

Agency	Issues or Comments
Ryde City Council	<p>Community Consultation - Community consultation was not undertaken in accordance with the DoP Guidelines for Major Project Community Consultation (October 2007). Council are seeking further consultation to the 31 January 2010.</p> <p>Housing Targets - Figures in relation to housing targets need to be updated to reflect the draft Housing Study which was endorsed by Council for exhibition in December 2010 (i.e. post EA submission).</p> <p>SIA - EA omits the submission of a Social Impact Assessment which considers the impact on current residents, services, needs of future residents, and how the proposal will link to other community facilities.</p> <p>Height - Height is excessive, particularly in relation to Allengrove Crescent and a better transition to these houses is required.</p> <p>Traffic - Improved traffic management measures are warranted to cater for additional demand. Existing carriageway of Allengrove Crescent is too narrow and should be widened.</p>
Transport NSW 24 December 2010	<p>Traffic - Notes that inclusion of one car share space, bicycle parking on-site and the provision of one yearly rail pass per apartment in transport management strategies.</p> <p>A reduction in car parking rates should be considered given the site's close proximity to Macquarie Park railway station, major bus routes and cycling network.</p> <p>Bicycle racks should be provided for visitors at ground level, near entrances, in a visible and weather protected location subject to casual surveillance.</p> <p>The preparation of a sustainable travel plan, as identified in the Concept Plan, should be included as part of the draft Statement of Commitments.</p>
DECCW 9 December 2010	Reviewed environmental assessment. No comments and no further interest in being involved.

<p>RTA – Sydney Regional Development Advisory Committee (SRDAC) 16 December 2010</p>	<p>Traffic - The layout of proposed car parking areas should be in accordance with AS 2890.1 - 2004 and AS 2890.2 – 2002 for heavy vehicle usage.</p> <p>The applicant is required to upgrade the footpath along the site's frontage to Lane Cove Road and Allengrove Road to match existing works recently undertaken by the RTA along the Epping Road off-ramp.</p> <p>Subject to Local Traffic Committee approval the RTA suggests a pedestrian refuge at the intersection of Allengrove Crescent and Lane Cove Road.</p> <p>The RTA supports the use of car share vehicles being provided within Allengrove Crescent.</p> <p>A construction zone for demolition and construction vehicles is not permitted on Lane Cove Road or the Epping Road off-ramp.</p> <p>All redundant driveways along Lane Cove Road and Epping Road off-ramp shall be removed and replace with kerb and gutter to match existing. The design and construction of the gutter crossing shall be in accordance with RTA requirements and detailed plans are to be submitted to the RTA for approval prior to issue of the Construction Certificate and commencement of any road works.</p> <p>The proposed development should be designed to mitigate road transport noise from Lane Cove Road and Epping road in accordance with EPA criteria for new land use developments.</p> <p>All works are to be at no cost to the RTA.</p>
<p>Sydney Water 23 December 2010</p>	<p>Both the drinking water and wastewater systems have sufficient capacity for the proposed development.</p> <p>Sydney Water will further assess the impact of the development when the applicant applies for a Section 73 Certificate.</p> <p>The proponent must fund any adjustments needed to Sydney Water infrastructure as a result of any development.</p>

	Resident Submission	Issues or Comments
1	Anonymous Larkard Street North Ryde 15 December 2010	Height - Proposed high rise development is out of character with the surrounding area and will result in privacy issues and overshadowing. Traffic - Increase in traffic on already clogged local road network as traffic from Allengrove Crescent can only turn left into Lane Cove Road.
2	Residents from Larkard Street , Lorna Avenue & Carr Street North Ryde 3 December 2010	Height - Height and number of apartments not appropriate for the area. Extra people will further congest the local road network. A smaller development (max. 4 storeys) would be more appropriate. Happy it is not a Department of Housing development.
3	Mr & Mrs Clayton Tombs 8 Fisher Avenue Ryde 23 December 2010	Height – the proposal does not integrate with the local environment especially in regards to height. Current highest buildings in the area are 2 storeys, as opposed to the proposed 7-11 storey building envelopes. The proposed heights are excessive and out of character with the surrounding area. Traffic – Although the proposed development is close to public transport it is impossible to force residents to use public transport – they may choose to drive, increasing already extreme traffic congestion on Lane Cove Road and Epping Road. Vehicle access to Allengrove Crescent and Lane Cove Road – There is only one vehicular access (entry/exit) point to the proposed basement car park of 394 spaces, located on Allengrove Crescent. Allengrove Crescent is a narrow street with only one entrance to Lane Cove Road. Potentially 394 cars could queue from the basement carpark during peak hour, congesting traffic flows on Allengrove Crescent and Lane Cove Road.

