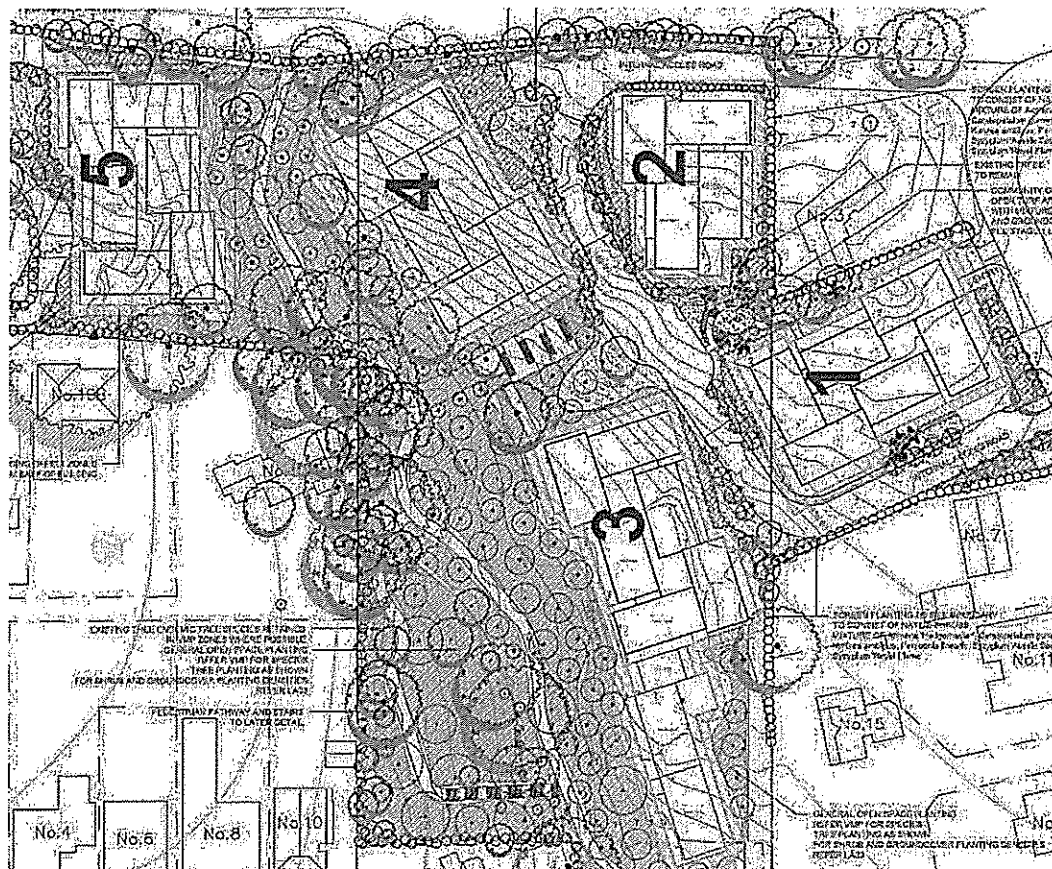


Fig 2 Building footprints for the proposed staged developments 1-5. The green area is the riparian zone. Red lines show for comparison with Fig 1 the boundary of the Beechworth Rd site (left) and central site (centre) used in the Arborist report.

Environmental Sensitivity of BGHF to Urban Water Balance

Because the Wianamatta shale derived soils, which support BGHF, have high erosion hazard for concentrated flows, low wet strength and are subject to seasonal waterlogging (Soil Landscapes of the Sydney 1:100000 Sheet, G A Chapman and C L Murphy, 1989) there are several points of note.

Unlike dry sclerophyll, which is sensitive to increased nutrients in the urban environment, BGHF is sensitive to the changed water-balance that comes from development. The higher frequency of water flows along urbanised drainage lines when compared to natural areas can result in extended periods of waterlogging in these shale soils which kills most trees (Fig 3).



Fig 3 Waterlogged drainage line through BGHF at Sheldon Forest resulting from discharge of urban stormwater. The tree exclusion zone is apparent. Only the top few centimetres of soil has sufficient oxygen to support surface rooted vines, herbs and small shrubs. This can destroy long corridors of BGHF.

Even seemingly innocuous surplus water from paving or lawns can result in soil creep and trees gradually tilting before finally falling or blowing over. The cause can be the softer wetter soil and the canopy outgrowing the root system. The effect may take many years to show up, but eventually the canopy reaches a size and height when it experiences significant wind resistance and the soil lacks the strength to properly anchor the tree. Alternatively, on steeper slopes the localised wet subsoil may undergo plastic flow causing all the affected trees to tilt downhill (Fig 4).



Fig 4 A small amount of run-off into BGHF from a cleared area resulted in significant tree tilt over several decades. Eventually the trees fall over. Example from St Ives BGHF.

While it is recognised roof top gardens have been proposed in lieu of stormwater on-site retention, in view of the sensitivity of BGHF to urban stormwater, supplementary on-site retention of water for garden use would be beneficial in reducing the total amount and frequency of water discharged to the watercourse.

Bushfire Protection Measures

On page 36 of the Vegetation Management Plan, under Fuel Management Plan within the APZ, it is stated that "As per recommendations made in the Bushfire Hazard Assessment, the **entire** site will be treated as an APZ". This would be severely limiting to the potential regeneration of any BGHF on the site and appears to be completely unwarranted. Ku-ring-gai Council's bushfire prone map for the site is shown in Fig 5. Importantly all the land containing BGHF is outside the vegetation buffer zone (in red) where the requirements for Planning for Bushfire Protection would be activated. Neither the riparian area, nor the BGHF are affected.

It is STEP's view the area allocated for BGHF on the site should be managed as a critically endangered ecological community within its capacity to regenerate where possible as was the intent of the state legislation. This is generally regarded as best practice. Assisted regeneration may also be necessary.

It should be noted that, as already mentioned, the BGHF on the site is the wet form. This is characterized by a more mesic understorey which has a lower fire hazard. Further the seed bank for this form has evolved to have a higher tolerance to the more moist conditions often found in rainforest.

