

David Rohloff - Re - 5 Whiteside Street and 14-16 David Avenue, North Ryde (10_0165).

From: "Meredith & Kevin" <merekev@optusnet.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 6/3/2012 11:03 PM
Subject: Re - 5 Whiteside Street and 14-16 David Avenue, North Ryde (10_0165).

From Meredith Clarke 5 Birch St East Ryde

Re - 5 Whiteside Street and 14-16 David Avenue, North Ryde (10_0165).

I object to the **Preferred Project Report** from Urbis/EGC regarding the proposal for residential redevelopment - Whiteside Street & David Avenue (MP10_0165) for the same reasons as the Allengrove proposal was refused by PAC.

These reasons for refusal are listed below:

REASONS FOR REFUSAL (OF ALLENGROVE PROPOSAL, BY PAC)

1. It is not in the public interest to approve the proposed development because it would be

inconsistent with the provisions of the *Ryde Local Environmental Plan 2010* and would

adversely impact on the orderly development of land in the City of Ryde.

2. The proposed development would be incompatible with the *Ryde Local Environmental*

Plan 2010 R2 low density residential zone objectives and out of character with the surrounding residential area.

3. The proposed development would give rise to traffic generation and access constraints

that would detrimentally impact on existing and future residents, and the local road network.

4. The proposed development would adversely impact on the amenities of residents by

way of noise and disturbance, traffic, overlooking and visual intrusion.

I support the Whiteside Action Group's [WAG] contention that all four reasons for refusal are equally applicable to the Whiteside proposal, and therefore request that DPI recommend refusal of the Whiteside proposal, to be consistent with PAC's determination for the Allengrove proposal.

In addition, I support the request to ask you to consider the **substantial** amount of residential development in the process of application, or already approved, in the **immediate** vicinity of this proposal which will result in a considerable increase in the traffic infrastructure burden in the immediate local area, and which negates the need for this development at this time and place. The resulting increase in traffic needs to be seen as a whole to assess the impact, rather than by individual project.

Thanking you for your consideration of the above

Sincerely

Meredith Clarke

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