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PROBLEMS WITH THE PROPOSED DEVELOPMENT PLAN C234 for PAKENHAM EAST

There are two major problems with the proposal no C234 for Pakenham East.

1. The enormous increase in traffic along Ryan Rd, which would change it from a residential street effectively into a highway. The traffic modelling is incorrect in that it does not match the number of houses and people stated in the proposal. Two independent people have estimated the traffic flow along Ryan Rd and both come up with approximately 12 000 vehicles per day, and, typically, traffic estimates are underestimated..

Ryan road has room for only one lane each way. So on rubbish collection days, at least 56 times a year counting hard rubbish collection, there would be a bottleneck consisting of only one lane, which would inevitably lead to traffic blockages especially if rubbish was collected during peak hours. School buses using Ryan Rd have stoppages along the road, again holding up traffic. A few years ago a strong wind brought a branch down right across Ryan Rd so that it was impossible to drive a vehicle through until the branch was chain-sawed and cleared. (Such blockages could not be solved by cutting down all the trees along the road because this would not be environmentally and aesthetically acceptable.) Twice in the last 30 odd years Ryan Rd has had a major flood at the bridge, which prevented most cars from getting through (though four wheel drives and trucks were able to get through). Of course the bridge would have to be widened because cars cannot pass trucks and buses on it. And what about parking? It is illegal to park on footpaths, nature strips, or reservations, so tradesmen carrying out repairs or pruning on the street or carrying out work on properties would have to park on the road, again holding up traffic.

None of these are a problem with the current Ryan Rd area population – the traffic is so little that holdups even for a few seconds, are rare. But with the massive increase in population planned, these hold-ups could be a major problem

And what if there were an emergency at times the road was bottle-necked or blocked for any reason? Such emergencies would be many times more likely with the hugely increased population in the new development.

Further, it is not right that a road in a low density residential area should be used as an entrance to a high density residential area. This in itself is adequate reason for abandoning the proposed entrance through Ryan Road.

The real problem is that the plan tries to use a local, residential road for a main entrance road to a sizeable development. It is rather like trying to use a bicycle track for a roadway.

The entrance needs to be from Princes Highway further east.

2. The proposed high density housing at the south-eastern end of Ryan Rd. This would mix high and low density housing in the one area. This is undesirable environmentally, aesthetically, and socially. It would create an enclave in that area populated by people lacking the interests of the rest of Ryan Road for space and outdoor

activities, It would stick out like a sore thumb, making it aesthetically undesirable. The Ryan Road area should be left as a low-density housing island in a sea of high-density housing.

There should be a lower limit of one acre for housing in the Ryan Road area.

Cost effectiveness is one consideration, but surely a more important one is the welfare of the people involved, not only in the Ryan Rd area, but also in the proposed development.

Yours truly,