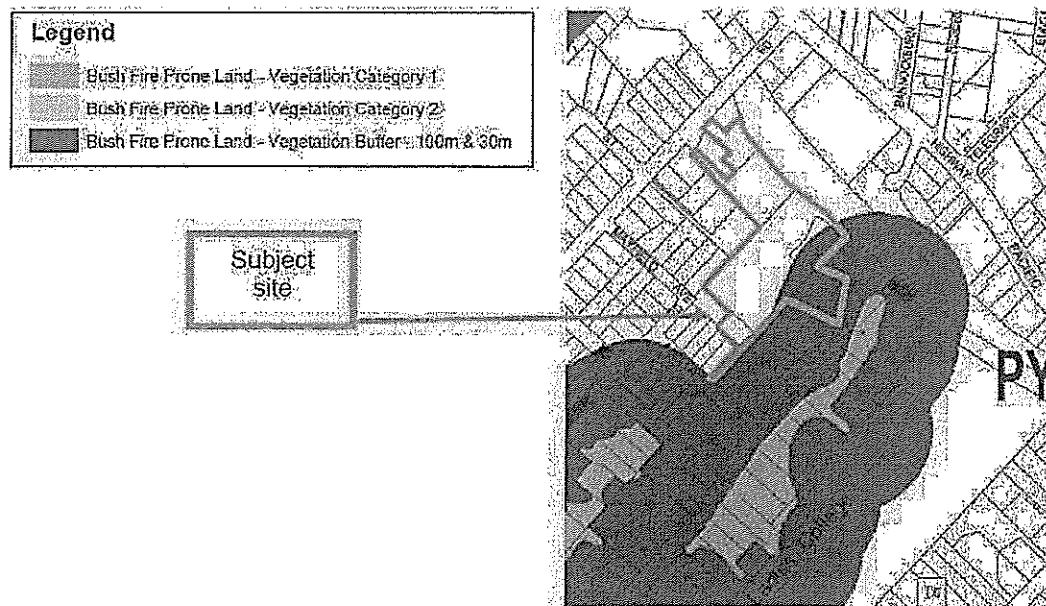


Fig 5 Ku-ring-gai Council's Bushfire map for the site.

Riparian Vegetation on shale derived urban drainage lines

Given the susceptibility of these soils to waterlogging and soil creep, rainforest trees which have shallow roots and the capacity to transpire significant amounts of surplus water are best suited for inclusion in these areas.

Yours sincerely,

Barry Tomkinson
STEP Inc
0412 250 595

Online Submission from Chris Edye (object)

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

Attached.

I have not made any political donations.

Name: Chris Edye

Address:
35 Avon Road
Pymble NSW 2073

IP Address: cpe-121-209-196-57.nsw.bigpond.net.au - 121.209.196.57

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

35 Avon Road
Pymble NSW 2073

8 February 2011

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

Dear Director

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

I write to object to this project.

The bases of my objection are –

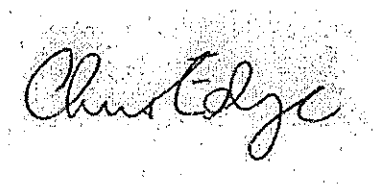
1. The scale of the development, both in terms of the number of dwelling units and the size of the buildings proposed. The number of dwelling units proposed will double the number of residences in the cul-de-sac area bounded by Avon Road, Avondale Golf course, Beechworth Road and the railway line. The size of the building proposed is grossly out of proportion to the buildings that currently exist within the cul-de-sac area, being mainly one- and two-storeyed. This, in its turn, means that any comparison of the proposed project with those recently completed in Clydesdale Place is invalid.
2. The doubling of the number of residences will have a serious and deleterious effect on traffic in the local area.
 - a. There is already an increasing tendency on the part of parents of PLC students to drop their daughters off by car rather than allowing them to use the ample public transport, or, indeed, to walk. As a result, traffic and parking arrangements in the area are such that for an extended period in the morning before school starts and in the afternoon after it concludes the traffic is in gridlock around the entrances to PLC and the intersections of the Pacific Highway and Livingstone Avenue on the one hand, and the Highway and Beechworth Road on the other. In the morning peak, the right turn lane into Livingstone Avenue for traffic heading south in the Pacific Highway overflows back up the Pymble Hill, limiting the Pymble railway bridge to one lane and causing traffic build-up as far back as Turramurra. This gridlock is of serious concern already in relation to access for emergency vehicles, such as ambulances and fire engines.
 - b. Furthermore, the doubling of residences will cause additional traffic on the local roads in the event of an emergency such as a bushfire in the vicinity.

The last thing this situation needs is more traffic, but that is inexorably what this project, if completed, will bring.

3. It is outrageous that such a large project could be considered for approval on the basis of concept plans.
4. The proponent makes much of the additional supply of the type of units that the project will bring to a market at present undersupplied with such units. He hasn't been watching the market. Unit developments up and down the Pacific Highway have 'For Lease' signs on them – they cannot be sold as the market has collapsed due to a combination of the global financial crisis and the oversupply of such units.

I look forward to your consideration of this objection.

Yours sincerely

A handwritten signature in cursive script, reading "Chris Edye". The signature is written in black ink on a light-colored background. The letters are fluid and connected, with a prominent "C" and "E".

Chris Edye

From: Dominique and Brian McGlynn <mcglynn@bigpond.net.au>
To: Simon Truong <simon.truong@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 28/01/2011 3:14 pm
Subject: Online Submission from Dominique and Brian McGlynn (object)
Attachments: Avon road.pdf

Traffic assessment is out of date and inadequate.

Electronic submission attached, and letter posted.

Name: Dominique and Brian McGlynn

Address:
5 Beechworth Road

Pymble, 2073

IP Address: proxyb.ccsu.nsw.gov.au - 203.15.73.30

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

Brian McGlynn
5 Beechworth Road
Pymble, 2073
28 January 2011

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

Dear Sir,

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

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

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

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

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

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

The report also describes the access at 4 Beechworth Road as having good sight distance by virtue of more than 50m distance from the bridge. This is again incorrect. It is not

possible to see up the past the bridge from 4 Beechworth Road due to the angle of the exit from the property enforced by the boundary configuration. The site distance available to a driver will not provide a safe exit, especially during construction.

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

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

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

Thank you for your attention to these matters,

Brian and Dominique McGlynn.

