

**Diary from Marc Ridey to Jane Flanagan on 15/08/2011**

Diary against Annex Website Submissions for job #4288 MP10\_0165 Concept Plan for residential redevelopment - Whiteside Street & David Avenue, North Ryde

**Online Submission from Marc Ridey (object)****Email Details**

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**Interactions** **Contacts (1)****Inbound email from:**

Marc Ridey  
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**Staff (1)****Email to:**

Jane Flanagan

Dear Sir / Madam,

I'm writing in regards to the proposed development on Whiteside street, North Ryde (<http://whitesidestreetconsultation.com.au/>)  
I am totally opposed to the development as it stands now for a number of reasons:

The area bound by Kent rd, Land Cove rd, Epping rd and the ELS park is currently made of 680 properties, probably hosting around 750 families. The proposed development adds more than 213 families to this area, a very significant increase of almost 30%. I fail to understand how the area can sustain this increase:

- The plot of land used for the development was designed for 17 properties. The proposal is looking at cramming 213 families on this plot. This isn't high density housing, it's madness.

- I fail to see in the development papers listed so far if the utilities infrastructure is capable of supporting an increase of 30% in water and electricity consumption and waste/sewer production. It looks to me like this will require the corresponding utilities to upgrade services. Who is going to pay for these upgrades?

- While on paper the proposal allocate 311 basement car parks, the ratio of car park per unit of 1.2 to 1.6 is very low. Combining the likely scenario that each 2b and 3b units will have 2 cars and some of those undercover spots will be used for storage will cause 100+ vehicles to try to park on the street. The area has nowhere near this capacity of street parking and will cause parking difficulties all the way to Kent rd, assuming the Ryde council allows these residents to obtain street parking passes, something we will oppose strongly too.

- The proposal states that the additional vehicle traffic will be minimum. This is a gross under-statement. The proposal states that traffic will increase at peak by 68 vehicle per hour. Typically people go to work between 7am and 8:30am. Does the developer really feel that only 100 vehicles (of the 311 they have allocated parking for) will leave during peak hour? What about the other 200+ vehicles? You cannot expect to increase the neighborhood size by 30%, provide access through one street and only get a minimum traffic increase in the main street providing access to it. You will get 200+ vehicles leaving at peak hour, you will get long traffic jams on the Kent rd and Napier Cres exits. There is no doubt in my mind.

- Parklands road is a narrow street. Already at non-peak hour, it's difficult to travel the whole distance without having to park on the side to let opposite traffic travel. It's only one lane wide with car parked on both side. Increase traffic and increase parking will completely deadlock the area. None of this has been addressed in the proposal.

- The proposal state that by allowing a left turn access to Epping road, it will resolve all traffic issues. This is far from correct. The left turn access will allow traffic north-bound, the least popular direction. Most traffic (i'm a local resident) either goes south towards the City, and east/west along Lane Cove road. The northern exit already exists via Paul street and see limited traffic. In addition, this left access will be dangerous (hence why the RTA has not allowed it until now) and will be completely blocked when

the City Link road is built, right opposite this proposed development. Once the City link is build, 100% of the traffic will have to go along Parklands road, a narrow, one lane street. Would you build a large high density development on a dead-end in the remote corner of a residential area?

- The location of the development in the neighborhood could not be worse. All access is mostly done from Lave Code road access on Napier Cres and from Kent rd via Baringa St. These two entry points as well as all the residential streets between them and the proposed development will have to carry the additional traffic of 350 vehicles. Peak hour traffic already shows traffic jams at these exits, what will 350 more vehicles do?

- Finally, while this doesn't affect me directly, I find it horrible that we would allow the construction of 3 and 8 storey buildings, right opposite residential properties, crippling the value of these properties, casting long shadows in winter and depriving them of sun light. Has anyone considered compensation for these residents? Who's going to cover the \$200K to \$300K they are likely to loose of the value of their properties?

I've worked on many projects in my industry and I always ask myself two questions: How much do I trust the estimates and what could go wrong if these are wrong. Well for this project, I don't trust much the parking and traffic scenarios provided in the proposal. They are far too optimistic. And if they are wrong, the result will turn the whole neighborhood into a grid locked nightmare with no hope of improvement. It will make the life of the then 1000 families living in this area a total nightmare with no hope of improvement.

But what really upsets me with this proposal is that its sheer size was not the result of planning or logic, it's simply that it needed to be at least \$100M to bypass the council and go directly to State planning. They have just piled on storeys on these building until it got pass the \$100M. It's just a monstrosity. It will be the tallest structure all the way to Chatswood. None of the buildings in the business district are even that tall. It's just simply abusing building development laws.

Regards

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