

Brief Submission – LDA2021/0095

Supersedes document sent on 2nd of May 2021

Executive Summary:

These are personal views and do not represent any group, or act on behalf of anyone else but my family and myself and present concerns about the development that will affect the area and especially large strata complex across the road at 1-15 Fontenoy Road:



Based on talks to number of other owners in large strata complex across the location listed in LDA2021/0095, none of them were aware of this development because the City of Ryde letter dated 14th of April 2021 was ambiguous and gave incomplete summary of the proposed changes.

I question the reasons the Council giving only 15 days to an average person to read the documents and make an informed decision on 20 documents with 687 pages in total.

Whilst progress is always welcome, I raise numerous concerns about this development, same way I did on 17th of November 2002. At that time, I worked with City of Ryde on making sure that best outcome was achieved.

I strongly believe in humans' need to protect the planet for future generations. None of us have a mandate to destroy the planet.

Current strategy for Macquarie Park is based on up to 7,650 new homes (almost exclusively in high rise buildings) and allegations that around 20,000 jobs would be created. Very far-fetched estimates.

Living on overcrowded areas will become more and more unattractive, not only because of costs, traffic, and similar, but as well due to increased risks of sharing common property and illnesses like Covid-19. For example, travelling in elevators and sharing very confined space is, a permanent health hazard. Virii will not stop to exist - if and when a successful vaccine against Covid-19 arrives, some other virus will come. That is the natural process.

I was involved in preventing persistent, planned abuse of Unnamed Park, Lot 202 DP848752 at 440 Lane Cove Road, classified as Public Recreation Space (Ryde Council Reference 2158948 on 4th of January 2019), and based on solely my actions, the Council took decisive measures in the end.

I have also been heavily involved in preventing long-term non-compliance fire safety issues in large strata complex at 1-15 Fontenoy Road (drastic example: one of smoke alarms in my own unit is obsolete and defunct since 2005 and not replaced yet in spite of Council allegedly issuing compliance certificate to our complex each year). Question: who really enforces fire safety issues?

In another suburb, I worked with the Council to introduce alcohol-free zones...

1. Application for development was sent to concerned parties in Macquarie Park without giving enough time to make informed decisions.

Submission was sent to public for comments on 14th of April 2021, with deadline for submissions being 7th of May 2021. Counting the business days between receiving the LDA2021/0095 letter from City of Ryde and the deadline, there were only 15 days for an average person to read the documents and make an informed decision on 20 documents with 687 pages in total:

307-lane-cove-road-acoustic-report.pdf, 29 pages
307-lane-cove-road-arborist-report.pdf, 77 pages
307-lane-cove-road-architectural-plans-reduced.pdf, 45 pages
307-lane-cove-road-bca-and-access-statement.pdf, 8 pages
307-lane-cove-road-bushfire-report.pdf, 45 pages
307-lane-cove-road-crime-risk-assessment-report.pdf, 30 pages
307-lane-cove-road-demolition-work-plan.pdf, 21 pages
307-lane-cove-road-energy-efficiency-report.pdf, 12 pages
307-lane-cove-road-geotechnical-report.pdf, 4 pages
307-lane-cove-road-heritage-impact-statement.pdf, 35 pages
307-lane-cove-road-planning-agreement-offer.pdf, 1 page
307-lane-cove-road-plan-of-management.pdf, 11 pages
307-lane-cove-road-political-donations-statement.pdf, 4 pages
307-lane-cove-road-preliminary-site-investigation.pdf, 171 pages
307-lane-cove-road-structural-statement.pdf, 3 pages
307-lane-cove-road-survey-plan.pdf, 5 pages
307-lane-cove-road-traffic-and-parking-report.pdf, 79 pages
307-lane-cove-road-udrp-and-pre-da-minutes.pdf, 20 pages
307-lane-cove-road-urban-design-report-reduced.pdf, 67 pages
307-lane-cove-road-wind-report.pdf, 20 pages

They require highly-skilled people to review them properly.

By not giving ordinary people enough time to digest this information or even be involved in some kind of on-line consultation forum with City of Ryde staff, appearance of discrimination and cover-up is inevitable.

