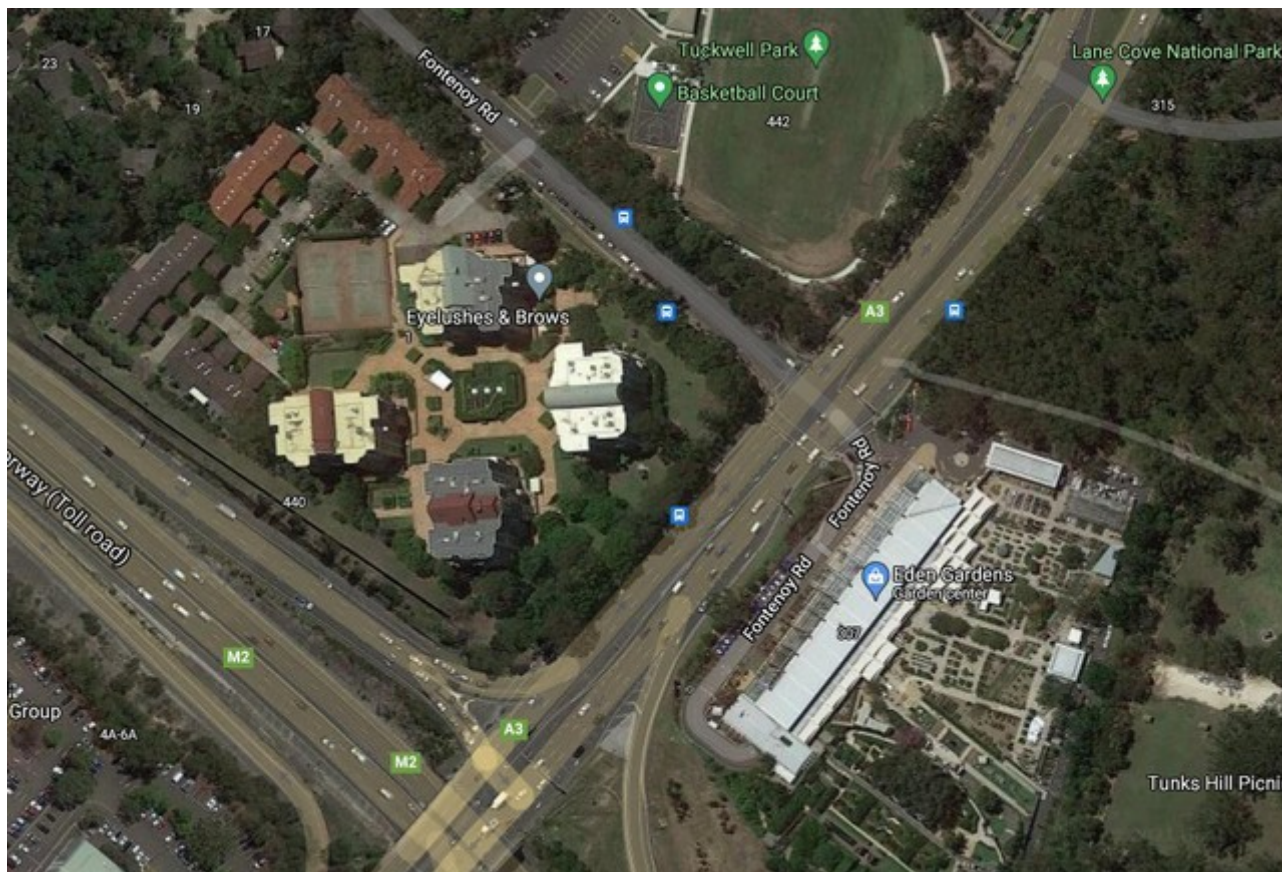


Brief Submission – LDA2021/0095

Supersedes document sent on 2nd and 5th 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, especially large strata complex across the road at 1-15 Fontenoy Road (strata plan SP52948):



Macquarie Park—originally known by its Aboriginal name Wallumatta—sits within the City of Ryde Local Government Area (LGA). Macquarie Park is home to Macquarie University, Macquarie University Hospital, Macquarie University Incubator and more than 180 large international and 200 small businesses. With Macquarie Hospital and CSIRO Lindfield nearby, this is one of the largest non-CBD office markets in Australia.

I strongly believe in humans' need to protect the planet for future generations. None of us have a mandate to destroy the planet. I submit 51 concerns below and they are just a brief summary of problems I would hope we shall deal with in open-minded consultations.

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. Almost 7,000 homes were built in the past few years, and another 10,000 are expected to be constructed by 2023, according to planning department figures released recently.

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. That is the natural process.

A significant reduction in height would be a better solution, considering the already adequate availability of business space in North Ryde/Macquarie Park (in 2020, approximately 894,000 sqm of commercial floor space – source: Department of Planning, Industry and Environment Draft Macquarie Park Place Strategy 2021).

