



# Concept Plan for 5 Whiteside Street, including 14 and 16 David Avenue

Community consultation report

March 2011

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# Executive Summary

## INTRODUCTION

EGC Custodian Services has submitted a Concept Plan application to the NSW Department of Planning seeking approval for a residential development at 5 Whiteside Street including 14 and 16 David Avenue, North Ryde. The proposal provides:

- 257 units, within 5 blocks ranging in height from 3 to 11 storeys
- A shared through-site link connecting Whiteside Street to David Avenue
- 366 car parking spaces, including 353 basement spaces and 13 visitor spaces along the through-site link
- A number of new public and private open spaces including a public pocket park, community garden and private courtyards.

Urbis Social Policy has been engaged by EGC Custodian Services to undertake consultation with the local community and key stakeholders in relation to the proposed Concept Plan.

This report documents the consultation activities undertaken, the participation of local residents and stakeholders in the process and the key views and feedback received relating to the proposal.

## CONSULTATION ACTIVITIES

Urbis Social Policy undertook consultation activities over a four week period in February and March 2011.

Activities undertaken include:

- Letters sent to neighbouring residents
- Invitations for briefings sent to Ryde City Council elected members and local state MP
- Distribution of two newsletters to wider catchment
- One-on-one meetings with neighbouring residents
- The establishment of a website, 1800-number and email address
- A Community Information and Feedback Session held 16 March 2011
- The completion of feedback forms.

## CONSULTATION OUTCOMES

Approximately 60 residents took part in the consultation process (accounting for likely overlap). Ryde City Council elected members and the local state MP Victor Dominello declined individual briefings, though Cr Sarkis Yedelian, Victor Dominello and federal MP John Alexander attended the Community Information and Feedback Session.

Key concerns raised by local residents in relation to the proposed Concept Plan were that:

- It is believed the proposed development will exacerbate existing traffic congestion and parking problems in the area.
- The proposed 5, 9 and 11 storey scale of buildings is inappropriate for the low density residential area and will result in significant overshadowing impacts for adjoining properties.
- The Concept Plan should be dealt with by Ryde City Council under local planning controls.

- The development will reduce local residents' sunlight access, privacy and general amenity.
- Local infrastructure and services in the area are already stretched, with no capacity for the additional demand generated by new development.

## OPTIONS FOR ADDRESSING ISSUES RAISED

There are a number of opportunities to respond to local resident concerns as follows:

- Subject to further negotiation with Ryde City Council, EGC Custodian Services could consider partially funding a Local Area Traffic Management Study for the area bounded by Epping Road, Lane Cove Road, Kent Road and Shrimptons Creek, with particular attention to possible measures to address 'rat running' and on-street parking. The study should be conducted by an independent council-appointed traffic consultant as a separate exercise to the proposal.
- While the proponent has already addressed the traffic-related DGRs and RTA requirements, Traffix could amend the traffic study prepared for the application to include studies of additional intersections and more recent data. The necessity for this should be subject to advice from the Department of Planning and the RTA.
- As a solution to the potential increase in rat-running, consideration could be given to restricting the left turn onto Epping Road from Whiteside Street to development residents only. Other restrictions able to be investigated may include restricting access to the David Avenue driveway to be entry by residents and visitors only (no exit by anyone) and physically restricting left turns from the site into Whiteside Street. Traffix could re-run its model on this basis and reissue its report for incorporation in the EA report.
- The Department of Planning could require additional visitor car parking spaces on site.
- The proponent could propose that residents of the project will not be entitled to Council issued resident parking stickers, subject to the agreement of Ryde City Council.
- EGC could consider a reduction in building height.
- Consider resident requests for higher boundary fences and faster growing plants into the proposal, giving consideration to balancing overshadowing concerns.
- Detailed design should consider avoiding the placement of lighting near boundaries and the use of low lux lighting.
- A Construction Management Plan should be prepared prior to construction to minimise disruption to local residents.
- The location of new trees adjacent to boundaries should be refined to ensure that smaller screen trees are used directly on the boundaries to minimise overshadowing. Larger trees should be considered further from boundaries to obscure views to buildings within the site.
- Reported inaccuracies in the infrastructure audit will be checked and amended if necessary prior to formal submission.
- Consideration could be given to conducting a Social Impact Assessment.

# 1 Introduction

Urbis Social Policy was engaged by EGC Custodian Services Pty Ltd to undertake community and stakeholder consultation in relation to a proposed Concept Plan at 5 Whiteside Street, including 14 and 16 David Avenue, North Ryde.

The aim of the consultation was to inform the local community and stakeholders of the proposed Concept Plan and its features, and provide them with opportunities to provide feedback for consideration in the planning and assessment process.

This report details the proposed development, the consultation process and the feedback received from the community and stakeholders who engaged in the process. Recommendations are also made for how the feedback received may be incorporated into the proposed Concept Plan or otherwise addressed to ensure a positive outcome. This report is provided as part of the Environmental Assessment submitted for the proposed Concept Plan (described in Section 2 below).



## 2 The site and proposed development

### 2.1 DESCRIPTION OF THE SITE AND SURROUNDING AREA

#### 2.1.1 *Subject site*

The subject site is located at 5 Whiteside Street and includes 14 and 16 David Avenue. Comprised of three lots, the site has a total area of 1.39 hectares and has frontages to Whiteside Street, David Avenue and Epping Road. An RTA-owned road widening reserve separates the site from Epping Road by approximately 20 metres. A horse-riding school and associated structures currently exist on site.

PICTURE 1 – SITE LOCATION



#### 2.1.2 *Local and regional context*

Development surrounding the site is varied. East, west and south of the site is primarily low density residential development of one to two storeys, whilst north of the site beyond Epping Road is Macquarie Park where commercial, business and technology-based uses are common.

The site is well connected to areas further afield. Located approximately 9km from the CBD, the site is in close proximity to Macquarie Park and Macquarie University train stations as well as bus routes running along major roads such as Epping, Kent and Lane Cove Roads.

### 2.2 THE PROPOSED DEVELOPMENT

EGC Custodian Services submitted a Concept Plan application to the NSW Department of Planning under Part 3A of the Environmental Planning and Assessment Act 1979 in February 2011.

The application seeks Concept Plan approval for residential development at 5 Whiteside Street (including 14 and 16 David Avenue).

The proposal is to provide 257 residential units on site in 5 blocks that range in height from 3 storeys on the boundaries to 11 storeys towards the Epping Road frontage of the site. No commercial or retail uses are proposed as part of the Concept Plan. Other features of the proposal include approximately 366 on-site car parking spaces, a new shared through-site link running from Whiteside Street to David Avenue and a number of new public and private landscaped areas including a new public pocket park, a community garden, a communal courtyard, an atrium and private gardens for some residences.

## 3 Consultation process

The following describes the activities undertaken as part of the community and stakeholder consultation process during February and March 2011. The process outlined below was designed to meet the Director-General's Requirements and the NSW Department of Planning's *Major Project Community Consultation Guidelines – October 2007*.

### 3.1 OUR APPROACH

#### *Understanding context*

Urbis Social Policy recognises that it is crucial to allow the scale, complexity and nature of the project to determine the scale of the community involvement.

Our approach is based on:

- Building understanding, trust and collaboration – through good process and quality information inputs – we go back and answer questions, provide more information, make sure that if there are key issues they are addressed directly
- Ensuring all key stakeholders are identified and the outcomes from meetings are recorded and achievable – we use a consultation log which records all our contacts, questions and inputs
- Adequate time, staff support and resources made available to support the processes – we work with the community and stakeholders until they are satisfied they have all the information they need
- Participants made aware of how their inputs will be used and given feedback on the outcomes – we make sure that we manage expectations and are completely clear about what they can influence and what they cannot
- Thorough and transparent review of the consultation process at critical points throughout the engagement and at its conclusion.

#### *Independence, accountability and transparency*

Urbis stakes its reputation on maintaining our independence in the process – it is vital to the success of community consultations to ensure there are no perceived conflicts of interest. This is critical for the process as our report on the consultation is intended to provide the Department of Planning with a clear and unbiased account of community sentiment.

#### *Consultation not marketing*

Our role is not to advocate for any particular project outcome, but to engage, provide factual information, and record what we hear.

#### *Promoting good outcomes for all*

Given that any proposal will always have a series of risks associated with it, successful management of the planning and assessment process requires a well implemented communication and engagement process where key stakeholders, community groups and individuals are considered. Identification and careful management of the specific conflicts that may arise is an important part of ensuring good outcomes for all.

#### *Managing 'capture by minority interests' and strategic risk*

Our process recognises the importance of involving and working collaboratively with key groups. Our practice is to accept the existence of different agendas, and to ensure that special interest groups are not the only voices heard in the process. We see strategic value in involving members of the local community who may not be affiliated with any established group. A variety of open and more targeted

consultation events are used to engage with members of the local communities and key stakeholder interests.

### 3.2 OBJECTIVES

The objectives of this consultation process were to:

- Provide information about the proposed Concept Plan to the local community and stakeholders
- Invite and facilitate community feedback on the proposal
- Document feedback and communicate key findings to the project consultant team and the Department of Planning so that the planning process may consider community values and interests.

### 3.3 CONSULTATION ACTIVITIES

Consultation was undertaken over a four week period in February and March 2011. The following activities were undertaken during this period and provided multiple opportunities for interested parties to access information and provide feedback about the proposal.

The consultation log at Appendix A details the level of participation and notable outcomes of each activity.

- **Letters to neighbouring residents (sent 18 February 2011)**
  - 168 addressed letters were sent to neighbouring residents most likely to be affected by the proposal.
  - This included residences on Whiteside Street, Parklands Avenue, David Avenue and the northern section of Napier Crescent (Appendix C.1).
  - The letter (contained at Appendix C.2) outlined the proposed Concept Plan and informed residents of opportunities to participate in the consultation process. Residents were also invited to contact Urbis Social Policy to arrange a one-on-one meeting to discuss the proposal and provide feedback directly.
- **Invitations for briefings with Ryde City Council elected members and local state MP (sent 23 February 2011)**
  - Offers for individual briefings about the Concept Plan were sent directly to all councillors at Ryde City Council and the local state MP Victor Dominello. A full list of Councillors and local members contacted is contained at Appendix D.1 and Appendix D.2 contains a copy of the letter sent.
  - None of the councillors accepted this offer. Upon approach to the General Manager, EGC was invited to present to a Councillor Workshop. The council later cancelled this.
  - Victor Dominello was approached twice and did not reply to first contact. In response to a second invitation from EGC by phone, he declined a briefing but requested he be sent the information distributed to residents and details on the planned Community Information and Feedback Session. This information was sent.
- **Distribution of newsletters to wider catchment**
  - Two newsletters were distributed to 700 households within a catchment from Kent Road to Epping Road, and Herring Road to Lane Cove Road. (refer to Appendix E.1)
  - The first newsletter (contained at Appendix E.2) was distributed on 28 February 2011 and informed residents of the proposed Concept Plan, outlined the assessment and consultation processes and provided information about opportunities to comment. The newsletter also contained details about the website, 1800 number and email address set up.

- The second newsletter (contained at Appendix E.3) was distributed in the week of the 11 April 2011 and provides an overview of the feedback received during the consultation process and outlines next steps and future opportunities to comment during the formal public exhibition of the application.
- **One-on-one meetings with neighbouring residents (held on 1 March and 3 March 2011)**
  - In response to invitations in the letter sent 18 February 2011.
  - Eight households accepted the invitation and contacted Urbis Social Policy to set up one-on-one meetings for individual meetings; however a number of these meetings were attended by more than one household. A total of 25 residents (total 14 residences) attended a session.
  - Meetings were held in residents' homes on the 1 and 3 March 2011 and were attended by a representative of Urbis Social Policy and SJB Architects (the project architect).
- **Website, 1800-number and email address (launched 28 February 2011)**
  - A designated website, 1800-number and email address were established for interested parties to find out more about the proposed Concept Plan.
  - These channels were also an opportunity for residents and stakeholders to provide feedback.
  - Feedback received via these means is contained at Appendix A.1.
- **Community Information and Feedback Session (held 16 March 2011)**
  - A three-hour Community Information and Feedback Session was held from 4.30 to 7.30pm on 16 March 2011 at Argyle Hall on Blaxland Road in Ryde.
  - The session was open to all members of the community and provided an opportunity for members of the public to have one-on-one discussions with experts from the consultant team, ask questions about the proposal and provide feedback.
  - The session was facilitated by the Urbis Social Policy team and was attended by consultants from the project team (planning, traffic, architecture and landscape) who were able to answer specific technical questions and take feedback. Comments and concerns were recorded by each consultant during the event.
- **Feedback forms**
  - Feedback forms were provided at the Community Information and Feedback Session to provide residents the opportunity to document their views and concerns in relation to the Concept Plan.
  - A feedback option was also provided on the website.
  - A copy of all feedback forms received are at Appendix A.2.



## 4 Consultation outcomes

The following provides an overview of the findings of the consultation process. It summarises the level of participation in various consultation activities and details the views and concerns raised by the local community in relation to the proposed Concept Plan.

All efforts have been made to fairly and thoroughly present the views of those that participated in the consultation process. The following is not exhaustive, but rather presents the breadth of views and opinions received from the community.

### 4.1 PARTICIPATION IN CONSULTATION ACTIVITIES

Approximately 60 residents participated in the consultation process overall (accounting for likely overlaps). Table 1 below details the participation rates for the various activities undertaken.

Feedback was primarily received from residents of the local area, with limited participation by local councillors or other stakeholders. Feedback relating to the Concept Plan was received via email, phone, the website and feedback forms. The majority of feedback was received via email and feedback forms completed at or after the Community Information and Feedback Session on 16 March 2011. It is also noted that the majority of individuals who provided feedback via the website or telephone were also in attendance at the Community Information and Feedback Session. Parklands Road in particular received considerable representation.

TABLE 1 – PARTICIPATION IN CONSULTATION PROCESSES

PARTICIPATION AND FEEDBACK METHOD	NUMBER OF RESPONSES
One-on-one meetings with immediately adjacent residents	8 meetings, attended by 25 residents (14 households)
Briefing invitations to councillors and local state MP	13 sent, 0 accepted
Emails to Urbis (including those to the designated email address and the general email address)	16
Phone calls (including calls to the 1800 number and the general office number)	11
Feedback forms (including those received from the Community Information and Feedbacks Session, via website and email)	37
Attendance at Community Information and Feedback Session	59

### 4.2 FEEDBACK RELATING TO THE PROPOSAL

Residents responded mostly negatively towards the proposal, speaking more about perceived negative impacts than possible benefits. Key issues emerging from the consultation include:

- traffic generation and congestion
- parking
- the height and scale of the development
- the planning process

Secondary concerns include:

- amenity impacts
- the capacity of local infrastructure and services
- landscaping

The following provides more detail about each of these issues and section 5 makes suggestions for how these comments might be reasonably incorporated into the proposed Concept Plan or otherwise addressed to ensure a positive outcome for all parties.

#### *4.2.1 Traffic and on-street parking*

Traffic and parking were key issues for virtually all local residents who participated in consultation.

##### *Traffic congestion*

The local road network was reported to already suffer significant congestion during morning and evening peak periods and the problem was said to have worsened steadily over the last 6 or 7 years, in particular with the growth of Macquarie Park. Concern was expressed by residents that the new development will exacerbate the existing problem, with many arguing that there is limited capacity in streets to accommodate existing traffic volumes, without development contributing further.

##### *Rat running*

Residents reported that vehicles currently 'rat run' through local streets to avoid delays on Lane Cove Road and Epping Road. Queues of up to 15 minutes on David Avenue and Parklands Road were said to exist and some residents on these streets said they had difficulty getting out of their driveways. It was perceived that rat running through local streets would increase as a consequence of opening the new left in and left out access from Whiteside Street to Epping Road and Parklands Road, David Avenue, Kent Road, Milroy Street, Ada Street and Trevitt Road were considered likely to be affected.

##### *On-street parking*

In addition to rat running, the narrowness of local roads was also considered a contributing factor to existing traffic congestion. Existing on-street parking on both sides of the street was cited as worsening the problem to the extent that some streets are rendered one lane during peak times. Employees from Macquarie Park take advantage of on-street parking in the area, despite two hour restrictions. Residents believe that council does not adequately enforce permits and restrictions and argue that the parking provision rates set by council do not accurately reflect demand. Local residents were concerned that the parking needs of new residents on-site would exceed on-site provision, creating demand for on-street parking and worsening the existing problem. It was suggested by several residents that council resident parking permits should not be extended to residents of the new development on the site.

##### *Safety hazards*

Several residents had concerns about safety hazards resulting from additional traffic using local roads. The new left turn from Whiteside Street onto Epping Road was perceived to be particularly unsafe, with many considering the existing turn into Whiteside Street to be already dangerous. The location of the David Avenue access point on what was reported by some residents to be a blind corner was also considered dangerous.

It was agreed that there is a need for traffic calming measures to deter or slow traffic on streets such as Whiteside Street, Baringa Street and Pine Street. Some residents suggested speed humps, though others considered speed humps too noisy.

Residents expressed a level of dissatisfaction with the traffic report prepared to accompany the Concept Plan application. It was felt that the traffic modelling was based on outdated data that did not reflect the current situation or the effect of Macquarie Park. It was also argued that inadequate consideration had been given to the effect of on-street parking and rat running on traffic flows. Some residents felt the traffic study should consider longer term traffic generation and incorporate additional surveys at more

intersections including the Parklands Road and David Avenue, Paul Street and McGregor Street, Parklands Road and Pine Street, Milroy Street and Trevitt Road and Baringa Street and Trevitt Road.

#### *4.2.2 Bulk and scale*

The scale of buildings proposed within the Concept Plan was generally considered inappropriate by all residents and there was objection to development of this nature south of Epping Road.

Residents considered buildings of 5, 9 and 11 storeys to be too high for the one to two storey character of the area. 9 and 11 storey buildings in particular were considered unacceptable. Some residents felt that the proposed development will significantly change the character of the area and set a precedent for future development of this nature.

Overshadowing as a consequence of the proposed development was a key concern for residents and is discussed further at Section 4.2.3 below.

Residents indicated that they did not object to development outright, but rather development of this scale on a 'small' site. The majority of residents argued that medium density townhouses or villas of a maximum 2 storeys (in compliance with council controls) would be desirable, though some residents said that 3 and even 5 storeys would be acceptable. Two residents mentioned the Peter Board school site at 144 Wicks Road, North Ryde as being more suitable.

#### *4.2.3 Amenity impacts*

A number of residents were concerned about the impact of new development on the amenity of properties in the surrounding area.

Sunlight access and overshadowing was a primary concern for the majority of residents involved in consultation and residents adjoining the site along Parklands Road felt most strongly about the issue. Some residents expressed dissatisfaction with the reduction in sunlight access to 3 hours and concerns were raised around the impact of overshadowing on solar panels and hot water systems. A number of residents also anticipated an increase in mould and mildew in houses as a result of less sunlight access.

Other concerns for amenity include loss of privacy, loss of northerly breezes and loss of views and the existing sense of spaciousness. Privacy for adjoining properties was a key concern and some residents felt that better measures should be incorporated along boundaries, including higher fences and quicker growing plantings.

Concerns were raised around potential for noise and light emissions from new development on the site. Residents thought there would be some level of light spill to adjacent properties and that noise disruption would also occur from the communal courtyard and community garden in particular.

A few residents were interested to know how waste would be managed as part of a development of this size. Those that mentioned the issue were concerned that there would be "500 bins" needing to be stored on site and that rubbish collection services and roads are unable to handle the additional demand.

Two residents raised concerns about disruption, noise and pollution during the construction period.

#### *4.2.4 The planning and consultation process*

Residents were generally very interested in the Part 3A assessment process and were keen to understand how the application and consultation processes work, and where this application fitted in the process.

There was some scepticism about the project being of state significance and many residents disagreed with assessing the proposal under Part 3A. There were calls from several residents for the application to be assessed by Ryde City Council against local planning controls. The level of detail characteristic of a Concept Plan application was considered too vague by some residents and a common misconception was that the proposal included commercial and retail components as a result of the 'project type' classification on the Department of Planning website.

Residents were passionate about the need for community consultation and wanted further opportunities to participate prior to assessment. Some, including the Whiteside Action Group, considered the consultation to be too short and too late in the application process.

#### 4.2.5 *Landscaping*

Resident concerns about landscaping on site were primarily related to boundary plantings and the retention or removal of trees.

Boundary plantings were generally considered positive by residents, however concerns were raised about the time it will take trees to grow to the height shown on drawings and the species of trees planted. Residents agreed that boundary trees should be large to protect privacy and minimise visual impact, but not be deciduous due to mess created by falling leaves. Concerns were also raised about the potential overshadowing caused by boundary plantings and trees on site, and the conflicting objectives of privacy versus overshadowing.

One resident requested deciduous trees in the pocket park.

Another resident was concerned about the removal of trees on site, whilst another requested more be removed.

The provision of new open space, in particular the publicly accessible park in the site's north east, was considered generally positive. No objections were raised about new open spaces beyond the few concerns raised about noise associated with use of the courtyard and community garden.

Two residents close to the site requested that children's play spaces be incorporated into the design.

#### 4.2.6 *Capacity of local services*

Residents raised concerns about the ability of existing services in the local area to cope with the additional demand likely to be produced by residential development on the subject site. The capacity of local primary and secondary schools, childcare centres, medical services, pools and sporting fields were of concern to some residents and one resident requested a pool be included in the proposal. The loss of the horse-riding facility was an issue for one resident.

A few residents were concerned about the impact of the proposed development and subsequent population increase on basic services such as sewerage, water and electricity. Electricity was of particular concern to residents, with some noting that the area already experiences power outages.

Some residents disagreed with the argument that the site is suitable for residential development based on its close proximity to public transport networks. A number of residents thought that Macquarie Park and Macquarie University train stations are beyond walking distance, and a smaller number argued that public transport in the area will not cope with additional patronage. One resident noted that whilst the area is well connected locally with regular trains, there is poor connectivity west and beyond Chatswood.

#### 4.2.7 *Other*

A variety of other concerns were raised including:

- loss of value to properties as a result of the development
- the proliferation of illegal boarding houses
- problems associated with university students sleeping more than one student in an apartment
- anticipated high rental tenant turnover in the new development
- flooding that periodically occurs on site
- lack of footpaths in the area



## 5 Actions to be considered in response to issues

As discussed in Section 4 above, there were a number of recurring issues raised by local residents during the consultation. The following table outlines the dominant issues (not all) that emerged during the consultation and identifies possible responses to address these concerns.

Key issue raised by residents	Actions that could be considered to address issue
<b>Traffic and parking:</b> <ul style="list-style-type: none"> <li>The proposed development will exacerbate existing traffic problems in area.</li> <li>The development will result in increased demand for on-street parking, which is already an issue, in part due to Macquarie Park employees.</li> <li>The Traffic Plan is inaccurate for a number of reasons: <ul style="list-style-type: none"> <li>Studies need to be undertaken for a number of additional intersections not currently studied.</li> <li>Traffic modelling was based on 2009 data which was not thought to be reflective of the current situation.</li> <li>The traffic modelling did not take into account the impact of on-street parking (rendering some streets one-way) or rat running.</li> <li>Rat running through local streets will increase as a result of the next left-hand turn onto Epping Road.</li> <li>Increased traffic in the area is dangerous, and the new left-hand turn onto Epping Road is particularly hazardous.</li> <li>Council parking permits exempting vehicles from 2 hour on-street parking should not be extended to residents of the new development.</li> </ul> </li> </ul>	<ol style="list-style-type: none"> <li>Subject to further negotiation with Ryde City Council, EGC Custodian Services could consider partially funding a Local Area Traffic Management Study. The study should be conducted by an independent council-appointed traffic consultant as a separate exercise to the proposal.</li> <li>While the proponent has already addressed the traffic-related DGRs and RTA requirements, Traffix could consider amending the traffic study prepared for the application to include the additional intersections and more recent data. The necessity for this should be subject to advice from the Department of Planning and the RTA.</li> <li>As a solution to the potential increase in rat-running, consideration could be given to restricting the left turn onto Epping Road from Whiteside Street to development residents only. Other restrictions may include restricting access to the David Avenue driveway to be entry by residents and visitors only (no exit by anyone) and physically restricting left turns from the site into Whiteside Street. Traffix could re-run its model on this basis and reissue its report for incorporation in the EA report.</li> <li>The Department of Planning could require additional visitor car parking spaces on site.</li> <li>The proponent could propose that residents of the project will not be entitled to Council issued resident parking stickers, subject to the agreement of Ryde City Council.</li> </ol>
<b>Bulk and scale</b> <ul style="list-style-type: none"> <li>The proposed scale of buildings is inappropriate for the low density residential area.</li> <li>Development of this scale should remain north of Epping Road.</li> <li>2 storey buildings is preferable to most. Some residents said 3 and 5 storeys would be acceptable.</li> </ul>	<ol style="list-style-type: none"> <li>EGC could consider a reduction in building height.</li> </ol>
<b>Amenity impacts</b> <ul style="list-style-type: none"> <li>The development will have significant impacts on</li> </ul>	<ol style="list-style-type: none"> <li>Consider resident requests for higher boundary fences and faster growing plants in the proposal,</li> </ol>

Key issue raised by residents	Actions that could be considered to address issue
<p>sunlight access for some properties.</p> <ul style="list-style-type: none"> <li>▪ Overshadowing will reduce the usability of some spaces in houses.</li> <li>▪ Overshadowing will affect the function of solar panels and hot water systems and will increase mould and mildew in houses.</li> <li>▪ There will be a loss of privacy for residents and better measures should be incorporated on boundaries to ensure privacy is maintained. Some residents suggested higher fences and fast growing plants.</li> <li>▪ Noise and light emissions from the development will be disruptive.</li> <li>▪ Disruption will occur during construction.</li> </ul>	<p>giving consideration to balancing overshadowing concerns.</p> <ol style="list-style-type: none"> <li>2. Detailed design should consider avoiding the placement of lighting near boundaries and the use of low lux lighting.</li> <li>3. A Construction Management Plan should be prepared at a later application stage to minimise disruption to local residents.</li> </ol>
<p><b>Landscaping</b></p> <ul style="list-style-type: none"> <li>▪ It will take a long time for boundary plantings to grow to the height shown on the drawings.</li> </ul>	<ol style="list-style-type: none"> <li>1. The location of trees adjacent to boundaries should be refined to ensure that smaller screen trees are used directly on the boundaries to minimise overshadowing. Larger trees be considered further from boundaries to obscure views to buildings within the site.</li> </ol>
<p><b>Capacity of local services</b></p> <ul style="list-style-type: none"> <li>▪ The audit contained in the draft EA documentation is inaccurate.</li> <li>▪ Population increase resulting from the development will put pressure on local facilities (e.g. schools, childcare centres, medical services, pools and sporting fields) and basic services (e.g. water, sewerage, electricity).</li> <li>▪ Macquarie Park and Macquarie University train stations are not as close as argued in the application.</li> <li>▪ Public transport can't cope with additional use.</li> </ul>	<ol style="list-style-type: none"> <li>1. Reported inaccuracies in the infrastructure audit will be checked and amended if necessary prior to formal submission.</li> <li>2. Consideration could be given to conducting a Social Impact Assessment.</li> </ol>
<p><b>The planning and consultation process</b></p> <ul style="list-style-type: none"> <li>▪ The application should be assessed by Ryde City Council against local planning controls.</li> <li>▪ The development is not of state significance and has been deliberately costed at over \$100 million to by-pass local controls.</li> <li>▪ The consultation process is happening too late, is too short and there is a conflict of interest between Urbis Planning and Urbis Social Policy.</li> <li>▪ The information presented during consultation is too</li> </ul>	<ol style="list-style-type: none"> <li>1. The proposal is eligible for assessment under Part 3A and the criteria for major project determination has been determined by the Department of Planning.</li> <li>2. This consultation has taken place at a credibly recognised time and with an approach in accordance with the Director General's Requirements and the Major Project's Guidelines for Community Consultation.</li> </ol>

Key issue raised by residents	Actions that could be considered to address issue
vague and is bias towards the interests of the proponent.	
<b>Waste management</b> <ul style="list-style-type: none"> <li>There are 500 bins going to be needed for the development and no detail has been provided about where they will be stored, how they will be accessed by residents, how they will be collected.</li> <li>The local roads don't have the capacity to handle additional garbage trucks.</li> </ul>	<ol style="list-style-type: none"> <li>According to Ryde City Council's website, 213 bins are required for both waste and recycling for the whole development. (Council requirements are 1 waste bin per 2 apartments, and 1 recycling bin per 3 apartments). This does not take into account the fact that bins can be combined and compacted which would significantly reduce the amount of bins required.</li> <li>A Waste Management Plan should be submitted at a later application stage as required.</li> </ol>

## 6 Conclusion and next steps

This report has detailed the consultation process undertaken with residents and stakeholders in relation to the proposed Concept Plan at 5 Whiteside Street, including 14 and 16 David Avenue, North Ryde.

Following review of the application by the Department of Planning, the Concept Plan and Environmental Assessment will be placed on public exhibition for a minimum period of 30 days.

Any further community feedback or responses through the established consultation mechanisms (website, project email and 1800 number) received during the public exhibition period will be forwarded to the Department of Planning and reviewed by the proponent during prior to the proponent preparing a Preferred Project Report and revised Statement of Commitments (which includes responses to the submissions received).





