

(271)

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

January 2011

by fax 02-9228 6455

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,



James Goulding
8A Lonsdale Ave Pymble



NSW GOVERNMENT
Planning

31 JAN 2011

METROPOLITAN PROJECTS
RECEIVED

272

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

January 2011

key for 02-92286455
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Regards,

Ruth Goulding

RUTH GOULDING

BA Clydesdale Ave Pymble



NSW GOVERNMENT
Planning

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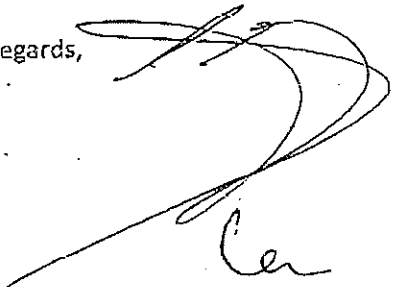
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Regards,


Ben Lindsay
8A Clydesdale Ave Pymble

NSW GOVERNMENT
Planning

31 JAN 2011

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31st January 2011

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GPO Box 39
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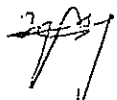
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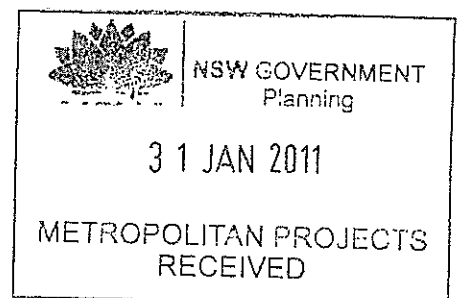


MONA LEE

22 BEECHWORTH RD,

PYMBLE

NSW 2073



(275)

Fax: 02 9228 6455

Attention: Post- Major Projects Assessment, Department of Planning,

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

Sender : Helen Willis

Fax: 9144 2420

34 Warrangi Street,
Turramurra 2074

8th February, 2011

Major Projects Assessments,
Department of Planning,
GPO Box 39,
Sydney 2001

Dear Committee/Panel,

This is one of the most, if not the most outrageous proposal, to be presented so far to the Ku-ring-ai Council and the residents and I reject the proposal. Even though I do not reside in the nearby area I was concerned and travelled to the specific sites and studied the neighbourhood. The six storey apartment blocks near the station are more than adequate in height and many of the units are located facing the railway line which would be incredibly noisy. Also there are only narrow roads within the vicinity which would not be adequate for the proposed additional residents.

But on top of all this is the fact that in residential zones the proposal involves high rise apartment blocks which are:

- too bulky and dominant,
- too invasive of other neighbouring residents' visual and acoustic privacy,
- too close to neighbours and will involve overlooking of outdoor entertaining areas / amenity areas of others,
- too intrusive of other residents' privacy in their habitable rooms,
- too reliant on screening as a means to create privacy for neighbours when the cause of the problem is the inadequate design which failed to address the privacy and overlooking issues as it would affect neighbours,
- too many apartments face due west and have southerly aspects.



It is unacceptable that;

***The proposal for Beechworth Road apartments** varies in height between five to nine storeys which is above the set height limit. Also the height varies with nine storeys closer to the railway while the lower portions are adjacent to 10A and 10B and this is somehow SEEN by the developer / applicant AS SOME JUSTIFIABLE STATEMENT but it is not acceptable. The nine storeys will be far too high at any point and the land at that point is high. So the effect of the nine storeys would be far too dominant and bulky and is in no way compliant. Another attempt is made by the applicant to justify the height with the mention of the setback of 8.5 to 10 metres. But the acceptable height is 23.5 metres (7-8 storeys) and the setback does not mitigate against the excessive height of the proposal and its attendant problems.

The residents at 6 and 10A and 10B Beechworth Road would be so adversely affected by the proposed height and bulk and overlooking and loss of privacy that this proposal is not acceptable. But the issue not being addressed is that other residents within the vicinity would also be adversely affected in similar ways

***Avon Road proposed developments are the most excessive non complying issue and they would set a precedent that is totally unacceptable.**

Once again the applicant has provided the strangest justification for the proposed height of eleven storeys which is based on the assumption that:

(i) since the heights vary from four to eleven storeys, they are "staggered" heights and cover a range of heights that can allow for the flexibility and his rationalisation is that therefore it is possible to be non compliant and have some sections eleven storeys.

(ii) since the proposed eleven storeys would be closest to the railway line that it could by-pass all the Ku-ring ai documentation, policies and codes and CREATE A NON COMPLYING SITUATION TO GAIN AN ELEVEN STOREY APARTMENT BLOCK WHICH IS NOT PERMITTED BY LAW.

***The applicant states:**

***"The built form, bulk and urban design has been carefully considered and assessed, particularly in the context of the relationship to the public domain and surrounding development."**

This is not valid because the surrounding development is residential, single and double storey homes with gardens and his focus is clearly on "the recently constructed residential flat housing developments in the near vicinity of the site".

These statements indicate that the applicant's rationale is based on the development along the Pacific Highway and at the top of Pymble Avenue. The applicant has not related to all the documentation concerning the LEPP 194 or else HE WOULD KNOW FAR MORE ABOUT THE CONTEXT, CHARACTER OF Ku-ring ai etcetera ..

Even the suggested landscaping is ridiculous with just gum trees as the only form of tree being proposed. The proposed landscaping is inadequate with inadequate tree coverage where there are proposed four to nine storeys to eleven storeys in residential areas. Gum trees as proposed will not screen overlooking or diminish such height and bulk adequately.

***There is too much focus on the Blue Gum High Forest on the site as a weird, side- issue- attempt to justify concern for the environment** when the real context, residential qualities in the area and the environment which shares the characteristics of Ku-ring-ai as defined in the LEP 194 document are being dismissed.

The Blue Gum High Forest IS PROTECTED BY LAW and the LAWS ALSO STATE THAT THE DOCUMENTATION (SEPP 53, LEPP 194, RESIDENTIAL CODES...), WHICH ARE ENSHRINED BY THE KU-RING -AI COUNCIL, ARE NOT TO BE IGNORED.

It is very disappointing that such a proposal, that ignores some crucial principles, codes and legal documentation, has been presented to the residents of Ku-ring-ai for serious consideration.

Such concepts belonged to post- war Europe or Communist Russia where there was flat land and whole areas designated to high rise apartment dwellings. Facilities were provided for the residents. But even then they were terrible concepts and today we have enlightened ideas about urban development.

This concept plan and Project Application have been quite shocking and they bring out dark and deep concerns for me and for Ku-ring -ai. They should be rejected.

Yours sincerely,



Helen Willis

276

8/2/2011

Attn: Director Metropolitan Projects

Major Projects Assessment

Department of planning

GPO BOX 39

Sydney NSW 2001

Dar Sir/Madam

Re: Concept plan(MP08_0207)&project Application(MP10_0219)

Residential development at Avon, Beechworth and Arilla Roads,Pymble

I object to this project

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 Environment Assessment.

There can be no valid comparison with units located on the Pacific Highway corridor or near the railway tunnel. There 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.

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

Yours faithfully



Chun Hua Tao and Yu Shi Chen

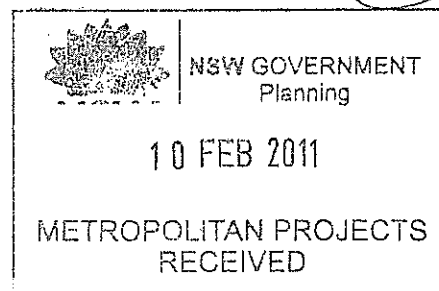
47 Pymble Ave,

Pymble NSW 2073



277

FAX Cover Sheet

**Details:**

Date: February 9th 2011

Number of pages (including cover sheet): 2

From:

Dr Paul Goyen
10 Lonsdale Avenue
Pymble NSW 2073
Phone: 02 99831512
Fax: 61 2 99884151
Email: paulgoyen@me.com

To:

Director Metropolitan Projects
Major Projects Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001
Fax No: 02 9228 6455

Subject:

Objection to development - Concept Plan (MP08_0207)
and Project Application (MP10_0219) for residential
development at Avon, Beechworth and Arilla Roads,
Pymble

277

Dr Paul Goyen
10 Lonsdale Avenue
Pymble NSW 2073

February 9th 2011

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

Dear Sir / Madame,

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

I object to this project. My reasons are as follows.

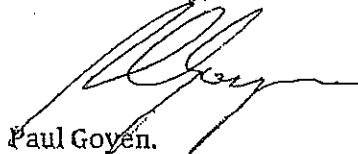
The huge size of this project imposes an unreasonable visual impact on this community and especially on neighbouring properties. The proposed heights are well outside the planning limits that apply to the site as discussed in the Environmental Assessment, are well in excess of nearby unit developments, such as Clydesdale Place in Pymble where the maximum height is seven storeys, and are completely inappropriate in such a residential environment. Additionally, the reduction in privacy that will be suffered by properties close by is completely unreasonable and unfair.

