

## Submission 1

### Submission Type

I am making a personal submission

### Title

Mr

### First name

M

### Family name

**Name withheld**

**Please tick this box if you do not want your name published in the list of submitters on the department's website**

### Suburb/ Town

West Ryde

**I have made a reportable political donation**

No

I agree to the Privacy statement

### Submission

Planning Proposal Submission – RYDE LGA-PP-2021-115

We would like to express our objection to this proposal. The reasons are listed below:

(1) Increase households from 10 to 83 create more traffic around Terry Rd & Ryedale Rd. With street parking on both sides of the roads, these sections of Terry Rd and Ryedale Road are very narrow. During afternoon peak hours (before COVID lockdown), vehicles queue up waiting to get through 2 roundabouts at Terry Road and the traffic light at Ryedale Road. When new commuter car park project along railway line is completed, it will create 100 additional parking spaces attracting even more vehicles passing through Terry Rd & Ryedale Rd. The intersection will definitely become bottlenecks.

(2) Not every apartment is allocated a parking space in the complex. There is no staff carpark for staff working in age care section. This will add pressure to street parking in neighbor area.

(3) Existing houses along Terry Rd & Ryedale Rd are 1-2 storeys high. Increase building height to RL52(4 storeys) does not consist with current street environment. It also blocks sunlight & view of buildings on opposite side of Terry Rd. For residents in adjoining houses, they lost privacy as the apartments look directly into their backyards & windows.

(4) A lot of large & matured trees located in existing 10 houses will be cut down. A major damage to our environment. Even they will be replaced by small trees the result is not the same. There are a few apartment blocks built along railway line recently and these remaining trees are very important to our community.

(5) Bus routes were changed a few months ago with bus route 501 no longer stopping at Ryedale Road. Senior residents will have to walk longer distance to access public transport.

(6) The new apartment complex is so close to the club. Senior residents can easily access alcohol & gaming activity. This is bad to those vulnerable persons for their health & well-being in long term. The idea of senior housing is good, but this site is not an appropriate location.

Regarding PP-2021-115 and the proposal to introduce a new clause under Part 6 Additional Local Provisions to provide for an increased maximum building height of RL52 and increased maximum floor space ratio of 1.2:1 for the purposes of a seniors housing development on the site at 127-133 Ryedale Road and 4-14 Terry Road, Denistone.

I wish to express concerns about this development. I am referring to the 24 documents accompanying this plan that are published on the govt website when making my response.

**My general concerns include:**

1. Neither the DCP nor support documents address the problem of the bridge, a long time source of concern for locals. High density development without supporting infrastructure is a mistake and will increase the possibility of accident and traffic build up.
2. There is a probability, as indicated in 2.13 of the DCP of potential contaminants being disturbed and, along with dust, causing serious health concerns for elderly residents already living near the site.
3. This development is an unwarranted replacement of a quiet suburban community by a commercial enterprise when a duplex style village could satisfy retirement living and maintain the integrity of low density living. The development is not compatible with the surrounding residential development. The DCP provides no indication that a high density development is needed.
4. There is an ethical question of selling 'seniors and aged care' at a time when Ryde Hospital is due to be relocated.
5. There will certainly be an increase in traffic flow in peak times that will block access and create bottle necks, especially now the commuter car park has been extended, and
  - the accompanying increase in air and noise pollution both from the street and exhaust from underground car parks. Where will fumes be channelled?
  - the accompanying increase in traffic noise from delivery and service vehicles and trucks creating a commercial environment not in keeping with unit blocks nor stand alone dwellings.
  - the accompanying loss of parking in Terry Rd as a consequence of visitors to the site itself, as the planning material indicates dedicated visitor parking is limited to 14
  - The accompanying need for pedestrian crossings and /or pedestrian lights which will add a permanent and constant hindrance to traffic flow. The Access Review 2017 indicates this will be mandatory to meet disability requirements.