		<p>Amenity – Adjoining properties (single storey villas and houses) have backyards of up to 700sqm, in which residents spend a significant amount of time. The proposal has not addressed the issue of visibility into adjoining residents' backyards. No vantage point from any proposed apartment should have a view into any neighbouring resident's backyard of private land area.</p> <p>Exhibition period – The exhibition period spanned the Christmas/holiday period. Request that the exhibition period be extended for one month to 31st January 2011 to allow all interested parties sufficient time to consider all aspects of the proposed development.</p>
4	<p>Wal Gaffney 14 Lorna Avenue North Ryde 11 December 2010</p>	<p>Exhibition period – Planning by the developer has been ongoing for at least seven years, however residents are given only one month to respond.</p> <p>Traffic – Access to the proposed development is from one street only. All traffic from the proposed development will have to turn left into Lane Cove Road, and those wishing to travel to the city or Macquarie Park will then turn into Lorna Avenue, increasing existing severe traffic problems.</p>
5	<p>Anonymous North Ryde 13 December 2010</p>	<p>Height – The proposed heights of 4-11 storeys are out of character with the surrounding area, which consists of 1-2 storey houses. Based on the photomontages, the development appears to resemble a multi-storey 'state correctional facility', which is not appropriate for the area.</p> <p>Traffic – The parking requirements are understated and residents are likely to park on Allengrove Crescent. If entry/exit to the parking area is via Allengrove Crescent this will result in major increases in traffic to local back roads due to residents gaining access to major roads.</p>
6	<p>Les Starrett 15 Allengrove Crescent North Ryde</p>	<p>Traffic– There is only one access from Allengrove Crescent onto Lane Cove Road. An additional 200 cars will increase existing difficulties exiting onto the busy Lane Cove Road. The intersection of Lane Cove Road and Epping Road (approx 100m away) is a known traffic blackspot. Construction trucks would be unable to turn around in the existing turning circle on Allengrove Crescent, or drive down the street if cars are parked on both sides.</p>

7	Chris Mendes 4 Parklands Road North Ryde 7 December 2010	Traffic – Increased population density will increase traffic pressure on local roads and near local shopping centres (eg. Coxs Road), as well as impacting on availability of resident and visitor parking on local streets.
8	Yi-Ching Ku 3 Rufus Avenue Glenwood Owner of 10/114 Epping Road North Ryde 8 December 2010	Amenity - Impact on residential privacy Traffic - The proposed development will result in too much traffic in and out of the area which is close to two main roads.
9	Chris Koziarz 14 Burmah Road Denistone 13 December 2010	Height – The sudden shift from low density single storey houses to very high density 11 storey high-rise without any buffering is unacceptable. Commercial buildings on the opposite side of Epping Road (zoned R4) are lower (4-5 storeys) than the proposed development.
10	Peter & Beverley McEvoy 108a Epping Road North Ryde 15 December 2010	Height – All residences in the area are 1-2 storey, the proposed multi-storey buildings are inconsistent with existing dwellings in the area. Suggests a recent Housing NSW development on the corner of Lorna Ave and Larkard St, consisting of 5 x 2 storey buildings, is a more appropriate response to the local area. Traffic – the overdevelopment of the site will add considerable vehicular traffic to surrounding streets. Amenity – The magnitude of the development will detract from the amenity of the area, especially affecting those living in Allengrove Crescent.
	Ronald 15 December 2010	Plan is ridiculous Impact on residents
11	Helen Johnstone 2/9 Anthony Road West Ryde	Height - It is inappropriate and unfair to build a high density development in an area that is zoned R2 low density residential. Not opposed to development, but opposed to development that is not in keeping with the surrounding area or in keeping with the quality of development that will offer good quality of life for residents in the long term.
12	Aaron Spillane 354 Lane Cove Road 22 December 2010	Support – The development is located on the main road where all large developments should be and is in walking distance of a train station.