It is extremely likely that damage will be done to the native vegetation on the site during construction and the presence of 355 new units is very likely to impact on the existing bird and animal life that inhabits the blue gum high forest on the site. Thus, it is very likely that the proposed development will significantly reduce the quality of the area's natural environment.

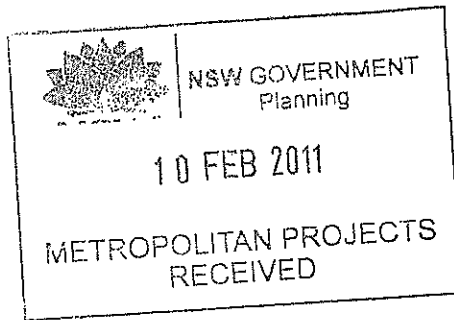
Street parking is already severely limited due to commuter parking along Avon Road and Arilla Road and this will make matters far worse. The proposed 355 units will also increase traffic congestion in the area, which is already a major problem, especially at school drop off and pick up times. (While the families of a few students may choose to live in these units and thus reduce school traffic slightly, the vast majority of units will impact negatively on local traffic flow both at 'school times' and generally.) Importantly, the additional traffic and street parking will increase the risk to pedestrians in the area, many of whom are young school children. There are over 2,000 students (from kindergarten to Year 12) attending the adjacent Pymble Ladies' College.

Please help our local community achieve a development outcome for this site that is fair to everyone and does not excessively adversely affect people living close to this site.

Yours faithfully,



Paul Goyen.



January 2011

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

Dear Sirs/Madam -

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

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Regards,

A. Marcionetti

Alan Marcionetti
5 Linden Ave
Pymble NSW 2073

This development would have an unacceptable impact on the leafy area in Pymble.

355 new apartments will cause a substantial increase in traffic. The roads leading to PLC are already very congested in the morning and afternoon.

279

January 2011

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

Dear Sirs/Madam -

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

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Regards,

I am concerned also regarding traffic congestion especially at peak times as there are only 2 exit roads to the Pacific Highway. There is heavy traffic already on these roads during school days as they provide access to the very large private girls school PLC.

Helen Mariconetti

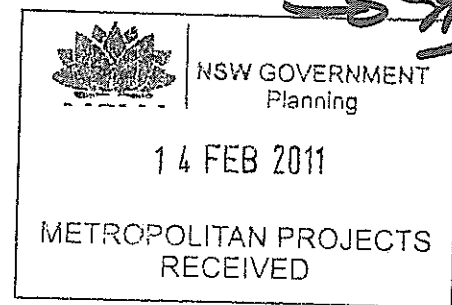
*5 Linden Ave
Pymble 2013.*

(280)

→ AS
14/2

February 10, 2011

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



Dear Sir/Madam,

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

We strongly object to the application for this development.

Being residents of the neighbourhood for over 15 years, my family and I are very familiar with the area of the proposed development and our consequent objection to the project is justified as follows.

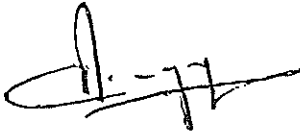
The foremost concern is the increase in vehicle traffic, congestion and the subsequent decreased safety of pedestrians along Arilla, Beechworth and particularly Avon Road. During morning peak hours, there is significant traffic caused by cars travelling to Pymble Ladies' College (PLC) and local residents who use these three roads as the only route to the Pacific Highway. This problem is exacerbated by an extensive line of parked cars stretching along both sides of Avon Road by residents and train commuters (due to a lack of parking spaces close to Pymble station) and has only been worsened by the opening of a third gate to PLC adjacent to the intersection of Arilla and Avon Roads. Each morning, there is insufficient space to allow two cars to safely pass each other, causing severe congestion. The same congestion occurs at the end of the school day. As there is already an existing traffic issue, the building of an additional 355 units will no doubt only add to this increasing problem. With no proper pedestrian crossing in that end of Avon Road, the safety of school children crossing the road to the 2 PLC gates cannot be guaranteed.

Another concern is that the building of 9 and 11-storey units will further destroy the face and community of the Ku-Ring-Gai municipality. The sites of the proposed developments are already on high ground – the existence of 9 and 11-story units will be seen as a towering monstrosity beside the traditional 1 and 2-storey houses in the area.

We fully acknowledge that Sydney has a growing population and that it must be accompanied by increased accommodation. However, the building of 9 and 11-storey unit

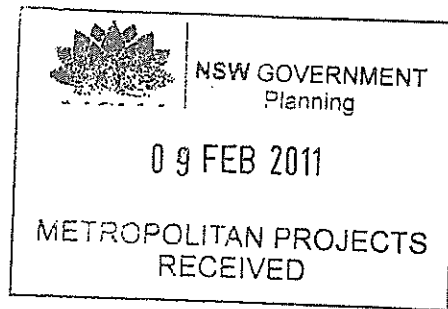
blocks in already highly-populated areas with pre-existing traffic issues is not sustainable – it is merely a short-term solution which will in fact have long-term detrimental effects to the local community. A longer term and more sustainable solution is to increase infrastructure, particularly reliable transport routes, to outer parts of Sydney – to the northern, southern and western outskirts – to accommodate for the growing population in decades to come.

Best regards,

A handwritten signature in black ink, appearing to be 'Daniel Chan', with a stylized, sweeping underline.

Daniel Chan

3 Barclay Close
PYMBLE NSW 2073



31st January 2011

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

Dear Sirs/Madam,

OBJECTION TO

**RE: CONCEPT PLAN (MP08_0207) & Projects Application (MP10_0219)
Residential Development at Avon, Beechworth and Arilla Roads, Pymble.**

I am writing to object VEHEMENTLY to this ENORMOUS project which will destroy the ambience and character of this area of Pymble already compromised by the hideous and totally inappropriate overdevelopment of "Ironbark" which stretches from opposite the underground tunnel at the top of Pymble Ave to the ground of Pymble Ladies College. I am sure the building on the corner of Avon Road and Pymble Ave must contravene planning and building regulations relating to the distance from the front and side boundaries to the balcony edges. While this development may be near the railway station and Pacific Highway the proposed development further along Avon Road with an entry and boundary off Beechworth Road are not near public transport.

As far as I am concerned, the sheer audacity of planning (or lack of planning) for 355 more dwellings in this quiet area adjacent to Avon/Beechworth and Arilla Roads, plus the proposed heights of the buildings (9 to 11 storeys high for 2 of the buildings) are absurd and inappropriate. 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 are already oversize developments in Clydesdale Place (even these are no more than 7 storeys high at the railway line frontage) but for those people who bought into these developments they must be going to have to look at and over this huge and ugliest of developments - if the concept drawings at Council are indicative of the level of "design".

Any development in this area should be sympathetic to the surrounding dwellings which in most cases were built many years ago and are predominantly single or double storey single residences. It should, I would have thought, also have complied with environment issues, like the birds and local flora and fauna which will never recover from the onslaught of this type of development.

It has been stated that there will be minimal impact on local traffic – what deluded person or company could possibly have come up with that result?

1. PLC student traffic grows year on year.
2. Everton Street is already close to capacity in the drop off/pick up hours for the school.
3. Beechworth Road, the same, and as cars cannot turn right into Beechworth Road coming south from Turramurra for some extraordinary reason all traffic has to turn down Livingstone Avenue, the highway traffic will be backed up the highway right up Pymble Hill.

4. It will be chaos when the 2011 school year resumes as cars can now park on both sides of Avon Road close to the railway tunnel – it is now impossible to drive down Avon Road without going over the white line in the middle of the road – in either direction.
5. Commuter parking is already an issue with cars parked down Livingstone, Pymble and Avon Roads as far as Arilla and beyond when the PLC girls take their cars to school.
6. 355 units mean at a minimum 355 more cars – possibly double that depending on the demographics and numbers of people living there. How many resident and visitor parking places will each of 355 units have allocated?

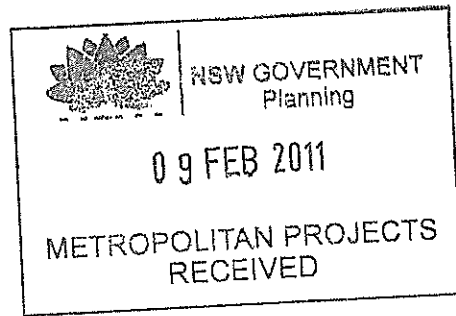
Another reason this development should be stopped – the old house at the heart of this development! How is it that it can be pulled down, surely it's on the list of heritage houses? Another developer already pulled down one of the local heritage houses in Beechworth Road to subdivide and build several Mac Mansions – possibly the same destroyer of the area involved with this?