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February 5, 2011

ATTENTION: DIRECTOR METROPOLITAN PROJECTS

Major Projects Assessments: plan_comment@planning.nsw.gov.au

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 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 Avenue and Beechworth Road. 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 considerably at peak times.
4. With the streets around Beechworth Road ie. St Andrews Close, Dakara Close, Lawley Crescent etc bordering on Seldon Forest evacuation in times of bush fire will be severely hindered, if not stopped completely, due to the extra traffic generated by this development.
5. Extra traffic could also restrict fire trucks from entering these areas in an emergency.
6. **LIVES MAY BE LOST.**
7. 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 Metro area. These proposed buildings (on the side of a hill) will create heavy and increased water run-off.

8. Urban consolidation in this area will increase flood risk.
9. The development will have an unacceptable level of impact on views and overshadowing of adjoining sites and the public domain.
10. 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.
11. Escalated power demands which may lead to blackouts and disruption as equipment becomes overloaded.
12. Commuter parking for Pymble train station, already inadequate, will be impossible.
13. Commuter and resident cars parked currently on both sides of the two 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 and in an emergency.
14. Footpaths in Arilla and Avon road are inadequate.
15. The heritage listed Stationmaster's cottage off Avon Road (next to the rail line) will be destroyed.
16. Other recent developments in Pymble Ave, the Avondale development in Clydesdale Place, major proposed development for Everton and PymbleAve, all need to be considered in conjunction with this new proposal for overall impacts on traffic, safety, flooding, views, shadowing and height and bulk consideration.
17. 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,

Carolyn Blake
1 Quadrant Close
Pymble NSW 2073

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From: "Fiona Bugden" <Fiona.Bugden@sswahs.nsw.gov.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 9/02/2011 2:26 pm
Subject: RE: Concept Plan (MP08_0207) & Project Application (MP10_0219) - OPPOSITION
LETTER
Attachments: Development opposition.doc

241

From: <gmautner@optusnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 11/02/2011 12:33 pm
Subject: Re: Attn: Director Metropolitan Projects, Objection to Concept Plan (MP08_0207) & Project Appl (MP10_0129), Pymble
Attachments: Pymble Developm Project_2011_objection letter.pdf

Dear Mr. Woodland,

it seems that my attachment didn't transfer properly.

I hope it works this time around.

Kind regards,
Gisela

> gmautner@optusnet.com.au wrote:
>
> Dear Mr. Woodland,
>
> I am sending an objection to a proposed development in Pymble:
>
>
> Re: Concept Plan (MP08_0207) & Project Application (MP10_0129)
> Residential development at Avon, Beechworth and Arilla Roads, Pymble
>
>
> I do want to emphasise, that I do not want my name and address to
> appear in any public space and not be disclosed to anybody except the
> Planning Committee.
>
> I am however happy for you to contact me any time in case any issues I
> raised need clarification. Thank you for understanding my privacy
> concerns.
>
> Sincerely,
>
> Dr. Gisela Mautner
>

2411

Dr. Gisela Mautner, MD-PhD, MPH, MBA
43a Avon Rd
Pymble, NSW 2073

Attn: Director Metropolitan Projects
Michael Woodland
Major Projects Assessment
GPO Box 39
Sydney, NSW 2001

10. February 2011

Re: Concept Plan (MP08_0207) & Project Application (MP10_0129)
Residential development at Avon, Beechworth and Arilla Roads, Pymble

Dear Mr. Woodland,

I object to this above named project.

Reasons:

1. Violation of current NSW Department of Planning standards

The NSW Department of Planning's director General's letter of 11 Feb 2009 states: "the proposal shall address the height, bulk, and scale of the proposed development within the context of the locality, and provide detailed justification for heights in excess of the SEPP 53 standards."

There is no detailed justification for heights in excess of the SEPP 53 standards. Concept plans should demonstrate that they do not have unacceptable levels of impacts on views and overshadowing of adjoining public domain. The concept plan does not address this issue in an adequate manner, even though the impact is undoubtedly considerable (11 storey-buildings are directly adjoining single storey residences.)

2. Number of units escalating

The proposed proportion of 355 units is considerably over the height, bulk and scale of the local area residences. The number of units proposed escalated compared to the original development proposal in 1995, which comprised 150 units. The locality hasn't changed in that time frame and cannot cope with 355 units.

3. Height of the buildings

This proposal massively exceeds height controls set in 2003 by NSW Planning:

On Avon Road:

Maximums set in 2003: 3 floors, within site 7 floors.

This proposal demands: 6 floors, within site 11 floors.

This proposal exceeds the specified maximums considerably.

4. Destruction of character of area

The local area is for the most part made up of one-storey single residences. Buildings of up to 11 storeys are out of character with this area.

The area is a historically low-density locality. The proposed project fails to address adequately the existing structure and composition of the suburb.

5. Severely impacted traffic situation

The Parking & Traffic Report of the proposed project appears flawed and misleading.

a. The scope of the Traffic & Parking Report is deceptive

The submitted Traffic & Parking Report is limited to Stage 1 with 51 units for some parts of the evaluation (e.g. parking requirements), and not the full 355 units.

The traffic investigations (traffic movement counts) were carried out in the week of 25 May 2009.

During this time the new development at the top of Avon Rd was just starting to be built. It now has 168 completed units which add considerable traffic.

The times chosen for the Traffic report were 7-9 am and 4-6 pm. The afternoon hours chosen ignored the fact that Pymble Ladies' College ends school around 3 pm. That is an additional time of heightened traffic with parents picking up their children from school.

The Traffic Report concludes, "The proposed residential development ... is not likely to unduly affect traffic conditions".

The authors of the Report reason that this additional load is negligible, as the traffic is already so massive, that the expected increase of volume up to 15% does not make a big difference.

Thus, instead of pointing out the already very congested traffic in peak hours, which cannot cope with additional volume, this Report concludes that a few extra cars don't count, as there are already too many cars on those roads anyway.

The conclusion would need to be that every additional car makes the traffic situation unacceptable.

b. Proposed entrance driveway to the development Stage 1 in dangerous location

The proposed entrance to the development stage 1 is extremely close to the bend of Avon Rd. this is a notoriously dangerous location, as there is poor sight around the bend vehicle operators.

