

RYDE ASSURANCE PANEL LISTENING SESSIONS – SESSION 2

RYDE

THURSDAY, 7 FEBRUARY 2019

MS TURNBULL: Hello and welcome everybody here tonight. Good evening. Thank you for coming. I would like to acknowledge the traditional owners of the land in which we meet and pay my respects to their elders, past and present, and emerging leaders here today. I'm Lucy Turnbull. I'm the Chief
5 Commissioner of the Greater Sydney Commission and it's my honour to welcome you to this Assurance Panel Listening Session.

Assurance Reviews are designed to support the effective implementation of strategic plans and, more importantly, to get the best outcomes for the
10 community and for the environment. As well as this Assurance Review, the GSC is currently working with 33 local councils, including of course Ryde Council, to ensure that the Local Strategic Planning Statements and Local Environment Plans will deliver the Greater Sydney Region Plan and the relevant District Plans, which is very, very important to emphasise, were co-
15 created with local government, with all local governments, and with stakeholders and the wider community.

The Assurance Review is relevant to tonight's proceedings - irrelevant to tonight's proceedings – is being undertaken at the request of the premier in
20 accordance with the *Greater Sydney Commission Act* to provide advice and to make recommendations to the premier on matters relating to planning and development in the Greater Sydney region. The premier asked the Greater Sydney Commission to conduct an Assurance Review with regard to this LGA with a particular focus on Macquarie Park Investigation Area and its broader
25 impact on the Ryde LGA.

The Ryde LGA and Macquarie Park are recognised by the Commission as being critical areas for Greater Sydney. For example, in the North District Plan, the strategic centre of Macquarie Park is noted as being part of the eastern
30 economic corridor and is identified as being a health and education precinct as well. It's also already the largest non-CBD office market in Australia and a significant centre for job creation and for economic activity of all kinds.

This Assurance Review is not looking at individual development applications, and I emphasise that. It's not looking at individual DAs or planning proposals,
35 but we're looking at the broader strategic planning context for this LGA. As detailed in the review terms of reference, which are up on our web, the Commission will provide the premier with a preliminary assessment identifying key matters for further analysis later this month. We will then
40 report to the premier in May with an assessment of the current situation and any steps we think we recommend be taken to improve outcomes for the current and future residents of Ryde LGA.

Tonight's session is an opportunity for the Panel, being Geoff and myself,
45 Geoff Roberts, Deputy Chief Commissioner, to listen to your views and your

perspectives. On behalf of my colleague Geoff and myself, I would like to thank you for generously giving your time to participate. At least it's not Chinese New Year like Tuesday night was. I will now pass over to our facilitator for tonight, Meredith Jones, who will explain how the session will proceed. Thank you very much, Meredith, and everyone else.

MS JONES: Thank you, Lucy. Good evening everyone and welcome. As Lucy mentioned, my name is Meredith Jones and I work at the Greater Sydney Commission. I'm going to be facilitating tonight's session. This is our second Panel Listening Session. The first, as the Chief Commissioner mentioned, was on Tuesday night. The assurance Panel comprises Chief Commissioner Lucy Turnbull and Deputy Chief Commissioner and Economic Commissioner Geoff Roberts. Colleagues from the Commission are also providing assistance tonight, including Kristin, who is sitting beside Lucy and will be taking notes.

Before I continue, I should state that all Greater Sydney Commissioners must make an annual Declaration of Interest identifying potential conflicts with their appointed role. For the record, we are unaware of any conflicts in relation to the Assurance Review. You can find additional information on the way we manage potential conflicts in our policy, which is available on the Commission's web site, along with our Code of Ethics and Conduct Policy.

As you were advised in communication from the Commission in recent days, this session is being filmed and may be made available on the Commission's website. The Listening Session gives the Panel the opportunity to hear your views on planning in the Ryde Local Government Area with a particular focus on the Macquarie Park Investigation Area and its broader impact on the Ryde Local Government Area. As part of its process, the Panel has met with local Council and State Government's agency staff. The Panel has also participated in a bus tour of some relevant sites in the Ryde Local Government Area.