Please send several decision makers to review this site at times of the day that the traffic flow is crucial, and to look at the surrounding houses in Avilla Road and then go down or drive up Pymble Avenue and see what uncaring, unsympathetic money grubbing developers can do to not only the houses directly affected (overshadowing and looming buildings right next door) but the area as a whole.

Yours faithfully,

Michael MacRitchie
2 Quadrant Close
PYMBLE NSW 2073

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



282

January 2011
31 Onnovo St
Pymble 2073

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

Dear Sirs/Madam -

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

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.

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Regards,

Gene Poole

283

5th February 2011

72 Beechworth Road
Pymble NSW 2073

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

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

Dear Sir/Madam,

I would like to voice my strident opposition to the above proposal. The
planned development is totally unsuited to the site on the grounds of sheer
size and scale.

The proposal exceeds the height controls set by New South Wales Planning
in 2003.

The site is surrounded by single and double storey private homes, the
impact of a development of this size would have a totally unacceptable
impact upon neighbouring properties.

Access via Avon Road is already currently extremely congested. With cars
parked on both sides of Avon Road on weekdays and when there are
weekend sport and functions operating on at PLC, only single line of traffic in
any direction can travel up or down the street. The addition of extra traffic
from the development would compound the current traffic position.

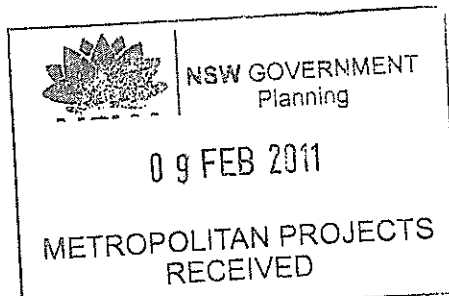
I believe the proposal is ill considered and totally inappropriate for the site.

Yours faithfully,



Mark J Brooks





"Claverton"
5 Alma Street
PYMBLE NSW 2073
(02) 9449 5441
7th February 2011

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

284

Re: Concept Plan (MPO8 0207) & Project Application (MP10 0219)
Residential development at Avon, Beechworth & Arilla Roads, Pymble 2073

I HEREBY LODGE AN OBJECTION TO THIS PROJECT

While not being opposed to developments which provide for an increased density of accommodation in Kuringai Council area per se, there are many grounds on which this proposed project is inappropriate and ill conceived.

These include:

1. The development is in a residential area, mainly comprising single level dwellings. Thus to impose a development of this size and scale is quite inappropriate.
2. The heights proposed are well outside the planning limits that apply to the site as discussed in the Environmental Assessment.
3. The traffic study (May 2009) is totally inadequate.
 - a. The span of times covered is too short and does not include major traffic times for PLC
 - b. Since the study was done there have been a number of substantial developments nearby which, together with other developments on and near the Pacific Highway, significantly add to the traffic burden.
 - c. Beechworth Road is a major access point to Avon Road for Avondale Golf Club - not mentioned in the study.
 - d. Livingstone Avenue is the major artery for traffic from the western side of the highway at Pymble and from West Pymble to access the Pacific Highway - not mentioned
 - e. There is no right turn from the Pacific Highway when travelling southwards. This puts additional pressure on Livingstone Avenue and local streets for access to Beechworth Road. This is not mentioned.
4. The effect of being adjacent to a major rail corridor. The notes of the RailCorp consultation of 2 November 2009 do not effectively canvas the relevant issues of derailment etc, but merely postpone the discussion until further project stages. This is a significant safety issue. The fact that Pymble Station is very difficult to access because of its stairs for a large portion of the population also needs to be addressed if the aim is to encourage public transport use and reduce dependence on the motor vehicle.
5. The development is close to forest areas. Beechworth Road is the major artery for evacuation in times of fire for a significant residential development. This will be added to should a project of this magnitude proceed. It is very difficult to see how the area could be safely and swiftly evacuated in an emergency.
6. Evacuation of the school (including the Boarding School), golf club and residences in case of any emergency using Beechworth Road and Livingstone Avenue will be compromised by the scale of this development. Likewise, access to these areas by emergency vehicles (ambulance, police and fire) will be compromised. There are thus significant health and safety concerns.
7. While the development is not located on the Pacific Highway, nearly all traffic from it will have to access the highway to leave the area. Thus, as for other developments on the highway and nearby, the problems caused by failure to redevelop the road bridges over the railway at Pymble and at Turramurra will only be exacerbated. The highway already carries a heavy burden of localized traffic as well as traffic feeding on to the F3 and the traffic already heavily banks up for extended periods all days of the week. For example, access times to the Pacific Highway from Telegraph Road at peak periods are substantial and this pattern is replicated up the highway (e.g. from Kissing Point Road and from Fox Valley Road.)
8. Finally, the attraction of living in areas like Kuringai is largely based on the co-existence of housing (including heritage housing), bush and gardens. This proposed development goes a long way to destroy this for a large number of residents. It should not be beyond the wit of planners to design developments which would happily coexist in this environment and to build dwellings which would be more attractive to buyers and also attract a premium price.

Yours sincerely

(Mrs) Lola Baumgart

P.S. This is a signed copy of the submission forwarded to you by email on the evening of 7th February 2011.



6th February 2011

285

72 Beechworth Road
Pymble NSW 2073

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

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

Dear Sir/Madam,

I would like to voice my strident opposition to the above proposal. The planned development is totally unsuited to the site on the grounds of sheer size and scale.

The proposal exceeds the height controls set by New South Wales Planning in 2003.

The site is surrounded by single and double storey private homes, the impact of a development of this size would have a totally unacceptable impact upon neighbouring properties.

Access via Avon Road is already currently extremely congested. With cars parked on both sides of Avon Road on weekdays and when there are weekend sport and functions operating on at PLC, only single line of traffic in any direction can travel up or down the street. The addition of extra traffic from the development would compound the current traffic position.

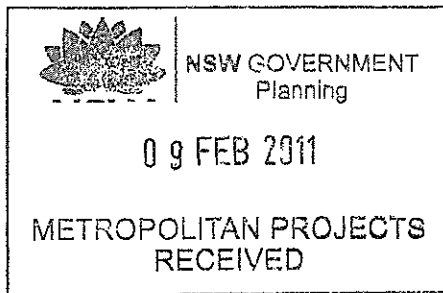
I believe the proposal is ill considered and totally inappropriate for the site.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Hugh G Brooks".

Hugh G Brooks

286



76 Beechworth Rd
Pymble, NSW, 2073

8 February 2011

Attention :Director Metropolitan Projects
Major Projects Assessment
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 the proposed development of this high rise development. There are too many units and the buildings are too high.

The streets are already congested . North Coast commuters leave their vehicles parked in Avon and Beechworth Roads continuing their journey to the city by train. Beechworth Road has no access from the North which requires a U-turn back onto the Pacific Highway further down the Pacific Highway. Clydesdale Road traffic has no access South and so requires a U-turn in Beechworth Road. These are potential hot spots for accidents.

The area is "bush fire prone". Beechworth Road and Avon Road do not allow fast access out of the area.

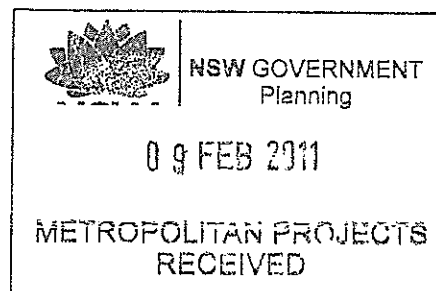
Planning should be done by councils who represent the rate payers.

Your sincerely

Mary Noakes
Mary Noakes

11 Lawley Crescent
Pymble NSW 2073
6th February 2011

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



Dear Sir/Madam,

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

We are writing to strongly object to the project set out in "Concept Plan (MP08_0207) & Project Application (MP10_0219) for residential development at Avon, Beechworth and Arilla Roads on the basis of:

- the size and height of the development and its impact on the character of the neighbourhood
- local traffic congestion
- lack of adequate local infrastructure
- a lack of trust in this developer

A proposal for 355 apartments is huge and out of all proportion when compared to the style of housing in the area surrounding this development. The plan is hugely disproportionate to local residences in scale, height and bulk. The effect of these buildings on the character of the neighbourhood will be dramatic and disappointing. This development is not on the Pacific Highway - it is in the midst of well kept residential stand alone houses of one to two stories with lots of trees and lovely gardens and will be an eyesore looking out over many residences lower down the hill to the west.

In addition this developer has continually increased his proposal size since 1995 and it now exceeds the height controls set by NSW Department of Planning, which we believe is clearly unacceptable.

Local road infrastructure is also inadequate to support the building of this development and the subsequent increase in residents. It would have to accommodate potentially 710 extra cars accessing ONLY two already very busy, narrow, access roads to the Pacific Highway - Livingstone Street and Beechworth Avenue. In peak times, during the week and on Saturday mornings with Pymble Ladies College traffic the resultant chaos will be lamentable.