What is my credibility:

a) Due to exclusively my tireless actions (I even received anonymous threats for that), owners in strata plan SP52948 prevented Optus mobile antennae system installation on roof of Block C in 2010:

<https://www.nswstratasleuth.info/SP52948-Lot-158-repeated-pleas-and-concerns-about-Optus-mobile-tower-installation-and-options-for-saving-money-ignored-by-EC-members-31Jul2010.html>

b) Due to mostly my actions, illegal antennae system was removed from strata plan SP52948 in 2018 (Telecom Site R2MAC on Block C at 1-15 Fontenoy Road, owners suffered huge financial losses due to strata managers' failure to enforce proper compensation for usage of common-property in period from 2004 to 2018):

<https://www.nswstratasleuth.info/NCAT-case-20-33352-SP52948-brief-log-of-events-related-to-BigAir-illegal-ISP-operation-for-four-years-huge-losses-to-owners-corporation-final-eviction-and-deed-of-settlement-without-owners-corporation-approval-Jun2018.pdf>

c) I was involved in preventing persistent and premeditated 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:

<https://www.nswstratasleuth.info/Ryde-Council-future-use-of-unnamed-park-on-lane-cove-road-adjacent-to-SP52948-complex-Jun2021.pdf>

d) 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: two smoke alarms in my own unit were obsolete and defunct since 2005/2009 and not replaced in spite of Ryde Council issuing compliance orders until late 2021). Many fire safety compliance issues are still unresolved. Question: who really enforces fire safety issues and would the same happen with the risks with the new development across the road?

<https://www.nswstratasleuth.info/SP52948-continuous-delays-with-fire-and-OHS-problems.html>

e) In another suburb, on Central Coast I worked with the local Council to introduce alcohol-free zones.

f) In yet another suburb (Kellyville), I helped to prevent installation of mobile phone tower near a primary school.

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

1.1 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

1.2 These documents 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 on-line consultation forum with City of Ryde staff, appearance of discrimination and cover-up is inevitable.

1.3 The fact that very small number of people submitted their concerns on website, shows that consultation process was insufficient:

<https://www.planningalerts.org.au/applications/1927410>

1.4 Based on talks to number of other owners in large strata complex across the location listed in LDA2021/0095 (strata plan SP52948), majority of them were not aware of this development because the City of Ryde letter dated 14 April 2021 was ambiguous and gave incomplete summary of the proposed changes.

1.5 During 2021, 2022, and now 2023, I tried to engage strata managers and committee members of strata plan SP52948 to present unified responses on behalf of 218 owners in four buildings (each with seven storeys) and 26 townhouses – to no avail. To the best of our knowledge, strata plan SP52948 did not provide any official response in regards to this development. As an example, email sent to Waratah Strata Management on 19 April 2021 was deleted without reading or responding on 11 May 2021 (almost a month later):

https://www.nswstratasleuth.info/Waratah-Strata-Management-Stuart-Greene-deleted-SP52948-owner-email-without-reading-URGENT-INQUIRY-owners-corporation-response-to-City-of-Ryde-Development-Proposal-LDA2021_0095-11Apr2021.html

1.6 In May 2021, we questioned reasons the Council was 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. Reading, and understanding, 687 pages requires significant effort and knowledge.

1.7 Whilst progress is always welcome, we 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. In 2002, I was given full privileges to represent 2018 owners:

<https://www.nswstratasleuth.info/SP52948-Motion-7-about-development-proposal-committee-meeting-28Nov2002-page-1.webp>

1.8 Most of the owners in strata plan SP52948 are not 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 SP52948, 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.

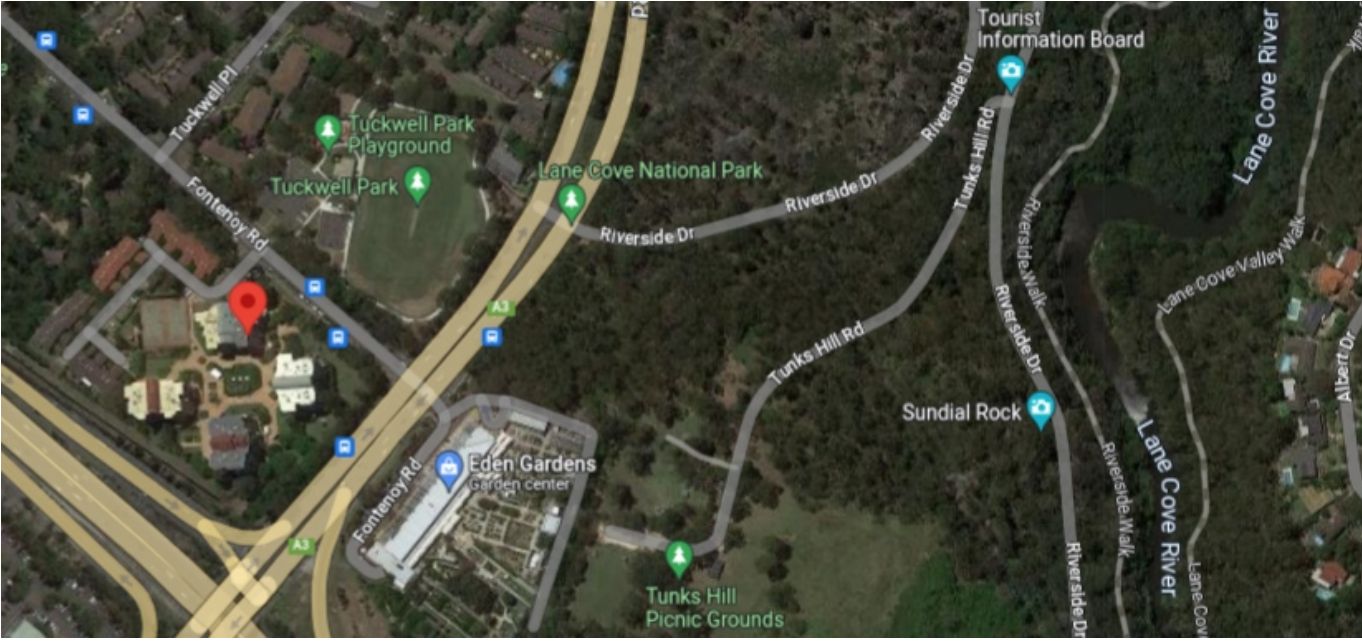
5. The property values in large strata complex at 1-15 Fontenoy Road will quite likely be affected by the new development, which has already been affected by over-development of residential and commercial high-rises in the area and latest trends that people give preference to living in stand-alone properties.