Moreover, many school children and commuters walk around that area. The constellation of a bend and a driveway to a major development is poorly chosen and needs to be modified to avoid risking injuries and loss of lives.

c. Neighboring amenity

The traffic report states: "In view of the existing traffic volumes ... it is unlikely that the traffic generated by the proposed residential developments would have an impact on the amenity of residences along these streets."

Considering that the neighborhood is single storey residences in that part of Avon Road and that there are currently just a few one-family houses in that area, the impact of a whopping 355 units will dramatically multiply the existing traffic volume generated from the current neighborhood around Avon Rd.

This will create significant impact on the current amenity of the neighborhood.

d. Avon Rd too narrow for allowing unhindered two-way traffic

The Traffic Report states that "Avon Rd, west of Everton Street has a four lane undivided carriageway (including parking) reducing to three lanes (9m) east of the right angle bend opposite No 1 Avon Rd; the remaining section of Avon Rd has a three lane undivided carriageway (about 9m)." (Traffic Report, page 5)

For the most part, Avon Road is not wide enough to allow moving cars in opposite direction to pass without stopping. Avon Road in its current structure cannot cope with additional traffic.

e. New Meriton "Ironbark" development adds additional traffic

The Parking & Traffic Report does not take into account the very recent completion of the "Ironbark" development at the corner of Avon Rd and Pymble Ave. It comprises 168 apartments across 5 buildings.

In the traffic study, the impact of those new units has not been taken adequately into account, and the full impact will only be obvious once tenants move in during 2011.

f. Pymble Train Station increasingly inaccessible

The Parking & Traffic Report fails to address the parking situation around the Pymble train station.

Commuters are desperately looking for parking spaces near the train station. There is no parking lot that caters to commuters. Therefore, the only option are the few spaces along the street which fill early in the morning. Thus, finding parking close to the train station is already a painful task.

With an increasing traffic load, parking for commuters will become nearly impossible with new units added, and tenants using the surrounding streets as parking spots for their cars.

g. Pymble Ladies' College adds new capacities

Pymble Ladies' College (PLC) is situated at Avon Rd, just opposite the proposed development. PLC is likely to grow significantly in the near future having added parking lots and extensions of school facilities recently. The latest addition is the new Senior School Centre which opened on 29 January 2011. During the school terms, the traffic during the morning and afternoon hours virtually comes to a standstill.

Based on the above reasons I object to the proposed project.

I do **NOT** want my name and contact details to be made available to the public (such as for example the Proponent, the authorities or the Department's website).
Thank you for your consideration.

Sincerely,



Dr. Gisela Mautner

Online Submission from Heather Pitman of N/A (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**

Please refer to the attachment. Thank you.

Name: Heather Pitman
Organisation: N/A

Address:
10 Jubilee Ave
Pymble 2073

IP Address: c220-239-120-162.belrs4.nsw.optusnet.com.au - 220.239.120.162

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

10 Jubilee Avenue
Pymble 2073
8th February 2010

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

Dear Sirs,

Re: Concept Plan (MP08 0707) & Project Application (MP10 0219) – Residential Development at Avon, Beechworth and Arilla Roads, Pymble

I wish to lodge my objection to the above residential development.

My main objections are as follows:

1. Height and scale of the proposal

This is totally unsympathetic other developments in the area and planning standards. I do not agree with the argument that this allows more of the vegetation to be retained. I am also curious as to how the proposed 'public areas' will be maintained and what provisions will be put in place to ensure that this does not become an additional funding burden to ratepayers.

2. Impact to existing infrastructure

The development puts further strain on already overloaded infrastructure. In 2006, before the occupation of current new developments, the population of Pymble was approximately 9,500¹. Based on these figures, this application alone proposes increasing this population by c.500 people (c.5.2% increase) with few proposed traffic and no other infrastructure improvements to accommodate this increase. This is in addition to the population increase as a result of new developments in the area since 2006 (eg Ironbark, Arboria).

3. The impact to local traffic

Section 3.1.2 of the Traffic Management document omitted the following:

- Pymble Ladies College traffic which severely impacts the Beechworth Road-Pacific Highway intersection at approximately 3.00-3.30pm. The traffic management report only looked at volumes for 1 day between 4-6pm.
- The impact to traffic on Telegraph Road as a large number of vehicles perform a u-turn on this road to access Beechworth Road when travelling from the North.
- The traffic impact of the 'Ironbark' development of 168 units which is along one of the proposed access routes within a few hundred metres of the new development and is not yet fully occupied.
- The traffic impact on south-bound traffic on the Pacific Highway during rush hours at the right-hand turn into Livingstone Avenue

¹ <http://profile.id.com.au/Default.aspx?id=236&pg=138&gid=170&type=enum>

Furthermore, there is only limited on-road parking on Avon Road as this is generally used by commuters due to inadequate parking available at Pymble Railway Station. I would therefore suggest that whilst the number of parking spaces may meet the planning requirements,

- the proposal to create a right-hand turn into the development could impede the flow of traffic as there is generally cars parked down the side of the road
- on-road parking will be limited for any overflow vehicles from this development
- if available on-road parking is used by the overflow this will only further inconvenience residents along Avon Road and could also discourage commuters from using public transport or result in other streets becoming clogged with commuter car-parking

4. Housing choice and affordability

Finally, I do not believe that this development addresses "a much needed expansion of housing choice" and affordability criteria within Ku-ring-gai:

- A substantial number of 1, 2 and 3 bedroom apartments (e.g. Arboria 68 and Ironbark 168 apartments to name a couple) have already been built in Pymble in close proximity to this development. I therefore suggest that there is already plenty of choice available within the area.
- In addition, the minimum asking price of the new apartments in this area appears to start from \$450,000² – quite a significant amount even for people on the median income. I do not expect this development to be any more affordable than those hundreds of apartments already built in the area.

I also note a minor inconstancy in the documentation provided by the applicant:

- In the Statement of Commitments document, section entitled 'Residential Amenity'; states that demolition and construction will be 'limited' to 7am-6pm Mon-Friday and Saturday 8am-2pm whereas in the Construction Management Plan section 1.5 states that the intended hours are 7am-5pm Mon-Friday and Saturday 8am-1pm and no work on Sundays or Public Holidays. For the sake of the residents this needs to be clarified with the Developer.