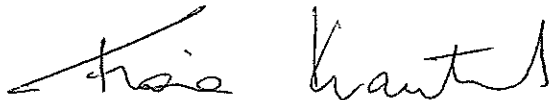
Consideration must be given to the traffic situation on Arilla and Avon Roads, despite the proposal's suggestion of a minimal impact. As a train commuter who travels from Pymble Station to the city in peak hour to work every day current commuter parking at the station is highly inadequate, stretching down to Arilla

Road, and making it almost impossible to get a park after 8am on weekdays. The current congestion already reduces the traffic flow to single lane in areas and restricts visibility, making an already busy road during Pymble Ladies' College start and finish hours dangerous for school children and train commuters and this development will make it significantly worse. In addition the traffic congestion in Avon Road already banks back up into the Pacific Highway blocking south travelling traffic during the morning peak so this development will only make matters worse. To suggest another major development like this would not affect traffic is absurd. The traffic study needs to be repeated to reflect the current peak use of Avon and Arilla Road. As a local resident I currently have to wait for a number of sets of lights to turn right into the Pacific Highway from Beechworth Avenue in peak times which run at a 2 minute cycle/light meaning traffic will bank up significantly more into Beechworth Road and Arilla Road with this development.

If a member of our family needs to get out through Beechworth Avenue for a health or fire emergency during this time in the future, I am extremely concerned that their life may be at risk due to increased traffic congestion.

I would expect that these concerns receive the urgent consideration that they deserve prior to any approval being given for this alarming development.

Sincerely,



Fiona Krautil



Paul Krautil



Stephanie Krautil



Alexandra Krautil

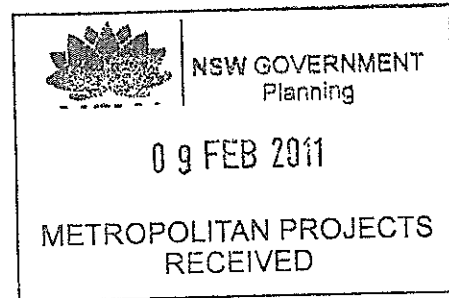
Copy to: Barry O'Farrell MP

2886

Michael and Christine Vuletich
52 Beechworth Road
PYMBLE NSW 2073

4 February 2011

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



Dear Sir/Madam,

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

WE OBJECT TO THIS PROJECT

In our view the proposal for this development fails to adequately address the Director General's requirement of justifying the height, bulk and scale being in excess of the SEPP 53 standards, as the Concept Plan is massively over the height, bulk and scale (355 units - 11 and 9 storeys for two of the buildings) of the local area residences .

The visual impact of the development appears to be very substantial and the proposal has failed to address the issue of acceptable levels of impact on views and overshadowing of adjoining sites and public domain.

This site is not analogous to the Pacific Highway or 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.

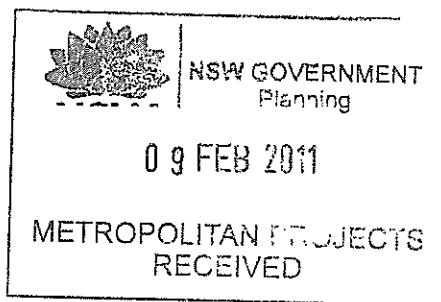
This proposal suggests there will be minimal impact on local traffic. However, 355 new apartments will have a substantial impact on the traffic in the local area. Avon Road is already congested from PLC traffic and from commuter parking, which now stretches down Avon Road to Arilla Road. Furthermore, traffic leaving Beechworth Road for Pacific Highway during the am peak period is already highly congested. More traffic from the proposed development will make this juncture a major problem and dangerous to pedestrians crossing Beechworth Road.

We would like to see a more realistic development for this site in keeping with the local neighbourhood.

Yours sincerely,

Handwritten signatures of Michael and Christine Vuletich. The signature on the left is "M. Vuletich" and the one on the right is "C. Vuletich".

Michael and Christine Vuletich



289

(Dr) Olaf Reinhardt
19 Ashmore Avenue,
Pymble 2073

7th February, 2011

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

Re:

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

I wish to object to the proposed development on the following general and specific grounds:

A. The application in general;

B. Specific aspects:

1. the proposal as presented on the website and in the Turramurra Library is not transparent;
2. the proposal appears to be at odds with certain provisions of the Part 3A legislation;
3. the traffic study is methodologically flawed;
4. Stage 1 includes some 1, 2, and 3 br units, but there is no indication about the mix of sizes in the other stages;
5. there are no "detailed justifications" of deviations from guidelines as required by the Director-General;
6. much is made of the obvious fact that tall buildings have smaller footprint, but no indication of the benefit to the community;

First some general points.

(a) I would like to make it clear that I am not opposed to development as such and agree that this site, being close to the station, should be developed responsibly and appropriately, that is appropriately to the area. I was appalled when the then Minister Sartor said it was time Ku-ring-gai had some pain inflicted on it. Appropriate development need not be painful at all as demonstrated by Canberra, many of the New Towns in the UK, in Helsinki and particularly by major developments in post-war West Berlin. Inappropriate developments — large complexes with insufficient open space, playgrounds etc. — tend to become centres of dissatisfaction and crime, as in the outskirts of Paris, Lyon and Marseille, to say nothing of Sydney's

Waterloo.

If I were asked to explain what an inappropriate development was, I would have to say "an eleven storey building in an area of exclusively one or two storey single dwellings". This proposal is completely out of character for the area. The fact that there are large - some would say huge - apartment buildings on the Pacific Highway and on the corner of Pymble Avenue and Avon Road is not considered relevant by the Proponent because this is supposed to be a completely different type of development it "addresses very different criteria", according to the application; yet he also uses those facts as an argument to support the notion that big buildings are already in the area. He can't have it both ways.

(b) Furthermore, the proposed Stage 1 is designed to lull everybody into a sense of security because it is not very high while obfuscating about the rest. The "photos" of the building in the documentation, showing a girl in PLC uniform walking through emphasised trees, do not reflect the 8m setback, that is, proximity to the street. In other words, the bulk of the proposed building is deceptively hidden - further borne out by the "view" from Arrilla Road, which has only the vaguest dotted line showing the building. There is no doubt that the building will be quite confronting from Avon Road. I remind the Department of Planning that ordinary people who want to put a carport in front of their house have to respect a 10m. setback.

(c) While members of the public are told on the Planning Department's website that "offensive and threatening language will not be tolerated" in submissions, the Proponent makes the following statements in the Application:

The council, of course, is elected by the ratepayers. The applicant has been a ratepayer in Ku ring gai since 1968 and has observed that ratepayers will not support anything which will have them share Ku ring gai with more [sic] an increased number of people. Council will always operate to minimise density and has **resorted to strategies that would be illegal and possibly criminal** if they were carried out by other than a Public Authority. (my emphasis)

Council has had every chance to express responsible views about the development and has chosen on every occasion to **improperly and irrationally oppose development**. (my emphasis)

It (Council) **has not dealt with previous applications honourably**. (my emphasis)

I would have thought that this sort of libellous language is offensive and ought therefore not be tolerated.

(d) The application makes much of the benefits of the proposal in regard to the rehabilitation of the vegetation, restoring the Blue Gum High Forest etc. It is "currently very heavily vegetated and overgrown with a number of noxious weed species..." It should be pointed out that the Applicant has owned most the the land in question since 1979 and could, had he really been as keen to restore the forest as his application claims, easily have carried out

such remediation works years ago, at his own expense, as he is a man wealthy enough to allow properties he owns to lie idle for years. Furthermore Council has the right to compel landowners to remove noxious weeds, so the Applicant has been in breach of these provisions. As a result, this alleged benefit should be discounted as a virtue of the application.

In addition, he has allowed No. 1 and No. 5 Avon Road to fall into disrepair to make their demolition more readily permissible. A single glance at the address he gives in the application – 35 Fox Valley Road, Wahroonga – shows he is following a similar plan for the residence there.

Specific objections

1. The proposal as presented on the website and in the Turramurra Library is not transparent. It contains detailed plans for only Stage 1. Another four stages are included in the Concept Plan. There is no explanation of the connection between the two as far as approval is concerned. If Stage 1 were to be approved, would this mean that the other stages are also approved 'in principle' (that is: the locations, heights, bulk etc.) presumably subject to detailed plans; or does it mean that the whole concept is approved? Certainly they are two separate documents, but approval for Stage 1 is contingent upon the approval of at least part of the Concept Plan. Furthermore, the documentation includes discussion of the effects of other building "schemes" such as a 15-storey model to establish the obvious fact that taller buildings occupy less land (2804/sk3 and 4). One has to ask why so much effort is put into this exercise and whether it leads to development of a much larger scale, particularly as the applicant "understand[s] that 15 stories (sic) are consistent with the current thinking of the Ku-ring-gai Planning Panel". The relationship between the two plans must be clarified.