5.1 How much loss of privacy and unobstructed (unspoilt) views can be affected when high-rise is built in front of 1-15 Fontenoy Road. As an example, these are views from Lot 92 in the complex, which is advertised as “graced with expansive 180 degree district views spanning to the city skyline” (photos obtained from publicly-available advertisements):



5.2 Aerial view for 1-15 Fontenoy Road show impact of high-rise building at Eden Gardens, including SP52948 Lot 139 (photos obtained from publicly-available advertisements):





5.3 View from top of SP52948 Block B on Lane Cove National Park and Eden Gardens at the bottom of the photo:



5.4 View from top of SP52948 Block C on Lane Cove National Park and Eden Gardens at the bottom of the photo. These views also include North Sydney, Sydney bridge, and City:



5.5 According to Property Update website in 2019:

<https://propertyupdate.com.au/how-much-does-a-view-add-to-the-value-of-your-property/>

- Unobstructed view from ground level increase property value by 3% to 5%
- Rooftop partially unobstructed view increase property value by 6% to 8%
- Unobstructed view from medium elevation increase property value by 9% to 12%
- Unobstructed view from high elevation increase property value by 15% to 20%

Same views are shared at:

<https://www.therealestateconversation.com.au/blog/michael-matusik/how-much-view-worth/michael-matusik-property-analyst/michael-matusik-research>

<https://www.smartrepm.com.au/2019/05/how-much-is-a-view-worth/>

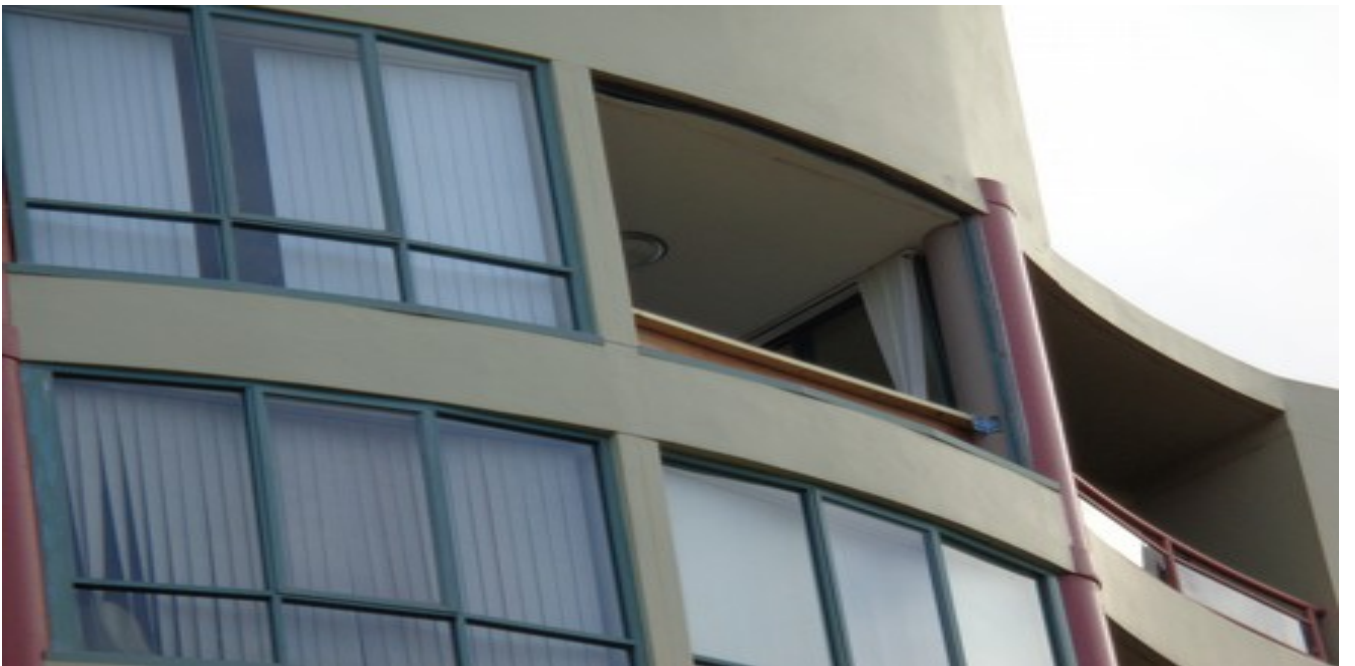
<https://www.linkliving.com.au/how-much-can-a-view-add-to-your-investment-property-worth>

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 define effects of winds.

7.1 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).







