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PROGRESS ASSOCIATION INC.

PO Box 938 St Ives 2075
sipa2075@gmail.com

SUBMISSION

132-138 Killeaton Street - St Ives

MP10_0057 - Project Application for residential development

Key Issues

- A. The proposal contravenes multiple standard controls. The breaches in development controls of this development results in:**
- Failure to respond and contribute to the context of the site.
 - Buildings excessive in bulk, height and density.
 - Inadequate deep soil zones and landscaping
 - Insensitive planning relative to the heritage valued Monastery.
 - Inadequate on-site parking
 - Traffic and parking impacts on existing and future residents
- B. Application for exception to Council controls is unjustified.**
- There is no evidence of site constraints, or reasonable planning grounds to justify the non-compliance.
 - The Metropolitan Strategy states as an objective B2. "increasing densities whilst improving liveability". Another objective C2. is "to improve the quality of new development". Providing less than minimum standards for future residents and causing adverse impacts on existing residents is inconsistent with these objectives.
- C. The proponent's Traffic and Parking Report is misleading, incomplete and inconsistent with St Ives Town Centre Traffic and Parking studies.**

A. The proposal contravenes multiple standard controls

The proposed development contravenes the standards of Ku-ring-gai Local Environmental Plan (Town Centres) 2010 (KLEP2010) and Ku-ring-gai Council's (Town Centres) Development Control Plan 2010 (DCP Town Centres 2010)

Variations include:

1. Heights of buildings exceed the maximum limit of 17.5 metres for 5 story buildings as per KLEP height maps and in the DCP.
2. Basement carparks project more than 1 metre above existing ground level.
3. Building lengths of a single building exceed the maximum length of 36 metre by nearly double, up to 70 metres.
4. Inadequate choice of unit sizes with 89% being 2-bedroom units provided.
5. Deep soil landscaping is at least 20% less than the standard.
6. Absence of consolidated deep soil zones.

7. No deep soil landscaping in common areas for planting of substantial canopy trees as a buffer between buildings.
8. Removal of existing vegetation, impact on viability of existing trees.
9. Failure to fit into the context of garden settings dominated by canopy trees.
10. The driveway is not discreet.
11. Inadequate on site car parking; Minimum 44 places short maximum 150.
12. Solar access breaches the DCP minimal values, affecting the amenity of future residents. This is unacceptable in the context of a suburban area.

The proposed development contravenes the Design Principles of State Environmental Policy No 65 (SEPP 65)

The proposal does not respond and contribute to its context where low density character remains dominant. The site is located on the periphery of the St Ives Town Centre 800metres from the Town Centre core in a low density suburban street. The area north of the site across the road remains zoned low density single dwellings, sites adjoining the proposal to the east and south are rezoned medium density R3 under the Ku-ring-gai Town Centres LEP to reflect the low rise development on the edge of the town centre. Adjoining properties to the west are rezoned high densities however the properties consist of religious or school institutions.

See http://www.kmc.nsw.gov.au/resources/documents/St_Ives_maps2.pdf **Ku-ring-gai Local Environmental Plan (Town Centres) 2010 Land Zoning - ST IVES**

1. The scale of the proposal in terms of bulk and height does not respond to the scale of low density and future medium density adjoining properties to the north, east and south of the site.
2. The building forms detract from the streetscape due to their bulk and configuration. Viewed from the street the buildings will appear as U shaped monoliths.
3. The density is excessive resulting in rejection of the Council DCP solar access standards and adoption of minimal solar access standards suited to high density city areas, not suburban areas. The units are small and car parking is inadequate.
4. Aesthetically the design of the building is poor, offering minimal articulation and modulation, no variation between buildings and excessive bulk, height and length.
5. The landscaping design is deficient in native species and grossly deficient in deep soil landscaping for substantial trees for screening on boundaries and landscaping in common areas.
6. The proposal does not respond to the Monastery building. Part of building C building obliterates half of the Monastery from view, the location of the car parking driveway in line with the Monastery entrance detracts from any view line to the building.

B. Application for exception to standard controls is unjustified

1. There is no evidence of site constraints, or reasonable planning grounds to justify the non-compliance.
2. The Metropolitan Strategy states as an objective B2. "increasing densities whilst improving liveability". Another objective C2. is "to improve the quality of new development". Providing less than minimum



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standards for future residents and causing adverse impacts on existing residents is inconsistent with these objectives.

3. The Ku-ring-gai Town Centre LEP 2010 provides sufficient zoned land to accommodate medium and high rise development to achieve the local areas housing targets and satisfy State Government objectives.
4. The NSW government has repeatedly rejected Council and community standards in developing the Town Centre Plans. Given that legislation requires that the DCP cannot be inconsistent with any of the provisions of the KLEP, deviating from the government approved standards should not be permitted.

C. The proponent's Traffic and Parking Report is misleading, incomplete and inconsistent with St Ives Town Centre Traffic and Parking studies.

Public Transport

1. The *St Ives Town Centre Traffic and Parking Study* Ref 28077 page 2 (see) states "St Ives Town Centre is unique in so far as it is a sub regional centre that does not have a railway line, which requires a higher (than what may be normal) dependency on car based trips for journey to work and shopping."
2. Public transport is provided by buses only.
3. Bus services in St Ives are low frequency (every 30- 40mins in peak only, every hour thereafter) and particularly poor on weekends.
4. NSW Planning has plans to establish bus corridors through St Ives however these have not been implemented and its own policy documents state that this is a long term process.

Traffic

The proponent's Traffic Report underestimates traffic impacts on existing and future levels of service.

1. Excluded from the Traffic Report is a critical intersection that will be impacted by the development - Woodbury Road/Mona Vale Road intersection (as shown by traffic flow chart). To comply with RTA requirement this should be included.
2. To comply with RTA requirements as stated Mona Vale Rd/Killeaton Street intersection should be included.
3. The impact at the critical intersection Mona Vale /Link Road is underestimated. The proponent's Traffic Report show less than satisfactory levels at peak times. The development will result at Mona Vale/Link roads in Level of service E and F at AM and level of service D and E in PM peak (Level of service F being the worst).
4. Page 15 of the Traffic Report states that "the projected generation has been assessed in relation to existing circumstances at the access intersections." The less than satisfactory result at Mona Vale /Link Road traffic does not take into account *St Ives Town Centre Traffic and Parking Study* Ref 28077 See <http://www.kmc.nsw.gov.au/resources/documents/attepp5Nov2008GB.01-07a.pdf>

This is significant as

- i. the results of Scates Modelling for Town Centres with projected LEP development shows Mona Vale Road /Link Road AM peak operating at Level of service F and PM peak at level of service D presuming new TCS intersections or modified layout. This includes providing new traffic signals at Killeaton Street and Link Road and Killeaton Street and Mona Vale Road. See *St Ives Town Centre Traffic and Parking Study Ref 28077 Auxiliary works required page8.*
 - ii. The *St Ives Town Centre Traffic and Parking Study Ref 28077* is based on traffic generated from dwelling numbers from developments that comply with standards approved by the Minister in the KLEP and Council's DCP – any excess dwelling yields are not included.
5. The proponent's Traffic Report does not include cumulative impact of development from the Town Centre Plans despite the *St Ives Town Centre Traffic and Parking Study Ref 28077* page 6 stating *"In isolation, no one residential proposal is of such a traffic magnitude as to be deemed too big or likely to have an unacceptable traffic impact, but collectively they all contribute to exacerbating an already adverse traffic situation in terms of intersection capacity, level of service and delay times."*
 6. The development is located near Masada College and Corpus Christi schools, also a pre-school and a childcare centre located at the Link Road / Mona Vale Road. The proponent's traffic counts cover a period when school activity overlaps with a normal weekday peak period.
 7. The Director General and NSW Planning are aware of plans for the Masada Infants and Primary School Lindfield to consolidate with the Masada College site at St Ives. See *Department of Planning Draft Ku-ring-gai Town Centres LEP – Supplementary S. 69 Report* that states that the Minister and Department have been in discussion with Masada regarding upzoning of the Lindfield site for sale. This will further adversely impact on future traffic and parking requirements at critical intersections Mona Vale / Link Road and Stanley Street/ Link Road roundabout.