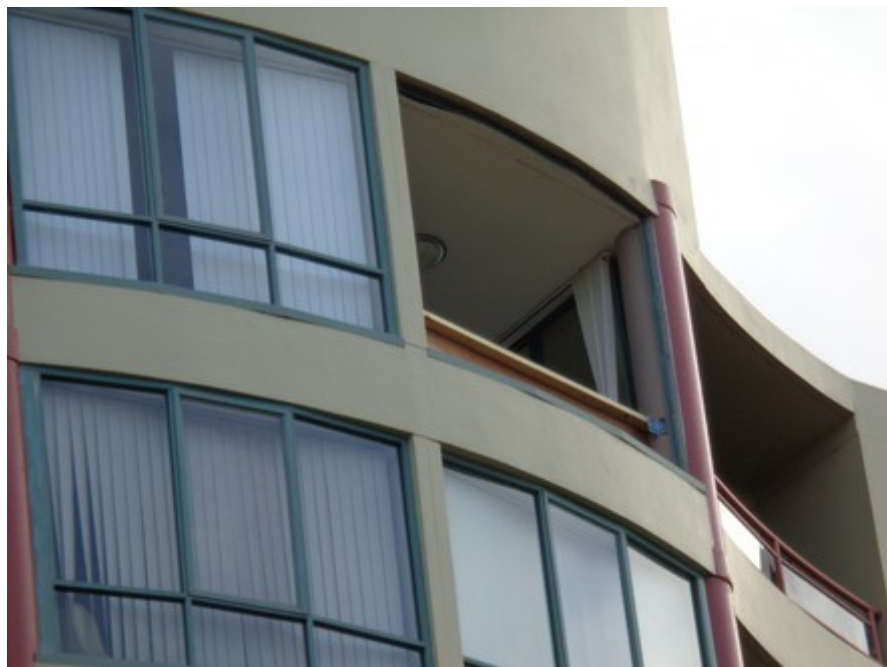
We spoke to number of owners who live in large strata complex at 1-15 Fontenoy Road and none of them understood that the proposed development was planned straight opposite their properties (primarily affected are owners in building Blocks B, C, and D). None of them were aware that the development seeks the following:

- 18-storey building,
- 4-storey carpark (whole site: 605 parking spaces in total, including 438 commercial staff spaces, 112 neighbourhood shop spaces, 15 nursery and 40 function centre spaces),
- Generate an increase of 314 and 262 vehicle trips per hour in the morning and evening peaks, respectively,
- Function/conference centre to hold 400 people with attached restaurants and a garden bar,

- Microbrewery,
 - Child care centre,
 - At full occupancy, 1750 workers would be on site during business hours Monday to Friday,
 - Long-working hours for function centre and restaurant (till 23:00 hours seven days a week),
 - and more.
2. **The owners in large strata complex, building blocks B, C, and D at 1-15 Fontenoy Road, will experience direct loss of views towards City, and North Sydney if the 18-storey building is built at distance of around 100 metres from them.**
 3. **The owners in large strata complex, building blocks B, C, and D at 1-15 Fontenoy Road, will experience direct loss of privacy if the 18-storey building is built at distance of around 100 metres from them. The ability to view inside the units is unavoidable.**
 4. **The owners in large strata complex, building blocks B, C, and D at 1-15 Fontenoy Road, will experience direct light pollution throughout the evenings and whole night if the 18-storey building is built at distance of around 100 metres from them.**
 5. **The property values in large strata complex at 1-15 Fontenoy Road will possibly be affected by the new development, which has already been affected by over-development of residential and commercial high-rises in the area and latest trends that people give preference to living in stand-alone properties.**
 6. **Risk of instability (in case of any adverse affects to large residential strata complex at 1-15 Fontenoy Road, the question is: who will be responsible for cost recovery for remediation works (we all know the story of disaster at Opal Tower in Olympic Park and elsewhere in recent times).**

7. Proposed documents do not accurately defined effects of winds.

Wind break was only calculated at pedestrian level (recent high-risk blown frame with glass on Block A building level 7 highlights the dangers of winds in large strata complex at 1-15 Fontenoy Road. This is actually third incident with whole window frame being blown out of sun-room in this complex – Unit 190 in Block A (first time it occurred around 1998, just three years after the complex was built, second one was in Unit 82 in 2011).





Wind across M2 is already very significant.

In 2011, Unit 82 had identical problem and insurance company declined to pay for full repairs:

Fri 29/07/2011 4:36 PM
 Ron Sinclair
 RE: SP52948 - Plans / Building Reinstatement Valuation / Insurance Premium for 2012

To: Simon Wicks
 You forwarded this message on 1/08/2011 11:58 AM.

Simon
 I have arranged for 3 quotes with cover increased by 4% to be provided in time for you to include in the Committee meeting agenda.

With regard to para 4 the Broker has a strict fiduciary obligation to act in the best interests of the policy holders.

Claims

Unit 82	wind sucked out window	claim \$9190.50	excess \$2000	recvd. \$6355
	Lift power cable replacement	\$39,500		claim refused
Unit 84	burst pipe	\$12,260.50	\$2000	\$4683 Assessor appointed contractor \$7700 plus our contractors.
Unit 209	burst pipe	\$7000	\$2000	\$970 Assessor considered contractor's claim for drying out unit was excessive
	at			\$3910. Contract for repair arranged by assessor and paid direct by insurer \$22,180 and loss of rent paid to unit owner \$14,000.

