

13th December 2017

Submission - 2017SNH006 – Ryde - PP 2016 RYDEC 008 00

Cnr Lane Cove Rd, Epping Rd and Paul St - North Ryde

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- I have lived in David Avenue and then Parklands Road since 1985 – 32 years
- I have seen the progressive transformation of the area from largely simple fibro cottages to modern forms of mixed development including town houses, villas, dual occupancy and attractive two storey brick veneer houses.
- We have all told you about the rat runners already plaguing local roads. We have told you about the traffic gridlock on Lane Cove Rd that I see every day as I walk to and from the station. We have told you about local roads being parked out by casual parkers and reduced to a single lane.
- The question is does anyone other than the local residents care that this proposal will only make the nightmare worse.
- **This proposed development is against all current height, scale, density and planning provisions of Local Council for this area.**
- If this development is not rejected then it will be the effective end to any arguments restraining development by referring to current planning laws south of Epping road. i.e. it will be open slather. They have already used Allengrove as justification.
- It is almost universally opposed by Residents, Councillors and apparently the state Minister for Finance, Services and Property. This begs the question, why can't his government propose amendments to the planning laws to reflect more appropriately existing local zoning and planning ordinances. Or negotiate a more reasonable practical compromise with Council to more accurately reflect what form any developments in this area should look like.

- It is local residents who have to live with the consequences of what appears to be a lack of resolve in saying no to developers and builders who propose projects that are totally inconsistent with current Council zonings and planning regulations.
- Developers have been successful in having projects like Allengrove and Whiteside approved against overwhelming opposition (in the case of Allengrove even by PAC commissioners). This has set a disturbing precedent for current and future DA's south of Epping Road employing the same strategy of challenging the planning authorities, in court if necessary.
- The tactic of putting in an ambit larger scale development proposal which they know is unlikely to be approved is well known. The proposal of more modest versions is designed to give the impression that they have made concessions and the pressure builds to reward them with approval of the lesser scale.

Even when the DA does not comply in even one single way with current zoning or planning ordinances.

- It is the local residents who have to live with the cumulative negative impacts of the inappropriate projects being proposed and seemingly supported by the current State Government's planning laws with the resultant detrimental impact on local amenity.
- An earlier traffic study done by Parsons Brinckerhoff confirms that there is already significant operational stress in local roads in both AM & PM peaks, resulting in substantial congestion and queuing times to access Lane Cove Road and throughout most of the North Ryde area. This will only get worse as the residents of 108 units endeavour to access Lane Cove Road via Paul St.
- It appears from the report that while acknowledging the already unsatisfactory state of traffic in local roads, if it makes a bad situation worse then it really doesn't matter I guess unless you live in the area.
- Traffic flowing from the Whiteside development along David Ave and Parklands Road and the additional traffic associated with this proposed development will further aggravate the already intolerable local road congestion. Not only will there be the comings and goings of residents but all the shoppers, patients and staff visiting the commercial businesses that are part of the application.
- With cars already being parked by Macquarie Park commuters in these local roads for long periods of time particularly through the day, they become single lane with passing not possible and presenting safety risks.

- The argument that the area needs more housing conveniently belies the fact that there are major residential and commercial development plans underway around Delhi Rd and between Wicks Road and the motorway. Large scale development at the old Stamford Hotel site on Herring Rd is nearing completion with no supporting infrastructure in place to cater for the increased population and traffic densities.
- There are also plans to build around 3,000 homes in the Ivanhoe Place FACS estate starting next year. This will result in further major traffic pressures. There is no case based on a need for additional housing.
- South of Epping Road, developments should be restricted to Town Houses, Villas, Dual Occupancy or low-rise developments.
- We need our elected representatives and government authorities to take a stand on our behalf to protect us against proposals for developments that are of an inappropriate nature and scale given the zoning laws.
- Surely we should not have to accept that we can only expect planning outcomes that favour developers who are prepared to use their influence and access to authorities to further their own interests, aided and abetted by politicians and bureaucrats who are hamstrung by having to abide by planning laws that should be changed to prevent ambiguity.
- I despair at the inaction of our democratically elected officials in protecting the rights of their constituents and the demonstrable influence of developers over the state government in having the system inevitably work in their favour.
- The input and involvement of Local Councils and zoning regulations should not be set aside. They are democratically elected officials and the main voice the community has when it comes to local issues.
- The creation of further wealth for developers should be a secondary consideration over protecting the rights of residents. Any proposals for development must be tested against the strong guiding principle of being in the public interest.

Footnote : Can you imagine the absolute chaos and intolerable disruption to traffic of prolonged demolition and reconstruction work on this corner. One of the worst traffic and most congested traffic intersection in Sydney.