Parking

Quantum of car parking spaces is non compliant with car parking codes and justification given for reduced car parking does not apply in St Ives.

1. NSW Planning http://www.planning.nsw.gov.au/programservices/pdf/prg_transport.pdf states that Parking codes need to be flexible taking into account local circumstances and take into account public transport provision in the area.
2. NSW Government SEPP 66 considers reducing parking requirements for development but only in areas that have good public transport.
3. The RTA's Guide to Traffic Generating Developments states:
 - _ Adequate provision of off-street parking discourages on-street parking, thereby maintaining the existing levels of service and safety of the road network; and,
 - _ As adequate parking also contributes to the economic viability of a development.
4. RTA Guidelines recommendations for residential parking refer to a minimum number of spaces required for parking.
5. The development is located 800 metres from St Ives Town Centre – a suburban centre not CBD.

D. Access Report

It should be noted that there is no footpath along Killeaton Street providing appropriate pedestrian and disabled access to any bus stops or to the Town Centre.

E. Other comments:

1. The exhibited Project Application Description refers to development of the site for a minimum of 300 residential units. This is inconsistent with the actual exhibited proposal for 298 units. This may be an error otherwise may be construed that NSW Planning is aware of the developers intention to further increase the development with subsequent modifications.
2. A Statement of Declaration of Donations was not placed on exhibition as required until I contacted NSW Department of Planning on Monday 27 October. A declaration was subsequently exhibited for Karimbla Construction Services declaring nil donations and for Meriton Apartments Pty Ltd declaring nil donations. These two declarations were subsequently removed from the website and replaced with a "corrected" statement for Meriton Apartments Pty Ltd dated 28.09.2010. There has been a political donation within 2 years of the lodgment of this application, this presents a conflict of interest for determination of this application by the Minister for Planning.

Conclusion

The development is excessive in density and it does not meet the objectives of good design and liveability.

Deviating from the government approved standards should not be permitted.

The traffic report is deficient.

Quantum of car parking spaces must be compliant with minimum car parking codes.

Appropriate pedestrian and disabled access to any bus stops or to the Town Centre must be provided.

Political declarations (only signed and exhibited on 28/09/2010) means that Minister Kelly has a conflict of interest as arbiter of this development.

The exhibition states development for a *minimum* of 300 residential units which is inconsistent with the actual exhibited proposal for 298 units, this could be misconstrued that the Developer may have made an agreement with the Minister and his department for further development on the site. This should be clarified.

There are outstanding recommendations to be implemented eg Access Report, Geotechnical Report, Drainage information is inadequate.

Yours sincerely

Christiane Berlioz
President
St Ives Progress Association Inc

References:

St. Ives PROGRESS ASSOCIATION INC.

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sipa2075@gmail.com

St Ives Town Centre Traffic and Parking Study Ref 28077 See

<http://www.kmc.nsw.gov.au/resources/documents/attepp5Nov2008GB.01-07a.pdf>

See http://www.kmc.nsw.gov.au/resources/documents/St_Ives_maps2.pdf Ku-ring-gai Local Environmental Plan (Town Centres) 2010 Land Zoning - ST IVES

Luke Murtas - Re: URGENT ATTENTION: Mr Luke Murtas, Planner, NSW Dept Planning - reDA 132-138 Killeaton St St Ives

From: David Gentle <davidmauricegentle@gmail.com>
To: <information@planning.nsw.gov.au>
Date: 30/09/2010 16:48
Subject: Re: URGENT ATTENTION: Mr Luke Murtas, Planner, NSW Dept Planning - reDA 132-138 Killeaton St St Ives
CC: <kwundram@gmail.com>, <frances.gentle@ridbc.org.au>

I should add that I live at 17 Yarrabung Rd., St Ives and have been a resident of Ku Ring Gai for 20 years.

On 30 September 2010 16:46, David Gentle <davidmauricegentle@gmail.com> wrote:

Dear Mr Murtas,

I am writing to object most strongly to the development planned for the former Passionist site in St Ives.

The plan to build 5-storey blocks of units (301 in total) is a monstrosity that threatens to destroy the peaceful suburb in which my neighbours and I bought into and have lived in, often for decades.

Again, I object most vehemently to this dreadful planning monstrosity, and call on you and your department to withdraw this plan.

However, if this withdrawal is not done, then at the very least I propose and insist on the following partial remedy to the terrible traffic increase that will ensue:

(1) Traffic lights are to be installed at the Killeaton / Mona Vale corner so that cars travelling east along Mona Vale Rd can turn right into Killeaton, and cars travelling north along Killeaton can turn right into Mona Vale Rd or go straight ahead towards Turramurra and Hornsby.

This would take some of the heavy load off the strictly residential street of Yarrabung Rd, where many pedestrians (especially those visiting local Synagogues) compete with cars on the road.

and

(2) Close the traffic altogether at the end of Yarrabung Rd, where it meets Killeaton St, making Yarrabung Rd a cul-de-sac at that point.

An alternative (less attractive) to (2) is to erect traffic-calming devices along Yarrabung Rd between Killeaton and Stanley Streets. There are numerous types of such devices and these are very common in suburbs across Sydney - eg Newtown, Glebe, Paddington, Hornsby, Crows Nest, Chatswood etc etc.

Funding for the above (1) and (2) should come from the developers at your insistence.

Thank you for your attention to this important issue,

Regards,

David Gentle, CFA
 p +61 (0)416 245 927
 e david.gentle@omegarisk.com.au

Luke Murtas - Online Submission from Lesley Cooper (object)

From: Lesley Cooper <compinfo@ozemail.com.au>
To: Luke Murtas <luke.murtas@planning.nsw.gov.au>
Date: 01/10/2010 08:49
Subject: Online Submission from Lesley Cooper (object)
CC: <assessments@planning.nsw.gov.au>

We have lived at 6 Yarrabung Road, St Ives since 1998 and object to this development because of the impact it will have on this part of St Ives which is characterised by single dwellings, trees, abundant bird and animal life and quiet streets used by many locals for fitness and recreation, getting to school and attending religious services.

Given the distance from Gordon railway station, and that parking around the station is limited, it is inappropriate to have a development of the density proposed by Meriton on the site.

Several multi-storey developments have recently been constructed in nearby parts of St Ives and the increased number of parked cars and traffic is evident. Because there is no right turn from Mona Vale Road into Killeaton Street, residents of the new development will add to the already congested peak hour traffic at the Stanley Street roundabout and significantly increase traffic in Yarrabung Road on their way to Killeaton Street.

Yarrabung Road and Killeaton Street do not have footpaths and we are concerned that the extra traffic from this development will pose a hazard to the many residents who use these streets on foot.

This will be compounded by additional cars parked permanently in the local streets given the proposed parking allocations for the development i.e. 336 parking bays for 298 units with only 31 visitor parking places. This inadequacy of parking is a good example of the questions raised regarding compliance with development control plans, sound planning and sound facts of the development proposal.

We request that this application be refused in the interests of maintaining the character of this part of St Ives.

We understand that there are declared political donations from Meriton. This raises questions regarding the appropriateness for this application to be determined by NSW Planning and the Minister.

Name: Lesley Cooper

Address:
6 Yarrabung Road
St Ives
NSW 2075

IP Address: c220-239-61-143.belrs4.nsw.optusnet.com.au - 220.239.61.143

Submission for Job: #3881 MP10_0057 - Project Application for residential development
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3881

Site: #2224 132-138 Killeaton Street
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2224

Luke Murtas

Planner

P: 02 9228 6382

E: luke.murtas@planning.nsw.gov.au

Luke Murtas - Re: Environmental Assessment 132 - 138 Killeaton Street, St Ives

From: <ElectorateOffice.Davidson@parliament.nsw.gov.au>
To: "cecil & glynis bass" <bassfam@optusnet.com.au>, <plan_comment@planning.nsw.gov.au>
Date: 30/09/2010 16:14
Subject: Re: Environmental Assessment 132 - 138 Killeaton Street, St Ives
CC: <chardwick@kmc.nsw.gov.au>, <cszatow@kmc.nsw.gov.au>, <dmcdonald@kmc.nsw.gov.au>, <ekeays@kmc.nsw.gov.au>, <emalicki@kmc.nsw.gov.au>, <icross@kmc.nsw.gov.au>, <janderson@kmc.nsw.gov.au>, LOP <LOP@parliament.nsw.gov.au>, <luke.murtas@planning.nsw.gov.au>, <mckee@kmc.nsw.gov.au>, <paul.fletcher.mp@aph.gov.au>, <rduncombe@kmc.nsw.gov.au>, <sholland@kmc.nsw.gov.au>, <thall@kmc.nsw.gov.au>

Dear Cecil and Glynis,

Thanks for sending me a copy of your letter with various concerns detailed regarding over the above development, including the application of Part 3A.