Conclusion

Whilst I understand the need for urban consolidation, I believe that the proposal in its current format is not sympathetic to the area in height and number of apartments and will place further unacceptable strains on the existing infrastructure which is already struggling to meet current demand. This will worsen as the newly built unoccupied apartments become occupied.

I request that you please consider the residents' concerns and look forward with interest to the outcome of the planning approval process.

Yours faithfully,

Heather Pitman (Mrs)

² <http://www.meriton.com.au/default.asp?action=article&ID=144320>

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From: "Heidi Nimac" <heidinimac@bigpond.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 11/02/2011 3:53 pm
Subject: Concept Plan MP08_0207 & Project Application MP10_0219

Dear Sir

We write in relation to the above proposed development at Avon, Beechworth and Arilla Roads, Pymble.

As Beechworth Road residents, we strongly object to the proposed development.

The three roads bordering the development already experience congested traffic at peak times with the Pymble Ladies' College traffic. This will only increase as Meriton's IronBark development on Avon Road becomes fully occupied. The roads are already inadequate, and certainly will not cope with the additional traffic generated from this proposed development.

People move to the North Shore to enjoy the environment and amenity of the area, with the lovely trees and open spaces. This amenity of our low density family community will be completely comprised by this development being approved.

Our details are:

Heidi & Steve Nimac

58 Beechworth Road

Pymble NSW 2073

Ph: 9440 8753

Kind Regards

Heidi and Steve Nimac

From:
To: Simon Truong <simon.truong@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 11/02/2011 11:24 pm
Subject: Online Submission from Howard Wolfers (support)
Attachments: PROPOSED APARTMENT DEVELOPMENT_FEB.2011_modified.pdf

Please advise regarding the outcome of this objection.

Please do not name available to the Proponent, these authorities, phone numbers, or on the Department's website.

Name:

Address:

IP Address: 124-169-12-147.dyn.iinet.net.au - 124.169.12.147

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

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The Director
Metropolitan Projects
GPO Box 39
SYDNEY NSW 2001
Re: MP08_0207 and MP10_0219

TO WHOM IT MAY CONCERN

I wish to lodge an objection regarding the development application:

Proposed Residential Flat Development 1, 1A & 5 Avon Rd, 4 & 8 Beechworth Rd & 1 Arilla Rd, Pymble
MP08_0207 and MP10_0219 February 2011

for 360 apartments between Avon Rd and Beechworth Rd Pymble. This proposed development is a serious overdevelopment of the site and an intrusion into the visual landscape and scale of nearby residences.

1. Changing the character of a suburban street, with a scale which is dramatically out of keeping for the streetscape

Avon Rd is predominantly a street with single story residential dwellings. The street features a house designed by the prominent architect, Hardy Wilson and the scale of the houses in the street permits the neighbouring remnant bluegum forest to grow without casting shadow

2. Inadequate traffic study based on a week in May 2010. This study should have taken into account the following:
 - a. 165 units are under completion by Meriton in Avon Rd, Pymble which are yet to be fully sold and will result in substantial traffic movements not considered in the traffic study lodged with the development application located at Kuringgai Council. There are some 200 places for cars in the complex with a considerable increase in car movements at the very roundabout designed to assist traffic movements. The traffic generated by this development was not considered in the traffic study accompanying this application. Residents in the 360 units in the current development application will have approximately 500 cars located in garages, car spaces and adjoining roads.
 - b. The roundabout at the intersection of Avon Rd and Pymble Avenue is already congested with traffic from PLC Pymble, drop-offs at the station opposite and the pedestrian crossings. Following completion of the Meriton Development at this point, there is no room to expand the roundabout. Furthermore, the building alignment of this development prevents motorists

obtaining safe sightlines from Avon Rd – the direction from which traffic generated by the proposed 360 apartment development will come. There is already occasional gridlock at this point during school peak times. The Meriton Development has its car entrance on the round about. Moving vans cannot enter the Meriton site due to the restricted height of the garage and obstruct traffic entering and leaving at this point. Further traffic flow will obstruct the roundabout, especially for cars exiting the area north via Livingstone Ave..

- c. The exit from the proposed unit complex into Arilla Rd represents a failure to acknowledge that this is a small connecting residential street which already carries all the traffic between the only two exits to the Pacific Highway at Beechworth and Livingstone Avenues. During the peak periods of school drop-off and pick-up times at Pymble Ladies College, this road provides the only traffic route which avoids traffic congestion around Avon Rd and permits directional traffic flow north. The street is a purely residential street and quite unsuited to heavy traffic.
3. There are only 2 streets which connect all the homes on the western side of the Pacific Highway with the Highway itself: Livingstone Ave and Beechworth Rd. There is no prospect of other roads being used as an alternative for access to the highway. Livingstone Avenue is the main exit point for the area (especially to the North) and already is congested during morning peak hour. Several mornings per week, when parents drop students at PLC Pymble, the traffic headed into Livingstone Rd from the city side of the highway banks up on the highway as a result of congestion at the roundabout and pedestrian crossing at Avon and Pymble Avenues. The blocking of this important road artery through traffic build-up in the Avon Rd area is unacceptable.

Beechworth Rd is the main exit for the area to the south. It is connected to the Livingstone Rd side of the area by narrow suburban streets (one of which will now contain an exit to the proposed apartment development). It is not designed to carry more than a small number of cars and is used by the many cars driven by parents from PLC, Pymble.

4. Entry to the western side of Pymble from the Highway from the Hornsby end of the highway.

There is no access from the south from the Pacific Highway at Beechworth Rd to the proposed development and the neighbouring area. This leaves only 1 street for entry from the south on Pacific Highway – Livingstone Ave.

5. Entry to the western side of Pymble from the Highway at Livingstone Ave.

The only access to the area for local residents, the proposed 360 unit development, the new Meriton development, PLC Pymble, Avondale Golf Club and local residents is at Livingstone Ave. The turn in bay from the south on the Pacific Highway holds only 6 cars before the turning cars block the Pacific Highway. This turn-in bay cannot be enlarged due to the bend in the highway and the central fence separating traffic at Pymble Hill. Already, this turn-in bay is at maximum capacity during peak hour. The design of this turn-in bay and the separation of traffic was engineered many

years ago to prevent a major accident blackspot, especially for heavy vehicles. A build-up of cars waiting to make a right-hand turn into Livingstone Ave presents a danger to heavy vehicles descending from Pymble Hill. The proposed development will massively increase the traffic in that area.

