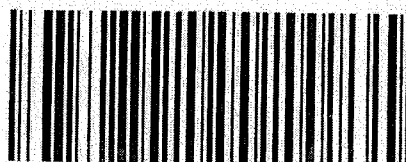


5 Kathleen Street,
North Ryde. 2113.
Mob. 0407228566



PCU025929

7th September, 2011

Mr Michael Woodland.
Director of Metropolitan and Regional Projects.
GPO Box 39
SYDNEY. 2001

Dear Mr. Woodland,

I am writing to express my concern about two proposed developments in my immediate neighbourhood.

The first is **Project number – MP 10-0037**; 1-9 Allengrove Cres, 116a-122b Epping Road and 259-263 Lane Cove Road, North Ryde.

I contributed a submission about this proposed development during the exhibition period in December, 2010. However, the proponent has subsequently changed the plans for this development. **I am concerned that the community has no formal process available to be able to contribute submissions on the altered plans.** I have included another submission on Project – MP 10-0037, based on the changed plans. Despite the exhibition period having concluded, I have been assured by Ms Jane Flanagan that you will consider all letters re: this project.

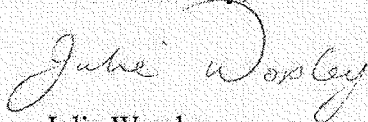
The second project is, **Project number – MP 10-0165**; 5 Whiteside Street and 14-16 David Avenue, North Ryde. I support the specifics of the submission that has been put together by WAG (Whiteside Action Group). I know that you have received a copy of this detailed submission. And I include their summary of the objections.

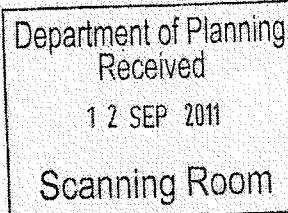
In summary, I along with many, many members of the community, support the premise that there be NO high-rise development above two storeys on the south side of Epping Road, in North Ryde.

I would appreciate being kept informed of all processes and decisions being made re: both of these proposed developments.

Thank you for your time and attention to these community concerns.

Yours faithfully,


Julie Worsley



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

**ATTENTION: DIRECTOR,
METROPOLITAN PROJECTS.**

**FROM: Ms Julie Worsley.
5 Kathleen Street,
NORTH RYDE. 2113**

**NAME OF APPLICATION: 1-9 Allengrove Cres, 116a-122b Epping Rd and 259-263 Lane
Cove Rd, North Ryde.**

**Proponent- EGC Custodian Services
Council Area- Ryde**

APPLICATION NUMBER: MP10_0037

STATEMENT OF OBJECTIONS TO THE PROJECT WITH REASONS:

I object to the proposed project on the following grounds:-

- 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 4 storeys and two up to a towering **8 storeys** (23.2 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 196 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 273 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 273 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) 300 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 (pages 24-26), 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 voice their concerns about this project.

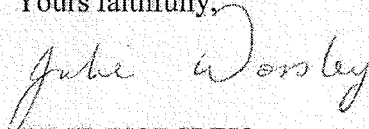
- 18. FURTHER CONCERN REGARDING CONSULTATION PROCESS.** There is significant inequality re the rights of the proponent and the rights of the community to be consulted. The proponent has changed the plans since the exhibition period as follows:

	November, 2010	to	August, 2011
Height	4-11 storeys		4-8 storeys
Floor Area	27,634 square metres		19,916 square metres
Dwellings	269		196
Car Spaces	394		273

However, there is no corresponding right or process for the community to voice concerns about these proposed changes.

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,


JULIE WORSLEY.

Whiteside Action Group –OBJECTION TO PROPOSED EGC CONCEPT PLAN

Revision 5, 11th April 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.

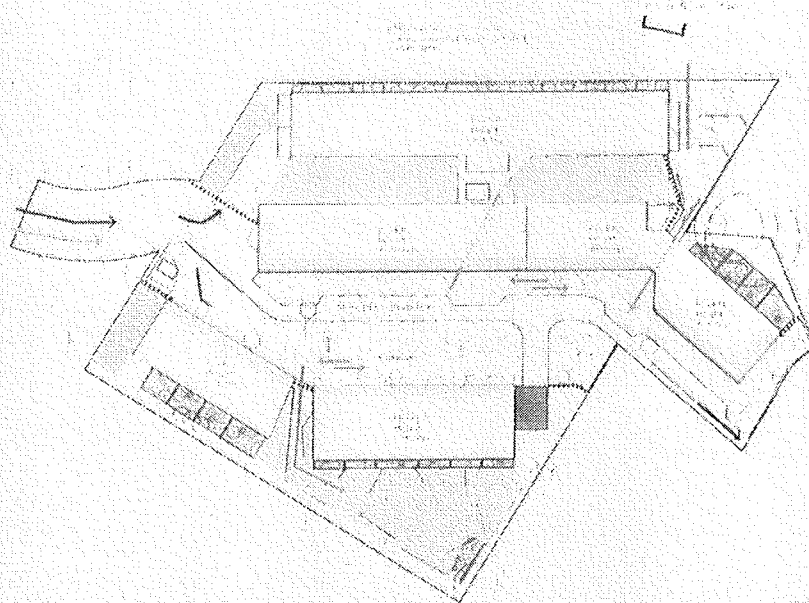


Figure A Whiteside Street Development Concept Plan

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

64 David Avenue
North Ryde, NSW 2113
11 September, 2011

Major Projects Assessment
NSW Department of Planning and Infrastructure,
GPO Box 39
Sydney 2001.
Via email: plan_comment@planning.nsw.gov.au