8. Proposed seven-days-a-week late operating hours for restaurant and entertaining venues are of significant concern to owners in large strata complex at 1-15 Fontenoy Road for three reasons:

- Potential noise,
- Overflow of parking onto Fontenoy Road,
- High number of tenants and visitors using two public parks in Fontenoy Road and crossings from residential buildings (especially children crossing the busy street) till later hours in the evening (since Covid-19, those parks have become very busy at night and traffic on roads is a risk to safety).

9. Concerns about closeness of Lane Cove National Park and bushfire risks for surrounding areas, and the need to evacuate significant number of people on very busy roads in case of emergencies.

10. There is no statement if conflict of interest exist:

- Any of the 19 companies preparing professional assessments/reports have staff with business interest in site redevelopment,
- Any of the 19 companies professional assessments/reports have staff with business interest in current Eden Gardens operations.
- Any employees of City of Ryde Council, or members of their families , have business interest in Eden Gardens or its site redevelopment.

11. There are no details of the expected time frame to deliver the project, including demolition, which should include assessment of noise, traffic, pollution, and others.

12. No details and short biographies of the current owners of the project and the design.

13. Eden Gardens is undergoing the third change in rezoning for business activities since 2003.

Eden Gardens were given development consent by Ryde Council on 3rd of June 2003 for the following existing uses; Retail Garden Centre, Garden related Retail Facilities, Café, Educational Facilities, Display Gardens, Outdoor “Green” Theatre and on-site car park.

In 2012 the site was rezoned to allow a function centre.

This proposal is the third request for changing the business plan for the location.

14. The information about height of the new high-rise building is conflicting.


In some documents it is 18-storeys, 17-storeys on page 32 of "307-lane-cove-road-heritage-impact-statement.pdf", and in some documents it is 16-storeys.

Development proposal (page 4 of "307-lane-cove-road-energy-efficiency-report.pdf"):

Building Type	Development Type	Building Space Classification
Building A: Commercial Office Tower	New Building	Class 5 (Office)
Building B: Restaurant	New Building	Class 6 (Retail)
Building C: Neighbourhood Shops	Existing Building Additions & Alterations	Class 6 (Retail)
Building D: Function Centre	Existing Building Additions & Alterations	Class 9b (Retail)
Building E: Eden Gardens/Carpark & BOH services, Horticulture, Shops, and Garden centre	New Building	Class 6 (Retail)

18-storey commercial building with height about 80 metres above the ground level.

Pre-DA meeting with NSW Rural Fire Services on 7th of March 2019, the building was 16 storeys:



PRE-DA ADVICE MEETING SUMMARY

Attendees: Lew Short – Blackash Bushfire Consulting & Members of the Project Team
Kalpana Varghese, Team Leader - Development Assessment and Planning
Nilka Fomin, Manager - Planning and Environment Services (East)

Subject: 307 Lane Cove Road Macquarie Park
RFS Ref. DOC18/169482

Time and date: 07 March 2019 **Location:** New South Wales Rural Fire Service (NSW RFS)
Head Quarters
4 Murray Rose Avenue Sydney Olympic Park

Details of the proposal

SPPP Mixed use development for an adaptive re-use of the existing site to provide:

- A function/conference centre for 400 people with restaurants and garden bar
- A child care centre,
- A sixteen storey high rise commercial tower.

Residential subdivision

Other

Bush fire protection issues discussed

Hazard Assessment Application of *Pre-release Planning for Bush Fire Protection (PBP) 2018* provisions

Asset Protection Zones Discussion of the concept plans

Access

Construction Standards

Services

Emergency and Evacuation Planning

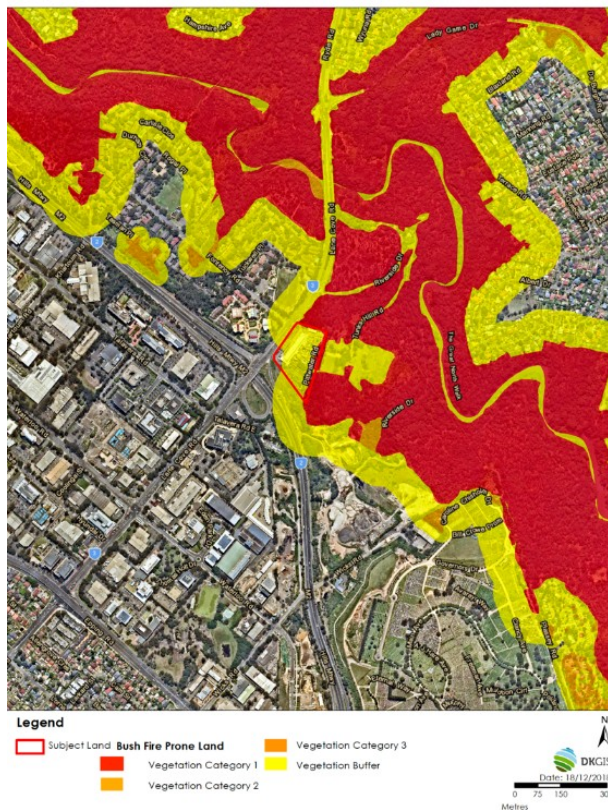
Documentation / plans referenced

Documentation, including concept plans, provided by the bush fire consultant on 06 March 2019

