

Hi,

I am a resident of Ryde Gardens and I am also a cardiac operating room nurse in Royal Prince Alfred Hospital. I am writing this submission to express my strong opposition of the Trinity Lighthouse Build-to-rent development proposed by Stockland in North Ryde. Taking into all the consideration of the current and future state of this land and surrounding area there are numerous detrimental issues and risks this development will bring. We disagree with the necessity of the BTR in many reasons that will be stated in the following. There is a need in harmony with the existing environment and should prioritise the health and well-being of the current residents.

Clause 6.9

First, residents in Ryde Gardens (Network Place) and Centrale (Delhi Road) were not informed about the clause 6.9 of the Ryde Local Environment plan. It was written to encourage commercial development and not residential development. This is the clause that Stockland is heavily relying on to build up to 65m height instead of 37m which was the initial idea. Looking at the Macquarie Park Corridor Precinct Incentive Height of Building Maps and the Macquarie Park Corridor Precinct Incentive Floor Space Ratio Map clearly states that the potential BTR land must be maximum of 37m and have a FSR of 2:1.

Clause 6.9 clearly states that the development must co-ordinate with an adequate access network and recreation areas. Additional 508 apartments within the small precinct will negatively impact the surrounding recreation areas and has a risk of overflow. With increased residents in a small area will further limit access to recreation areas and would not help with accessibility. The proposed pedestrian walk-through link is merely a corridor to the shops and otherwise leads nowhere of note. The proposed 'pedestrianisation' of New Link Road is as outlined above removing a much needed and utilised vehicle access corridor and offering token amenities which are in any event entirely inadequate.

Closure of New Link Road

The closure of the New link road is another key issue to oppose the development. New Link Road, formerly referred to as Trinity Link Road or Road 18, was originally conceived as part of the approval process outlined in LDA2012/0306. This approval was granted within the framework of the application for the subdivision of 39 Delhi Road, stipulating that the developer was obligated to adhere to the construction and dedication of land to the local council for road-related purposes. The fundamental purpose of this road was to establish essential access routes to the North Ryde Station Precinct, which had received approval as a State significant development application. Subsequently, the North Ryde precinct has been developed and is now recognized as Ryde Gardens and Centrale. These thriving developments effectively leverage the road access arrangement that was originally negotiated under LDA2012/0306. Specifically, the access facilitated by the slip road leading to Rivett Road will face an obstruction, thereby mitigating congestion on Delhi Road. This access point serves as a pivotal entry and egress route for the residents of Ryde Gardens and Centrale, as well as the staff at Trinity commuting from Epping Road. It does so without necessitating further involvement in the congestion around the M2 entry and exit on Delhi

Road, thereby making a significant contribution to the overall efficiency of the existing access network.

Likewise, the exit via the slip road onto Epping Road is also slated for closure to alleviate congestion on Delhi Road. This exit plays a vital role in offering residents of Ryde Gardens and Centrale, along with the staff at Trinit, a direct route to exit the precinct through Rivett Road onto Epping Road in an eastward direction. It's important to note that this route currently lacks traffic lights between Ryde Gardens and the Harbour Bridge, thus representing a key contributor to the overall functionality and efficiency of the existing access network.

The elimination of parking provisions on New Link Road raises substantial concerns within our community. These parking spaces serve as an essential overflow resource for area visitors, consistently accommodating approximately 20 vehicles during both weekdays and weekends. The abrupt removal of this parking infrastructure stands to significantly impact the accessibility and overall convenience of the vicinity for both residents and visitors. I also firmly believe that even now there are not enough all-day parking availabilities for the residents and workers in this area. This has caused first-hand problems where other people will park in the apartment designated parking areas in the basement, and I had to find parking outside because other residents are not able to find car parks for themselves. I am a nurse and coming after a nightshift or double-shift which as you know there are lack of nurses in our hospitals, it is not nice to be dealing with parking problems. Removing parking areas directly impact residents in the way that may negatively influence the way that they work in their jobs. For example, it is not safe for a nurse to go into a shift where they have to care for 12-20 patients themselves after not having enough rest due to the ongoing parking stress.

Furthermore, the proposed closure of the drop-off zone on New Link Road underscores heightened safety considerations, particularly concerning the young children attending the existing Childcare facility within the Trinit CSR building. This area experiences substantial utilization during morning and evening hours, and the closure would introduce safety concerns for the children and their guardians who rely on this facility.

An active Taxi rank is currently in operation on New Link Road, and the submitted plans fail to incorporate or address its ongoing presence. This planning oversight could potentially disrupt the accessibility and transportation options available to residents and visitors in the area, including those who rely on taxi services. As an operating theatre nurse, I am on call for any cardiac or vascular emergency surgeries that comes through 24hours and my main commute for these are taxis as I am required to be at work within 30 minutes from the time I have been called. Having to remove the taxi rank will be detrimental for my work ethics, morals and patient safety. I believe there are fair number of healthcare workers that live in the current Ryde Gardens and Centrale residential areas which I know that they will also be impacted.