Attention: Ms Jane Flanagan/ Mr Michael Woodland

Objection to : MAJOR PROJECT 10_0165
PROPOSED RESIDENTIAL DEVELOPMENT WITH BASEMENT PARKING -
5 WHITESIDE STREET AND 14-16 DAVID AVENUE, NORTH RYDE

I wish to submit my objection to this development on the following grounds.

1. THE PROPOSAL DOES NOT COMPLY WITH RYDE DLEP 2011, RYDE LEP 2010 and RYDE DRAFT HOUSING STUDY 2010.

The present height restriction of 2 storeys is preferred over-whelmingly by the community and must be upheld. The area immediately South of Epping Road is zoned R2 and this has encouraged redevelopment of housing to accommodate a growing population while maintaining harmony with existing structures.

The specific area between Herring Rd and Wicks' Road has benefited in recent years from regeneration of "50's" style housing to modern residential accommodation, compliant with the planning of Ryde Council and there are now many new homes of the approved density in the area. The approval of high-rise development in this area would not only be inconsistent with the existing controlled new R2 development but would devalue them seriously if they were overshadowed by structures higher than 2 storeys. Few, if any, of these newer homes would be targets for demolition and redevelopment under a high rise regime.

2. THE PROPOSED DEVELOPMENT WILL RESULT IN FURTHER TRAFFIC CONGESTION AND PERIODIC CHAOS.

Peak-hour traffic in the area is already intolerable and large numbers of non-residential vehicles use the residential streets between Bridge Road (to the South West) and Epping Road to circumvent congestion on Lane Cove Road (Ring Road 3). Pine St., Parklands Rd., Napier Cresc. and David Avenue are seriously compromised both in safety and amenity. The intersection of David Ave. and Napier Cresc. is the subject of frequent police intervention. Whiteside Street is an obvious corridor to Epping Rd for much of this

traffic. The mandatory left turning traffic from the development site will be forced to use Parklands Rd et al. to access the main roads. Considering the scale of the Whiteside proposal, it is expected that the volume of such traffic will be excessive for the local infrastructure. The existing traffic arrangements in Whiteside Street currently provide a left turn access off Epping Road for local traffic and this appears to be missing in the proposal.

3. APPROVAL OF THE PROPOSAL WOULD REPRESENT A DANGEROUS PRECEDENT FOR LAND USE ON THE SOUTHERN SIDE OF EPPING ROAD.

4. THIS PROPOSAL IS NOT CONSISTENT WITH THE NEW LIBERAL STATE GOVERNMENT'S ELECTION PROMISES.

The community and City of Ryde Council as its "spokesperson", overwhelmingly rejected this proposal previously and now confirms its objection in a massive petition. The repealing of Part 3A laws indicated that the new government was listening to constituents' wishes and in fact, demands, that planning be returned to the hands of local government. While not totally rejecting the need for occasional intervention by the NSW Department of Planning and Infrastructure, I believe firmly that this is not an occasion on which the Department should accede to the wishes of a developer over the almost universal objections of the residents.

Ryde City Council has a proven track record of assessing development application in accordance with its ratepayers' requirements. Under the previous government, we saw these requirements overturned several times under Part A provisions. Most notable is the relaxation of on-site parking requirements for the "Optus" development in Paul Street North which has resulted in thousands of vehicles parking and shuffling positions on a 2-hourly basis in our nearby residential streets in situations which make it very hazardous for even medium-sized vehicles to negotiate these local residential streets.

The proposed development in Whiteside Street / David Avenue would result in more vehicles parking on and negotiating the local streets as there is little doubt that the proposal does not cater for sufficient on-site parking, quite apart from considerations of ingress/egress from the site.

I have made no reportable political donations to any party in the last two years.

I urge the Department to reject this development proposal in its present form and recommend development in accordance with the existing R2 zoning requirements and Ryde Council's approval processes.

Yours sincerely,

Robert Spears.

