

Submission Type

I am submitting on behalf of my organisation

Title

[REDACTED]

First Name

[REDACTED]

Family name

[REDACTED]

☐

Name withheld

Please tick this box if you do not want your name published in the list of submitters on the department's website

Email

[REDACTED]

Suburb/ Town

St Ives

I have made a reportable political donation

No

☒

I agree to the Privacy statement

submission

[REDACTED]

[REDACTED]

14 October 2024

NSW Department of Planning and Environment
Planning Proposal – Pymble Golf Club – PP-2022-2519

Dear Sir/Madam,
Re: Submission Regarding the Planning Proposal for the Pymble Golf Club Site
Planning Proposal Reference: PP-2022-2519

I, [REDACTED] as chairman of and on behalf of the [REDACTED] am writing to object to the planning proposal currently under exhibition for the rezoning and redevelopment of the Pymble Golf Club site. Our objection is based on several significant negative impacts this proposal will have on our property and the surrounding area.

Key Objections:

1. Ku-ring-gai Council Rejection

We would like to highlight that the Ku-ring-gai Council has already rejected this proposal, representing the community's clear decision to not support the development. This decision reflects the local residents' concerns and interests. The Department of Planning and Housing should respect this community-based decision and should not approve or override the Council's ruling. Any attempt to do so would disregard the democratic process and the well-being of the local community.

2. Rezoning Does Not Contribute to Affordable Housing Initiatives

This proposed rezoning will not contribute to Premier Chris Minns' NSW Government's objectives of accelerating precinct rezoning to support affordable housing. Due to the high cost of land in this area, the development of this site will not include affordable housing, thereby failing to address housing affordability in NSW. The rezoning of this site would merely benefit high-end developers and increase housing prices in an already expensive area, further pushing the community away from accessible housing solutions.

3. Height Disparity Due to Site Elevation

Our property is approximately 8 meters lower than the edge of the planning proposal's site. This elevation difference means that a proposed building height of 17.5 meters will, in reality, appear as if it is 25.5 meters tall from our property—equivalent to a building that is eight stories high. This amplified height will have a much greater visual and environmental impact on our property than is reflected in the proposal, making the development far more imposing and intrusive.

4. Overshadowing and Loss of Sunlight

The proposal to increase the building height to up to 17.5 meters (five storeys) will cause excessive overshadowing of our apartment, significantly reducing the amount of sunlight we receive. This loss of natural light will affect our quality of life and increase reliance on artificial lighting and heating, especially during winter months. The shadow cast by such a tall structure, compounded by the elevation difference, will alter the character of the area, transforming what is currently an open and sunlit environment into one dominated by large buildings.

5. Loss of Northerly Vista and Privacy

The development will obstruct our northerly views and lead to a significant reduction in privacy, as upper-floor residents of the new buildings will overlook our apartment. This is particularly concerning given the current low- to medium-density residential character of the area, which offers privacy and open views.

6. Negative Impact on Property Value

The introduction of high-density, five-storey buildings in close proximity to our property is likely to result in a significant drop in property value. Similar developments along Cowan Road have already led to a sharp decline in property prices, as potential buyers are deterred by overshadowing, loss of privacy, increased noise, and congestion. This has been well-documented in the local real estate market, and we are deeply concerned that our property, which has been a substantial financial investment, will suffer the same fate if this proposal is approved.

7. Inadequate Setbacks

We strongly recommend that the development be set back at least 30 meters from the southern boundary of the site along Cowan Road to reduce the overshadowing and privacy impacts on neighbouring properties. This would provide a buffer zone to maintain some level of sunlight access and visual amenity for existing residents.

8. Impact on Our Mental Well-Being and Health

The stress and anxiety caused by this proposed development are already taking a toll on our mental well-being. The thought of living next to a five-storey building that will overshadow our home, block our views, and reduce our privacy is causing considerable distress. The loss of sunlight, coupled with a sense of being enclosed by large buildings, will likely lead to feelings of isolation and claustrophobia. Research has shown that such changes in living conditions can lead to adverse effects on mental health, and we fear that this development will seriously compromise our overall well-being.

9. Lack of Adequate Public Transport for High-Rise Development

The suburb of St Ives does not have a rail station and is only serviced by local buses, which are already under significant pressure. High-rise rezoning and development are completely inappropriate and unacceptable for an area with such limited public transport options. The existing local bus network is insufficient to handle the population increase that comes with high-rise developments, leading to inevitable traffic congestion, parking issues, and reduced accessibility for both existing and new residents. The absence of a rail link further exacerbates the problem, making this development unsustainable.

