

BEATRICE STREET,
NORTH RYDE NSW 2113
30TH DECEMBER 2010

ATTENTION MR TONY KELLY
MINISTER FOR PLANNING
C/- NSW GOVT DEPARTMENT OF PLANNING

Dear Mr Kelly,

RE: MP10_0037- RESIDENTIAL DEVELOPMENT
MAJOR ASSESSMENTS PART 3A
EXHIBITION FROM 1/12/1010 TO 31/12/1010
ALLEGROVE CRESCENT PROJECT, NORTH RYDE

The project proposes amalgamation of 15
Existing residential housing blocks in a Ryde Council Low Residential
Zone and building 269 units in three high density residential towers
ranging from 4-11 storeys on that site.

The total area being 12, 297.1 sq metres.

The 15 blocks are located on the corner of
Epping Road, (a major road with overpass) and Lane Cove Road
(a major road with underpass) and 1-9 Allengrove Crescent (a minor
cul-de-sac with exit one way only, left into Lane Cove Road). All these
housing blocks are located in the Low density zoned residential area
of North Ryde, edged on two sides by busy main roads.

My name is Mrs Margaret Kerr, and I live "around the corner" - i.e. parallel to, and two
streets away from the proposed site in Allengrove Crescent, and two streets from Lane Cove
Road, North Ryde. I have lived here for over thirty years, and own my house, and I declare
that I have never made any donations, financial or other, to any Political Party in the last
two years from this date, or indeed ever.

I WISH TO OBJECT TO AND PROTEST AGAINST THE ABOVE PROPOSED PROJECT ON
EXHIBITION AND THE MANY NON-COMPLIANCE ISSUES AND INACCURATE INFORMATION IN
IT. I WISH TO OBJECT TO ANY PROPOSED RE-ZONING OF THE SITE AREA AND SURROUNDS
WHICH ARE CURRENTLY IN THE LOW-DENSITY RESIDENTIAL ZONE.

The proposed project is a high density massing project in my area, a zoned low density residential area of nothing higher than 2 storeys.

The developer is EG Property Group (including EGC FUNDS MANAGEMENT), which was given POWER OF ATTORNEY FOR EGC CUSTODIAN SERVICES and authorisation to act on its behalf for ALL MATTERS RELATING TO THE PROJECT and for all planning matters and legislative requirements, local and State.

EG FUNDS MANAGEMENT'S business mission statement as on their website, is to acquire property in and around new railway sites and new infrastructure, to amalgamate them and then, armed with a proven strategy involving Major Projects, lobby and pressure government into re-zoning to a higher density to accommodate their high density proposal, and once this is accomplished, to sell the whole thing to another company, making a good profit, from the sale promising an immediate cash return of 2-5% for their investors and an ongoing remuneration of up to 18% thereafter - it's on their website for all to see

They don't actually build anything, and they never intend to.

I first heard about this project currently on exhibition from a taxi driver late at night on Tuesday 2nd March, 2010 - specifically these three residential towers, two of which reach 11 storeys, and also the Community Market Garden proposed in the Concept Plan.

This was only days before the first Preliminary Application for 6 building ranging from 3-8 storeys for approx 300 residential units was submitted to the NSW Dept of Planning seeking Major Project classification. a deliberate plan to by-pass Ryde Council.

I caught a taxi home on Tuesday 2/3/2010 after I had been to Queensland to see my newly - born first grandchild, and when the taxi driver told me about these 2 x 11 storey flats on my way home from the airport, I didn't believe him.

I now know that taxi drivers know everything! I will sign a statutory declaration about this conversation being true if necessary.

As this was a very significant milestone, I remember this very well, especially since he drove right past the site on the way to my house around the corner and pointed it out to me.

I told him it was impossible as our area had a 2-storey building height limit. He shrugged, and said it was going to happen, and then he told me about the market garden. I remember asking him whose idea it was for this market garden, and he said it was someone in the Community. This image of two huge 11 storey residential towers on this very busy corner with considerable air pollution from 2 busy roads, the overpass, and the fact that it would be surrounded by little one and two storey houses in a very nice area was quite a shock to me, and I just couldn't believe it.

I put this aside as I had home renovators coming in 2 days time, and I had a lot to do especially as my little grandchild came a week early, and I had left to fly there with preparations uncompleted.

The first official notification that this was not a myth came almost 9 months later - on 28/11/2010 announcing the proposal for 3 x 4-11 storey high rise residential towers.

Two letters addressed to me (both identical) informing me that these project applications were on Exhibition in 2 days time at Ryde Council and Ryde Library, and the Department's website for a period of thirty days, ending on 31/12/1010. Other neighbours received no notification.

I was dumb-founded, and started looking on the Department's website, as I was practically housebound due to an ongoing family virus.

I have learned a lot over the last four weeks, from the Department's website, and although I am a novice with computers, and I really struggled with this research I BELIEVE THE NSW DEPT OF PLANNING HAS BEEN MIS-INFORMED AND TRICKED RIGHT FROM THE BEGINNING OF THIS PROJECT APPLICATION.