Jane Flanagan - 10_0165 - Whiteside Street & David Avenue, North Ryde

From: "Peter & Tanja Hayes" <pthayes@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 9/9/2011 8:12 PM
Subject: 10_0165 - Whiteside Street & David Avenue, North Ryde

6th September 2011

Emailed to: plan_comment@planning.nsw.gov.au

SUBMISSION RE: PROPOSED RESIDENTIAL DEVELOPMENT WITH BASEMENT PARKING - 5 WHITESIDE STREET & 14-16 DAVID AVENUE, NORTH RYDE. (10_0165)

FROM: TANJA & PETER HAYES

23 PINDARI STREET

NORTH RYDE NSW 2113

We object to the proposed residential development as it currently stands.

There are numerous reasons for our objections for the current proposal – the main one being the mammoth scale & extreme height of the buildings themselves, the other being the major traffic congestion this large project would bring to the area.

We have no objection to a smaller version of this project being passed (eg: 2-3 storeys in height, not the current 2-8 storey (originally put forward as 11 storey) high buildings, that are being proposed. Also allowing a more adequate residential & visitor parking situation than on the current proposal/scale.

After driving around the Macquarie Park areas there could only been one 8 storey high building – and that was of a ‘commercial’ nature – not ‘residential’ property! However, even the Optus buildings (directly opposite, on the other side in the ‘commercial/industrial’ area), are only 7 storey’s in height. Hence this project seems to be almost to the ‘totally ridiculous’ and unrealistic scale for a low rise residential area which has been chosen.

In regards to the traffic congestion & parking situation in our area. I would firstly like to point out that over the past years our street is now used as a ‘rat-road’ for many people avoiding already large traffic congestion around Epping Road, Lane Cove Road & Kent Roads. This will increase with this proposal to unbearable levels.

If you contacted Ryde City Council they will advise you that after the OPTUS project (which is DIRECTLY across Epping Road from this new proposed project), they had to install 2P parking for a VERY LARGE area (going all the way to Kent Road through to Epping Road), to avoid OPTUS staff members parking in these streets. The OPTUS project was approved, as it had adequate parking facilities – however what they (OPTUS) omitted from advising Council or NSW Government Planning, was that they were always intending on charging their staff for parking (it started off at \$10 per day, I am not sure what the rate is now). Hence this led to the fact that MOST staff couldn’t afford it – hence, now park in our surrounding streets.

If the WHITESIDE Street project was to go ahead as it currently stands the **car/traffic/parking** situation in our area would increase to a totally **unsustainable** situation.

The original proposal/concept plan put forward was for 257 units to accommodate 600-800 new residents, with 353 basement car parking spaces and 13 on-street spaces. Firstly this is only 366, and the council requirements clearly stated that it should be a minimum of 380 spaces; which I would presume would mean ‘off-street’ parking – therefore they technically already fall short by 27 car spaces, without allowing for visitors.

With this current plan of 213 units which I would anticipate they would expect it is going to accommodate 550-750 new residents. Including basement parking for 311 cars. Obviously, if you go by the current Bureau of Statistics information; Vehicle and resident population from March 2010 – 72% (721.1 motor vehicles to the 1000 residents). At this rate, for this particular structure basing it on 650 residents (on average) they should have approximately 460 car spaces (for 650 people). If you were to allow for the fact that 213 units will have visitors every day/night – even if you say 15% of

those units will have someone visit - that is 32 visitor's cars for this new proposal, day and night. Is there car spaces for those visitors? No. However, each unit (all 213 of them) will be able to get a 'visitors' pass as part of councils 's 2P parking permits. Therefore they could have an additional 213 cars being parked in this area on TOP of what parking permits they allow for the residents (even for those who do NOT have a parking space on the premises.

THEREFORE, this could mean up to an additional 300+++ cars could be parked in the surrounding streets should this residential proposal get approved!

Everyone will have either a residents sticker on their car – or will have a visitors permit on their car, and yet again our streets will be unpassable due to cars parking on all sides of our narrow streets. Is this acceptable? No!

I implore you to visit the area and see for yourself that we have NO residential buildings over 2 storeys high. Especially, I ask that you visit our area during peak traffic periods, also outside of peak traffic periods, then assess for yourself the huge impact potentially 600-800 more cars will have on our small streets. This includes day time & night time parking periods.

On another note, and an extremely interesting one, I find it amusing that the same company (EGC Custodian Services Pty Ltd), are proposing an almost identical project within a very close proximity; 1-9 ALLENGROVE CRESCENT, 116a-122b Epping Road, 259-263 Lane Cove Road, North Ryde. MP10_0037 – Residential Development. Which I have noticed on your website there have been hundreds of submissions regarding exactly the same concerns that are placed on **us** (ie: residents in our area) for this project.

I implore you to reject this plan as it stands and consider a low rise 2-3 storey development with adequate parking & visitor parking on site. Although this will still impact our area greatly, I'm sure there would not be as many complaints about this.

However, I'm sure this development will go ahead – no matter how many 'complaints' you receive, because unless you *know* someone in government or council, that have a reason to help out the locals – the projects such as these always get approved. No matter how ridiculous the concept plan is!

Which is simply very frustrating for all us normal people out there!

Yours sincerely,

Tanja & Peter Hayes