## Appendix A

## Community feedback

## A.1 Community feedback via email, website and 1800 number

DATE	METHOD OF CONTACT	COMMENTS / CONCERNS / QUESTIONS
28 February 2011	Email	<p><i>To whom it may concern,</i></p> <p><i>I have received a letter explaining the proposed development at Whiteside St North Ryde.</i></p> <p><i>I want to express my disgust at this proposal. This dramatically changes the character and atmosphere of the area.</i></p> <p><i>I feel extremely sorry for the people that have built recently their dream homes in the surrounding area. If this development goes ahead they will need to move to realise the lifestyle that they were after.</i></p> <p><i>I also express disgust at the lack of equality. We were rejected by council for wanting to build within 5m of our back fence, so that we could have our backyard (and back windows) to the north side (side of our block) even though we were meeting all of the building ratios required. Our reasons were environmental. Please explain the equality in allowing an 11 storey mega development to go ahead. How do you meet the requirements of the building ratios? The answer is you don't and you don't even come close!!!!</i></p> <p><i>I fear that this proposal will lead to a domino effect. Its unfair on current residents.</i></p> <p><i>Have you driven along Lane Cove Road lately... I ask you to travel on it at 5:00pm and see for yourself how our area has too much traffic. You should fix the roads first, before you approve mega developments.</i></p> <p><i>I believe that any mega developments should be kept to the north of Epping Road. They fit the character of Macquarie Park much better than they meet the character of our quiet area. Developments like those proposed at Morling College, Macquarie University are totally acceptable and fit the area that they are to be built in.</i></p> <p><i>Thankyou</i></p> <p>■■■■ ■■■■</p>

DATE	METHOD OF CONTACT	COMMENTS / CONCERNS / QUESTIONS
		<p><i>PS The liberal party have just won my vote for fighting against these ridiculous and unfair proposals.</i></p> <p><i>PS. YOur website is not working, there is no information on it.</i></p> <p><i>THIS DoeS NOT MEET YOUR OBLIGATIONS to ProVIDe iNFORMATION</i></p>
01 March 2011	Email	<p><i>Good morning,</i></p> <p><i>I have just received in the mail proposal from you to develop the Whiteside and David street area with 257 residential dwellings and commercial properties.</i></p> <p><i>I find this a little bit overkill for the area as most are single level pre and post war cottages with some late time frame dual storey and some limited low density town houses</i></p> <p><i>The area is not suitable for the type of development you are proposing the streets are crowded enough with parking by the Optus employees it has been sign posted but the still chance parking in parklands road etc</i></p> <p><i>With the amount of dwellings suggested I think it is problem that will only make the area more congested that it already is, lane cove road Monday to Friday is a nightmare at morning and afternoon peak periods</i></p> <p><i>Just remember the rail link only goes to Epping and to Chatswood , the bus services are stretched to braking point , the infrastructure supplied by council is already over extended, also the electricity grid is at its limits just look at rolling blackouts these are usually caused by increases in population and not enough money spent on infrastructure AS YOU KNOW THIS A CURRENT STATE LABOR GOVERNMENT PROBLEM</i></p> <p><i>I can understand the need for a smaller footprint for the most use of land area available but a set of towers up to 11 stories is not suitable on the western side of Epping road I can understand town houses but not</i></p> <p><i>High rise. The shade from two storey homes is bad enough but an 11 storey building would be higher than the office buildings opposite the lane cove road overpass and would impact onto Parklands road and Trevitt road with the sunrise all year round not</i></p>

DATE	METHOD OF CONTACT	COMMENTS / CONCERNS / QUESTIONS
		<p><i>just in winter.</i></p> <p><i>The news letter sent out disguises the fact that there will be commercial properties until you go to the urbis website for Whiteside Street and you are shown an artist vision of this building and it is not a pretty sight</i></p> <p><i>Poorly designed and a little to avant gard for the rest of the area. The public schools in the immediate area are already over crowded and cannot cope with the numbers here and there is no more money for teachers and new building for classrooms and amenities. The nearest hospital is royal north shore 2 to 3 hours waiting at emergency, Ryde hospital emergency will turn away anybody except in an ambulance and you could wait 2 plus hours.</i></p> <p><i>I am strongly against this proposal and will oppose to the local council and the state government when it changes in march and also will appeal to the department of planning</i></p> <p><i>Regards</i></p> <p></p> <p> Trevitt Road North Ryde 2113</p>
03 March 2011	Call to 1800 number	<p>Resident of Pindari Street called to ask questions about planning process and whether it had been referred to Council.</p> <p>No other questions or feedback.</p>
03 March 2011	Email	<p><i>As a resident of David Avenue I would like to say that this plan is a complete infringement of our rights to peaceful enjoyment of our houses.</i></p> <p><i>Lane Cove Road and Epping Roads are the amongst the worst roads in Sydney. You can't exit David Avenue during peak times without lengthy delays.</i></p> <p><i>I find completely offensive the whole "pushing the boundaries" attitude your company espouses.</i></p> <p><i>Say you live on a suburban street with one or two duplexes and someone wants to build an eleven storey building on it. Say you have purchased this house with your hard earned money. Effectively you are attempting to take 200 000 dollars off me in terms of</i></p>

DATE	METHOD OF CONTACT	COMMENTS / CONCERNS / QUESTIONS
		<p><i>devaluing my house –and the residents of Ryde and broader Sydney will now live in fear that this could happen to them. We are just a suburban street after all.</i></p> <p><i>I don't think you will manage to pull it off,</i></p> <p><i>Particularly as I am very far from the only person absolutely outraged by your proposal.</i></p> <p><i>David Ave Resident.</i></p>
07 March 2011	Email	<p><i>The development at david and whiteside st at north ryde is totally wrong for the area...</i></p> <p><i>The development concept does state the commercial and retail in the very first line on the header page refer mp10-0165 and you have said in your email sent 2 march 2011 at 6.09 pm that there will be no retail or commercial uses. SO WHO IS LIEING ABOUT THIS DEVELOPMENT???</i></p> <p><i>I have been in contact with some people in parklands ave and they have sent me details re the development. The proposed towers are about 9 metres from their property and the shadows will not allow sunlight in summer until 12 noon this is APPALLING THAT THIS WILL HAPPEN .</i></p> <p><i>This will also affect all the population with in the area greatly there will be no sunlight to dry clothes and force people to use electric clothes dryers thus impacting upon our use of electricity, which is already expensive now so who is going to pay the price ? yet again the little people not the big end of town</i></p> <p><i>The ongoing cost to the environment and the community is immense with the increase in green house emissions. This is going to impact on the carbon tax the federal government is going to apply to the taxpayer are you going to reimburse the people that are affected by the development?</i></p> <p><i>Have the people doing the traffic report seen the congestion that is lane cove road ? even on the weekends it is quite heavy let alone the week day peak periods</i></p> <p><i>In the last two years the congestion has added at least 20 minutes upon my travel times, what is going to happen when the is</i></p>


DATE	METHOD OF CONTACT	COMMENTS / CONCERNS / QUESTIONS
		<p>development is added to Allenby cres development that I believe will stretch the local council ability to service properly without cutting other services that are important to the local community such as library and early childhood centres and the services provided to the elderly?</p> <p>The impact upon the public transport system will be immense remember the rail link you so fondly mentioned is only a spur line between Parramatta and chatswood and you have to change trains at chatswood to get to the city. The area is still mainly dependent upon bus transport and the motor car and you are obviously aware by the number of car spaces you have stated in the proposal I think it is 366 on sites are to be available, if this is being built because of its</p> <p>Closeness to public transport ? WELL YOU GOT THAT ONE WRONG WITH YOUR PLANNING RESEARCH.</p> <p>I still think that council is correct with only approving 2b type development not 3a minister and dept of planning approval as this does not take into consideration the local community's concern with both economic, social and environmental issues, which are becoming a greater issue than developers think, you have the money and resources to make any report suit your own agenda</p> <p>I do believe that micheal easson is involved with egc custodian services for which you are doing the proposal, is this a kick back that should be investigated by</p> <p>lcac as a possible conflict of interest?</p> <p>Regards</p> <p>■■■■</p> <p>■■■■ trevitt road north ryde</p>
08 March 2011	Email (from David Avenue resident who emailed on 03 March 2011, in response to invitation to	<p>Actually a later date would suit me. Let's say the 15<sup>th</sup> of April at 1pm, if this doesn't suit I can meet any Friday at this time after this date. I'm sure your significant experience in providing expertise and consultation would tell you ,you have to be flexible with residents and give them a reasonable time frame. I would request this as the time I will be available to provide further feedback. I will be very unhappy if somehow due process was overlooked and I didn't get this opportunity to provide the further feedback as a member of the community and to speak with your experts prior to any further action being taken on this development by Urbis, the</p>

DATE	METHOD OF CONTACT	COMMENTS / CONCERNS / QUESTIONS
	Community Information Session)	<p>minister or eg property group.</p> <p>If this doesn't suit you perhaps you could let me know in writing why not?</p> <p>Regards,</p> <p>David Avenue Resident.</p>
08 March 2011	Email	<p>The Directors of Urbis</p> <p>My family &amp; I were horrified to find out, amongst other things that we will have a 5 storey block of units across the road from us.</p> <p>This development will severely impact those of us on Parklands Rd &amp; the surrounding streets, as well as the traffic and eyesore that will affect everyone.</p> <p>Some of our concerns will result in <b>traffic chaos</b>, we have a very young family &amp; they will not be able to play outside the front of the house.</p> <p>Ø Major congestion is already experienced around Macquarie Park on Epping and Lane Cove Rds in peak hours and these peak periods are extending all the time. In addition to residents commuting by car and public transport to their workplaces, we have thousands of Macquarie Park employees commuting in. We already experience problems with 'rat-runners' in the residential streets trying to avoid the traffic build-up on the major roads, particularly since the completion of the Optus campus some years ago. Traffic and parking problems have still not been resolved despite the efforts of the RTA and Ryde Council. The proposal takes no consideration of this into account and, in contrast, seeks to add the traffic of another 257 households to the already overburdened local roads.</p> <p>Ø The proposal to make Whiteside St into a 2-way road rather than the current one-way access from Epping Rd to provide amenity to local residents, will serve to provide an alternate route through the local streets to Epping Rd for Macquarie Park employees, exacerbating the local traffic problems. Some residents of David Ave, Parklands, Paul and McGregor Sts already report difficulty in getting out of their driveways in the mornings.</p> <p>Ø With 600 to 800 residents proposed to be housed in a development with 350 parking spaces, it is clear that residents will desire to park vehicles in residential streets. The current parking restrictions, which have been introduced to discourage parking by office</p>



DATE	METHOD OF CONTACT	COMMENTS / CONCERNS / QUESTIONS
		<p>workers in Macquarie Park, will be challenged. There is no guarantee that the parking provided will be used for residents' cars. It is common for people to use their allocated secure parking for storage and park their cars in residential streets where no restrictions exist.</p> <p>PLUS, PLUS, PLUS, MANY MORE ISSUES WHICH YOU MAY HAVE ALREADY HERAD FROM OTHERS !!!</p> <p>■■■■</p> <p>Parklands Rd North Ryde</p> <p>Resident</p>
08 March 2011	Email	<p>Hello</p> <p>Whilst we are all for more housing in North Ryde, we are totally opposed at any High Rise residential buildings for the following reasons.</p> <p>1. There are high rise commercial office blocks across the Epping Highway from your proposed site, however, these blocks are in a commercial zoned area.</p> <p>You are proposing to put 4-5 streets worth of single dwellings into multi high rise housing (up to 11 stories high) in one tiny area in a residential low density zone. This will put tremendous strain on the environment, neighbouring homes and already overloaded roads.</p> <p>Single dwellings, dual occupancy buildings and villas are all that we have ever been able to build in North Ryde and even now dual occupancy buildings are not allowed to be on separate titles.</p> <p>So, why should you be able to get away with such a monster of buildings. We are small developers and have always had to build within council requirements and policies have limited us, but our morality and core values would never ever consider building monstrosities like yours in a most inappropriate area.</p>

DATE	METHOD OF CONTACT	COMMENTS / CONCERNS / QUESTIONS
		<p><i>We strongly object to this development for the following reasons:</i></p> <p><i>2. This development will create far more traffic.</i></p> <p><i>It will put a strain on the ever increasing traffic volume problems and poor quality roads we now have from the North Ryde business district across the Epping road and around the train stations, plus the big trucks that exit Epping road via Whiteside Street.</i></p> <p><i>3. The traffic is extremely disturbing. Whiteside is a one way street from Epping Road and the traffic now zooms up Parklands Road and Beswick Avenue exiting from Whiteside Rd via Epping or David Ave at all hours of the day. It is particularly disturbing at night and early morning. Your development will create a monster of traffic build-up, environmental fumes, and destroy the peacefulness of the area. Your development will not decrease this problem, it will increase it, even with a new exit road.</i></p> <p><i>There seems to be some unsubstantiated assumptions that your development will reduce congestion and CO2 emissions. This assumes there will be no additional vehicle traffic from your development. In your development you say you are going to have 366 car spaces.....</i></p> <p><i>Is everyone going to drive 'a green car'?</i></p> <p><i>Is your development 'a green development'?</i></p> <p><i>What are you doing about clothes dryers and air conditioning units? I suspect these units will have no outdoor clothes lines or breeze thru design.</i></p> <p><i>Are these 'green' because they certainly will create more CO2 emissions.</i></p> <p><i>4. The amount of shopping trolleys left in parks and outside villa housing we now see in the North Ryde area is atrocious. We have lived here since 1987 and we see daily on our walks trolleys thrown or left on kerbside properties. With the volume of people you expect to house in your high rise developments, this habit will only increase. This is a lazy habit. An attitude of 'don't care about the community or environment or owners of the shopping trolleys', 'just care about myself attitude'. How can you stop this.....?</i></p> <p><i>5. Sunlight into neighbours back yards will be totally blocked during different times of the day. Some homes will have no morning</i></p>

DATE	METHOD OF CONTACT	COMMENTS / CONCERNS / QUESTIONS
		<p><i>sun.</i></p> <p><i>6. Neighbours Privacy will be total taken away. We know this only too well with only a towering two story house behind us looking down into our back garden and right into our french doors up into our bedroom. There is no privacy whatsoever with their windows facing our backyard and into our open plan living glass back panels. This development shows no consideration to how a multi-level residential development that must have windows, will effect the privacy and sunlight of neighbouring homes.</i></p> <p><i>7. Turn the entire area into a public park for everyone to enjoy, including people from the business district across the road from your proposed development. Of course, this means following council regulations, and you may have to sell the lot the council. Hmmm, not a bad idea since you have been building in North Ryde area now for years now. Why not give something back and watch you own wealth and personal development grow.</i></p> <p><i>8. Whilst you are building this project, how many months/years will there be, building trucks and materials in and out of this complex contributing to enormous strain on roads and traffic holdups, not to mention huge CO2 emissions?</i></p> <p><i>Another option would be to work with council on developing the Old Peter Board High School land. Why not make Council your friend.....</i></p> <p></p> <p><i>Beswick Avenue, North Ryde</i></p>
08 March 2011	Feedback via website	<i>We have strong objections to the Whiteside street/David Ave development.</i>
09 March 2011	Email (from David Avenue resident who emailed on 03 and 08 March 2011, in response to email from Urbis staff member explaining the	<p><i>I am assuming that is a no then... It seems I will miss a vital part of the process which has impacts on my rights as a citizen to provide further feedback on your concept plan. I'm sorry you will not allow me to participate fully in the process by not being flexible with your timeframes.</i></p> <p><i>David Avenue Resident.</i></p>

DATE	METHOD OF CONTACT	COMMENTS / CONCERNS / QUESTIONS
	date for the Community Information Session is set and outlining additional other opportunities to comment)	
14 March 2011	Feedback via website	<i>STRONGLY AGAINST IT.</i>
17 March 2011	Email	<p><i>Good morning</i></p> <p><i>Also on the development shown last night there was a few white lies stated, the following was</i></p> <p><i>The shadows affecting the homes really near state there will be only 3 hours sun in winter this now is at 5 hours now it will affect the live style of neighbours</i></p> <p><i>Forcing them to use excess electricity also the north east facing windows will make it expensive to live in the buildings what with extra cooling need in summer</i></p> <p><i>Also extra drain on the electricity systems, did you know optus building across epping road had to install I think it was 4 kiosk type power boxes to enable them to operate. The road entrance at whiteside street is a one way from epping road this is difficult to access as it is now in the pm time slot as you have</i></p> <p><i>Two lanes coming from lance cove road left turning area merging on to epping road , three lanes heading to herring road how can urbis get the rta to change the road configuration to enable a left turn lane on to epping road? Have you seen epping rd in peak periods ? if the proposal goes ahead the construction period would I think be at least two years for you info the local streets are not suitable for heavy transport using these regularly I think there only rated for three tonnes</i></p> <p><i>The roads were originally laid out in the late 1940 early 1950 period, trevitt road was recently resurfaced from Milroy to bewsick and the contractor only scrapped old surface off which was mixed rock and tar mixture the new is now a smooth finish probably</i></p>

DATE	METHOD OF CONTACT	COMMENTS / CONCERNS / QUESTIONS
		<p><i>lighter in strength than before. The sub surface was not replaced at all as a cost saving exercise more than likely? My concern with is the damage the construction vehicles will do to these roads also these roads are quite narrow and residents do park there during the day as they are allowed to do and possible accidents caused by passing trucks and equipment removing soil would need to take a heavy loaded truck more than likely on to lane cove road at trevitt road this is a busy intersection and on an incline so a truck coming out face an incline onto lane cove rd this will cause adverse wear and tear on the road surface from the use of truck and trailer tyre movement on the road surface if you want to see an example of this in ryde area have a look at lane cove road and quarry road going north the road there is all uneven from semi trailer and the heavy vehicles using that bit of road. The proposal also is against the ryde environmental plan of 30.06.2010 signed by tony Kelly</i></p> <p><i>Minister for planning in so many ways just look at the list I have already emailed to you I really think this just an attempt to see if this would sneak through the system and no one would know until it was to late to have it stopped, I am assuming you have an alternative proposal as this is not according to the planning laws that the current government has signed of</i></p> <p><i>Regards [REDACTED]</i></p> <p><i>71 trevitt rd north ryde</i></p>
19 March 2011	Email	<p><i>Urbis Team,</i></p> <p><i>Ryde Council has developed a master plan for the Macquarie Park –North Ryde corridor(LEP137). This plan envisages commercial 4 storey buildings on the Northern side of Epping Road and up to 2 storey residential buildings on the southern side of Epping Road. This concept should be adhered to by building town houses and villas at the 5 Whiteside St site.</i></p> <p><i>However the developers have arrogantly ignored this plan and sought to impose their idea of urban renewal by seeking to “spot rezone” an area poorly served by public transport e.g. buses to the city or Epping are hourly between 10.30 and 2.30 Monday-Friday and through the whole day at weekends. Furthermore the site is 1.2 km from the Macquarie Park railway station and 0.9 km from the nearest convenience store. Thus the site does not meet any of the criteria for intense residential development. Such sites (already zoned for multi-storey development) are available adjacent to the North Ryde, Macquarie Park and Macquarie University Stations and mixed residential/commercial development should be developed there in conformity to LEP 137.</i></p> <p><i>Furthermore the proposed development does not allow for the fact that the area surrounding Whiteside Street was originally</i></p>

DATE	METHOD OF CONTACT	COMMENTS / CONCERNS / QUESTIONS
		<p><i>developed to favour pedestrians with direct walkways and indirect circuitous roads which do not directly access the major roads(Epping and Lane Cove Roads). Hence the addition of at least 366 extra vehicles to these local traffic streets during peak periods when there are also “rat runners” using the streets and Optus workers parking on both sides of the narrow streets will greatly endanger pedestrians (including school children) and congest streets designed for local traffic.</i></p> <p><i>Thus I am firmly opposed to the poorly conceived proposed development.</i></p> <p><b>[REDACTED]</b></p> <p><b>[REDACTED]</b></p> <p><b>[REDACTED]</b> David Ave, North Ryde</p>
21 March 2011	Email	<p><i>Good morning</i></p> <p><i>The development display did not show the size or style of water retention to be used. The area 100 metres down the road is a flood prone area with according to council a 20 year flood pattern</i></p> <p><i>The retention system is it capable of handling the amount of rain water and ground water run off that these towers will have?</i></p> <p><i>What will the water table be like after the excavations have been done? The water table is quite high for some reason on the hill look at the water run off after heavy rain</i></p> <p><i>Are the landscaping works going to include native plants that are for the region ? the frontage of the first tower to epping road does it comply with the standard outlined in the ryde local environment plan 2010</i></p> <p><i>Especially as the area is extremely close to the rta allocated area for the country road link as it is shown on local area maps ? the buildings are extremely close to all boundary lines is this in accordance with building standards?</i></p> <p><i>I believe that the patriarch of the whiteside family when he asked council for permission to subdivide his land he gave some to council on the provision it remained for public use</i></p>

## A.2 Feedback forms and submissions



## WHITESIDE STREET CONCEPT PLAN - FEEDBACK FORM

urbis

## Have your say about the Whiteside Street Concept Plan

Please complete this form and return to registration desk or:

**Post** Whiteside Street Concept Plan  
Urbis  
GPO Box 5278  
SYDNEY NSW 2000

**Fax** 02 8233 9966

**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

It pleases me to know how inept the proposal is and that it will be easily defeated when legally challenged.

What do you like least about the Concept Plan?

- \* Traffic problems it will create in local streets
- \* Shadowing problems for residents
- \* No other high rise in area
- \* Site will be over developed
- \* Design looks like high rise housing commission complex from the sixties
- \* Proposal is not in the State's interest or local residents or new residents - it is only in the interest of the developer

# WHITESIDE STREET CONCEPT PLAN - FEEDBACK FORM

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

- \* Proposal needs to be handed over to Ryde Council & needs to comply to their current zoning & planning laws

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

- \* plans & details that were not deceptive in nature
- \* Factual evidence the development was sustainable as opposed to the many assumptions that have been made
- \* More notice & more factual detail up front
- \* True consultation with the community!!!

To help us understand the context of your feedback, please provide the following information:

Name (optional) \_\_\_\_\_

Your Street Name Porklands Road

Your Suburb North Ryde

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

## Have your say about the Whiteside Street Concept Plan

Please complete this form and return to registration desk or:

**Post** Whiteside Street Concept Plan  
Urbis  
GPO Box 5278  
SYDNEY NSW 2000

**Fax** 02 8233 9966

**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

NOTHING  
NO SOIL SAMPLES TAKEN AND RESULTS SHOWN  
ALSO LOOK AT PART 4 Clause 4.3  
— — — PART 4 Clause 4.1A - DOES  
YOUR APPLICATION APPLY.

What do you like least about the Concept Plan?

THE HEIGHT OF THE ENTIRE BUILDINGS — OPPOSES  
THE RYDE LOCAL ENVIRONMENT PLAN 2010 Version  
30-6-10 to date SIGNED BY TONY KELLY MLC.  
SOUTH OF EPPING RD NO MORE THAN 9.5m  
N<sup>th</sup> OF EPPING RD 22 METRES SEE MAP HOBB-005  
CONCEPT PLAN MP10-0165 States  
FOUR (4) RESIDENTIAL BUILDING ENVELOPES  
FIVE (5) SHOWN ON PRESENTATION

[New South Wales Government](#)

[Department of Planning](#)

[Skip to content](#)

[Home](#) > [Development Assessments](#) > [Major Project Assessments](#) > [Project Sectors](#) > [Residential, Commercial & Retail](#)

## 5 Whiteside Street & 14-16 David Avenue, North Ryde - North Ryde

### MP10\_0165 Concept Plan for residential redevelopment - Whiteside Street & David Avenue, North Ryde - DGRs Issued

Job Title:

MP10\_0165 Concept Plan for residential redevelopment - Whiteside Street & David Avenue, North Ryde

Project Type:

Residential, Commercial & Retail

Description:

Concept Plan application for four residential building envelopes ranging in height from 3-11 storeys.

Attachments and Resources:



[Director-General's Environmental Assessment Requirements.pdf](#)

977.8 KB

Key Dates & Other Information:

**Status Title:** DGRs Issued

Director General's Requirements for the environmental assessment (to be prepared by the proponent) have been issued for the project

Assessment Type: Part3A

Application Number: MP10\_0165

DGRS Issued: 27/01/2011

Location:

5 Whiteside Street AND , 14-16 David Avenue , North Ryde

Local Government Area:

Ryde City Council

For further information, please contact the planner, Jane Flanagan on 02 9228 6431.



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## Ryde Local Environmental Plan 2010

Current version for 2010-6-30 to date (accessed 16 March 2011 at 15:15)

Part 6 » Clause 6.1

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### 6.1 Acid sulfate soils

- (1) The objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage.
- (2) Development consent is required for the carrying out of works described in the Table to this subclause on land shown on the Acid Sulfate Soils Map as being of the class specified for those works.

Class of land	Works
1	Any works.
2	Works below the natural ground surface. Works by which the watertable is likely to be lowered.
3	Works more than 1 metre below the natural ground surface. Works by which the watertable is likely to be lowered more than 1 metre below the natural ground surface.
4	Works more than 2 metres below the natural ground surface. Works by which the watertable is likely to be lowered more than 2 metres below the natural ground surface.
5	Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

- (3) Development consent must not be granted under this clause for the carrying out of works unless an acid sulfate soils management plan has been prepared for the proposed works in accordance with the *Acid Sulfate Soils Manual* and has been provided to the consent authority.
- (4) Despite subclause (2), development consent is not required under this clause for the carrying out of works if:
  - (a) a preliminary assessment of the proposed works prepared in accordance with the *Acid Sulfate Soils Manual* indicates that an acid sulfate soils management plan is not required for the works, and
  - (b) the preliminary assessment has been provided to the consent authority and the consent authority has confirmed the assessment by notice in writing to the person proposing to carry out the works.
- (5) Despite subclause (2), development consent is not required under this clause for the carrying out of any of the following works by a public authority (including ancillary work such as excavation, construction of access ways or the supply of power):
  - (a) emergency work, being the repair or replacement of the works of the public authority required to be carried out urgently because the works have been damaged,

have ceased to function or pose a risk to the environment or to public health and safety,

- (b) routine maintenance work, being the periodic inspection, cleaning, repair or replacement of the works of the public authority (other than work that involves the disturbance of more than 1 tonne of soil),
  - (c) minor work, being work that costs less than \$20,000 (other than drainage work).
- (6) Despite subclause (2), development consent is not required under this clause to carry out any works unless:
- (a) the works involve the disturbance of more than 1 tonne of soil, such as occurs in carrying out agriculture, the construction or maintenance of drains, extractive industries, dredging, the construction of artificial water bodies (including canals, dams and detention basins) or foundations or flood mitigation works, or
  - (b) the works are likely to lower the watertable.

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## Ryde Local Environmental Plan 2010

Current version for 2010-6-30 to date (accessed 16 March 2011 at 15:08)

Part 4 » Clause 4.3

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### 4.3 Height of buildings

- (1) The objectives of this clause are as follows:
  - (a) to maintain desired character and proportions of a street within areas,
  - (b) to minimise overshadowing and ensure a desired level of solar access to all properties,
  - (c) to enable the built form in denser areas to create spatial systems that relate to human scale and topography,
  - (d) to enable focal points to be created that relate to infrastructure such as train stations or large vehicular intersections,
  - (e) to reinforce important road frontages in specific centres.
- (1A) In addition to the objectives specified in subclause (1), the objectives for the control of the height of buildings on land within the Macquarie Park Corridor are as follows:
  - (a) to provide effective control over the scale and bulk of future development,
  - (b) to concentrate building heights around railway stations,
  - (c) to provide focal nodes that clearly highlight the role of railway stations,
  - (d) to reinforce the important road frontages of Waterloo Road and Lane Cove Road.
- (2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.
- (2A) Despite subclause (2), the maximum height of multi dwelling housing (attached) in Zone R2 Low Density Residential is:
  - (a) for dwellings in the building that do not have a frontage to the street—6.5 metres, and
  - (b) for dwellings with a frontage to the street, if adjoining lots contain dwelling houses that are less than 9.5 metres high—8 metres.



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## Ryde Local Environmental Plan 2010

Current version for 2010-6-30 to date (accessed 16 March 2011 at 15:14)

Part 4 » Clause 4.1A

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### 4.1A Minimum subdivision requirements in certain residential zones

- (1) This clause applies to land in Zone R2 Low Density Residential, Zone R3 Medium Density Residential and Zone R4 High Density Residential.
- (2) The consent authority must not consent to the subdivision of land to which this clause applies unless:
  - (a) each lot (other than a hatchet shaped lot) has:
    - (i) an area of not less than 580 square metres, and
    - (ii) a frontage to a road of not less than 10 metres, and
    - (iii) a width of not less than 15 metres at a distance of 7.5 metres from the frontage of the lot, and
  - (b) each hatchet shaped lot has:
    - (i) an area of not less than 740 square metres (not including the access corridor and any part of the lot that is intended for access to other lots), and
    - (ii) a frontage to a road of not less than 3 metres, and
    - (iii) an access corridor not less than 3 metres wide.
- (3) However, the consent authority may consent to the subdivision of land to create a lot adjoining a hatchet shaped lot if the consent authority is satisfied that:
  - (a) the area of the lot to be created will be not less than 740 square metres, and
  - (b) there will be permanent adequate vehicular access from a public road to the lot to be created.

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South of Epping Rd  
9.5 metre  
Nth of Epping Rd 2met  
HOB-005 MAP



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## Ryde Local Environmental Plan 2010

Current version for 2010-6-30 to date (accessed 16 March 2011 at 14:24)

[Land Use Table](#) > Zone R4

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### Zone R4 High Density Residential

#### 1 Objectives of zone

- To provide for the housing needs of the community within a high density residential environment. No
- To provide a variety of housing types within a high density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents. ?
- To allow higher density development around transport nodes and commercial and retail centres.
- To allow for revitalisation, rehabilitation and redevelopment of residential areas while ensuring that building design does not adversely affect the amenity of the locality. ?

#### 2 Permitted without consent

Home-based child care; Home occupations

#### 3 Permitted with consent

Bed and breakfast accommodation; Boarding houses; Business identification signs; Child care centres; Community facilities; Dual occupancies (attached); Dwelling houses; Educational establishments; Multi dwelling housing; Neighbourhood shops; Places of public worship; Public administration buildings; Recreation areas; Residential care facilities; Residential flat buildings; Roads; Serviced apartments; Shop top housing

#### 4 Prohibited

Any development not specified in item 2 or 3

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## Ryde Local Environmental Plan 2010

Current version for 2010-6-30 to date (accessed 16 March 2011 at 14:24)

[Land Use Table](#) > Zone B1

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### Zone B1 Neighbourhood Centre

#### 1 Objectives of zone

- To provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.
- To ensure that the development does not have an adverse impact on the amenity of local residents.

#### 2 Permitted without consent

Home occupations

#### 3 Permitted with consent

Boarding houses; Business identification signs; Business premises; Child care centres; Community facilities; Depots; Entertainment facilities; Industrial retail outlets; Light industries; Neighbourhood shops; Office premises; Public administration buildings; Recreation areas; Retail premises; Roads; Self-storage units; Service stations; Shop top housing; Wholesale supplies

#### 4 Prohibited

Pubs; Roadside stalls; Any other development not specified in item 2 or 3

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## Ryde Local Environmental Plan 2010

Current version for 2010-6-30 to date (accessed 16 March 2011 at 14:24)

[Land Use Table](#) » Zone B3

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### Zone B3 Commercial Core

#### 1 Objectives of zone

- To provide a wide range of retail, business, office, entertainment, community and other suitable land uses that serve the needs of the local and wider community.
- To encourage appropriate employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To ensure the zone is characterised by high-quality well-designed buildings that enhance and encourage a safe environment. *No*
- To encourage industries involved in scientific research and development. *MACPARK*

#### 2 Permitted without consent

Home occupations

#### 3 Permitted with consent

Building identification signs; Business identification signs; Business premises; Child care centres; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Industrial retail outlets; Information and education facilities; Light industries; Office premises; Passenger transport facilities; Recreation areas; Recreation facilities (indoor); Registered clubs; Retail premises; Roads; Self-storage units; Serviced apartments; Warehouse or distribution centres

#### 4 Prohibited

Any development not specified in item 2 or 3

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## Ryde Local Environmental Plan 2010

Current version for 2010-6-30 to date (accessed 16 March 2011 at 14:24)

Land Use Table ▸ Zone B4

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### Zone B4 Mixed Use

#### 1 Objectives of zone

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To create vibrant, active and safe communities and economically sound employment centres.
- To create safe and attractive environments for pedestrians.
- To recognise topography, landscape setting and unique location in design and land-use.