6. Lack of Parking

Rail commuters only have street parking on Avon Rd and no prospect of more being provided, due to the limitations posed by the Rail line parallel to Avon Rd at this point. Cars already park on the road outside the proposed development. Street parking by residents of the proposed development will add to the existing traffic problems in Avon Rd, due to the restrictions on the number of car spaces per unit in the proposed development. Commuter parking in Kuringgai is already at a premium. Loss of street parking to residents of the proposed development will add to congestion on the roads. Avon Rd is one of the few streets close to Pymble Station where commuters can park all day, in reasonable walking distance.

7. Overdevelopment of the area around Avon Rd to Beechworth Rd.

The total number of residential properties from the intersection of Pymble Ave and Avon Rd (and bounded by PLC Pymble) to the bushland area of Sheldon Forest and down to the area of St Andrews Drive is less than the total number of apartments already built by Meriton plus those planned for this proposed development. The proposed development therefore represents a **doubling** of the number of residents and vehicles in the area and more significantly, those which empty on to the Pacific Hwy at Livingston Ave and Beechworth Roads.

8. Risk to the safety of children and proximity to PLC Pymble

The proposed development will generate additional traffic in an area which is close to maximum capacity during morning and afternoon school times. Risk to young pedestrians will increase considerably, given the increase to vehicular traffic generated by the over-development so close to the school.

School buses already have difficulty navigating the narrow streets around PLC Pymble. Additional traffic posed by the proposed development will pose greater risk to children and other pedestrians.

9. Excess run-off in stormwater drains generated by the proposed development

In 2010, torrential rain produced minor local flooding at the lowest point in the area adjacent to Avondale Golf Course. Open stormwater drains on the Avondale Golf course adjacent to the driveway were not able to withstand the volume of water and debris which washed down and blocked the drain causing flooding to the road at the lowest point of the golf course and on the properties at number 3, 5 and 6 Avon Close. An increase of hard surfaces from the proposed development will create further stormwater run-off and will create more frequent flooding of these properties as the stormwater empties into the drains adjacent to the Avondale Golf Course Road.

10. Lack of recreational areas, parks and bicycle ways in the neighbourhood of the proposed development.

There are only privately held green spaces (apart from Bluegum forest bushland) in the area bounded by Sheldon Forest, Avondale Golf Course Livingstone Ave and Pacific Highway. Public access to recreational amenities in the area is not possible. No parks for children or exercise areas for humans and pets are located in this area. Without adequate parks, recreation areas, bicycle ways or similar, the doubling of the population in the area caused by the proposed development and the Meriton development will leave the area inadequately provisioned, especially for young families with children.

I not want my name to be made available to the Proponent, these authorities, or on the Department's website.

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From: '
To: <plan_comment@planning.nsw.gov.au>
Date: 10/02/2011 9:55 am
Subject: Attn: Director Metropolitan Projects, Objection to Concept Plan (MP08_0207) & Project Appl (MP10_0129), Pymble
Attachments: Objection Pymble Development Feb 2011.pdf

Dear Mr. Woodland,

I am sending an objection to a proposed development in Pymble:

Re: Concept Plan (MP08_0207) & Project Application (MP10_0129)

Residential development at Avon, Beechworth and Arilla Roads, Pymble

I do want to emphasise, that I do not want my name and address to appear in any public space and not be disclosed to anybody except the Planning Committee.

I am however happy for you to contact me any time in case any issues I raised need clarification. Thank you for understanding my privacy concerns.

Sincerely,

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Attn: Director Metropolitan Projects
Michael Woodland
Major Projects Assessment
GPO Box 39
Sydney, NSW 2001

**Re: Concept Plan (MP08_0207) & Project Application (MP10_0129)
Residential development at Avon, Beechworth and Arilla Roads, Pymble**

Dear Mr. Woodland,

I object to this above named project.

Reasons:

1. Destruction of character of the area

The local area is for the most part made up of one-storey single residences. Buildings of up to 11 storeys are out of character with this area.

Meriton calls Pymble the "Essence of Green", and the "Garden suburb...shrouded in a veil of forested tranquility".

Pymble has a sought-after ... leafy character of the Upper North Shore" and any development has to " empathise with the existing California bungalow housing of the early twentieth century."

(<http://www.meriton.com.au/default.asp?action=article&ID=134987>)

The area is a historically low-density locality. The proposed project fails to address adequately the existing structure and composition of the suburb.

2. Violation of current NSW Department of Planning standards

The NSW Department of Planning's director General's letter of 11 Feb 2009 states: "the proposal shall address the height, bulk, and scale of the proposed development within the context of the locality, and provide detailed justification for heights in excess of the SEPP 53 standards."

There is no detailed justification for heights in excess of the SEPP 53 standards.

Concept plans should demonstrate that they do not have unacceptable levels of impacts on views and overshadowing of adjoining public domain. The concept plan does not address this issue in an adequate manner, even though the impact is undoubtedly considerable (11 storey-buildings are directly adjoining single storey residences.)

3. Number of units escalating

The proposed development comprises 355 units. This massive proportion is considerably over the height, bulk and scale of the local area residences. The number of units proposed escalated compared to the original development proposal in 1995, which comprised 150 units. The locality hasn't changed in that time frame and cannot cope with 355 units.

4. Height of the buildings

This proposal massively exceeds height controls set in 2003 by NSW Planning:

On Avon Road:

Maximums set in 2003: 3 floors, within site 7 floors.

This proposal demands: 6 floors, within site 11 floors.

This proposal exceeds the specified maximums considerably.

5. Severely impacted traffic flows

The Parking & Traffic Report of the proposed project appears to have several major flaws and is based on misleading data.

a. The scope of the Traffic & Parking Report is deceptive

The submitted Traffic & Parking Report is limited to Stage 1 with 51 units for some parts of the evaluation (e.g. parking requirements), and not the full 355 units.

The traffic investigations (traffic movement counts) were carried out in the week of 25 May 2009. During this time the new development at the top of Avon Rd was just starting to be built. It now has 168 completed units which add considerable traffic. Also, in 2009, parking along the upper part of Avon Rd was prohibited to keep the construction site clear of parking cars. Thus traffic flow was smoother than with the usual cars parking on both sides of the street.