- The DCP does not recognise the current bottle neck at the bottom of Terry Rd where the road narrows. Is there potential for residents on the east side of the road to lose their street parking?
  - The DCP states that “the number of vehicle access points is to be minimised.” but does not say how, nor does it adequately convey what traffic movement to and from the site will be like: ambulance, delivery, maintenance, health, waste, etc
6. There needs to be a more recent traffic assessment which better reflects current traffic trends (outside of lockdown). Per hour additional traffic numbers identified in the *Transport Report Sept 2017 (Colston)* seem underestimated and do not account for problems associated with simultaneous movement of 1) passing afternoon peak hour, 2) commuters from car park sites and 3) site residents as they move to the RELC for evening activities.
  7. The site creates a shadow on land opposite at a time of year when winter sunshine is most needed. Lack of sun reduces vegetation and creates issues related to damp – e.g. wet and slippery footpaths and verges take longer to dry. Additionally, though comparatively small, the presence of high rise on 2 sides of a street creates wind tunnel effects particularly noticeable in winter.
  8. There will be an increase in competition for wi-fi in the area affecting professional and personal electronics – at a time when home business is increasing
  9. The planning proposal lacks clarity about the exact nature of residents. While being promoted as seniors living, it appears in the language that this means ‘inclusive of seniors’ but is not exclusive of others now or in the future.
  10. the lack of clarity in the plans regarding the commercial aspects of the site.
  11. The effective re-zoning that this site represents is also a concern. Residents in this area of Denistone and West Ryde have not been suitably informed about what this will mean to subsequent developments in this area.
  12. Also, in regard to environment, our community of birds and bees and small reptiles has been growing and thriving. The DCP does not consider the impact on them. I question the attitude of business or government leadership that pays lip service to environment and Indigenous heritage but continues to develop the land to its maximum human capacity.

**My personal concerns include:**

1. the loss of privacy both visually and acoustically. There will be direct line of sight into my backyard. The DCP has insufficient detail regarding tree planting and how that will reduce the loss of privacy. Likewise, detail about setbacks is provided but the documentation indicates the likelihood of change.
2. There will be an intrusive increase in ambient noise, generally, and an increase in the incidents of noise, specifically, because of high density living. (Not 'one site-one family,' but 'one site-multiple families.')
3. Section 3.2 of the Consara Environmental Assessment identifies potential harm from site pollution. In addition, air pollution and noise pollution during construction will almost certainly affect the elderly and middle aged residents of [REDACTED], aggravating breathing difficulties and other health conditions and increasing mental stress at a sensitive time of life
4. vibrations from excavations will be intrusive even when residents are inside – vibrations in our home take place even when a freight train passes through West Ryde station. What care will be taken to ensure no damage will occur to anything on our property
5. Daily noise and dust over many months for several years is an unacceptable environment to create for the elderly – the additional cleaning alone will be a major problem. It is also unacceptable given that we have been forced to establish home offices to maintain employment.
6. Any disturbance of land in this area results in subsequent spider activity, particularly funnel webs. This has been a consistent outcome for all minor and mid-range development for the last 50 years.

I urge Ryde Council to address these matters in order to maintain development that is in keeping with the current environment and recognises that limiting the scale of development is good for the planet.

Regards,

[REDACTED]

Submission 4

I am making a personal submission

**Name withheld**

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**Suburb/ Town**  
Denistone

**I have made a reportable political donation**  
No

I agree to the Privacy statement

**Submission**  
Planning Panels Secretariat  
Department of Planning, Industry and Environment  
GPO Box 39,  
Sydney NSW 2001

Planning Proposal (PP-2021-115)  
127-133 Ryedale Road and 4-14 Terry Road, Denistone

We wish to express opposition to this development due to concerns about the significant increase in FSR and heights.

In brief, our concerns include:

- R2 Low Density Residential Zone's aim is to provide for housing needs within a low density residential environment. 84 apartments and 31 aged care beds cannot be considered low density.
- The increase in FSR and height is not in keeping with the look or character of this suburb and hence the increase in FSR in Stage 1 and Stage 2 should not be permitted to increase significantly. Instead retain an FSR of 0.5:1 in Stage 1 and limit an FSR of 1:1 in Stage 2. This will help match the low scale development that our neighbourhood currently enjoys.
- According to the draft State Environmental Planning Policy (Housing) 2021, seniors housing is permitted only if it is for the purposes of a residential care facility. The proposed seniors living is not a residential care facility.
- An age care facility next to residential private properties is not compatible with the low density neighbouring housing and should be avoided at all costs.
- Traffic jams are already a nightmare during peak hours during non-covid times and with 84 apartments, this nightmare will only become worse. The traffic assessment appears to have been done in 2017 and the traffic trends (non-covid) currently are quite different.
- Currently we enjoy free parking and this will not be the case with the increase in traffic. The Club hasn't given this any thought and the way this can be avoided is by minimising the FSR.
- Also note that the high FSR means narrower setbacks for neighbouring properties which means no privacy, no redevelopment potential.

