

Ben Eveleigh - FW: Graythwaite Concept Plan (MP10-_0149) and Stage 1 Application (MP10_0150) attn: Director, Metropolitan and Regional Projects North

From: "Message Matters" <julie@messagematters.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 11/11/2011 4:22 PM
Subject: FW: Graythwaite Concept Plan (MP10-_0149) and Stage 1 Application (MP10_0150) attn: Director, Metropolitan and Regional Projects North

Julie Harders
Message Matters
abn 85 429 240 413
t: 0414 482 021 www.messagematters.com.au

From: Message Matters [mailto:julie@messagematters.com.au]
Sent: Friday, 11 November 2011 4:08 PM
To: 'ben.eveleigh@planning.nsw.gov.au'
Subject: Graythwaite Concept Plan (MP10_0149) and Stage 1 Application (MP10_0150)

Dear Ben

A home owner living at 4 Short St, North Sydney, I wish to make a submission regarding the above plan and Stage 1 application, both of which I oppose for the reasons outlined below.

I am particularly concerned by the failure to address significant traffic issues until Stage 2 as obviously decisions made concerning Stage 1 will impact on the subsequent stages.

While the *Graythwaite Transport and Accessibility Impact Statement* includes a street layout, there is no mention in the text that Lord and Short are dead-end streets and that the only vehicular entry and exit for residents is via the end of Edward Street near Shore school. Currently the phalanx of four-wheel-drive vehicles dropping off and picking up children at the prep school each school morning and afternoon makes both extremely difficult. The line of cars often stretches into the main section of Edward Street and also Mount Street, creating a traffic snarl which residents are forced to negotiate.

No additional pickup facility is proposed for Stage 1, even though Edward Street gets the majority of pickup traffic (56 per cent according to the statement). This means that Shore parents will continue to take precedence over residents because of their sheer numbers — a situation which is hardly equitable.

The above-mentioned transport document states that pickup facilities will be addressed in Stage 2 "depending on whether there is an increase in Preparatory School numbers" (page 45). Given that option A for Stage 2 is an increase in prep school numbers of 100 (page 40), this is disingenuous to say the least and entirely ignores the amenity of local residents. The school apparently sees nothing wrong with

funneling hundreds of cars down a narrow residential street twice a day and adding to existing traffic congestion in the future.

Another traffic issue not addressed in Stage 1 and perhaps never to be addressed is the impact on Edward, Lord and Short streets of parking by family of Shore boys and by driving-age Shore students. I have on occasion arrived home to find that my private off-street parking space has been appropriated. How do I know who the culprits are? When a boy in Shore uniform arrives to drive the car away you can be fairly sure of an identification. Complaints to the school have fallen on deaf ears.

The school is showing a blatant disregard for its neighbours and should address the critical issue of parking in its Stage 1 application. In doing so it should aim to direct cars away from a narrow suburban street that is patently inadequate for pickup purposes.

Political donations: I declare that I am not currently a donor to any political party in NSW or Australia, nor have I been a donor in the previous two years.

Julie Harders
4 Short St
North Sydney NSW 2060
t: 9969 4456 and m: 0414 482 021