The original preliminary application for major development on this site was in March 2010, and it was for 3 x 8 storeys, 2 x 4 storeys and 1 x 3 storey blocks, to contain approximately 300 units and basement car spaces.

The 8-storey height exceeded the zoning level.

The argument to justify the building of high density structures in a low-density residential area where no other buildings of this size existed was based on a summary citing how this project would benefit the surrounding area with minimal negative impact, how their proposal met all requirements, quoting community consultation, photos of existing buildings surrounding the site, environmental site impact studies, traffic assessments etc. All these arguments with appropriate headings, plus the argument that, being adjacent to the Macquarie Park Corridor, was ideally situated 400 metres from Macquarie Park Railway Station, and that there were parks nearby, and a "highly serviced" area with amenities which could amply cope with the huge increase in demand, and that it would not impact on traffic congestion or significantly change the character of the surrounding area, and that it was in the Community's best interest blah blah blah.

This summary was inaccurate about many of these important issues, and totally incorrect in some of its statements about local amenities. It included out-of-date and therefore misleading "facts" and GROSSLY EXAGGERATED LOCAL AMENITIES AND THEIR CAPACITY TO HANDLE SUCH A POPULATION INCREASE NEARBY.

For example: SHOPS Avon Road does not have a restaurant, and never has. There is no convenience store in Avon Road, and never has been.

Cox Road shops is difficult to get to for shopping from the proposed site as it is a long walk uphill and downhill both ways, making it difficult to shop without a car from this site.

MISEADING INFORMATION such as out of date photos of existing dwellings in the area surrounding the site which were in some cases 15 years old. These were supposed to show the surrounding houses etc around the site. Also photos of houses which are no longer there, but have been replaced by a newer larger home. As well as photos of the two major roads before the overpass was built for the 2000 Olympics. Not one photo showing the Harbour Bridge which is visible from Epping Road Lorna Avenue and Beatrice Streets among other streets, and which would be visible from the Site.

Misleading impression about Parks and reserves - there are none nearby. A big deal was made about the "small public reserve immediately north of the site". It is merely greenery planted by Council before the 2000 Sydney Olympics to camouflage 2 large gas structures and the associated tall pipe. It also provided a pollution buffer at the junction of the two busy main roads and underpass.

It was never a play area, far too dangerous - too close to dangerous traffic, and polluted from exhaust fumes. As a parent, when walking to the doctor's across the road I was always highly vigilant at this dangerous intersection. Even the children were seldom tempted to stop there unless it was very hot, and they wanted to stand in the shade while waiting for the lights to change.

The Project's severe impact on the character of the neighbourhood was minimised in the report, and it reported that the community was supportive of the proposed development. That is not true, because most of the surrounding residents knew nothing about the proposal until the end of November, at a consultative meeting with Projects representatives who divulged little, and could not answer questions.

On paper the Summary looks fine, but I know this area and these streets well having lived here for over thirty years, and I read many many things in this final preliminary EA report which were and are still, inaccurate and deliberately misleading And also in the Final EA In November 2010.

In the PEAf, the CIV estimate was for about \$111 million, and Urbis could by-pass Ryde Council in seeking permission to build such a high density massing of apartment units in a low density residential zone. The 8 storey height maximum seemed fairly innocuous, even though prohibited by Ryde Council, and the \$100 Million CIV Estimate clinched the deal obviously.

The Director General's letter on 21/4/2010 confirmed acceptance as a Major Project Applicant, and said that it would qualify for the 3A Addition of a Concept Plan.

This was all based on their original proposal of 6 buildings from 3-8 storeys (approx 300 units).

The DGRs for the Major Project were issued on 11/5/2010.

As I understand it, the Director General issued requirements for Part 3A of Major Projects after this date to assist in the application for approval of a Concept Plan for this development.

However I believe the NSW Department of Planning as well as Ryde Council and the local residents in the community who were consulted prior to the original preliminary EA submission were deliberately misled by the Project representatives and the information in the Preliminary Environmental Assessment, compiled by Urbis the designated Town Planning company. Their true motives and plans were hidden, as subsequent events were to show.

The information in this PEA was presented in such a way that the NSW Dept of Planning considered it fulfilled the criteria for a Major Project and subsequent Concept Plan which led them to agreeing to allow submission by Urbis on behalf of the developer for a Major Project and subsequent Concept Plan.

The final EAF for this Major Project and Concept Plan, currently on exhibition and about which I am appalled, was submitted in November 2010, is for 3 x 4-11 storeys! Pride of place is the famous community / communal market garden, but with the addition of an Orchard walk.

What is not stated in words anywhere in the Final Application, now on exhibition is the PROPOSAL FOR 3 BASEMENT LEVEL FOR PARKING AND A LOWER GROUND FLOOR PLAN FOR NUMEROUS 1 AND 2 BEDROOM APARTMENTS! This is disgraceful!

These lower ground floor residents would get no sun at all. I guess these poor potential future residents aren't included in the generous "75% of units receiving 3 or more hours of sun in winter" category quoted in the final EA, So much for the ESD report. This constitutes a health hazard to the potential residents as well as the existing ones.