#### 2 Permitted without consent

Home-based child care; Home occupations

#### 3 Permitted with consent

Boarding houses; Building identification signs; Business identification signs; Business premises; Child care centres; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Office premises; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Retail premises; Roads; Seniors housing; Shop top housing; Waste or resource transfer stations; Any other development not specified in item 2 or 4

#### 4 Prohibited

Advertising structures; Agriculture; Biosolids treatment facilities; Caravan parks; Depots; Hazardous industries; Hazardous storage establishments; Heavy industries; Home occupations (sex services); Liquid fuel depots; Offensive industries; Offensive storage establishments; Sex services premises; Stock and sale yards; Vehicle body repair workshops; Vehicle repair stations; Vehicle sales or hire premises; Waste or resource management facilities; Water recycling facilities; Water treatment facilities

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## Ryde Local Environmental Plan 2010

Current version for 2010-6-30 to date (accessed 16 March 2011 at 14:25)

[Land Use Table](#) » Zone SP2

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### Zone SP2 Infrastructure

#### 1 Objectives of zone

- To provide for infrastructure and related uses.
- To prevent development that is not compatible with or that may detract from the provision of infrastructure.
- To ensure the orderly development of the land.
- To ensure that development does not have an adverse effect on adjoining land.

NONE SUPPLIED

#### 2 Permitted without consent

Nil

#### 3 Permitted with consent

The purpose shown on the [Land Zoning Map](#), including any development that is ordinarily incidental or ancillary to development for that purpose; Recreation areas; Roads

#### 4 Prohibited

Any development not specified in item 2 or 3

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## Have your say about the Whiteside Street Concept Plan

Please complete this form and return to registration desk or:

**Post** Whiteside Street Concept Plan  
Urbis  
GPO Box 5278  
SYDNEY NSW 2000

**Fax** 02 8233 9966

**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

That my house won't be directly shadowed by  
the development.

What do you like least about the Concept Plan?

Please refer to attachment to email.



Do you have any further comments on the Whiteside Street Concept Plan at this stage?

Please refer to attachment to the email.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

- earlier consultation - ie before draft EA was lodged
- presence of senior Urbis representative (ie. John Wynne)
- presentation by Urbis instead of letting consultants take all the questions
- more traffic planners available for questioning
- when doing house visits in Parklands Rd & other surrounding streets, send a traffic planner as well as the architect & Urbis representative.

To help us understand the context of your feedback, please provide the following information:

Name (optional) Miriam Cumming

Your Street Name Parklands Rd

Your Suburb North Ryde

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback

## **Attachment to Whiteside Street Concept Plan Feedback Form**

16 March 2011

Miriam Cumming

36 Parklands Rd, North Ryde

Please find my concerns regarding the Whiteside Street Concept Plan listed below.

### **1. Development is not permissible under current zoning**

The site is currently zoned low-density residential. **A high density development will be incompatible with surrounding land use.** Building high-rise at this location will result in unacceptable visual, traffic and shadowing impacts for residents on Parklands Road.

### **2. Over-riding of current zoning is not justified**

Whilst higher density residential development may (in some cases) be justified close to the new rail stations, this site is almost 20 minutes walk from the closest train station (Macquarie Park).

Therefore **the justification of consolidating the Epping/Chatswood rail corridor is not applicable in this case.** A representative of the developer, Michael Easson, has been quoted in the Sydney Morning Herald as saying that 'higher density development within 10 minutes walk of the new stations on the Epping to Chatswood rail link' makes sense. This development is almost double that distance from the nearest train station, therefore the over-riding of current zoning is not justified on the basis of consolidation of the rail corridor.

### **3. Unacceptable traffic impacts for local road network**

**The surrounding local road network is inadequate to cope with the level of traffic generated by the new development, and the traffic modelling undertaken uses assumptions that are fundamentally flawed.**

Parklands Rd, when cars are parked on it, can only fit one car at a time - ie cars cannot pass each other and must wait to let each other pass. This has not been taken into account in the traffic modelling [this has been confirmed with the traffic planner at the community information session]. The traffic modelling for Parklands Rd assumes continuous two-way availability for traffic, which is not the case for many periods during the day. As well as residents and visitors, Optus employees

park on Parklands Rd and other surrounding local streets in the 2hr parking zones, and come over every two hours to move their cars a short distance, to avoid fines. Earlier consultation with local residents and more thorough investigation of conditions on Parklands Rd would have avoided this fundamental oversight in the traffic modelling.

Access to Lane Cove Rd to and from the site, as well as access to the site from Epping Rd eastbound, will all be via Parklands Rd, resulting in unacceptable delays. The proposed left hand turn onto Epping Rd westbound from Whiteside St will not alleviate any of the above accesses - anyone returning from Macquarie Centre, going to or from Cox's Road shops and local schools, going north or southbound on Lane Cove Road or Eastbound on Epping Rd will only be able to make these trips via Parklands Rd.

The current access to Whiteside St from Epping Rd westbound is already a dangerous exercise due to the need to change multiple lanes quickly across merging traffic that has entered Epping Rd from Lane Cove Rd. The extra traffic generated by this development will make this access dangerous.

#### **4. Community consultation has not been best practice, adding to concerns about impacts on local amenity**

The NSW Dept of Planning *Guidelines for Major Project Community Consultation (October 2007)* states that the proponent should 'consult early...particularly where the project is likely to be contentious....demonstrate how the issues raised during the consultation process have been addressed in the environmental assessment'. By the time the local community was first informed of the project, **Urbis had already completed a draft environmental assessment for the proposal and lodged that draft environmental assessment with the Dept of Planning, with no prior consultation with the local community.** The consultation process falls far short of best practice for this type of development.

The lodging of a draft EA within four weeks of receiving the Director General's Requirements for the project, with the development valued at just enough to trigger Part 3A Major Projects legislation, and traffic modelling that lacks attention to the details of local road conditions, gives the perception of a hastily prepared EA lodged in a hurry with minimal consultation in order to take advantage of the Part 3A legislation prior to its impending revocation under a new State government. This perception is a concern for anyone who will potentially be impacted by this development.

If you would like to discuss these concerns further at any time please contact me on 0418 474 264 or [mim\\_coupe@hotmail.com](mailto:mim_coupe@hotmail.com).

Regards

Miriam Cumming

## Have your say about the Whiteside Street Concept Plan

Please complete this form and return to registration desk or:

**Post** Whiteside Street Concept Plan  
Urbis  
GPO Box 5278  
SYDNEY NSW 2000

**Fax** 02 8233 9966

**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

THE OPEN SPACE BETWEEN THE BUILDINGS HOWEVER THIS DOES NOT IN ANY WAY COMPENSATE FOR THE INAPPROPRIATE HEIGHT OF THE BUILDINGS AND UNSUITABILITY OF THE DENSITY FOR THE CURRENT LOCATION. THIS DEVELOPMENT WOULD BE ENTIRELY APPROPRIATE ON THE NORTH OF EPPING ROAD.

What do you like least about the Concept Plan?

THE BUILDING HEIGHT IS WELL ABOVE COUNCIL ZONING FOR THE AREA AND IS INAPPROPRIATE FOR THE SOUTH SIDE OF EPPING ROAD. HIGH RISE AS INDICATED BY THE CONCEPT PLAN SHOULD BE RESTRICTED TO THE NORTH SIDE OF EPPING ROAD IN KEEPING WITH THE REST OF MACQUARIE PARK

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

THE TRAFFIC STUDY PRESENTED SHOWS AN INCREASE IN  
LOCAL TRAFFIC FOR THE MORNING PERIOD WHICH WILL  
ADD TO THE CURRENT CONGESTION RESIDENTS EXPERIENCE.  
THE DENSITY OF THE DEVELOPMENT IS TOO HIGH AND  
SHOULD BE RESTRICTED TO 2 STOREYS IN LINE WITH  
COUNCIL ZONING. THIS WILL GREATLY REDUCE THE  
TRAFFIC IMPACT.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

To help us understand the context of your feedback, please provide the following information:

Name (optional)

PHILIP CLARK

Your Street Name

PARKLANDS ROAD

Your Suburb

NORTH RYDE

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

## Have your say about the Whiteside Street Concept Plan

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**Post** Whiteside Street Concept Plan  
Urbis  
GPO Box 5278  
SYDNEY NSW 2000

**Fax** 02 8233 9966

**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

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What do you like least about the Concept Plan?

1) It seems the main input into the design was to create a development over \$100 million. Otherwise, there seems no rhyme or reason why a development of 11 storeys would be proposed next to land/houses which are only allowed 2 storey developments. I am not against developments/developers however any development needs to be designed in-line with existing properties and local DCPs.

2) Traffic issues (see attachment 1)

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

Much further consultation is required. It appears the development has been rushed with very poor consultation with locals and the council.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

The traffic modelling and report including complete justification AND objective evidence for all assumptions, methods and processes used.

To help us understand the context of your feedback, please provide the following information:

Name (optional) JOHN ABRAM

Your Street Name PARKLANDS RD

Your Suburb NORTH RYDE

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback

## **Attachment 1 – Traffic and safety issues**

After discussions with the Urbis Traffic engineer responsible for the traffic models and impact assessment to local roads as a result of the development, it became clear that a number of issues were not considered in the modelling which will significantly underestimate the traffic impact on the local roads. Unfortunately the traffic modelling report is not available to the public on the consultation night; however from my discussions, the following are clear:

- 1) **Out of date traffic model:** I was told that the traffic model used by the Urbis engineer was the “Macquarie Park 2007 base paramics model”. He claimed a 2008 version of the model was used. From 2007/8 to 2011 there has been a significant increase in traffic on main and local roads as a result of a number of new office buildings ramping up (one significant building being the Optus building). Subsequently the model is not the latest and not reflective of current traffic conditions.
- 2) **Lack of sensitivity in the traffic model:** After discussions with the Urbis traffic engineer, it became clear the traffic model does not take into account more detailed local traffic conditions for local streets which I believe are necessary in this particular scenario of opening up two way traffic to and from Epping Rd to Whiteside street and the surrounding enclave. For example, the fact that a number of local streets are effectively single lane only due to parking of cars on both sides of the street in David Avenue, McGregor and Paul streets means that current rat-runner pathways are quite slow. Subsequently, a new rat-run through Parklands Rd to Whiteside Street and Epping Rd will become very attractive with the proposed changes. However the traffic modelling by Urbis concluded that **not one single** rat-runner vehicle will take this new pathway. This conclusion is an obvious glaring error and demonstrates to me an unacceptable review process of the Urbis traffic management plan. As a professional engineer, it is important not to just “plug in” the numbers into the model, but to question the validity of the results and to also review the results with qualitative analysis.
- 3) **Future traffic modelling:** While ‘current’ traffic impacts may be taken into account, albeit using a model from 2007/08, it is vital that future conditions be considered. It is clear there is significant upward trending of deteriorating local traffic conditions (both main and local roads) and so it makes no sense to not consider what the impact of the development will be in 5-10 years (and beyond from now). There are significant planned additions to the office capacity of the Macquarie Park and North Ryde area over the next 5-20 years. As this development is being developed under a State wide planning policy, an integrated and holistic approach needs to be considered.
- 4) **Safety considerations:** As a resident of Parklands Rd, I already find it difficult to get in and out of my driveway in the morning and afternoon due to rat-runners and local residents. With the significant addition of 260 dwellings in a small enclave supported by only a few roads, already at capacity, there will be significant safety risks for both cars and pedestrians as they navigate in/out of driveways and roads. This will only be exacerbated once the additional rat-runners are taken into account after the initial Urbis traffic model is revised and corrected (see points above).



## Have your say about the Whiteside Street Concept Plan

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Urbis  
GPO Box 5278  
SYDNEY NSW 2000

**Fax** 02 8233 9966

**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

To be completely honest, there is not one aspect of this concept plan that I "like".

What do you like least about the Concept Plan?

- See attached document.  
- Location :-

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

If Urbis are planning to submit the formalised concept plan with community feedback, <sup>by end of next</sup> why was the community consultation meeting scheduled for so late in the proceedings, when this development application's D&K's had already been issued in January? It has angered the community and resulted in a very negative perspective of Urbis and this process.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

More time to submit our feedback. 3 days after the community consultation meeting is most definitely not a reasonable amount of time.

To help us understand the context of your feedback, please provide the following information:

Name (optional)

Your Street Name

Your Suburb

Michael Street  
North Ryde

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback



## What do you like least about the Concept Plan?

257 apartments in the form of up to 11 storey buildings (the scale of which, is not even in existence in the immediate vicinity of the Macquarie Business Park and the other side of Epping Road to Whiteside Street) is an excessive intrusion into a solely low-rise suburb, from a traffic, existing infrastructure and amenity point of view.

### Traffic.

The development proposes to allocate 366 car spaces for 257 households, which is an under-allocation in my view, considering that some of these apartments will be 3 bedrooms and could well have 3 adults each owning a car, living here. There is currently a 2 hour parking restriction in Parklands Rd and surrounding roads (put in place to ease congestion from Macquarie Business Park commuters). Your Traffic Management and Accessibility Study uses computer modelling to predict extra traffic through Parklands Rd. After talking with the Traffic Representative, it turns out that this figure of 103 cars per hour extra, which will result "in slightly increased volumes at intersections..." does not take into consideration traffic queuing times at the major intersections, nor congestion along streets that lead to these intersections. The area bounded by Lane Cove, Epping and Kent Rds, experience a vastly increased number of cars 'rat-running' through the back streets and eventually funnel into these intersections (namely Kent Rd + Lane Cove Rd, Napier Ave + Lane Cove Rd, Paul Street + Lane Cove Rd, but also along the rat-run route of Milroy + Prescott, Holt St + Napier Ave). Residents have already reported increased difficulty in being able to exit their



on driveways. Traffic is so bad at times that residents have started to choose the longer route via the Kent Rd + Lane Cove Rd intersection, which is the lesser of the problems at the moment. The generation of 403 cars/hour, which in your own words exceeds "The RTA's Guide to Traffic Generating Developments" is clearly going to have a very negative impact on an already heavily congested network of roads. The roads themselves are also congested in form of parked cars, making 2 way traffic flow at these times next to impossible.

The proposed left-turn into Epping Rd from Whiteside, which as I understand, is your only proposed solution, will in no way alleviate this problem. Most people living here work in Chatswood or the city CBD (hence need to turn right into Epping Rd) or towards Homebush way. The PTC at Kent Rd Primary School has just tabled a decision to investigate better traffic safety on its Kent Rd access, due to a vastly increased volume of traffic, presenting a higher risk to its students. Your development would simply exacerbate their problem.

But the traffic flow + volume also provide another amenity dilemma; namely noise.

The NSW Environment Protection Authority has issued environmental criteria for road traffic noise.

It states that in land use developments with potential to create additional traffic on local roads, in all cases traffic arising from the development should not lead to an increase in existing noise levels of more than 2dB. Are there any noise mitigation plans in place for existing residents against the increased noise?



## Infrastructure:

257 apartments equates to greater pressure on existing infrastructure which was never designed for high-density development. Land use of the proposed Whiteside Street development prior to its existing R2 zoning, was farmland with 1 dwelling on it.

Council is already voicing concerns to the local residents about possible disruptions to services such as water, sewage and garbage collection, if the development goes ahead.

A 50% increase in population (and hence demand of existing infrastructure) will be too much for our small neighbourhood.

## Amenity:-

5, 9 and 11 Storey buildings just do not make sense, immediately adjacent to a low-rise suburb. The excessive nature of this, significantly and negatively impacts on existing residents' privacy, access, sunlight and general amenity.

In summary: As a local resident I believe local government guidelines and zoning regulations, have it right when they state that Epping Road should "continue" to define the edge between taller built form in Macquarie Park and largely low scale residential areas." (pp 2-194 City of Hyde Local Planning Study). Surely there is abundant land on the northern side of Epping Rd (eg. The disused site of the Peter Board High School) that is more appropriate.



## Have your say about the Whiteside Street Concept Plan

Please complete this form and return to registration desk or:

**Post** Whiteside Street Concept Plan  
Urbis  
GPO Box 5278  
SYDNEY NSW 2000

**Fax** 02 8233 9966

**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

**What do you like most about the Concept Plan that you have viewed today?**

As a resident, I like nothing about the Concept plan.

**What do you like least about the Concept Plan?**

I am very worried about those things such as noise and dust, traffic congestion, lights lack, pollution, and high density of population as well as possible cracks to be made on the property due to the development. Some side effects include a lack of schools and parking space. The development may affect the residents' health due to lack of lights and heavy traffics. Lack of lights can cause additional power usage and affect asthma and garden nursery. It can also lead to extra mold inside the property, which may seriously affect human health care and condition.

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

The area was supposed to remain low density.  
The development will make a serious change in the policy  
'5-minute walk to the station' claimed / advertised by  
the developers is not realistic and accurate.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

To help us understand the context of your feedback, please provide the following information:

Name (optional) SANON BONG LEE

Your Street Name 12 DAVID AVE

Your Suburb NORTH RYDE

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback

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Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

The fact the gum tree at the back of our property will remain however it does need a lot of  
- T L G.

What do you like least about the Concept Plan?

The fact our open free lifestyle will disappear after 50+ years & also we will be built in & we are used to having the sun in our back from the time it rises in the morning. Where will it disappear to?  
Behind the Buildings?



Do you have any further comments on the Whiteside Street Concept Plan at this stage?

*Traffic congestion.*

*Parklands Road is a race track every afternoon from about 4pm. What will happen in the future?*

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

To help us understand the context of your feedback, please provide the following information:

Name (optional)

*PAT & JIM HAND*

Your Street Name

*53 PARKLANDS RD,*

Your Suburb

*NORTH RYDE 2113*

Are you a resident in the area? (please tick)

☒ Yes

☐ No

*55 YRS & 9 MONTHS.*

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

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Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

— WE LIKE NOTHING ABOUT PROPOSED CONCEPT PLAN,  
BUT WE ARE NOT AGAINST <sup>HOUSES</sup> 1 TWO STOREY TOWNHOUSES  
OR VILLAS ON THE DEVELOPMENT SITE

What do you like least about the Concept Plan?

- 1) LACK OF SUNLIGHT + NORTHERLY BREEZE. THERE WOULD BE NO USE PUTTING SOLAR PANELS - NOT ENOUGH SUN.
- 2) PARKING + TRAFFIC IS HORRENDOUS NOW,
- 3) THE OPENING OF WHITESIDE STREET TO ALLOW TRAFFIC ONTO EPPING ROAD IS AN ACCIDENT WAITING TO HAPPEN.
- 4) GENERAL UPKEEP OF PROPERTIES. WILL BECOME ANOTHER GHETTO WITH OVERSEAS/UNI STUDENTS LIVING 4-8 IN APARTMENTS. THEY ARE ALREADY LIVING ILLEGALLY IN MARSFIELD + NORTH RYDE.

OVER —

~~Do you have any further comments on the Whiteside Street Concept Plan at this stage?~~

- 5) WASHING NOT TO BE HUNG FROM BALCONIES AS SUGGESTED WOULD BE HAPPENING BY URBIS REPRESENTATIVE.
- 6) INSUFFICIENT PARKING FOR RESIDENTS NOW,
- 7) DEPT OF AGEING DISABILITY + HOME CARE - 1 WHITESIDE STREET. DRIVEWAY OPENS ONTO WHITESIDE STREET. REQUIRE EMERGENCY AMBULANCE ACCESS DAY/NIGHT AT LEAST 3 TIMES A WEEK. <sup>LIFE/</sup> DEATH
- 8) MOST PROPERTIES HAVE SOME FORM OF MOULD/MILDEW. LACK OF AIR + SUNLIGHT WILL ONLY INCREASE PROBLEM.

~~To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?~~

- a) NORTH RYDE IS A LOW RISE RESIDENTIAL AREA. A MAJORITY OF RESIDENTS HAVE LIVED IN NORTH RYDE FOR OVER 30-50 YEARS AND FEEL VERY THREATENED THAT THIS PEACEFUL AREA WILL BE TURNED INTO A JUNGLE GHETTO.

To help us understand the context of your feedback, please provide the following information:

Name (optional) PAUL + DIANE WHEELHOUSE

Your Street Name 69 PARKLANDS ROAD

Your Suburb NORTH RYDE 2113.

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback

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*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

- VERY LITTLE & WE ARE TOTALLY OPPOSED TO THE PROJECT.

- NOT SUITABLE FOR THE AREA.

What do you like least about the Concept Plan?

- TRAFFIC CONGESTION

- PRIVACY OF RESIDENCES

- SUNLIGHT LOSS & OVERSHADOWING OF PROPERTIES.

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

- AREA NOT ZONED FOR THIS DEVELOPMENT.
- INFRASTRUCTURE OF AREA, ROADS ETC CANNOT DEAL WITH CURRENT DEMAND.
- THE OVERALL IMPACT ON THIS RESIDENTIAL ZONED AREA.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

- I BELIEVE THAT A MAJORITY OF THE INFORMATION REGARDING THE FACILITIES IN THE LOCAL AREA (IE SHOPS, RESTAURANTS, PARKS ETC) IS MISLEADING & NOT TRUE.
- A REVISED ASSESSMENT OF THESE FACILITIES IS REQUIRED IN TRUE FORMAT.

To help us understand the context of your feedback, please provide the following information:

Name (optional) ROB COSSETTINI

Your Street Name BESWICK AVE

Your Suburb NORTH RIDE, 2113

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☒ Yes ☐ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback



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Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

Nothing - Size is completely unacceptable for a low density site others are more suitable

What do you like least about the Concept Plan?

The lack of thought around the plan + public consultation on the project.  
There are gaps in:-

- Waste Management - They haven't thought ~~the~~ how bin trucks will access site
- Overall traffic + parking
- Impact on surrounding properties
- Security + Privacy



Do you have any further comments on the Whiteside Street Concept Plan at this stage?

- During the evening the traffic planner mentioned that should access not be granted out of Whiteville Road onto Spring Road the whole project would need to be considered as traffic would be unworkable. He also admitted that there would be an impact on surrounding streets in terms of through flow + parking.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

- What stage of the process we are.
- Who is involved
- Stage of ministerial process
- Outcome of feedback on plans?

To help us understand the context of your feedback, please provide the following information:

Name (optional)

Your Street Name

Your Suburb

Parklands Road  
North Ryde

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

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*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

Nothing.

What do you like least about the Concept Plan?

11 Storey, 9 Storey, 5 Storey buildings.

Fact it is high density.

Volume of traffic + resulting parking issues.

Lack of privacy

Impact on our garden house - shadows.



Do you have any further comments on the Whiteside Street Concept Plan at this stage?

I completely oppose the plan - low density residential is acceptable.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

To help us understand the context of your feedback, please provide the following information:

Name (optional)

ANDREA SYMES

Your Street Name

PARKLANDS ROAD.

Your Suburb

NORTH RYDE

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

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*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

honestly nothing

What do you like least about the Concept Plan?

the size of the project, the effect on the traffic in the area, the loss of sunlight, the lack of privacy for surrounding homes, the way which PART 3A was used to lodge this application, the lies which were stated in the report and the effect it will have for the community and surrounding homes this development has a real stench to it as the way it was applied for and is being handled.

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

this plan should not go ahead in this area  
it is zoned residential R2 not high density /  
commercial for a reason, it will have major  
effects for those of us who live in the  
area - ~~and reduce the value of our~~ And reduce the value of our  
properties adding an eye sore from our backyard

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

I never recieved the newsletter from Urbis nor  
did my neighbors if it wasn't for the other locals  
in this area i would have had no clue on what  
was going on maybe you should look at adopting  
methods like registered post to ensure people who  
you are communicating with get the newsletters.  
I was told that beswick Ave would not be affected by  
this which is false as we will have major issues living next  
to this project.

To help us understand the context of your feedback, please provide the following information:

Name (optional) \_\_\_\_\_

Your Street Name

Beswick Avenue

Your Suburb

NORTH RIDE

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☒ Yes

☐ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

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*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

n/a

What do you like least about the Concept Plan?

- \* It will increase traffic flow in our area
- \* No consideration was given to the local residents - we weren't able to give any feedback in the planning stage.
- \* 11 storeys will impact on sunlight access to local homes
- \* Disgusted in how PART 3A was used - very shifty.

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

Please consider the local residents, you don't realise what an inconvenience this extra traffic will do \$ to us. The value of our properties will decrease with an 11 storey building now being visible from our backyard. We're not being considered therefore I will not support this concept plan.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

The newsletter supposedly sent to local residents by Urbis was never received which makes me doubt whether it was even sent. If it weren't for us speaking to local residents we'd have had no idea about this concept plan.

To help us understand the context of your feedback, please provide the following information:

Name (optional) \_\_\_\_\_

Your Street Name

Beswick Ave

Your Suburb

North Ryde

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback



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*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

There is nothing whatsoever to commend it.  
It is designed to deliver a massive profit to the  
developer at the expense of the local property  
owners & occupiers, who have no opportunity  
themselves to ~~realise~~ profit from the 'strategic  
outcomes of the Metro strategy'.

What do you like least about the Concept Plan?

The pretence that it is of any benefit to  
the local property owners.

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

It is a plan for a development that, quite simply, represents an abuse of Section 3A of the EPA Act of 1979. This development is in no way state-significant. It is nothing more than a plan to make a fast dollar.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

A representative of the developer should have been there to ~~present the~~ explain this outrageous plan. Yes, Urbis were simply doing ~~the~~ their job, and their staff did not deserve, arguably, to face the wrath of the residents on this.

To help us understand the context of your feedback, please provide the following information:

Name (optional) TIM NIGHTINGALE

Your Street Name PARKLANDS ROAD

Your Suburb \_\_\_\_\_

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback



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*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

ABSOLUTELY NOTHING.

What do you like least about the Concept Plan?

I do not like the size of this development at all.  
It is completely out of character with the rest of the area.  
Medium density e.g. townhouses, villas would be acceptable  
but not high rise like this.

I do not feel our streets will cope with the extra  
traffic as they are already overloaded with people  
avoiding Lane Cove and Epping Roads in peak hours



Do you have any further comments on the Whiteside Street Concept Plan at this stage?

I do not believe this development is in any way of "State significance". There are large areas of land North of Epping Rd where high density might be appropriate e.g. Peter Board High School land which is unused but it is totally inappropriate in this block. As far as I can see it is just a way for a developer to make a huge windfall by bypassing council regulations.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

To help us understand the context of your feedback, please provide the following information:

Name (optional) S. NIGHTINGALE

Your Street Name 52 PARKLANDS RD

Your Suburb NORTH RYDE

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback

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*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

NOTHING

What do you like least about the Concept Plan?

HIGH RISE DEVELOPMENT, ~~CONTRARY TO~~ ABOVE TWO STOREYS  
AND ITS IMPACT ON:

- AMENITY

- SUNLIGHT

- TRAFFIC

- PRIVACY OF ADJOINING PROPERTIES

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

- INADEQUATE TIME TO CONSULT.
- ENVIRONMENTAL ASSESSMENT DOCUMENT SHOULD TAKE INTO ACCOUNT COMMUNITY FEEDBACK. GIVEN THE IMMINENT LODGEMENT OF THE EA, IT IS CLEAR THAT THE EA WILL NOT BE ADDRESSING SPECIFIC CONCERNS RAISED ~~IN THIS~~ FROM COMMUNITY CONSULTATION. THESE INCLUDE:
  - DEMONSTRATION OF STATE INTEREST TO ERECT HIGH RISE DEVELOPMENT SOUTH OF EPPING <sup>ROAD</sup> WHEN THERE IS A LARGE AREA ZONED FOR THIS TYPE OF DEVELOPMENT WITHIN MACQ. PARK CBD AREA
  - IMPACT ON TRAFFIC, WHICH IS ALREADY BEYOND CAPACITY

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

- INFORMATION SUPPLIED ON WEBSITE + AT INFORMATION SESSION IS MISLEADING + DECEPTIVE
  - "design + arrangement of buildings is intended to minimise impacts on sunlight, views, amenity + privacy of adjoining properties"
    - this is an extremely misleading statement
    - for example, 3 hrs sunlight is a significant reduction to current amenity.
  - reliance on an RTA amenity criteria based on the number of vehicles per hour is deceptive. Queue length + travel times are more appropriate measures. These have not been provided.

To help us understand the context of your feedback, please provide the following information:

Name (optional) \_\_\_\_\_

Your Street Name

TREVITT ROAD

Your Suburb

NORTH RYDE

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback



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SYDNEY NSW 2000

**Fax** 02 8233 9966

**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

NOTHING!

What do you like least about the Concept Plan?

That a 5-storey building will be situated 9 meters from our back fence north of ~~our~~ property. We have recently converted (at considerable cost) our garage to an 'art studio'. This will now get almost no light and will often be in shadow, even in summer.

The traffic plan was a disgrace. Traffic will be funneled through residential streets causing havoc. There is no 'Plan B' if Whiteside Street remains one-way. There was no waste management plan. No impact on infrastructure was displayed - what of impact to sewerage, water, electricity supply. Will a new substation be required?

A totally inappropriate development for the area - what is wrong about a 2-story farmhouse/villa development. Wouldn't cost +\$100m??

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

It strikes me that there is no 'state interest' associated with this development. It appears to be a cynical and underhand way of making a huge profit from a small parcel of land. The fact that it could be approved under Part 3A of the act (ie > \$100m) confirms to me that the plan has been simply designed to bypass local council approval processes.

I am outraged that this has been proposed. If zoning needs to be changed anywhere then surely some of the commercial zoning north of Epping Road could be changed to residential. The Peter Board High School site remains undeveloped.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

Waste disposal plan - how are 257 apartments to have their rubbish removed?

Infrastructure plan - sewerage, water, electricity etc.

Proper <sup>independent</sup> traffic plan - there seemed to only be a cosmetic investigation into too many traffic issues affecting the area. Half a job done here!

Information about Ryde Council's view of the development. How it fits in (or doesn't) with the Council's LEP.

To help us understand the context of your feedback, please provide the following information:

Name (optional) KEVIN MACINTYRE

Your Street Name PARKLANDS ROAD

Your Suburb NORTH RYDE

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback



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*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

Absolutely nothing!

What do you like least about the Concept Plan?

- The size of this development will have major impacts on our access to sunlight, significantly reducing the value of our home & neighbourhood, increasing my electricity bills, forcing me to buy a clothes dryer and negating my ability to put solar panels on my roof. The best feature of our home is our northern aspect and the benefits it brings to our lifestyle and our investment (we have just completed an art studio conversion to our garage for this reason). This development will rob us of that!
- The impact to local traffic is severely understated. And the plan to make Whiteside St two way is ludicrous. It will encourage more outside traffic into the local streets, to bypass the "carparks" on Epping and Lane Cove Rds.
- This development is not in keeping with the local council regulations restricting development to 2 storeys.

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

- This is purely a money grabbing exercise by GGC to use Part 3A to maximise the value of the land before selling it off to another party. Justifications as to lack of residential availability are contrary to Ryde Council's LEP and plans to cater for new housing targets!
- Environmental Assessment Report produced by Urbis for sister development at Allengrove is full of inaccurate, misleading and contrary information. How can we trust there will be an independent and unbiased assessment of Whiteside St.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

- Details of an alternative traffic plan if Whiteside St not made 2 way.
- Details of how the increases to power usage, water and ~~se~~ sewerage would be catered for.
- Waste management and recycling plans.

To help us understand the context of your feedback, please provide the following information:

Name (optional) Gail Veness

Your Street Name Parklands Rd

Your Suburb North Ryde

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback



## Have your say about the Whiteside Street Concept Plan

Please complete this form and return to registration desk or:

**Post** Whiteside Street Concept Plan  
Urbis  
GPO Box 5278  
SYDNEY NSW 2000

**Fax** 02 8233 9966

**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

As a near resident to the site there is absolutely NOTHING for me to like.