2. The proposal appears to contravene certain provisions of the Part 3A legislation. The purpose of the Part 3A is given *inter alia* as to "(c) provide increased opportunity for public involvement and participation in environmental planning and assessment". The public in the form of those most affected, namely the people in the vicinity, has previously taken advantage of this idea to be involved and to participate in planning and assessment. Both times, the public was able to persuade the Council to reject the developments planned for the site. The applicant has decided to bypass the Council and the community this time, on the basis that he has not got his way because, as he states in the application, **"The council, of course, is elected by the ratepayers.... Council will always operate to minimise density"**. This rejection of the role of the Council and the ratepayers makes a mockery of the "increased opportunity" the public is supposed to have under the legislation. Furthermore it is patently untrue that the Council will always want to minimise density – after all, the council stands to gain additional rates from every new citizen.

3. The traffic study is methodologically flawed because

(i) while the study itself alludes to PLC as the major contributor to traffic, the "evening peak" is measured from 4pm and does not consider the fact that school hours at PLC finish between 2.30 and 3.30. The letter rejecting the through road admits that PLC generates about 2,500 traffic movements in the

advertisements. The rest of the community will be able to admire the "70% of the site ... returned to its original state as Blue Gum High Forest and gardens" from afar and enjoy warm fuzzy feelings at the fact that the "contract that this facility will be preserved from development in perpetuity and maintained by the Body Corporate of the proposed development" will at least be "legal". Furthermore, it is obvious that at least some of the tall trees would have to be felled to make room for the buildings.

In my view the matters raised above demonstrate that the application should be rejected pending revision, provision of more detail and accuracies and be scaled down to fit in with the area in a less confronting manner. A smaller number of apartments in buildings no more than three storeys high would make sense. Of course, this would lead to a smaller profit by the developer, but that would certainly not be inequitable since many developers in this state, from the multi-billionaire Mr Triguboff down all seem to be making inordinate profits at the expense of the environment on the one hand and the purchasers on the other. A smaller development would still serve to add housing to the area, use the land economically and surely still return a reasonable profit to the applicant.

Yours faithfully,

A handwritten signature in dark ink, appearing to read "O.G. Reinhardt". The script is cursive and somewhat stylized, with the first letters of the first and last names being capitalized and prominent.

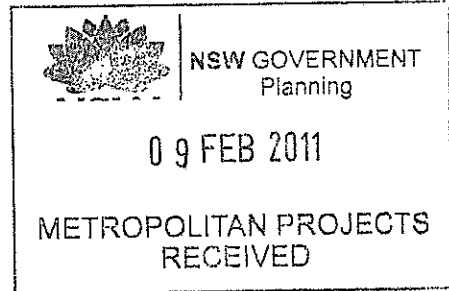
(O.G. Reinhardt)

290

76 Beechworth Rd.,
Pymble, NSW, 2073

8 February 2011

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



Dear Sirs/Madam,

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

I am a resident of the area that will be impacted by this development and I object to this project.

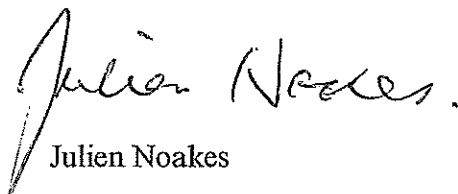
The project is too big and too high (being well outside the planning limits that apply to the site as discussed in the Environmental Assessment) for its location and will be a gross intrusion into the privacy of existing single residential properties surrounding the development.

The development will lead to an unacceptable increase in traffic congestion where Beechworth Road and Livingston Avenue enter Pacific Highway. Further, entry from the Pacific Highway into these two roads will become further congested leading to a real prospect of traffic accidents (particularly at the turn off into Livingston Avenue) and delays for traffic using Pacific Highway. This consequence of the proposal has not been adequately addressed in the plans presented.

Much of the area to which access is obtained by Beechworth Road and/or Avon Road is designated a "bush fire prone area". The added traffic congestion in Beechworth Road and Avon Road (and Livingston Avenue) will seriously hinder bringing in fire fighting personnel and equipment and evacuation of residents in the event of a bush fire thus adding serious risk to the person and property of residents in the area.

Further, I reject totally the idea that authority for planning can be taken away from our local councils – who are after all our elected representatives.

Yours faithfully,


Julien Noakes

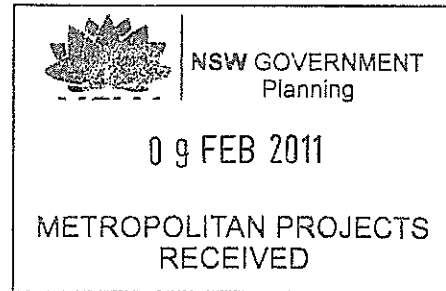
(291)

→ AS
12
9/2/11

February 05, 2011

→ ST
9/2/11
13

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



Dear Sir or Madam,

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

My wife and I object to this project.

Our concerns are based around the density of the project which we feel is too high for the area.

Specifically, our concerns are:

1. Neighbourhood access and egress

We have only two road access points - via the top of Beechworth Avenue and via Livingstone Avenue. It is already difficult to drive out of the neighbourhood on week days because of the traffic from Pymble Ladies' College. Cars are always backed up at the lights. The lights have a low priority (because of the heavy traffic on Pacific Highway) and when they do change there is little time to clear the backlog. An additional 355 households will make this a permanent traffic jam.

Vehicular entry into the neighbourhood is even more difficult because entry to Beechworth is restricted to left hand turns only. This requires residents coming from the north on Pacific Highway to do a U-turn on Telegraph road so they can track back and make the left into Beechworth. The situation on Telegraph has already resulted in accidents. An additional 355 households is going to make it very dangerous.

2. Danger to pedestrians

Many of our residents (including myself) make the twice-daily walk to/from Pymble train station. Students make the "stroll to PLC". There are no sidewalks on Beechworth, Allowah or Arilla. Increasingly I notice residents park their cars on the road in front of their properties. Beechworth and Arilla are particularly bad. It is dangerous weaving in and out of parked cars as you make the walk on a rainy day when the grassy areas at the side of the roads are sodden and too slippery to walk on. The significant increase in traffic from this development is going to make the walk even more dangerous. I have no doubt a pedestrian will be badly hurt if the project proceeds at the requested size.

3. Congestion from street parking

We are concerned residents and visitors to a complex this size will inevitably result on overflow parking on the surrounding streets. Avon road is already nearly impassable on weekdays because of student parking for PLC. This development make it difficult or impossible for existing residents to get commuter parking near the station.

4. Negative impact on property values

When we purchased our property it was a significant investment for us. The high value of the properties was explained by the characteristics of the neighbourhood - low rise, quiet, uncrowded and private. This development will completely change the nature of the area. A set of low-rise units (2-3 story) as along Pacific Highway would blend in. A complex with 11 story buildings will NOT. This is going to reduce my property value.

Please do not let this project proceed with the density proposed!

Yours sincerely,

A handwritten signature in black ink that reads "M. Michelis". The signature is written in a cursive, flowing style.

Mark Michelis

A handwritten signature in black ink that reads "Anne Toohey-Michelis". The signature is written in a cursive, flowing style.

Anne Toohey-Michelis

→ ST

(292)

NS

19/1/11

January 2011

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

Mrs. Fiona He
23 Linden Ave.
Pymble NSW 2073.

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,


Fiona He

P.S. please come and look at the road condition.
It is impossible to have that many user
on those roads.

January 16, 2011

From: Mr David Chung
59 Avon Road
Pymble NSW 2073

To: Major Projects Assessment,
Department of Planning,
GPO Box 39,
Sydney NSW 2001
Fax: 02 9228 6455
Email: plan_comment@planning.nsw.gov.au

Dear Sir/Madam:

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

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,



David Chung

→ ST

293

AS
19/1/11

→
ST
294
19/1/11

January 17, 2011

Director Metropolitan Projects
Major Projects Assessment
Dept. of Planning
GPO Box 39
Sydney, NSW 2001

To Whom It May Concern:

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

I am writing to you to express my objection to the above Project.

I find it difficult to comprehend how the above Project Application is being considered in a single dwelling residential area. There can be no valid comparison with units located on the Pacific Highway corridor.

I live at the bottom of Avon Road and find it difficult at times to get to Pacific Highway with the current amount of automobile activity—with the only exit roads, Beechworth Avenue and Avon Road.

The recent building of hundreds of multi story Meriton apartments on Pymble Ave and Avon Road, about to become habited, and the proposed new apartments on the corner of Pymble Avenue and Everton Street, will further exacerbate the difficulty in exiting the area. **All these developments will create a major safety issue to those living below the proposed development area, in the event of a local disaster. So please think carefully before you spoil a beautiful residential area and risk the safety of current residents!**

I am concerned the number of units proposed (355) and the height of the buildings (9 to 11 stories) are well outside the planning limits that apply to the site as discussed in the Environmental Assessment.