THE PLANS FOR SEVERAL LOWER GROUND FLOOR 1 AND 2 BEDROOM APARTMENTS REPRESENTS A SIGNIFICANTLY LOWER STANDARD OF LIVING THAN CURRENTLY EXISTS. IT IS A DISGRACE.

This information is tucked away in the Plans section in the Final Environmental assessment dated November 2010 - can only be read at magnification of 300 or more as it is in such tiny print, and in the last pdf file "combined low-res".

The website did not have pages 48-60 listed on the Contents Page of the Final EA until after Christmas. These pages in the third pdf file for the November 2010 Environmental Assessment contained information on "Contributions, Consultation, etc and also the Summary on Page 60. The Summary page was not listed in the Contents Page at all. I tried to find page 58 several times before 24/12/2010 to no avail.

I thought there must be a fourth EA November 2010 pdf file, but when I checked again on 27/12/2010, page 48-60 it were available in the 3rd pdf file for Environmental Assessment Nov 2010, with lots of information previously not available to the public on this website. I went to Ryde Council and Library after seeing this to double check but they were closed.

I went to the Ryde Council Exhibition sites after Christmas to check, but they were closed from 24/12/2010 until 4/1/2011. So much for an Exhibition minimum period of 30 days!

DEFICIENCIES AND CONTRADICTIONS

The Final EAF has even more inaccuracies within it than the Preliminary EA but different ones, and it also includes different out of date 5-15year old photos of the surrounding areas, and INVESTIGATIVE REPORTS WHICH ARE WRONG BECAUSE THE WRONG INFORMATION WAS GIVEN TO THEM ON WHICH TO BASE THEIR ASSESSMENTS AND SUBSEQUENT REPORTS.

These reports underpin the validity of the overall arguments for The Justification of building high density residential dwellings in a prohibited zone.

These reports are wrong because of Incorrect Information supplied by the Architect "off the plan" and that was all they had to base their reports on. Currently the houses on the site are still occupied, so concept plans were used.

I have noticed several reports which are wrong because of inaccurate information given to the Assessors, and which conflicts with the information describing the proposed structures in the Final Submission currently on Exhibition.

Namely:

- 1). The arboricultural Site Report from Footprint Green is wrong.
The report quotes the site investigated as "1-9 ALLENGROVE CRESCENT, 253-263 LANE COVE ROAD 112a-122b Epping Road North Ryde". It is 116a-122b Epping Road, 259-263 Lane Cove Road and 1-9 Allengrove Crescent. I believe this invalidates the whole report.
- 2). The Traffic Report is wrong as it also quotes inaccurate information about the size and extent of the proposed structures, and contradicts this at the end of the report, and Their conclusion that in spite of the increased number of vehicles (parking for over 300 cars), the traffic congestion on Lane Cove Road would not be affected is based on a false assumption. The traffic on Lane Cove Road is extremely heavy during Peak Hour in both directions already, and heavy at most times during the day and there is only one proposed exit point from the site - namely Allengrove Crescent, and only ONE-WAY - left onto Lane Cove Road, Any exiting vehicles from Allengrove have to go around the block already if they want to go in any direction other than South (i.e. left into Lane Cove Road).

The other side streets leading from Lane Cove Road onto Wicks Road and then Epping Roads, namely Lorna Avenue, then Barr Street and Beatrice Street (where I live) are ALREADY seeing more numerous car numbers from 7am. It is already hard to get out of the driveway and is increasingly more hazardous for pedestrians, especially school-children, in the nearby side-streets at these times.

This site's proposed density (269 units in 3 x 4-11 blocks on 12, 297.1 sq metres low residential land in a quiet cu-de-sac, bounded on two sides by two major busy roads), already experiencing severe congestion would definitely make the traffic congestion far worse.

3). The Heggies Report on acoustic assessment is based on an incorrect concept plan drawing given to them by the Architect's Office of the proposed final option in terms of height and massing ranging from 3-10 STOREYS. It looks like option 2 & 5 but different heights. I don't think this one was any of the 5 options.

The Site Investigators can only assess what they were given in conceptual terms. Their report about the noise levels does not include noise from air conditioners outside the building - these will be essential especially for the south west and west facing units as they will receive the full impact of the afternoon sun. I know how this feels as my house also faces north east, as do the proposed structures.

It appears that Heggies were only told that all units will have ceiling fans and louvers (mechanical ventilation) and their report does not include the effect of air conditioning noise internally or externally.

4). The air quality assessment is also wrong as they also were given an inaccurate concept plan drawing different to that on the front Final EA Report of November 2010 (i.e. 2 x 11 storeys and one other not visible in Allengrove Crescent) on which to base their conclusions from tests. The one they were given had 3 buildings ranging from 5-9 storeys - I don't know if this was listed in the 5 options.

