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Application: 5 Whiteside Street and 14-16 David Avenue, North Ryde

10_0165

I wish to lodge my objection to the proposed development at Whiteside Street, North Ryde.

Amenity impacts/bulk and scale

The development does not in any way fit into the area. It is an extremely large and high density development in an area of single dwellings of maximum height of two storeys (in accordance with the City of Ryde zoning rules). I realise any development on the site was likely to be of medium density and fully expected villa/townhouse development to occur but this development is completely out of character with its surroundings.

On Page 17 of the EA it is stated that North Ryde has only "4.2% of dwelling stock being apartments, flats or units" but surely this is irrelevant? The Ryde LGA (of which North Ryde is a part) has a significant proportion of these concentrated in other parts of the LGA (e.g. Meadowbank and Macquarie Park). This is exactly what occurs in most other LGAs; units etc. are generally placed together which is surely the whole purpose of zoning regulations. In fact, Figure 7 shows the Ryde LGA to have a higher proportion of units than the SD so I fail to see the need for the specific area of North Ryde to be reaching some imaginary quota of high density development.

As stated in the EA, "while different in scale and form from its immediate neighbours, the design and massing of the project ameliorates potential boundary impacts such that it will not result in any unreasonable (???) environmental effects upon its neighbours". Just in terms of traffic problems it will create/add to, this must surely be a totally false assertion.

Traffic

In The Weekly Times dated August 24th, 2011, was an article headed "overdevelopment and traffic jams our top issues, says MP". An excerpt from this is as follows:

Bennelong MP John Alexander told parliament traffic jams had been fuelled by an unacceptable level of over-development and had become a drain on local productivity.

Traffic congestion at Epping and Lane Cove Roads is already unacceptable. Adding 200 plus cars to the small corner at Whiteside Street will be dangerous as it meets with a merging lane on Epping Road. Diverting all the traffic to and from the development via this street cannot work. A significant number of people will need to head in the opposite direction towards the city and will not want to drive up to the Herring Road intersection to turn around (as it is the traffic turning into Herring Road from Epping Road is also severely backed up in peak hour). People will either drive illegally down Whiteside Street into Parklands Road or park in Parklands Road overnight to allow themselves to gain entry to Lane Cove Road (quite a feat itself in certain hours).

Expecting everyone to use the trains and buses is unrealistic as this does not happen now. Since the Optus campus opened, followed by the railway station, parking in our local streets has been terrible even with parking restrictions. If the Optus workers still take their cars, even with the many train and bus services available to them, how can it possibly be believed that all the extra residents are going to use public transport?

In the original concept plan it was stated that Macquarie Park and Macquarie University stations are "currently under-utilised". Figures obtained from the STA on barrier counts at all Sydney stations in 2011 do not support this assertion.

Local services

As for local services there is a shortage of high schools in this area even if it is well served by primary schools.

Other assertions by the proponent

North Ryde is shown in diagrams to be a park, when it clearly isn't.

Macquarie Hospital is not a general hospital and offers no casualty department

Page 25 of the EA: the map fails to show the high density of dwellings just north of the Macquarie Park business area.

Figure 22B: the photo montage suggests that an 8-storey building will not be visible from Parklands Road. I have enclosed a photo (see below) looking across the same house in which the Avaya building is clearly visible (it is 9 storeys on the opposite side of Epping Road).

Figure 26: in this photo montage the 8-storey building is off to the right of the David Avenue corner and so appears to have less impact. According to the plans it should be in the centre of that particular picture. Again, this is misleading.

Apart from these objections, I refer you to the submission of the Whiteside Action Group, which I fully support.