Before we hear from our first registered speaker, I would like to lay some ground rules that we will expect everyone taking part in today's session will follow. Firstly, today's session is not a debate. Our Panel will not take questions from the floor and no interjections are allowed. Our aim is to provide maximum opportunity for registered speakers to be heard by the Panel. Public speaking, as you would understand, can be an ordeal for many people, though you may not agree with everything that you hear today, each speaker has the right to be treated with respect and heard in silence.

Today's focus is about listening. The Panel is here to listen not to comment. They may ask questions for clarification, but this is usually unnecessary. It will be most beneficial if your presentation is focused on issues that are of concern to you. It is important that everyone who is registered to speak receives a fair share of time. I will therefore be enforcing some time-keeping rules. If

possible, it would be appreciated if you would provide a copy of your presentation or speaking notes to Greater Sydney Commission staff. Amanda, who is in the room at the back, will kindly take them from you when you have finished. This is purely for record-keeping purposes. Audio recording and photography of the session is not allowed, except for the official recording, and you can see the cameras around you and the speakers all have microphones and members of the media who can take notes for note-taking purposes.

If we have any members of the media here, the Commission's Media Director, Craig Middleton, can help you with any questions. Craig, if you could raise your hand, if you have any questions? Okay. Now to the time-keeping. Everyone speaking today will have five minutes to present to the Panel. I'm going to ring a warning bell at four minutes and then a polite, yet insistent, tone will ring after five minutes. We kindly ask that all speakers cease speaking at the end of their allocated time.

When you present to the Panel, can you please begin by introducing yourself and advise the Panel if you are speaking on behalf of a company, organisation or community group. Housekeeping and safety: in the event of a fire, we are all to leave by the entrance we came in, which is down to my right, and then head around to the right and keep following and you will see a fire exit that will take us immediately outside the building. Conveniently, the bathrooms are also just in the same direction if you head out and head to your right.

If you have a bag, can I ask that you either keep it under your chair or on your lap. Speakers will be getting up and sitting down and walking around and we don't want anyone to trip over. There are lots of sandwiches, tea, coffee and cheese and crackers, plus there's also coffee, tea and water. So, if you're hungry or thirsty, please have something to eat or drink. Finally, I would ask that everybody present please turn your mobile phones to silent and I would now like to invite our first speaker, Jennie Minifie from Ryde Community Alliance to address the Panel.

MS MINIFIE: Thank you. Good evening. Hello, Geoff.

MR ROBERTS: Hello, Jennie. How are you? It's been a long while.

MS MINIFIE: It's been many years. Yes, indeed. I'll just pop that up here. Ryde Community Alliance is an informal alliance of community groups and concerned people across the LGA in particular. It was formed in response to planning issues in the LGA and has been involved in a great deal of engagement sessions, consultation and advocacy. It's also a founding member of the Better Planning Network and is a member of the Nature Conservation Council of New South Wales.

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I have apologies on behalf of Noel Plumb, who's unable to attend. So, my submission, and I'll make a copy of that available, covers those issues generally as well. We actually had a system that was operating with local controls and state controls and a number of very important State Environmental Planning Policies, particularly Sydney Harbour Catchment and the SEPP 19 bushland in urban areas and I'll come back to them as we go.

In addition, Ryde Council had already completed detailed mapping of its vegetation types and threatened species before 2000. So, by the mid-1990s, the planning layers or the planning laws were gradually becoming more complex with many layers of different controls and approval mechanisms and co-supplying, regardless of local environmental variations. So, Ryde had a very old planning scheme at that time and –

MS TURNBULL: What sort of time are you talking about?

MS MINIFIE: 1999 through to 2005. So, for a long period of time for several decades after 1945, the focus was on development primarily and environmental protection was very much a secondary issue until around about the 80s when the *Environmental Planning and Assessment Act* brought some changes overall. The State Government planning reforms since the 90s has assumed economic development as more important than environmental and social imperatives and, increasingly, the Council's planning and development controls have been overridden, including land use zonings, building heights and more. To put it simply, they're not working.

The community's concerns have been repeatedly ignored or overridden and really the worst excesses have occurred on publicly owned land under the control of several different State Government agencies or identities. The two business parks, Macquarie Park and North Ryde Business Parks demonstrate how these new powers have been used to approve a massive scale of development and you can see that at - the Microsoft building is under the original controls and 27 to 37 Delhi Road next door is under the current precinct controls.