10. Increased Road Traffic and Strain on Local Infrastructure

The site does not have excellent and immediate access to public transport, the nearest train station (Gordon) is not within walking distance of the proposed development, and travel mode by private car is high. The introduction of 78 new dwellings will place additional strain on local infrastructure, particularly the road network, parking, and essential services. Increased traffic congestion is already a concern in the area, and the proposed development will only exacerbate this issue, leading to reduced safety and convenience for residents. The current

infrastructure is insufficient to accommodate such a large influx of new residents.

11. Environmental Concerns

High-density developments typically lead to a reduction in green spaces and increased hard surfaces, which contribute to the urban heat island effect and can worsen stormwater runoff. The proposal does not appear to adequately address these environmental issues, and more consideration should be given to sustainable building practices and the inclusion of green spaces.

Conclusion:

In light of the significant negative impacts this proposal will have on our property's value, our mental well-being, the inadequacy of public transport, and the quality of life for existing residents, we strongly object to the rezoning and development as currently proposed. We respectfully request that the Department of Planning and Environment consider our concerns, and that the proposal be revised to reduce building heights, increase setbacks, and ensure that the development aligns with the existing character and infrastructure capacity of the area.

Thank you for considering our submission. We look forward to your response and would be happy to provide further information if needed.

Declaration of Reportable Political Donations: We confirm that we have not made any reportable political donations (including donations of \$1,000 or more) in the last two years.

Sincerely,

[Redacted Signature]

[REDACTED]

NSW Department of Planning and Environment
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Re: Submission Regarding the Planning Proposal for the Pymble Golf Club Site
Planning Proposal Reference: PP-2022-2519

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Sincerely,

_____, as Chairman of and on behalf of _____

Submission Type

I am making a personal submission

Title

[REDACTED]

First Name

[REDACTED]

Family name

[REDACTED]



Name withheld

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Email

[REDACTED]

Suburb/ Town

St Ives

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No



I agree to the Privacy statement

submission

Department of Planning, Housing and Infrastructure Planning Panel

Submission Relates to Planning Proposal (PP-2022-2519) at 4, 12, and 14 Cowan Rd St Ives 2075

We object to the proposal for the following reasons:

1. The project exceeds the current zoning Medium Density R3 and the floor ratio 0.8:1.
 2. The planned development of such a dense complex is completely at odds with the architecture along Cowan Road.
 3. Cowan Road is a small linking road between two major roads, Mona Vale Road and Killeaton Street . Additionally, Cowan Road provides access and egress for the St Ives Shopping centre. This results in Cowan Rd often being gridlocked with traffic particularly at both Mona Vale Road and Killeaton Street ends. Over the years there have been multiple accidents caused by traffic speeding from one end to another, and by traffic trying to skip out of the shopping centre. This is in spite of changed traffic conditions at the new roundabout installed to prevent such accidents. Additional pressure is exerted by golf club members moving in and out of the club. To add the prospect of the additional traffic from the proposed 160 residents from the new development will exacerbate the already existing congested traffic chaos.
 4. The present infrastructure for sewerage, and water pressure for fire protection resources are both struggling with current required capacity in Cowan Road. Residents are already experiencing sewerage backup overflows and increased restoration costs to compensate for the insufficient mains pressure to meet compliant pressure ratings to feed and meet the NSW Fire Standards. Poor outcomes for health and Safety.
 5. The Public Transport options are inadequate. Cowan Road is not over or adjacent to rail transport and the area is highly dependent on the motor vehicle transport. A further 160 vehicles in the site proximity would severely impact existing residents in the immediate area many of whom live in the over-55 complexes in Cowan Road
- Traffic is a serious issue in Cowan Road. There have been several accidents in the recent few years caused by drivers taking risks (in spite of the safety measure already in place). Only this

evening I myself narrowly avoided a collision with a speeding motorist exiting the shopping precinct in an attempt to insert himself/herself into banked up traffic attempting to exit Cowan Road into Mona Vale Road. These events happen almost daily. Please do not inconvenience existing residents further by overdevelopment proposed for the site. We have made no Political Donations nor do we have any political associations to declare.

Yours sincerely

A black rectangular redaction box covering the signature area.

