

## Formal Objection to SSD Trinit Lighthouse Build-to-Rent, North Ryde (SSD-55844212)

I am writing to formally object to the proposed SSD Trinit Lighthouse Build-to-Rent development in North Ryde (SSD-55844212).

As a resident and property owner at Ryde Gardens, I was under the impression that this site would be developed as a 12-storey (37m) commercial building. However, the current proposal by Stockland seeks to significantly exceed this with a 20-storey Build-to-Rent (BTR) development, utilizing Clause 7.7 to increase building height and floor space ratios.

I do not believe the proposed development satisfies all the criteria required under Clause 7.7. Its use in this context sets a concerning precedent, potentially enabling similar excessive height increases in future developments in the area undermining the original planning intent and community expectations.

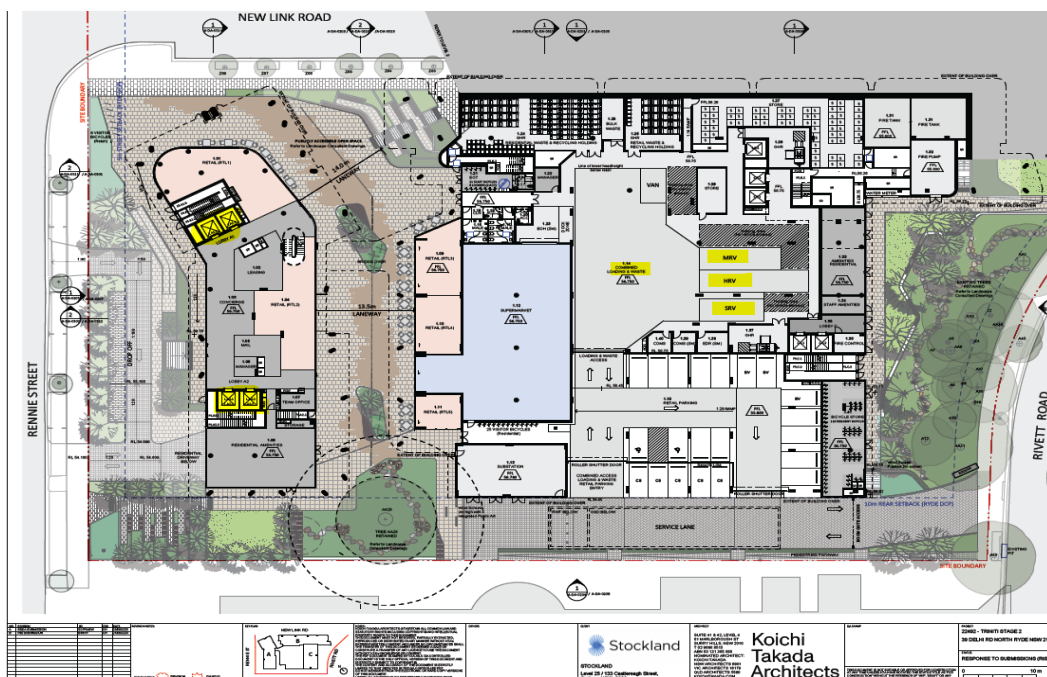
### Traffic and Access Concerns

I have serious concerns about the already significant traffic congestion in the area surrounding the proposed site, particularly during peak hours. The addition of a high-density residential tower will only worsen the situation by introducing a sharp increase in vehicle movements, including:

- Residents' daily commutes
- Visitors' vehicles
- Service and delivery trucks

The proposed loading dock is insufficient for Building A, as it lacks direct access to the building A lift lobbies. Given that BTR developments typically see frequent move-ins and move-outs, along with regular large-item deliveries (such as white goods, furniture, televisions), this is a serious oversight.

How will this development able to stop delivery trucks dropping off deliveries on Rennie Street or New Link Road? Any truck enter this section of Rennie Street will required to drive into Ryde Gardens's loading dock to make a U turn to get back out, which is unsafe and not acceptable.



## Visual Impact and lack of privacy

Stockland's response has failed to adequately address the concerns raised by the community. Notably, no visual privacy diagrams have been provided, and their Visual Impact Assessment report significantly underestimates the importance of the iconic views enjoyed by the community. The proposed 20-storey tower will not only obstruct views for residents living above Level 13, it will also have a severe impact on those living on Levels 12 and below, many of whom will no longer be able to see the sky unless they are directly against their windows.