Also, just in passing, there's a very distinctive identity crisis occurring where Macquarie Park and North Ryde, the names are being used interchangeably and that actually really does have to be urgently addressed. The rezoning of the tennis centre, again resulting from large amounts of community action, has not been gazetted public recreation. It has been gazetted private recreation and every development seems to require the removal of trees and a large part of these areas that were public land have Sydney Turpentine-Ironbark Forest and Macquarie Hospital has already lost some STIF that should have been protected and I fear that the rest of that site is under threat as well.

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So there has been a great deal of community disillusionment and anger building. We have had some successes. We have got some urban bushland zoned environmental conservation, but not a lot. So just in summing up, restoring the local controls, protecting the urban bushland and that can be done within the context of the LEP/DCP review because the state has funded that to \$2.5 million.

MR ROBERTS: Thank you.

MS MINIFIE: And it would be good to have some of those things soon.

MS TURNBULL: Thank you.

MS MINIFIE: Thank you. Okay. Thank you very much.

MS JONES: Thank you, Jennie. I'd now like to call Councillor Edwina Clifton from Ryde City Council. Thank you.

CLR CLIFTON: Thank you. So as was stated, I'm Edwina Clifton from Ryde City Council. I'd like to first thank the Commission for actually holding this Listening Session. I think it's great that you're actually hearing from the local people in Ryde and that you're out on the ground. I have three areas that I think are of major concern for me – one is cars, one is people and one is trees. Firstly cars, cars are obviously clogging Sydney's roads. In Ryde it is a nightmare. It really is a nightmare, it's putting a lot of pressure on people who are sitting in traffic jams.

I'm quite sure that you have heard all this before, but I think one of the problems is that there is an underlying assumption that if we build around public transport infrastructure that we are going to stop cars and I think it's a wrong assumption. One of the big contributors to people being on the road are school children and mothers who are working. Mothers who are working need to get three children, say one to child care, one to pre-school and one to school. In an area like Ryde, it's not a walkable distance. You're often talking seven kilometres to your pre-school, three kilometres to the drop-off zones and back to school.

You are not going to bundle children onto a bus that doesn't even take you directly there. You have to then take them off with your eight-month-old because that's the age that a lot of working women go back to work, and then navigate back around. You do the most logical thing; you get in your car and you drive to your drop-off zones and that's fathers, too, like, you know, mothers and fathers work often together doing this. You are not going to go back home then after you've done that drop-off and leave the car at home. What you do is you drive to your destination.

Macquarie Park used to be a great zone because the local people do their drop-offs, they head up and it was a drive in-drive out business park. That was what people liked about it. We are changing the dynamic of that. We are
5 putting residential buildings in there and that's fine on one level, except that it has been too much and you're never going to remove the people in the cars. That's the thing. If they're not going to there, then they're going into the city.

The other concern I have is the assumption with who is going to work at
10 Macquarie Park. If we are talking about executives and management, and which we are to a certain extent, often those people have families. People generally don't want to be raising their families in two-bedroom flats and, unfortunately, this is what I feel we're turning Sydney into. We are turning Sydney into a place where we think a lot of people are going to live in flats.

15 Now, if you're talking working age, you know, people work up to a certain age and then they have their family. What happens to them then? Sydney used to be this city – the most beautiful thing about the city was that we had - out in these suburbs, you had a lot of single dwelling homes where people had a back
20 garden. They didn't have to be massive. They didn't have to be luxurious, but that's what people like and I do think that that is what Sydneysiders liked and they are going to start to resent the fact that they are losing that.

I understand, you know, that there is a population issue, but we've got to have
25 a balance because once we start creeping into the single dwelling residences, you have a problem and, again, if you have got high rises in Macquarie Park, they are not necessarily going to be the people who are employed in Macquarie Park. So, again, what you have got is you've got, say, the families in executive roles who are trying to drive in and you've got the people living in high rises
30 who may not even be working there. So, I think there's a problem there with the people and the assumptions.

Again, trees: I don't see trees as a luxury. They are, you know, something that
35 is absolutely fundamental to any suburb. They are what makes a suburb attractive and more importantly than that, they take the heat out of a zone like Macquarie Park. I've sat on Panels and I've seen individual DAs approved and every single one wipes out most of the trees and its sort of like, "Well, that doesn't matter because it's just that one and that doesn't matter because it's just that little one." But every single one, and especially with the level of
40 development going on in Macquarie Park, wipes out – and often they're just newly established trees, often they've just been planted 20 years ago when it first got built. We are losing it. If you drive around Macquarie Park it is not attractive; it is turning into a concrete city, it is not a nice place for people to live, you know, and we need to basically improve the quality of life of people
45 there. Thank you.