We do not support the increase in FSR or height. If the Club truly wants to develop a senior's facility in this neighbourhood, then it should try and build one that matches the low density character that this suburb provides its residents.

## Submission 5

Planning Panels Secretariat  
Department of Planning, Industry and Environment  
GPO Box 39,  
Sydney NSW 2001

### Planning Proposal (PP-2021-115) 127-133 Ryedale Road and 4-14 Terry Road, Denistone

We understand that a Planning Proposal for land at 127-133 Ryedale Road and 4-14 Terry Road, Denistone is currently on exhibition. This Planning Proposal is being advanced by the Ryde-Eastwood Leagues Club, and seeks to introduce a new clause under Part 6 Additional Local Provisions to provide for an increased maximum building height of RL52 and increased maximum floor space ratio of 1.20:1 for the purposes of a seniors housing development.

We are making this submission as owners of properties [REDACTED] that share a common boundary with the proposed development.

While in principle, we do not oppose the merits of Ryde Eastwood Leagues Club's vision, we are deeply concerned about the scale of this development and certain design elements that can directly impact our properties current integrity. Given the complexity and scale of the proposed development, we need to engage with professional services to understand its impacts, and more deeply consider its impacts, and accordingly request an extension of the exhibition period by one month to 23/10/2021.

We wish to express our objections for the Planning Proposal and provide the following reasons for our objections:

#### NON-ALIGNMENT WITH LEGISLATION

Ryde Local Environmental Plan 2014:

- The site is zoned R2 Low Density Residential under the existing Ryde Environmental Plan 2014 and seniors housing is currently prohibited within this zoning<sup>1</sup>
- The objective of the R2 Low Density Residential Zone is to provide for housing needs within a low density residential environment. An industrial size development of 84 seniors housing apartments and 31 age care beds over 3 buildings cannot be considered low intensity and low impact use
- Suggesting that the R2 Low Density Residential zoning is to be retained is a complete disregard for the expectations of this zone because it is incongruent with the existing low-density character of the neighbourhood and likely to have unacceptable adverse impacts on the amenity of adjoining properties.
- A significant increase in FSR in this location does not seem appropriate.
- The development is seeking to allocate commercial use facilities (250m<sup>2</sup>) on the ground floor towards Terry Road. Commercial uses are not permissible in R2 Low Density Residential Zones.
- Changing the land use of an R2 zone once sets a precedent for any other builder in the future to expect a rezoning of land to build multiple units over multiple storeys.

Draft State Environmental Planning Policy (Housing) 2021:

- Under the draft State Environmental Planning Policy (Housing) 2021<sup>2</sup>, seniors housing is permitted only if it is for the purposes of a residential care facility, which this development appears to not be.

#### FSR AND HEIGHT CONCERNS

- The proposed change in FSR and height will only increase the visual bulk and scale which is incompatible with the desired character of the area. People choose to live here because of all the things that have already been taken away from overdeveloped areas like Meadowbank, West Ryde (Town Centre side), Macquarie Park and Epping.

<sup>1</sup> Part 2 – Land use Table – Zone R2 Low Density Residential: [https://legislation.nsw.gov.au/view/whole/html/inforce/current/epi-2014-0608#pt-cg1.Zone\\_R2](https://legislation.nsw.gov.au/view/whole/html/inforce/current/epi-2014-0608#pt-cg1.Zone_R2)

<sup>2</sup> Part 4 Seniors housing, Division 3 (76 [1c]), page 38

[https://www.planningportal.nsw.gov.au/sites/default/files/documents/2021/Draft%20State%20Environmental%20Planning%20Policy%20%28Housing%29%202021\\_0.pdf](https://www.planningportal.nsw.gov.au/sites/default/files/documents/2021/Draft%20State%20Environmental%20Planning%20Policy%20%28Housing%29%202021_0.pdf)