What do you like least about the Concept Plan?

- 1) Traffic is already a problem in the area. The proposal will make it unbearable for nearby residents.
- 2) Parking in streets is a problem and backing out of driveways difficult. The additional traffic will make it much harder and dangerous.
- 3) Height of the proposed buildings is a big concern. Any development on this side of the Epping highway must be limited to present zoning of 2 stories.



Do you have any further comments on the Whiteside Street Concept Plan at this stage?

As residents of Parklands Road for nearly 44 years, we have seen many changes in the area. We have seen parking and traffic in our street develop into a problem for the area. The proposal will make it horrendous. The monstrosity is not in keeping with the zoning and other properties and any development has to be limited to 2 levels.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

Traffic and parking issues appear to be dodgy.

To help us understand the context of your feedback, please provide the following information:

Name (optional)

VINCENT FONTI

Your Street Name

PARKLANDS ROAD

Your Suburb

NORTH RYDE

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

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Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

I DO NOT LIKE ANYTHING ABOUT IT. TOWN HOUSES WOULD HAVE BEEN A BETTER IDEA IN KEEPING WITH 2 STOREY ZONE.

What do you like least about the Concept Plan?

- 1/ TRAFFIC IS ALREADY A PROBLEM, MORE CARS, MORE POSSIBILITY OF ACCIDENTS.
- 2/ PARKING IN STREETS WILL BECOME UNBEARABLE AND DANGEROUS, WITH CHILDREN IN THE AREA WITH MORE CARS & TRAFFIC, VERY ACCIDENT PRONE.
- 3/ HEIGHT OF BUILDINGS IS OUT OF THE QUESTION FOR THIS AREA.



Do you have any further comments on the Whiteside Street Concept Plan at this stage?

WE HAVE BEEN RESIDENTS FOR NEARLY 44 YEARS,  
HAVE SEEN MANY CHANGES IN THE AREA,  
BUT SHOULD NOT HAVE TO FACE THIS  
PROPOSED DEVELOPMENT IN A RESIDENTIAL AREA.  
WOULD YOU LIKE IT IN YOUR AREA OR  
NEXT DOOR TO YOU? WOULD YOU DO  
SOMETHING LIKE THIS TO YOUR OWN FAMILY?

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

TRAFFIC + PARKING ARE GOING TO BE  
A LARGE PROBLEM. NOT LEAVING OUT  
PRIVACY FOR NEAREST RESIDENTS.  
STREETS ARE TOO NARROW FOR SUCH  
TRAFFIC TO ARISE.

To help us understand the context of your feedback, please provide the following information:

Name (optional) JOSEPHINE FONTI

Your Street Name PARKLANDS RD.

Your Suburb NORTH RYDE

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback

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*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

*Nothing*

What do you like least about the Concept Plan?

*The buildings are far too big (tall)  
There are too many apartments  
The local roads will not support the traffic  
The local public transport is not going to cope  
The density is completely inappropriate wrt  
surrounding buildings  
Traffic flow plans show a complete lack of  
understanding of local parking issues &  
traffic conditions*

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

I would be happy to see some development of this site. However, it must be appropriate to the area in size, appearance, density etc & must take into account the over-use of local streets & the lack of sufficient public transport.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

To help us understand the context of your feedback, please provide the following information:

Name (optional) Ingrid & Chris Mendes

Your Street Name Parklands Rd

Your Suburb North Ryde

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☒ No

Organisation (if applicable) —

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback

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*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

I don't think it is appropriate to build any high rise buildings in the residential side of Leppington road. Block D of 3 storeys height is the maximum height.

What do you like least about the Concept Plan?

The 9 storey height Block A and 11 storey height Block B are outrageous and shocking.

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

The Concept plan is totally inappropriate to select a site in the quiet residential area.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

I am fully oppose such development and will go to the media to vote to prevent this from happening

To help us understand the context of your feedback, please provide the following information:

Name (optional)

JOVEANNA

Your Street Name

BESWICK AVENUE

Your Suburb

NORTH RYDE

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

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*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

Nothing.

What do you like least about the Concept Plan?

It is an inappropriate development in terms of its size and scope. The proposal to build such a large apartment complex in that location is completely unreasonable, as the infrastructure of roads, public transport and even local amenities would not be able to support it. Furthermore, the use of such high rise buildings in this area would be an eye-sore and an invasion of privacy for all the surrounding houses. In summary, this proposed plan is completely wrong and inappropriate for this area.



Do you have any further comments on the Whiteside Street Concept Plan at this stage?

The size of the development must be scaled back significantly.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

To help us understand the context of your feedback, please provide the following information:

Name (optional)

Your Street Name

Beswick Avenue

Your Suburb

North Ryde

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

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*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

*I don't like it at all. It was proposed by  
greedy & irresponsible developers.*

What do you like least about the Concept Plan?

~~None~~ *I don't like the plan at all.*

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

Invite the concept plan developer to North Ryde in the peak hours (8-10 am) (4-6 pm), and ask them to develop a plan to tackle the terrible traffic jam along Epping Road, Herring Road & Lane Cove Road.

I would much appreciate if they can solve the traffic problem in North Ryde & Macquarie Park congestion

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

Invite the media to visit North Ryde & Macquarie Park in the morning peak hours, and let them realise how North Ryde are choked by 3 main roads: Epping Road, Herring road & Lane Cove Road. Local Residents find great difficulty to get out in the morning.

To help us understand the context of your feedback, please provide the following information:

Name (optional) SUN KA CHAN

Your Street Name BESWICK AVE

Your Suburb NORTH RYDE

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

## Have your say about the Whiteside Street Concept Plan

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**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

NOTHING

Our area is a low density residential area that will be destroyed by the high rise development that will have a great effect on properties <sup>value</sup> in the area.

What do you like least about the Concept Plan?

SEE ATTACHMENT

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

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To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

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To help us understand the context of your feedback, please provide the following information:

Name (optional) MRS RUTH DUNCAN

Your Street Name 58 PARKLANDS RD

Your Suburb NORTH RYDE

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback



# ATTACHMENT

The residents of Parklands Road, Trevitt Road, Beswick Street and David Avenue Have a problem now with workers from Macquarie Park parking their cars all day in these streets and some residents have difficulty getting out of their driveways in the morning

There is also the problem with "Rat Runners" trying to avoid the build up on the main roads.

With the congestion on Epping Highway and Lane Cove Road it is difficult to get onto these roads in the morning so by adding the traffic from another 257 households it will be far worse.

By making Whiteside Street a two way instead of the current one way it will provide an alternative route through the local streets to Epping Highway and Macquarie Park

Our streets will not cope with all the additional traffic and certainly not with any heavy trucks that may use them. If cars are parked on both sides of the street it only leaves a single lane to go through which causes quite a problem if cars enter from both ends of the street. Just do a survey on MCGregor Street to see this.

R. Dunean

## Have your say about the Whiteside Street Concept Plan

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Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

Nothing - totally inappropriate for the area.

What do you like least about the Concept Plan?

1. Spot re-zoning of precinct - should remain at 2 storey residential.
2. No allowance for current traffic situation (based on 2009 modelling - 2011 situation very different)
3. Local roads too narrow for traffic - particularly as both sides of roads now parked out all day (despite 2-hour parking limits)
4. No allowance for current "rat runner" & increase which will result from 2-way access from Whiteside St to Epping Rd.

5. No allowance for current queuing on both local & main roads at peak hours & exacerbation of this by increased traffic from residents in new development.

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

11/9/15 storey buildings not compliant with  
Ryde Council Plan for Macquarie Park precinct -  
Only 2 storey allowed on southern side of  
Epping Rd.

No consideration of current pedestrian traffic through  
Hawkes Pathway, a dangerous situation with extra road traffic

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

Further traffic surveys essential at all these sites  
corner Parklands Rd & David Ave  
corner Paul St & McGregor St  
corner Parklands Rd & Pine St  
corner Milroy St & Inewitt Rd  
corner Barriga St & Inewitt Rd.

To help us understand the context of your feedback, please provide the following information:

Name (optional) Lynette Scott

Your Street Name 1 David Ave

Your Suburb North Ryde

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback

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**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

Nothing sorry you are putting to  
many people in a very small space  
which only causes more problems  
like - traffic - which is out of control now  
- over populating an area  
- this is a family area  
and this will bring singles who don't  
care - we have kids and their  
safety is of major concern

What do you like least about the Concept Plan?

Over population

more traffic to our streets



Do you have any further comments on the Whiteside Street Concept Plan at this stage?

Don't build

the council will loose a  
lot of rate payers

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

Everything looks good on paper

but you need to live here

to understand what we put up with  
from people trying to get to work  
in the Macquarie Park Area.

To help us understand the context of your feedback, please provide the following information:

Name (optional)

Ronda Oliveri

Your Street Name

Pine St

Your Suburb

NTH Ryde

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback



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Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

- That it is so outrageous it should be overturned

What do you like least about the Concept Plan?

- Impact on houses in adjacent streets - light, sound, beating, cooling (access to sunlight) + cross ventilation, loss of visually private space.
- Impact on traffic flows + volumes in the area - given current difficulties in volumes, existing ret-running, potential 'NEW' ret-running, street car-parking

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

- high rise
- Inappropriate to shift development SOUTH of Epping Rd → long-standing boundary as per RCE development plan

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

- Serious conflict of interest exists between urbis planner (who boasts high rate of successful DAs) & urbis social policy unit (who boast impartiality). WRONG - should disqualify the community consultation process immediately

To help us understand the context of your feedback, please provide the following information:

Name (optional)

SUSAN CLARKE

Your Street Name

BESWICK AVE

Your Suburb

NORTH RYDE

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

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Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

That is so self-serving  
& inconsiderate of local  
needs that it should  
be chucked out of DOP.

What do you like least about the Concept Plan?

- "Sustainability features" (not then aspect cross ventilation etc) come at DIRECT COST to local residents of exactly the same features - FIRST RULE OF SUSTAINABILITY - DON'T CRAP ON YR NEIGH-BOUR'S BACK
- Clearly a GREEDY proposal with no thought to the nature of the community it seeks to dominate.



Do you have any further comments on the Whiteside Street Concept Plan at this stage?

- Will increase rat-running in local streets because it go of new access to Epping Road

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

Why is CONSULTATION being done by the developers planning team (both URBIS) ??  
INVALIDATES the PROCESS

To help us understand the context of your feedback, please provide the following information:

Name (optional)

Ian CLARK

Your Street Name

Beswick

Your Suburb

NORTH Ryde

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

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Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

that it is so ABBU RD  
it gave me a  
good laugh!

What do you like least about the Concept Plan?

Sets ~~an~~ ugly precedents for  
~~water~~ v. high rise development  
~~along~~ SOUTH of Epping Rd  
(along with Alenghorne)  
= Robbing local residents of  
rights to PRIVACY SUNLIGHT  
and BREEZES (while  
touting how the development  
itself will have these!)



Do you have any further comments on the Whiteside Street Concept Plan at this stage?

Insufficient consultation  
by URBIS - only 1  
week's notice for most  
of us  
ST TO CKIN @

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

Newsletter and other information  
should be MAILED direct  
to households, not just  
letterbox dropped. Multiple  
politicians manage it,  
why not you?

To help us understand the context of your feedback, please provide the following information:

Name (optional)

THOMAS CHARK

Your Street Name

BESWICK

Your Suburb

NORTH RYDE

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

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Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

NOTHING - SCALE + SIZE OF  
 DEVELOPMENT NEGATED ANY POSITIVES.  
 WHILST NOT BEING AGAINST  
 ANY DEVELOPMENT THIS HIGH RAISE,  
 HIGH DENSITY PROPEAN IN A LOW  
 DENSITY ENVIRONMENT IS COMPLETELY  
 UNSUITABLE

What do you like least about the Concept Plan?

- PARKING + TRAFFIC FLOWS.
- REQUIREMENT TO TURN LEFT ONTO  
 OPPING ROAD - UNSAFE + STILL  
 REQUIRE ACCEPTANCE BY RTA.
- SIZE OF BUILDING SHOULD NOT BE  
 HIGHER THAN TWO STOREYS
- SHADOWING + PRIVACY OF SURROUNDING  
 BUILDINGS.
- LIKE OF CLARITY + COMMITMENT OF  
 FINAL DESIGNS

- LANDSCAPING + BOUNDARY TIME FOR  
 TREES TO GROW



Do you have any further comments on the Whiteside Street Concept Plan at this stage?

- THIS MATTER SHOULD BE DEALT WITH BY LOCAL RYDE COUNCIL
- REPORT SUBMITTED IN RELATION TO FACILITIES IN AREA IS UNTRUE + MISLEADING BY SUBMITTER.
- PROJECT SIZE + SCALE IS NOT IN LOCATION TO SUPPORT McDURE PARK STRATEGY.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

- VIEW FROM PLANNING MINISTER OF SUBMISSION
- TIME OF PROJECT SUBMISSION + CURRENT STATE OF SUBMISSION
- ACCESS TO DEVELOPER.

To help us understand the context of your feedback, please provide the following information:

Name (optional)

STEVE SUMER  
PARKLANDS ROAD  
NORTH RYDE

Your Street Name

Your Suburb

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

N/A

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

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Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

The open spaces  
on side parking

What do you like least about the Concept Plan?

The amount of traffic generated in area.  
Buildings too high.

Close to boundary of peoples homes  
exit to Epping Rd could be a  
recipe for crashes.

No foot paths so have to walk on Roads.  
especially with children in area.

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

Areas for children to play.  
there are 2 public primary schools.  
NO High school close by.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

To help us understand the context of your feedback, please provide the following information:

Name (optional) Mrs E. Elliott

Your Street Name 69 Beswick Av

Your Suburb Nth Ryde

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback



## Have your say about the Whiteside Street Concept Plan

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**Post** Whiteside Street Concept Plan  
Urbis  
GPO Box 5278  
SYDNEY NSW 2000

**Fax** 02 8233 9966

**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

*The open spaces*

What do you like least about the Concept Plan?

*height. — should be 3 storey backing onto Parklands*  
*Traffic into too narrow str*  
*No foot paths — at present we walk on roads*  
*? how to slow cars down in Whiteside ST.*

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

area's big enough for children to play  
? schools — most have closed in area (high school)

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

To help us understand the context of your feedback, please provide the following information:

Name (optional)

Margaret Whiteside

Your Street Name

65 PARKLANDS RD CRAN WHITESIDE ST

Your Suburb

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

## Have your say about the Whiteside Street Concept Plan

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SYDNEY NSW 2000

**Fax** 02 8233 9966

**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

NOTHING, ITS JUST ANOTHER UGLY DEVELOPMENT

What do you like least about the Concept Plan?

TOO HIGH

TOO MUCH TRAFFIC

NOT KEEPING WITH THE EXISTING AREA

WILL LOWER HOUSE PRICES.

ADD TO EXISTING PROBLEM OF ILLEGAL BOARDING  
HOUSES.

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

TOTALLY OPPOSED TO THE PLAN AS IT OFFERS NOTHING TO EXISTING RESIDENTS ONLY MORE TRAFFIC, AN EXESORE, AND LOWER LAND VALUES, FURTHER ADD TO ILLEGAL BOARDING HOUSES.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

LET US KNOW YOU ARE NOT GOING TO BUILD THIS ABORTION.

To help us understand the context of your feedback, please provide the following information:

Name (optional) JOAN MARIOTT

Your Street Name MILROY STREET

Your Suburb NORTH RYDE

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback



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SYDNEY NSW 2000

**Fax** 02 8233 9966

**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

Nothing - it's disgraceful visually,  
it's disgraceful to increase the traffic  
it's disgraceful to have  
more people using the same  
public facilities

What do you like least about the Concept Plan?

Public Facilities

- I am concerned about ~~decreasing~~ the increase in population in the area.

At the moment it is impossible to take your child for a swim & have enough room in the pool to teach them to swim.

AT THE VERY LEAST PUT A POOL IN THE DEVELOPMENT.

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

The traffic is a problem in the area.  
Please place speed humps  
along PINE ST & BARINGA ST.  
~~These should~~

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

You need to assess how the  
traffic goes south. All the  
traffic assessments assume  
everyone is doing a left hand turn  
into either Lane Cove Road or Epping Rd.  
The reality is that people will go  
south to drop their kids off at school.  
∴ The traffic along Kent Rd, Pine St

To help us understand the context of your feedback, please provide the following information:

Name (optional)

Penny Joseph

Your Street Name

Baringa St

Your Suburb

North Ryde.

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☐ No

Thank you for your feedback

## Have your say about the Whiteside Street Concept Plan

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GPO Box 5278  
SYDNEY NSW 2000

**Fax** 02 8233 9966

**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

Please be as specific as possible.

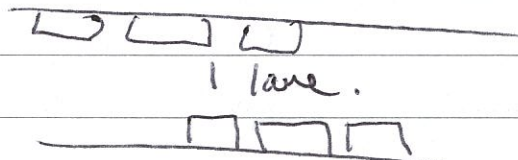
If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

There is not a lot to like about it.  
If I have to write something it would  
be the <sup>public</sup> park, but for so many people  
that in itself is not much space

What do you like least about the Concept Plan?

The traffic. ~~At~~ analysis. ~~it~~  
It seems flawed. These streets are  
effectively 1 ~~way~~ lane sts due to people  
parking



It seems crazy to be adding to this parking/traffic  
problem.

Do you have any further comments on the Whiteside Street Concept Plan at this stage?

For every extra person moving into the area council needs to increase facilities on a per capita basis. eg swimming pools, bike tracks, ~~these~~ soccer fields ~~that you~~ already an issue in the area.

Question → If all privately owned recreation facilities ~~are~~ <sup>are built on</sup> there will be no where in this city to go ~~for recreation~~ <sup>horse riding</sup> play mini golf etc. ~~our~~ <sup>are</sup> ~~quality~~ <sup>built on</sup> of life is diminishing every time these facilities

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

To help us understand the context of your feedback, please provide the following information:

Name (optional) Nahum Joseph

Your Street Name Baringa St

Your Suburb North Ryde

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☐ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☐ No

Thank you for your feedback



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*Please be as specific as possible.*

*If you wish to provide additional feedback please feel free to append it to this form.*

What do you like most about the Concept Plan that you have viewed today?

Nothing

What do you like least about the Concept Plan?

It is too high in the sense of the height size of the towers of the proposed building. I find it totally out of sync with the low rise residential development that currently exists on the North Ryde side of Epping Road.



Do you have any further comments on the Whiteside Street Concept Plan at this stage?

I am totally opposed to the plan as it offers nothing to the local community & I do not feel that it is an exercise in urban planning but rather an exercise in urban destruction as there is no other residential development like it on the North Ryde side of Epping Road. A maximum height size of 2 storeys should be considered. I also feel that traffic from 'Rat running' in the surrounding streets has not been considered.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

Definitive numbers on how traffic calculations were worked out considering socio economic concerns.

further I also don't think consideration has been given to the operation of illegal boarding houses in the area due to overseas uni students that will be proliferated by the construction of these units.

To help us understand the context of your feedback, please provide the following information: ie 1 bed units with 4 students residing

Name (optional) Kathryn Denshire

Your Street Name ~~001~~ Milroy st

Your Suburb North Ryde

Are you a resident in the area? (please tick) ☒ Yes ☐ No

Are you a business operator in the area? (please tick) ☐ Yes ☒ No

Organisation (if applicable) \_\_\_\_\_

Do you own a property in the area, but live elsewhere? ☐ Yes ☒ No

Thank you for your feedback



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GPO Box 5278  
SYDNEY NSW 2000

**Fax** 02 8233 9966

**Email:** [whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)

Please be as specific as possible.

If you wish to provide additional feedback please feel free to append it to this form.

What do you like most about the Concept Plan that you have viewed today?

Nothing

The size of the development. What was the point of council being asked to identify areas for development if new zoning can be overruled so easily. Many new homes have been built in this locality in the knowledge of R2 zoning to protect their investment.

What do you like least about the Concept Plan?

- no consideration given to overshadowing to homes in Parklands Road.
- no consideration to capacity of local roads to cope with additional traffic.
- no understanding of current "rat run" through to Paul St, Epping Rd exit. no study of this exit was undertaken
- current plan to exit onto Epping road is extremely dangerous. Many cars take the fly over to turn left into whiteside whilst two lanes of traffic are merging into Epping road.



Do you have any further comments on the Whiteside Street Concept Plan at this stage?

Far too big + dense for location. Local roads are already struggling with parked vehicles outside of residential parking times. Movement around the suburb is very difficult in the back streets during peak hour and I would anticipate many units would have 2 cars and park in the evening in local streets.

To help us continue to make our consultation an effective process, is there any additional information that you would have liked at either the Information Session, on the website or in the newsletter that wasn't provided?

- I would like to know street load limits and movements of garbage trucks ie: no of movements and placement of bin rooms and any movement of bins. Also problems with resident clean ups and how they get rid of furniture etc. as it will probably be a high turnover rental location.

To help us understand the context of your feedback, please provide the following information:

Name (optional)

Caroline McKenzie

Your Street Name

Parklands Road

Your Suburb

North Ryde

Are you a resident in the area? (please tick)

☒ Yes

☐ No

Are you a business operator in the area? (please tick)

☐ Yes

☒ No

Organisation (if applicable)

Do you own a property in the area, but live elsewhere?

☐ Yes

☒ No

Thank you for your feedback

3 Michael Street  
North Ryde NSW 2113

20<sup>th</sup> March 2011

Ms Megan Christensen  
Associate Director  
Whiteside Street Concept Plan  
Urbis  
GPO Box 5278  
SYDNEY NSW 2000

Dear Ms Christensen

Thank you for the opportunity to give feedback on the Whiteside Concept Plan in North Ryde.

A right activity will bless everyone in the community!

As the developers know, the proposed concept is totally inappropriate for a low density residential area on an extremely noisy and polluted main road. The best way to ascertain the appropriateness of the site is to find out how many of the developers would be prepared to buy a fully priced apartment overlooking the main road and live there for the rest of their life or how many would buy a home located right next to the site. Not a one, I'm sure.

Australia has been the envy of the world because its forefathers always ensured that every individual's needs were fully met in society.

The Whiteside Plan would not care for the needs of everyone in our society. Listed below are issues that would be a disaster for the North Ryde area.

**Privacy** would be taken away from all the surrounding areas. The Avaya building of only 10 stories is already very intrusive and it's further away.

**Sewerage** and stormwater problems already exist in North Ryde as new pipes are needed but are not being upgraded due to the cost. This problem will greatly increase.

**Electricity** usage will increase massively due to the enormous number of new tenants and their need to use dryers. No-one can leave washing on a public line – it will just disappear. The Top Ryde area has had constant blackouts since the opening of the new shopping centre.

**Traffic** is already a total disaster in the North Ryde area. The main roads almost come to a halt for long periods in peak hours and rat runners come through the local streets at high speeds rushing to get to work on time – an accident just waiting to happen especially with young school kids. It would be crazy to increase this problem.

**Pedestrian traffic** will greatly increase causing more traffic hazards and problems on an already choked main road.

**Boarding houses** is what these apartments will probably become. They will be divided up into enormous numbers of rooms for massive profit. This already happens in Chatswood and the city as it is not policed.

**Social Problems** will be greatly increased as apartments do not cater for the needs of young children to play outdoors. Public open space does not solve this problem as parents rarely have the time to spend specially supervising their children in public areas – only a proper backyard can ensure their safety hence the number of people going further and further out of Sydney to meet the needs of their children.

Apartments don't provide enough space for teenagers to get together which results in them congregating around shopping centres often resulting in gang type behaviour.

**Traffic and Tenant Noise** would be unbearable for everyone living in and around the development.

**Pollution** from car fumes would be extremely unhealthy for all new residents. The present homes have a green area as a buffer zone.

For the above reasons, it is very clear that the Whiteside Street Concept Plan would not be a blessing to anyone in our community. Perhaps the land could be sold back to the Council for the development of a beautiful park which would benefit all our community.



As this project is under Part 3A of the Environmental Planning and Assessment Act, it would be greatly appreciated if the Minister for Planning would respect the democratic rights and wishes of all the residents in the North Ryde area and reject this proposal completely.

We look forward to the genuine care of our whole Australian society.

Yours faithfully

*B. de la Vega*

Mr & Mrs de la Vega.

## Whiteside Action Group –OBJECTION TO PROPOSED EGC CONCEPT PLAN

Revision 4, 21 March 2011

The Whiteside Action Group (WAG) has been formed in response to the proposed Concept Plan for a high rise development at 5 Whiteside Street, North Ryde.

### BACKGROUND

Developer EGC is seeking approval from the NSW Department of Planning for a Concept Plan for 5 Whiteside Street, including 14 and 16 David Avenue, North Ryde (DoP ref: MP10\_0165).

The Concept Plan includes the construction of **SIX HIGH RISE** residential buildings including one 11 storey, one 9 storey, two 5 storey, one 4 storey and one 3 storey building. The development proposes 257 new residential dwellings and 366 car parking spaces on a small block of 1.39 hectares.

The development will be adjacent to existing 1 and 2 storey low density residences. The height of buildings and the density of the development substantially exceeds the current zoning restrictions.

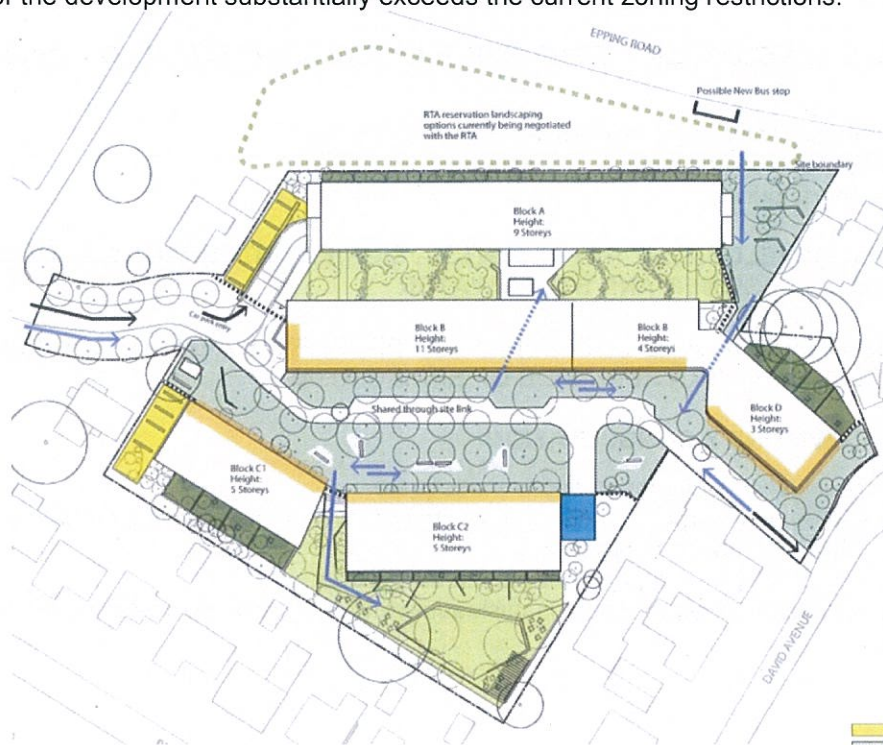


Figure A Whiteside Street Development Concept Plan

The same developer proposes a similar development at the corner of Lane Cove and Epping Roads at Allengrove Crescent, North Ryde.

### WHITESIDE ACTION GROUP

WAG has been formed by residents who are opposed to the proposed development. Following first notification by EGC in late February, the 137 members of WAG have quickly collected nearly 800 signatures from residents who oppose this development.

WAG welcomes the support of elected representatives at Council, State and Federal levels. WAG members have received letters of support opposing the development from Local NSW State Member for Ryde, Mr Victor Dominello and Federal Member for Bennelong, Mr John Alexander. WAG has also received support from Ryde City Council Councillors Sarkis Yedelian, Nicole Campbell, Terry Perram, Roy Maggio and Ivan Petch.

This document details WAG's objections to the development, based on information provided by EGC and its consultant Urbis via its initial community newsletter drop in late February, website and community information and feedback session on 16 March 2011.

## **SUMMARY OF OBJECTIONS**

**WAG is opposed to the proposed high-rise development at Whiteside Street and David Avenue on the following grounds.**

**1. THIS PROPOSED DEVELOPMENT IS NOT IN THE STATE INTEREST**

- A. There is already provision for high density residential development in the Macquarie Park Corridor
- B. The City of Ryde is on track to meet its Housing Targets, it doesn't need to change its zoning plans
- C. Epping Road provides the logical buffer zone between high and low rise development, it prevents major infringements on sunlight, privacy and aesthetic amenity.

**2. THE PROPOSED DEVELOPMENT WILL RESULT IN TRAFFIC CHAOS**

- A. Major traffic congestion already exists
- B. The proposed new development will substantially increase traffic congestion
- C. There are no viable solutions to the problem of increasing traffic congestion
- D. There are no viable solutions to the problem of increasing street parking

**3. THE PROPOSED DEVELOPMENT REPRESENTS A SIGNIFICANT IMPACT ON THE LOCAL COMMUNITY**

- A. Significant impacts on sunlight, access, amenity and privacy
- B. Impact on social infrastructure
- C. Impact on property prices

**4. THE PROPOSED DEVELOPMENT REPRESENTS A SIGNIFICANT IMPACT ON LOCAL SERVICE NETWORKS SUCH AS SEWER AND STORMWATER**

**5. APPROVAL OF THE PROPOSED DEVELOPMENT REPRESENTS A DANGEROUS PRECEDENT FOR LAND USE ON THE SOUTHERN SIDE OF EPPING ROAD**

**6. INADEQUATE COMMUNITY CONSULTATION**

- A. Duration of the initial consultation period is inadequate.
- B. There is no attempt to incorporate community concerns within the formal environmental assessment application. This is an abuse of process.
- C. Information provided by the proponent is limited and vague
- D. Information provided by the proponent is misleading and deceptive, downplaying the impact of the development



## EXPLANATION OF OBJECTIONS

### 1. THIS PROPOSED DEVELOPMENT IS NOT IN THE STATE INTEREST

Developers like EGC regularly claim that their high rise developments are in the state interest because the NSW State Government has projected a housing shortage in Sydney unless substantial numbers of new dwellings are constructed. They claim that land within walking distance of train stations, bus stops and major roads are ideal locations for high rise development.