MR ROBERTS: Thank you now.

MS TURNBULL: Thank you so much.

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CLR CLIFTON: Thank you.

MR ROBERTS: Thank you very much.

10 MS JONES: Thank you, Edwina. I'd like now to ask Samantha Czyz from Stockland.

MR ROBERTS: Hello, Samantha.

15 MS CZYZ: Good afternoon, rather. Here we go. I only have a few slides, not too many. Chief Commissioner Turnbull, Deputy Commissioner Roberts, thank you for the opportunity to address you. I'm here on behalf of Stockland. We own five sites in Macquarie Park and the North Ryde study area, totalling about 16 hectares. This makes us one of the largest landowners in the region.
20 We're also a partner in the Macquarie Park Innovation District collaboration and currently have a DA in to renew one of our older sites with a number of brand-new office buildings.

25 As you know, Stockland has a long and proud history of creating thriving communities, both residential and workplace. Our long-term investment and interest in Macquarie Park is aligned to this purpose. Just quickly, my name is Samantha. I'm our head of planning at Stockland. So, my comments tonight represent our views on good long-term strategic planning not necessarily the specific interests of any part of our business. That said, my views have been
30 informed by our experts in the office and workplace delivery team, our mixed-use team, as well as our specialist in leasing, asset management and research and the like.

35 So, I'll jump to our four main recommendations. I'll keep this up on screen just so you can reference where our sites are, although I'm not speaking about them specifically. First, we see Macquarie Park as a key part of our commercial property pipeline. We believe it has the potential to evolve and mature and play an even greater role as an economic hub. We believe some of the recent lower levels of investment have partially resulted from a lack of conviction in
40 strategic planning. A lot of nearby areas have seen rezoning and various investigations have started and stopped. So, there's been a lot of speculation.

45 I think there's little wonder that there hasn't been a lot of investment while a lot of that change was going on, but we believe planning can play a major role to correct this. A clear strategic plan that defines a commercial core, we

believe, will send a signal to the market and attract commercial development in jobs and workplaces. We believe the Waterloo Road spine is the natural corridor to concentrate this growth, obviously then spreading to the edges of the park. Not all of our sites are on Waterloo Road, by the way, they are spread across the park.

Second, we believe planning controls needs to be updated to facilitate this growth, so height and FSR controls can be comfortably increased across the park to encourage a higher density form of commercial. Currently, most of the park is limited to about 30 metres and FSRs are between one and two to one. You know, it might take the market a bit of time to respond, but with enabling controls rather than necessarily restricting ones, we believe the investment will follow.

It's a pretty simple reason - there's ample supply of relatively unconstrained land for commercial development and that, we think, will enable that critical mass in the core of the centre for business and activity. We think this new wave of investment spurred on by enabling planning controls will see job densities grow and, as you know, Mac Park has one of the lowest job densities in the entire Economic Corridor.

With this growth, of course, we recognise there should be a greater focus on amenity, a finer grain approach to streets and laneways and the like, more public open spaces, child care centres and a broader range of uses so as to create that destination beyond 5 pm. Really, that's what will attract the key workers, which will attract the businesses. It makes sense.

The third point is that good town planning tells us that areas benefiting from major city shaping, infrastructure investment like the Metro, have a responsibility to shoulder some of the growth that that investment will enable. If the government is of a view to explore appropriate locations for mixed uses and residential within the park, we believe a core principle should be that that should be explored with a view to ensure the commercial core isn't compromised, therefore, we believe locations on the fringe or edges of the Park are most appropriate to explore.

I'll use a quick example, being the North Ryde Precinct, which is there in red shown on the map. This location has some fundamental structural challenges compared to the Park itself. It's essentially an island, as you can see in red. It competes for tenants with Macquarie Park and has poorer access. It doesn't have a station at its core and in fact all of the land around the station was rezoned to predominantly residential. So that essentially created a split between that older business park and the core of Macquarie Park.