13	David Farmer 29/48 Khartoum road North Ryde 22 December 2010	Exhibition period – Request that the deadline for submissions be extended to 31 st January 2011 to allow everyone time to have their say. As Part 3A allows the local Council to be overruled, asks that concerns of nearby residents in regards to traffic, parking, sunlight and privacy be given considerable weight.
14	Tom Geroulas 1093 Victoria Road West Ryde 24 December 2010	<p>Amenity – The proposed development will have adverse impacts on the local community with respect to traffic, parking, privacy, noise and overshadowing.</p> <p>Documentation – Tables of information relating to noise and traffic are illegible, shadow diagrams are incorrect and documents identify dated shops in Avon Road as a local shopping centre adding amenity to the proposed development. The proposal cites the success of social housing units nearby to support its bid – these were subject to strong public opposition.</p> <p>Exhibition period – The submission deadline stretched over the Christmas holiday period and the Planning NSW officer was away on leave during this period.</p>
15	Norman Cincotta 8 Allengrove Crescent North Ryde 29 December 2010	Support – The finished buildings will provide a noise barrier between Epping Road and Allengrove Crescent, as well as a wind break. Requests the applicant investigate and consider incorporating a solar power source within the development that could be utilised by residents of the development and surrounding area.
	Kathy Huang 2 McGregor Street North Ryde 29 December 2010	Traffic – More residential development will increase the existing traffic conditions on Lane Cove Road.
16	Peter Colsell 54 Rippon Avenue Dundas 31 December 2010	<p>Height – The proposed height of 31.85m exceeds the maximum of 9.5m permitted in the R2 zone. This height is excessive and will impact on the amenity and privacy of surrounding dwellings and result in excessive shadowing.</p> <p>Exhibition period – The timing of the application with the exhibition period over Christmas is an attempt to subvert the exhibition process by reducing opportunities for submissions.</p> <p>Traffic – Justification for the traffic flows being reasonable are based on non-standard factors. The traffic report states that there will be unacceptable levels of traffic in peak hour. Traffic from the development will have to turn left from Allengrove Crescent onto Lane Cove Road and then through local streets, increasing traffic flows and risk of pedestrian accidents.</p> <p>Amenity – The development will result in overlooking of nearby medium and low density residences, especially along the site's Lane Cove Road boundary. The development will result in dust from construction and increased traffic, as well as noise pollution, leading to stress and health</p>

		<p>problems.</p> <p>Dilapidation and devaluation of surrounding houses – The proposed development will result in dilapidation and devaluation to surrounding residences. The geotechnical report suggests these residences will be affected by vibrations during excavation, especially if deep footing or piers are required. The project's CIV does not include any provision for compensation for surrounding residences that are affected by construction.</p>
17	<p>Paul Signorelli 7 Napier Crescent North Ryde 31 December 2010</p>	<p>Height - The project is far too large for the site. Such a large development will add to problems in the surrounding area.</p> <p>Traffic– Traffic on Lane Cove Road and Epping Road is already at capacity. Local back streets become 'racing areas' with drivers trying to avoid traffic on the main roads. Traffic and parking problems have increased over the last 5 years of commercial development in the area (eg. Optus). The Chatswood-Epping rail line has not taken cars off the road.</p> <p>Exhibition period – The timing of the exhibition over the Christmas period meant the time allocated to submit objections has not been adequate or sufficiently thorough. It's big business trying to take advantage to the detriment of the majority of people.</p>
18	<p>Margaret Kerr Beatrice Street North Ryde 30 December 2010</p>	<p>Documentation – The application included out of date and misleading facts, and exaggerated local amenities and their capacity to handle such a population increase. E.g. Avon Road shops have never included a restaurant or a convenience store, photos of nearby houses and roads are out of date, small park referred to in the report is just landscaping to camouflage gas structures. Surrounding houses are described as 'cottages', which seems to imply old and dilapidated housing. The report stated that the community was supportive of the proposed development, however most were unaware of the proposal until the end of November. Heights changed from 8 storeys in the preliminary to 11 storeys in the final report. Media release on 15/12/10 in the Northern District Times newspaper quoted original proposal of 6 structures from 3-8 storeys, which was misleading.</p> <p>Exhibition period - Some pages of the documentation were unavailable from the Department of Planning's website during the exhibition period. Ryde Council's exhibition sites were closed from 24/12/10-04/01/11, reducing the exhibition period.</p> <p>Height– The proposed high density housing development will result in a comparatively massive increase in population, beyond the capacity of the area.</p>
19	Anonymous	<p>Traffic – The Epping and Lane Cove Road intersection is extremely congested and dangerous, listed as No. 3 on the list of traffic blackspots in NSW. If parking restrictions are introduced, what allowances will be made for existing residents' on-street parking? Residents of the proposed</p>