- An increase in FSR from 0.5:1 to 1.28:1 is not compatible with the neighbourhood's existing built form and instead is intensive industrial size development that will not add character to the low density look and feel of West Ryde and neighbouring Denistone.
- The number of apartments and high FSR forces narrower side and rear setbacks which in turn will not help maintain the current levels of privacy that the neighbouring properties on Marlow Ave and Terry Road enjoy.
- While two storey developments have been considered towards the rear end of the site, a setback of 6 meters, with limited landscaped areas is too small to limit any impacts of noise, privacy and visual bulk on the adjoining neighbours. This narrow setback does not allow for future redevelopment of land within the bordering private properties (e.g. villas or granny flats)
- A community area at the rear end of the property along with underground parking will not help with noise concerns for properties on Marlow Ave, who share a boundary with the proposed development.
- The Survey plan provided does not include heights of proposed development in relation to [REDACTED] Marlow Ave, accordingly it's difficult to make an accurate assessment. A complete survey plan should be created to help with an accurate assessment.
- Please provide an accurate elevation diagram in relation to [REDACTED] Marlow Avenue.

#### INCOMPLETE DOCUMENTATION

- The Gateway Determination Report provided on the Planning Portal references Ryde Council's independent UDRP in January 2019 (Attachment A6). While a summary of Ryde Council's feedback has been shared in the Gateway Determination Report, the complete report has not been made available to the public. Similarly, Sydney North Planning Panel decision (Attachment G) has also not been made available.

#### TRAFFIC CONCERNS

- Note that Ryde Council prepared a Local Planning Study in 2010 in response to the Metropolitan Strategy and the Inner North Draft Subregion Strategy, and a key issue identified in relation to West Ryde was inadequate road network and associated congestion. The traffic assessment is outdated as it was undertaken in 2017. Traffic flows were different then, as now there are a number of new developments in and around West Ryde, and will increase in the future, especially with new towers under construction on West Parade. An updated traffic assessment with non-Covid traffic flow assumptions, keeping in mind new neighbouring developments, will show the need to not approve the proposed FSR increases and therefore prevent high flows of traffic.
- An increase from 10 households (currently) to 84 dwellings means a significant increase in traffic flows on Terry Rd, Ryedale Rd and Marlow Ave. There is already a bottle neck on these roads during peak hours (non-Covid) and additional flows of traffic are expected with new commuter parking facilities near West Ryde station
- Increase in traffic flows and noise also from commercial vehicles which will serve the seniors housing facility (currently mostly private vehicles use these roads).
- Probability of traffic lights, metered/timed parking and pedestrian crossings added to Terry Road, which the Club is saying is out of their control, and the Council has no plans for at the moment, but is quite likely with increased traffic flows.
- No plan by Council or Club to modify Marlow Avenue bridge (intersection with Ryedale Road), which sees a number of near misses and accidents with current levels of traffic (non-Covid).
- West Ryde's commercial infrastructure is limited (two supermarkets, limited shops and cafes), and already causes significant traffic congestion along Station Street, Betts Street, Anthony Road, Chatham Road and West Parade, especially at peak times and on weekends. This new development, along with new residential buildings along West Parade, will only add more congestion to these already congested streets.
- No details on visitor parking allowances have been provided

As mentioned earlier, while in principle, we do not oppose the merits of Ryde Eastwood Leagues Club's vision, we believe that their proposed development needs to further consider the existing character of the neighbourhood which can be achieved by:



- maintaining the FSR in Stage 1 as 0.5:1 (rather than 1:1) due to its proximity to neighbouring properties as well as to blend in with the look and feel of these neighbouring private properties. A similar approach has already been taken further east of Orchard Street which have 1-2 storey dwellings with an FSR of 0.5:1. Stage 1 is also the part of the site where deep soil, tree retention along rear boundaries and sensitive interfaces with adjacent properties require a lower scale built form with more open space.
- limiting the proposed increase of FSR in Stage 2 to 1:1 (rather than 1.28:1) to reduce visual bulk
- limiting the height of any development to the existing permitted levels of 9.5m/2-3 storeys

Please note that we will be seeking expert advice and that additional submissions will be submitted.

On behalf of:



Please note - If sharing publicly, please blank out and withhold any private information relating to this submission.