I understand your frustration and agree that Ku-ring-gai Council should be deciding the application after consulting with the local community.

My recent media release below is directly on point (although the relevant development contribution limit has changed since that date).

I have raised the issue of over-development in St Ives and lack of accompanying State infrastructure investment numerous times in NSW Parliament.

Regards,
Jonathan

Jonathan O'Dea
Member for Davidson

Libs Support Community

Monday, 13 September 2010

State Opposition Leader, Barry O'Farrell and Member for Davidson, Jonathan O'Dea have met again with local resident community groups. They discussed matters including the legal action taken in the Land and Environment Court against the Ku-ring-gai Town Centres LEP as gazetted by the NSW Planning Minister.

"I wish them every success in this ongoing battle against inappropriate development, supported by the Environmental Defender's Office," Mr O'Dea said.

The Davidson MP continued with a stinging attack on the NSW Labor Government for its ongoing denial of local democracy in Ku-ring-gai.

"NSW Labor has responded to passionate protests from Ku-ring-gai Council and its residents over the removal of local planning powers by taking even more control," Mr O'Dea said.

"The Minister has extended the term of the NSW Labor imposed Ku-ring-gai Planning

Panel, despite a reduced workload and Ku-ring-gai Council lowering Development Application assessment times. The Minister has also foreshadowed broadening the Panel's powers to allow re-classification of community lands so they can be leased, sold or developed.

"I am sympathetic to Ku-ring-gai Council's request to dissolve the expensive panel, which I expect will be one of the first acts of a new Barry O'Farrell led government, if elected next March," Mr O'Dea said.

"The ongoing imposition of Part 3A determinations by the Minister over Council also continue to adversely impact on the area, with one of the latest applications involving 298 units and 367 vehicular spaces in St Ives. The effect of this project on local traffic is of particular concern given the area already features a high school, junior school and two places of worship, which at times generate considerable traffic flows," he said.

"To compound the situation further, the Minister has refused to lift developer contributions to Ku-ring-gai Council for infrastructure and community amenities above \$20,000, despite the State Government forcing an increasing number of dwellings into the area.

"The NSW Liberals & Nationals have promised to re-empower local councils and restore greater democracy to our local communities if elected to government in NSW next March," Mr O'Dea concluded.

>>> "cecil & glynis bass" <bassfam@optusnet.com.au> 30/09/2010 2:02 pm >>>

Attached our letter objecting to this development. We appeal to our public representatives to join us in taking up the fight to stop this massive development in our suburb

Luke Murtas - Objection to the development at 132-138 Killeaton Street - St Ives: MP10_0057 - Project Application for residential development

From: "Lesley Cooper" <compinfo@ozemail.com.au>
To: <luke.murtas@planning.nsw.gov.au>
Date: 01/10/2010 09:16
Subject: Objection to the development at 132-138 Killeaton Street - St Ives: MP10_0057 - Project Application for residential development
CC: <mckee@kmc.nsw.gov.au>, <rduncombe@kmc.nsw.gov.au>, <icross@kmc.nsw.gov.au>, <sholland@kmc.nsw.gov.au>, <emalicki@kmc.nsw.gov.au>, <dmcDonald@kmc.nsw.gov.au>, <ekeays@kmc.nsw.gov.au>, <cszatow@kmc.nsw.gov.au>, <thall@kmc.nsw.gov.au>, <chardwick@kmc.nsw.gov.au>, <janderson@kmc.nsw.gov.au>, <paul.fletcher.mp@aph.gov.au>

Dear Mr Murtas,

We have lodged a submission objecting to the development at 132-138 Killeaton Street - St Ives: **MP10_0057 - Project Application for residential development** and urge you to consider the impact that this development would have on our local community. In the unfortunate circumstance that the development is approved, we urge you to place conditions on the development allowing for:

- footpaths on Yarrabung Road and Killeaton Street;
- safe pedestrian crossings;
- traffic lights at the current Stanley Street roundabout; and
- right turn bay from Mona Vale Road into Stanley Street.

The content of our submission is copied below:

We have lived at 6 Yarrabung Road, St Ives since 1998 and object to this development because of the impact it will have on this part of St Ives which is characterised by single dwellings, trees, abundant bird and animal life and quiet streets used by many locals for fitness and recreation, getting to school and attending religious services.

Given the distance from Gordon railway station, and that parking around the station is limited, it is inappropriate to have a development of the density proposed by Meriton on the site.

Several multi-storey developments have recently been constructed in nearby parts of St Ives and the increased number of parked cars and traffic is evident. Because there is no right turn from Mona Vale Road into Killeaton Street, residents of the new development will add to the already congested peak hour traffic at the Stanley Street roundabout and significantly increase traffic in Yarrabung Road on their way to Killeaton Street.

Yarrabung Road and Killeaton Street do not have footpaths and we are concerned that the extra traffic from this development will pose a hazard to the many residents who use these streets on foot.

This will be compounded by additional cars parked permanently in the local streets given the proposed parking allocations for the development i.e. 336 parking bays for 298 units with only 31 visitor parking places. This inadequacy of parking is a good example of the questions raised regarding compliance with development control plans, sound planning and sound facts of the development proposal.

We request that this application be refused in the interests of maintaining the character of this part of St Ives.

We understand that there are declared political donations from Meriton. This raises questions regarding the appropriateness for this application to be determined by NSW Planning and the Minister.

Regards, Lesley Cooper and Bruce Scott
 6 Yarrabung Road, St Ives.

15 College Crescent
St Ives,
NSW, Australia, 2075
30th September

Department of Planning
GPO Box 39,
SYDNEY NSW 2001

Attention: Michael Woodland

Dear Sir,

Subject: Exhibition of Environmental Assessment for 132-138 Killeaton Street, St Ives
Reference MP10_0057

I am one of many local residents writing to formally object to the described proposal to be constructed at 132-138 Killeaton Street St Ives.

These vehement objections are to both the flawed Environmental Assessment MP10_0057 and to the backing of this extraordinary residential proposal by the Department of Planning whose actions appear more consistent with banana republic dictatorships than balanced representation of the community and its genuine interests and potential enhancement

Specific objections are:

1. The approval of high rise residential developments in St Ives which are out of keeping with the character of the area and completely out of sync with services, demographic needs and infrastructure
2. Continual erosion of green space which is a key element of the region and home to an ever decreasing amount of wild life which quite possibly include endangered wildlife
3. The dearth of public transport which is needed to handle increased residency
4. The danger posed by the dramatic increase in traffic without infrastructure
5. The increase in on street parking which is already transforming a simple drive to an experience similar to dodgem cars at the funfair. That might sound amusing but the darker side is the growing danger posed to pedestrians, cyclists and drivers. Who will accept responsibility when fatalities and other serious accidents inevitably occur. The person(s) that gives the go ahead must understand they must take on that responsibility.
6. The simple fact that two bedroom units will be built and one car park space allocated which is inconsistent with occupancy demographics. Please refer to recent unit development and the factual parking situation which has ensued
7. The lack of genuine market demand for these units which will see vacant buildings followed by further government developer bail out and misuse of taxpayer funding
8. A spate of recent local development actions which mean the elderly cannot longer safely access local facilities, example the walkway from College Crescent

9. Scale, security, increased noise, decreased privacy etc etc

I have lived at this address for four years and in 7 countries around the globe from the USA to Central Europe. I have never experienced such a total disregard for the quality of life of local people nor such arrogance or ignorance when it comes to developments being steam rolled through in the face of widespread objections,

Is this supposed to be democracy, is this the Australian dream, it is fast becoming an Orwellian nightmare!