7.2 Insurance declined to cover this incident in Lot 190:

Maint Bldg—Insurance Repairs &/or Excess 169400

07/12/2020	U190 Replace Storm Damaged Balcony Facade	Palmers Glass & Carpentry Pty Ltd	11,000.00	Paid	DE	00073820	000995
12/01/2021	U190 Install Safety Rail	W & M Gordon Property Management	280.00	Paid	DE	2	001023
12/01/2021	U190 Install Temporary Ballustrade	Macquarie Maintenance Services	290.00	Paid	DE	1045	001019
12/01/2021	U190 Remove Temporary Ballustrade	Macquarie Maintenance Services	60.00	Paid	DE	1060	001019
22/01/2021	U190 Sunroom Ceiling	Macquarie Maintenance Services	640.00	Paid	DE	1071	001029

Strata Plan 52948

Macquarie Gardens, 1-15 Fontenoy Road, Macquarie Park NSW 2113

Details of Policies held


Renewal Date	Policy Number	Insurer	Premium Paid
21/09/2020	QUSS042715	QUS Pty Ltd	
Building	16/09/2019	Inactive	87,162.33

Details of Claims processed


Claim Date	Amount Claimed	Claim Status	Amount Received
09/02/2021	13,497.00	Refused	0.00
Building		Excess Details	

7.3 Wind along M2 motorway and across Lane Cove Road are 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.

And in 1998, first incident of this kind occurred:

Subject: RE: SP52948 - Window damage
From: Lot 151
Date: 6/9/10, 5:49 pm
To: John Fry - strata manager

Thank you for the advice re fallen window.

I would bring to your notice there was a similar incident in approximately 1998 – shortly after my (late) husband and I purchased our unit on 21 August 1997. My husband was greatly concerned at the time as we regularly baby-sat our young grand- children – who spent much time in our large courtyard. He insisted to the then Strata Manager – Alistair Dunn - that all windows be checked. This was arranged to be done and we received a report (from the Strata Manager) that no further problems had been detected.

John, perhaps there might be some record of this incident.

From: John Fry [mailto: @bcms.com.au]
Sent: Monday, 6 September 2010 10:18 AM
To: EC members
Subject: SP52948 - Window damage

Dear Members

I need to update you on an event that occurred yesterday where a sunroom window and frame came away with the winds and landed in the courtyard area below. Fortunately no one was injured. A window company has been out to measure up and the insurer has been notified. It will take about 2 weeks before the window can be replaced as they need to manufacture and powder coat to match. I have requested Ruth to arrange for all sunroom windows to be inspected by the window company to ensure that there are no others that require attention.

Regards

John Fry
Raine & Horne Strata-Sydney
53 Beecroft Road Epping NSW 2121

8. Proposed seven-days-a-week late operating hours for restaurant and entertaining venues are of significant concern:

8.1 Potential noise.

8.2 Overflow of parking onto Fontenoy Road and surrounding streets. As it is currently, Fontenoy Road is used as a "rat run" and it does take quite a while to access residences in peak periods. With the significant increase of hundreds of vehicles that would be entering Lane Cove Road, the traffic light phases will certainly have a flow-on effect to the whole area, amplifying the gridlock risks.

8.3 Higher number of tenants and visitors using two public parks in Fontenoy Road.

8.4 Crossings from residential buildings into two public parks in Fontenoy Road. Since Covid-19 events, these parks have become very busy and traffic on roads is a risk to safety. Use of public parks along the Fontenoy Road has increased massively. I regularly see small children crossing the Fontenoy Road on their own.

8.5 Speed of vehicles travelling in the area. Although the speed limits exist, they are regularly ignored. Numerous traffic incidents are recorded in Macquarie Park. Here is an illustrative evidence: From 17 January 2018 at 16:41 hours (Epping Road just past Lane Cove tunnel, truck breakdown) to 16 February 2023 at 14:37 hours (Epping Road just past Herring Road, two-car crash) 494 traffic accidents happened in Macquarie Park alone.

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.

9.1 Reduction in enjoyment of the National Park as the adjoining green spaces will be overshadowed by a high-rise building,

9.2 Increased impact on waste services.

9.3 It appears only one entry and exit exist from the whole site (as is currently the status). If a major incident happen, potential for bottlenecks in evacuation is highly possible.

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

10.1 Any of the 19 companies preparing professional assessments/reports have staff with business interest in site redevelopment,

10.2 Any of the 19 companies professional assessments/reports have staff with business interest in current Eden Gardens operations.

10.3 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.

11.1 Number of other developments are underway or planned in the area and they all affect noise, traffic, and pollution. An example is a new proposal for multi-storey industrial warehouse and distribution centre at 4-38 Talavera Road, Macquarie Park, just opposite strata complex SP52948 on the other side of M2 motorway:



Construction vehicle routes show significant overflow of traffic on Lane Cover Road towards Eden Gardens development site and strata plan SP52948:



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.

13.1 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.

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

13.3 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 seriously conflicting (three different versions in the planning documents).

14.1 17-storeys on page 32 of "307-lane-cove-road-heritage-impact-statement.pdf".

14.2 Development proposal (page 4 of "307-lane-cove-road-energy-efficiency-report.pdf"): 18-storey commercial building with height about 80 metres above the ground level.

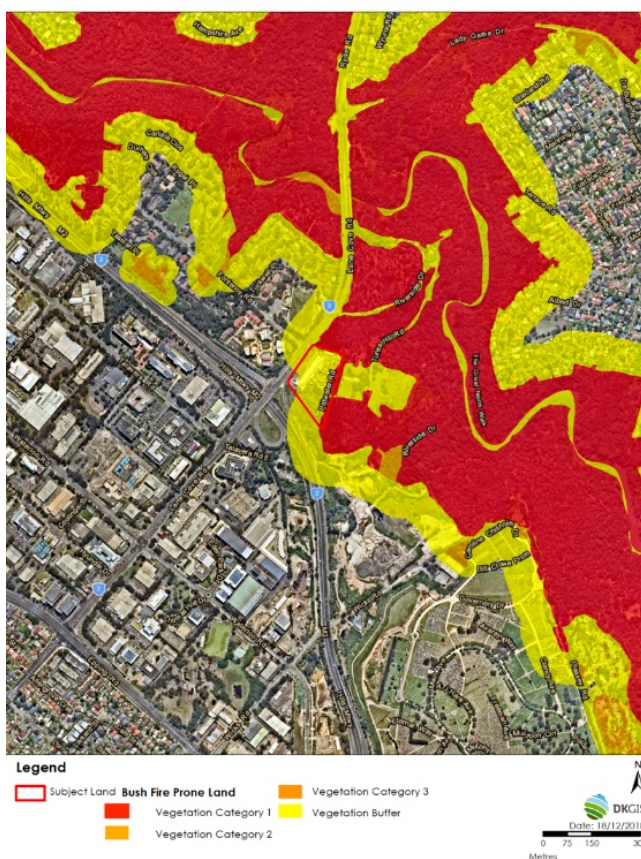
14.3 Pre-DA meeting with NSW Rural Fire Services on 7th of March 2019, the building was 16 storeys.