Submission 6

**Name withheld**

**Suburb/ Town**  
Denistone

**I have made a reportable political donation**  
No

I agree to the Privacy statement

**Submission**  
Planning Panels Secretariat  
Department of Planning, Industry and Environment  
GPO Box 39,  
Sydney NSW 2001

Planning Proposal (PP-2021-115)  
127-133 Ryedale Road and 4-14 Terry Road, Denistone

We understand that a Planning Proposal for land at 127-133 Ryedale Road and 4-14 Terry Road, Denistone is currently on exhibition. This Planning Proposal is being advanced by the Ryde-Eastwood Leagues Club, and seeks to introduce a new clause under Part 6 Additional Local Provisions to provide for an increased maximum building height of RL52 and increased maximum floor space ratio of 1.20:1 for the purposes of a seniors housing development.

We are making this submission as owners of properties that share a common boundary wall with the proposed development.

While in principle, we do not oppose the merits of Ryde Eastwood Leagues Club's vision, we are deeply concerned about the scale of this development and certain design elements that can directly impact our properties current integrity. Given the complexity and scale of the proposed development, we need to engage with professional services to understand its impacts and more deeply consider its impacts and accordingly request an extension of the exhibition period by one month to 23/10/2021.

We wish to express our objections for the Planning Proposal and provide the following reasons for our objections:

#### NON-ALIGNMENT WITH LEGISLATION

Ryde Local Environmental Plan 2014:

The site is zoned R2 Low Density Residential under the existing Ryde Environmental Plan 2014 and seniors housing is currently prohibited within this zoning.

The objectives of the R2 Low Density Residential Zone is to provide for housing needs within a low density residential environment. An industrial size development of 84 seniors housing apartments and 31 age care beds over 3 buildings cannot be considered low intensity and low impact use.

Suggesting that the R2 Low Density Residential zoning is to be retained is a complete disregard for the expectations of this zone because it is incongruent with the existing low density character of the neighbourhood and likely to have unacceptable adverse impacts on the amenity of adjoining properties.

A significant increase in FSR in this location does not seem appropriate.

The development is seeking to allocate commercial use facilities (250m<sup>2</sup>) on the ground floor towards Terry Road. Commercial uses are not permissible in R2 Low Density Residential Zones.

Changing the land use of an R2 zone once sets a precedent for any other builder in the future to expect a rezoning of land to build multiple units over multiple storeys.

Draft State Environmental Planning Policy (Housing) 2021:

Under the draft State Environmental Planning Policy (Housing) 2021, seniors housing is permitted only if it is for the purposes of a residential care facility, which this development appears to not be.

## FSR AND HEIGHT CONCERNS

The proposed change in FSR and height will only increase the visual bulk and scale which is incompatible with the desired character of the area. People choose to live here because of all the things that have already been taken away from overdeveloped areas like Meadowbank, West Ryde (Town Centre side), Macquarie and Epping.

An increase in FSR from 0.5:1 to 1.20:1 is not compatible with the neighbourhood's existing built form and instead is intensive industrial size development that will not add character to the low density look and feel of West Ryde and neighbouring Denistone.

The number of apartments and high FSR forces narrower side and rear setbacks which in turn will not help maintain the current levels of privacy that the neighbouring properties on Marlow Ave and Terry Road enjoy.

While two storey developments have been considered towards the rear end of the site, a setback of 6 meters, with limited landscaped areas is too small to limit any impacts of noise, privacy and visual bulk on the adjoining neighbours. This narrow setback does not allow for future redevelopment of land within the bordering private properties (e.g. villas or granny flats).

A community area at the rear end of the property along with underground parking will not help with noise concerns for properties on Marlow Ave, who share a boundary with the proposed development.

The Survey plan provided does not include heights of proposed development in relation to Marlow Ave, accordingly it's difficult to make an accurate assessment. A complete survey plan should be created to help with an accurate assessment.

Please provide an accurate elevation diagram in relation to Marlow Avenue.

## INCOMPLETE DOCUMENTATION

The Gateway Determination Report provided on the Planning Portal references Ryde Council's independent UDRP in January 2019 (Attachment A6). While a summary of Ryde Council's feedback have been shared in the Gateway Determination Report, the complete report has not been made available to the public. Similarly Sydney North Planning Panel decision (Attachment G) has also not been made available.