A large proportion of Ryde Gardens residents will be affected, with some units facing a complete loss of their outlook. Stockland has not demonstrated any exploration of alternative, less intrusive design options that could help preserve existing view corridors. This lack of consideration further highlights the inappropriateness of the current proposal in its scale and placement.

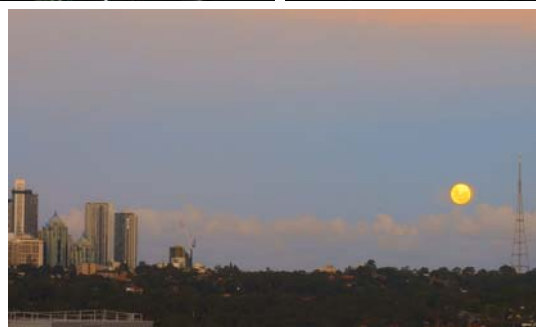
The views presented in the Visual Impact Assessment report are somewhat misleading. The photo on the left below shows the actual view from Ryde Gardens, while the image on the right is taken from the report. The camera angle used in the report appears highly distorted and does not accurately represent the true outlook experienced by residents. This raises serious concerns about the accuracy and reliability of the overall visual impact assessment.



View from Ryde Gardens



Image taken from Visual Impact Assessment report



Photos taken from Ryde Gardens

Losing these views would be a devastating blow to the character and quality of life within our community.

## Insufficient car parking

There is already a shortage of parking in the area, and the proposed development will further exacerbate this existing issue. The total number of parking spaces proposed does not meet the minimum requirements outlined in the Ryde Development Control Plan (DCP). Alarming, Stockland has suggested relying on parking spaces from an existing development located across the road, which is entirely inappropriate. There is no direct or covered access between the proposed building and the existing car park, making it highly impractical and unsafe, especially for residents needing to drop off passengers or unload items on in-front the building at New Link Road before parking their car across the road.

As a local resident, I believe the Ryde DCP parking requirements must be fully adhered to. Even under the current conditions, we regularly experience issues with illegal parking on the streets and within Ryde Gardens, including frequent misuse of visitor and even resident spaces. This clearly indicates that parking supply is already insufficient, and any further reduction in parking below the DCP standards is simply unacceptable.

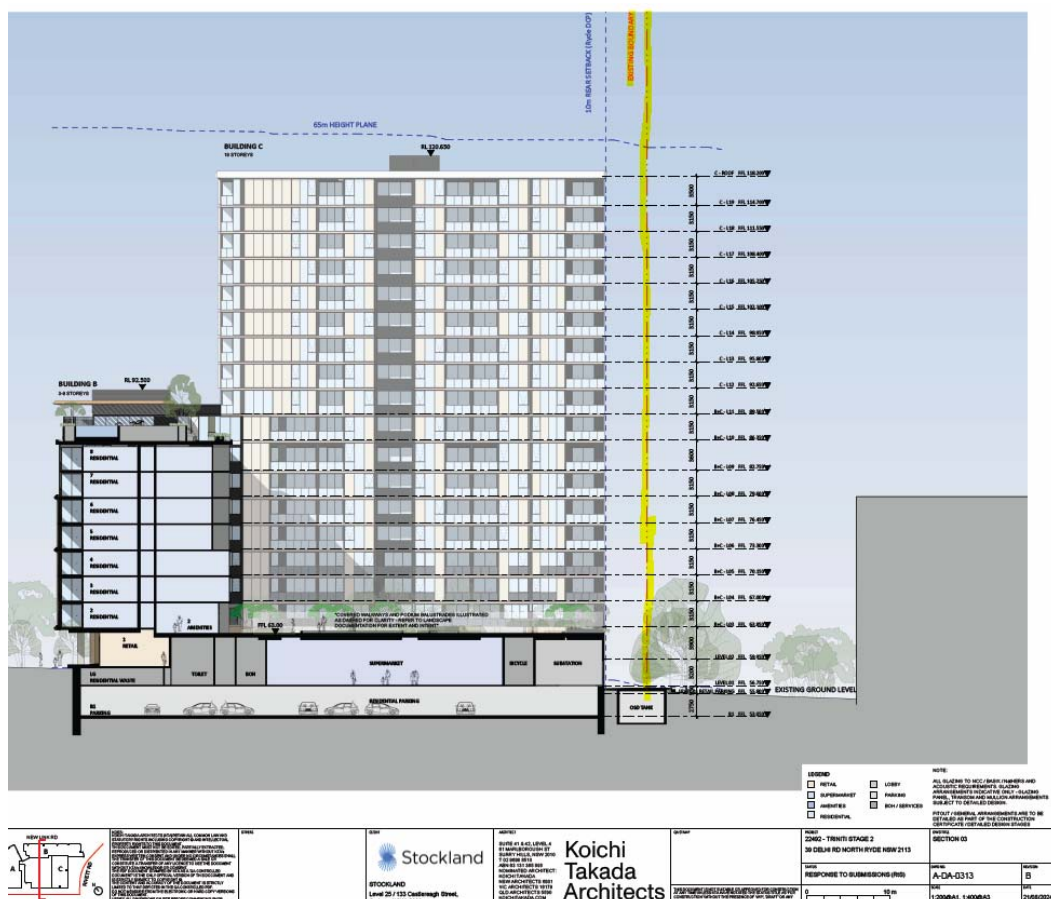
I cannot see any reason why Stockland has failed to incorporate the required number of parking spaces within the proposed development other than to reduce costs.