15. The site is identified as ‘bushfire prone land’.

15.1 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.

15.2 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.

17.1 By a similar time, the precinct is expected to create 40,000 more jobs, which does not seem to be the current trend as there are many unused office spaces in the area.

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>

18.1 Top three priorities were:

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

18.2 Top three priorities for community services were:

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

18.3 Increased maintenance and loss of availability of parks for local residents. The development will introduce a high number of visitors (full expected occupancy of 1750 workers) which will increase the frequency of maintenance and litter in two public parks (Fontenoy and Tuckwell Park). The overflow of visitors will use Fontenoy Road, Tuckwell Place, and Tuckwell Park parking area for their visit, further adversely affecting and reducing the availability of amenity for local residents.

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

19.1 Some of current high-rise developments:

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

19.2 As a result of development trends, there are clogged roads, overcrowded schools, and busy trains and buses on every peak-hour route.

19.3 The Ryde local government area covers about 40 square kilometres, comprising 16 suburbs from part of Gladesville to Macquarie Park to Eastwood. The area is wedged between two arterial roads (Victoria and Epping) and has six train stations, two main shopping centres, university, hospital, and an ever-growing business park.

19.4 Ryde area has had some of Sydney's most significant house price falls. In 2022, North Ryde fell 17 per cent down to \$1.415 million. Ryde dropped 15.9 per cent to \$1.375 million, and in West Ryde fell by 14.1 per cent to \$1.375 million. Units prices recorded more modest declines: North Ryde fell 9.2 per cent to \$635,000, and West Ryde fell 7.1 per cent to \$595,000.

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

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

20.1 On 17 February 2023, the same website reports 320 apartments for sale.

20.2 Adding another high-rise business building in the area is only going to have a negative effect on property prices.

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

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

21.1 On 17 February 2023, the same website reports 226 apartments for sale.

22. According to this website, Macquarie Park in May 2021 ranked 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>

22.1 On 17 February 2023, the same website ranks Macquarie Park 522nd in NSW in terms of median property value increase and capital gains, based on year-to-date figures

22.2 On 17 February 2023, the same website ranks Maquarie Park 422nd on the list of best yielding suburbs for rental properties in NSW, posting a 3.08% return.

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>

23.1 And <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).

25.1 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.

25.2 I know of an owner in strata plan SP52948 who submitted the following in regards to this proposed development in 2021:

Being one of the residential areas with two parks just on Fontenoy Road alone suggests this is a family oriented road in this commercial dominated suburb. This is something to be proud of, and that should be preserved. Before COVID-19, Eden Gardens use to hold occasional parties during the weekends and are no stranger to the annual Christmas parties. I personally have sent several complaint emails to the premises for their excessive noise due to these occasions as it deeply interferes with my little one's sleep during night time. I can safely say we are not the only household who experiences this inconvenience. Yet now there are going to be months of construction, even more frequent functions from these companies, meaning more sleepless nights and anxious families which may impact on our mental wellbeing!

25.3 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.

25.4 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.

25.5 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.

26.1 21 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:

<p>MG Planning Pty Ltd. uses RTA's traffic conditions report conducted in 1999 ("Statement of Environmental Effects", page 11).</p>	<p>Obsolete and outdated. High risk as traffic is much worse than in 1999.</p>
---	--

26.2. It appears that the old data, which does not reflect the current state of traffic, is again used for this development. The data is four and a half years old and of insufficient quality.