## TRAFFIC CONCERNS

Note that Ryde Council prepared Local Planning Study in 2010 in response to the Metropolitan Strategy and the Inner North Draft Subregion Strategy and a key issue identified in relation to West Ryde was inadequate road network and congestion. The traffic assessment is outdated as

it was undertaken in 2017. Traffic flows were different then, as now there are a number of new developments in and around West Ryde and will increase in the future, especially with new towers coming up on West Parade (ignoring lockdown flow and effects). An updated traffic assessment with non-Covid traffic flow assumptions, keeping in mind new neighbouring developments will show the need to not approve the proposed FSR increases to prevent high flows of traffic.

An increase from 10 households (currently) to 84 dwellings means a significant increase in traffic flows on Terry Rd, Ryedale Rd and Marlow Ave. There is already a bottle neck on these roads during peak hours (non-Covid) and additional flows of traffic are expected with new commuter parking facilities near West Ryde station.

Increase in traffic flows and noise also from commercial vehicles and ambulances which will serve the seniors housing facility (currently mostly private vehicles use these roads).

Probability of traffic lights, metered parking and pedestrian crossings added to Terry Road, which the Club is saying is out of their control and the Council has no plans for at the moment, but is quite likely with increased traffic flows.

No plan by Council or Club to modify Marlow Avenue bridge, which sees a number of near misses and accidents with current levels of traffic (non-Covid).

West Ryde's commercial infrastructure is limited (one Coles, one Woolies, limited shops and cafes) and already causes significant traffic bank up along Station Street and West Parade, especially on weekends. This new development along with upcoming buildings along West Parade will only add more congestion to these already congested streets.

No details on visitor parking allowances have been provided.

As mentioned earlier, while in principle, we do not oppose the merits of Ryde Eastwood Leagues Club's vision, we believe that their proposed development needs to further consider the existing character of the neighbourhood which can be achieved by:

maintaining the FSR in Stage 1 as 0.5:1 (rather than 1:1) due to its proximity to neighbouring properties as well as to blend in with the look and feel of these neighbouring private properties. A similar approach has already been taken further east of Orchard Street which have 1-2 storey dwellings with an FSR of 0.5:1. Stage 1 is also the part of the site where deep soil, tree retention along rear boundaries and sensitive interfaces with adjacent properties require a lower scale built form with more open space

limiting the proposed increase of FSR in Stage 2 to 1:1 (rather than 1.20:1) to reduce visual bulk

limiting the height of any development to the existing permitted levels of 9.5m/2-3 storeys

Please note that we will be seeking expert advice and that additional submissions will be submitted.

Submission 7

I am making a personal submission

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**Suburb/ Town**  
DENISTONE

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**Submission**  
Planning Panels Secretariat

Department of Planning, Industry and Environment

GPO Box 39, Sydney NSW 2001

Planning Proposal (PP-2021-115)

127-133 Ryedale Road and 4-14 Terry Road, Denistone

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I am making this submission as a resident of Denistone. My concerns mainly revolve around the industrial scale of this development and the resulting flow on effects on traffic in the suburb as noted in the points below:

- 84 apartments and 31 aged care beds is a phenomenal increase in FSR and not at all in line with the current low residential look and feel of the neighbourhood.
- An age care facility right next to the neighbouring private residential properties as well does not seem to match and will stand out like a sore thumb.
- There is already a seniors living facility on Marlow Ave, and its build is quite aligned with the neighbouring properties in a way, that one would know even realise it is there. The proposed development should consider something similar in scale, instead of building three massive buildings which is ruin the character of a peaceful and visually appealing neighbourhood.
- An increase from 10 households (currently) to 84 dwellings and 31 age care beds also means a huge increase in traffic on the neighbouring roads, particularly, Terry Rd, Ryedale Rd and Marlow Ave.
- Already peak hours sees huge bottle necks on these roads during peak hours.
- New developments on West Parade will only add to these traffic flows and disturb the peace and quite of our streets.
- We do not want to see traffic lights, metered parking and pedestrian crossings added to Terry Road. The Club hasn't given any consideration for this and the Council currently has no plans for

this. However, we know that once traffic increases, changes like these will be implemented very soon.

- As a regular driver in this suburb, I am already concerned about the lack of upgrades to the Marlow Avenue bridge. An increased FSR means, even more concerns for drivers like myself.

I believe that the club can still achieve its goal to build a seniors living facility, however, a reduction in FSR, reduction in height and removal of the age care building from neighbouring private residences, can help achieve this outcome in a manner that will help them retain community support.