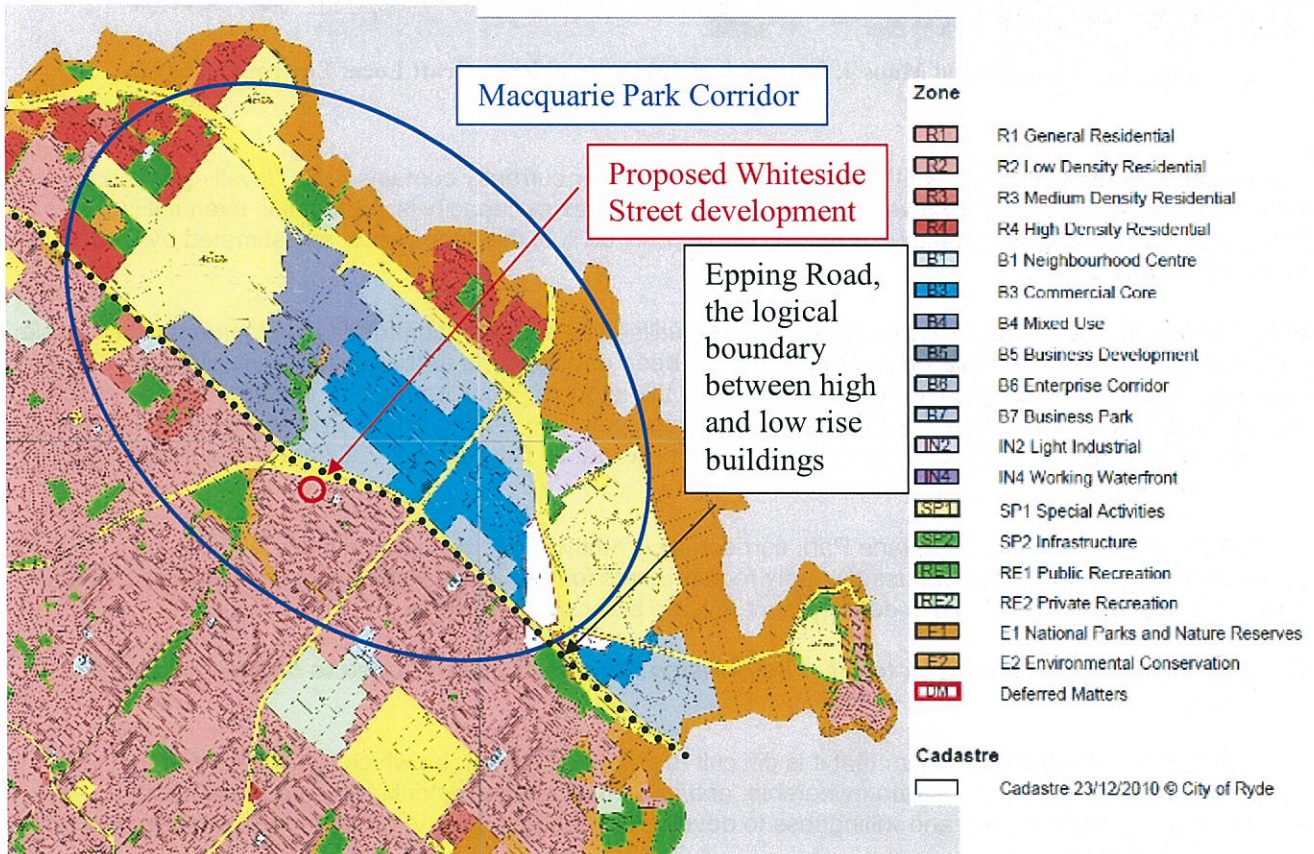
It is WAG's opinion that these reasons alone do not sufficiently demonstrate that a development is in the state interest because the unique circumstances of each case should be considered on its merits.

In the case of the Whiteside Street site, extending the boundary between high and low rise development south of Epping Road does not make sense. The unique circumstances of this area are as follows:

#### **A. *There is already provision for high density residential development in the Macquarie Park Corridor***

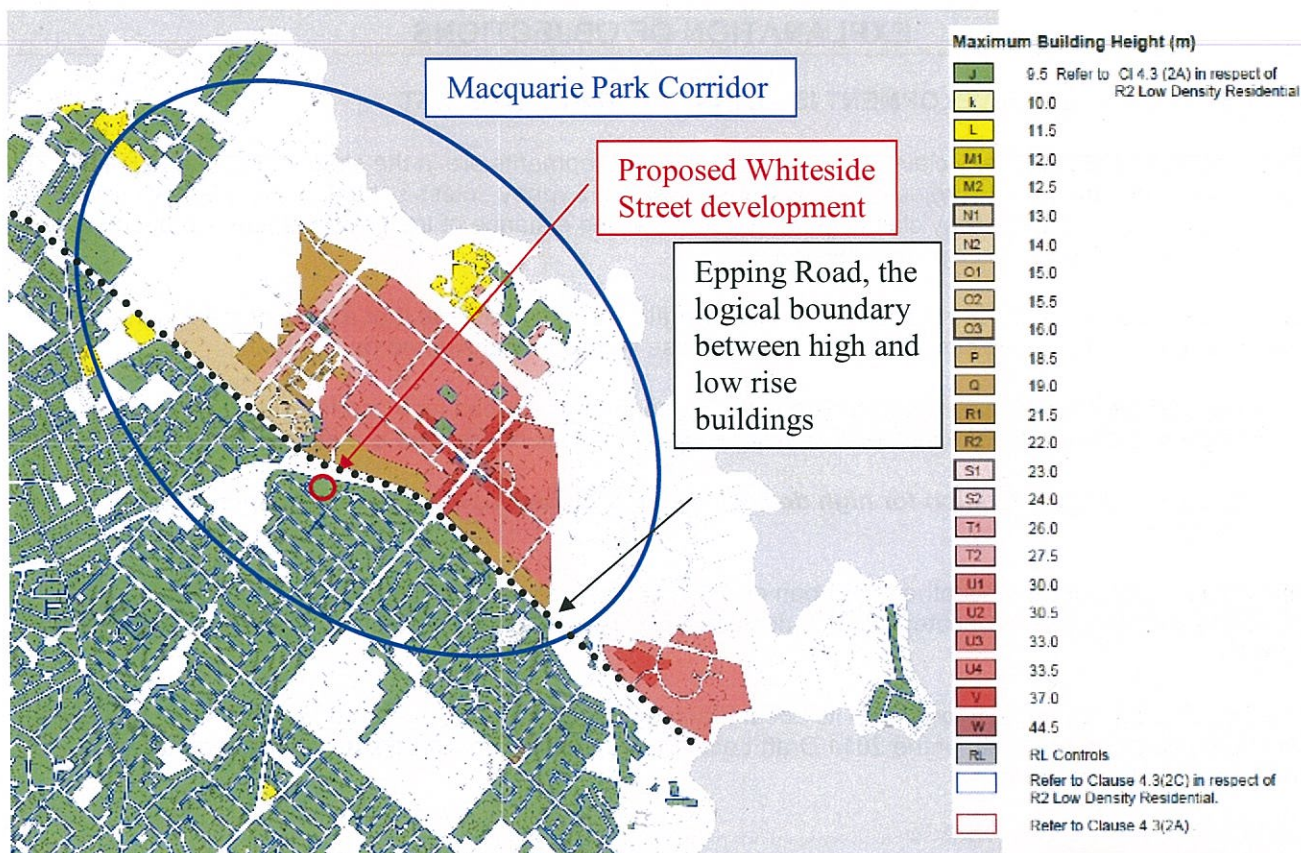
This area is unique from most other suburban areas in Sydney, as nearby Macquarie Park and Macquarie University train stations are located within a designated high rise development area called the Macquarie Park Corridor.

The City of Ryde has recently prepared its Local Planning Study on 7 December 2010. This study has been used to guide the preparation of the 2011 Draft Local Environment Plan (DLEP). Consolidated maps are shown below for reference.



**Figure B Consolidated Maps 4, 5, 8 and 9 of 2011 City of Ryde Draft Local Environment Plan Zone Maps**





**Figure C Consolidated Maps 4, 5, 8 and 9 of 2011 City of Ryde Draft Local Environment Plan  
Height of Building Plans**

The planning study has noted that the Macquarie Park corridor currently contains 4,300 dwellings, with a capacity for an additional 3,780 dwellings by year 2031. The extra capacity is substantial, even if it is anticipated that development take up rates will deliver only 60% of the floor space, as estimated by Council in the Local Planning Study.

EGC's claim that the existing train stations are under utilised as a justification for its development is laughable. It is obvious that the current planning strategies have been developed to further utilise these stations. Council does not need this development to help them achieve these goals. It is already "standing room only" on city bound trains leaving Macquarie Park during the morning peak, and Epping bound trains arriving at Macquarie Park during the afternoon peak. Passenger numbers provided by CityRail to WAG shows that these stations are busy already.

It is WAG's opinion that the Macquarie Park corridor is currently under utilised and there is plenty of opportunity to meet the State's housing supply requirements for the City of Ryde within the existing corridor. There is no need to allow high rise development to jump across Epping Road.

#### ***B. The City of Ryde is on track to meet its Housing Targets, it doesn't need to change its zoning plans***

It is common for developers to claim that it is difficult to purchase sites upon which to develop due to a combination of multiple land or strata ownership, and/or council zoning restrictions. The presence of a developer with a block of land and willingness to develop is often attractive to governments who are keen to meet their housing targets.

EGC has predictably played this age old tune already. In its recent January 2011 objection to EGC's proposed Allengrove Crescent development, Council repudiated EGC's claim in its Environmental Assessment that Council's strategy will not meet or is struggling to meet the Housing Targets that have been set for it by the Department of Planning.

The City of Ryde states that it is on track to meet its housing target, and this can be confirmed by the Sydney East Regional Team within the Department of Planning.

Given the potential for 3,780 dwellings in the Macquarie Park Corridor alone, it is not surprising that Council is on track. Here are some recent examples within areas zoned as B4 (Mixed Use), as shown in Figure B:

- The DoP has just approved (20th January 2011) the construction of 5 residential apartment buildings comprising 557 new dwellings at 120-128 Herring Road, Macquarie Park (ref: MP09\_0195), **NORTH OF EPPING RD.**
- The DoP has issued DGRs for the redevelopment of the Stamford Grand North Ryde site at 110-114 Herring Road, Macquarie Park (ref: MP10\_0113) involving the construction of two new residential buildings (12 and 13 storeys in height) comprising 625 new residential apartments, **NORTH OF EPPING RD.**

WAG notes that if, in the future, it appears that Council is not on track to meeting its housing targets, it would make sense for Council to consider amending its current zone plans to allow mixed use development around Macquarie Park Station, where high-rise development up to 44.5 metres will be permitted (2011 DLEP).

For example, there is a suitable site for residential development at 144 Wicks Road in the old Peter Board High School site on the northern side of Epping Rd. This land has front and rear access on major roads. It is close to the existing train stations and there is plenty of space to include a decent recreation area. City bound vehicular traffic from this development only has to turn left and merge onto a four lane road. This land is currently zoned by Council as B7 (Business Park) with allowable building heights of 22 to 30 metres. It is owned by the Dexus Property Group, who, on its website, advises that master planning of the site has commenced for a "Campus Office" estate. WAG submits that if Council finds that it is not on track to meeting its housing targets, property such as this could be rezoned to B4 (Mixed Use).

With housing targets on track, it makes a lot more sense to develop within the existing boundary of the Macquarie Park Corridor. There is no need to allow high rise development to jump across Epping Road.

***C. Epping Road provides the logical buffer zone between high and low rise development, it prevents major infringements on sunlight, privacy and aesthetic amenity.***

This is obvious.

Furthermore, the orientation of Epping Road is not conducive to building high rise development on its southern side. It immediately places adjoining houses and backyards to the south and west in shadow.

Why ruin a lovely suburban area when there are plenty of options north of Epping Road. NSW does not need this development.



## 2. THE PROPOSED DEVELOPMENT WILL RESULT IN TRAFFIC CHAOS

### A. Major traffic congestion already exists

The proposed development is located in an area with unique traffic issues. The major regional intersection is Epping Road and Lane Cove Road. Vehicles travelling from regions located to the south and west of Epping Road flow towards this intersection to either reach the Macquarie Park Corridor or turn right and head towards the Sydney CBD and other major employment centres in Sydney.

Major congestion is already experienced. The queue length on Lane Cove during morning peak hour is horrendous.

This neighbourhood already experiences problems with 'rat-runners' from regional areas driving through the local streets trying to get onto Lane Cove Road via Paul Street and Napier Crescent. Traffic and parking problems have still not been resolved despite the efforts of the RTA and the City of Ryde. The situation is worsening, particularly since the completion of the Optus campus some years ago.

A map illustrating the rat run is shown below.

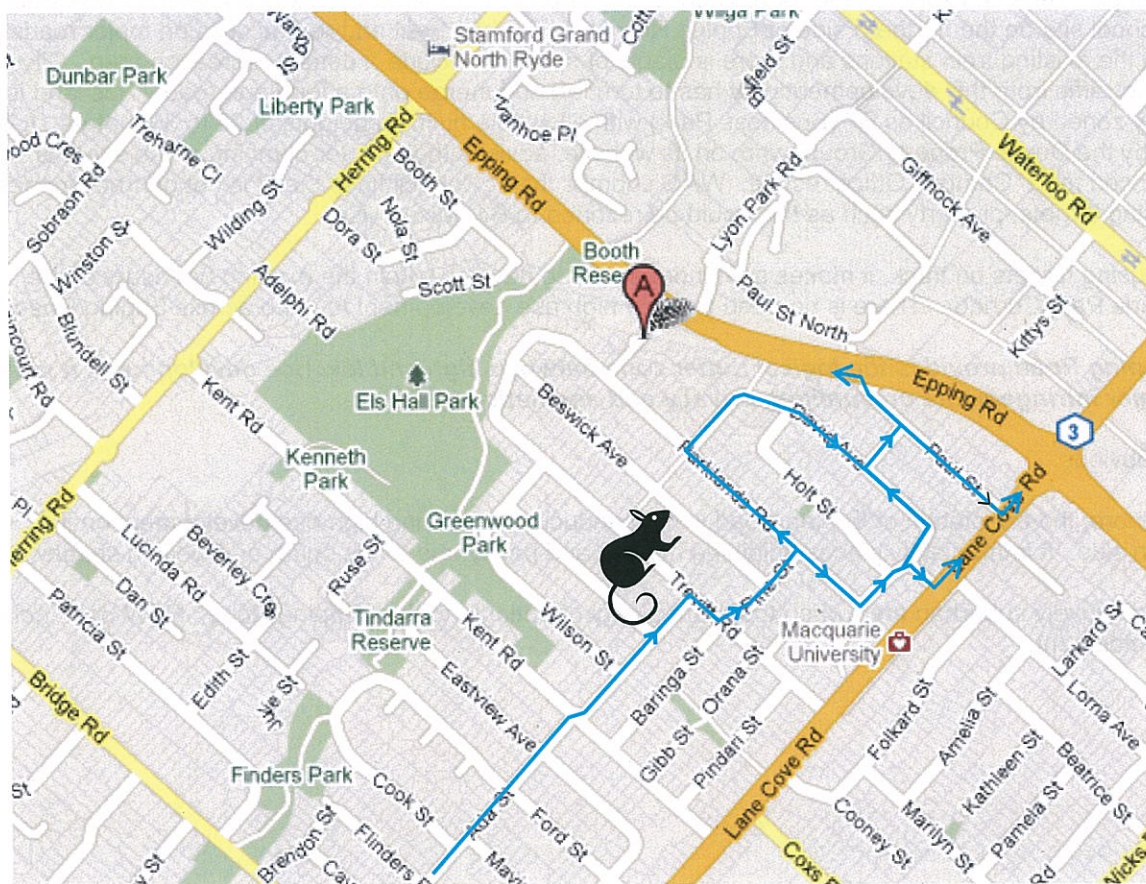


Figure D Map showing “rat run” through local streets during morning peak

Residents living along the rat run already have difficulty getting out of their driveways in the morning. Traffic jams are present on Paul Street and Napier Crescent on weekdays, with long queues sometimes extending into Parklands Road and McGregor Street.

The narrow streets often have cars legitimately parked on them. Paul Street is effectively a one way street during morning peak hour. Under dire circumstances, some residents have been known to drive along the nature strip just to get into or out of their own street.





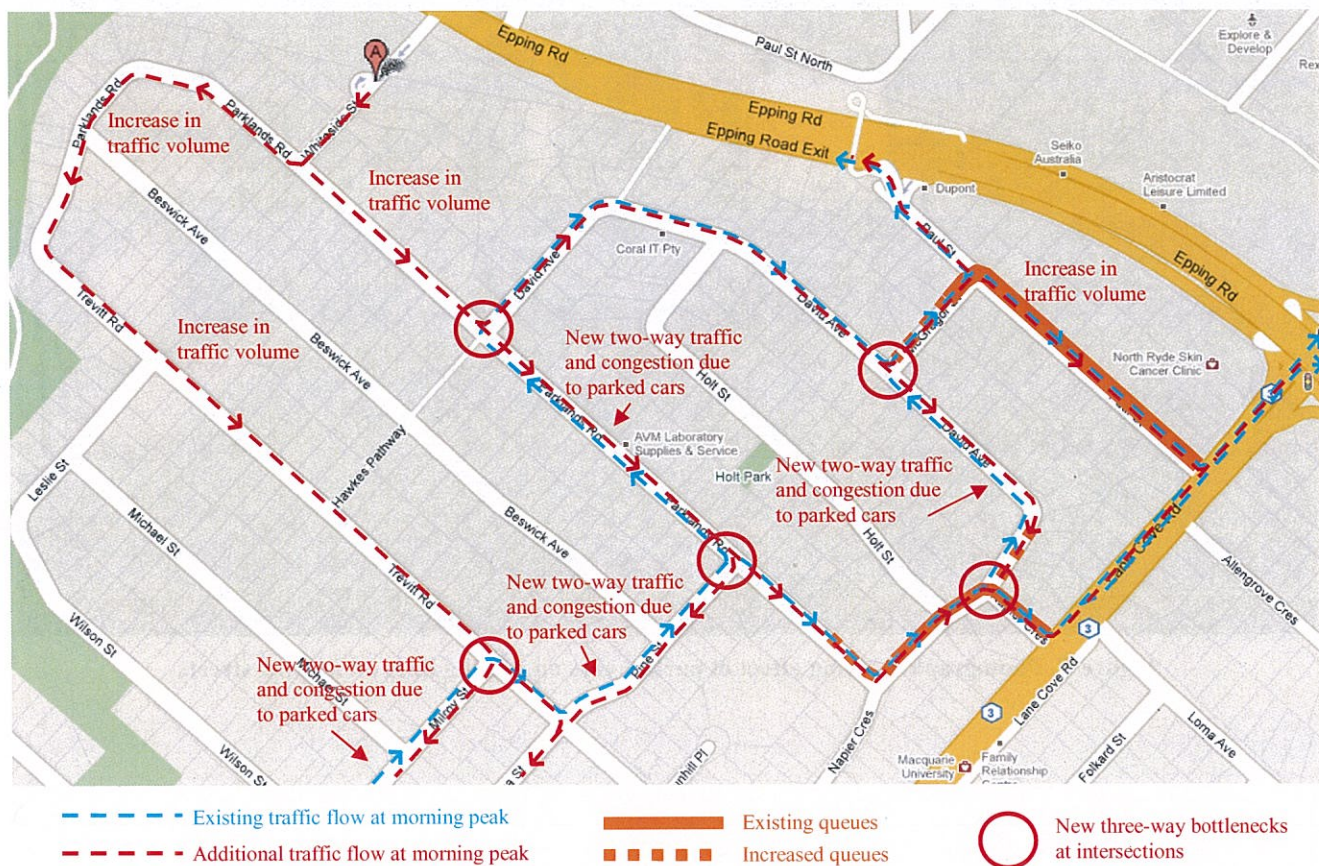
**Figure E Photograph showing effect of parked cars on driving lines on narrow streets**



## B. The proposed new development will substantially increase traffic congestion

It is obvious that adding another 257 households or 366 vehicles will make things substantially worse. With the proposed development at Whiteside Street, the existing extent of traffic congestion will extend to Parklands Road and Trevitt Road. A flow diagram showing impact on traffic during the morning peak is shown in Figure .

EGC and Urbis estimate that the proposed development will generate an additional 103 vehicles per hour onto the local streets.



**Figure F Flow diagram showing impact of Proposed Whiteside Development on traffic during morning peak**

As shown in the above figure, the proposed development will generate increased traffic on local roads, with significant increases compared to current conditions for some streets. It will also generate an increase in existing queue lengths and travel times. The dotted orange lines are representative only and WAG requests an analysis by EGC's traffic consultant Traffix, cross checked by the RTA.

The map also shows, however, disturbing new traffic issues that will occur for local streets:

- **New two-way traffic and congestion**

The current direction of traffic flow is predominantly one-way. The introduction of a new and significant entry point at Whiteside Street will introduce two-way traffic flows. This is a major new issue as it will lead to substantially increased new congestion in the narrow streets. Vehicles will be forced to stop and give way to each other when travelling in opposing directions. This will result in an increase in traffic noise.

- **New three-way bottlenecks at intersections**

It will not take long for new residents from the proposed development to realise that if they wish to join Lane Cove Road at Napier Crescent (so they can turn right onto Epping Road), the best way will be to drive down David Avenue and enjoy a right of way against the current rat runners. This will introduce a new bottleneck. Other bottlenecks will likely occur at other intersections, as highlighted in Figure F.



The narrow local streets will experience unprecedented stress as result of this new development. In some locations, it will become dangerous to get into a car parked on the street or simply to cross the road. Public safety will be at significantly increased risk.

EGC and Urbis have downplayed the impact on traffic due to this development during its public consultation. To mention that traffic volumes will remain below the “desirable” threshold of 200 vehicles per hour is deceptive and an insult to residents.

With only 2 to 4 cars merging onto Lane Cove Road from Paul Street and Napier Crescent for every traffic light cycle at the intersection of Lane Cove Road and Epping Road, 200 vehicles per hour represents very long queues and very long travel times at Paul Street and Napier Crescent.

WAG believes traffic congestion, which can be quantified by traffic speed, queue length and travel time are much more appropriate measures of traffic congestion. The number of vehicles per hour means little to someone who cannot back out of their driveway.

EGC’s consultant Traffix advised during the information session on 16 March 2011 that SIDRA intersection analyses have been undertaken for many of the congested streets and the effect of the development on queuing and travel time has been estimated. WAG asks why EGC and Urbis chose not to provide this information but instead chose to cherry pick Traffix’ advice, referencing only a “desirable” threshold of 200 vehicles per hour. WAG also questions whether the SIDRA analysis took into account the effect of parked cars on the narrow local streets.

### C. There are no viable solutions to the problem of increasing traffic congestion

EGC have raised a proposal of turning Whiteside St into a two-way road rather than the current one-way access from Epping Rd to provide amenity to local residents. This will facilitate traffic flow towards Epping Road. This makes no sense.



**Figure G Flow diagram showing changes to impact of Proposed Whiteside Development on traffic during morning peak if a new exit is permitted at Whiteside Street onto Epping Road**

The following can be seen from the traffic flow diagram in Figure G.

- **Generation of even more new two-way traffic and congestion hot spots**

A new two-way road will entice rat runners who currently turn north-west onto Epping Road via Paul Street. These rat runners are mainly travelling to the Macquarie Park Corridor via Herring Road. Enticing these vehicles onto Whiteside Street against the flow of vehicles exiting from the proposed development does not make sense.

The change in existing traffic flows will also result in the introduction of new two-way flows along Trevitt Road and Parklands Road.

- **Little effect on issues on Paul Street and Napier Crescent**

Traffix advised at the community information session on 16 March that the majority of traffic leaving from the proposed development is expected to be heading out of the local streets via Paul Street and Napier Crescent. Vehicles heading in this direction would not use the proposed new exit onto Epping Road because it heads in the opposite direction. So the introduction of a new exit onto Epping Road will have no effect on the proposed development's substantial impact on traffic travelling via Paul Street and Napier Crescent.

- **A new exit onto Epping Road might not be a long term solution anyway**

The City of Ryde zoning maps (refer Figure B) show that the RTA have long terms plans to construct a link road from Epping Road to Eastwood. If this project goes ahead, it is likely that a two-way road would not be viable as the Whiteside Street intersection is located where the traffic turns out to Eastwood. Furthermore, the exit will not allow vehicles to travel onto Epping Road. The vehicles would only be allowed to travel on the new Eastwood Road. Therefore, the proposed two-way street might not be a long-term solution anyway.

EGC vaguely offers to investigate further traffic options.

WAG believes that there are no viable options. The proposed development will substantially increase impacts on traffic.

***D. There are no viable solutions to the problem of increasing street parking***

With 600 to 800 residents proposed to be housed in a development with 366 parking spaces, it is clear that residents will desire to park vehicles on local streets. There is no guarantee that the parking provided will be used for residents' cars. It is common for people to use their allocated secure parking for storage and park their cars in residential streets where no restrictions exist.

There are parking restrictions currently in force on local streets all the way to Kent Road, to discourage parking by office workers in Macquarie Park. The current parking restrictions may be challenged either by EGC, and in the event of approval of the Concept Plan, future developers or its new residents. It is understandable that residents and visitors to the new development would object to being forced to park their cars many blocks from Whiteside Street.

But if Council relaxes parking restrictions, the area will immediately be flooded by workers within the Macquarie Park Corridor.

WAG believes that there are no viable options.



### 3. THE PROPOSED DEVELOPMENT REPRESENTS A SIGNIFICANT IMPACT ON THE LOCAL COMMUNITY

This is obvious.

The proposed residential blocks are simply too close to boundaries and are too tall. No matter what angle this development is viewed from, it will be nothing short of an eyesore. It is environmental vandalism.

#### A. Significant impacts on sunlight, access, amenity and privacy

EGC and Urbis claim that the "*design and arrangement of buildings is intended to minimise impacts on sunlight, access, amenity and privacy of adjoining properties*". This is an extremely misleading statement and an insult to local residents.

There are **major impacts on sunlight access, amenity and privacy.**

A "*minimum of three hours sunlight in mid winter to northern windows and private open space*" is a huge impact to the adjoining properties that now enjoy full sunlight from their northern aspect all day. The current council zoning of R2 would not significantly affect this amenity to residents. The 3 hour sunlight criterion is not appropriate and is unacceptable.

Some of these residents currently enjoy their breakfast in the morning winter sunlight. Shadow diagrams provided by Urbis demonstrate that residents adjoining the development on Parklands Road will not see the sun in the morning for approximately 6 months of the year. Local residents will be forced into using clothes dryers, using additional lighting, power and heating due to the reduced natural sunlight. One resident has installed solar panels on the roof. Solar power hot water systems will no longer be effective.



**Figure H** Nearmap image of Epping Road on 15 June 2010, showing extensive shading from Avaya Building and trees, hence the logic of keeping Epping Road as the boundary between high and low rise development.



The shadow diagrams and 3 hour sunlight provision calculated by EGC are inaccurate and downplay the true impact on sunlight. As shown in Figure H, trees can contribute a substantial impact on shading. EGC's shadow diagrams and calculations haven't taken into account the impact of shading from new trees that it proposes to plant in order to slightly reduce the substantial impacts that the proposed development will have on aesthetic outlook and privacy for adjoining properties. The planting of the new trees will further reduce the amount of sunlight that will shine into adjoining properties.

Given the small amount of information that has been provided by EGC and Urbis as part of its mandatory public consultation, a disproportionate amount of information has been provided about methods to window dress the clearly inappropriate scale of this development. The majority of this information is irrelevant and non-binding as EGC is only seeking approval of a Concept Plan.

The architectural and landscaping solutions offered by EGC cannot account for the massive impact that this proposed development will have on amenity, privacy, sunlight and access that is currently enjoyed by local residents.

EGC and Urbis claim minimal impacts on noise as a result of this proposed development. WAG challenges this statement, citing noise that will come from people, air conditioners and traffic.

Some "environmental sustainability" benefits promoted by the EGC and Urbis significantly impact on environmental sustainable elements of existing neighbouring houses. That is, breezes and sunlight captured by the proposed towers come only with the direct consequence of loss of breezes (ventilation) and loss of sunlight and for some houses, loss of solar electricity generation. This is a direct contradiction of the principles of sustainability.

Put simply, EGC's proposed development is an elephant. Their architects and landscape designers have tried to dress it up with pretty pink ribbons. Urbis have tried to inflate its image with catchphrases like "environmental sustainability". But it still looks like an elephant, sounds like an elephant, shades like an elephant and smells like an elephant.

### ***B. Impact on social infrastructure***

EGC and Urbis have not assessed the potential impacts on the local community as part of the public consultation process. This is not acceptable.

In addition to traffic, parking, amenity, privacy, reduced sunlight, the introduction of high rise residential development will place an increased burden on social services within this community.

In its recent January 2011 objection to EGC's proposed Allengrove Crescent development, the City of Ryde commented on the need for a Social Impact Assessment.

WAG is concerned how this development might impact on social infrastructure such as local schools, childcare facilities and local GP medical services.

### ***C. Impact on prices of nearby properties***

Many people have invested over a million dollars to purchase a home in this quiet, low density residential area. Other residents have plans to sell and realise the high value of their property.

Approval of the proposed development, with its significant impact on the local area, will result in significant impacts on property prices.

The developer EGC will stand to make substantial profit if the land is rezoned to high rise residential development.

The local residents will stand to make substantial losses and suffer a significant reduction in enjoyment of their property and neighbourhood. It is not fair, particularly when this project presents no great benefit to the state of NSW.

#### **4. THE PROPOSED DEVELOPMENT REPRESENTS A SIGNIFICANT IMPACT ON LOCAL SERVICE NETWORKS**

Local residents currently experience issues with sewerage services. The proposed development will place an undue load onto existing sewer services.

WAG is concerned that the development will impact on sewer, potable water, stormwater, electricity and telecommunications infrastructure.

EGC and Urbis have been conspicuously silent on these issues.

#### **5. APPROVAL OF THE PROPOSED DEVELOPMENT REPRESENTS A DANGEROUS PRECEDENT FOR LAND USE ON THE SOUTHERN SIDE OF EPPING ROAD**

The Whiteside Street and Allengrove Crescent developments are the first two proposed developments south of Epping Road, beyond the Macquarie Park Corridor.

If EGC's application is successful, other developers will justifiably demand equal consideration of more high rise development on the southern side of Epping Road.

The potential impacts on the local community that have been raised by WAG will only be multiplied if further high rise developments are introduced.

Given that this project is not in the state interest, EGC does not deserve special treatment. Approval of this Concept Plan would represent a dangerous precedent.

In its Local Planning Study, the City of Ryde declared that "*Epping Road will continue to define the edge between taller built form in Macquarie Park and largely low scale residential areas.*" (Page 2-194)

WAG pleads with the NSW Planning Minister to respect this planning strategy.

#### **6. INADEQUATE COMMUNITY CONSULTATION**

##### **A. Duration of public consultation period is inadequate**

In late February, Urbis, on behalf of EGC, first informed residents of the proposed development. Urbis held a community information session on Wednesday, 16 March 2011. EGC plan to formally lodge its Environmental Assessment in "late March".

There was a lot of new information provided at the information session but there were so many attendees at the session that there was not enough time for individuals to talk to each of EGC's consultants.

Urbis requested attendees at the session to return its feedback forms by Friday, 18 March.

Information has also been provided on Urbis' website ([www.whitesidestreetconsultation.com.au](http://www.whitesidestreetconsultation.com.au)). This website has also been recently updated with new information.

Within the space of a couple of weeks, residents have been asked to absorb the scale and form of the proposed development, and absorb new information as it comes to light via information sessions and updated websites and provide feedback within 2 days after its community information session.

The duration of the public consultation period is inadequate. Some residents are only just starting to recover from the shock of the proposal and have not been able to properly provide any coherent feedback.

WAG members have been forced to temporarily put their lives on hold in order to quickly respond to this development proposal.

WAG requests that the public consultation period prior to lodgement be extended for at least another month.