Rennie Street will be the ONLY Access Point. The closure of New Link Road would necessitate the utilization of Rennie Street as the sole entry and exit route for the additional 508 Apartment Buildings, bearing significant ramifications for both residents and staff of the existing buildings. Moreover, Rennie Street would be repurposed to serve as the primary

entrance and exit route, thereby affecting the availability of parking facilities, the facilitation of deliveries (e.g., parcels, food, removalists), and exacerbating traffic congestion in the area. Again, thinking of accessibility in case there are urgent need for ambulance or first responders closing the New Link Road will be detrimental for the health and wellbeing of residents are desperately in need for police, ambulance, and fire services.

Of paramount concern is the disparity between earlier community consultations and the current proposed plans. Regrettably, the prior consultations failed to explicitly convey the impending closure of New Link Road and instead indicated that Rivett Road would function as the entry and exit point for this development. This misalignment calls into question the veracity of the initial consultation process, as residents and stakeholders may not have been equipped with an accurate understanding of the proposed alterations and their attendant implications during the preliminary consultation phase. This discrepancy underscores the imperative for transparent and consistent communication with the community throughout the development planning process.

Parents and caregivers who entrust their children to the Childcare Centre within Ryde Gardens depend on unhindered access to the short-term parking available on Rennie Street for the daily drop-off and pick-up of their children. The current proposal, however, envisions a reduction in parking spaces along Rennie Street to accommodate the installation of entry and exit driveways. This alteration will markedly intensify vehicular traffic on this relatively confined street, which is frequently traversed by parents and caregivers escorting infants. The implications of this development alteration could significantly impact the safety and convenience of these daily child-related activities.

New Link Road stands as an integral amenity for both the residents and staff within the present precinct. The proposed development justifies its utilization of clause 6.9 of the Ryde Local Environmental Plan (LEP), which aims to "promote additional commercial development in the Macquarie Park Corridor, integrated with a comprehensive access network and recreational areas," through the pedestrianization of New Link Road. As elucidated earlier, the proposed closure of New Link Road would fundamentally undermine the integrity of the access network in the precinct, casting a negative impact on the residents of Ryde Gardens and Centrale, and somewhat paradoxically, affecting the staff and parents who utilize the Daycare Center within Stockland's existing development. The closure of New Link Road should be reconsidered and should not be invoked as a rationale for the elevation of development height from 37 meters to 65 meters, as articulated in clause 6.9 of the Ryde LEP.

The Macquarie Park Plan represents a meticulous and extensive review of precincts throughout Macquarie Park, with particular emphasis on Section 7, North Ryde Riverside - Narrami Badu-Gumada (Connecting Water Spirit) – the very area in question concerning this development. Notably, this development zone was originally conceived to maintain its commercial core status within the purview of the Macquarie Park Plan. Resident owners and investors in Ryde Gardens made significant financial commitments, having made property purchases either off the plan in 2014, when the development was first introduced to the market, or subsequent to that date. It's imperative to underscore that, at the time of these acquisitions, there was no provision for exceeding a 37-meter height

limit within this locale. Moreover, the extensive Macquarie Park Plan consistently reiterated the area's intended status as a commercial core development zone.

The implications of this proposed height increase are profound, affecting hundreds of resident owners and small-scale investors who might be colloquially described as "Mum and Dad" investors. This group finds itself directly impacted by the ambitions of a singular corporation, Stockland, which appears to be seeking special exemptions for height limits in this specific location solely for its commercial benefit.

The overarching Macquarie Park Plan serves as an intricate blueprint for the holistic development corridor, poised to contribute significantly to local housing stock expansion within Lachlan's Line and the Riverside corporate park locale. Notably, the plan has been artfully designed to strike a delicate balance between augmenting housing availability and addressing various considerations to actualize its overarching vision. This vision is underpinned by six pivotal strategic moves, each contributing uniquely to the plan's success:

- Drive the transformation of Macquarie Park into an innovation precinct: This move is geared towards fostering a thriving innovation ecosystem within the region.
- Scale and time new development to match infrastructure capacity: An essential component for sustainable urban development, this move ensures infrastructure grows in tandem with the community's needs.
- Rebalance transport uses: A critical step to ensure efficient and sustainable transportation options that accommodate future growth.
- Prioritize and enrich the pedestrian experience: Promoting walkability and human-centric urban planning is central to this approach.
- Create sustainable neighbourhoods within Macquarie Park, each with their own identity and role: This facet seeks to foster a sense of community and identity within the greater Macquarie Park area.
- Connect to Country and deliver better quality open spaces: This move is rooted in respecting the environment and creating vibrant, green spaces that enhance the quality of life.

Considering the comprehensive and meticulously designed Macquarie Park Innovation Precinct Place Strategy, the current submission starkly disregards the prevailing vision. This plan, which reflects a holistic and balanced approach to urban development, should not be sidestepped. To maintain the integrity of the established vision and the collective interests of the community, the proposal in question should be categorically rejected.