MY CONCERNS OVER INACCURATE ASSESSMENTS

Inaccurate acoustic and air quality reports could lead to serious health issues particularly for children, but indeed all people. Also in terms of increase in respiratory disorders including asthma, learning and concentration problems, hearing and mental disorders from unacceptable levels of sound and air pollution. The trees proposed for use as a buffer against both should be very high and dense to have any real effect-the proposed solid wall fences are proposed as very thick in Allengrove Crescent, but the real impact would be from the 2 busy main roads, Epping and particularly Lane Cove Road.

I have experienced personally adverse acoustic effects and air pollution from extensive building development in my street, my house was 2nd from the corner of Beatrice and Amelia Streets, 2 streets away from the site, and 2 streets from Lane Cove Road.

When the original single storey houses were demolished and the trees removed to make way for yet another 2 storey mansion, in Amelia Street. Our family suffered a lot of noise and dusty smoky air from not just the developments but at night, from Lane Cove Road! And when there were Night Works, it worsened considerably.

Only this year, after the good rain, have the trees grown sufficiently in these new residences to act as noise and pollution buffers. It has been 5 years of very difficult conditions. We have to have anti histamines daily - and we are no-where near the overpass at the junction of those two major Roads, Epping and Lane Cove Roads, bordering the proposed site.

I feel sorry for anyone who would live in this proposed development,

I am also particularly concerned about the lack of a proper wind assessment for the site. This area and these streets can experience very strong winds which have not affected the 1-2 storey housing, but high rise has never existed here-it is an unknown.

The final proposal for three parallel residential towers, which, although slightly staggered must be a potential for wind funnelling effects, and also for an increase in the façade noise levels and there could be deflections of noise and pollution in adverse ways both internally on site and externally in the surrounding residences and roads. No Wind studies were done possibly the Wind studies were not done because the Dept of Planning was not informed about the proposed changes in height, maybe because the developers did not want to let anyone know about the 11 storey height until the last minute and as the Dept of Planning did not know of any change to the PEA, as no amendment of design letters were sent, no extra requirements were issued.

I feel that this is a real concern in this area, and this important investigation was omitted.

There are many other inconsistencies which I read on the web-site, and it was a very tedious task, as although there is a contents page, the information is on 3 pdf files which are not labelled. It is a slow process of laboriously scrolling down page after page (many of which are regurgitating requirements for this and that, often repeating previous legislation at length), in order to get to the important information which is in very small print, and diagrams extremely hard to read.

School kids use this trick in assignments.

But in this case I feel it is to cause all readers to give up, and I believe they want you to do this too, Mr Kelly.

I believe that if you sign off on this project, without an extremely thorough scrutiny, any scenario in the future building of this Site is possible, to the possible detriment of all but the Investors.

What is represented pictorially in colour in the Final Environmental Assessment, which clearly shows the two 11-storey structures facing the single storey Doctor's surgery on Lane Cove Road is not necessarily what is represented in the plans, diagrams and reports.

NOTABLY A media release quoting a spokesperson from the project appeared in the Northern District Times Newspaper on Wednesday 15/12/2010 quoting the ORIGINAL proposal of 6 structures from 3-8 storeys! This contradicts the Final Proposal.

I would like to know if this media release was deliberately false.

This inaccurate and misleading media release in December was 2 weeks into the exhibition period - another attempt to confuse, delude and mislead both the Community and Ryde Councillors, many of whom at the Council Meeting the night before knew nothing about the real application.

This was after the Final Application had supposedly been submitted to the Dept of Planning, to then await public response to the Project on Exhibition

I apologise for my long-winded protest letter, but I am extremely upset at the apparent dishonesty, and concealment of important information on the website, in the Final Application, deliberate avoidance of community and Ryde Council Concerns, and misleading everyone.

In the very last pdf file "Combined low-res" there appeared to be schematic representations of possible future high rise development in surrounding areas. The houses in Allengrove Crescent, and other streets were described as "Cottages" This seems to imply little, old and dilapidated. It is a beautiful street, the houses are well kept and in good order, many are a lot younger than much of the Ryde area, some are extremely nice.

The term "cottages" is straight wrong insulting and degrading to the owners of these fine homes this is inaccurate inappropriate and misleading. It appears the developers are already looking to drive us out of our homes which we own, which we have worked hard to own.

They have ear-marked these areas with the stated "cottage" labels with a money hungry view to develop a so-called dilapidated neighbourhood, all that I can surmise is that they completely fooled themselves into believing that a complicated confusing disjointed and degrading assessment of the surrounding site development justifies their push-&-force re-zoning in this area.

I OBJECT AS DO MY NEIGHBOURS IN ALLENGROVE CRESCENT, LANE COVE ROAD, EPPING ROAD, LORNA AVENUE, BARR STREET, AMELIA STREET, LARKARD STREET, CAM STREET, FOLKARD STREET, AVON ROAD, KATHLEEN STREET, PAMELA STREET, MARILYN STREET, BEATRICE STREET, WICKS ROAD, and every street between this side of Epping Road and Lane Cove Road and Wicks Road, (south and south east of the Site.)