Regards,



Mrs. Sandra Gravlee
4 Lonsdale Ave.
Pymble, NSW 2073
Telephone: 9983 0480

→ ST
21/1/11
AS

(295)

January 2011

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

Fax 9228 6455

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,



GRAHAM BURGESS
15 TREON PLACE
PYMBLE 2073

296

21 January 2011

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

FAX: 02 9228 6455

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,

SCOTT FREDERICK
Scott Frederick

PATRICIA FREDERICK
Patricia Frederick

23 QUADRANT CL
PYMBLE NSW 2073

— DST
21/1/11
AS

297

19th, January 2011

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

Dear Sirs/Madam -

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

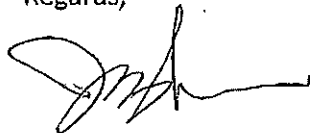
I OBJECT TO THIS PROJECT

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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,



Iris Lam
40, BEECHWORTH RD, PYMBLE.

298 21/1/11
MS

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

January 2011

Dear Sirs/Madam -

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

I OBJECT TO THIS PROJECT

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Regards,

D.F.M. & M. Wolfgarten

D.F.M. & M. WOLFGARTEN

12 ASHMORE AVE.

PYMBLE

→ AS
25/1/2011
299
→ ST
25/1/11
24/11 January 2011
AT

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

Dear Sirs/Madam -

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

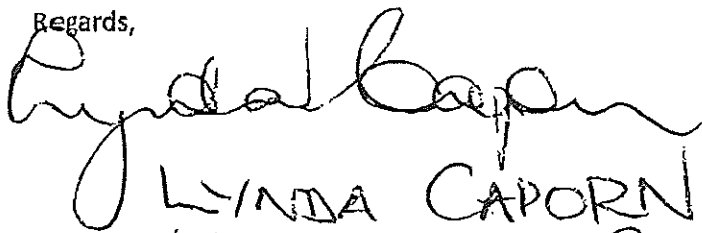
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Regards,


LYNDA CAPORN
1A ORINOCO ST,
PYMBLE NSW 2073

300

January 2011

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

Dear Sirs/Madam -

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

I OBJECT TO THIS PROJECT

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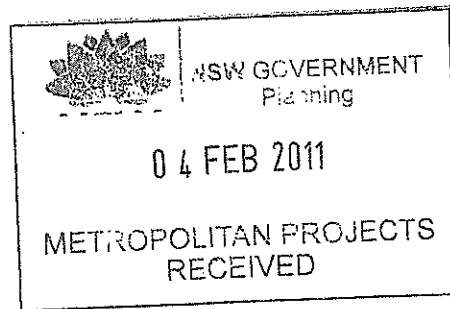
There can be no valid comparison with units located on the Pacific Highway corridor or near the railway tunnel. These are either close to a main road or are nearby the station. And even the developments in Clydesdale Place for example are no more than 7 storeys high at the railway line frontage.

Regards,

Susan Klammer

Susan Klammer
32 Beechworth Road
Pymble NSW 2073

Peter Sands
59 Inverallan Av.
PYMBLE
NSW 2073
January 31, 2011



301

4/2/11
AS

Attn: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2011.

Dear Director,

**Re: Concept Plan (MP08_0207) & Project Application (MP10_0209)
Residential development at Avon, Beechworth and Arilla Roads, Pymble**

I OBJECT TO THIS PROJECT

As a visitor to the Avondale Golf Club and also as a local, I am appalled at the scope and size of this proposal for this area. I was dismayed at the magnitude of the development on the corner of the narrow Avon Road and Pymble Avenue, whereby there was no road widening on this dangerous corner to partially compensate for this massive construction of units. I have seen buses, with students, and cars narrowly avoid collision on this corner. The proposed development will only exacerbate this hazard.

There is another factor to be considered, namely the difficulty that residents living in the area have in "getting out". There is a large complex of residential housing based on and around Beechworth Road and Avon Road. These residents can only "get out" via the very slow operating traffic lights (fair enough from the Pacific Highway point of view) on the corner of Beechworth Road and the Highway or through the Avon Road / Pymble Avenue corner bottleneck. The proposed development will significantly increase this difficulty quite apart from increasing the hazards to the many students of PLC.

Of course it goes without saying that this proposed development is completely out of character with the existing residential nature of the area. If this proposed development were to go ahead I'm sure that many large habitat trees would be sacrificed. As a bush conservationist I am further upset at such a thought.

I hope you give very serious consideration to my objection.

Yours sincerely,

A handwritten signature in cursive script, appearing to read "Peter Sands".

Peter Sands.



302

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.

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

Regards,


ANDREW J JOHNSON
86 BEECHWORTH RD
PYMBLE

3/2/2011

Rachel Crawford
23A Linden Close
Pymble NSW 2073

13th January 2011

303

Attention: Director Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
Sydney NSW 2001
FX: 02 9228 6455

Dear Sir/Madam-

**Re: Concept Plan (MP08_0207) & Project Application (MP10-0219)
Residential development at Avon, Beechworth and Arilla Roads Pymble**

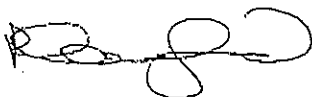
I object to this project.

There are two items within the concept plan that I have grave concerns over. Firstly the excessive height of the project both in comparison to the adjoining properties, but also with regard to the other built and approved high density development within the Pymble town centre. All other development within the town centre and railway corridor has been limited to 7 stories. This property is outside the town centre precinct and amongst single family dwellings and thus should not be allowed to be so much taller than the surrounding area, it is both not in keeping with the area but also has excesses and unwarranted overshadowing of the adjoin properties.

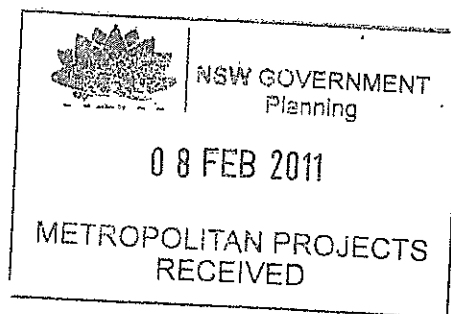
My second objection is that the development proposal does not adequately address the traffic and parking issues that will be created due to the development. The Pymble town centre is changing, there has been a significant increase to the resident numbers effected by this proposal since the traffic report was completed. At the time the traffic report was commissioned, the additional development within Clydesdale PI and the Meriton Development in Pymble Ave, were not occupied. Both of these contribute an increase to the traffic numbers.

The traffic numbers within the affected area, particularly: Beechworth Rd, Mayfield Ave, Allawah Rd & Arilla Rd, are far in excess of the expect traffic volume for a residential area. The traffic assessment does not recognise that the local area traffic is already in an unacceptable status and thus the recommendation of the development impact being minimal is farcical.

Regards,



204



(POSTAL ADDRESS: P.

3)

Telephone and Fax: (

F A C S I M I L E.

N.S.W. Department of Planning,
TO G.P.O. Box 32, N.S.W. 2001
SYDNEY.
ATTENTION Major Projects Assessment,
Mr. Michael Woodland.
FACSIMILE NO. (02) 9228 6455
CITY
COUNTRY

FROM R. L. SOLOMON
DATE 31st January, 2011
SENT BY
TOTAL PAGES INCLUDING THIS ONE 2.

Dear Mr. Woodland,

RE: CONCEPT PLAN (MP08 0207) &
PROJECT APPLICATION (MP10 0219) -
PROPOSED RESIDENTIAL DEVELOPMENT AT
AVON, BEECHWORTH & ARILLA ROADS, PYMBLE.

I received your letter dated the 13th ult. and advise I have occupied the property at 37 Beechworth Road, Pymble with my wife Mrs. Verna Solomon for over sixty years.

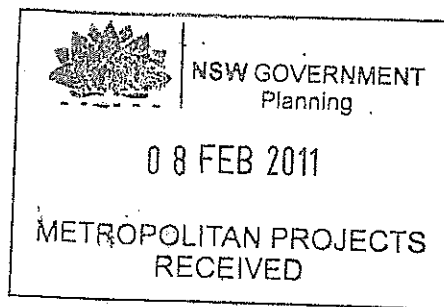
The purpose of my submission is to object to the project and plans for the same reasons listed in my wife's, Mrs. Verna Solomon submission, a copy of which is attached hereto.

In addition it is noted following on heavy rain there is a substantial flow of water from the upper sections of Beechworth Road to the lower sections of the area. It follows could a diversion of flow of water from the new buildings in the plan cause flooding in the lower area.

I do not want my name to be made available to the Proponent, other Public Authorities or on the Department's website.

