



Community Consultation Report

5 Whiteside Street, including 14 and 16
David Avenue, North Ryde

March 2012

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Job Code	SSP03811
Report Number	Community Consultation Report _ FINAL



Urbis's Social Policy team has received ISO 20252 Certification for the provision of social policy research and evaluation, social planning, community consultation, market research and communications research.

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1 Introduction

EGC Custodian Services have proposed a residential development at 5 Whiteside Street, including 14 and 16 David Avenue, North Ryde. The proposal includes the demolition of existing structures on site and the construction of 213 apartments in blocks ranging in height from two to eight storeys. The proposal also includes 311 on-site car parking spaces, an internal shared-zone and a number of new open spaces.

Urbis has been engaged to undertake community consultation activities in relation to this proposal. This report details the activities undertaken in November 2011, and documents feedback received from the community and stakeholders so that these may be considered in the application and assessment process.

It is noted that EGC Custodian Services prepared a previous proposal for the development of the site and that Urbis was engaged to conduct consultation in relation to this earlier iteration of the Concept Plan in February/March 2011. Feedback received during the earlier consultation is understood that have in part contributed to the design of the current proposal. A separate report was prepared in March 2011 documenting this consultation process, however a summary of findings is contained in this report where appropriate.

2 The site and surrounds

2.1 THE SITE

The subject site is located at 5 Whiteside Street, North Ryde 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 are currently located on site.

PICTURE 1 – SITE LOCATION



2.1.1 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 Business Park and Macquarie University train stations as well as bus routes running along major roads such as Epping, Kent and Lane Cove Roads.

3 Project history

3.1 THE PREVIOUS PROPOSAL

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

This previous proposal sought Concept Plan approval for:

- 257 residential apartments
- five residential buildings, ranging in height from 3 storeys near site boundaries, to 11 storeys towards Epping Road
- approximately 366 on-site car parking spaces
- a new shared road running through the site from Whiteside Street to David Avenue
- a number of 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.

Following feedback from the community and the Department of Planning and Infrastructure, the proposal was revised.

3.2 THE CURRENT PROPOSAL

An amended Concept Plan was submitted to the NSW Department of Planning and Infrastructure in June 2011. The current application seeks Concept Plan approval for:

- 213 residential apartments on site, including 63 one-bedroom apartments, 100 two-bedroom apartments and 50 three-bedroom apartments
- four buildings ranging in height from two storeys to eight storeys
- an internal shared zone, providing access to the site via Whiteside Street only
- approximately 311 car parking spaces, including 4 on-street spaces
- a communal open space in the north of the site adjacent to Epping Road, as well as series of private open space areas throughout the development.

4 Consultation

4.1 PREVIOUS CONSULTATION

Urbis conducted consultation in relation to the previous proposal in February and March 2011. The following activities were undertaken:

- distribution of 168 personally addressed letters to neighbouring residences on Whiteside Street, Parklands Avenue, David Avenue and the northern section of Napier Crescent
- offers for an individual briefing with Ryde City Councillors and State MP, Victor Dominello
- distribution of two newsletters to 700 households within a catchment from Kent Road to Epping Road, and Herring Road to Lane Cove Road
- one-on-one meetings with neighbouring residents who expressed interest
- establishment and maintenance of a website, 1800-number and email address
- a 3-hour Community Information and Feedback Session attended by key members of the consultant team
- distribution of feedback forms via the website and the Community Information and Feedback Session.

Approximately 60 people took part in the consultation process. Urbis reported on this consultation process in March 2011. Feedback received included:

- 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 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.

Feedback received during this consultation period in part informed the recent amendments to the Concept Plan.

4.2 RECENT CONSULTATION ACTIVITIES

Following the revision of the Concept Plan in June 2011, Urbis was engaged to undertake further consultation activities. Building on the consultation undertaken in March 2011, Urbis completed the following additional activities:

- distributing a newsletter to the previously identified catchment, informing residents about the amendments to the proposal and opportunities to provide feedback on the revised Concept Plan
- providing information and feedback page on the previously established Whiteside Street Concept Plan website
- maintaining the previously established email and postal address.

Interested parties were also encouraged to provide feedback during the Department of Planning and Infrastructure's designated exhibition period.

4.3 CONSULTATION OUTCOMES

The following provides an overview of the feedback received during Urbis' June 2011 consultation activities, as well as that received during the NSW Department of Planning and Infrastructure's designated public exhibition.

13 emails were received were received to the designated email address, and the Department of Planning and Infrastructure received 87 submissions. Table 1 below summaries the feedback received by Urbis and the Department of Planning and Infrastructure, describing key concerns and tallying the number of times each was mentioned in submissions.

Many of the issues raised in the February/March consultation process were again raised in June in relation to the revised proposal. Traffic and parking remained a key concern of the community, particularly that existing traffic congestion, parking shortages and 'rat-running' will worsen. A number of community members again considered that the height and scale of buildings was inconsistent with the existing character of the suburb and raised concerns about the inconsistency of the proposal with local planning controls.

TABLE 1 – SUMMARY OF RESPONSES RECEIVED DURING CONSULTATION AND PUBLIC EXHIBITION

ISSUE RAISED	NUMBER OF TIMES MENTIONED
Planning process	
The proposal is not consistent with Council's development controls.	20
The proposal is setting a precedent for this type of development.	18
The proposal should not be assessed under Part 3A.	1
Traffic	
The proposal will increase traffic congestion and generation.	34
The proposal will increase demand for on-street parking.	12
Safety concerns associated with the increase in local traffic.	11
The proposal will encourage rat-running through local streets.	11
Access	4
The Traffic Management & Accessibility Study does not adequately address all impacts.	3
The streets are too narrow to support an increase in traffic and an increase in demand for on-street parking.	3
A misunderstanding that access to Parklands Road from Whiteside Street will be lost.	3
The proposal makes no provision to alleviate existing and likely future traffic conditions.	2

ISSUE RAISED	NUMBER OF TIMES MENTIONED
It is not possible to practically prevent drivers turning left onto Whiteside Street.	2
The proposal does not assess the future importance of Eastwood County Road as a link to Parramatta.	1
Social impacts / infrastructure	
The proposal will negatively impact property prices	16
There is insufficient capacity in existing infrastructure to support a population increase.	14
The density and increase in population is inappropriate for the local area.	8
Macquarie Hospital does not have capacity for increased population.	1
The proposal will attract University Students, who will have a negative impact on the character of the area.	1
Construction will pose health risks, in particularly causing respiratory harm.	1
Amenity and design	
The development is too high and is of an inappropriate scale.	21
The plans provided with the proposal are misleading.	11
The proposal will have implications for the privacy of adjoining neighbours.	3
The proposal will result in overshadowing and a loss of sunlight.	3
The proposal should not remove the greenbelt.	2
The proposed design is unattractive.	2
The development is not within 1km walking distance to train stations.	1
The proposal is inconsistent with surrounding character.	1

5 Conclusion

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

Some of the issues raised during the February/March consultation, remained concerns for the community in relation to the revised Concept Plan. In particular, worsening traffic congestion, high demand for on-street parking and inappropriate building heights were mentioned. The departure of the proposal from local planning controls and the capacity of local infrastructure to accommodate additional demand were also of concern to some.

Some participants in the process did however see that positive amendments had been made to the Concept Plan since the February/March consultation

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