Yours in extreme frustration

Roger Ringwood

From: <johanna@segall.com.au>
To: <luke.murtas@planning.nsw.gov.au>
Date: 01/10/2010 10:30

Mr Luke Murtas
Department of Planning
23-33 Bridge Street
Sydney NSW 2000

Re: Development at 132-138 Killeaton St, St. Ives NSW MP10_0057

I wish to object to the above development on the grounds of it being an over development for St. Ives and for reasons of aesthetics. I am concerned that the development will detract from the quality of living in St. Ives because it is simply too big and St. Ives can not accommodate so many people on the one site. There is simply no infrastructure for it. It will also destroy quality of living in St. Ives as it does not appear to be a very attractive development in terms of architectural merit or beauty.

As I wish this submission to be lodged in time, I will simply say that I am with all of the residents of College Crescent in St. Ives in their reasons for amendments to the above development.

Yours sincerely,

Johanna Segall
3 College Crescent
St.Ives NSW 2075
Tel: 9449 8590
0413 709 879

Luke Murtas - Online Submission from Martin Jobling (object)

From: Martin Jobling <martin.jobling@bigpond.com>
To: Luke Murtas <luke.murtas@planning.nsw.gov.au>
Date: 01/10/2010 10:34
Subject: Online Submission from Martin Jobling (object)
CC: <assessments@planning.nsw.gov.au>

We consider that the scale of the development is too large for the neighbourhood. The height of the proposed buildings is out of scale with the others in this predominately low density residential area. A lower density for example 2 storey townhouses would be a better and more sustainable development. Finally the parking proposed being 367 spaces for 298 flats is minimal and will lead to on street parking on what are busy suburban streets.

Name: Martin Jobling

Address:
135 Killeaton Street
St Ives NSW 2075

IP Address: cpe-144-136-65-254.pfcz1.ken.bigpond.net.au - 144.136.65.254

Submission for Job: #3881 MP10_0057 - Project Application for residential development
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3881

Site: #2224 132-138 Killeaton Street
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2224

Luke Murtas

Planner

P: 02 9228 6382
E: luke.murtas@planning.nsw.gov.au

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Luke Murtas - Online Submission from Peter Robinson (object)

From: Peter Robinson <pbmr@optusnet.com.au>
To: Luke Murtas <luke.murtas@planning.nsw.gov.au>
Date: 01/10/2010 11:32
Subject: Online Submission from Peter Robinson (object)
CC: <assessments@planning.nsw.gov.au>

I would like to strongly object to the application on the basis that
It is not in keeping with the area, the street parking is fully used by the Jewish community on their regular events.
Killeaton St is not a main road and will make the intersection onto Mona Vale road difficult even with traffic lights.
The parking will overflow to side streets and this is unacceptable.
The height of the buildings will affect the street scape and the overall feel of the area.
There is insufficient infrastructure in the area to support this development considering all the other developments
that have been recently built, being roads, public transport, schools & shops. This only puts more pressure on the
village feel of St Ives.
I have lived at our address for 24 years, and the only thing this approval will do is spoil the area for the future, and
lower the resale value of the properties in the area.

Name: Peter Robinson

Address:
7 Dainton Ave
St Ives 2075

IP Address: c220-239-117-31.belrs4.nsw.optusnet.com.au - 220.239.117.31

Submission for Job: #3881 MP10_0057 - Project Application for residential development
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Site: #2224 132-138 Killeaton Street
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Luke Murtas
Planner

P: 02 9228 6382
E: luke.murtas@planning.nsw.gov.au

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Luke Murtas - Online Submission from Mike Kennedy (object)

From: Mike Kennedy <mike.kennedy.au@gmail.com>
To: Luke Murtas <luke.murtas@planning.nsw.gov.au>
Date: 01/10/2010 14:37
Subject: Online Submission from Mike Kennedy (object)
CC: <assessments@planning.nsw.gov.au>

I object to this development on the following basis:

1. traffic in the area is already very high during morning peak. I regularly use the Yarrabung - Stanley route in the morning peak and delays at the Stanley Link Rd roundabout can amount to traffic grid-lock to Yarrabung Rd - the traffic report identified that this route will be the most heavily favoured.
2. Public transport in the area is already insufficient and will the overall increase in high density in this area without any significant public transport infrastructure increase has been a big mistake - it has simply increased car use - clearly against the planning needs of the Sydney basin.

Name: Mike Kennedy

Address:
4 Acron Rd
St Ives, 2075

IP Address: c220-239-124-75.belrs4.nsw.optusnet.com.au - 220.239.124.75

Submission for Job: #3881 MP10_0057 - Project Application for residential development
https://majorprojects.onhlive.com/index.pl?action=view_job&id=3881

Site: #2224 132-138 Killeaton Street
https://majorprojects.onhlive.com/index.pl?action=view_site&id=2224

Luke Murtas
Planner

P: 02 9228 6382
E: luke.murtas@planning.nsw.gov.au

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Luke Murtas - Online Submission from brian Fine of private homeowner (object)

From: brian Fine <brianfine@hotmail.com>
To: Luke Murtas <luke.murtas@planning.nsw.gov.au>
Date: 01/10/2010 15:40
Subject: Online Submission from brian Fine of private homeowner (object)
CC: <assessments@planning.nsw.gov.au>

Dear Sirs,

We object to the proposed project, primarily due to the impact it will have on traffic congestion on Yarrabung Road, both during and post development.

The development does not allow for sufficient car parking on site, resulting in excess cars and visitors requiring parking on Killeaton and neighbouring Yarrabung Road.

In addition there will be multiple trucks and bulldozers during the development driving and parking on Yarrabung Road.

Currently there is congestion at the Stanley Street roundabout, and on Yarrabung road at peak hours. The development will add incremental traffic, with safety and noise issues resulting.

An example is on Stanley Street near the Link Road roundabout, where residents in the Meriton building are forced to park on the road, on both sides--this was even worse when builders were working on it.

It is almost impossible to have 2 way traffic going along Stanley Street, and I would expect the same on Yarrabung.

The area has a number of schools, and the incremental impact of the development will adversely affect safety of children and parents travelling along Yarrabung.

Additionally, there are inconsistencies in the developer's documents, misleading information and non-compliance of the DA. There is inadequacy of information, and I believe it requires dilapidation surveys based on issues in the Geotechnical report.

There does not seem to be any taking of account of the CUMULATIVE impact, as in previous Town Centre Studies!

It is not clear if any traffic count studies were done at peak hours or not?

If the development were to proceed, it would need to address sufficient on-site parking, changing of traffic flows [such as making Yarrabung one-way only, and putting in traffic lights at Mona Vale and Killeaton which allow traffic to turn right into Killeaton from Mona Vale Road.

Additionally, a traffic light at the Link and Stanley Street roundabout should be considered.

Regards,
Brian Fine

Name: brian Fine
Organisation: private homeowner

Address:
11 Yarrabung Road, St Ives

IP Address: 110-174-8-245.static.tpgi.com.au - 110.174.8.245

Submission for Job: #3881 MP10_0057 - Project Application for residential development
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3881

Site: #2224 132-138 Killeaton Street
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2224

Luke Murtas - Online Submission from Peter Taylor of self (object)

From: Peter Taylor <pjtaylor1@aapt.net.au>
To: Luke Murtas <luke.murtas@planning.nsw.gov.au>
Date: 01/10/2010 16:21
Subject: Online Submission from Peter Taylor of self (object)
CC: <assessments@planning.nsw.gov.au>

I wish to lodge my objections and concerns on this development as follows:

We bought our house a year ago in this area because of the greenery and treed environemnt. This complex is out of character with the surroundings and I have grave concerns that it is another step in the "creep" of high rise, high density residential construction in what is a low density suburb with preserved natural environment.

I am concerned about the pressures this will cause on the roadside parking along Killeaton.