15. **The site is identified as ‘bushfire prone land’.** Bushfire prone land (BFPL) is land that has been identified by council, which can support a bushfire or is likely to be subject to bushfire attack.

The site has bushfire prone Category 1 vegetation to the north and south east (all off site) of the site. The site is affected by the 100m Category 1 buffer:

Bushfire Prone Land



16. **Latest figures from March 2021 from the Property Council of Australia showed office buildings in Sydney were 50 per cent full. That is a very significant amount of vacant or unused offices, highlighting the fact that the suburb already has strong signs of over-development.**
17. **Macquarie Park is currently the third largest commercial office region in New South Wales after Sydney CBD and North Sydney, and is on track to becoming the nation’s fourth largest CBD (behind Sydney, Melbourne and Brisbane) by 2030. By a similar time, the precinct is expected to create 40,000 more jobs.**
18. **In 2016, public consultation highlighted three priorities for Macquarie Park:**

https://www.planning.nsw.gov.au/~/_media/Files/DPE/Reports/macquarie-park-investigation-consultation-update-2016-09.ashx

The top three priorities were:

- Reduced traffic congestion,
- More car parking, and
- More frequent train services.

The top three priorities for community services were:

- Schools,
- Entertainment, and
- Event spaces and community spaces.

19. Macquarie Park has already been converted into ugly, architecturally poor, large number of high rises, taking more and more space from parklands.

Some of current high-rise developments:

<https://www.connectmacpark.com/planning>

20. On the day of writing this report, 2nd of May 2021, on one website alone there were 386 apartments for sale:

<https://www.domain.com.au/sale/macquarie-park-nsw-2113/apartment/>

21. On the day of writing this report, 2nd of May 2021, on just one website there are 474 apartments for rent:

<https://www.domain.com.au/rent/macquarie-park-nsw-2113/apartment/>

22. According to this website Macquarie Park ranks 505th on the list of best yielding suburbs for rental properties in NSW, so it is not achieving great results:

<https://www.smartpropertyinvestment.com.au/data/nsw/2113/macquarie-park>

23. There was already a petition to stop over-development in this area:

<https://www.change.org/p/council-of-ryde-marsfield-and-macquarie-park-need-to-stop-development?redirect=false>

And more:

<https://rydedistrictmums.com.au/tag/overdevelopment-in-ryde/>

24. In 2018, Gladys Berejiklian ordered an urgent review into the over-development of Ryde, where more than 13,000 extra people were "jammed" in recent years.

25. The existing traffic noise levels on the M2 and Lane Cove Road are more than 10dB above the recommended amenity noise levels (Day: 60dB(A), Evening: 50dB(A) and Night: 45dB(A)) for the area, and traffic noise is the dominant noise source in the area, the high traffic noise emission criteria must be applied to nearest sensitive residential receivers on the northwestern side (1-15 Fontenoy Road).

Page 11 of "307-lane-cove-road-acoustic-report.pdf" documents concerns about night-time noises, which will be of significant importance to high-density residential complex across the road at 1-15 Fontenoy Road:

Night-time noises, which occur infrequently and for short durations of time, have the potential to cause sleep disturbances. Such noise sources may include operation of loading docks, refuse collection and other activities.

Levels of expected noise during significant demolition works and new buildings has not been accounted for, which will be of significant importance to high-density residential complex across the road at 1-15 Fontenoy Road.

Page 11 of “307-lane-cove-road-acoustic-report.pdf” documents concerns that:

At time of writing, the design has not progressed sufficiently to be able to complete a mechanical plant and equipment noise emission assessment. It is anticipated that provision has been included in the current scheme to incorporate standard acoustic treatment, such as silencers, barriers, acoustically lined ductwork, acoustic louvres, etc. to meet the noise emission requirements.

The current annual average daily traffic volume in accordance with the NSW Government’s Roads and Maritime Services website is more than 40,000 vehicles, with allowances being made for a future increase in traffic volumes.

