

Independent Planning Commission for determination of:

**Triniti Lighthouse Built-to-rent North Ryde: SSD-55844212**

Since October 2023, Stockland has responded to the NSW Government initiatives to address the current housing crisis and proposed a Built-to-Rent (BTR) plan on the existing lot of land located at No. 39 Delhi Road or Lot 21 in DP1003588. Substantial numbers of rejections had been received due to various issues e.g. building height, view loss, shadowing, local traffic and parking issues, greenspaces and recreation areas. The second proposal lodged in August 2024, showed minimal modifications to the original proposal except to increase the number of units from 508 to 510 units. Prior to 2015, the lot of land has already had a 12 floor, 37m commercial building approval. The Triniti parcel of land has always been designed for **commercial** usage **only** and Stockland's proposal to add two 20 storey residential buildings to the existing Stage 1 commercial buildings and introducing 510 units for residential is purely opportunist and misuse of clause 6.9 (replaced by clause 7.7) of Ryde Local Environment Plan 2014. The second modification has some increase of green space areas due to the requirement of green spaces of the FSR (Floor Space Ratio). Unfortunately, both of the first and second modifications of the Triniti Build-to Rent (BTR) proposal do not have any consideration for the Macquarie Park Corridor Project, Lochlan's Square development and local Riverside Corporate Park traffic and public transportation infrastructure, social issues due to high density population growth.

I would like hereby to **object** to the proposal as one of the residents who lives in this area and my concerns on the following issues:

**1. Building Height, View Loss and Shadowing.**

Stockland's Stage 2 (BTR) project is for high density **residential** and small amount of retail development. The development includes 2 x 20 storey residential towers and one 7 storey commercial or retail tower; Building A, B and C.

Building C is a 19 storey residential and is located on the eastside of New Link Road. Building B is about a 7 storey commercial / retail and is also located on the eastside of New Link Road. The proposed Building A is a 20 storey (about 51 M height) for residential and is immediately adjacent to the existing Ryde Garden (2 x 23 storey) residential buildings. The westside of Triniti BTR Tower A is directly facing the eastside of Ryde Garden A and Building B. The width between Triniti Tower A and Ryde Garden is about 13.7M. This causes severe wind tunnelling, privacy and shadowing problems to both Triniti BTR Tower A and Ryde Garden Building A and B. Town Planner (Chapman) report showed that the view loss issue is **devastating** for most of the eastside Ryde Garden residents and some units may not have any sunlight during summer and winter seasons. Ryde Garden also causes shadowing problem for Triniti BTR Tower A west facing units.

## **2. Population Density**

The Riverside Corporate Park vicinity has high volume existing commercial buildings office workers, contractors, servicing workers and traders. The existing population of Ryde Garden and Centrale residences is approximately 5,000. The Trinita BTR project anticipates an increase of more than 800 of 24/7 residents and retailers. The density of residential population is high and mainly located on the western corner of the Riverside Corporate Park vicinity. Public transportation users are concentrated on this area due to the location of North Ryde Metro Station.

## **3. Local Parking and Traffic Issues**

Currently, Rennie St is shared by:

- 9-11 Delhi Road (All Centrale residents, commercial users, servicing vehicles e.g. groceries deliveries, postal delivery and maintenance trucks and vans);
- 1-5 Network Place (all Ryde Garden residents, commercial users and child care centre on the G/F on Ryde Garden)
- Trinita Stage 1 existing three commercial buildings users e.g. office workers, contractors and childcare facility.

Modified Stage 2 proposal has no additional car spaces for residents or retail users and the newcomers have to share the existing 164 car parking spaces which is located in the basement of the “ Boral “ commercial building which is on eastside of Rennie Street.

There will be a single vehicle drop off / pick up point for the residents of the two new 51M tall buildings and is located on the southern end of Rennie Street.

Any new resident who has a vehicle but cannot be assigned with a parking space has to compete with the existing limited street parking spaces along New Link Road and Rennie Street.

At the moment, all pedestrians from commercial buildings in the Riverside Corporate Park / Julius Avenue / New Link Road / Rivett Road/ Locknow Road vicinity are required to cross Rennie Street to access North Ryde Metro Station. The addition of Trinita BTR 800 Trinita BTR residents who will not have a vehicle and will be heavy users of the metro system and public transportations, they also have to cross Rennie Street to access the North Ryde Metro System, I anticipate Rennie Street will be a very busy black spot for pedestrians and vehicles.