Since then the commercial office market has, you know, struggled to attract

tenants. This is not only reflected in the rents, but also in a lot of the tenant decisions to move and we think fringe areas like this adjacent to land already zoned for residential would be appropriate to explore as opportunities to bring in some alternative uses and blend them in. Obviously, prioritising areas like this is also important to avoid impacts on existing residential areas and that's just an example of one where we think that could be achieved. The final recommendation is that planning is completed quickly, a clear decision made and then implemented through the LEP.

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10 MR ROBERTS: Thank you, Samantha.

MS CZYZ: That's it. Thank you very much.

15 MS TURNBULL: Thanks a lot. Thank you.

MS CZYZ: Cheers.

MS JONES: Thank you, Samantha. I'd now like to invite Mark Broomfield from Macquarie University to address the Panel.

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MR BROOMFIELD: Thank you for allowing us to come and speak to you. My name is Mark Broomfield. I'm the Director of Property from Macquarie University. I'm here to talk not only on behalf of the University, but MPID, Macquarie Park Innovation District, which represents a number of key business owners and other significant stakeholders, including about to open Venturi Café.

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MS TURNBULL: Is that a particular site or is it a whole – across Macquarie Park?

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MR BROOMFIELD: Macquarie Park Innovation District represents the whole of the park.

MS TURNBULL: Okay.

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MR BROOMFIELD: And it's essentially a number of industry business partners who have come together with the university to create synergies with one another.

40 MS TURNBULL: Okay.

MR BROOMFIELD: A little bit of background: Macquarie Park was identified in the 1960s as a home for a new university, sitting alongside a planned business park to emulate Stanford in California, an early form of an innovation district. The University has convened Macquarie Park Innovation District for

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the last three years, which includes leading corporates from the park, both Local and State Government agencies and CSIRO. Innovation districts, as you may know, are known to accelerate growth in jobs and investment and are unique geographies where leading-edge anchor institutions and companies cluster and connect with start-up, business incubators and accelerators.

Macquarie Park is on a significant growth trajectory that we need to capitalise on, and when I say “we” it’s just not the University, it’s the broader community, so that we can transform a leading business park into a world class innovation district for Sydney, New South Wales and Australia. To do this, we suggest the following: State Government formally recognise and actively promotes the area as Macquarie Park Innovation District as it is one of the very small handfuls of locations that really matter to the Australian economy. PWC found that in its review of Australian economic activity.

State Government should take a greater role in the coordination of State Government agencies to maximise not only employment and investment in the park, but to support the vision of an innovation district that would help protect and enhance the Macquarie Park district as a key contributor to Australian economy and to innovation. The University, and partners, supports the proposals by the Commission to secure a future for Macquarie Park Strategic Centre by developing a 30-minute city, a city for smart jobs and a growing city.

We do need to develop a more consistent approach by both state and local governments to planning and approvals, as we are concerned with the lack of overall plan for the area, a plan that is agreed by both state and local governments and their respective agencies, that is resulting at the moment in spot rezoning and other decisions at odds with the overarching strategic plan for the park. Shifts to residential use must be carefully managed so not to threaten the commercial core of the park.

Beyond protecting the area and ensuring that the district continues to be a key contributor to Australia’s economy, the university also supports planning which will promote innovation. Connectivity is essential to the development of innovation districts and the university has two specific concerns to do with current planning issues that are worth signalling to this review, given their potential impacts on the LGA.

The first is the proposed development of Waterloo Road by RMS and Transport for New South Wales. It is hard to see how the plan, which is essentially a six-lane highway, can be consistent with a district being created for a place for people and pedestrians. It only adds to a lack of clear identity to the area and the lack of pedestrian environment, something highlighted in the Greater Sydney Commission strategic plan.

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The second concern is with the current planning for the Macquarie Park Bus Interchange, transport interchange. Again, it is essential that these plans are driven by real consideration of place making and people rather than the creation of an infrastructure hub requiring consideration and collaboration
5 between all stakeholders, both government and private. Thank you.

MS TURNBULL: Thank you so much.

MS JONES: Thank you, Mark. And while Ian Douglas comes up to present to the Panel, I would just like to note that District Commissioner Deb Dearing is
10 here in the audience as well. Deb, would you like to stand up. Yes. We forgot to recognise our illustrious CEO. Sarah, could you please stand up.