Submission 8

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**Suburb/ Town**  
DENISTONE

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**Submission**  
Planning Panels Secretariat

Department of Planning, Industry and Environment

GPO Box 39, Sydney NSW 2001

Planning Proposal (PP-2021-115)

127-133 Ryedale Road and 4-14 Terry Road, Denistone

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We have concerns about the large scale build, lack of privacy from the height and the impacts on traffic in the suburb.

Key concerns:

- R2 Low Density Residential Zone's aim is to provide for housing needs within a low density residential environment. 84 apartments and 31 aged care beds cannot be considered low density. It does not match the look or character of this suburb and hence the increase in FSR in Stage 1 and Stage 2 should not be permitted to increase significantly. Instead retain an FSR of 0.5:1 in Stage 1 and limit an FSR of 1:1 in Stage 2. This will help match the low scale development that our neighbourhood currently enjoys.
- The number of apartments and high FSR forces narrower side and rear setbacks which in turn will not help maintain the current levels of privacy that the neighbouring properties on Marlow Ave and Terry Road. Any build close to residential properties should retain a villa style feel. This is already the style that has been adopted on Ryedale Road. Also an age care facility next to residential private properties will be a complete mismatch and hence should be absolutely avoided.
- The scale of this development is not taking into account the huge traffic jams it will create. A report from 2017 is not an accurate representation of pre-Covid traffic levels around Terry Road and Ryedale road, particularly Marlow Ave bridge. To manage and maintain current levels, firstly Council needs to consider upgrading the bridge. If not Council, then the Club should do this because of the impact their development will cause. They are looking to upgrade a footpath on Terry Road, but instead should be thinking about upgrading this bridge. There is also no consideration of the new upcoming buildings on West Parade.

- We do not want to see traffic lights and metered parking added to Terry Road. The Club says this will not happen, but once traffic increases, this will just become an obvious step.

Overall, we do not support the increase in FSR or height and believe that any development should match the low density housing (e.g. villa style) that the neighbourhood currently has.



Submission 9

I am making a personal submission

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**Suburb/ Town**  
DENISTONE

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Key concerns:

- R2 Low Density Residential Zone's aim is to provide for housing needs within a low density residential environment. 84 apartments and 31 aged care beds cannot be considered low density. It does not match the look or character of this suburb and hence the increase in FSR in Stage 1 and Stage 2 should not be permitted to increase significantly. Instead retain an FSR of 0.5:1 in Stage 1 and limit an FSR of 1:1 in Stage 2. This will help match the low scale development that our neighbourhood currently enjoys.
- The number of apartments and high FSR forces narrower side and rear setbacks which in turn will not help maintain the current levels of privacy that the neighbouring properties on Marlow Ave and Terry Road. Any build close to residential properties should retain a villa style feel. This is already the style that has been adopted on Ryedale Road. Also an age care facility next to residential private properties will be a complete mismatch and hence should be absolutely avoided.
- The scale of this development is not taking into account the huge traffic jams it will create. A report from 2017 is not an accurate representation of pre-Covid traffic levels around Terry Road and Ryedale road, particularly Marlow Ave bridge. To manage and maintain current levels, firstly Council needs to consider upgrading the bridge. If not Council, then the Club should do this because of the impact their development will cause. They are looking to upgrade a footpath on Terry Road, but instead should be thinking about upgrading this bridge. There is also no consideration of the new upcoming buildings on West Parade.

· We do not want to see traffic lights and metered parking added to Terry Road. The Club says this will not happen, but once traffic increases, this will just become an obvious step.

Overall, we do not support the increase in FSR or height and believe that any development should match the low density housing (e.g. villa style) that the neighbourhood currently has.

Submission 10

Planning Proposal Submission – Ryde LGA – PP-2021 – 115

Amendment to DCP – LEP2017/38/12

23 September 2021

General Manager

City of Ryde

Locked Bag 2069

North Ryde

Dear Sir,

We are writing regarding the Planned Proposal for 127-133 Ryedale Road and 4-14 Terry Road, Denistone.

We object to the proposal. We have lived in this area on Terry Road for nearly 40 years and watched the neighbourhood grow with families and older residents. It is a pleasant, peaceful community area.

Over the years the traffic has increased, and the corner of Terry Road and Ryedale Road is narrow causing backlog of vehicles in peak periods already.