**B. There is no attempt to incorporate community concerns within the formal environmental assessment application. This is an abuse of process.**

A brief timeline of events is listed below.

- EGC applied to the Minister for Planning to consider whether its proposal would be declared a Major Project in September 2010.
- The Minister duly declared the project a Major Project in October 2010.
- On 27 January 2011, the Department of Planning issued its Director General Requirements.
- It was not until late February that EGC's consultant Urbis first dropped a newsletter in mail boxes informing residents of its proposal.
- In the meantime, EGC and Urbis have already lodged a draft Environmental Assessment for the Department of Planning to consider whether its submission meets the Director General's requirements and is "adequate" to place on public exhibition.
- Urbis advises that EGC plans to formally lodge its Environmental Assessment in "late March".

At the time of preparing this document of objection (18 March), WAG anticipates that EGC and Urbis have almost finalised its Environmental Assessment and will be soon preparing to forward its final document to the printer. It usually takes a printer at least a few days to turn this around and the printer would normally prefer a week.

It is clear from the above timeline of events that EGC and Urbis have sought to reduce the period of public consultation to as short a duration as possible.

It is also clear from the above timeline of events that EGC and Urbis are making no attempt to incorporate community concerns within its environmental assessment application.

This is an abuse of process for the following reasons.

- The environmental application is supposed to incorporate feedback from the community. EGC and Urbis are not making any genuine attempt to do this.
- With no attempt to incorporate community concerns prior to lodgement, input from the community will be restricted to submissions provided after the Environmental Assessment is formally lodged and placed on public exhibition.
- The planning process is designed to give the community two opportunities to provide feedback:
  - Once during preparation of the Environment Assessment, and
  - Once after lodgement of Environment Assessment during the exhibition period.
- By fast tracking the process and keeping the public consultation process to a minimum, EGC and Urbis have effectively restricted the process so that the community has only one opportunity to provide feedback.

The approach by EGC and Urbis appears to be directly in conflict with NSW Dept of Planning Guidelines for Major Project Community Consultation (October 2007) which clearly states that **"community and stakeholder consultation is expected from proponents prior to, during and after the assessment of their CONCEPT or project application"** and that **"the proponent should consult early, particularly where the project is likely to be contentious"**.

- There was no community consultation prior to the concept application and this project is clearly contentious.
- The consultation process is therefore contrary to the planning guidelines.

WAG repeats its request that the public consultation period prior to lodgement of the Environmental Assessment be extended for at least another month.

WAG also requests that EGC and Urbis incorporate issues raised by WAG and other members of the community into its Environment Assessment, including those outlined in this document.

This request simply asks that the community is treated with the same respect as the RTA, Council, Sydney Water and other institutions, whose feedback will likely be incorporated into the Environmental Assessment.

### **C. Information provided by the proponent is limited and vague**

WAG appreciates that the proposal is for a Concept Plan only.

Despite this, the information provided by the proponent is limited and vague. The questions outlined in this document, for example, cannot be answered with the information that has been provided. The community currently cannot provide effective feedback.

WAG requests the following additional information to be provided to allow the community to properly understand the details of the development.

- **Demonstration that the proposed development is in the State Interest**
  - As highlighted in this document, standard comments about proximity to train stations and other facilities is, by itself, insufficient justification.
  - There is not enough information for the community to understand why this development is needed in the State interest.
- **Description of the traffic study**

It is understood that a traffic study has been undertaken, including modelling of intersection using SIDRA. But there are limited and vague details describing what assumptions have been made by the modelling. Only snippets of information have been provided. For example:

  - The community does not know what traffic flows and traffic routes have been assumed.
  - The community does not know which intersections have been modelled using SIDRA and which intersections have not been modelled.
  - The community does not know whether the modelling takes into account the narrow streets and parked cars.
  - The community does not know whether the modelling has been projected forward in time to account for likely increases in traffic volumes as the Macquarie Park Corridor is further developed.
  - Best efforts should be made to provide an accurate traffic modelling study, and community feedback is important to achieving this. But with these unknowns, the community cannot provide effective feedback on this very important issue.
- **Description of Impacts on the Local Community**

There is only limited information provided by the proponent on this issue. How can the community provide proper feedback if they do not know what studies are being undertaken by Urbis? Some examples are provided:

  - The community does not know whether EGC and Urbis are studying the impact on social infrastructure such as schools, child care centres and GP medical services.
  - The information on visual impacts of the development is limited. For example, elevations provided on the Urbis website are not shown from street level.
  - Information on the effects on the enjoyment of sunlight access is vague. Shadow diagrams have been provided to some members of WAG but they don't show whether they have included the effect of shading from the trees EGC proposes to plant.
- **Description of Impacts on the Local Service Networks**

There is no information on how the proposed development would affect local services such as sewer, water and stormwater. Will the proposed development result in the construction of new pipes along local streets? How can the community provide feedback when it does not know what EGC and Urbis are planning?
- **Placement of this proposed development in context with other developments in the area**

Introducing a trans-urban change to the local community and environment is a big deal. It is not known whether EGC and Urbis area is assessing the impact its own development only, blind to what other developers might be planning, or whether it is assessing its proposed development on a more holistic basis. This is very relevant to many of the studies that are being undertaken, including traffic studies and social impact studies.

For example, social impact studies should include the combined impact of EGC's two proposed developments at Whiteside Street and Allengrove Crescent. But are they? The community does not know because the information provided to date is limited and vague.



**D. Information provided by the proponent is misleading and deceptive, downplaying the impact of the development**

WAG believes that EGC and Urbis are engaging in **misleading and deceptive behaviour** in order to attain approval for this project. Here are some examples. (Please note that it is hard to quote a website that is being updated, but WAG is quoting based on the information on the website as at 18 March.)

- On the webpage titled "Residential Buildings", EGC and Urbis state the following:  
*"The design and arrangement of buildings is intended to minimise impacts on sunlight, access, amenity and privacy of adjoining properties".*
  - This is an extremely misleading statement. The best way to design and arrange the buildings to minimise these impacts is to adhere to the current zoning restrictions.
  - There are **major impacts on sunlight access, amenity and privacy**. A *"minimum of three hours sunlight in mid winter to northern windows and private open space"* is a huge impact to the adjoining properties that now enjoy full sunlight from their northerly aspect all day.
- On the webpage titled "Residential Buildings", EGC and Urbis provide elevations showing the scale of the proposed development.
  - The elevations are misleading and deceptive because they do not properly demonstrate the view at ground level.
  - The dotted elevation of the Avaya building is trying to deceive the viewer that the visual impact is comparable to a building across the road. But when viewed from ground level, the visual impact from the proposed development is far more substantial.
- On the webpage titled "Residential Buildings", EGC and Urbis state that in order to *"minimise impact on the privacy neighbours"*, the design will include:
  - *"Careful arrangement of windows with adequate design features like louvers (sic)"*  
This is no guarantee to privacy when there is no assurance that the final design will provide these features.
  - The claim of *"wide setbacks"* to adjoining properties is not true. Visits by Urbis have revealed that 5-storey buildings are to be set back only 9 metres from the boundaries of the adjoining properties! That is not **privacy** or **minimum impact** in any language.
- On the webpage titled "Traffic & Access", EGC and Urbis state:  
*"Volumes will not exceed that RTA's environmental goal for local roads and will remain below the 'desirable' 200 vehicles/hr threshold; and below the 'maximum' goal of 300 vehicles/hr."*
  - This is an extremely misleading statement. It doesn't paint the full picture.
  - Traffic congestion, which can be quantified by traffic speed, queue length and travel time are much more appropriate measures of traffic congestion. The number of vehicles per hour means little to someone who cannot back out of their driveway.
- The application to DoP to approve the concept plan of the 'sister development' (currently being considered by DoP) at 1-9 Allengrove Crescent, 116a-122b Epping Road, 259-263 Lane Cove Road, North Ryde (ref: MP10\_0037) is from EGC Custodian Services P/L (and signed by Michael Easson as Director). This is the same developer and the same company, Urbis, paid by the developer to produce the Environmental Assessment, and which then passes recommendation to the Minister for Planning as to the adequacy and appropriateness of the development. This appears to us to be a clear conflict of interest. EG Funds Management (a division of EGC), have a *"70% success rate in rezoning properties....in order to capitalise on property investment opportunities arising from land use changes"* (<http://www.egproperty.com>).

It appears that the proponents have no intention of developing these sites themselves but to on-sell the development to a third-party and collect the substantial profits. This is not illegal but may be news to some. Both developments exceed the height and density provisions and (just) exceed the \$100 million capital investment threshold whereby the Minister for Planning has sole consent authority for the project and the local council planning restrictions can be overridden (Part 3A of the Environmental Planning and Assessment Act) in the interests of 'state benefit'. Coincidence?

- EGC and Urbis have already submitted an Environmental Assessment report for the Allengrove Cres development (see [http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=3841](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=3841)) which has been signed by an Associate Director that the information in the report is "true in all material particulars and is not misleading". However many misleading statements are made:
  - It is stated that the project will serve to contribute to "reduced private car use and associated congestion and CO2 emissions", despite providing 394 car parking spaces. No evidence is provided for this claim, apart from the fact that it has provided less than the maximum rate of car spaces under Council's provisions.
  - Its summary states that the development "will not result in any unreasonable environmental effects upon its neighbours".
  - Under the heading of *Surrounding Development*, subheading *Parks* it lists the North Ryde Golf Course as in proximity of the development. However, it cannot by any stretch of the imagination be included as an available public amenity or as parkland. Under *Shopping* it is stated that the local Avon Rd shops include a restaurant and a convenience store. But this is untrue. A local resident of 30 years states in her objection that there is not and never has been a restaurant or a convenience store in this location. Under *Medical* the Macquarie Hospital is stated as being 800m to the south of the site. But Macquarie Hospital is a mental health facility and is not open to the general public.
  - A table comparing the objectives of the EPA Act 1979 with the assessment of the project states that the upgrading of an existing public reserve would provide for the objective of the *provision of land for public purposes*. However an earlier reference to this reserve (pg 5) states that it "does not provide a usable amenity due to noise and safety issues". The table also allows for the objective of "*provision and maintenance of affordable housing*" but states that the project would contribute to the "diversity and availability" of housing stock. How does this equate to *affordability*?
  - As discussed previously, in its recent January 2011 objection to EGC's proposed Allengrove Crescent development, Council repudiated EGC's claim in its Environmental Assessment that Council's strategy will not meet or is struggling to meet the Housing Targets that have been set for it by the Department of Planning. Council was clearly annoyed by EGC's misleading and deceptive statement in the Environmental Assessment, as it had already conveyed its advice that the document EGC and Urbis were relying on to argue its case was out of date. But EGC and Urbis relied on it anyway. Will they be misleading and deceptive again?
- Urbis have been retained to provide both the 'independent' community consultation for the Whiteside development and the Concept Plan/Environmental Assessment. Therefore, it is understandable that residents are greatly concerned that the Planning Minister may not have much other input to his decision. A truly independent assessment, such as that provided by the NSW Planning Assessment Commission, would be much more acceptable to WAG and would ensure greater transparency and community confidence. What guarantee do we have that equally misleading information will not be included in their concept plan/environmental assessment for the Whiteside project, or responses to community feedback?
- EGC have chosen to by-pass Ryde Council as determining authority and has asked the NSW Planning Minister to approve construction using Part 3A of the Environmental Planning Assessment Act. The Member for Ryde, Victor Dominello, quotes the Independent Commission Against Corruption's (ICAC) concerns with the Part 3A system:

*"The Part 3A system is characterised by a lack of published, objective criteria. There are also various elements of Part 3A that are discretionary, particularly as regards residential and commercial development, which are prohibited or exceed existing development standards. The existence of a wide discretion to approve projects that are contrary to local plans and do not necessarily conform to state strategic plans has the potential to deliver sizable windfall gains to particular applicants. This creates a corruption risk and a community perception of a lack of appropriate boundaries"*

ICAC's concerns are directly relevant to this proposed development. It is not a coincidence that the cost of the project just exceeds the \$100 million threshold for major projects, as required to qualify for an application via the Part 3A process.

## **Whiteside Action Group – CONCLUSION**

In conclusion, WAG is strongly opposed to the proposed Concept Plan for a High Rise development at No. 5 Whiteside Street, North Ryde.

WAG are opposed on the following grounds.

**1. THIS PROPOSED DEVELOPMENT IS NOT IN THE STATE INTEREST**

- A. There is already provision for high density residential development in the Macquarie Park Corridor
- B. The City of Ryde is on track to meet its Housing Targets, it doesn't need to change its zoning plans
- C. Epping Road provides the logical buffer zone between high and low rise development, it prevents major infringements on sunlight, privacy and aesthetic amenity.

**2. THE PROPOSED DEVELOPMENT WILL RESULT IN TRAFFIC CHAOS**

- A. Major traffic congestion already exists
- B. The proposed new development will substantially increase traffic congestion
- C. There are no viable solutions to the problem of increasing traffic congestion
- D. There are no viable solutions to the problem of increasing street parking

**3. THE PROPOSED DEVELOPMENT REPRESENTS A SIGNIFICANT IMPACT ON THE LOCAL COMMUNITY**

- A. Significant impacts on sunlight, access, amenity and privacy
- B. Impact on social infrastructure
- C. Impact on property prices

**4. THE PROPOSED DEVELOPMENT REPRESENTS A SIGNIFICANT IMPACT ON LOCAL SERVICE NETWORKS SUCH AS SEWER AND STORMWATER**

**5. APPROVAL OF THE PROPOSED DEVELOPMENT REPRESENTS A DANGEROUS PRECEDENT FOR LAND USE ON THE SOUTHERN SIDE OF EPPING ROAD**

**6. INADEQUATE COMMUNITY CONSULTATION**

- A. Duration of the initial consultation period is inadequate.
- B. There is no attempt to incorporate community concerns within the formal environmental assessment application. This is an abuse of process.
- C. Information provided by the proponent is limited and vague
- D. Information provided by the proponent is misleading and deceptive, downplaying the impact of the development

WAG welcomes the extensive support of the local community and encourages residents who are concerned about this development to sign the petition that has been prepared. Nearly 800 signatures have been collected already.

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Whiteside Action Group  
Revision 3, 18 March 2011

Distribution to:

- Urbis
- Department of Planning
- Elected members of the City of Ryde
- Local Member for Ryde, Victor Dominello
- NSW Minister for Planning, Tony Kelly
- Shadow Minister for Planning, Brad Hazzard
- Federal Member for Bennelong, John Alexander

## Appendix B

## Boards from CIFS





## Whiteside Street Concept Plan Community Consultation



# Whiteside Street Concept Plan

EGC Custodian Services Pty Ltd is seeking approval from the NSW Department of Planning for a Concept Plan at 5 Whiteside Street, including 14 and 16 David Avenue.

Urbis Social Policy has been engaged by EGC Custodian Services Pty Ltd to conduct consultation with the community and stakeholders in the local area in relation to this Concept Plan.

## WHO IS THE PROPONENT?

EGC Custodian Services is trustee for the Epping Rail Link Property Trust which is an unlisted property trust launched in May 2002 to focus on land use change opportunities arising from the construction of the \$2.3 billion Epping to Chatswood Rail Link. The Trust has acquired and amalgamated residential properties surrounding the three stations on the Epping to Chatswood Rail Link for future residential development.

## WHO IS URBIS?

Urbis is an independent social planning and research consultancy with experience in consulting with communities and stakeholders to secure positive outcomes for all. Urbis' role is not to advocate for an outcome but to ensure that the planning process considers community and stakeholder views. Urbis will conduct a transparent consultation process that enables a range of views to be heard and captured.

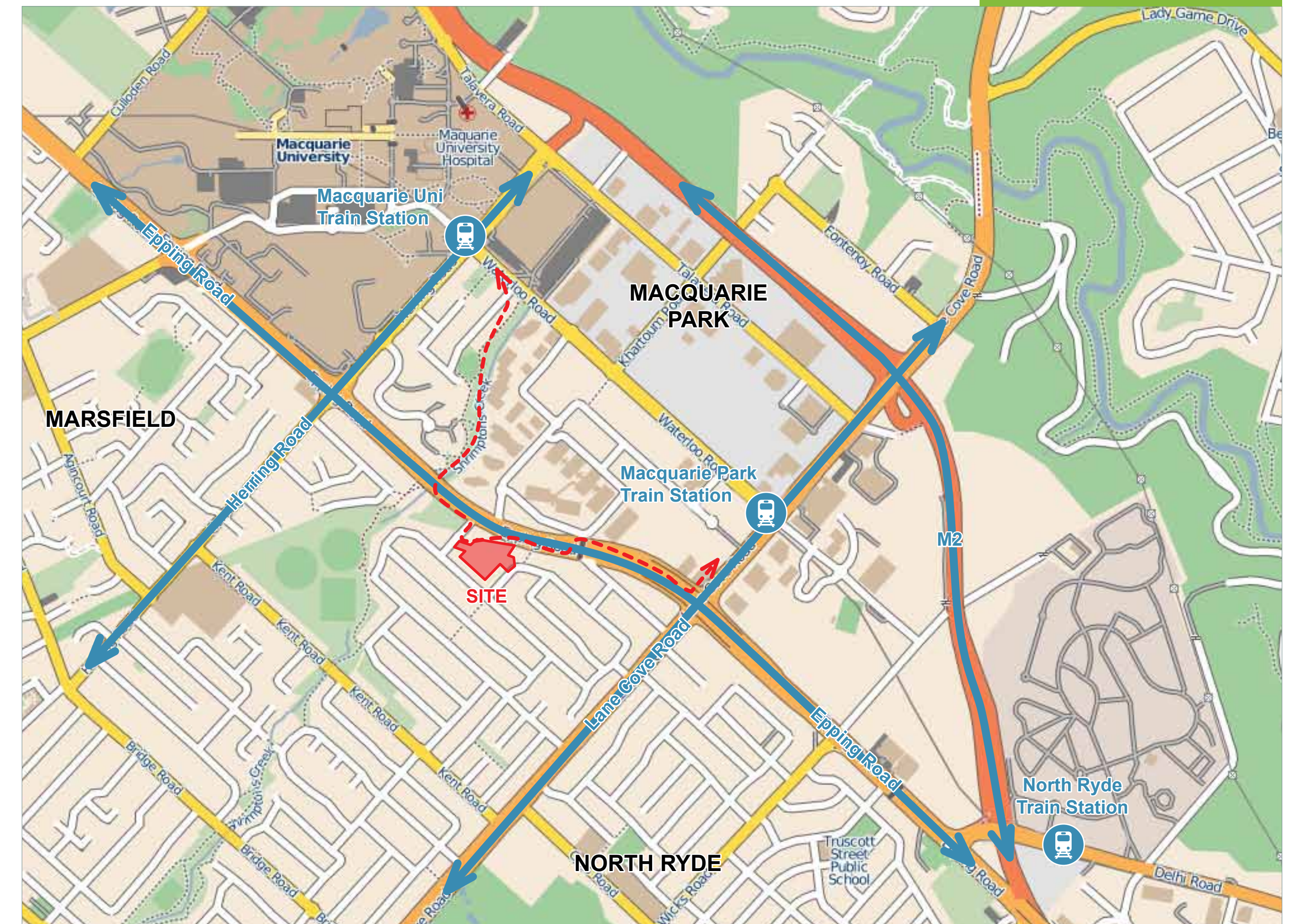
## INTRODUCTION TO THE SITE

- » The site is located at 5 Whiteside Street and includes 14 and 16 David Avenue (shown in Figure 1 below).
- » The site is zoned R2 Low Density Residential under the Ryde Local Environmental Plan 2010.
- » The site has an area of 1.39 hectares and has frontages to Whiteside Street and David Avenue. An RTA-owned road reservation separates the site from Epping Road.



FIGURE 1 - SITE LOCATION

FIGURE 2 - REGIONAL CONTEXT



## DEVELOPMENT SURROUNDING THE SITE:

Development surrounding the site is varied and includes:

- » Primarily low density residential development immediately east, west and south of the site.
- » An RTA-owned road reservation that abuts Epping Road immediately north of the site.
- » Commercial, business and technology uses north beyond Epping Road and intensification of employment uses in this area is planned.







# Whiteside Street Concept Plan Community Consultation

## The Application Process

### CURRENT COMMUNITY CONSULTATION

Over a four week period, Urbis is undertaking the following consultation activities:

- » invitations for meetings or briefings with Ryde City Council and councillors and local members
- » distribution of a letter to residents on Whiteside Street, Parklands Road, David Avenue and the northern section of Napier Crescent
- » individual meetings with residents who have expressed particular concern
- » distribution of two newsletters to local residents, including one to inform them of the proposal and feedback opportunities, and a second to report findings of the consultation undertaken and next steps
- » facilitation of a community information and feedback session open to all members of the community
- » presentation of information on a website, which provides contact details and a community feedback form
- » establishment of a 1800-number and email address for community feedback
- » consultation report, documenting feedback from the community, will be included in the re-submission of the Environmental Assessment and available for viewing on the Department of Planning's website.

### CONCEPT PLAN APPLICATION

A Concept Plan provides a broad overview of what is proposed for a site. A Concept Plan outlines key development parameters such as land uses, building envelopes, landscaping and vehicle and pedestrian circulation on the site. If approved, this will provide a general framework for more detailed design and development at a later stage, subject to further applications and approvals.

DECLARATION AS A MAJOR PROJECT	<ul style="list-style-type: none"><li>• The Applicant seeks the opinion of the Minister of Planning as to whether the project is a 'major project' to which Part 3A applies.</li><li>• A 'major project' is one which is of state or regional significance and over a particular value. For residential development, a project with a capital investment value of more than \$100 million is considered a 'major project'.</li><li>• If the Minister declares the project a 'major project' then the Part 3A process applies.</li><li>• An opinion for this project was sought on 6 September 2010. It was declared a 'major project' on 15 October 2010.</li></ul>
PREPARATION OF A PRELIMINARY ENVIRONMENTAL ASSESSMENT	<ul style="list-style-type: none"><li>• The Applicant prepares a Preliminary Environmental Assessment (PEA).</li><li>• The Preliminary Environmental Assessment outlines matters to be addressed in a later Environmental Assessment including an overview of the project, the site, the key planning controls applying and a preliminary assessment of any environmental issues.</li><li>• The Preliminary Environmental Assessment is made available for the public to view on the Department of Planning's website.</li><li>• A Preliminary Environmental Assessment for this project was lodged with the Department of Planning on 6 September 2010.</li></ul>
THE DIRECTOR GENERAL OF PLANNING ISSUES REQUIREMENTS FOR AN ENVIRONMENTAL ASSESSMENT	<ul style="list-style-type: none"><li>• The Department of Planning considers the Preliminary Environmental Assessment and sets out requirements (known as the Director General's Requirements) to be addressed within the applicant's Environmental Assessment.</li><li>• As part of this process the Department of Planning seeks input from the Council and other government agencies to ensure that all matters are addressed.</li><li>• Usually these are issued by the Department of Planning within 28 days after submission of the PEA. The Director General's Requirements were issued for this project on 27 January 2011.</li></ul>
AN ENVIRONMENTAL ASSESSMENT IS PREPARED AND SUBMITTED TO THE DEPARTMENT OF PLANNING	<ul style="list-style-type: none"><li>• The applicant considers the Director General's Requirements and submits a more detailed, Environmental Assessment report to the Department of Planning.</li><li>• The proponent is encouraged to consult with the community, government and other stakeholders as part of this process.</li></ul>
TEST OF ADEQUACY	<ul style="list-style-type: none"><li>• The Department of Planning considers whether the submission meets the Director General's Requirements and is 'adequate' to place on public exhibition.</li><li>• If the application is not deemed adequate the proponent will be asked to revise the Environmental Assessment and resubmit.</li><li>• Usually a response is given to the applicant within 21 days. A response was received on 4 March 2011 and minor changes are required.</li></ul>
FORMAL PUBLIC EXHIBITION	<ul style="list-style-type: none"><li>• Once deemed 'adequate', the project is placed on public exhibition for at least 30 days.</li><li>• During this time, the submission documentation will be available for the public to review on the Department of Planning's website.</li><li>• The public can prepare submissions or objections formally at this stage of the process.</li></ul>
REVIEW OF SUBMISSIONS	<ul style="list-style-type: none"><li>• Following the exhibition period, the Department of Planning will consider these submissions.</li><li>• The submissions and comments on the proposal will be issued to the applicant.</li><li>• Where necessary, the proponent will make changes to the proposal and a 'Preferred Project Report' will be prepared outlining these changes.</li><li>• The Preferred Project Report will be usually be made available to the public after it is submitted.</li></ul>
DETERMINATION	<ul style="list-style-type: none"><li>• Pending any final comments from those who made submissions to the project, the Department of Planning will make a determination of the project.</li></ul>
NOTICE OF DETERMINATION	<ul style="list-style-type: none"><li>• Should the Minister approve the project, the applicant will be issued a Notice of Determination which stipulates conditions that must be complied with.</li><li>• It will also set out whether the Department of Planning or the Council will be the consent authority for the subsequent Project Application or Development Application stage.</li></ul>

If the Concept Plan is approved, further project applications or development applications will be required. Depending on the conditions stipulated in the Notice of Determination, the Minister may nominate Ryde City Council to determine subsequent detailed design applications in relation to the project or continue to be the consent authority himself.

*Detail of subsequent application and approval processes can be seen on the Next Steps board.*







## Whiteside Street Concept Plan Community Consultation



# The Proposed Development

## GENERAL

A draft Concept Plan was submitted to the NSW Department of Planning in February 2011 seeking approval for the demolition of existing buildings at 5 Whiteside Street (including 14 and 16 David Avenue) and the development of residential apartments. The development is entirely residential and no commercial or retail uses are proposed.

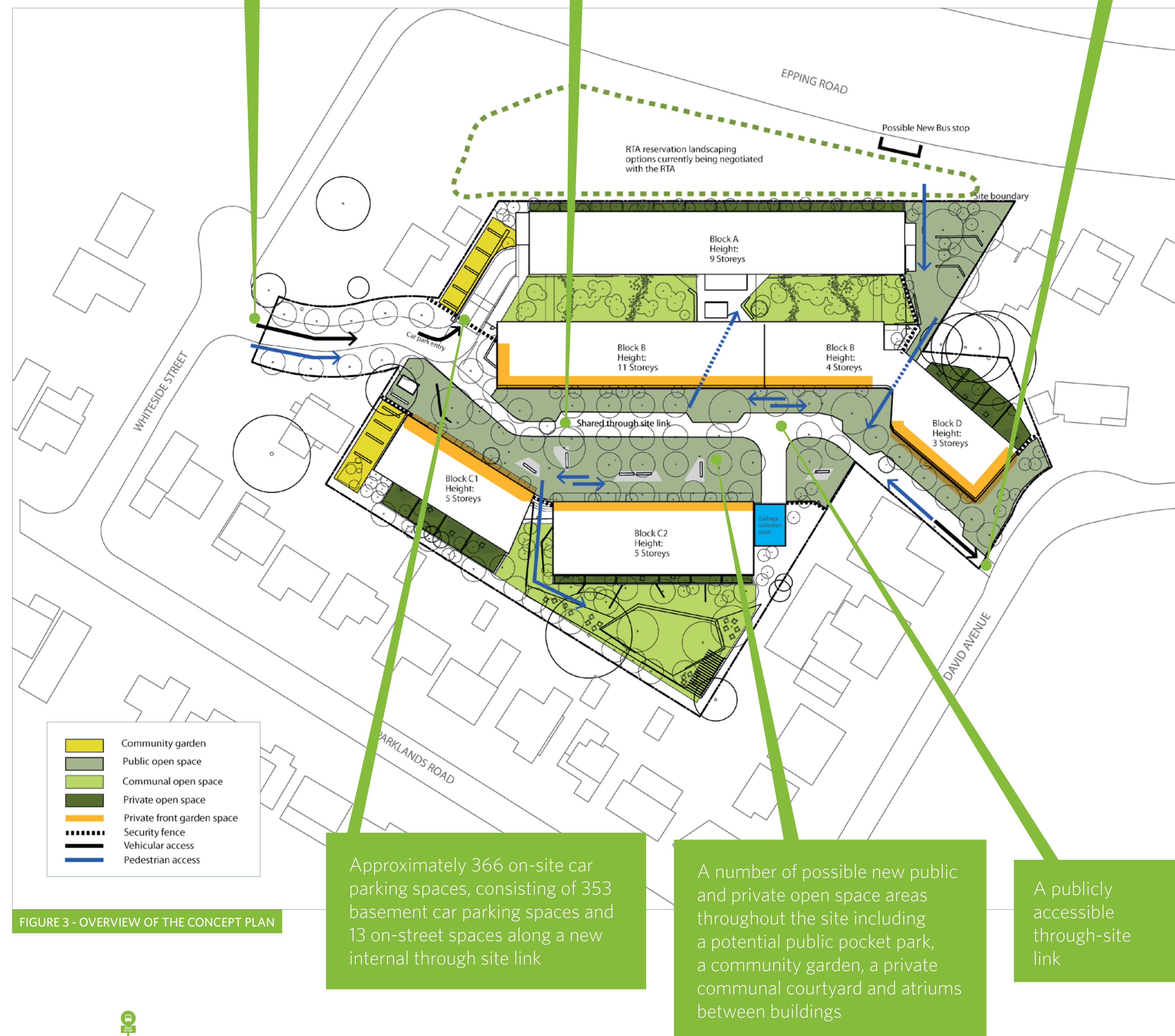
## SUNLIGHT ACCESS

In relation to sunlight access, some overshadowing will occur to residential properties to the south and east of the site. However all will retain a minimum of three hours sunlight in mid winter to northern windows and private open space.

A Shadow Analysis has been undertaken for these homes.

## NOISE IMPACT

A Noise Impact Assessment has been prepared in relation to the proposal. Any noise from the site that may impact surrounding development is considered to be fairly minimal.



## VISUAL IMPACT

Considerations taken during the design process to address the visual impact of the development to the surrounding properties include:

- » Design features on facades such as articulation responding to context to create interest, variety, and break down bulk and scale.
- » Locating the highest buildings to the Epping Road side of the site to reduce the visual impact to surrounding properties and reduce the acoustic impacts of the road to the development and surrounding properties.
- » Locating smaller buildings towards the boundaries to Parklands Road and David Avenue, responding to existing domestic scaled properties.
- » Landscaping within both public and private spaces and buffer planting along the site boundaries.

## PRIVACY

The proposed buildings have been designed to minimise impact on the privacy of neighbours. Considerations include:

- » Appropriate separation and setbacks between the proposed development and properties in the surrounding area.
- » Use of landscaping on boundaries to offer acoustic, and visual screening to and from the development.
- » Concept design of buildings to address privacy issues through orientation, screens, and building articulation.







## The Proposed Development

The treatment of boundaries particularly to residential properties to the east, south and west, has been a key consideration in the design process. The section and elevations in Figure 5 show key design features including:

- » The concentration of building heights towards the centre of the site.
- » Proposed setbacks from all boundaries (up to 48m).
- » Plantings along boundaries.
- » The proposed character and density of trees and other landscaping along the RTA road reservation (currently being negotiated).