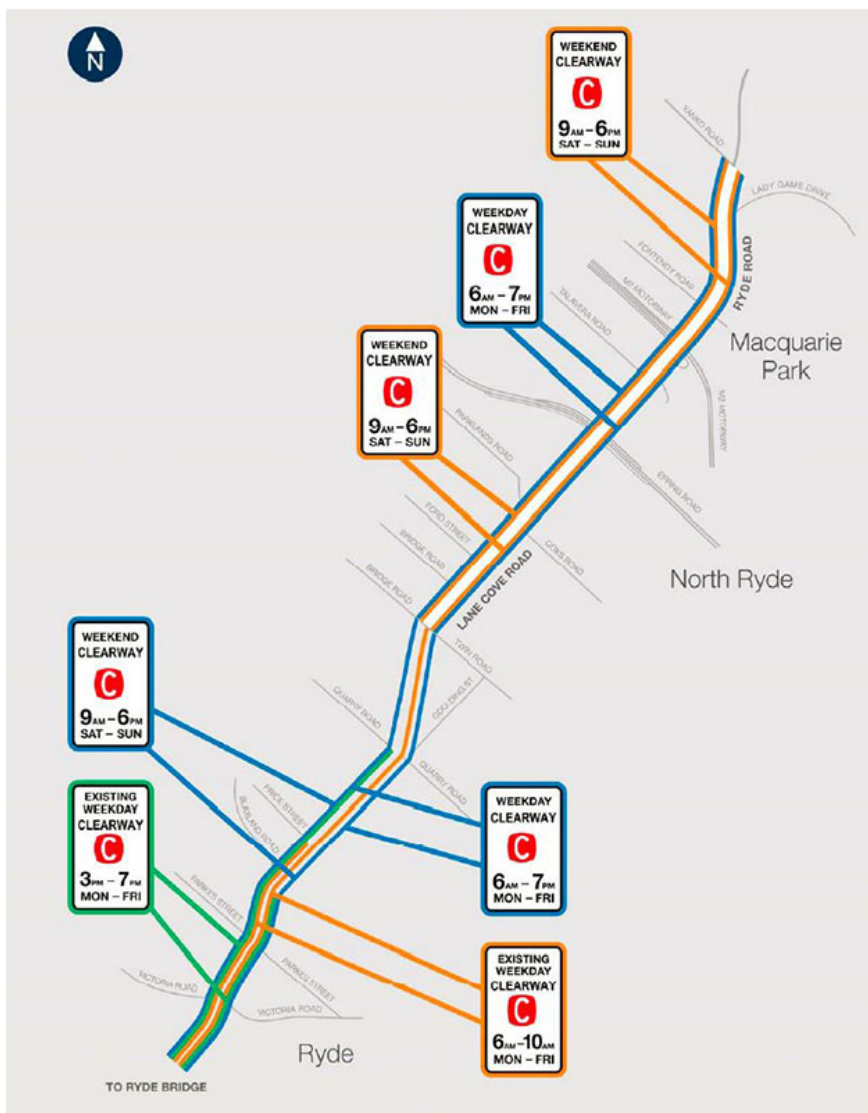
26.3 In May 2021, the concern is the same (page 7 of "307-lane-cove-road-acoustic-report.pdf"):

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.

26.4 I know of an owner in strata plan SP52948 who submitted the following in regards to this proposed development in 2021:

My personal record of turning onto Fontenoy Road from the Khartoum Road intersection to get home was 25 minutes during peak hour traffic! All the cars and buses were trying to turn onto Lane Cove Road which consequently congested traffic in both directions. On top of that you have the frequent cars that turn into Eden gardens to make an illegal U-turn to drive onto Fontenoy Road. Talavera Road and Waterloo Road is even worse as it is mainly the commercial area over there. Trying to turn onto Lane Cove Road from Talavera Road or Waterloo Road during peak hour would see you taking at least 30 minutes.

26.5 Recently, realising the size of traffic problems in the area, Transport for NSW introduced new and extended clearways on Lane Cove Road between Bridge Road, North Ryde and Fontenoy Road, Macquarie Park:



26.6 Straight opposite the proposed development is the Unnamed Park, Lot 202 DP848752 at 440 Lane Cove Road, classified as Public Recreation Space. The future use of the Park is identified in Council's (LSPS) for the purposes to 'investigate open space link' along the M2. This link would connect North Ryde and South Turramurra and affect usage of roads in the area:



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

27.1 They will need to be addressed in a detailed bushfire evacuation plan for the site.

27.2 The RFS flagged not occupying the function centre on Catastrophic Fire Danger Rating days.

27.3 Development determination should include National Parks Authority, who are responsible for development adjacent to Lane Cove National Park – did they provide a formal statement on this proposal?

27.4 Over last five years, as a concerned citizen, I was involved in prevention of serious fire and OH&S non-compliance of strata complex SP52948 and raised number of cases with Fire NSW and City of Ryde:

FRN16/829 BFS19/749 (8000006616)
FRN16/829 BFS19/3235 (SRID 9030)
BSF16/666(10242)
FRN16/829 BFS20/252 (SRID 10317)
FRN16/829 BFS20/1014 (SRID 11059)

<https://www.nswstratasleuth.info/SP52948-continuous-delays-with-fire-and-OHS-problems.html>

27.5 Strata complex SP52948 regularly breaches Development Approval Conditions and Building and Development Advisory Service at Ryde Council (Development Consent 288 of 1994 and A288 of 1994) by providing short-term letting. Short-term letting and holiday-style resources have stringent regulations for fire safety. Here is an example of how Waratah Strata Management and Uniqueco Property Services failed to comply with fire safety in Lot 93, where an unhappy visitors gave this rating on 1 April 2018:

<https://planetofhotels.com/en/australia/rydalmer/north-ryde-self-contained-two-bedroom-apartment-93font>

They stated, with special emphasis on faulty smoke detectors:

When we arrived the apartment was dirty, with urine splashes on the floor in bathroom etc. The smoke detector didnt work, There were no teaspoons, no toaster and egg stuck to the cupboard doors...

27.6 Agenda for Annual General Meeting 2021 showed numerous fire safety problems:

Fire safety inspections

As well as our annual fire safety inspections, Ryde Council responded to complaints from one owner by requiring a fire audit. As a result of this audit, building faults, many of which existed when the buildings were first approved, have been listed. The committee has sought a response from a fire engineer to make a response to council about what needs to be done and what can be exempted. This matter is underway and held up by Covid 19 restrictions. The Committee will need to report further to owners if the proposed solutions impose any financial burden beyond current budget capacity to absorb this work in the new financial year and beyond.

