

To: Judith Elijah
Department of Planning and Environment,
New South Wales Government,
4 Parramatta Square,
12 Darcy Street, Parramatta, NSW 2150

13/08/2024

Dear Ms. Elijah,

I am writing as a deeply concerned resident of Ryde Gardens to express my strong objection to Stockland's proposed Trinit Lighthouse development at 39 Delhi Road, North Ryde. This development, if allowed to proceed, threatens not only to overshadow our homes but also to undermine the very essence of our community. I urge you to consider the following points with the gravity they deserve.

Impact on Sunlight and Solar Access

The towering height of the proposed Trinit Lighthouse is deeply troubling, particularly due to its anticipated impact on solar access for surrounding properties. Clause 6.9 of the Ryde Local Environmental Plan (LEP) 2014 mandates the preservation of sunlight for neighboring residences, a protection that this development flagrantly disregards.

According to the proposal, during the winter solstice, large portions of Ryde Gardens will be cast into shadow for extended periods. This will significantly affect public spaces and diminish the overall quality of life. The reduction in sunlight will make our homes less livable, transforming once bright and welcoming spaces into dim, cold environments. This could negatively impact the health and well-being of residents, particularly the elderly and children.

New Link Road and Traffic Concerns

The introduction of the New Link Road as part of this development is purportedly aimed at alleviating traffic congestion. However, the reality is likely to be far more detrimental. Current traffic assessments indicate that the road's alignment could funnel an unsustainable volume of vehicles onto Delhi Road,

already notorious for congestion during peak hours. The additional traffic generated by this development will lead to increased travel times, heightened pollution levels, and greater risks to pedestrian safety.

Furthermore, Stockland's revised "Letter of Offer" to Ryde Council, which includes dedicating New Link Road to Council, implies that the road will be blocked off to through traffic, contrary to claims of alleviating congestion. This failure to integrate sufficient public transport options exacerbates reliance on cars, contradicting modern urban planning principles that prioritize sustainable and pedestrian-friendly environments.

Gross Floor Area (GFA) and Floor Space Ratio (FSR) Issues

The issue of Floor Space Ratio (FSR) is particularly concerning. Stockland's calculations for GFA are overstated by approximately 10,000 sq m. The Urban Design Framework for Trinita Stage 2 specifies a site area of 10,166 sq m with a Floor Space Ratio (FSR) of 3.2, resulting in a GFA of 32,531.2 m². In contrast, Stockland's calculation on P10 of Appendix D claims a total maximum allowable GFA of 82,230 m² for the overall site, including New Link Road, which is to be dedicated to Council.

Clause 6.9 of the Ryde LEP allows for an "incentive" height of 65 meters and an FSR of 3:1 for commercial developments providing public benefits such as recreation areas and connectivity. However, Stockland's Build-to-Rent (BTR) proposal does not align with the commercial development criteria set out in Clause 6.9. If Clause 6.9 is not satisfied, Stockland should only be permitted to build to a height of 37 meters with an FSR of 2:1. The discrepancy between Stockland's claims and the actual calculations raises serious concerns about compliance and transparency.

Mass and Height of the Design

The design of Stockland's Tower A is excessively long and imposing, resulting in minimal sunlight reaching the childcare centre, street, and lower-level units. Council's objection notes that the proposal's residential components dominate street frontages with excessively long, bulky, and imposing 20-storey forms. This massing is detrimental to the quality of streets and the development of other sites within the precinct. Such disproportionate height and mass will have a detrimental impact on the local character and urban environment, making it clear that the design fails to meet the intended planning and design standards for the area.

Rezoned Plan and Infrastructure Concerns

Stockland's plans fail to align with the rezoning and MPIPPS. The rezoned plan has shifted green space, which Stockland had previously acknowledged in its designs, but now appears compromised by Stockland's current proposal. The existing infrastructure is already at capacity, as detailed in Council's objection, and cannot support the additional burden of the proposed 510 homes.

Parking and Amenity Issues

Stockland plans to reallocate 164 parking spaces from Trinita Stage 1 to Trinita Stage 2, violating the consent agreement for Stage 1. Additionally, the parking ratio for Build-to-Rent (BTR) units is 0.2 per dwelling, which will put further pressure on limited street parking. This could exacerbate existing parking issues and lead to increased competition for on-street parking spaces, impacting both residents and visitors. The cumulative effect of this and other planned developments raises concerns about whether the City of Ryde Council can provide the required infrastructure.

Conclusion

In conclusion, the Trinita Lighthouse development poses a significant threat to our community's way of life. The potential loss of sunlight, increased traffic, overstatement of Floor Space Ratio, and contravention of planning controls all point to a development that is unsuitable and unacceptable. I implore the Department of Planning and Environment to reject this application in its current form and to stand with the residents of North Ryde in preserving the character and amenity of our cherished community.

Thank you for considering my objection. I trust that you will give these concerns the serious attention they deserve.

Yours sincerely,

A concerned resident of Ryde Gardens