26. Traffic along Lane Cove Road, M2, and Fontenoy Road have become significantly worse over the years.

19 years ago, On 17 October 2002, I provided concerns for Eden Gardens development about three year old data being used for noise assessment. At the time, I wrote:

MG Planning Pty Ltd. uses RTA’s traffic conditions report conducted in 1999 (“Statement of Environmental Effects”, page 11).	Obsolete and outdated. High risk as traffic is much worse than in 1999.
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In May 2021, the concern is the same (page 7 of “307-lane-cove-road-acoustic-report.pdf”:

Attended noise measurements were conducted on the proposed development site on Wednesday 24 October 2018 and Friday 16 November 2018 at locations A1 to A9, to quantify traffic noise levels in the area.

The data is two and half years old and of insufficient quality.

27. The emergency management and evacuation issues have not been completed yet.

They will need to be addressed in a detailed bushfire evacuation plan for the site. The RFS flagged not occupying the function centre on Catastrophic Fire Danger Rating days.

28. "Energy Efficiency Report" documented number of requirement that have not been addressed yet:

- Provision of high-performing windows system to help reduce heat loss in winter and heat gain in summer,
- Provision of appropriately placed external shading devices, horizontal shading fins to the east façade, and vertical shade fins to the north, west, and south facades of the commercial tower to reduce solar heat gains experienced during the day,
- Provision of high levels of insulation to the external walls, roof, and exposed floorings that form part of any new elements of the building envelope,
- An appropriate window-to-wall ratio for the east and west glazed facades of the office,
- Passive solar design that not only maximises natural light to the space but aims to reduce reliance on artificial lighting and any associated energy expenditure,
- Improved building fabric provisions for any new façade constructions of the neighbourhood shop and function centre to offset the existing constructions inefficient thermal performance.

28. "Geotechnical Assessment" reported number of concerns:

- Medium to high strength sandstone/shale may be encountered during proposed basement excavations. As rock excavations are likely to generate significant ground vibration, so it is recommend use a rock saw to achieve required excavations without excessive ground vibration.
- Proposed excavation faces will have "Low" risk of instability provided the excavation faces are battered and/or retained with retaining structures designed in accordance with recommendations provided in this report. However, the risk is still present.
- Proposed excavations are unlikely to encounter groundwater level. However, the risk is still present.

29. "Road, Traffic, and Parking Report" documented what amounts to serious concerns of additional traffic:

- Based on Table 4.1, the development is required a supply of 605 parking spaces, including 438 commercial staff spaces, 112 neighbourhood shop spaces, 15 nursery and 40 function centre spaces.
- Table 5.1 indicates that the proposed development would generate an increase of 314 and 262 vehicle trips per hour in the morning and evening peaks, respectively.
- The 10-year future base case has been determined by applying a 2.5% pa growth factor along Lane Cove Road. This growth factor has been based on the historical population growth of the 'City of Ryde' area which has seen an average population growth 2 of 2.5% pa between 2015 and 2019.
- Table 5.4 indicates that there would be an increase in delay to vehicles entering and exiting the site. Notably, there would be a resulting queue of up to 109m turning right into the site.

The right turn bay into the site is approximately 35m long, which indicates that vehicles would overflow into the adjoining through lane. However, despite this overflow, the impact to delay for through traffic along Lane Cove Road is marginal with an increase of five seconds to the north approach through movement. It may however be necessary to extend this right turn lane both in the short and long term.

It is important to carry out the accurate studies for the last two years: 2020 and 2021.

30. 19 years ago, for the original Eden Gardens assessment, Sydney Water advised that local amplification/extensions may be required to provide the domestic water supply/fire-fighting requirements. It is not clear if this is still a concern and if this statement from “307-lane-cove-road-bushfire-report.pdf” on page 38 is sufficient:

- The Site land is currently serviced by reticulated water. Reticulated mains will be located throughout the site servicing the proposed buildings.
- The proposed developments will be located within 70 m of hydrants. The fire hydrant system (incorporating internal and external hydrant connections) will be designed to ensure coverage in accordance with AS 2419.1:2005 and NCC Clause E1.3. This complies with PBP 2019.

31. The proposed project appears to be considering these options without committing to them (page 8 of “307-lane-cove-road-energy-efficiency-report.pdf”):

- Solar Photovoltaic (PV) cells are proposed to be located on large, unobstructed roof areas across all buildings and to the proposed canopy umbrella structures of the carpark. We will explore the systems size and capacities that can be generated from specific orientations to the north, west and east to avoid overshadowing,
- Opportunities to utilise the most appropriate PV solution and system. We will consider a combination of different options, layouts, and orientations to optimise performance whilst considering the constrained space, orientation, and aesthetics of the project,
- Greenpower purchasing to assist with the development’s 5.5 Star NABERS Energy target. The project has the opportunity to purchase eligible offset units to support certified carbon offset projects (such as the Yarra Yarra Biodiversity Corridor) to compensate for emissions that cannot be completely reduced through energy efficient design or the generation of on-site renewable energy.