Please Minister, examine the validity of this proposal very carefully, because it will significantly alter the nature and character of this area. It does not provide affordable housing, and instead of providing a benefit to the community, it will be a drain on existing resources and amenities, and further contribute to air and heat and pollution discomfort within the area.

It is not a site suitable for children of any age - there are no parks or recreational facilities, it is at the junction of 2 main busy roads, and underpass and a market garden and orchard walk would not be enough to counteract the environmental pollution already present, and potentially worse if this high rise development proceeds. There is merely a lot of office space across the road, a nice railway station, and a long way to walk for fresh air

I do not believe there is justification for such a proposal and the subsequent re-zoning to be approved.

The subsequent re-zoning of this area would just be an invitation to turn a lovely place to live into another concrete tenement jungle like the residential towers in Toongabbie on Old Windsor Road, or like the high rise Canyons Pacific Highway at St Leonards.

Just because we live on the other side of Epping Road and the Macquarie Park Commercial Zone where there is no residential zoning - for good reason.

Up until now the North Ryde area has been able to absorb change reasonably well. North Ryde has had a great influx of government housed low income residents including young families, the disabled and mentally ill in new government housing developments all around Allengrove Crescent, and especially close to where I live in Beatrice Street, over the last 10-15 years and especially in the last 5 years and over the past 12 month.

I believe this kind of proposed density housing development with a comparatively massive increase in population compared to what we are used to is too much! The area is stretched to capacity already.

I have enclosed photos of the so called "cottages" in Allengrove Crescent referred to in the files which I was able to take today with the aid of my son's camera expertise, and also other photos of existing developments behind and parallel to Allengrove Crescent to the south-east of the site, near Beatrice Street, and I would like to request that my details are not made public or released to the developers as I do not wish reprisals.

I have had no other help with this letter apart from the photos and putting all this into a pdf file format (the photos have been shrunk to reduce the file size, if the original HD Photos are required they can be submitted).

I hope you and your family have a happy New Year and a 2011 full of blessings.

Sincerely,

[REDACTED]

[REDACTED] Beatrice Street, North Ryde 2113

NOTE: I do not wish for my name or details to be released to the Proponent, authorities or on the Department's website.

Application No: MP10_0037

Application Name: 1-9 Allengrove Cr, 116a-122b Epping Road and 259-263 Lane Cove Road, North Ryde

RE: Objection of the above mentioned development

Reasons for Objection:

Section 6.9 Traffic

Overall the Epping and Lane Cove intersection is already an extremely congested and a dangerous location. This is supported by data collected by the NRMA who have listed this intersection as number 3 on their list of top crash black spots in NSW. (<http://www.nrma.com.au/keeping-safe-secure/road-safety/crash-blackspots.shtml>) .

In addition to the inherit danger of this intersection, there are significant issues with exits on any of the boundaries for the proposed development:

1. Exit via Epping Road:
 - a. Dangerous: Exiting via this road is very challenging as the motorist will not only need to negotiate pedestrians but also other motorists who are turning left onto Lane Cove Road.
 - b. Congestion: This section of Epping road is extremely congested from Monday to Friday between 7-9:30am. Traffic can back up from the Epping/Lane Cove lights through to Wicks road, making it virtually impossible for the 2-3 cars that would need to enter the traffic flow between each phase of lights (as per data provided by developer in section 6.9). It is also likely that in an effort to enter the flow of traffic, cars exiting via Epping road will block the left service lane to Lane Cove road, further adding to the congestion on this section of road.
2. Exit via Lane Cove Road
 - a. Dangerous: Cars exiting via Lane Cove Road will not only need to negotiate pedestrians walking to and from Macquarie Park precinct but also cars entering Lane Cove road via the service lane off Epping Road approx 100 m up the road. Additionally when entering Lane Cove road motorists will also need to cross a Bus lane, adding to the danger of this exit.
3. Exit via Allengrove Crescent
 - a. Congestion: This road is narrow and currently not designed to service the number of cars that will be housed at the proposed development, particularly if this will be the only entry/exit as currently recommended. Furthermore, if the street is restricted with 'No

Stopping' or 'No Parking' signs to allow for the increased traffic, what allowances will be made for the current residents of Allengrove Cr as far as on street parking for their visitors etc ?

In addition, if the residents of the proposed development wish to travel north along Lane Cove road or travel to Epping Road they will need to negotiate side streets (off Lane Cove Road) which are already congested during peak periods. This added traffic will place increased burden on this area.

Also where will visitors park for the proposed development? In general visitor car spots are insufficient and sometimes used by residents, restricting the spots available for actual visitors.

- b. Dangerous: There are school bus stops within close proximity of Allengrove Cr, as a result, parents use Lorna and Allengrove Cr as a drop off/pick up zone. Increasing traffic within this region will endanger children during these times.

Section 2 Local Facilities: error

Avon Road: No convenience shops or restaurants are currently or have been located in this group of shops within the past 5 years.

Overall, despite the merit of the development in supplying additional dwellings within the Inner North Subregion, the increase of the current number of dwellings from 15 to the proposed number of 269 is excessive. As discussed above, the impact on the already dangerous Epping/Lane Cove road intersection would be significant and not only endanger the tenants of the proposed development but also other motorists, local residents and pedestrians.