Please acknowledge receipt of this submission by return facsimile to (02) 9988 4605.

Yours sincerely,



Tel. & Fax:

31st January 2011.

Mr. Michael Woodland,
Director, Metropolitan Projects,
N.S.W. Department of Planning,
G.P.O. Box 39,
SYDNEY. N.S.W. 2001
Facsimile No. (02) 9228 6455.

305

Dear Mr. Woodland,

RE: Concept Plan (MPO8 0207) &
Project Application (MP10 0219)
Proposed Residential Development at
Avon, Beechworth & Arilla Roads, Pymble.

I received your letter dated the 13th ult and advise I am the registered owner of and have occupied the property at 37 Beechworth Road, Pymble with my husband Richard Louis Solomon for over sixty years.

The purpose of my submission is to object to the project and plans for the undernoted reasons:

1. In my opinion, the number of units proposed and the height of the buildings are clearly excessive for the site in Pymble and are therefore unacceptable. I also understand that the proposed heights exceed the planning limits that apply to the site as discussed in the Environmental Assessment.
2. In my opinion, it is axiomatic the 355 new apartments in the plans have the potential to create significant additional traffic gridlock in the subject area in Pymble. For example it is noted that Avon and Beechworth Roads are already stressed and in my opinion traffic management thereof is already required. Mr. Graham Wright, residing at 6 Kimbarra Road, Pymble has given me a copy of his submission. This submission lists many traffic problems in the area together with suggestions for enhancement of traffic flows. In my opinion it merits careful consideration and has my support.

In view of my age and security reasons I do not want my name to be made available to the Proponent, other Public Authorities, or on the Department's website.

Please acknowledge receipt of this submission by return facsimile to (02) 9988 4605.

Yours sincerely,

→ AS
 306
 2/2/2011
 ST
 2/2/11
 AS

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.

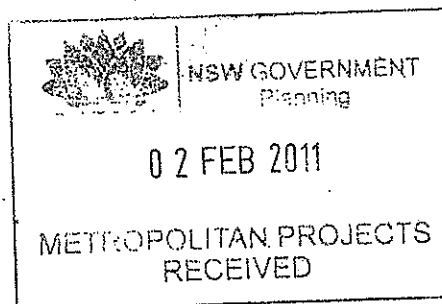
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Regards,

[Handwritten signature]

Mark Horvat
 12 Jubilee Ave
 Pymble



307

FaxNSW GOVERNMENT
Planning

08 FEB 2011

METROPOLITAN PROJECTS
RECEIVED

To:	Major Projects Assessment	From:	Cliff Viertel,
Fax:	92286455	Date:	6 February 2011
Phone:		Ph/Fax:	(02) 9144 2277
Pages:	Three	CC:	[Click here and type name]

SUBJECT : - Concept Plan MP08_0207

Submission attached, Cliff Viertel

have to be evacuated via the two Pacific Highway exits as exit westward would be blocked and West Pymble residents would also be trying to exit at Livingstone Road. High density development is totally inappropriate in this location with the current road and railway layout.

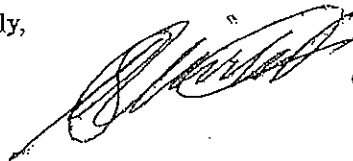
Conclusion

As a long time resident I am aware of the acrimonious relations between the applicant and nearby residents. I suspect that the proposed Stage 1 building is the maximum the applicant could handle. The additional massive development proposed in the Concept Plan seems more to challenge his opposition and maximize the value of any future sale to a major developer rather than to present a viable, considered option for the site.

I suggest that no planning approval for any part of the site should be granted until the full viable potential of the area is fully thought through. Ku-ring-gai Council and the NSW Government should jointly consider the infrastructure requirements before proceeding. If there is no infrastructure upgrade, the site should be limited to low rise and villa development currently in demand. The bushfire risk to the area is currently not fully appreciated.

There is little demand for such dense development. Now is not the time for a high rise concept. Resident surveys show the area is crying out for low-rise villa and small detached housing suitable for downsizing current residents. These dwellings would typically have a life of about 25 years and could then be cost effectively upgraded to more dense development when the demand arises and when the infrastructure has been upgraded to cope.

Yours faithfully,



Cliff Viertel

2/2

308

6th February 2011

72 Beechworth Road
Pymble NSW 2073Major Projects Assessment
Department of Planning

Fax 9228 6455

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

Dear Sir/Madam,

I would like to voice my strident opposition to the above proposal. The
planned development is totally unsuited to the site on the grounds of sheer
size and scale.

The proposal exceeds the height controls set by New South Wales Planning
in 2003.

The site is surrounded by single and double storey private homes, the
impact of a development of this size would have a totally unacceptable
impact upon neighbouring properties.

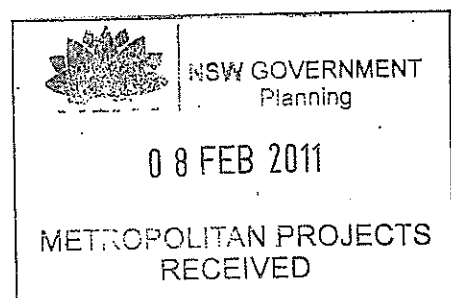
Access via Avon Road is already currently extremely congested. With cars
parked on both sides of Avon Road on weekdays and when there are
weekend sport and functions operating on at PLC, only single line of traffic in
any direction can travel up or down the street. The addition of extra traffic
from the development would compound the current traffic position.

I believe the proposal is ill considered and totally inappropriate for the site.

Yours faithfully,

pp Ian Brooks

Iain R Brooks



3rd February 2011

309

72 Beechworth Road
Pymble NSW 2073Major Projects Assessment
Department of Planning

Fax 9228 6455

Re: Concept Plan (MP08_0207), Project Application (Application
(MP10_0219) for residential development at Avon, Beechworth and Arilla
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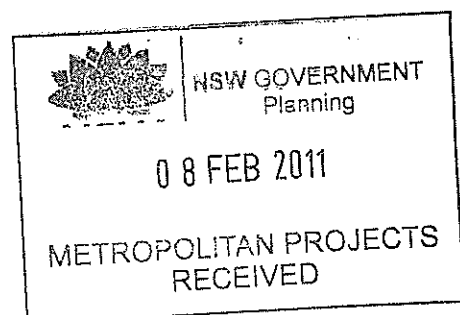
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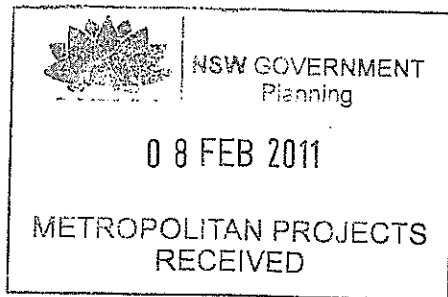
I believe the proposal is ill considered and totally inappropriate for the site.

Yours faithfully,

L Brooks

Louise A Brooks





310

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

January 2011

31b Pymble Avenue
Pymble
NSW 2073

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.

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

Regards,

A handwritten signature in dark ink, appearing to read "D. J. ...".

(311)

FAX: 9228-6455

6 Bangalla Street
Warranwell 2074
18 February, 2011Mr Michael Woodland
Director, Metropolitan Projects
Major Projects Assessment.

Dear Sir,

I am writing regarding Concept Plan M108-0207 and proposed Application M110-0219 for a development at Aron, Beechworth and Anella Roads, Pymble 2073.

As a regular user of these and adjoining roads, to get to Pymble Ladies College, Avondale Golf Club, and to friends' homes who live near by, I OBJECT very strongly to this very large development.

Already these roads are very busy at peak times, and as there are only two access roads from the Highway, namely Livingston and Beechworth Roads, the extra traffic that will be generated by this development, will make traffic movement almost impossible. Please give consideration to what is already a very congested area.

Yours faithfully
(Mrs) Carolyn Mercer (CAROLYN MERCER)

(312)

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

05 Feb January 2011

Dear Sir/Madam -

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

I OBJECT TO THIS PROJECT

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Regards,

John M. Evans
(J. M. EVANS)

47, Avon Road

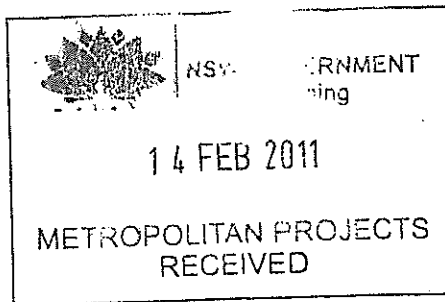
PYMBLE 2073

Encl: 1

Key arguments 1-9.