The additional traffic will add significantly to the already congested traffic along Mona Vale Rd, Link Rd, Stanley street roundabout and the Eastern Arterial

There is no footpath along Killeaton so i dont see how all the additional people will be able to safely walk along Killeaton, Yarrabung or up to Stanley st.

This will most likely threaten the market values of the houses immediately next to the project and I empathise with those home owners. If this trend carries on I expect that I will eventually be one of the negatively affected homeowners.

I trust these concerns will be heard and I know I am not alone in my concerns. This is a major threat to our neighbourhood and seems to be commercial big business at the expense of our natural environment and the character of our neighbourhood.

Name: Peter Taylor
Organisation: self

Address:
2 Tregenna Close
St Ives
NSW 2075

IP Address: c-59-101-7-77.hay.connect.net.au - 59.101.7.77

Submission for Job: #3881 MP10_0057 - Project Application for residential development
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3881

Site: #2224 132-138 Killeaton Street
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2224

Luke Murtas
Planner

P: 02 9228 6382
E: luke.murtas@planning.nsw.gov.au

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Luke Murtas - Online Submission from Raymond Lun (object)

From: Raymond Lun <kwlun@hotmail.com>
To: Luke Murtas <luke.murtas@planning.nsw.gov.au>
Date: 01/10/2010 22:22
Subject: Online Submission from Raymond Lun (object)
CC: <assessments@planning.nsw.gov.au>

There is not enough infrastructure support for the above project.
The roads, bus services, on street parkings in the surrounding area cannot support the cars and population brought by this huge development.
This project should not proceed until we have resonable infra-structure upgrade in the surrounding neighbourhood.
However , I cannot see any plan for infrastructure upgrade in the above development.

Name: Raymond Lun

Address:
155 Killeaton St , St Ives

IP Address: c220-239-119-102.belrs4.nsw.optusnet.com.au - 220.239.119.102

Submission for Job: #3881 MP10_0057 - Project Application for residential development
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3881

Site: #2224 132-138 Killeaton Street
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2224

Luke Murtas

Planner

P: 02 9228 6382

E: luke.murtas@planning.nsw.gov.au

Powered by Internetrix Affinity

Luke Murtas - Online Submission from Ian Ball (object)

From: Ian Ball <AndrewB@EnterpriseConnectivity.com>
To: Luke Murtas <luke.murtas@planning.nsw.gov.au>
Date: 01/10/2010 23:59
Subject: Online Submission from Ian Ball (object)
CC: <assessments@planning.nsw.gov.au>
Attachments: attomc16Oct2007GB.02-J.pdf

I believe with absolute conviction that the proposed development completely inappropriate and should be rejected (as per previous submissions) on the grounds that:

1. The number of residents and vehicles will place an enormous / excessive burden on Killeaton St. for access to Mona Vale Road, and on Dainton Ave., Yarrabung Rd., and Stanley St. for access to Link Rd. and Horace St.
2. The impact from the height and density are of overbearing bulk and scale to surrounding properties esp. those in College Crescent and is inconsistent with "zone interface" principles confirmed in the Land and Environment Court on other occasions.
3. The juxtaposition of 5 stories opposite adjacent single and double storey residences is believed inconsistent with Clause 25C(2)(c) of the Kuringai Planning Scheme Ordinance, and the Design Quality Principles 2-Scale, and 3-Built Form of SEPP65.

In short, this is clearly the wrong place for a development of this type and size.

Name: Ian Ball

Address:
144 Killeaton Street,
St. Ives,
NSW 2075

IP Address: c122-106-235-93.beirs3.nsw.optusnet.com.au - 122.106.235.93

Submission for Job: #3881 MP10_0057 - Project Application for residential development
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3881

Site: #2224 132-138 Killeaton Street
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2224

Luke Murtas
Planner

P: 02 9228 6382
E: luke.murtas@planning.nsw.gov.au

Powered by Internetrix Affinity

Luke Murtas - Online Submission from Coi Liau (object)

From: Coi Liau <SereneLiau@gmail.com>
To: Luke Murtas <luke.murtas@planning.nsw.gov.au>
Date: 02/10/2010 00:00
Subject: Online Submission from Coi Liau (object)
CC: <assessments@planning.nsw.gov.au>

Inappropriate to environment!

Name: Coi Liau

Address:
144 Killeaton St.,
St. Ives,
NSW 2075

IP Address: c122-106-235-93.belrs3.nsw.optusnet.com.au - 122.106.235.93

Submission for Job: #3881 MP10_0057 - Project Application for residential development
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3881

Site: #2224 132-138 Killeaton Street
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Luke Murtas

Planner

P: 02 9228 6382

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Luke Murtas - 132-138 Killeaton St, St Ives

From: Hugh Pritchard <hughpritch@gmail.com>
To: Luke Murtas <luke.murtas@planning.nsw.gov.au>
Date: 03/10/2010 13:48
Subject: 132-138 Killeaton St, St Ives

24 Palm St
St Ives, 2075

Dear Mr Murtas,

We write concerning the proposed development at 132-138 Killeaton St, St Ives by Meriton. The proposals appear to be greatly in excess of both the Council's and the State Government's standards. In particular we draw attention to the length of the proposed buildings and the paucity of car parking provided on site. We understand that, under current plans, some buildings will have inadequate sunlight.

We find it difficult to believe that a project with dimensions well exceeding the Government's own guidelines could be given approval.

Yours faithfully,

Hugh and Christine Pritchard

4 Lancaster Ave
St Ives, NSW 2075

Mr Luke Murtas
23-33 Bridge Street,
Sydney NSW 2000
GPO Box 39, Sydney
NSW 2001

**Re: MP10_0057 - Project Application for residential development
132-128 Killeaton Street, St Ives**

Dear Sir,

We are residents living close to the proposed latest Meriton five storey development in Killeaton Street, St Ives. (MP10_0057 - Project Application for residential development).

We strongly object to the scale of this development of more than 300 units and believe this is excessive and will have an adverse effect on the existing local residents.

In particular the pressure of increased traffic and parking concerns us as Meriton has already shown in its completed five storey development on Stanley Street, St Ives that parking is not adequately catered for. Stanley Street is now very difficult to navigate due to double sided street parking fully occupied outside this development.

Further, the ugliness of the proposed buildings is hard to understand. Again, as with the Stanley Street development, Meriton and the state's planning officials seem to think that red and grey "hospital style" developments are acceptable in a leafy residential area. The Stanley Street development is well known as a bad joke to Sydneysiders who pass through the suburb on Link Road. The red trimmings proposed for the Killeaton Street site are nothing short of offensive.

There is inadequate green space for the number of proposed units and already peoples' homes in nearby Stanley Street are being compulsorily resumed to make open space. It is patently ridiculous to put another 300 units just metres away.

We strongly object to the removal of trees in Killeaton Street as proposed by this development.

Finally, what the Planning Department seems always to forget about St Ives is that it does NOT enjoy a rail link and therefore there is ever increasing pressure on local roads and intersections.

We beg you, please don't let Meriton further vandalise St Ives with excessive development on the Killeaton site. Just because developers pay a lot of money for a site does not mean the Planning Department should abandon good planning and the interests of everyone who lives in the suburb.

Yours Sincerely,

Felicity and Kenneth Moore

Luke Murtas - 132 - 138 Killeaton Street St Ives Meriton Development MP10_0057

From: "John Watts" <jonmar19@optusnet.com.au>
To: <luke.murtas@planning.nsw.gov.au>
Date: 03/10/2010 18:44
Subject: 132 - 138 Killeaton Street St Ives Meriton Development MP10_0057
CC: "Barry O'Farrell" <Barry.O'Farrell@parliament.nsw.gov.au>, <Davidson@parliament.nsw.gov.au>, "Ku-ring-gai Mayor" <mayor@kmc.nsw.gov.au>

Attention: Luke Murtas

I am amazed at the audacity of Meriton to propose a development that violates so many principles of good planning.