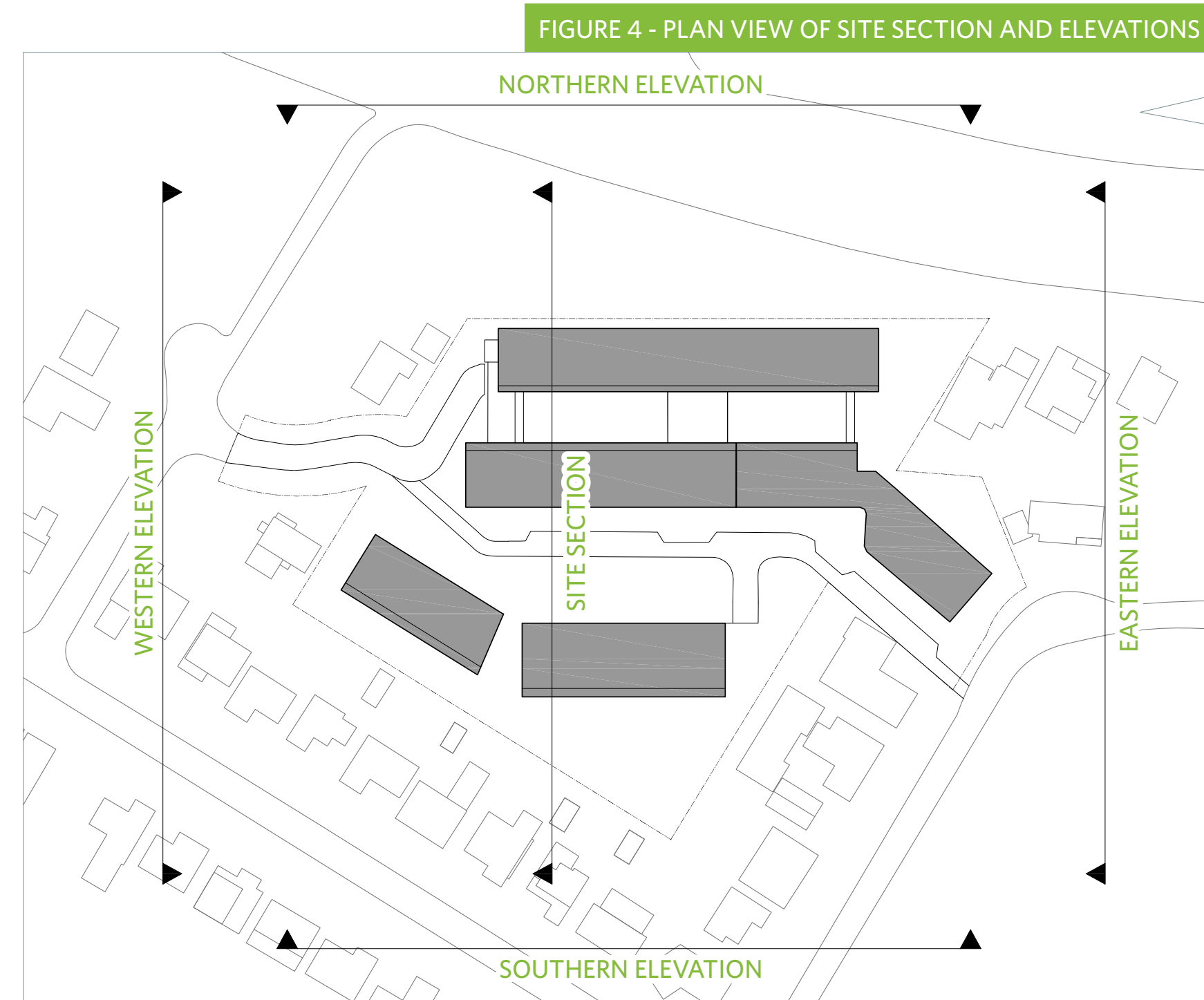
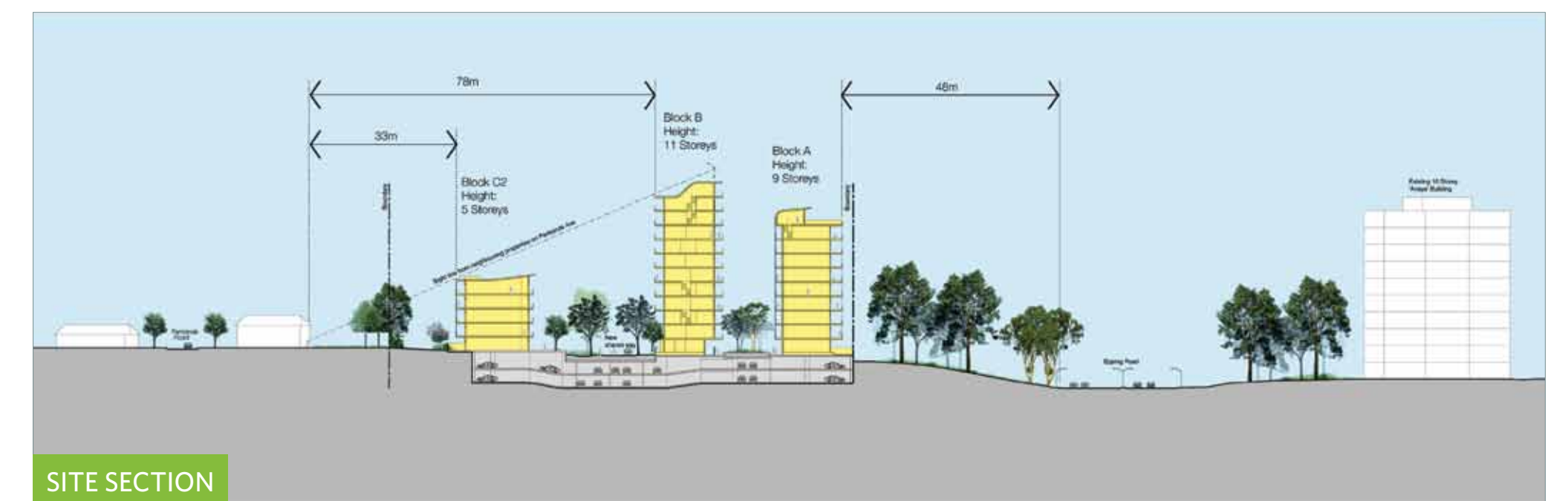
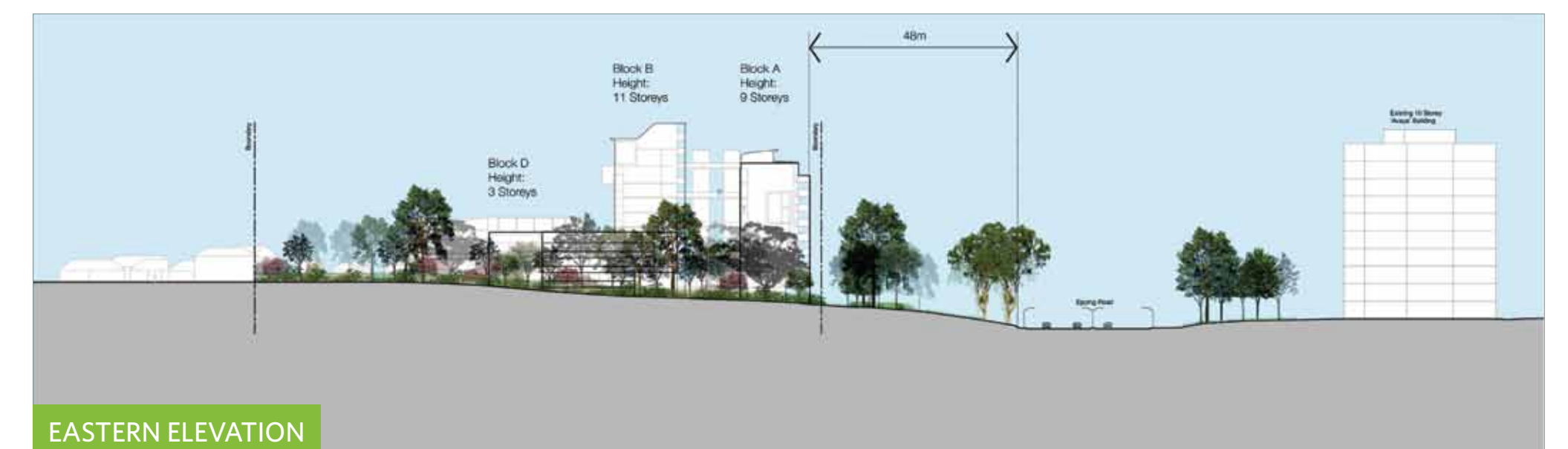


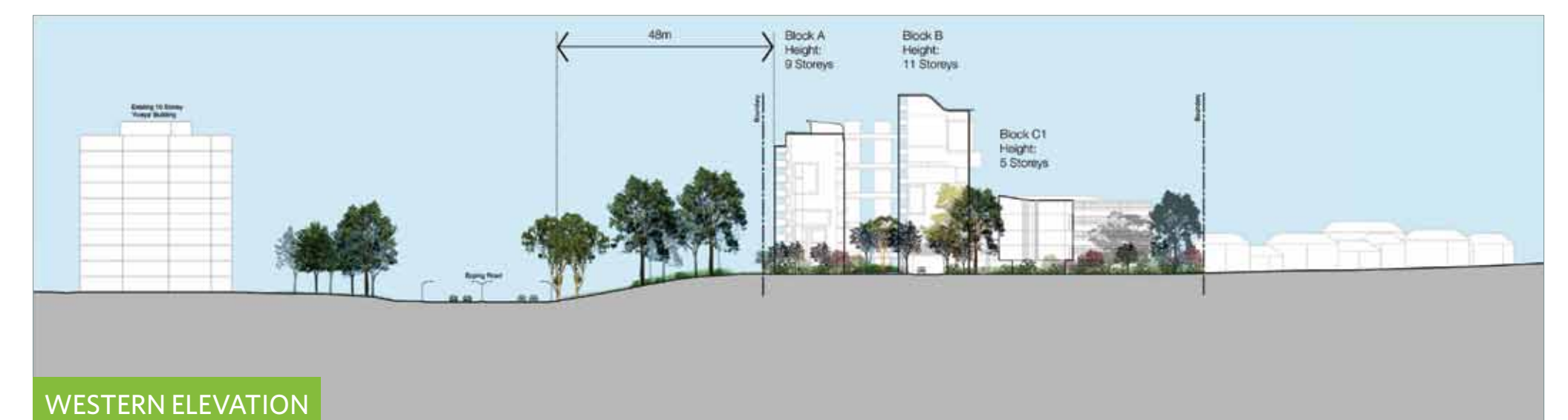
FIGURE 4 - PLAN VIEW OF SITE SECTION AND ELEVATIONS



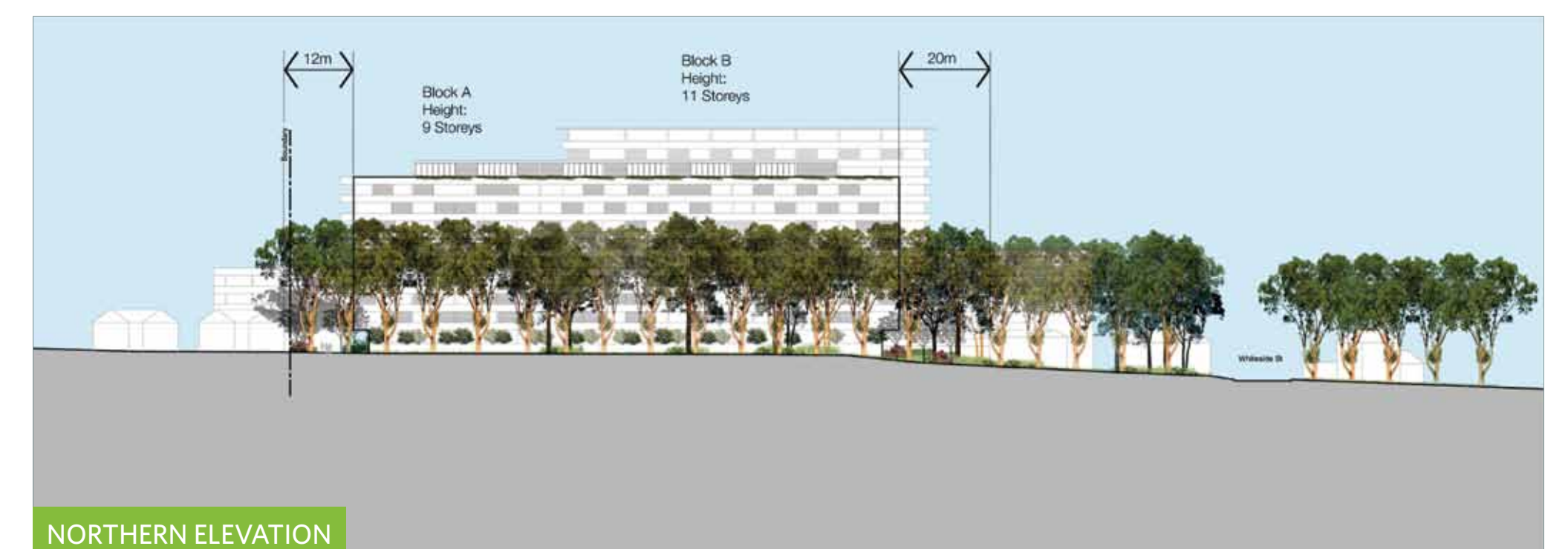
SITE SECTION



EASTERN ELEVATION



WESTERN ELEVATION



NORTHERN ELEVATION



SOUTHERN ELEVATION

FIGURE 5

FIGURE 6 - SHARED THROUGH-SITE LINK. INDICATIVE ONLY



FIGURE 7 - ARTIST'S IMPRESSION OF BUILDINGS. INDICATIVE ONLY







## Traffic, Parking and Access

### CHANGES TO THE EXISTING ROAD NETWORK

There are a number of proposed changes to the existing road network, including:

- » A 6 metre wide access point on Whiteside Street into the proposed development, providing access to on-site car parking. This will be the primary access to the site.
- » A 3.5 metre wide access point on David Avenue.
- » An internal low-speed 3.5 metre wide through site link from the Whiteside Street entrance to the David Avenue entrance.
- » A new left hand exit onto Epping Road approved in principle by the RTA (shown in Figure 8 below).

### TRAFFIC GENERATION

The proposed development is expected to include 257 units and 353 basement car parking spaces. Using a generation rate of 0.4 trips/unit/hour, the proposed development is estimated to generate an additional 103 vehicles/hour (combining flows of both entry and exit movements). This generation rate is higher than the RTA's Guide to Traffic Generating Developments (0.29 trips per unit for a high density residential flat building) and has resulted in what is considered a 'worst case' assessment.

Significant delays exist at the intersection of Epping Road and Lane Cove Road, and local road connections to them. Current morning delays in the area will remain high and the development will likely result in slightly increased volumes at the intersections of Lane Cove Road with Epping Road, Paul Street with Lane Cove Road and Napier Crescent with Lane Cove Road. Evening delays are not expected to worsen.

The application proposes the construction of a new access directly to Epping Road which is likely to accommodate a

Computer modelling using Ryde City Council's 'Paramics' data and 'SIDRA' analysis has been undertaken to assess existing traffic conditions and the effect of the proposed development.

considerable portion of both the entry and exit movements associated with the development. The proposed new exit onto Epping Road has been approved in principle by the RTA to ensure that the impacts of the development on local residents is moderated.

As a result of the new access to Epping Road, the maximum increase in traffic volumes is predicted to occur at the intersection of Napier Crescent with Lane Cove Road which will increase by approximately 25 vehicles/hour or one additional vehicle every 2 minutes. An increase in traffic volumes will also potentially occur on Parklands Road during the morning peak. Traffic volumes during this period are estimated to increase by 26 vehicles/hour, from 80 vehicles/hour to 106 vehicles/hour.

It is noted that these volumes will not exceed the RTA's environmental goal for local roads and will remain below the 'desirable' 200 vehicles/hour threshold; and below the 'maximum' goal of 300 vehicles/hour.

### PARKING

Approximately 353 basement car parking spaces are proposed on site, with an additional 13 on-street spaces to be provided along the through-site link.

Access to parking will be via the Whiteside Street entrance only.

### PEDESTRIAN ACCESS AND CIRCULATION

The following pedestrian linkages will be provided as part of the development:

- » Footpaths will be provided along the Epping Road and Whiteside Street frontages, as well as on both sides of the proposed internal through-site link.
- » An extensive pedestrian network also exists separate of internal roads, enabling pedestrians to move freely and safely throughout the site.
- » All internal pathways will be linked to the existing footpath network beyond the site in particular ensuring connections to local bus and train networks.
- » No specific provision is made for bicycle use by way of a bike lane, however it is anticipated that the internal low-speed through site link may be used by cyclists where appropriate.

As can be seen in the pedestrian connectivity drawing in Figure 10, publicly accessible open space primarily includes the through site link and the proposed pocket park in the site's north-east corner.

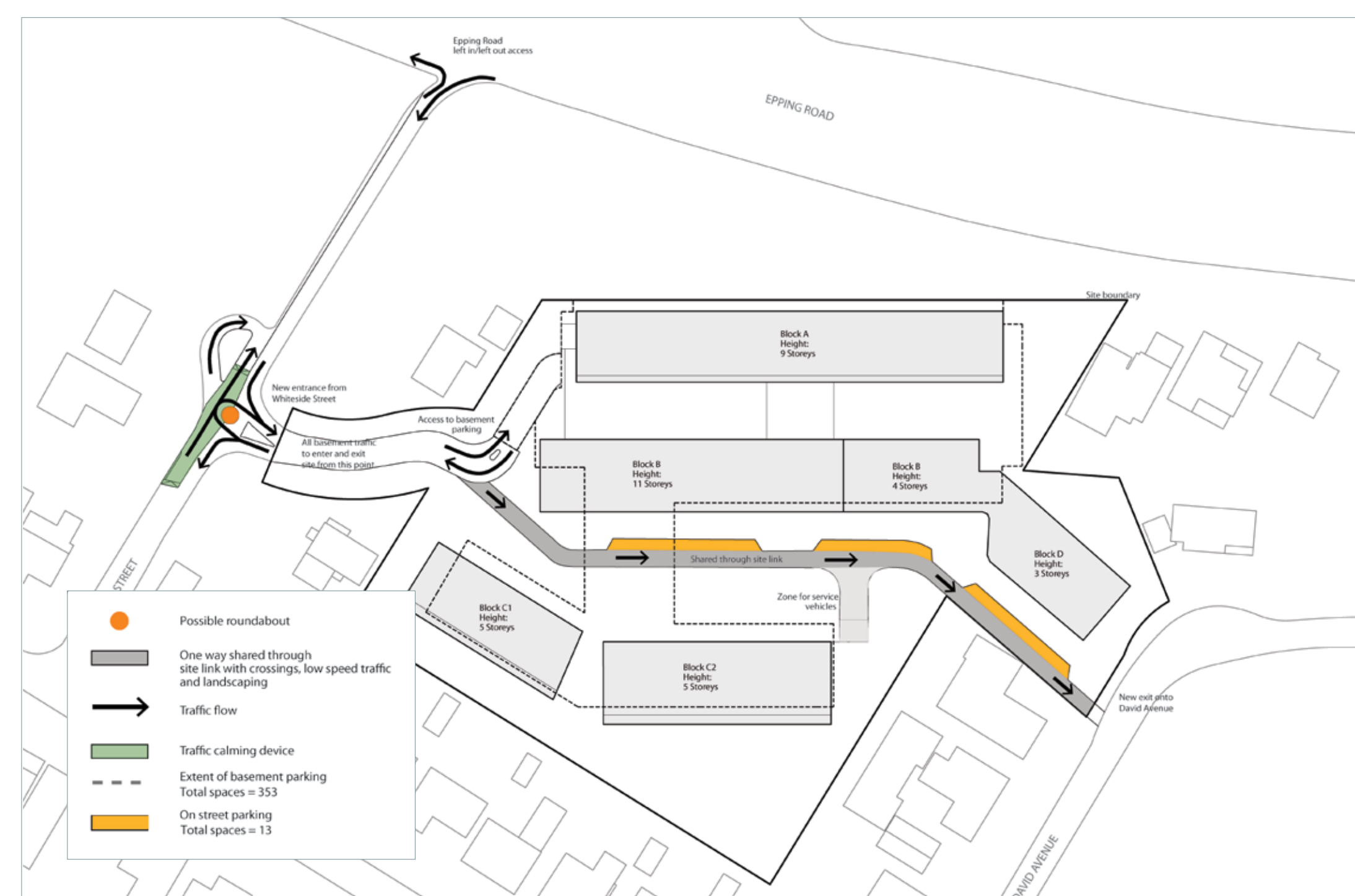


FIGURE 8 - PROPOSED TRAFFIC AND PARKING ARRANGEMENTS



FIGURE 9 - INTERSECTIONS REVIEWED

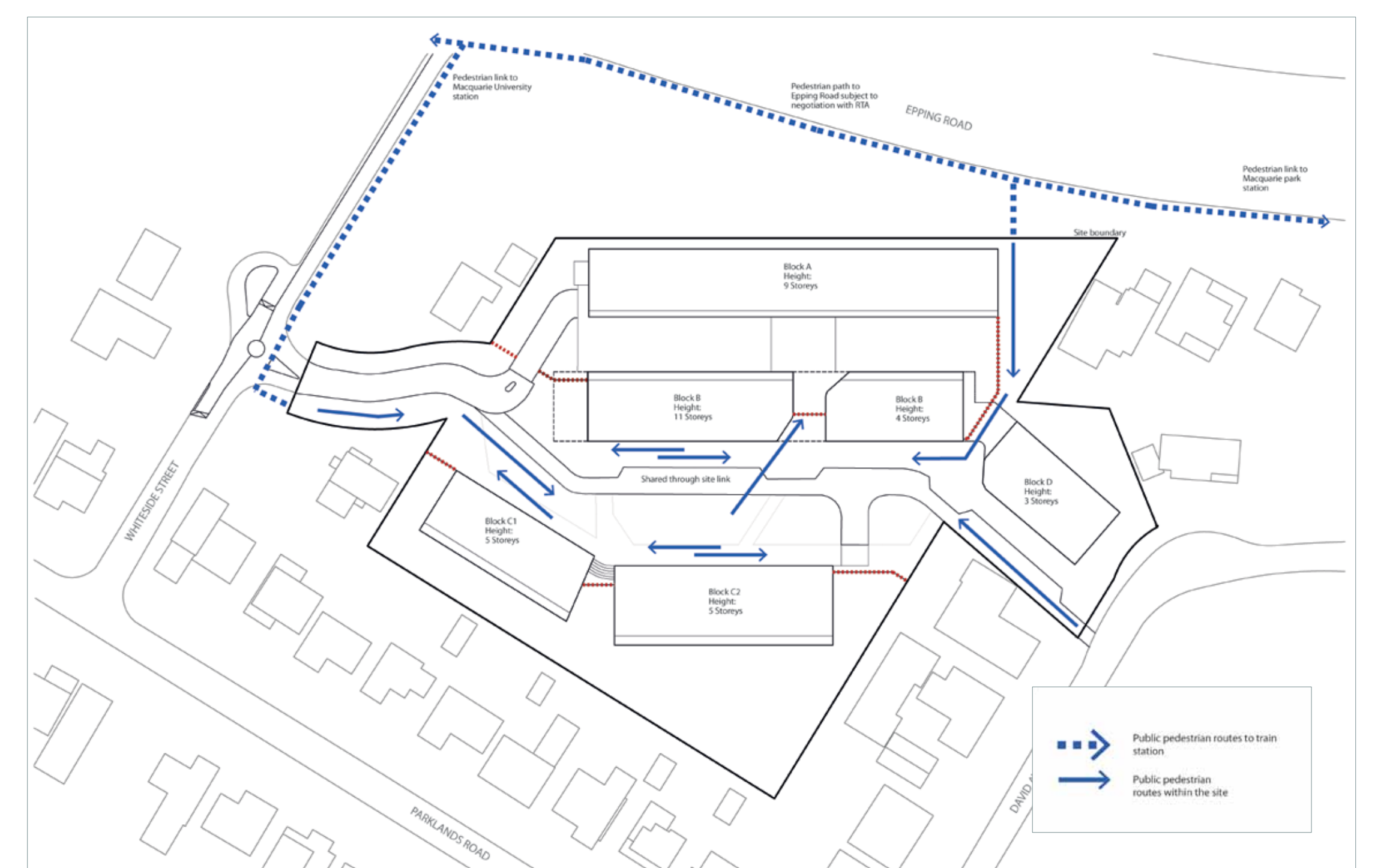


FIGURE 10 - PEDESTRIAN CONNECTIVITY THROUGH THE SITE







## Whiteside Street Concept Plan Community Consultation



# Landscaping

## RTA ROAD RESERVATION

The proposal makes provision for the use of the RTA-owned road reservation for landscaping purposes. This is currently being negotiated with the RTA. If approved, this will also present a valuable area of public open space.

## PLANTINGS

A variety of species are proposed to be planted, including both natives and exotics. All have been selected on the basis of their being climate appropriate and low maintenance. They have also been selected to be uniform and complimentary in appearance to contribute to the overall visual amenity of the development.

FIGURE 11 - LANDSCAPE PLAN



## ATRIUM

A planted atrium will be located between blocks A and B, providing greenery and natural ventilation to adjacent units.

## COMMUNITY GARDEN

A community garden is being considered to be located along the site's western boundary.

If provided, the community garden will include raised garden beds, storage areas, a children's play space, barbeque and sheltered picnic areas.

The community garden will be subject to further consideration in relation to management structures and long term maintenance requirements.

## THROUGH-SITE LINK

The through-site link will be landscaped and include a bio-swale planted with native grasses and rushes to improve water quality. A row of trees will be planted along the road, with a number of feature trees to mark entrances to residences.

## COMMUNAL COURTYARD

A private communal courtyard will be located in the southern-most corner of the site. In addition to providing communal open space for residents of the development, this courtyard will perform an important buffering function to existing homes to the south and east.

An Arboricultural Assessment has identified 76 trees currently existing on site. Of these trees: 51 trees are to be removed, 7 trees are to be retained and 16 trees are being considered for retention or replanting. Decisions to remove, retain or replant trees have been made on the basis of their age, health and the level of hazard posed in terms of weakening branches and so on.

## A PUBLIC POCKET PARK

A public pocket park incorporating grassed terraces and trees is proposed in the north-eastern corner of the site. This park will not only provide additional publicly accessible open space for the community, but also an important pedestrian link through to Epping Road.

FIGURE 12 - TREES TO BE RETAINED AND REMOVED







# Whiteside Street Concept Plan Community Consultation

## Sustainability and safety

### ENVIRONMENTALLY SUSTAINABLE DESIGN PRINCIPLES

An Environmentally Sustainable Design Strategy has been prepared for the Concept Plan. Figure 13 shows some of the potential environmentally sustainable initiatives that are being considered.

Water efficient fixtures and fittings in toilets, sinks, showers, dishwashers and washing machines

Provision of convenient and accessible footpaths, linking in particular to public transport north of the site to encourage their use

Rain water collection from roofs and the sides of buildings for re-use in toilets and irrigation

Installation of a 150kL tank to store rainwater collected

Selection of plants in landscaping that require little maintenance or watering

Water sensitive urban design elements for the minimisation and treatment of stormwater on site, including; swales and bio-retention swales to reduce run-off and assist in the filtration of stormwater

Buildings designed to provide natural light, insulation, cross ventilation and shade to reduce use of air conditioning and lighting

Selection of sustainable materials such as recycled steel, sustainably sourced timber and low VOC levels in paints, carpets and sealants

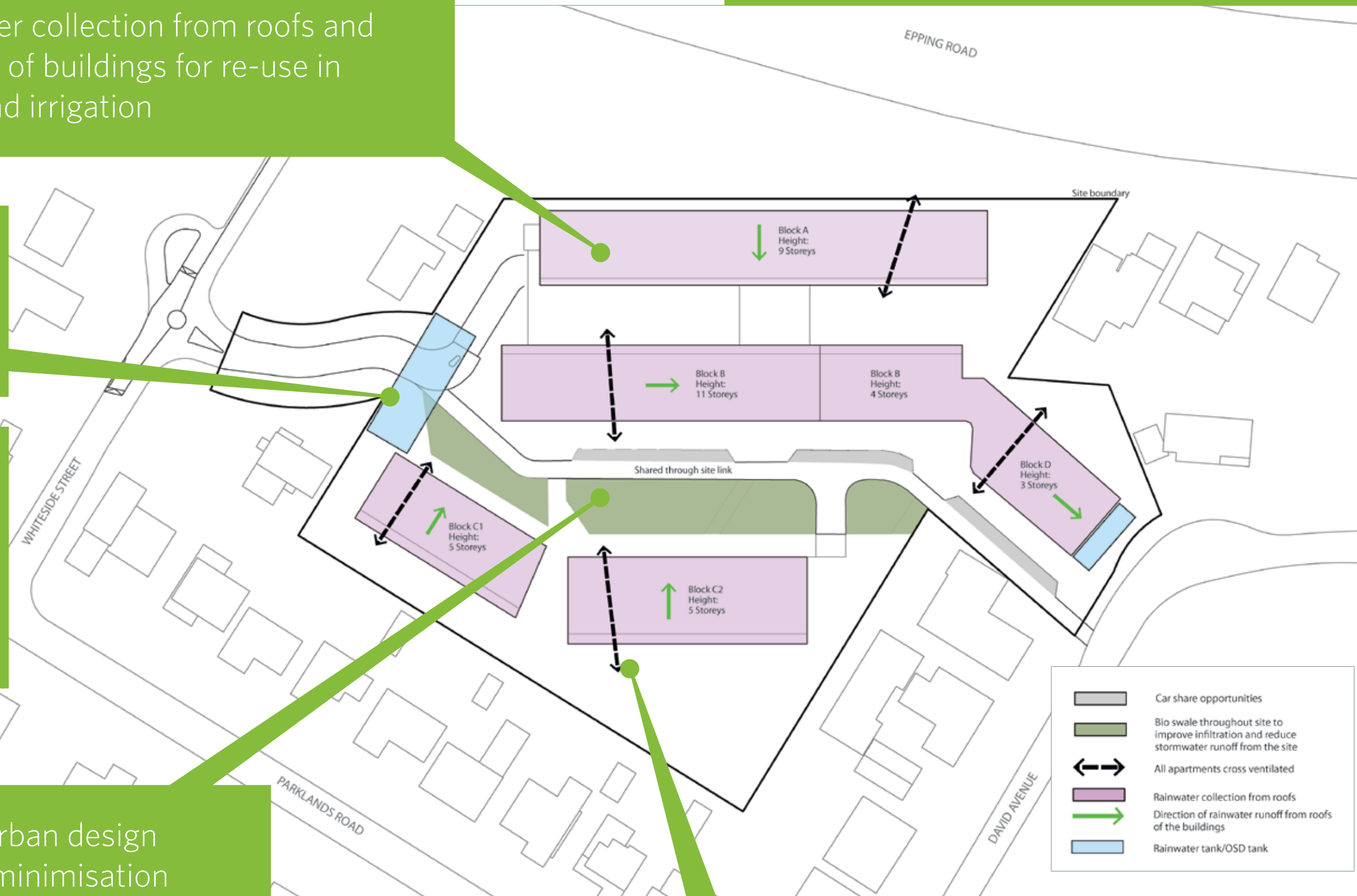
Fewer paved areas and porous pavement to reduce runoff

Gross pollutant traps to filter rubbish and pollution from stormwater and run off

Energy efficient appliances in homes and in common areas

Reuse or recycle of at least 80% of construction and demolition waste

FIGURE 13 - ENVIRONMENTALLY SUSTAINABLE DESIGN PRINCIPLES



### SAFETY

The principles of Crime Prevention Through Environmental Design (CPTED) have been considered in the design of the Concept Plan. A CPTED Report has been prepared for the Concept Plan and details some of the proposed measures (shown in Figure 14).