In addition, consideration of the surrounding residents needs have to be taken into account. No doubt such a development will negatively impact not only their privacy but their overall quality of life through greater noise etc. Also changing the zoning of their street and a building of this size (in particular Allengrove Cr) will result in a substantial loss in the value of their properties. How will the developer compensate these residents?

A responsible compromise would be a development that is one third the size (approx 100 units). Although the development would still have an impact on traffic, the number of vehicles entering/leaving the premises would be manageable. Also the impact to the character of the area could be minimized; the height of the buildings could be kept to 3-4 storeys and greater space could be given from adjacent houses addressing the current privacy concerns.

22

Luke Murtas - Online Submission from minyi xia ()

From: minyi xia <mmmyyy18@hotmail.com>
To: Luke Murtas <luke.murtas@planning.nsw.gov.au>
Date: 31/12/2010 14:35
Subject: Online Submission from minyi xia ()
CC: <assessments@planning.nsw.gov.au>

Dear Sir/Madam,

Your project is just right next to my investment property address: 11 Allengrove Crescent, North Ryde NSW 2113.

I strongly oppose to the project.

There are few things I am really concerned namely:

1. the building is too high, and especially onward to number 11 allengrove Crescent, North Ryde, we are going to live in the shady house whole year alone,
2. How high is the fence you going to build on boundary 9 & 11 Allengrove Crescent,
3. Allengrove Crescent is a no through road, how are you going to handle the traffic congestion, and the noise is going to be unacceptable when building is finished.

Please solve the above problem if you want go ahead with this project.

Regards

Minyi XIA

Name: minyi xia

Address:
215/1-15 Fontenoy Rd, Macquarie Park NSW 2113

IP Address: 43.213.dsl.syd.iprimus.net.au - 58.179.18.43

Submission for Job: #3841 MP10_0037 - Residential Development
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3841

Site: #2216 1-9 Allengrove Crescent, 116a-122b Epping Road, 259-263 Lane Cove Road -
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2216

Luke Murtas
Planner

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

23

Luke Murtas - Online Submission from [REDACTED] (object)

From: [REDACTED]@hotmail.com>
To: Luke Murtas <luke.murtas@planning.nsw.gov.au>
Date: 31/12/2010 14:35
Subject: Online Submission from [REDACTED] (object)
CC: <assessments@planning.nsw.gov.au>

SUBMISSION RE: PROPOSED DEVELOPMENT 1-9 ALLENGROVE CRES, 116a-122b EPPING RD and 259-263 LANE COVE RD, NORTH RYDE.

To: Major Projects Assessment

Department of Planning

GPO Box 39

NSW. 2001

Attention: Director, Metropolitan Projects

From: [REDACTED]

15 Paul Street

North Ryde NSW 2113

Subject: APPLICATION NUMBER: MP10_0037

NAMOF APPLICATION: 1-9 Allengrove Cres, 116a-122b Epping Rd & 259-263 Lane Cove Rd, North Ryde.

Proponent- EGC Custodian Services

Council Area- Ryde

STATEMENT OF OBJECTIONS TO THE PROJECT WITH REASONS:

I object to the proposed project on the following grounds (I do not want my name to be made available to the

Proponent, the authorities, or on the Department's website):-

1. THE 'EXHIBITION PERIOD' HAS SPANNED THE HOLIDAY CHRISTMAS SEASON (from Dec 1st - Dec 31st) so I request that the EXHIBITION PERIOD BE EXTENDED one more month (to finish January 31st, 2011) TO ENABLE RESIDENTS/ INTERESTED PARTIES TO HAVE ADEQUATE TIME to properly consider all aspects of the Project.

2. INAPPROPRIATE SCALE. The Proposal does NOT integrate with the local environment. The scale of the proposed development is greatly at variance with the surrounding residential dwellings from the perspective of:-

A - Height- Presently the highest residential building in the block (perimeter of which is Lane Cove Rd, Cox's Rd, Wicks Rd and Epping Rd, North Ryde) in which this development is proposed is two storeys (Maximum 9.5 metres tall). However, the height of each of the proposed 3 building envelopes, one up to 7 storeys and two up to a towering 11 storeys (31.85 metres) is excessive, 'out of character' with the surrounds and presents imposing problems for residents.

B -. Number of Apartments (Dwellings): In the parcel of land proposed for this development there are presently approximately 15 dwellings. However, the proposed approximately 296 apartments is again an excessive increase, placing unnecessary strain on existing residents in terms of vehicle access to their homes in Allengrove Cres. , lack of privacy, increased noise and air pollution, and increased stress levels due to overcrowding.

3. DETRIMENTAL TO THE HEALTH OF RESIDENTS. Shadowing by the proposed project on existing houses will block out winter sun. This reduced light in winter is known to increase depression in some. The colder winter temperature caused by this shadowing on existing houses will also exacerbate risk of winter illness for residents in these affected homes.