The times chosen for the Traffic report were 7-9 am and 4-6 pm. The afternoon hours chosen ignored the fact that Pymble Ladies' College ends school around 3 pm. That is an additional time of heightened traffic with parents picking up their children from school.

The Traffic Report concludes, "The proposed residential development ... is not likely to unduly affect traffic conditions".

Instead the Report states: "Traffic problems in the area are largely associated with PLC..... PLC should be required to address these traffic issues." (Traffic Report, page 10).

The Traffic Report states that the additional traffic load from the proposed projects will be up to 15% (see tables in the Traffic Report, page 8). The authors of the

Report reason that this additional load is negligible, as the traffic is already so massive, that those up to 15% more cars do not make a big difference.

Thus, instead of pointing out the already very congested traffic in peak hours which cannot cope with additional volume, this Report concludes that a few extra cars don't count as there are already too many cars on those roads anyway. The conclusion would need to be that every additional car makes the traffic situation unacceptable.

b. Proposed entrance driveway to the development Stage 1 in dangerous location

The proposed entrance to the development stage 1 is extremely close to the bend of Avon Rd. This is a notoriously dangerous location, as there is poor sight around the bend for vehicle operators.

Moreover, many school children and commuters walk around that area. The constellation of a bend and a driveway to a major development is poorly chosen and needs to be modified to avoid risking injuries and loss of lives.

c. Neighboring amenity

The traffic report states: "In view of the existing traffic volumes ... it is unlikely that the traffic generated by the proposed residential developments would have an impact on the amenity of residences along these streets."

Considering that the neighborhood is single storey residences in that part of Avon Road and that there are currently just a few one-family houses in that area, the impact of a whopping 355 units will dramatically multiply the existing traffic volume generated from the current neighborhood around Avon Rd.

This will create significant impact on the current amenity of the neighborhood.

d. Avon Rd too narrow for allowing unhindered two-way traffic

The Traffic Report states that "Avon Rd, west of Everton Street has a four lane undivided carriageway (including parking) reducing to three lanes (9m) east of the right angle bend opposite No 1 Avon Rd; the remaining section of Avon Rd has a three lane undivided carriageway (about 9m)." (Traffic Report, page 5)

In peak hours, the width of Avon Rd only allows unimpeded flow in ONE direction. Avon Road is a little neighborhood back street. As it is close to the Pymble train station, cars are parking along the street in both directions throughout the day. While at night time traffic can flow in both directions, at day time moving cars have to stop for on-coming cars due to cars parking at both sides of Avon Road. For the most part, Avon Road is not wide enough to allow moving cars in opposite direction to pass without stopping. Avon Road in its current structure cannot cope with additional traffic.

e. New Meriton "Ironbark" development adds additional traffic

The Parking & Traffic Report does not take into account the very recent completion of the "Ironbark" development at the corner of Avon Rd and Pymble Ave. It comprises 168 apartments across 5 buildings.

In the traffic study, the impact of those new units has not been taken adequately into account, and the full impact will only be obvious once tenants move in during 2011.

f. Pymble Train Station increasingly inaccessible

The Parking & Traffic Report fails to address the parking situation around the Pymble train station. Commuters are desperately looking for parking spaces near the train station. There is no parking lot that caters to commuters. Therefore, the only option are the few spaces along the street which fill early in the morning. Thus, finding parking close to the train station is already a painful task. With an increasing traffic load, parking for commuters will become nearly impossible with new units added, and tenants using the surrounding streets as parking spots for their cars.

g. Pymble Ladies' College adds new capacities

Pymble Ladies' College (PLC) is situated at Avon Rd, just opposite the proposed development. PLC is likely to grow significantly in the near future having added parking lots and extensions of school facilities recently. The latest addition is the new Senior School Centre which opened on 29 January 2011. During the school terms, the traffic during the morning and afternoon hours virtually comes to a standstill.

Based on the above reasons I object to the proposed project.

I do NOT want my name and contact details to be made available to the public (such as for example the Proponent, the authorities or the Department's website).
Thank you for your consideration.

Sincerely,

From: <James.McMorrison@au.ey.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 10/02/2011 8:41 am
Subject: Comment - Application No. MP08_0207 (Concept Plan) & MP10_-219 (Project Application)
Attachments: 6 February 2011.docx

This email is to be read subject to the disclaimer below.

Dear Sir / Madam,

Please find attached our objection letter to Application No. MP08_0207 (Concept Plan) & MP10_-219 (Project Application) - Residential development at Avon, Beechworth and Arilla Roads, Pymble.

We appreciate your consideration of our and fellow residents views on the application.

Regards,

James McMorrison | Associate Director | Transaction Advisory Services

Ernst & Young
Ernst & Young Centre, 680 George Street, Sydney, NSW 2000, Australia
Office: +61 2 9248 5555 | Direct: +61 2 9248 5018 |
James.McMorrison@au.ey.com
Mobile: +61 418 980 018 | Fax: +61 2 9248 5212
Website: www.ey.com/au
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6 February 2011

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

By email: plan_comment@planning.nsw.gov.au

Dear Sir / Madam

OBJECTION TO PROJECT

We refer to your letter dated 13 December 2010.

Required details

Name and address: James and Soninder McMorron
5 Myoora Street, Pymble NSW 2073

Application: Application No. MP08_0207 (Concept Plan) & MP10_-219 (Project Application) - Residential development at Avon, Beechworth and Arilla Roads, Pymble

Statement: We strongly **OBJECT** to the above Application.

Details

We have serious concerns about the impact that this Project would have in terms of traffic, roads, the environment and aesthetics.

In particular:

- the roads surrounding the proposed development (namely, Avon, Beechworth and Arilla) already suffer from congestion in peak periods. Any suggestion that this development would actually reduce local traffic is completely ill-founded. You only need to spend some time in this area during peak periods to see there is simply no further capacity, these roads will choke with the additional load posed by 355 units and it will become unbearable for residents; and
- our understanding is that the proposed development is out of line with Ku-ring-gai Local Environmental Plan (Town Centres) 2010 in certain key respects, including the proposed height of the buildings. Up to 11 storeys is simply absurd, and is grossly out of line with the

scale and character of the surrounding area.