FIGURE 14 - SAFETY PLAN



Secured entrances to private or resident only open space areas

Clear visibility throughout

The use of transparent materials where possible

The passive surveillance provided by apartments to open space areas, as well as that created by having additional visitors to the site, particularly those using the through-site link

A clearly legible system of pedestrian pathways

Adequate, appropriately placed and designed lighting to assist in safe pedestrian movements at night







# Whiteside Street Concept Plan Community Consultation

## Next steps

### NEXT STEPS

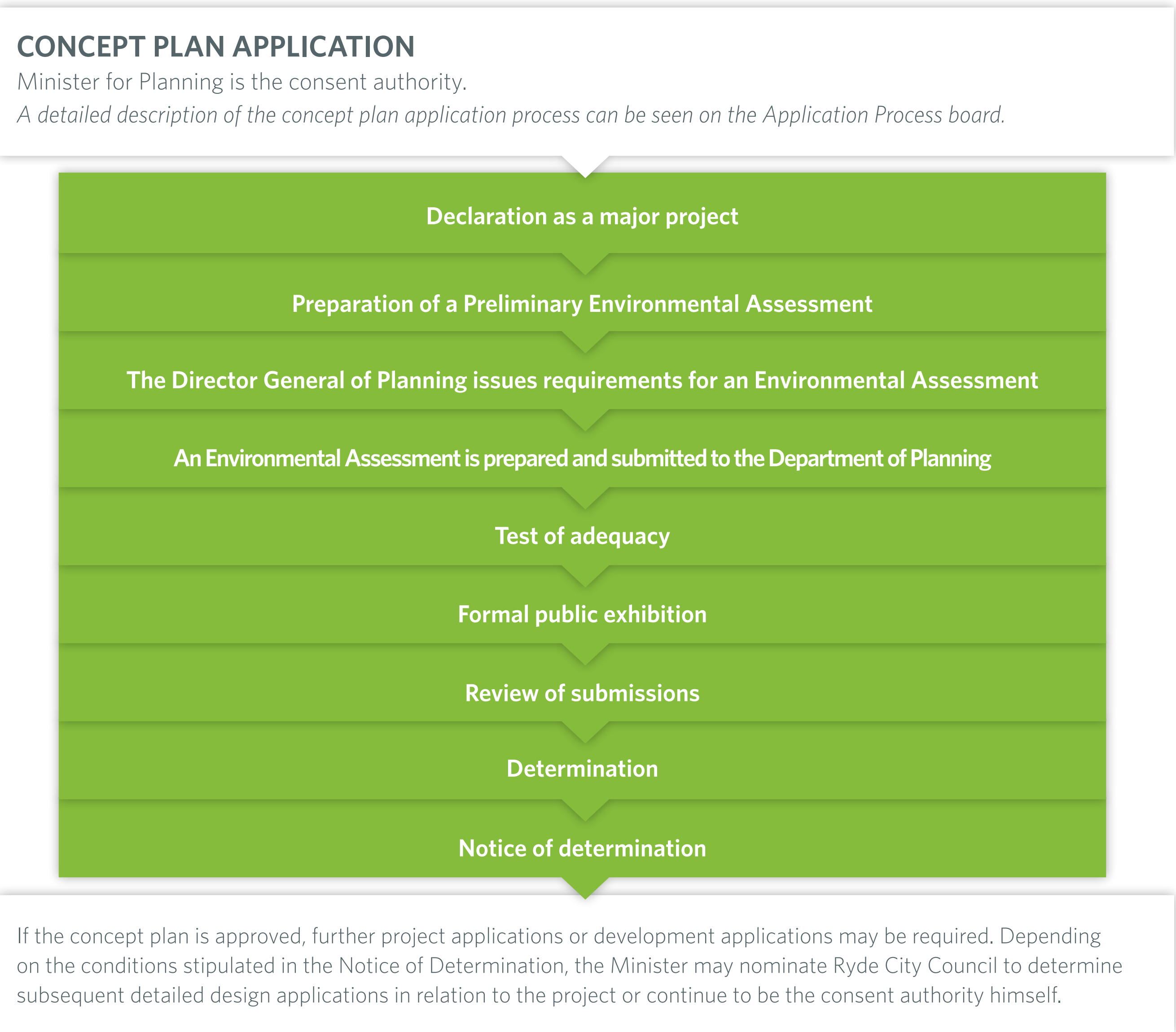
Following the completion of consultation activities, Urbis Social Policy will send local residents a newsletter with an update on consultation activities, a summary of the feedback received from the community and the progress of the application.

Urbis Social Policy will be preparing an independent report that details the consultation activities undertaken and documents the views and feedback heard from the community. This report will be submitted to the NSW Department of Planning, along with the Environmental Assessment for the Concept Plan. This is anticipated to be in late March.

As part of the Part 3A process, the NSW Department of Planning will place the project on public exhibition for 30 days. This will provide another opportunity for you to comment on the proposal. The application will be able to be viewed on the Department of Planning's website at [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au).

For more information please visit [www.whitesidestreetconsultation.com.au](http://www.whitesidestreetconsultation.com.au) or call 1800 244 863.

### PART 3A PROCESS



### PROJECT APPLICATION

A project application is one made to the Department of Planning under Part 3A, providing more detail to the Concept Plan.  
The Minister for Planning is the consent authority.

Process above repeated.

- OR -

### DEVELOPMENT APPLICATION

Ryde City Council is the consent authority.

- Pre-DA meeting with Council Officers (if required)
- Stakeholder consultation (if required)
- DA lodgement and confirmation that DA is suffice (7 days)
- Public Notification (14 – 30 days).
- The public can view the application and prepare formal submissions/objections at this stage of the process.
- Assessment by Council including consideration of compliance with planning controls, key issues and outcomes of notification period (40 days, unless Council requires more information from the applicant).
- Determination by Council.
- Notice of determination stipulating conditions that must be complied with.

### CONSULTANTS

There are a number of consultants who have been involved in the preparation of specialist reports that accompany the Concept Plan application. These include:

Community Consultation	Urbis Social Policy
Surveyors	Watson Buchan Consulting Surveyors
Arboricultural and tree assessment	Australian Tree Consultations Pty Ltd
Geotechnical investigation	Jeffery and Kataunksas Pty Ltd Consulting Geotechnical and Environmental Engineers
Concept plan Indicative scheme drawings Design verification statements Visual and view analysis Crime Prevention Through Environmental Design analysis	SJB Architects
Quantity Surveyors	WT Partnerships Quantity Surveyors and Construction Cost Consultants
Landscape plan and statement	ASPECT Studios
Environmentally Sustainable Design Strategy	Built Ecology
Traffic report	Traffix Traffic and Transport Planners
Stormwater report	Worley Parsons Resources and Energy
Noise impact assessment	Heggies Pty Ltd
Environmental assessment	Environmental Investigation Services
Planning and Preparation of Environmental Assessment Report	Urbis Planning

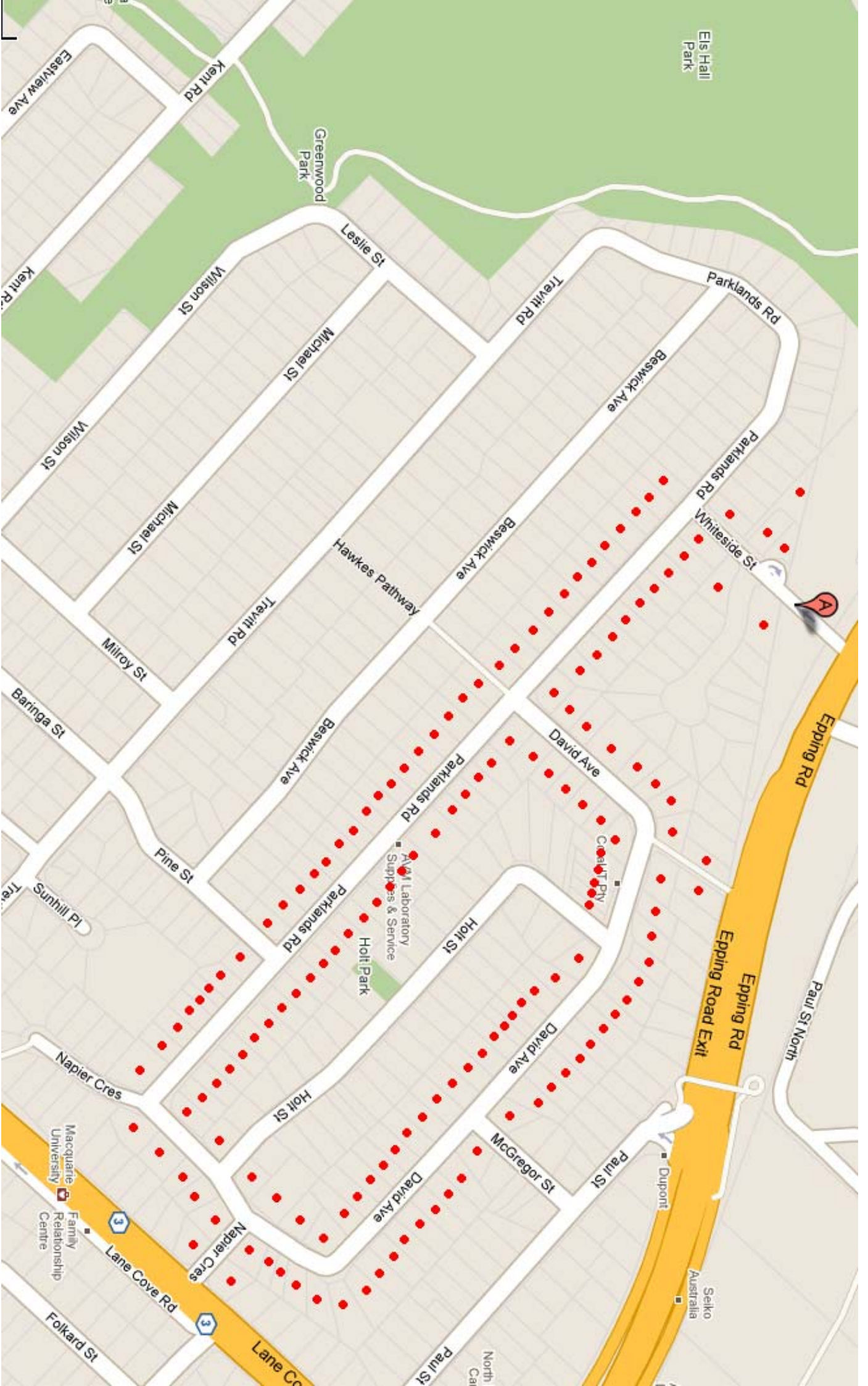


## Appendix C

## Letters to adjoining neighbours

## C.1 Letter distribution area





## C.2 Letter distributed to neighbours

18 February 2011

The Resident

North Ryde NSW, 2113

Dear Resident,

**Proposed Development at 5 Whiteside Street and 14 & 16 David Avenue, North Ryde**

On behalf of EGC Custodian Services Pty Ltd, we would like to inform you about opportunities for consultation for a proposal at the above address. In the coming week, you will receive a newsletter that will outline the proposal and let you know about opportunities for participation and feedback on the proposal. As a neighbour of the property, we would like to invite you to participate in this process in advance of our notice to the broader community.

**Who is Urbis?**

Urbis Social Policy is managing the community consultation process on behalf of the property owner. Our approach seeks to genuinely solicit community and stakeholder views through a well managed and articulated process. We are concerned with providing opportunities for input and feedback and do not advocate for particular outcomes for the project.

**What is the development, and how can I learn more?**

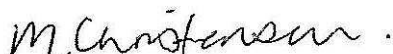
The proposal involves demolition of the existing dwellings and tests the opportunity for construction of five multi-storey buildings housing approximately 250 and 300 apartments at 5 Whiteside Street (including 14 and 16 David Avenue), North Ryde.

The initial planning approval process for the development has commenced, with a Concept Plan application being lodged with the NSW Department of Planning earlier this month. The Minister will be the consent authority for this application. This consultation process is not required of the proponent and the proposal is expected to go on formal public exhibition by the Department of Planning around the end of March.

We are inviting immediate neighbours who are interested to call us to arrange a time to learn more about the proposal. Please call Susan Hatherly on 02 8233 9900 to register your interest in the project and to make a time for us to come and speak with you. Other opportunities for consultation will include a website and a community information session, and we will have an email address and 1800 number where you will also be able to register your feedback. Details will be outlined in a newsletter that you will receive at the start of next week.

We look forward to possibly meeting you over the coming weeks.

Yours sincerely,



Megan Christensen  
Associate Director



## Appendix D

## Invitations to Councillors and local member

## D.1 List of Councillors and local member contacted

Councillors and local members contacted as part of this consultation process included:

- Cr Nicole Campbell
- Cr Bill Pickering
- Cr Jeff Slavestro-Martin
- Cr Sarkis Yedelian
- Cr Roy Maggio
- Cr Gabrielle O'Donnell
- Cr Ivan Petch
- Cr Vic Tagg
- Cr Michael Butterworth
- Cr Artin Etmekdjian
- Cr Justin Li
- Cr Terry Perram
- Mr Victor Dominello

## D.2 Letter distributed to Councillors and local member



23 February 2011



Dear [REDACTED],

**Proposed Development at 5 Whiteside Street (including 14 & 16 David Avenue), North Ryde**

On behalf of EGC Custodian Services Pty Ltd, we would like to inform you about a proposal for residential development at the above address. A site location map is attached for your reference.

We have commenced a community consultation process and wish to inform you of opportunities for your constituents to comment, as well as invite you to contact us for a briefing.

**Who is Urbis?**

Urbis Social Policy is managing the community consultation process on behalf of the property owner and proponent. Our approach seeks to genuinely solicit community and stakeholder views through a well managed and articulated process. We are concerned with providing opportunities for input and feedback and do not advocate for particular outcomes for the project.

**What is the development, and how can I learn more?**

The proposal involves the demolition of the existing dwellings on site and tests the opportunity for construction of five multi-storey buildings housing approximately 257 apartments.

The initial planning approval process for the development has commenced, with a Concept Plan application being lodged with the NSW Department of Planning earlier this month. The Minister for Planning will be the consent authority for this application. The proponent is committed to a genuine and transparent consultation process and has commissioned this consultation in addition to the formal public exhibition that will be undertaken by the Department of Planning in due course.


The following opportunities are being provided to local residents and the community to learn about and comment on the proposal:

- distribution of a letter to neighbouring residents on Whiteside Street, Parklands Avenue, David Avenue and the northern section of Napier Crescent
- distribution of two newsletters to the broader community, including one to inform them of the proposal and feedback opportunities, and a second to report findings of the consultation undertaken and next steps
- meetings with residents who have expressed particular concern
- facilitation of a community information and feedback session open to all members of the community
- presentation of information on a website, which provides contact details and a community feedback form
- establishment of a 1800 number and email address for community feedback.

Should you be interested in learning more about the proposed development, I'd like to invite you to contact me on 02 8233 9900 to make a time for a more detailed briefing. Please note we are also extending this offer to other Ryde City Councillors and local members.

We look forward to possibly speaking with you over the coming weeks.

Sincerely yours,

A handwritten signature in black ink that reads "M. Christensen".

Megan Christensen  
Associate Director

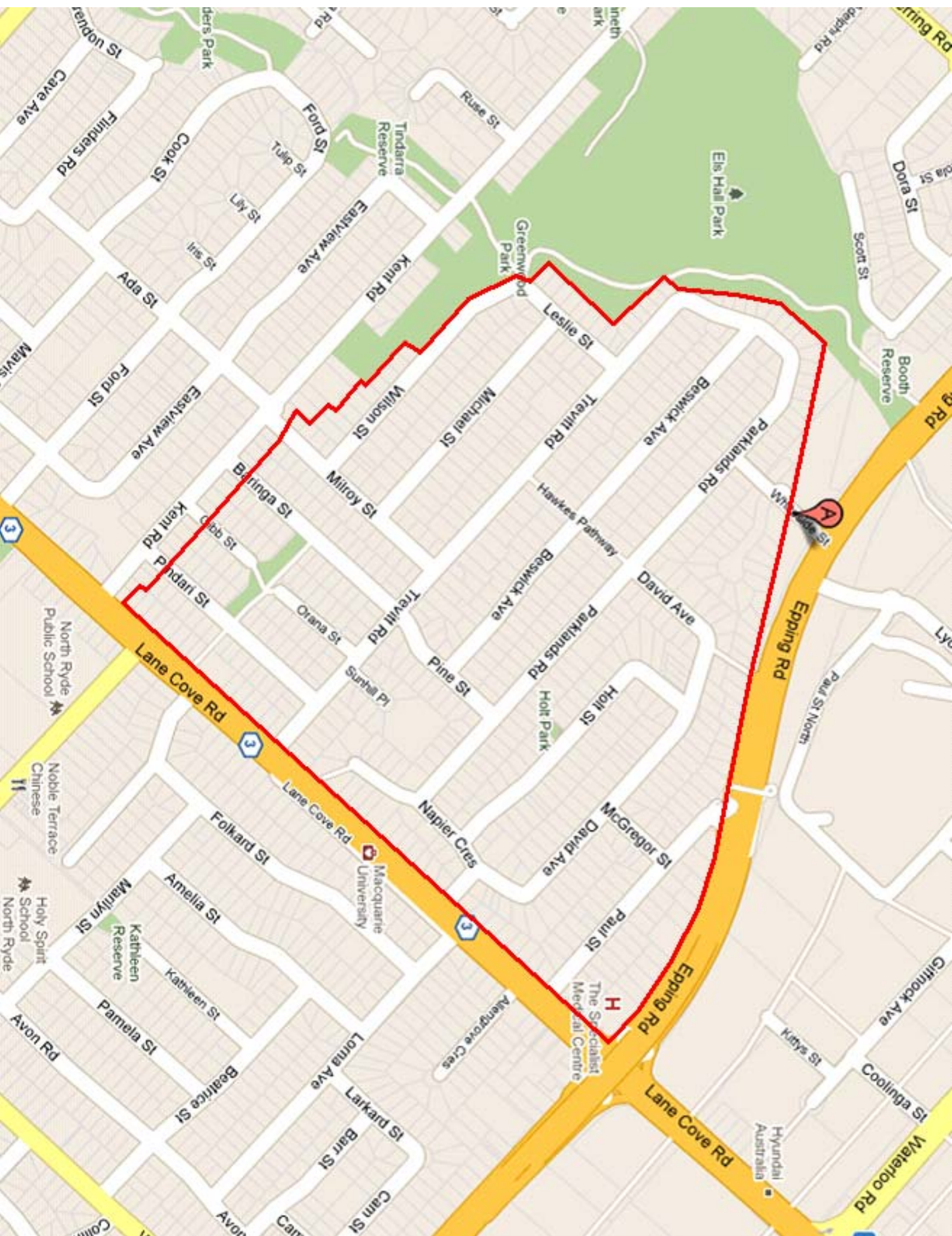
Yours sincerely,

## Appendix E

## Newsletters



## E.1 Newsletter distribution area



E.2      Newsletter 1





# Whiteside Street Concept Plan Community Consultation

## We'd like to hear from you...

**Newsletter** February 2011

EGC Custodian Services Pty Ltd is seeking approval from the NSW Department of Planning for a Concept Plan at 5 Whiteside Street, including 14 and 16 David Avenue (shown Figure 1).

This newsletter has been prepared to inform you about the proposal and let you know about upcoming opportunities for you to provide your feedback.

## The proposal

The Concept Plan, submitted to the Department of Planning in February 2011, seeks approval for the demolition of existing buildings on site and the development of residential units.

The Concept Plan proposes to provide:

- » 257 new residential dwellings on site, in five blocks that range in height from 3 to 11 storeys. The composition of apartments is proposed to be varied and include approximately 24 x 1-bedroom apartments, 202 x 2-bedroom apartments and 31 x 3-bedroom apartments.
- » New entrances to the site from Whiteside Street and David Avenue, connected via a new through-site link.
- » Approximately 366 on-site car parking spaces, consisting of 353 basement car parking spaces and 13 on-street spaces along the new internal road.
- » A number of new public and private open space areas throughout the site including a new public pocket park, a community garden, a communal courtyard and atriums between buildings.

Figure 2 overleaf gives an overview of the proposal.



FIGURE 1: SITE LOCATION - WHITESIDE STREET INCLUDING 14 & 16 DAVID AVENUE

## How to find out more and provide your feedback

The proponent is committed to a genuine and transparent consultation process. The following process has therefore been designed with specific regard to the local community and proposed development to ensure the consultation is appropriate, thorough, genuine and informative.

Urbis, an independent Social Planning consultancy, has been engaged by EGC Custodian Services Pty Ltd to consult and communicate with the local community and key stakeholders who have an interest in the proposal.

Over a 4 week period, we will:

- » Contact and meet with immediate neighbours.
- » Contact and meet with Ryde City Council, councillors and the local member.
- » Send newsletters to local residents.
- » Make information available via a website, 1800-number and email address, all of which are listed overleaf.

**We will also be holding a community information and feedback session on the 16th of March 2011. It will be held at Argyle Hall at 33 Blaxland Avenue, Ryde between 4:30p.m. and 7.30p.m.**

This session is open to all members of the community and will be an opportunity for you to learn more about the proposal, provide your feedback and speak directly with experts about design, traffic, landscaping and other aspects of the design.

In undertaking consultation, Urbis' role is not to advocate for an outcome, but to ensure that the planning process considers the views of the community and stakeholders. Urbis will conduct a transparent consultation process that enables a range of views to be heard and captured.



We will communicate the outcomes to the Department of Planning, the proponent and the consultant team so that the planning process can consider the community's views on the project.

If you can't make the community information session or for more information, please visit [www.whitesidestreetconsultation.com.au](http://www.whitesidestreetconsultation.com.au).

Here you'll find a feedback form, which can be downloaded from the website, and emailed or sent to Urbis.

Address to:

**Whiteside Street Concept Plan**

**Urbis**

**GPO Box 5278**

**SYDNEY NSW 2000**

Fax: **02 8233 9966**

Email: **[whitesidestreet@urbis.com.au](mailto:whitesidestreet@urbis.com.au)**

Should you have any further questions, please contact Urbis on **1800 244 863**.



FIGURE 2: CONCEPT PLAN (INDICATIVE ONLY)

## The planning process

This project has been declared a major project under Part 3A of the Environmental Planning and Assessment Act and as a result, is subject to the approval of the Minister for Planning. A general overview of the Part 3A process is shown in Figure 3.

The Minister for Planning has authorised the preparation of a Concept Plan that details the proposed development at a strategic level. The Concept Plan outlines key development parameters such as land uses, building envelopes, landscaping and vehicle and pedestrian circulation on the site.

A draft Concept Plan was submitted to the Department of Planning in February 2011. A formal application is anticipated to be submitted to the Department in late March 2011.

Following a review of the Concept Plan by the Department of Planning, the application will be put on public exhibition for a period of 30 days. During this time you will be able to access all documentation accompanying the application and make a submission to the Department of Planning.

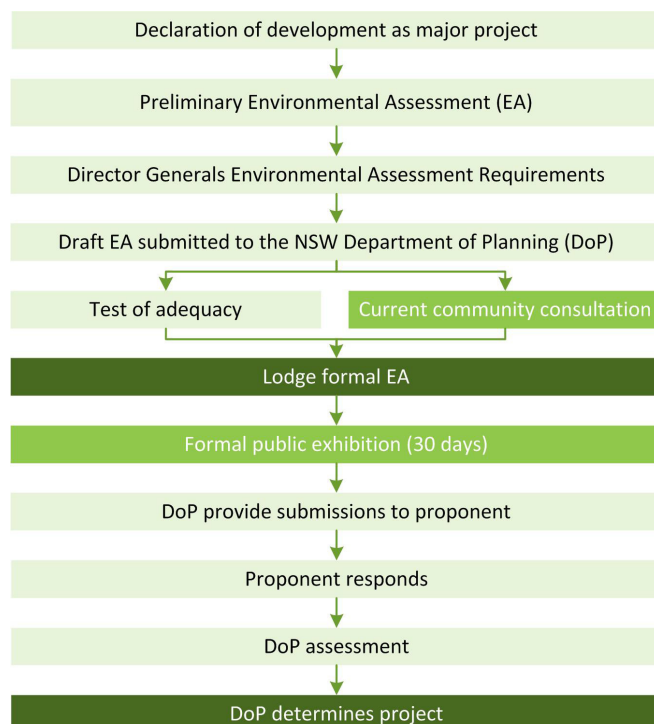


FIGURE 3: GENERAL OVERVIEW OF THE PART 3A PROCESS

More detail about the Part 3A process can be found on the Department of Planning's website at [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au).

## Next steps

Following the completion of consultation activities, we will send you a second newsletter reporting on the consultation process, the feedback received and the progress of the application.

Urbis will also be preparing a report that documents the consultation undertaken and the feedback you have provided. The proponent will submit the report to the Department of Planning with the formal Concept Plan application. This is anticipated to be in late March.

*The information contained in this newsletter is general only and does not constitute planning advice.*



## E.3      Newsletter 2





# Whiteside Street Concept Plan Community Consultation

## Thank you for taking part...

**Newsletter** March 2011

Urbis Social Policy has concluded consultation activities in relation to the proposed Concept Plan for 5 Whiteside Street, including 14 and 16 David Avenue.

This newsletter has been prepared to provide an overview of the consultation activities undertaken, the feedback received from the local community and the next steps in the assessment process. This newsletter follows on from another you would have received in February which notified residents of the proposal and invited participation in the consultation process.

## The consultation process

Urbis Social Policy undertook non-statutory consultation over a four week period in February and March 2011. Activities undertaken included:

- » Letters sent to neighbouring residents
- » Invitations for briefings sent to Ryde City Council elected members and local MP
- » Distribution of two newsletters to wider catchment including this area
- » One-on-one meetings with neighbouring residents
- » The establishment of a website, 1800-number and email address
- » A Community Information and Feedback Session, held 16 March 2011
- » Distribution and collection of feedback forms.

## Consultation outcomes

Approximately 60 people participated in the consultation process. 37 feedback forms were received, as well as 16 emails, 11 phone calls and a submission from the Whiteside Action Group. 59 people attended the Community Information and Feedback Session. Local councillors and the local MP declined offers to meet with Urbis Social Policy to learn about the proposal but some attended the Community Information and Feedback Session.

Some of the key concerns raised by local residents in relation to the proposed Concept Plan were that:

- » The proposed development will exacerbate existing traffic congestion and parking problems in the area.
- » The proposed 5, 9 and 11 storey scale of buildings is inappropriate for the low density residential area and will result in significant overshadowing impacts for adjoining properties.
- » The development will reduce local residents' sunlight access, privacy and general amenity.
- » The Concept Plan should be dealt with by Ryde City Council under local planning controls.
- » Local infrastructure and services in the area are already stretched, with no capacity for the additional demand generated by new development.

Please see over the page for more detail.



## Next steps

The application (Concept Plan and Environmental Assessment) is currently being finalised in response to feedback from the community and preliminary comments from the NSW Department of Planning.

Once these changes are made, the final Concept Plan and Environmental Assessment will be submitted to the NSW Department of Planning and this will include our consultation report. This submission is anticipated to be in April 2011. Following submission, the application will be put on public exhibition for a period of 30 days.

During this time you will be able to access all documentation accompanying the application (including our consultation report) and you will be able to make a formal submission directly to the NSW Department of Planning.

Information about the proposal and opportunities to comment will be available on [www.planning.nsw.gov.au](http://www.planning.nsw.gov.au).

In partnership with the proponent, a number of opportunities to respond to local resident concerns have been identified for further consideration. These include:

Concerns Identified by Residents	Possible Opportunities to Respond
<b>Traffic and parking</b> <ul style="list-style-type: none"> <li>» The development will increase demand for on-street parking.</li> <li>» The traffic modelling did not take into account the impact of on-street parking or rat running and used out of date data.</li> <li>» Rat running through local streets will increase as a result of the next left-hand turn onto Epping Road.</li> <li>» Increased traffic in the area is dangerous and the new left-hand turn onto Epping Road is particularly hazardous.</li> </ul>	<ul style="list-style-type: none"> <li>» Partially fund a Local Area Traffic Management Study, with particular attention to possible measures to address 'rat running' and parking.</li> <li>» Amend the traffic study to include studies of additional intersections and more recent data.</li> <li>» Consider restricting the left turn onto Epping Road from Whiteside Street to development residents only; restricting access to the David Avenue driveway to entry by residents and visitors only (no exit by anyone); physically restricting left turns from the site into Whiteside Street.</li> <li>» The proponent could propose that residents of the project will not be entitled to Council issued resident parking permits, subject to the agreement of Ryde City Council.</li> </ul>
<b>Bulk and scale</b> <ul style="list-style-type: none"> <li>» The proposed scale of buildings is inappropriate for the low density residential area.</li> <li>» Development of this scale should remain north of Epping Road.</li> <li>» 2 storey buildings is preferable to most.</li> </ul>	<ul style="list-style-type: none"> <li>» EGC could give consideration to a reduction in building height.</li> </ul>
<b>Amenity impacts</b> <ul style="list-style-type: none"> <li>» The development will impact sunlight access for some properties. This will affect the function of solar panels and hot water systems and increase mould and mildew in houses.</li> <li>» There will be a loss of privacy. Some residents suggested higher fences and fast growing plants on boundaries.</li> <li>» Noise and light emissions from the development.</li> <li>» Disruption will occur during construction.</li> </ul>	<ul style="list-style-type: none"> <li>» Consider higher fences and faster growing plants on boundaries, giving consideration to balancing concerns about overshadowing.</li> <li>» Consider avoiding the placement of lighting near boundaries and the use of low lux lighting.</li> <li>» A Construction Management Plan could be prepared prior to construction to minimise disruption to local residents.</li> </ul>
<b>Capacity of local services</b> <ul style="list-style-type: none"> <li>» The audit contained in the draft EA documentation is inaccurate.</li> <li>» Population increase resulting from the development will put pressure on local facilities (e.g. schools, pools and sporting fields) and basic services (e.g. water, sewerage, electricity).</li> <li>» Public transport can't cope with additional use.</li> </ul>	<ul style="list-style-type: none"> <li>» Check and amend (if necessary) reported inaccuracies in the infrastructure audit.</li> <li>» Further review of the availability and capacity of local facilities and services.</li> </ul>
<b>Waste management</b> <ul style="list-style-type: none"> <li>» There are 500 bins going to be needed for the development.</li> <li>» The local roads don't have the capacity to handle additional garbage trucks.</li> </ul>	<ul style="list-style-type: none"> <li>» A Waste Management Plan could be submitted at a later application stage as required.</li> </ul>



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