Department of Planning, Housing and Infrastructure Planning Panel

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Yours sincerely

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Submission Type

I am making a personal submission

Title

[REDACTED]

First Name

[REDACTED]

Family name

[REDACTED]

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I am an owner and resident of a unit in Cowan Rd and strongly object to the above planning proposal. In general, approval of the proposal is highly likely to fundamentally alter the nature of the immediate surrounding area from that of a village to a higher density and more populated suburb.

Specifically, the proposal is inconsistent with the existing zoning along Cowan Rd.

Currently, traffic along Cowan Rd is congested during many hours of the day. The proposed increase in residents, especially along the northern side of Cowan Rd, will likely double this congestion, causing gridlock in all the roads around the shopping centre.

Moreover, pedestrian safety is already a concern with elderly residents and children presently being subject to risk when crossing Cowan Rd. The proposed reduced speed limit (from 50km/hr to 40km/hr) will only serve to exacerbate this risk.

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[REDACTED]

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Department of Planning, Housing and Infrastructure Planning Panel

Submission Relates to Planning Proposal (PP-2022-2519) at 4, 12, and 14 Cowan Rd St Ives 2075

The submission is a statement strongly objecting to the proposal by [REDACTED] and [REDACTED] residents of [REDACTED]

The objectors declare that they have NOT made any reportable political donations ever.

We object to the proposal for the following reasons:

1. The project exceeds the current zoning Medium Density R3 and the floor ratio 0.8:1.
 2. The proposal by its height proportion is inconsistent with the architecture and amenity of the existing Structures along Cowan Road.
 3. Cowan Road is wedged between two major thoroughfares namely Mona Vale Road and Killeaton Street as well as providing access and egress for the St Ives Shopping centre. Cowan Road is the short cut connection between those two main thoroughfares and has continuous two way traffic flow. This results in Cowan Rd often being gridlocked with traffic at both Mona Vale Road and Killeaton Street ends. Access to and from the proposed site by golf club members and additional proposed 160 residents will exacerbate the already existing congested traffic chaos.
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 5. The Public Transport options are inadequate. Cowan Road is not over or adjacent to rail transport. The area is highly dependent on the motor vehicle transport. A further 160 vehicles in the site proximity would be devastating to residents in the immediate area particularly with the many over-55 complexes in Cowan Road It would certainly reduce significantly the amenity and enjoyment for residents of their homes, lives and safety.
- Traffic is already an issue in Cowan Road, please do not inconvenience existing residents further by overdevelopment proposed for the site.



Submission Type

I am making a personal submission

Title

[REDACTED]

First Name

[REDACTED]

Family name

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[REDACTED]

First Name

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Family name

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Our objection and concerns are regarding the incremental traffic and therefore the incremental noise and inconvenience. Cowan Road is already very busy with traffic trying to access Mona Vale Road backed up sometimes to the roundabout next to the Shopping Centre. In addition to Cowan Road, Pymble Golf Club has an access point into Pentecost Avenue near to the junction with Merrivale Road. Could that access point be used for some, or all, of the incremental traffic resulting from the proposed development? For instance, the incremental traffic of residents of the apartments could be mandated to enter via Cowan Road and exit via Pentecost Avenue.

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I have lived on Cowan Road for over 20 years so I believe I am in a position to fairly comment on the above proposal.

My objection is in regard to the traffic congestion already at intolerable proportions.

The traffic report submitted does not give a true picture and I doubt if the author has ever witnessed the grid locks that occur regularly. I have seen the road at a standstill with cars backed up in the undercover carpark of the shopping center and car still not been able to turn into Cowan Road from Killeaton Street.

The report shows in figures 6, 7 and 8 a total of 99 traffic movements for 2017 in their figures 9, 10 and 11 they show less, 97 movements in 2027.

On an average each Saturday, Sunday and Wednesday there would be 600 members all with cars coming and going. With the extra 78 units that would add at least another 160 garages plus visitor spaces, social functions and weddings and constant delivery trucks. This is a vast contrast to the numbers indicated in their report.

Their solution if to have everyone turn left on the way out. Where would they go to turn? Now everyone who wants to turn right into Shinfield Avenue turn left into Cowan and the have to u turn to go back.

Consideration should also be given to the other development already passed for the construction of 25 units in Cowan.

Yours faithfully,



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Title

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First Name

■

Family name

■



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I want to raise my concerns regarding the high volume of traffic already present between Cowan Road and Mona Vale Road. I am particularly worried about the potential for additional traffic and noise in this area due to the mention of any planned developments or changes if applicable.