32. Traffic on Lane Cove Road and surrounding roads (including Fontenoy Road) has already been recognised as significant detriment (report in 2017):

<https://www.weeklytimes.com.au/lane-cove-road-is-one-of-australias-top-ten-worst/>

Lane Cove Road has been named among the ten worst roads in Australia for traffic jams.

The findings, which were released in an AustRoad report on Friday, found the average speed on Lane Cove Road is 18.8 km/h, significantly slower than the average speed of 72.5km/h on Sydney’s roads.

Traffic along Lane Cove Road, M2, and Fontenoy Road have become significantly worse over the years.

The infrastructure to cope with the traffic is yet to be delivered.

33. Based on assessment in “307-lane-cove-road-arborist-report.pdf”, 97 trees will need to be removed to accommodate needs of the site development.

34. On page 63 of “307-lane-cove-road-arborist-report.pdf” the following is highlighted:

- **The construction site will require the use of many chemicals and materials that are possible contaminants which if not managed will pose a risk to the existing trees. These possible contaminants include fuels, herbicides, solvents and the like. A site-specific Environmental Management Plan shall be provided, and this specific risk identified and addressed.**
- Do not store or otherwise place bulk materials and harmful materials under or near trees. Do not place spoil from excavations within the TPZs. Prevent wind-blown materials such as cement from harming trees. All possible contaminants are to be stored in a designated and appropriate area with secure chemical spill measures such as a bund in place.
- Prevent damage to tree. Do not attach stays, guys and the like to trees. No personnel, plant, machinery or materials are to be allowed within the tree protection fencing.

35. Document “307-lane-cove-road-bca-and-access-statement.pdf” reported number of BCA compliance issues which will need to be addressed in the detailed documentation for Construction Certificate.

36. “307-lane-cove-road-bushfire-report.pdf” states the following on page 26:

While PBP 2019 is clear that no development in bushfire prone areas can be guaranteed to be entirely safe from bushfires (p. 1), the aim of the document is to utilise the planning system to provide for the protection of human life, while having due regard to development potential, on site amenity and protection of the environment. As such, a balance needs to be struck between the development potential of the site, environmental impact and the need to provide satisfactory bushfire protection.

37. “307-lane-cove-road-bushfire-report.pdf” states the following on page 16:

The Ryde LEP is the primary environmental planning instrument applying to the site. Pursuant to the RLEP the site is zoned B7 Business Park as illustrated in Figure 4.

The proposed garden centre, office premises neighbourhood shops, restaurant and cafe are permissible with development consent in the B7 zone. Function centres are not specified in item 2 or 4, hence as permissible with consent by virtue of not strictly being prohibited in the zone. The proposed wellness and active rooftop is ancillary to the office building and the rock climbing wall to the garden centre.

38. “307-lane-cove-road-bushfire-report.pdf” states the following on page 45:

Advice Provided

- No objection is raised in principle to the locations proposed for the commercial tower and the child care centre, given both buildings will be exposed to radiant heat levels of 10kW/m² or less.
 - Multi-storey buildings need to address the additional considerations set out in section 8.2.2 of *PBP 2018*.
 - Child care centre is a special fire protection purpose (SFPP) development and is therefore required to demonstrate compliance with section 4.2.7 of *PBP 2006* or chapter 6 of *PBP 2018* (whichever is applicable at the time of lodgement of the development application).
- Location of the proposed function centre needs careful re-consideration to demonstrate compliance with *PBP* as the requirements change significantly between the current and future versions.
 - The proposed function centre is not considered as a SFPP development under *PBP 2006* and is required to comply with section 4.2.6 of *PBP 2006* and NSW RFS Community Resilience Fact Sheet 2/14 *Places of public worship and other public assembly buildings on bush fire prone land*.
 - Buildings used for public assembly are considered as SFPP development under *PBP 2018* and are required to demonstrate compliance with radiant heat level exposure of 10kW/m² or less in accordance with section 6.1.1 of *PBP 2018*.
- Access provisions need to demonstrate compliance with the acceptable solutions or performance criteria of *PBP* to ensure safety of fire fighters and evacuating occupants during a bush fire emergency.
 - This may need to be supported by a traffic impact study detailing the capacity of the existing road infrastructure to facilitate evacuation from the subject site.
- An emergency management and evacuation plan needs to be prepared for the proposed facility consistent with *Development Planning- A Guide to Developing a Bush Fire Emergency Management and Evacuation Plan December 2014*.

39. “307-lane-cove-road-crime-risk-assessment-report.pdf” on page 13 reports data from the 2016 Census data from the Ryde Community Profile on ProfileID, which is obsolete and grossly inaccurate in April 2021 in regards to population figures:

	Ryde LGA (2016)	Macquarie Park Suburb (2016)
Area	4,049 hectares	676 hectares
Population	121,250	8,106
Total dwellings	44,750	3,557
Population density	32.42 persons per hectare	13.72 persons per hectare
Total labour force	61,106	4,513

The same document predicts that Ryde LGA will reach population of 211,550 in 2041, with almost four times the number of households compared to 2016 (80,700 versus 22,800).