For a start, this development is adjacent to an area of single houses where the sheer size and bulk of the proposal is out of character with the surroundings.
 The lengths of the buidings are around double the maximum permitted by the DCP. Why are the requirements of LEP 194 and the Town Centre LEP being ignored.
 The size of buildings will dominate and overshadow houses in College Crescent.
 The developer proposes fewer car parking spaces than standard based on encouraging use of public transport which in St Ives, is very poor.
 The inadequacy of car parking will result in cars being parked in surrounding streets instead of on-site. St Ives already experiences occasions of traffic gridlock and since there are no plans to increase road capacity, the additional traffic from this Meriton proposal will only exacerbate the present problem.
 The proposal involves removal of large trees along Killeaton Street. We badly need to preserve trees in Ku-ring-gai. Every Meriton project has resulted in significant loss of the tree canopy.
 The proposal reflects significantly less than the minimum requirement for deep soil planting of large trees. Successful landscaping requires more than lip service to landscaping standards.
 Meriton, in my view, indulges in political donations which buy favours. No one donates without an expectation of something in return!
 The determination of this proposal needs to be made by an independant authority, not by anyone associated with the Minister or his Department.

John Watts

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

From: St Ives Prog Assoc
Sent: Friday, October 01, 2010 4:28 PM
Subject: 132 - 138 Killeaton Street St Ives

Dear Members,

A reminder that we desperately need a submission no matter how short on the 132 - 138 Killeaton Street Meriton Development . The submissions should be in by tonight 5pm but will be accepted no later than Tuesday 5th October 9am.

Meriton has applied for a minimum 300 units on the site in 5 five storey buildings and the readaptive reuse of the Monastery.

Just email your submission

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=3881

Key issues are:

- the excessive bulk and density of the development in an area that is surrounded by detached houses.
- the excessive removal of mature trees along the Killeaton Street frontage

- the placement of the buildings obstructing part of the Monastery and the entrance of the underground carpark aligned with the entrance of the Monastery detract from the building
- the size of the basement car park which only leaves a six metre perimeter for deep soil landscaping.
- parking on side streets to compensate for inadequate carparking on site impacts on other residents
- failure to consider the cumulative impact of Town Centre rezonings, the adjoining religious and educative institutions

There are various breaches of the Council DCP

- the proposed building heights exceed 17.5 metre maximum
- deficiency of 20% in deep soil landscaping
- visual and overshadowing on adjoining properties in College Crescent
- insufficient carparking - deficient 40 min to 150 max carspaces
- amenity issues for future residents as solar access breaches the DCP

thanks Christiane Berlioz

Luke Murtas - Proposed development Killeaton Street, St. Ives

From: Maysie Simes <maysie@live.com.au>
To: <luke.murtas@planning.nsw.gov.au>
Date: 04/10/2010 13:17
Subject: Proposed development Killeaton Street, St. Ives

Dear Mr. Luke Murtas, I am writing about great concern my husband and I have over development in St. Ives. We are:

- (1) Concerned over such concentrated earlier development over so much of central St. Ives, an area with only road transport access, particularly around the intersection of two major transport routes, viz. Mona Vale Road and Killeaton/Link Road which are already often clogged with traffic.
- (2) Concerned over the proposed development at 132-138 Killeaton Street. We feel a general concern at the number of units (300) to be crowded on to space originally allocated for approximately four blocks.
- (3) We are concerned over the removal of trees in the street which would not be allowed should other residents want to do this.
- (4) We are concerned that fresh tree planting is to be confined to six feet from the perimeter of the land because of below-ground car garaging. And a concern over inadequate parking within the complex for the number of potential residents and visitors causing congestion for residents in the surrounding streets. As I understand it, the proposal is for five five-storey blocks, that is, sixty units per block. Meriton is very greedy for all the money they can get out of our beautiful suburb. Will they never stop ?
- (5) And concern over the lack of recreational space for so many people, including many children, around the buildings.

AND A DEEP CONCERN THAT ST. IVES IS BEING RUINED BY OVER-DEVELOPMENT, AS I SEE IT, MOSTLY FUELLED BY MERITON.

Please give this plea, and that of others, true consideration. Please spent an hour driving round and round central St. Ives.

Yours Sincerely, Maysie and Dean Simes.

Luke Murtas - 132 - Killeaton Street St Ives

From: "Eastons " <jeaston7@bigpond.com>
To: <luke.murtas@planning.nsw.gov.au>
Date: 04/10/2010 13:35
Subject: 132 - Killeaton Street St Ives

When reviewing the above development application, I urge you to at least read this email.

We have just returned from Russia and Turkey and all I can say is god help us if government's representatives such as you allow our living environment to degrade to the extent of what we saw in both countries.

We chose to live in this environment when my wife and I moved here from interstate 29 years ago because we like it. We do not want to be surrounded by towers and nor will we ever live in one. We did try it some years ago and decided unit life was not for us so we moved back into a free standing home.

In fact 2 lots of friends (both retired) have recently sold their units after several years and moved back into houses because they could not put up with all the issues living in units brings, and I might add that they were up market units in nice areas.

Mr Murta, that's why Harry Triguboff can not sell the units he already has in this North Shore area. A large percentage are vacant and unsold because people in these sort of areas want to live in houses. If one wanted to live in a unit one would move to a different area.

One only has to observe the very few lights on in the many unit towers along the pacific highway and close by areas to see how many vacant units there are.

If you add to this the following comments made by Harry Triguboff as quoted in the SMH, one can easily understand how the developers are influencing government just as they have done in Russia post 1991 and one can not help but call into question the credibility of our current government in NSW as is the case in Russia today.

"IT'S simple, says Harry Triguboff. Sydney has too much green and not enough grey, and if you want to look at trees - well, go climb a mountain.

The views of the Meriton boss, Australia's biggest property developer, are likely to outrage conservationists - particularly his declaration that Sydney has "too many forests and parks".

"You go north and we have all these reserves and you go south and you have all the reserves, and they are the best part of the coast. That is crazy. We should be building on this area," he said.

"If they want to see trees, they can go to Katoomba, there are plenty of trees there."

The 73-year-old - who is one of the 10 richest people in Australia and whose company has built 55,000 apartments - also gave a rare insight during the interview into the level of influence he had with the former premier, Bob Carr.

He said he spoke far more to Mr Carr than he does to his successor, Morris Iemma, and convinced him to change laws concerning owners' corporations to stop rogue elements in body corporates engaging lawyers and consultants without a proper vote.

He said that about three years ago he convinced Mr Carr there should be more development in Sydney, saying Mr Carr would have more than \$1 billion in stamp duty if councils approved developments on all of Meriton's land"

As I see it, the Key issues are:

- the oversupply of units in this part of the North Shore they are not required.
- the excessive bulk and density of the development in an area that is surrounded by detached houses.
- the excessive removal of mature trees along the Killeaton Street frontage
- the placement of the buildings obstructing part of the Monastery and the entrance of the underground carpark aligned with the entrance of the Monastery detract from the building
- the size of the basement car park which only leaves a six metre perimeter for deep soil landscaping.
- parking on side streets to compensate for inadequate carparking on site impacts on other residents
- failure to consider the cumulative impact of Town Centre rezonings, the adjoining religious and educative institutions

There are various breaches of the Council DCP

- the proposed building heights exceed 17.5 metre maximum
- deficiency of 20% in deep soil landscaping
- visual and overshadowing on adjoining properties in College Crescent
- insufficient carparking - deficient 40 min to 150 max carspaces
- amenity issues for future residents as solar access breaches the DCP

I look forward to your response.

John Easton
4 Stratford Place
St Ives

Mr Luke Murtas
Planner
Dept of planning
23 -33 Bridge St
Sydney 2000

Reference mp10 0057

Subject. Exhibition of Environmental Assessment for 132-138 Killeaton St St Ives.

I do not support the project. The environmental assessment it is grossly incorrect in a number of places.

1. The Executive Summary says on page 2 that the project will not have any adverse impacts on the surrounding properties. This is obviously incorrect, the shading that will occur on houses 7 9 11 13 15 17 College Crescent in the afternoons in winter is not acceptable and will be significant . It will also affect the houses on the other side of the street nos 4 6 8 10 12. All of these houses are on the Eastern side of the property. Please re examine this situation as it has a significant impact on the value of the houses mentioned.