Ku-ring-gai Council has labelled the proposed development as an "**overdevelopment**". That the local Council concurs with the views of many (and our sense, is the overwhelming majority) of residents must be afforded due and proper consideration. After all, we, the residents, are the ones who will have to live with the consequences of this sort of **gross overdevelopment** on a daily basis.

Thank you for your consideration of our views on this matter.

Your sincerely

James & Soninder McMorron
Pymble

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From: James Pomeroy <jmandepomeroy@gmail.com>
To: Simon Truong <simon.truong@planning.nsw.gov.au>
CC: <assessments@planning.nsw.gov.au>
Date: 11/02/2011 2:30 pm
Subject: Online Submission from James Pomeroy (object)
Attachments: 6226943_1.PDF

Please refer to attached letter.

Name: James Pomeroy

Address:
16 Tennyson Avenue

Turramurra NSW 2074

IP Address: - 203.20.79.230

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

James Pomeroy
16 Tennyson Avenue
Turramurra NSW 2074
Tel: 9402 5278

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11 February 2011

ATTENTION Director Metropolitan Projects

Major Projects Assessments

Dear Sir

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

I wish to lodge an objection in the strongest terms to the above development proposal.
Approval for the project should not be granted for the following reasons:

- 1 The development will generate enormous volumes of traffic on narrow residential streets. Beechworth Road and Avon Road are the only access roads from the site of the development to the Pacific Highway. Both of these roads are already at saturation point, particularly during peak times with cars accessing Pymble Ladies College (PLC) which is opposite the site.
- 2 The further desecration of a hitherto pristine area with the construction of 5 residential building envelopes of 4 to 11 storeys. I believe the limit for this area is 5 storeys under the Town Centres Local Environment Plan (LEP). The proposal is totally out of character with the existing buildings in the area, which comprise 2 story residences. This includes the heritage recognised Macquarie Cottage in Avon Road.
- 3 The degradation of the environment. This area is well known historically as having the highest annual rainfall in the Sydney Metropolitan area. The proposed buildings (on the side of a hill) will create heavy water run-off by negating the existing porosity of the soil.
- 4 Escalated power demands-which will lead to blackouts and disruption as equipment becomes overloaded.
- 5 Commuter parking for Pymble train station, already inadequate will be impossible.
- 6 Trains, buses and schools will become even more overcrowded.
- 7 The disruption to the community during the demolition and construction period of the project- probably three years.
- 8 Footpaths in Arilla and Avon Rd are inadequate.

- 9 The heritage-listed Stationmaster's cottage off Avon Rd (next to the rail line) will be demolished to make way for the development. .

In this immediate area, we have already been inflicted with the two Meriton developments in Avon Road and Pymble Ave, the Avondale development in Clydesdale Place, as well as many large residential expansions. Another major development has been approved for the corner of Everton St and Pymble Ave.

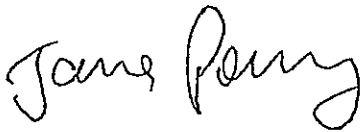
The developer makes some unfounded claims about traffic volumes. He blames PLC for the traffic problems (it was established 95 years ago when no cars were around) and fails to mention the traffic generated by Avondale Golf Club, train commuter traffic, through traffic from West Pymble and traffic from the large apartment blocks on the Pacific Highway and Clydesdale Place which are required to travel north to Beechworth Rd and turn around there to perform a right turn into the Pacific Highway. Nor has he allowed for the huge volumes of cars which will be generated by residents in the Meriton apartments.

He does mention that 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 - a major traffic artery. The traffic signals allow 8 cars at most to turn on each signal change (even less if pedestrians are crossing the highway) . Accordingly, traffic banks back interminably at peak times.

Ku-ring-gai has already received more than its share of high-rise development.

The proposed development is unconscionable and would destroy this lovely, peaceful area for ever. The developer's application should be rejected by the Department.

Yours faithfully

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

James Pomeroy

From: <solposen@mail.usyd.edu.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 11/02/2011 3:53 pm
Subject: Application Number MP08_0207(Concept Plan)&MPIO_0219 (ProjectApplication)

Mr Michael Woodward
Director
Metropolitan Projects

Dear Mr Woodward

RE:- Application Number MP08_0207(Concept Plan) & MPIO_0219 (Project Application) Location: 1, 1A, 5 Avon Road, 1, Arilla Rd., 4 and 8 Beechworth Rd. Pymble

I wish to object to the above project on the following grounds:

(1) The excessive number of units (355) proposed for this confined space will significantly increase the transport difficulties of the area. (a) The Pacific Highway which is already incapable of coping with peak-hour traffic will become even more congested. (b) Access to Avon and Beechworth Roads Road will become even more difficult than at present. (c) Train travel at peak hours, already very unpleasant, will become more so upon completion of this project.

(2) The project ignores the regulations of SEPP 65 which require new constructions to be of good design and to fit in with the surrounding neighborhood. I believe a height of 5 stories (let alone 11) does not fit into the ambience of this garden suburb.

(3) The recent floods in various urban centres of Australia have demonstrated the pernicious effects of replacing trees and gardens with concrete. The relevant area has one of the highest rainfalls in the Sydney Metropolitan Area so that potential flooding becomes more likely as the result of this development.

Jean Katie Posen
76,Ryde Road, Pymble, 2073

This message was sent using IMP, the Internet Messaging Program.

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From: <jenniferarnold@exemail.com.au>
To: <plan_comment@planning.nsw.gov.au>
CC: <albois@exemail.com.au>
Date: 20/01/2011 8:55 am
Subject: Letter regarding Concept Plan MP08_0207
Attachments: Concept planMP08_0207objection.pdf

To whom it may concern,

Attached please find a letter of objection in relation to Concept Plan (MP08_0207) and Project Application (MP10_0219).

Kind regards,
Jennifer Arnold
2 Dakara Close
Pymble NSW 2073
02 9988 0609

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

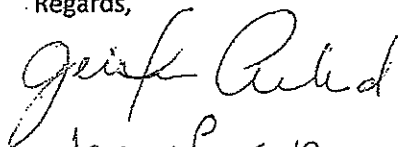
I OBJECT TO THIS PROJECT

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,


Jennifer Arnold
2 Dakara Close
Pymble NSW 2073