40. “307-lane-cove-road-geotechnical-report.pdf” on page 4 raises concerns for potential geotechnical issues:

- The subsurface profile across the site is likely to comprise a sequence of topsoil/fill and residual soils underlain by bedrock sandstone/shale and bedrocks are anticipated at depths of 1.0m to 2.0m from existing ground surface. Therefore, it is our recommendations that the footings for the proposed buildings are founded and/socketed into bedrock sandstone/shale.
- Medium to high strength sandstone/shale may be encountered during proposed basement excavations. As rock excavations are likely to generate significant ground vibration, we recommend use a rock saw to achieve required excavations without excessive ground vibration.
- Proposed excavation faces will have “Low” risk of instability provided the excavation faces are battered and/or retained with retaining structures designed in accordance with recommendations provided in this report.
- Proposed excavations are unlikely to encounter groundwater level. Therefore, proposed development will not impact on the groundwater and vice versa. The design of proposed development will ensure that the surface water flow within and across the site is not impacted.

41. “307-lane-cove-road-heritiage-impact-statement.pdf” provides good summary of impact of development in period 1943 to 2021:



Figure 20. 1943 aerial view of the site, outlined in red. (Source: NSW Land and Property Information, 'SIX Maps', n.d., <http://maps.six.nsw.gov.au/>, annotated by Heritage 21).



Figure 26. Existing aerial view of the site, outlined in red. (Source: NSW Land and Property Information, 'SIX Maps', n.d., <http://maps.six.nsw.gov.au/>, annotated by Heritage 21).

The construction and opening of M2 motorway in the 1990s resulted in a drastic shift in the urban form and morphology in the region, with many high-rise residential and high-tech commercial offices.

42. On page 8 of “307-lane-cove-road-traffic-and-parking-report.pdf”:

Fontenoy Road is a local road which intersects with Lane Cove Road to the west of the site and acts as the site’s access road. Fontenoy Road provides one traffic lane in each direction and intersects with Lane Cove Road. The intersection of Lane Cove Road and Fontenoy Road is a signalised intersection.

The fact is: bus lanes are in danger to be privatized in the area.

Page 15:

TTPP was unable to undertake traffic surveys of the site access or nearby intersections at the time of this assessment, due to the COVID-19 pandemic which has resulted in atypical traffic flows on the road network. Notably, traffic flows appear to significantly lower than typical.

On this basis, historical traffic data has been sourced from a traffic modelling report prepared by Traffix 1, for the signalised access to the development site. The survey data is understood to be from 2018. This report has been reviewed to obtain traffic flow data for the site access and generalised signal timing and operation information from the appended SIDRA output reports.

Page 18:

The roadway would also provide separate ramps to the upper car parking levels (level 1-4) and the lower ground car park.

The lower ground car park is existing and would be expanded to the north to retain 175 existing car spaces and provide additional new car spaces. The upper levels of car parking are proposed levels.

The total site car parking provision is expected to be 502 spaces.

Page 20:

Table 3.1: Hours of Operation

Use	Monday-Friday	Saturday	Sunday	Public Holiday
Centre Open Hours	6am – 12 Midnight	6am – 12 Midnight	6am – 12 Midnight	6am – 12 Midnight
Commercial Office	7am – 7pm Security access available after hours	Security access available after hours	Security access available after hours	Security access available after hours
Eden Gardens & Garden Centre	7:30am – 7pm (9pm on Thursdays)	7:30am – 7pm	7:30am – 6pm	7:30am – 6pm
Neighbourhood Shops & Cafe	7:30am – 7pm (9pm on Thursdays)	7:30am – 7pm	7:30am – 6pm	7:30am – 6pm
Restaurant	7:30am – 11pm	7:30am – 11pm	7:30am – 11pm	7:30am – 11pm
Function Centre	6:30am – 11pm	6:30am – 11pm	6:30am – 11pm	6:30am – 11pm

Source: Eden Gardens Site Plan of Management

The parking requirements for the proposed development is summarised in Table 4.1.

Table 4.1: Development Parking Requirements

Land Use	Size (m ² GFA)	Parking Rate	Parking Requirement
Commercial/ Office	17,516	1 space / 40m ²	438
Garden Centre	1,222	0.5 space / 100m ² or 15 spaces whichever is greater	15
Neighbourhood Shops	1,482	1 space / 25m ²	59
Restaurant and Cafe	1,328	1 space / 25m ²	53
Function Centre	995	1 space / 25m ²	40
Total	22,543	-	605

Based on Table 4.1, the development is required a supply of 605 parking spaces, including 438 commercial staff spaces, 112 neighbourhood shop spaces, 15 nursery and 40 function centre spaces.

