

1 David Ave,  
North Ryde  
NSW 2113

19 August, 2011

Ms Jane Flanagan

NSW Dept Planning and Infrastructure,  
23-33 Bridge St,  
Sydney 2000

**Re: MP10\_0165 Whiteside St & David Ave**

Dear Ms Flanagan,

I wish to object to the above proposal to build inappropriately high buildings in an area zoned R2, and 950 m from a railway station, and address the issue of the attendant traffic problems only cursorily addressed in the proposal.

Ryde Local Environmental Plan 2010 classifies the Whiteside St/David Ave site as R2 (suitable for up to 2 storey dwellings). Furthermore, Ryde Council can meet its targets for urban consolidation under the Metropolitan Plan for Sydney 2036 without having to spot rezone areas for high density housing south of Epping Road. Thus, the developers should seek to build medium density housing - a mixture of town houses and villas on the site in keeping the existing two storey height limit of the area and to cope with the aging population of North Ryde.

The proposed development is 950 m from Macquarie Park Station by foot - well above the 800 m commonly regarded as being "near to a station". Furthermore, there are only 4 buses between 10.00 am and 2.00 pm on week days, so that the area cannot be argued to be well served by easily accessible public transport.

Although the developers claim to have taken community feelings about traffic into account in their revised plans for the Whiteside St/David Ave site by stating the entry and exit from the site will only be *via* Whiteside St from/to Epping Road, their "solution" is woefully inadequate. In particular, the assertion that local residents can continue to use Whiteside St to access Parklands Rd but traffic devices will prevent residents of the proposed development site from exiting left from that site displays a lack of reality. The only way to prevent vehicles from turning left over the "well-designed" median strips is to elevate one of the roads!!

In addition, as indicated in Appendix L, assuming residents of the proposed development site exited right onto Whiteside St and then onto Epping Road, most

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would turn into Herring Road - a road already experiencing over-saturation during peak hours (Appendix L, page 13). In fact, modelling in that report, indicates that the addition of traffic from the proposed development site will increase the average delays for traffic turning right into Herring Road during morning peak hours from 84 to 115 sec i.e., a 40% increase on the commonly experienced delays of 3 cycles of the 150 sec/cycle traffic lights at the site. (Such a situation will probably exacerbate the tendency to overcome the "challenge of median strips" designed to discourage left turns into Whiteside St out of the development site.) Appendix L also notes that other over saturation of traffic at the Lane Cove Rd/Epping Rd intersection. With two major traffic problems in the area of the proposed development, the last thing needed is a further several hundred cars added to the mix.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Keith Scott", with a long horizontal flourish extending to the right.

Keith Scott