2. The statements on Threatened Species in incorrect particularly to animals. The survey was conducted in the afternoon of June 24 and found no animals. Most animals sleep during the day and only become visible at dusk or dawn. There are lots of animals on the property, Possoms Bandicoots Rabbits Birds including Magpies Kookaburras Cockatoos Willy Wag tails and Plovers.

3. It's a fact that most married people living in the relatively affluent suburb of St Ives have 2 or more cars .The document understates the requirement for car parking . It is only providing 336 car spaces for 298 units I believe at least 450 car spaces are required. Please refer to Ku-ring-gai Council DCP /car parking provision.

Providing 31 visitor spaces again understates what will be really required. Unit owners will park their extra cars in the visitor spots or out in the street. Because visitor parking spaces are limited street parking will be in high demand in spite of the statement that the 22 street spaces will only be required for infrequent super peak visitations eg Christmas . Are they kidding? Have a look at what is happening at the recently completed Meriton development in Stanley St St Ives, cnr link road .. 15 resident cars street parked every night and the visitor car park is also full these are tenant cars not visitors.

4. The document estimates 50 cars AM will use Horace St to travel towards the city these cars will use Killeaton then Yarrabung and then Stanley streets to the bottleneck that already exists at link road roundabout between 715 and 815 AM the document says

there will be no congestion at the roundabout. Are traffic lights planned for this intersection if not why not. Perhaps Meriton should pay for them?

5. The entrance drive way is not wide enough to allow two way traffic to and from Killeaton Street to the parking area.

6. Under Conditions of consent,

Power lines should be placed underground

A proper footpath be constructed along Killeaton street

A Bond should be extracted for restoration of the roads damaged during the construction phase

7. I am concerned for the health of members of my family who have serious allergies problems and asthmatic conditions. The dust created during construction will be of considerable concern to them. How will they be safeguarded?

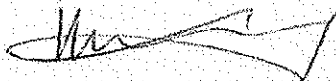
8. The proposal to build 298 units one of the largest in Ku-ring-gai and not even near a railway line or station is totally out of line with the policy of building High Density on or near railway lines. Why has St Ives been singled out for such treatment. Saying that residents should use public transport where the bus service is poor to say the least. There is No bus service to and from Pymble rail station, the document says there is. Even if residents use public transport to go to work they will still want to own cars to do shopping school drop offs and pick ups recreation and weekends

I view of the foregoing comments seriously because our life style is going to be impacted badly, our streets will become very noisy we do not want this intrusion.

We note that Meriton has already erected billboards in Killeaton St. announcing their coming even though this assessment is not complete.

I trust my comments will not be in vain

Yours Faithfully



Alan Vine
24 College Crescent
St Ives 2075
Phone 94493450

27 September 2010

Luke Murtas - 132-138 Killeaton st St Ives mp 10 0057

From: alan vine <williamalanvine7@hotmail.com>
To: <luke.murtas@planning.nsw.gov.au>
Date: 04/10/2010 15:00
Subject: 132-138 Killeaton st St Ives mp 10 0057

Dear Luke

Further to my letter to you dated 27 September 2010 I want to make the following additional points.

The Development Application/Environmental Assessment does not address Deep Soil Landscaping. This means the only large trees in keeping with the local area will be on the perimeter of the property. There will be no large trees possible between the 5 buildings across the property.

This development is on the Town Centre fringe 800 metres from the centre and is in a mixed zone ie . there is low density and medium density adjoining the development . It is not complying with Ku-ring-gai DCP.

There is insufficient visitor car parking guaranteeing there will be lots of cars parking in Killeaton street even though the assessment denies this. Again the parking provision is way short of the councils recommendations.

This high density development does not have adequate bus services to complement it. Therefore residents will need cars to allow a proper life style. The available car parking for residents will not be enough. Walking 800 metres with 10 bags of shopping groceries is not reasonable. After dark bus services are virtually non existent . A car is the only solution in a low density suburb like St Ives.

The length of the buildings is twice that recommended in the DCP, thats a huge bulk .Also The 17.5 metre height limit will be exceeded and will be more like 18 metres again outside the DCP limits.

I note that there are declared political donations made by Meriton and there may be a conflict of interest when NSW Planning and the Minister determine the application. Perhaps this project should be handed back to the Ku-ring-gai council to properly determine .

Thank you for your attention

Alan Vine

Luke Murtas - inappropriate development of 132-138 Killeation St St Ives

From: "Richard Fay" <kilpapl@bigpond.com>
To: <luke.murtas@planning.nsw.gov.au>
Date: 04/10/2010 18:15
Subject: inappropriate development of 132-138 Killeation St St Ives

This Meriton Development is a disaster for St Ives for the following reasons and should not be approved. Removing developed and healthy trees along Killeaton St frontage is wrong as we are trying to save the environment not help to destroy it. There is insufficient onsite parking planned so all the side streets will be crowded most of the time which will be terrible for the other residents. Bad planning for the basement car park as only 6m perimeter will be left for deep soil landscaping. Buildings will obstruct part of the Monastery with entrance of underground carpark badly aligned with entrance to Monastery will be plain ugly. There is a glaring failure to consider cumulative impact of Town Centre re-zoning regarding the adjoining religious and educational institutions. The excessive size and density of the development ruins a lovely surrounding area of detached homes. There are also breaches of the Council DCP, including building heights are above maximum of 17.5m, deep soil landscaping under by 20%, massive overshadowing of adjoining properties, lack of sufficient car parking with deficient 40 minimum to 150 maximum car spaces and amenity issues for any future residents with solar access breaches of the DCP. For all of the above issues the Meriton development should be opposed. Why are developers being allowed to do whatever they like regardless of how it impacts on the community???

Richard & Kay Fay
18 Kilpa Pl
St Ives NSW 2075
Tel 9144 3403

140 Killeaton St
St Ives NSW 2075

30/9/2010

Mr Luke Murtus
Department of Planning
23 – 33 Bridge Street
Sydney 2000

Reference mp 10 0057

Exhibition of Environmental Assessment 132 – 138 Killeaton Street St Ives

I wish to submit my objections to the above development. I live at 140 Killeaton Street and my property is adjacent to this site. I share most of the concerns that my neighbours in both Killeaton Street and College Crescent have raised. I also acknowledge the impact on the residents in the surrounding streets whom will be affected especially as a result of traffic issues.

As an easement runs between my property and 142 Killeaton I am critically affected by another issue, **drainage**. My residence is regularly affected by storm water/ runoff from the site at 132-138 Killeaton St. This issue has been overlooked in recent DAs as it has not affected a large number of residents. In February this year I experienced flooding to 80% of my house resulting in a \$40,000 insurance claim. I request that **an independent drainage assessment** be done on my property in relation to the current problem of flooding and the impact of the latest development on my situation. There are currently two access points (drains) to an easement close to the border of the development site and my property. One is on the development site and one is in my driveway (see photos). The Environmental Assessment does not ensure that my access point will not be used for excess water from the site on a regular basis both during the construction process and in the long term.

Naturally I am extremely concerned about the many and varied problems associated with such a massive residential development. These include:

- the impact of increased traffic (following & during construction)
- mass and density of the development not in keeping with surrounding properties, particularly those opposite zoned for single dwellings
- insufficient parking and the impact on street parking, e.g. reducing visibility residents will experience exiting their properties
- privacy and shadowing affecting our quality of life
- inadequate percentage of deep soil landscaping and the effect this will have on taller trees on the site, both maintenance and planting

DRAINAGE is an issue which specifically affects my property and I wish to emphasis following:

- the need for a more thorough study of the drainage on the eastern boundary
- plans that ensure storm water enters the easement on the development site and not through an access drain in my neighbouring property.
- the need for a management plan regarding storm water i.e. the problem of excessive runoff to be addressed in the initial phase of construction and managed throughout
- a requirement for the developer and future Body Corporate to ensure the open drain on the site to be kept clear of leaves and debris throughout the construction process and beyond.