Key arguments against current application MP08_0207 (Avon/Beechworth Concept Plans):

1. **Residential Amenity** 11 storeys in a single residential area is self-evidently preposterous.
2. **Ghetto** 355 units would be close to doubling the total number of residences between PLC School and Sheldon Forest. This speaks for itself.
3. **Constrained Site** The site is highly constrained by its topography (steep slopes/water course bisects) and by a large stand of protected Blue Gum High Forest. The potential area for development is thus quite limited. Given the further constraint of the scale and proximity of adjoining residences the acceptable height, bulk and scale of any buildings would be very limited indeed. Acceptable buildings would bear no resemblance at all to what is proposed.
4. **Cancer Effect** Such a gross disproportion between the proposed buildings and the current single residences will have the effect over time of degrading the latter; and so high density will spread outwards into the degraded areas.
5. **Traffic Gridlock** The area between PLC School and Sheldon Forest is a cul-de-sac. If its population is doubled the traffic congestion will move from extreme to gridlock. And that is without taking account of the very large unit development nearing completion at the top of Pymble Avenue.
6. **Non-Compliance with Planning Requirements** The application does not adequately address the key requirements of NSW Planning: (i) as to height, bulk and scale; and (ii) as to impact on adjoining residences and public domain. The building heights and FSR of the proposal do not comply with either the SEPP 53 or Town Centres LEP requirements. Further, the application seeks to obtain approval for such a large building envelope based merely on concept plans.
7. **Blue Gum High Forest** The application acknowledges that the site contains protected Blue Gum High Forest. However the application then goes on to recommend removal of a significant number of the relevant trees. This is unacceptable for a protected ecological community. In addition it seems likely that in order to comply with the recommendation of the Bushfire "Hazard Assessment" report in the proposal, the Blue Gum High Forest would be severely adversely impacted. Again this would be unacceptable for a protected ecological community.
8. **Bushfire Hazard** The site is located in a large residential precinct which is effectively a cul-de-sac. There are two exits only. If this proposal proceeds then the number of residences in the cul-de-sac will be doubled. The precinct is surrounded by bushland on three sides (Sheldon Forest, Avondale Golf Course and PLC school) and the railway on the fourth side. Accordingly we are most concerned that in the event of a bushfire, residents, particularly the elderly, may not be able to get out. We suggest that this risk should be assessed by the bushfire service before any planning decision is made.
9. **Watercourse** Buildings 3 and 4 appear to intrude into the riparian zone. The required Asset Protection Zones also intrude.



313

→ AS
14/2
85
14/2

Richard and Eleonore Morony
3 Mayfield Avenue
PYMBLE NSW 2073
11 February 2011

Major Projects Assessment
Department of Planning
Fax 9228 6455

Re: Concept Plan (MP08-2007) and Project Application (MP10-0219 for residential development at Avon, Beechworth and Arilla Roads Pymble 2073.

Please record our views as strongly opposed to the Concept Plan as submitted but generally supportive of the site being developed for housing in a manner more sympathetic to the environment and ambience of the area. It is time for this issue to be finally resolved but *not* in the manner proposed in the application.

We write as long term (32 years plus) residents of Pymble who have seen various development proposals come and go for the site described in the abovementioned Concept Plan. We have seen how the proposals have increased in size over the decades from 150 units in 1995 to the present concept plan of 355 units or 2.37 times the 1995 proposal. To state the obvious this is proposed to be achieved by a huge increase in building density in an area where even the original 150 units would be considered very dense.

Specific Objections to the Concept Plan are:

1. The proposed height of 11 floors greatly exceeds the 7 floor zoning of adjacent sites as proclaimed under the LEP for Pymble gazetted under the Minister's authority as recently as 25 May 2010. This is a direct snub to the Minister's authority and needs to be seen as such.
2. On the eastern side of the block the Plan proposes to build on the strip of land running along the western side of the railway cutting. Irrespective of the views of the present Council on whether such a road should be built for environmental reasons a road easement needs to be reserved on this land as such a road would be the *only* possible future option for reducing traffic congestion if, as residents predict the completed development causes an unacceptable level of traffic congestion.
3. With this easement available a pedestrian path could and should be built along such an easement to facilitate pedestrian access from residences in Beechworth Road and further north to Pymble Station – surely a laudable objective.

Specific Objections to Concept Plan details

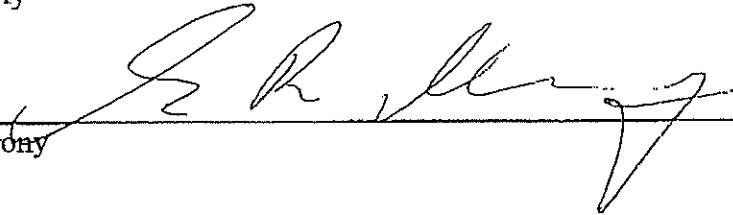
- The Traffic parameters stated in the plan are hopelessly unrealistic. The main contributor to traffic is the ferrying of teachers and students to and from Pymble Ladies College. In the afternoon it is common for vehicles to be backed up from the Pacific Highway to our property.
- A firm commitment is needed from the developer that construction vehicles will only enter and leave the site from an easterly direction

and that such traffic will not, except in emergencies access the site by the narrower and steeper roads such as Beechworth, Mayfield and Allawah.

- A commitment is also needed that contractor and worker parking if required will be provided inside the construction site and such vehicles will not intrude on the limited and inadequate amount of commuter parking currently available in Avon Rd.
- Appendix 10 – Construction Management Plan. More meaningful commitments need to be made by the developer to existing resident amenity during construction. In particular:
 - i. Major unloading and loading activities be required to be carried out *inside* the construction zone instead of in the narrow local streets ie Avon and Arilla
 - ii. Developer should commit to build new footpath on both the southern side of Avon Rd and the western side of Arilla Ave to enable pedestrians to have reasonable freedom of movement along these narrow local roads.

We trust the Minister for Planning will give the above issues serious consideration in assessing the project described in the Concept Plan.

Yours faithfully



Eleonore Morony

Richard Morony

(314)

→ AS
12
14/2
85
14/2

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

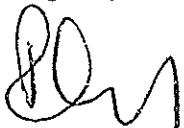
I OBJECT TO THIS PROJECT

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.

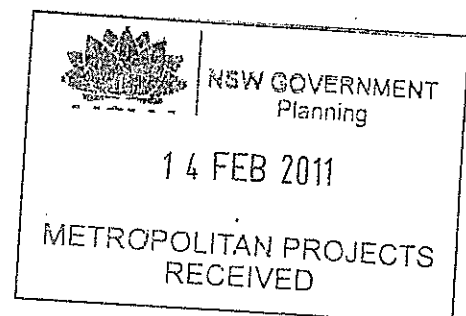
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There can be no valid comparison with units located on the Pacific Highway corridor or near the railway tunnel. These are either close to a main road or are nearby the station. And even the developments in Clydesdale Place for example are no more than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

Regards,



PHILIP MICHAEL

11 ALLAN AVE RD,
PYMBLE 2073

315

January 2011

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

Dear Sirs/Madam -

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

I OBJECT TO THIS PROJECT

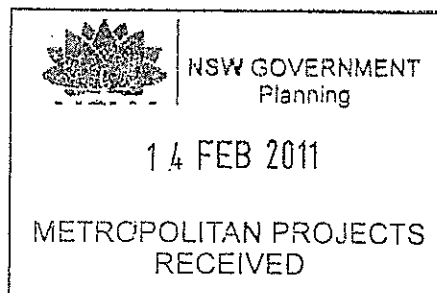
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Regards,

Michael
Vicki Michael
11 ALLAWAY RD
PYMBLE 2073



(316)

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,

Elizabeth Michael
Elizabeth Michael
11 Allawah Rd, Pymble



NSW GOVERNMENT
Planning

14 FEB 2011

METROPOLITAN PROJECTS
RECEIVED

317

January 2011

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

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Regards,

Victoria Michael

ll Michael

11 Allawah Rd
Pymble, 2073



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Regards,



BRYANNA LAWRIE
25 LINDEN CLOSE PYMBLE

2073



319

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

Chunhua Tao & Yan Gu
11 Avon Road,
Pymble NSW 2073

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

I do not agree with the above proposal

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

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

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

Your sincerely,

Chunhua Tao



Yan Gu



320

January 2011

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Major Projects Assessment
Department of Planning
GPO Box 39
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Regards,

George W

7. Avon Rd.

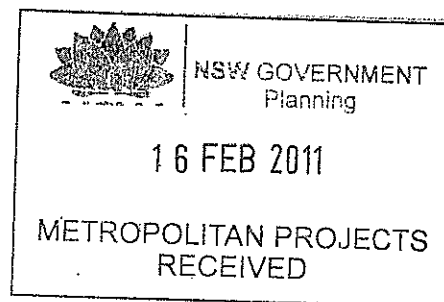


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Regards,

A handwritten signature in dark ink, appearing to be "Trevor Day".

TREVOR DAY
98 BEECHWORTH RD
PYMBLE