		development will need to travel along already congested side streets to get to Epping Road. Allengrove Crescent is narrow and not designed to service the number of cars from the proposed development. Parents use Allengrove Crescent as a drop off/pick up zone and increased traffic will endanger children.
20	Minyi Xia 11 Allengrove Crescent North Ryde 31 December 2010	Height – The building is too high and will cause overshadowing to 11 Allengrove Crescent. Traffic – Allengrove Crescent is a no through road, how will the traffic congestion be managed?
21	Heidi Chan 12 Paul Street North Ryde 31 December 2010	Exhibition period – Request the exhibition period be extended to 31 st January 2011 as it has spanned the Christmas period. Height – The proposed height and number of apartments are excessive and out of character with the surrounding area. Amenity – Shadowing caused by the development will block winter sun, increasing rates of depression and risk of illness. The development will also have amenity and privacy impacts on surrounding residents. Adjoining properties (single storey villas and houses) have backyards of up to 700sqm, in which residents spend a significant amount of time. The proposal has not addressed the issue of visibility into adjoining residents' backyards. The apartment plans show bedroom and bathroom windows facing these backyards. No vantage point from any proposed apartment should have a view into any neighbouring resident's backyard of private land area. Traffic – Although the site is close to public transport it is impossible to force residents to use it, they may drive and increase traffic congestion on Allengrove Crescent and Lane Cove Road. Only one vehicular access point means potentially 394 cars could queue during peak hour to join Lane Cove Road. Impact of construction on street parking in Allengrove Road.
22	Anonymous Holt Street North Ryde 31 December 2010	Height – The proposed height is inappropriate and will negatively affect the appearance and shade of neighbouring properties. Traffic – Traffic generated from the development will add to an already overburdened road system.
23	Carre Hedger 235 Lane Cove Road North Ryde	Height – The area has always been a garden suburb zoned for 2 storey development.
25	Esme Clarke 6 Lorna Ave	Scale – height, size and bulk considered out of character for the area. Overshadowing & privacy – low density residential areas on at least two sides of the proposed

	North Ryde	development. Crime – currently is a quiet area with little crime. There is concern that the proposal will result in increased crime, robberies and personal attacks.
26	Dr Jo Cox 10 Chorley Ave Cheltenham	Exhibition period – held over the Christmas holiday period. Should be extended a further 4 weeks to be fair and equitable. Scale – height and number of dwellings is excessive. Overshadowing/Health – overshadowing will lower temperatures further during winter months, and potentially cause Seasonal Affective Disorder (depression). Parking – impacts during construction and designation of Allengrove Cres as a P2 parking zone. Traffic – increased traffic congestion along Lane Cove Road, near Epping Road, which already experiences congestion. Vehicular Access – Allengrove Cres is an inadequate point of access for the underground car park due to it being too narrow. Documentation – shadow diagrams are misleading, only showing 21 st June from 9am to 3pm. Amenity – loss of quality of life by residents of Allengrove Cres, loss of privacy, aesthetic objections. Zoning – proposal doesn't match existing zoning.
27	Karina Klueckmann 10 Karingal Court Marsfield	Scale – proposal does not integrate with the local environment. Height is excessive. Traffic – Lane Cove Rd, North Ryde is already heavily congested. New residents will increase this further. Vehicle access – only one vehicular access point on Allengrove Cres which is very narrow. Documentation – lack of diagrams showing shadows at summer solstice and the equinox. Privacy – surrounding low density residential areas. Exhibition period – over the holiday Christmas period.
28	Keith Scott 1 David Ave North Ryde	Height – excessive and does not comply with planning controls. Adjoining sites – does not take into account impacts onto these sites and surrounding community. State significant site – does not seek to put state-significant infrastructure into place. Overrides existing community-developed planning regulations.
29	John Kelsey 22 Lorna Ave North Ryde	Zoning - does not comply. Scale – excessive. The proposal goes against the character of the area. Traffic – intersection of Epping and Lane Cove Road already experiences heavy congestion. Have not considered the potential traffic impacts extensively enough. Access – limited to Allengrove Cres. Parking – on street car parking may become further restricted. Visual amenity – overshadowing, design is not pleasing. Lighting – lighting from the complex at night. Will reflect and penetrate neighbouring properties. Real estate value – negatively impact the value of surrounding properties.