43. There is already a significant number of function centres in the area, to list a few:

- <https://www.hiddencitysecrets.com.au/sydney/lobby-bar-function-rooms-sydney-venue-hire-macquarie-park-venues/>

just couple of hundred meters from 307 Lane Cover Road.

- <https://www.executivecentres.mgsm.edu.au/macquarie-park>

Macquarie University Graduate School of Management:

Total number of meeting rooms: 47

Largest flat floor room capacity: 150 people

Largest tiered theatre room capacity:70 people

Executive accommodation rooms: 40

- <https://www.questapartments.com.au/properties/nsw/macquarie-park/quest-macquarie-park/meeting-and-conferences>

The Quest Macquarie Park meeting room offers a brand new modern conference venue in North Ryde. Offering lots of natural light and access to an outdoor breakout space, the North Ryde conference venue is ideal for meetings, training sessions, team building activities and product launches for groups of up to 40 guests.

- <https://www.weddingvenues.com.au/suburb/macquarie-park/>
- Ryde Golf Club

44. Installation of mobile phone and wireless antennae. Usually, high-rises are almost automatically (ab)used for mobile phone towers and wireless stations. This development does not list any mobile tower or wireless systems that might be erected on the roof of the 18-storey building and/or 4-storey carpark.

Occasionally, even illegal wireless system runs, like Telecom Site R2MAC on Block C at 1-15 Fontenoy Road, which did not have approval in period 31st of January 2014 and June 2018, at which point it was finally removed:



45. **Large occupant numbers and long working hours: on page 5 of "Road Plan of Management" states on page 5 that "it is expected, at full occupancy, 1750 workers would be on site during business hours Monday to Friday".**

The same document also states on page 4:

3 Hours of Operation

Use	Monday – Friday	Saturday	Sunday	Public Holiday*
Centre Open Hours	6am -12 Midnight	6am -12 Midnight	6am -12 Midnight	6am -12 Midnight
Commercial Office	7am – 7pm Security access available after hours	Security access available after hours	Security access available after hours	Security access available after hours
Eden Gardens & Garden Centre	7.30am – 7pm Thursday until 9pm	7.30am – 7pm	7.30am – 6pm	7.30am – 6pm
Neighbourhood shops	7.30am – 7pm Thursday until 9pm	7.30am – 7pm	7.30am – 6pm	7.30am – 6pm
Café	7am – 6pm Thursday until 9pm	7am – 7pm	7am – 6pm	7am – 6pm
Restaurant	7am – 11pm	7am – 11pm	7am – 11pm	7am – 11pm
Function Centre	6.30am- 11pm	6.30am- 11pm	6.30am- 11pm	6.30am- 11pm
Display gardens	Open hours	Open hours	Open hours	Open hours

The same document also states on page 10:

Special Event Parking

In the case of special charitable events held on Site, such as HeartKids events, any overflow car parking will be co-ordinated with the City of Ryde Council's local car parks in Fontenoy Road if required.

46. **No clear reasoning for high-rise - "UDRP and Pre-DA Minutes" states on page 7:**

A significant commercial development brings with it a series of access challenges.

The Panel is concerned for relatively low pedestrian accessibility and amenity available to people arriving at the site by Metro. Visual and physical barriers between the site and the core area are likely to act as a disincentive to pedestrian access. Consequently, the site's location may encourage higher rates of private vehicle usage.

In its current form the bushland corridor creates the 'gateway' to Macquarie Park. The Panel is concerned that a commercial tower form may sit as an incongruous element distinct and separated from the built form elsewhere in the Macquarie Park development corridor.

The Panel notes that the existing tower form development on the opposite side of Lane Cove Road is residential and is therefore not an entirely relevant precedent when considering potential commercial uses.

The Panel notes the site is not governed by a maximum building height control.

The applicant is encouraged to provide an urban design justification to support a 18 storey, approximately 53 x 25m, 1,000sqm floor plate tower on the site given its strong landscape setting.

Good design also achieves an appropriate built form for a site and the building's purpose in

terms of building alignments, proportions, building type, articulation and the manipulation of building elements. Little design material describing the tower expression and character was presented. The Panel is concerned that should a tower be located in a relatively prominent and isolated location that it needs a strong architectural identity, with depth and substance introduced into the facade elements. As presented, the proposal appeared simplistic and as yet unresolved in comparison to other elements of the proposal.

Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook. No urban design information has been provided as part of the submission to demonstrate how the proposed building height responds to the desired future character for the corridor, or how it would integrate into the overall Macquarie Park corridor height strategy.

47. Lack of any estimate on how many jobs will directly go to local community in Ryde Area, hence benefiting those who live near-by.