House rules

On the basis of “good fences make good neighbours” the committee has pursued the development of tighter and fairer house rules to assist all residents to work harmoniously with property staff and each other. This work included:

- the development of a Covid 19 plan for the gym/pool complex with closure during the extended lockdown and variations for the two and four square meter rules and including a lot number sign in.
- Clarification of the times for swimming lesson so that other residents are not disadvantaged
- Signs in lifts and other common indoor areas for the wearing of masks
- The clarification of responsibilities for residents and property staff for the acceptance of deliveries
- The moving of the smoking area away from the tennis courts
- Clarifying the keeping of animals by-law to include minding an animal and visitors wishing to bring an animal onto the property.

Assistance and communication

The committee decided that strata would replace, repair and maintain (batteries) smoke detectors with the responsibility of reporting faults lying with the owner/resident. Committee members, strata manager and property manager all wish to assist residents when issues arise. Please talk over any concerns or ideas to enhance our lives together with the relevant personnel.

John Gore
Chair

27.7 Agenda for Annual General Meeting 2022 showed fire safety problems still ongoing:

Macquarie Gardens Strata Plan 52948 Chairperson’s report October 2022

Personnel

The strata committee acknowledges and commends the work of the Property Manager and his staff and Waratah Strata Management who have all worked hard to ensure the high standards of the property and services to owners and residents.

Kathryn Cutler and Ramesh Kamini joined the committee as elected members and I wish to personally acknowledge and thank all members of the strata committee for their ongoing commitment to sound decisions for the benefit of owners and residents.

Implementing requirements of the 2020 fire audit.

As well as our annual fire safety inspections, Ryde Council responded to complaints from the owner of Lot 158 by requiring a fire audit. As a result, building faults, most of which existed when the buildings were first approved, were uncovered. The committee sought a response from a fire engineer CORE Engineering to make a response to council about what needs to be done and anything that might be exempted. Progress was held up by Covid 19 restrictions in 2020.

In February 2021, the committee received a report from CORE highlighting the work that needed to be done and the inspections and assessments that would be required. As these matters have substantial financial implications, the committee became increasingly concerned by the lack of progress by CORE when in October 2021 it received a further report that indicated little progress. After several meetings with representatives of CORE earlier in 2022, the strata committee at its September 2022 meeting, decided to have the Strata Manager seek an agreement with CORE to scope the work and provide a timeline for the next three years leading to tenders being called. The Capital Works Fund has been accumulating funds in preparation for this work and, although the delay has helped financially, the work must be done and commenced as soon as possible. The unknown total cost of this work is a concern to the committee.

27.8 Minutes of committee meeting on 9 February 2023 showed that Waratah Strata Management and committee members still did not complete the orders:

3 FIRE ORDER

The Managing Agent received a call from Imran of Austech Engineering requesting instruction from the strata committee to resolve disputed elements of the initial compliance report prepared by XEL. Imran advised that both CORE and Austech are unsure of locations of the following compliance items:

- Item 7 - Exit Travel Distance (BCA Clause D1.4)
- Item 8 - Distance Between Alternative Exits (BCA Clause D1.5)

Imran proposes the Owners Corporation engage XEL to return and provide further advice on the above items or that CORE & Austech be engaged to produce another report to be submitted to Council.

Minutes Page 1 of 2

Resolved that CORE & Austech be engaged to prepare a new report.

27.9 Question: If Ryde Council and Fire NSW cannot enforce efficient compliance with fire safety of large strata complex near this new high-rise development for more than five years, how can anyone trust that the new development will satisfy all regulations?

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

28.1 Provision of high-performing windows system to help reduce heat loss in winter and heat gain in summer,

28.2 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,

28.3 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,

28.4 An appropriate window-to-wall ratio for the east and west glazed facades of the office,

28.5 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,

28.6 Improved building fabric provisions for any new façade constructions of the neighbourhood shop and function centre to offset the existing constructions inefficient thermal performance.

29. "Geotechnical Assessment" reported number of concerns:

29.1 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.

29.2 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.

29.3 Proposed excavations are unlikely to encounter groundwater level. However, the risk is still present.

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

30.1 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.

30.2 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.

30.3 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 of 2.5% pa between 2015 and 2019.

30.4 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.

30.5 It is important to carry out the accurate studies for the last four years: 2020 to 2023.

31. 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.

31.1 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.

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

32.1 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,

32.2 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,

32.3 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.

33. 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/>

33.1 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.

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

33.3 The infrastructure to cope with the traffic is yet to be delivered. Transport for NSW is starting work on the intersection of Lane Cove Road and Waterloo Road at Macquarie Park to improve bus travel through the intersection, reduce congestion and improve travel times, but that is just a small step in the right direction.

33.4 In 2018, an assessment was completed for Fontenoy Road and it was found that directional traffic flows exceeded 800 vehicles per hour per lane, travel speeds were 30km/h or below during peak periods, and the road was a strategic bus or freight transport corridor for moving people and goods. In 2023, conditions worsened not only in Fontenoy Road, but in surrounding streets and suburbs too.

34. 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.

35. 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.

35.1 How will these processes be monitored and enforced?

36. 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.

37. “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.

37.1 How will these processes be monitored and enforced?

38. “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.

38.1 Vague development without formal approvals?

39. “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*.

39.1 Incomplete submission.

40. “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

40.1 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). Overcrowding is obvious problem.

41. “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.

42. “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).

42.1 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.

43. 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.

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

43.2 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.

43.3 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.

43.4 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

Page 21:

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.