		Consultation – community consultation has been inadequate. Timing has also been inconvenient and unfair.
30	Dorothy Kelsey 22 Lorna Ave North Ryde	Traffic – increased traffic and hazards Amenity – loss of privacy, overshadowing Height – non-compliance and impact on the character of the area. Consultation – lack of community consultation. Exhibition period – not adequate timing for proper consideration of the proposal by the community.
31	Julie Worsley 5 Kathleen Street North Ryde	Exhibition period – held over the Christmas holiday period. Should be extended a further 4 weeks to be fair and equitable. Scale – height and number of dwellings is excessive. Overshadowing/Health – overshadowing will lower temperatures further during winter months, and potentially cause Seasonal Affective Disorder (depression). Parking – impacts during construction and designation of Allengrove Cres as a P2 parking zone. Traffic – increased traffic congestion along Lane Cove Road, near Epping Road, which already experiences congestion. Access – Allengrove Cres is an inadequate point of access for the underground car park due to it being too narrow. Documentation – shadow diagrams are misleading, only showing 21 st June from 9am to 3pm. Amenity – loss of quality of life by residents of Allengrove Cres, loss of privacy, aesthetic objections. Zoning – proposal doesn't match existing zoning.
32	Les Starrett 15 Allengrove Cres North Ryde	Consultation – was vague and lacking Documentation – plans were poor quality Traffic – concern for traffic management and access. Real Estate Value – decreasing value of surrounding properties.
33	Bernard and Helen Cain 13 Allengrove Cres North Ryde	Scale – height and density non-compliance and is excessive. Documentation – lack of detail within plans. Traffic & Access – only access is on Allengrove Cres. Very narrow street, will result in increased traffic congestion. Service Lane – concern for traffic noise and movements of heavy vehicles (garbage trucks) in and out of the street. Air conditioning and plant – resulting noise pollution. Construction stage – concern for the foundations of their house as they have not been informed the type of excavation that will take place. Concern for safely accessing and exiting the street.
34	R.W & J.P Marscham 1 Napier Cres North Ryde	Traffic – increased congestion at intersection of Lane Cove Rd and Epping Rd. Scale – excessive.

35	Carol Adams 143 Vimiera Rd Eastwood	<p>Scale – does not integrate with the local environment. Is not consistent with surrounding residential dwellings.</p> <p>Traffic – Lane Cove Rd and Epping Rd intersection already has heavy congestion. New residents will increase this further despite public transport.</p> <p>Access – only one vehicular access point for the underground car park on Allengrove Cres.</p>
36	John Gibson 17 Allengrove Cres North Ryde	<p>Access – is the only access point for vehicles to the site. Contribute to existing traffic problems.</p> <p>Zoning – non-compliance.</p> <p>Overshadowing – dwellings on the western side of Lane Cove Road will be entirely covered in shadow.</p> <p>Height – is out of character with surrounding residential dwellings.</p> <p>Overdevelopment – impact the quiet suburban character of the area.</p>
37	Vicki A Burton 247 Lane Cove Rd North Ryde	<p>Overdevelopment – is inconsistent with surrounding low density residential area and current zoning.</p> <p>Privacy – height of the building will compromise the privacy of neighbouring properties.</p> <p>Overshadowing – excessive.</p> <p>Traffic – vehicles will enter and exit the site through Allengrove Cres onto Lane Cove Rd, which currently experiences heavy congestion. Proposal will increase this.</p> <p>Infrastructure – public transport is limited within the area.</p> <p>Schools – currently at capacity and will not be able to cater for more.</p> <p>Medical Services – limited in the area.</p>