## Insufficient and poorly prepared documentation

The documentation contain misinformation and inconsistencies, this raise serious concerns about their accuracy and reliability.

One example in their "Architectural Plans Part 4", **Page 6 A-DA-0313\_B** Section 03

The existing boundary line has been incorrectly identified, a basic oversight that should have been caught by any experienced architect.

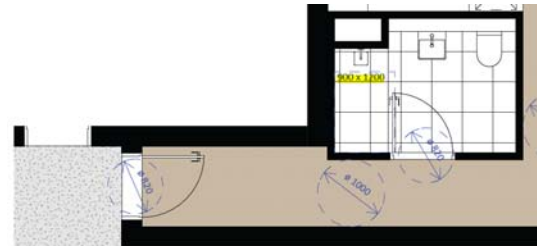


Additional fundamental errors can be found on **Page 23** A-DA-0754\_B.

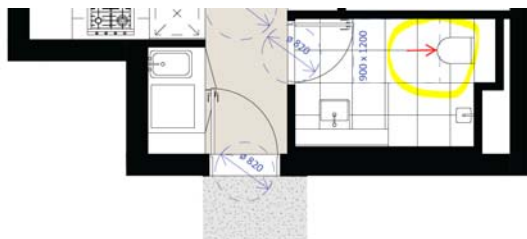
The 900X1200 clearance should be in front of toilet pan, NOT in the shower.



1 2 BED LHA TYPE 3  
1:50  
LOCATION: BUILDING C LEVEL 11-19  
UNIT: C11-19.01  
TOTAL: 9



3 2 BED LHA TYPE 4  
1:50  
LOCATION: BUILDING C LEVEL 11-19  
UNIT: C3-19.03  
TOTAL: 9



2 1 BED LHA TYPE 3  
1:50  
LOCATION: BUILDING C LEVEL 11-19  
UNIT: C11-19.02  
TOTAL: 9

Clearance space clashed with toilet pan.

These inaccuracies undermine confidence in the reliability of Stockland's overall assessments and have caused significant concern. It is evident that their documentation have not been checked/ reviewed by an experienced qualified person prior to submission.

## Transfer of GFA

I disagree with the proposed Gross Floor Area (GFA) calculation. The transfer of GFA from Trinity Stage 1 to Stage 2 is inappropriate and should not be permitted. The two sites are separated by New Link Road and serve entirely different purposes, making them functionally and physically distinct. As such, the GFA for Trinity Stage 2 should be calculated independently, without including any allowance from Trinity Stage 1.

## Conclusion

I fully agree all the concerns raised by Ryde Council and the local community. It is evident that the Department of Planning, Housing and Infrastructure, along with Stockland, lack a genuine understanding of the local context and community needs.

I strongly urge the Independent Planning Commission to reconsider this proposal, given its excessive scale, inadequate traffic planning, and the significant long-term impacts it would have on the quality of life in our neighbourhood.