4. CONCERNS REGARDING PARKING IMPACTS GENERATED BY THE PROJECT. This is particularly relevant during the construction process with the impact on local residents. Ryde Council has already designated Allengrove Cres as a P2 parking Zone.

5. INCREASED TRAFFIC CONGESTION. Traffic congestion in Lane Cove Rd, North Ryde, along and near its intersection with Epping Rd, in peak hour is already extreme in both directions. Even though the proposed Project is close to public transport it is impossible to force residents of the proposed apartments to use public transport. Each potential new resident may chose to add his /her car the to peak hour rush, thus increasing traffic congestion both in Allengrove Cres to an impossible level, and on Lane Cove Rd.

6. VEHICULAR ACCESS TO ALLENGROVE CRES. There is only one vehicular access point for entry and exit to the Project's proposed underground carpark with 394 car spaces. This is in Allengrove Cres. Allengrove Cres. is itself a

very narrow (6.4 metre wide) street with only one entrance. This entrance is onto the very busy arterial Lane Cove Rd. This effectively means that a potential 394 cars may be trying to enter and exist this one driveway in peak hour simultaneously, then clogging the very narrow Allengrove Cres. as they wait for an inordinately long time to edge their way towards Lane Cove Rd exit. - a preposterous scenario.

7. VEHICULAR ACCESS TO LANE COVE ROAD. All cars from the proposed project are being channelled in and out through Allengrove Cres., which has only one entrance. It is only possible to turn left in to Lane Cove Rd from Allengrove Cres. How will it be possible for up to (worst case scenario) 400 cars to negotiate this 6.4 metre wide Crescent and enter into the very busy, congested Lane Cove Rd in a smooth and manageable manner?

8. INADEQUATE REVELATION OF SHADOW DIAGRAMS IN THE PLAN. The plan, pages 48 -51, gives diagrammatic representation of shadows cast by the proposed development on 21st June from 9am to 3pm. During this time shadows are cast on surrounding properties, which will substantially reduce the winter sun received by residents in adjoining properties. However, of substantial concern is the lack of diagrams showing shadows at summer solstice (December 21), and the equinox (March 21 and September 21) at 9.00am, 12 midday and 3.00pm. SECTION 75F, APPENDIX B OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979 REQUIRES THE INCLUSION OF THESE.

9. LOSS OF AMENITY.

10. LOSS OF QUALITY OF LIFE. This loss of quality of life refers to loss of peace and quiet presently enjoyed by residents of Allengrove Cres, the loss of privacy (see paragraph 7) of existing residents for a radius of 400 metres.

11. CONCERNS REGARDING VISUAL IMPACT. Simply expressed I find the architectural style of the proposed buildings (page 1 of the ENVIRONMENTAL ASSESSMENT PLAN) ugly.

12. LACK OF PRIVACY FOR SURROUNDING RESIDENTS. Immediately adjoining the proposed development site are single storey villas and free-standing single storey houses. These houses have back yards, up to 700 square metres in area. As many families spend a significant amount of time in their out door land areas, it would be incumbent upon EGC Custodian Services to ensure that there be NO vantage point from any proposed apartment that has a view into ANY neighbouring resident's back yard or private land area. Even though plans for the apartments have many bathrooms and bedrooms facing adjoining residents properties, it is still very possible for people to have a clear view into adjoining residents private yard areas from bedrooms and bathrooms if they choose to look. This entirely removes the privacy of surrounding residents, which is NOT in anyway acceptable. Privacy information in the Plan (page 47) has NOT addressed specific issue of visibility into adjoining residents' back yards.

13. CONCERN THAT THIS PROJECT WILL CREATE A PRECEDENT FOR TALLER BUILDINGS THAN WHAT RYDE COUNCIL HAS ZONED. RYDE COUNCIL HAS ZONED THE SITE R2- Low Density Residential? under the Ryde Local Environmental Plan 2010. The proposed development is R4 so it exceeds Ryde Council's recommended height.

14. INNADEQUATE INVESTIGATION IN THE PLAN RE: INTEGRATION WITH RESIDENCES TO THE SOUTH AND EAST

OF THE SITE. Artist impressions, diagrams and photographs of the plan and its relationship to buildings to the north and west are evident (pages24-26), but there are NO PHOTOS, DIAGRAMS OF THE PLAN AND ITS RELATIONSHIP WITH EXISTING BUILDINGS/ LAND USE AREA FROM THE SOUTH AND EAST OF THE PROPOSED DEVELOPMENT.

15. POTENTIAL WIND IMPACT ON THE DEVELOPMENT. This concern and whether it complies with planning controls has not been adequately addressed in the plan.

16. THE PLAN HAS NOT ADDRESSED THE ISSUE OF IMPACT ON ADJOINING REAL ESTATE VALUES.

17. CONCERN REGARDING CONSULTATION PROCESS- (See Point 1 of this submission.) Because the exhibition period has spanned the Christmas holiday season there has not been sufficient time to properly investigate the Project. The fact that the Project has only been advertised during the CHRISTMAS HOLIDAY SEASON means that some interested parties have NOT been able to address their concerns about this project.

