

Department of Planning and Infrastructure
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23rd May 2012

To the attention of; Director – Metropolitan and Regional Projects, South

Development proposal, 5 Whiteside Street and 14 - 16 David Avenue, North Ryde, (10 0165)

Dear Director

I would like to confirm I have not made any political donations over the last two years and would like to express my complete objection to the above proposed development for the reasons listed below.

Inappropriate development

The general mass and density of this proposed development is completely inconsistent and out of character with existing two storey housing located on the southern side of Epping Highway.

The development will have a negative impact on the local community and will be a future eyesore on the landscape placing a drain on the local community services and local streets.

Projected views of the proposed development are not accurate and should be placed under heavy scrutiny, in many cases the development is made to look like it barely exists.

Comparisons to high rise buildings on the northern side of Epping Highway are inaccurate and misrepresented in a way to favour the development.

In fact the whole proposal is full of misrepresented information exaggerated and favoured towards the developers.

Original qualification under Part 3a

This development at the time of application had to be over \$100m in value to qualify for the now repealed Part 3a laws to apply.

The developer engaged a private Quantity Surveyor who estimated the figure of \$101m from what to date are only concept plans.

This is an amazing accuracy rate to within 1%, anyone else working from concept plans would only be able to accurately predict costs within a 20% variance.

This leaves the original qualification of this project under Part 3a highly questionable, and of course all of the latest proposals are well below the required mark.

Loss of privacy and shadowing

The sheer mass and height of this proposed development, positioned directly in amongst two storey residential dwellings, will present huge loss of privacy and over shadowing regardless of what solutions the developers concoct.

The mass planting of tall screening trees to loosely address the privacy issues only accentuates the shadowing effect on neighbouring properties.

Local residents will be greatly and unfairly disadvantaged by this proposal, they will not be able to use their back yards in privacy, overshadowing will mean increased energy consumption and costs for lighting, heating, power and clothes drying.

Transport

One key issue being presented in a positive way for this project is its proximity to local transport.

Anyone living in our area will know that the walk to the new railway station is considerable, for the reasonably fit and only in fine, cool weather and daylight hours only.

Anything else makes this an arduous unpractical journey and fraught with danger after dark.

Local commercial offices

There is mention of the local David Avenue shops being under utilised, these shops disappeared many years ago and were converted to small office suites.

The demise of these shops was caused by the introduction of the large 24hr supermarket chains, these shops will not suddenly be rejuvenated by the high density units as implied by the developer.

Type of development

The developer lays claim to have looked into numerous options for the site and that normal residential subdivision was a poor fit that didn't really work.

Not only would residential subdivision work extremely well on site, and be completely in character with the remainder of the area, you don't even have to go any further than Google Maps to see a perfectly logical and viable subdivision already drawn up and ready to be implemented.

Traffic

The issue of how the new residents will access and leave the development has been manipulated many times however never has a sustainable traffic solution ever been found.

In fact the latest proposal has simply reverted back to a previous flawed traffic plan that was abandoned by the developers themselves, that being, Whiteside Street to Epping Highway and David Avenue.

All local streets are already overloaded with traffic and parked cars, this will become even worse with the additional cars from the site.

The use of Whiteside Street creates two untenable problems;

Whiteside Street to Epping Highway sits on land set aside for the future county road, any agreement to use this land as a traffic solution for the development could only be considered as temporary and one that could be retracted at any given time in the future.

The intersection of Whiteside Street and Epping Highway would be the worst in the State, blocked by traffic during peak hour and out of peak hour vehicles accelerating up to 70klms per hour ready to merge into Epping Highway.

Traffic is a fundamental problem with this development proposal for which no sustainable solution has ever been found or presented.

Summary of objection

This proposed development is inappropriately oversized, inconsistent and completely out of character with surrounding residential dwellings and will be a visual eyesore on the landscape.

It does not offer anything even remotely positive to the community; the sole purpose of this proposal is to take advantage of a flawed and now repealed planning law which allowed opportunist developers to gain maximum monetary return at the expense of community members.

It is also completely inconsistent with the Ryde Council's planning for the district, the creation of small pockets of oversized and out of character developments represents extremely poor town planning.

The current proposal severely disadvantages existing community members through loss of privacy, loss of sunlight, more energy costs, more traffic, parking problems, noise and disturbance.

There is no sustainable traffic solution for this project.

Epping Highway is a clear boundary dividing high rise on the northern side with two storey residential on the southern side, this is how it should remain until a proper planning process is completed in full and open consultation with the community and local council.

Your Sincerely



Mr. Geoff Lowe

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