

Application Number: SSD82225458 Mixed Use Development

This objection is about the development is located directly opposite Our Lady Queen of Peace Primary school and Church. The surrounding streets impacted include Eltham St (East and West), Westminster Street, Oxford St, Percy St, Cambridge St, Albert St and Gerrish St in respect to the street parking will be insufficient for the development of apartment dwellings with the standard 1 park per unit. We are seeing ABS data showing 2.2 people per dwelling and cars averaging 1.3 per dwelling. Where will 250 extra cars be parked. If street parking was made, we can assume that streets will come with additional parking restrictions. This will then contribute to 200 or more extra traffic congestions around a Kindergarten to Year 6 school as well as Church mass. Eltham Street is one way, which then will lead to the increased traffic on Westminster Street and Oxford Street. Westminster's Street with increased street parking on both sides becomes narrow and will be used as a major thoroughfare for getting back around to Ryde road and around to Victoria road.

Oxford street is already a major slow down for two cars to pass due to how narrow the street already is. This may then force cars to use Percy St or Eltham Street which are very narrow and already unsafe due to the high traffic of fast-food outlets forcing traffic to exit onto these streets. The local traffic movements will dramatically increase and congestion to follow. We cannot see any traffic plan or change to the flow of streets to use Victoria road as Aldi development has for example.

The height of the building needs to be reduced 30 to 40%. This height will overshadow the areas and be outside the interpretation of the zoning used in Ryde Local Environmental Plan 2014. What is frightening is the view of the school. 170 students (k to 6) who will be able to be viewed during school hours and after school curriculums. Privacy impact is significant.

Also a place of worship next door. The school is 100 years old this year and together with the church this development would not preserve the unique character, heritage, and scale of the area. Clarke Hopkins Development application plans show a great shadow being cast over the school and church access points

Further to this, houses surround by this building with height would also lose privacy to a building that does not fit the existing environmental plan or would what one would expect as being a resident in Gladesville. Does not pass a pub test in the streets surrounding this development. The Our Lady Queen of Peace Catholic Church and School, established were established in 1925 and the Church is considered Heritage.

With 170 students entering and leaving school each day, there is great concern that this development cannot support the proper safety that exists with current traffic and the increased traffic congestion that will come. Pedestrian site lines needs to be reviewed. The development does not show that Victoria road will be the entry or exit. No traffic modelling has been performed in the streets since the building was sold.

A 3581 square metre full line supermarket and associated retail will only increase the traffic congestion with heavy vehicles and increase the inappropriate access of heavy vehicles for a site without clear access or roads that allow for heavy vehicles to access. Woolworths primarily use semi-trailers with rear access and trucks with GMV 24 tonne or 22 pallet trailers being used. How would these semi-trailers turn into Westminster Street travelling East on Victoria road without dangerously using two lanes to turn into the street. Turn paths do not exist nor are streets wide enough. These streets have been narrowed in the last 30 years. If the truck came from the North, how would a semi-trailer enter Westminster from the roundabout on Ryde road.

Clarke Hopkins plans do not show Westminster Street turning path to be changing from what it currently is.

If semi-trailers are not being used, then locals would see greater use to more heavy vehicles to deliver Woolworths inventory. We already see this very dangerous delivery method being used at Boronia Park Woolworths. Pedestrians will be at great risk with this development and heavy increased traffic and heavy vehicle use.

The access routes for this site are inappropriate. If the trucks cannot be brought in via docks on Victoria road then it's clear the mixed-use site is not right for this area.

The Gladesville corridor does not have the public transport to support this growth in residents and existing residents. With buildings of this size and scale, we would expect a metro line close by. Developments with metro access are not even at these proposed heights in mixed use buildings, such as along the North Shore.

Westminster Street and the school is also exposed to the bulk waste vehicles coming and going for the mixed-use property. All residential bins and Woolworths bins directly face the school precinct and church.

In regards to Boronia Park Woolworths, what would be the future plan for this supermarket. I would object to a second Woolworths supermarket within short distance.

Finally construction impact and the use of all the surrounding residential roads will be greatly impacted.

Kind Regards  
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