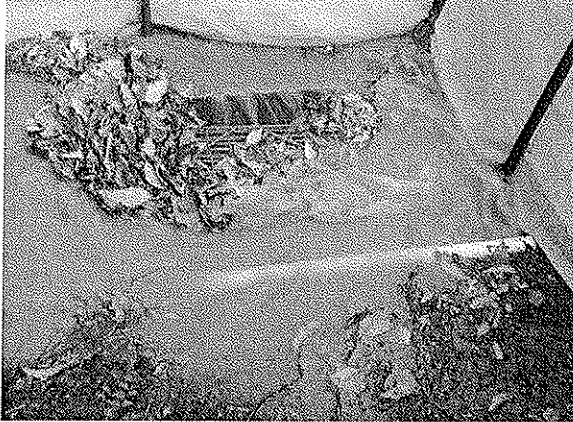
BACKGROUND

My residence is between Killeaton St and College Cres and the existing discharge from the development site is into an easement on the northern boundary of my property. Currently there is an open swale drain which runs along the eastern boundary of the site and even though it is on the other side of the fence, this drain is within 2-3 metres of my house. This drain does not cope with the overflow of water at times of heavy rain.

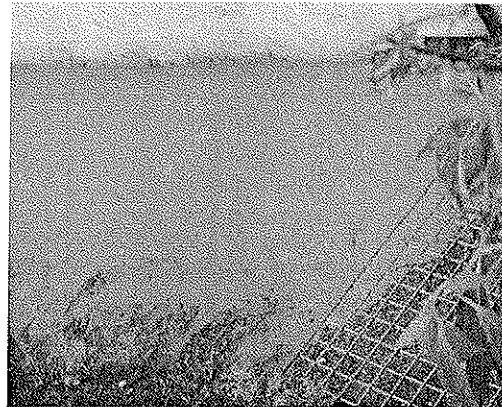
Water from the swale drain goes into my easement through the drain on the development site. Another inlet from under the current driveway meets this swale drain and flows into the easement during light and medium rain. A drain in my driveway collects my own runoff and this too goes into the easement. The problem is that during heavy rain excess water from the swale drain gains access to the easement through the drain in my driveway rather than next door.

Photos taken 14/9/2010 - medium rainfall

Access drain to easement at eastern boundary 132-138 Killeaton St



meeting point of swale drain and drain from driveway
access point to easement



excess water, overflowing in swale drain

Access drain to easement at western boundary 140 Killeaton St (photo taken minutes later)



My driveway: Note drain to the easement for my runoff, which can be inundated with excess runoff from development site during prolonged heavy rainfall

As the swale drain floods, water pours into my courtyards (to a depth of over half a metre last February) where I have installed two pit drains with electric pumps. They pump the excess storm water from the site into my driveway and this flows again into the easement. These have saved my

house from flooding on many occasions. A large gap under the fence was also created by my late-husband to release the water that builds up along the fence line when the drain on the site overflows. This also means that more floodwater is directed into the drain in my driveway and then into the easement. It is because of the measures we have taken that our home has not flooded more often.

I have other photos document this including photos take of the flooding in February..

THE APPLICATION

The development application does not acknowledge drainage on the eastern side as a significant problem. It states that except in the event of a one in twenty year event "discharge of storm water will be via the existing pipe located in the easements adjacent to the site." This is unsatisfactory and must be changed because as previously outlined, the current drainage on the eastern is fundamentally flawed. I note some reference to provisions made for "the long term" but there is no firm or specific plan to address these issues prior to or during the construction. Neither is there any intention stated to keep the drains clear of leaves and rubbish. I have made many requests to the previous developer to maintain the drain which is generally only cleaned after contact through council.

The report appearing in Annexure 22 (Bonnaci Group) suggests possible construction of a retaining wall on this western boundary of only 300mm above the natural surface level giving a flow depth of just 15cm. In 5.8 of the Environmental Assessment Report it is stated that "drainage **may** be required both during construction and in the long term behind retaining walls" and according to the report this would be at "the weir location, which is the Killeaton Street boundary". This loose wording, including the word "may" provides me with little in the way of guarantees or confidence. It also makes reference to the "20 year storm event" failing to recognise the regular inundation of my property, which will surely worsen when the percentage of hard surface and roof areas increase and natural areas, where some of the runoff can be absorbed into the soil, are reduced. Furthermore, the proposed height of the retaining wall is unlikely to contain enough water to prevent excess water entering my property.

It is for these reasons that I am requesting a reassessment of drainage, stringent conditions be imposed on the developer during construction to ensure effective drainage, and any future Body Corporate be required to manage excessive amounts of storm water, including the clearing of the drains.

DRAINAGE - SUMMARY

There are 2 access points (drains) to the easement close to the border of the development site and my property. One is on the development site and one is in my driveway (see photos). The Development plans should ensure that my access point is not relied upon for excess water from the site on a regular basis both during the construction process and in the long term. The "existing pipe" which will still be used is inefficient and will not cope with larger volumes of water as the percentage of hard surfaces and roof surfaces dramatically increase.

Other observations and concerns:

Traffic/Parking

The Development Control Plan (DCP) of Kur-rin-gai Council has been ignored in terms of the number of car spaces for residents and visitors. This will impact all residents in the surrounding area, including those living on the site.

Local streets will not cope with the with the increased volume of traffic and need for street parking. Already on Jewish holidays or events at local schools or churches and major events requiring bus travel to Homebush stadium, Killeaton Street and the surrounding streets become dangerously congested with parked cars, in fact the Monastery site has at times been opened up to provide parking for some events. On these occasions I find it difficult entering and exiting my driveway

because of reduced visibility, this will become a daily issue for residents and no doubt accidents will occur.

Obviously traffic congestion is also a concern particularly at peak times. The roundabout at Stanley Street, the intersection at Killeaton and Mona Vale Rd will be greatly impacted. It should also be noted that the Ambulance station is located in Stanley Street and congestion will effect response times.

My children will both be at high school by the 2012 and one is there now. They will need to walk to and from Mona Vale Rd past the site. I am concerned about their safety during the construction period. Once the development is complete they will have to cross its very busy driveway as many residents will be leaving for work. A marked crossing or signage for safety purpose should be included. There are also no plans for a footpath.

BULK including Overshadowing and Privacy

Although the site is zoned for higher density, the surrounding properties are zoned for medium or single residential. This development is on the fringe of the high density zoning and is 800m away from the shopping centre in St Ives. It is impractical to think residents will be walking to the shops. The development should be more in keeping with the surrounding properties than with the massive units close to St Ives Village. The area is not well serviced by buses. These are infrequent and the developer has no plans for a footpath on Killeaton St to even walk to a bus stop.

We bought this house because of its yard and privacy. This development impacts on our enjoyment and lifestyle. We also installed solar heating for our pool to maximise the swimming season. Overshadowing will reduce sunlight on our pool and the effectiveness of the solar heating. Furthermore we will not have the same privacy while swimming and enjoying our yard. A stepping down of the building height on the eastern side would improve this situation and also be more appropriate in terms of the context of the suburban nature of the surrounding properties

DEEPSOIL LANDSCAPING, SUSTAINABILITY, TREES AND WILDLIFE

Of great concern is the insufficient area allocated to deep soil landscaping in order to support tall and medium trees. These trees are important in the context of the surrounding streets and they support native wildlife. Less than half the tree plantings are native or local occurring species (which breaches DCP) and is not in keeping with the character of adjacent properties.

Much of our native wildlife is nocturnal including owls, possums and bandicoots. Their habitats are being further reduced in St Ives because of excessive developments. Only last week a bandicoot was killed by a car out the front of 142 Killeaton Street. Apparently the report on threatened species for this development was conducted mid afternoon. Having lived in this area for over 40 years I have seen a great deal of wildlife and sometimes rare species. 4 o'clock is hardly a valid time to conduct a serious study.

Furthermore, it is disappointing to see so many beautiful trees eliminated on the site. It has however been the experience in Ku-ring-gai during this period of massive development that many trees that were to be saved have been lost through carelessness and poor management on sites and it seems that the fines that are imposed are modest and compliance is often ignored. As a result I fear that some of the remaining trees will be lost too, in particular some in line of trees along the western boundary which at least gives us some privacy.

I trust that you seriously look into the widespread implications for the nearby residents and the local community when assessing this excessive and overbearing development application. I do trust also that you will strongly consider individual concerns such as the drainage issue I have raised.

Yours faithfully

Katrina Turkington