The proposed plan would further increase the traffic in the area making it difficult and more dangerous for pedestrians to cross the intersection at Terry Road and Ryedale Road.

The proposed access to the development is from Terry Road. That end of Terry Road is narrow making it hazardous for commercial and public vehicles to negotiate. The added vehicles would bring more congestion and cause delays in the flow of traffic.

The proposed height of the development is not in keeping with the neighbourhood area. There are three storey units across the road from the planned development which are at an adequate height and not imposing.

There are 10 households in the area proposed for redevelopment. The number of proposed apartments for this redevelopment is 83 with only 71 car spaces allowance. This would cause increased demand on the street parking which is already limited.

Yours sincerely,

[Redacted signature block]

Denistone. NSW 2114

Submission 11

I am making a personal submission

**Name withheld**

**Please tick this box if you do not want your name published in the list of submitters on the department's website**

**Suburb/ Town**  
Denistone

**I have made a reportable political donation**  
No

I agree to the Privacy statement

**Submission**  
Planning Panels Secretariat

Department of Planning, Industry and Environment

GPO Box 39,

Sydney NSW 2001

Planning Proposal (PP-2021-115)

127-133 Ryedale Road and 4-14 Terry Road, Denistone

I understand that a Planning Proposal for land at 127-133 Ryedale Road and 4-14 Terry Road, Denistone is currently on exhibition. This Planning Proposal is being advanced by the applicant, and seeks to introduce a new clause under Part 6 Additional Local Provisions to provide for an increased maximum building height of RL52 and increased maximum floor space ratio of 1.2:1 for the purposes of a seniors housing development.

I am concerned about my privacy. The proposed multi-level higher density residential apartments being built on this site, I do not want windows and balconies compromising my privacy.

I am also concerned about the impact that this development will have on local traffic conditions. With the increased number of residents, there will be a much higher number of vehicles on site. There will also be an increase in general day to day business/deliveries to the site, as well as a much greater number of visitors visiting the residence. This will add more traffic movements to the area, street parking will also increase (even up Marlow Ave). There are already a number of traffic collisions at the traffic lights (cnr of Marlow Ave and Ryedale Rd Denistone).

I would like Council to please consider the negative impacts based on my concerns stated in this submission before granting approval to this development.

Thank you for your consideration.

Submission 12:

Good afternoon,

The major concern is one we have expressed on each occasion. That is how high is it close to our back fence?

We have asked this question on each occasion. Strangely that detail has not been able to be found in this submission.

I can only guess how high it would be. I imagine it is roughly 16 metres high, just 6 metres from our back fence.

This is disgracefully high, particularly in the manner in which it would impede on our enjoyment of the property. No one in Denistone should have that sort of monstrosity that close to their property.

We definitely won't allow it. Nor should we. It is grossly unfair to our property. There needs to be clarification to this, as to the exact height and how close it is supposed to be. It is totally inappropriate being that high close to a residence, let alone in an area zoned for far less height.

There are some other inaccuracies in the submission and the press the Leagues Club has recently fed to the members. These are annoyances rather than going to the crux of the issues.

My mother also despaired the thought of high-rise in Denistone, as there isn't any.

That is not my particular view. This proposal is just too high, too close.

### Submission 13

I believe that this is a dangerous decision to let this planned seniors housing project to go ahead.

Whilst in most aspects the project will tick all the boxes for approval, it presents a moral and ethical issue that needs to be highlighted.

The fact that a large club such as Ryde Eastwood would be managing a senior's living centre right on their door step is disturbing to say the least. The club has hundreds of poker machines and if you have a look at the demographic of the players that are the ones throwing away their money, well most of them are seniors! Now the club is making the access to the pokies ridiculously easy, just a few dozen meters away from their target market!

The board and senior management of the club are not stupid, they know that they will be able to funnel all these new residents from their lounge rooms straight on to the gaming machines and drain their pockets of cash. I would not be surprised if they had some sort of tunnel built under the road to whisk them straight to the gaming room.

Whilst I am not opposed to the seniors living concept, I am very opposed to the location next to an establishment built and funded by poker machine profits. Added to that, having the development run and funded by the club is a severe conflict of interest. Poker machines destroy lives and bankrupt people.

Please disallow this development to go ahead so close to the club and run by the club.