

23A Epping Rd
North Ryde, NSW 2113
Ph 9887 2703
Email wilby11@bigpond.com
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Acting Director, Regional Assessments
Planning Services
Department of Planning and Environment
GPO Box 39, Sydney 2001, fax (02) 9228 6445

c.c.natasha.harras@planning.nsw.gov.au

**RE: S96 Modification Application SSD_5093 - M2 Site, North Ryde Station
Urban Activation Precinct.**

Dear Mr Witherdin,

In response to the material exhibited, and to recent personal experience of environmental impact elsewhere in the North Ryde Station Urban Activation Precinct, we see a need to address the Application on two levels –

- requirement for clarity, and for attention to possible shortcomings, of the Application, and
- requirement for greater certainty that environmental protections will be observed during work and after completion of work.

At least in part, our concern regarding environmental impacts relates to uncertainty that a 'Planning and Environment Cluster' which includes both the potentially offending proponent (UrbanGrowth) and the potential guardian/watchdog/prosecutor (Environment Protection Authority) will not be affected by conflicts of interest.

1.The Application.

The proposal *may* inflict lesser disturbance on the bushland site, but we are unable to locate any clear and detailed illustration of the precise route. (Where does it appear on the ecological report maps? Where would it run in conjunction with the M2 tollway culvert? How would the new line be configured and remediated to provide ecological corridor connectivity? How will the new line fit into the existing network?)

Who will be responsible for ongoing maintenance of the corridor through which the line is routed? (The usual three-or-so years followed by abject neglect or attempted maintenance by individuals with no bushland skills invariably results in extreme degradation of adjoining bushland.)

Will this gas be used by residents on the M2 site, or will this section of pipe simply serve as a conduit to other destinations?

What thought has been given to fire-related vegetation clearance? (Strict application of bushfire legislation could conveniently permit total clearing of sensitive bushland.)

Is this the same hp gas line which cuts across a corner of Bundara Reserve and runs north along Delhi Rd? (If so, will work specified for the M2 site in any way affect Bundara Reserve?)

2. Need for Confidence in Proponent's Environmental Commitments

Five years into the project now known as the North Ryde Station Urban Activation Precinct, the M2 site EIS Determination and all preceding documents have committed to ensuring that there would be no damage to Bundara Reserve.

The first construction-related activity occurred last week, 24 July, and resulted in a major incursion. There are strong reasons to believe that this particular screw-up will not be repeated, notably the perceived sincerity of the UrbanGrowth executive who responded. However, our concerns re the M2 site modification remain as follows:-

- (a) Neither we nor anyone else lives nextdoor to notice and report damaging activity,
- (b) Other entities will be involved,
- (c) Water as well as bushland is vulnerable, i.e. a creek above the Lane Cove River,
- (d) The substance within the pipeline is highly hazardous, and
- (e) In the event that something goes wrong, what protocols will apply?

In Summary

It is our hope that the Departmental response to our Submission may alert UrbanGrowth to the full complexities and responsibilities of the Modification for which it has applied.

John McCain and Diane Michel,
Local residents, Bundara Bushcarers, participants since 2011 in North Ryde Station Precinct liaison process