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

44.1 Just a couple of hundred meters from 307 Lane Cove Road:

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

44.2 Macquarie University Graduate School of Management:

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

Total number of meeting rooms: 47

Largest flat floor room capacity: 150 people

Largest tiered theatre room capacity: 70 people

Executive accommodation rooms: 40

44.3 The Quest Macquarie Park Hotel meeting room. Conference venue is ideal for meetings, training sessions, team building activities and product launches for groups of up to 40 guests:

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

44.4 <https://www.weddingvenues.com.au/suburb/macquarie-park/>

44.5 Ryde Golf Club.

44.6 Massive development in Talavera Road – Macquarie Square, which will even have a microbrewery:



45. 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.

45.1 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 from 31 January 2014 to June 2018, at which point it was finally removed:



Illegal antennae system was removed from strata plan SP52948 in 2018 (telecom site R2MAC on Block C at 1-15 Fontenoy Road, owners suffered huge financial losses due to strata managers' failure to enforce proper compensation for usage of common-property in period from 2004 to 2018):

<https://www.nswstratasleuth.info/NCAT-case-20-33352-SP52948-brief-log-of-events-related-to-BigAir-illegal-ISP-operation-for-four-years-huge-losses-to-owners-corporation-final-eviction-and-deed-of-settlement-without-owners-corporation-approval-Jun2018.pdf>

How inefficient Australian laws can be is proven by the fact that even Telecommunications Industry Ombudsman was unable to remove telecom site R2MAC, as shown in complaint 2014/10/03580:

https://www.nswstratasleuth.info/EPILOGUE-Telecommunications-Industry-Ombudsman-Complaint-2014_10_03580-finally-resolved-without-proper-action-by-TIO-in-June-2018.html

46. 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".

46.1 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

46.2 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.

46.3 How will these processes be monitored and enforced?

47. 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.

47.1 This is a significant and direct "attack" on the proposal in its current form.

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

48.1 It is, rightfully, expected that primary beneficiaries of this development should be locals. This is, by no means, guaranteed.

49. Concerns for the local environment, flora and fauna who call the Lane Cove National Park their home.

49.1 Around 200 different native animal species, including more than 150 different types of birds have been observed in the bushland and gardens of the Lane Cove in 2020:

https://ecouncil.lanecove.nsw.gov.au/TRIM/documents_TE/863711972/TRIM_APPLIED%20ECOLOGY%20LANE%20COVE%20LGA%20FAUNA%20SURVEY%202019-2020%20FINAL_1480833.PDF

49.2 The report highlighted the following:

The key issue affecting the long term sustainability of fauna in many bushland reserves in the LGA (and the Sydney Basin more generally) is lack of connectivity between reserves. This is exacerbated by ongoing pro-development pressures, and in the Sydney basin the lack of long term strategic planning at appropriate scales coupled with community perceptions of what "nature" looks like. An understanding that urban bushland remnants are not self-sustaining must be foremost in dealing with their management issues and that they require a proactive mix of planning, science and on ground works to conserve or increase existing biodiversity values and maintain some ecological function.

50. Original owners – their full review missing, including liabilities for future litigation due to potential abuse of their lands.

50.1 Lane Cove National Park is part of the traditional lands of Aboriginal people whose country extended from around Newcastle to Sydney Harbour. They lived primarily by the water; fishing and hunting in the waters and hinterlands and harvesting food from surrounding bushland.

50.2 Work with traditional custodians and knowledge holders.

50.3 Opportunities to include Aboriginal representation in Macquarie Park governance structures.

51. Concerns for compliance with Department of Planning, Industry and Environment Draft Macquarie Park Place Strategy 2021.

[https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/GOVP1468 DPIE MACQUARIE PARK STRATEGY V8.pdf](https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/GOVP1468_DPIE_MACQUARIE_PARK_STRATEGY_V8.pdf)

Macquarie Park has successfully developed as one of Australia's largest non-CBD office markets, establishing a cluster of leading companies, a university and hospitals. Macquarie Park is home to Macquarie University, Macquarie University Hospital, Macquarie University Incubator and more than 180 large international and 200 small businesses.

However, new businesses require different modes of working. To continue to grow Macquarie Park's economic capacity, we can transform it as a place by restructuring movement across and within the area, making it easier for people to access and a perfect location for sharing, collaboration and innovation.

Macquarie Park is not currently set up for people and businesses to share ideas. It could be better connected to its traditional culture, nearby natural areas and wider Sydney. This draft Place Strategy intends to create opportunities to develop and enhance Macquarie Park, centred on attractive public spaces and connections within and around the area. This will boost its economic capacity and see it transition into a leading 21st century place to collaborate, innovate and do business.

The six big moves are key interventions that require coordination between, and resourcing from, multiple State agencies, Council and industry.



1. Drive transformation of Macquarie Park into an innovation district: pursuing talent and technology to create diverse economic and employment opportunities through collaboration and a recognised leadership network that can open up access to both private and public funding and effort.



2. Scale and time new development to match infrastructure capacity: planning for the provision of physical and social infrastructure through a Strategic Infrastructure and Services Assessment that identifies 182 infrastructure and service proposals.



3. Rebalance transport uses: improving the quality of how people and goods move around Macquarie Park through a new movement and place framework that encourages walking, cycling and public transport use, rather than the prevalence of private car use that exists today.



4. Prioritise and enrich the pedestrian experience: improving the quality of natural features and attributes of Country and how people move around.



5. Create sustainable neighbourhoods within Macquarie Park, each with their own identity and role: defining the seven neighbourhoods, and considering how to bring about more cultural, social and visitor uses to spur on an 18-hour economy and, where suitable, new residential uses.



6. Connect to Country and deliver improved quality open spaces: creating more quality public open space and connections within the unique setting of Wallumattagal Country and its history as a place of higher learning.