#### **4. Social wellbeing of the precinct.**

From Day 1, The Riverside Corporate Park Precinct is designed for commercial usages only and the vicinity lacks of residential recreation areas and facilities, schools (primary and high schools), aged care/ senior resident facilities, ramps for baby prams and elderly residents. I am a retiree who have lived in Ryde Garden for about 7 years. I have to travel to Macquarie Park , Marsfield or Chatswood for senior and social activities.

Moreover, there will be an addition of 3,000 new apartment units in the Lachlan Square development. The precinct is within walking distance and some of the residents will be sharing the facilities and public transportation system.

With the high-density population growth in the vicinity, Noises and Crime Rate will expect to increase exponentially. Triniti BTR project is targeting renters and the turnover rate is expect to be high, more moving in/out activities will also increase.

#### **5. Local Traffic Transportation Issues**

One of the major design problems for the existing North Ryde Metro Station is no staircase from podium level all the way to street level. In case of both elevator and escalators out of order, passengers from podium level had to use staircase to middle level and use the fire exit staircase to walk up street level. Kids, elderly and disable passengers who couldn't use the staircase and fire exit (too narrow for prams, walkers, walking sticks and wheelchairs) had to use Macquarie Park or Macquarie Uni station and used other public transportation to get to North Ryde.

North Ryde Station is already overcrowded both directions during peak hours. More and more passengers are using the Metro System to travel to schools, work and other activities.

Similar issues for buses running from Chatswood, McMahon's Point and Epping to and from the Riverside Corporate Park vicinity.

#### **6. Traffic Infrastructure for Macquarie Park Corridor**

Stockland claims "No requirement to model for 10 years traffic growth on the surrounding road network" in their design process. But the location of the project is heavily reliant upon Rennie Street and the traffic system is connect to Delhi Road, Epping Road and M2. Unfortunately, a resident who lives in this area and has to travel to and from the City/ Southern or Northern suburbs daily is required to pay high toll fees. Delhi Road and Epping Road traffic infrastructure are already very stressed. We have very long queues during peak hours at traffic lights at Rennie Street waiting to turn into Delhi Road and at slip road at Rivett Road into Epping Road.

Stockland depends on State Government for road improvement on surrounding road network and intersection along Delhi Road and Epping Road and has no intention to consider any contribution to improve the traffic conditions in the surrounding areas.

## 7. Effects on Local Natural Habitats and Environment

The height of the addition of two 51M buildings and the increase of high density residential 24/7 population, plus the current existing 2 buildings of Ryde Garden will have substantial effects on the local and existing natural habitats, environments and local residential and commercial communities. Moreover, the site location is directly opposite to the entrance to the Lane Cove National Park at Plassey Road. The site is also located along the Great North Walk which is running parallel to Lucknow Road. I have observed that the flying paths of birds during seasonal migrations are directly affected by these high buildings. With the rezoning approval of the Ryde Local Environment Plan 2014, the Microsoft Campus Building and 3M buildings are now allowed to be 51M, it is most likely that these 2 buildings will increase their building height to 51M, if Trinita BTR project is approved.

The Stockland BTR Development Proposal is trying to maximize its profit by building 2 monstrous buildings for residential rental purpose by misuse of Clause 7.7 of Ryde Local Environment Plan 2014 which is designed for commercial usage.

The proposal definitely will have a devastating effect on the local communities especially to the eastside of Ryde Garden residents due to its building height, sunlight exposure, view loss, communal spaces and will cause chaotic traffic and parking conditions for future, existing residential, commercial and retail users. This ambitious project especially on 51m height, size (510 new dwellings), high population density must be reduced to enable a more comfortable environment for the local community.

In conclusion, we are not trying to stop the growth of the vicinity. We encourage a steady growth and comfortable living and social conditions in this area. However, the major issues of the Trinita BTR proposal are (1) the building height and the increase of residential usages and population density and privacy and recreational areas of the Delhi Road and Epping Road intersection. (2) it will increase stress to the existing congesting traffic system of the Macquarie Park Vicinity. If the proposal is approved, it will create a **domino** effect on the Delhi Road Commercial area and more commercial buildings owners will follow their example and convert all of the surrounding commercial buildings into monstrous residential buildings with no consideration or responsibility to improve the local traffic congestion, social, environment issues. I understand that there are already lots of development in the Macquarie Park Corridor. Most of these areas were existing commercial buildings and facilities, the area had gone through a downturn especially during Covid pandemic years. However, my opinion is we need to look at the big picture of the whole Macquarie Park vicinity development rather than just focus on profits. The proposal will create traffic; social and environment problems and the State Government will have to resolve the problems in the very near future.