The visual and hearing impact and risk

The proposed development casts a long shadow of detriment, particularly concerning the loss of iconic views cherished by the residents of Ryde Gardens. The East-facing apartments in buildings 1 and 3 of Network Place, especially those rising above 37 meters, currently offer breathtaking vistas that encompass the Harbor Bridge, Opera House, the City CBD skyline, Darling Harbour, ANZAC Bridge, extending all the way to Gladesville Bridge in the North. These views represent not just an aesthetic asset but also an intrinsic part of the community's identity. It's worth noting that the building has, over time, become a celebrated location for residents to gather during New Year's Eve, affording them a panoramic view of the spectacular fireworks. These views align with the very principles that guided judgments

in cases like Tenacity vs. Warringah, where the removal of such iconic views is explicitly scrutinized. In many of the apartments under consideration, the entirety of the Harbor Bridge view is obliterated, as is the complete view of the Opera House, thus incurring a "devastating" impact.

Furthermore, the View Loss report within the submitted proposal fails to acknowledge the sheer magnitude of apartments that will bear the brunt of this change in allowable height, increasing from 37 meters to 65 meters. Between the 13th and 22nd floors of 1 Network Place, there are at least 60 apartments marked with a "severe" rating, as attested by the report. In 3 Network Place, it is estimated that a further 30 apartments would face a similar fate.

The View Loss report, regrettably, includes grossly misleading examples, as evident in Figures 14-18. These figures are derived from a desktop review of advertisements posted online and pertain to apartments in mid to lower positions, ranging from Level 9 to 13. However, this representation fails to account for the views from higher floors, thus rendering the view assessment highly misleading and, in essence, contravening Step 1 of the Tenacity Assessment of views.

Remarkably, the camera positioning in the View Loss assessment is far from comprehensive. Notably, no camera placement has been evaluated from the northern extreme of 3 Network Place, the end most profoundly impacted by the new development proposal. In stark contrast, Camera (#4) is positioned at the southern extremity of 3 Network Place, representing the least impacted position concerning this development. This falls short of the rigorous requirements outlined in Step 2 of the Tenacity Assessment, which necessitates a comprehensive understanding of views obtained from different vantage points.

The site's design, as envisioned in the proposal, evidently prioritizes View Loss and its impact on the existing residents of Ryde Gardens, rather than striving for a shared and minimized effect. This directly contradicts the principles set forth in Tenacity concerning Skillful Design. It is evident that the two taller towers fail to demonstrate such skillful design, as they could have been positioned differently, with a slimmer design, alternative orientation, and a height that would significantly reduce the impact on existing apartments and their iconic views. Apartments situated below Level 13 anticipated residing opposite a commercial building with a height limit of 37 meters, but they did not anticipate living below an additional 28 meters of height. This substantial increase significantly diminishes their access to views of the sky and this crucial consideration has been, regrettably, overlooked within the submitted proposal. This neglect is set to impact yet another approximate 100 apartments.

In summation, the View Loss report contained within this proposal is replete with glaring flaws and misrepresentations:

- Inadequate representation of visual losses at risk of obliteration (Figures 14-18) (Tenacity Step 1).
- Failure to position cameras at relevant locations with the highest probability of view impacts (Northern end of 3 Network) (Tenacity Step 2).
- Inaccurate rating of the impact of view loss that, in many cases, would be "devastating" (Tenacity Step 3).
- Inadequate addressal of how Skillful Design could have been employed to share views (Tenacity Step 4).

- Lack of consideration for the substantial number of affected apartments, all to serve the interests of a single corporation, Stockland, with its Build-to-Rent scheme designed for ongoing profit.

Given the contentious reliance on clause 6.9 of the Ryde Local Environmental Plan to enable this towering 65-meter development, it becomes eminently clear that, given the significant view loss impacts, as posited in Tenacity Step 4, "Where an impact on views arises as a result of non-compliance with one or more planning controls, even a moderate impact may be considered unreasonable." This development application, in its entirety, is rendered patently unreasonable and must be categorically rejected. The far-reaching consequences, both aesthetic and intrinsic, compel us to act judiciously and uphold the vision set forth by the Macquarie Park Plan.

As a nurse, coming home after 20 hour shift I do not want to be hearing more noise from outside. Having extra residential areas are going to impact on the noise. BTR will bring more noise pollution and air pollution that is unreasonable and this can be avoided by simply maintaining the current number of residents. Also having to be facing the apartment that is only couple of metres away and having windows open for fresh air which is our basic human rights and having to deal with noise pollution and air pollution is unnecessary and dangerous.

I believe that residents surrounding this potential development must be looked after first and provide development proposals which will be beneficial to the residents and the society rather than BTR that is for the Stockland's profit.

Regards,
Resident of Ryde Gardens