I have not made any political donations exceeding the \$1000 limit during the last two years.

All of the above are my genuine concerns about this proposed project. I appreciate, in anticipation, your consideration of and specific reply to each.

Thank you for your time.

Yours faithfully,

[REDACTED]
Name: [REDACTED]

Address:
[REDACTED] Paul Street
North Ryde
NSW 2113

IP Address: [REDACTED].nsw.optusnet.com.au - 122.107.123.53

24

Luke Murtas - Online Submission from [REDACTED]

From: [REDACTED]
To: Luke Murtas <luke.murtas@planning.nsw.gov.au>
Date: 31/12/2010 16:56
Subject: Online Submission from [REDACTED]
CC: <assessments@planning.nsw.gov.au>

[REDACTED]
[REDACTED] Holt Street
North Ryde NSW 2113

31 December 2010

Department of Planning
GPO Box 39
SYDNEY NSW 2001

Re: MP10_0037 - Residential Development - 1-9 Allengrove Crescent, 116a-122b Epping Road, 259-263 Lane Cove Road North Ryde

Reference is made to the application for a Major Project Assessment at 1-9 Allengrove Crescent, 116a-122b Epping Road, 259-263 Lane Cove Road North Ryde (Major Project Number: MP10_0037).

We would like to express our objection to this proposed development for the following reasons:

1. The proposed development is in breach of Ryde City Council's planning regulations for this zone.
2. The proposed development will increased the strain on existing community services such as childcare, primary and secondary schools, library facilities and so on.
3. The proposed development is not in keeping with the size and scope of the residential properties in this area.
4. The proposed development is not in accordance with the Macquarie Park Corridor plan. A major part of the appeal of businesses relocating and establishing in the Macquarie Park Corridor is it sprawling, low-rise park style environment, nestled adjacent to a National Park. If this development is approved, it sets a precedent for other oversized structures which are not in keeping with the appeal of the Macquarie Park Corridor. Developments such as the one proposed risks Macquarie Park becoming another high-rise business district like Chatswood, Parramatta or North Sydney, not the attractive, green, campus style business district that Macquarie Park currently is.
5. The height of the proposed development is inappropriate and will negatively affect both the appearance and shade of neighbouring properties.
6. The amount of traffic created by such a huge development will add to an already over burdened road system. The main roads and local roads cannot cope with the existing traffic.
7. The distance of the proposed development from Macquarie Park train station (a major 'selling point' for the development, both in its reasoning and commercial sale) is not reasonable for most people who are likely to live there. This will add to the traffic issues.
8. The development will severely affect the isolate property on the corner of Lane Cove Roads and Allengrove Crescent (253-257 Lane Cove Road). These adverse effects include shade from the height of the proposed development, visual amenity, increased traffic and property value.
9. The claim for assessment as a Major Project (greater than \$100 million) seems based on information that is very weak in terms of facts in the developer's submission. The calculations showing construction costs to justify an assessment by the Department of Planning under Part 3A (Major Infrastructure and Other Projects) of the Environmental Planning and Assessment Act 1979 are lacking in the detail that should be prepared for such a development. This should be assessed further.
10. The claims of the proponent that the environmental benefits of having a communal garden within the

development for residents and ?revitalising? the small adjacent council park are inadequate for such a large development.

11. It should be Ryde City Council (with input from the commercial and private residences) that creates a plan for the future development of the City (i.e. The Ryde Economic Development Strategy). This strategy should outline areas of higher density housing needs, not ad hoc individual developments. The development of high density housing should be planned and approved by local government and the community, not individual companies or consortiums with a particular monetary interest as the primary motivating factor. The City of Ryde?s future sustainability and benefit should be the primary factor in assessing this proposed development.

Political Donations Disclosure

In accordance with the requirement for persons making submissions to disclose political donations, we state that we have not made political donations in the previous two years.

Copies of Submissions

In accordance with section 75H of the Environmental Planning and Assessment Act 1979, we do not wish for our personal details (name and address) to be made available to the proponent, other interested parties or on the Department of Planning?s website.

As long term residents of the area, we have a strong interest in its future.

Yours faithfully,

[REDACTED]
[REDACTED]

Cc:

1. Mr John Alexander OAM MP Member for Bennelong
2. Mr Victor Domenello MLA, Member for Ryde
3. Cr Artin Etmekdjian, Ryde City Council
4. Cr Vic Tagg, Ryde City Council
5. Cr Ivan Petch, Ryde City Council
6. Cr Gabrielle O'Donnell, Ryde City Council
7. Cr Roy Maggio, Ryde City Council

Name: [REDACTED]

Address:

[REDACTED] Street
North Ryde NSW 2113

IP Address: [REDACTED] - [REDACTED]

Submission for Job: #3841 MP10_0037 - Residential Development
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3841

Site: #2216 1-9 Allengrove Crescent, 116a-122b Epping Road, 259-263 Lane Cove Road -
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2216

Luke Murtas
Planner