MS HILL: Hi, Lucy, hi, everyone. Thank you for coming.
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MS TURNBULL: Thank you. Please go ahead.

MR DOUGLAS: Good evening, Commissioners and community members. My name is Ian Douglas and I'm representing a local resident [redacted], who has
20 recently moved into a new apartment in the North Ryde residential precinct that's been discussed. I will focus on some problems and improvements to the waste management at her apartment block, which is 1 to 17 Delhi Road. Here's a view of Network Place at the rear of the new North Ryde station and, as you're well aware, the Metro will be opening in a couple of months and there's
25 some lovely developments in Network Place where Channel Ten used to be with about a thousand apartments for a couple of thousand residents. It will be a very busy precinct once the station reopens.

[redacted] purchased an apartment off the plan in 2015. She dreamed of living
30 in a ground floor apartment with a garden courtyard and growing roses and sipping tea. Her apartment would be the ground floor one near the tree that's closest. Late in 2017, early 2018, residents moved in, but [redacted]'s dream was soon shattered. Each afternoon bins were wheeled down the fire escape corridor next to her bedroom and from the waste storage room from the inside
35 of the building and left in the sun on the street, at a street side loading bay awaiting collection the next morning.

This seems to be an issue at several buildings in Macquarie Park as well, I noticed yesterday when driving around, so it's not just one building; maybe
40 five, six, seven or more. Rubbish was stored in the external loading bay on Network Place for four or five days a week. I mean, I have a weekly service at my house, but here it's daily. There's a lot of bins outside one person's apartment and it affects maybe 10 apartments quite drastically. There's yellow bins, red bins, orange bins, furniture, beds, throw-outs, all piled out on the
45 footpath and the loading bay for the last year and it happens around Macquarie

Park and other places and I think if it's going to be the innovation park, we need to have a clean park as well, so it looks good for people visiting.

5 Putrid smells and sometimes flies affect residents. [redacted] said her apartment smelt like the inside of a rubbish bin. The bins are a health hazard, stored just a few metres from residents' bedrooms because of the very small set-back of these high-rise buildings and note these are 14-storeys high, no internal loading bay, so rubbish must be collected from the street. We're talking about a station precinct; traffic hazards will develop later as use
10 increases.

On November 7, the flies from the bin swarmed in my face. I got gastric for five days. Sometimes the bins blow over. Often after collection, the lids are left
15 open. I estimate the bins were on the street for approximately 80 hours each week during most weeks of 2018. 80 hours is a long time to have the smell of rubbish outside your room and maybe 600 apartments can see these bins, so it's a concern to a lot of people.

20 Network Place is also a major wind tunnel, creating twice the ambient wind speed. On windy days, the bins can sail down the road like the boats in the Sydney to Hobart race and rubbish can blow out of the bins and truck during collection. I mean, it's at the point where if there's high winds, you better not collect the rubbish that day.

25 So, we've written to Ryde Council to implement the development's conditions, 65K of the DA or development consent says:

*Council is to be supplied with a key for its contractor to access the waste rim so that they can go there, get the bins, put them in the
30 truck, put them straight back so the bins shouldn't be left out on the street prior.*

We've also asked the strata manager to follow the waste management plan and not reduce the amenity and not put the bins out prior to collection. This is a
35 high-rise building. If it doesn't have a storage room for the truck to go into to collect the bins, the bins should just wait till the truck gets there. So, our most important point we believe is that these apartment towers and several others and future towers should always have an internal loading bay if the towers are, say, over four or maybe seven storeys high.

40 There's a lot of precedence for very good waste servicing loading bays in Macquarie Park. We recommend high rise buildings have internal loading bays like these pictures and if it's a loading bay, maybe it could have negative air pressure, so it's ventilated away from the car park, the lift wells so that the
45 smell of internal collection doesn't go into apartments and common areas. Low

rise developments could also do with a lot of attention in the planning stage so that you don't have storage areas very close to residents' apartments. Thank you for listening.

5 MR ROBERTS: Thank you, Ian.

MS TURNBULL: Thank you, Mr Douglas. Thank you very much.

MR ROBERTS: I appreciate it.

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MS JONES: I'd now like to call Matthew Lennartz from Meriton.

MR LENNARTZ: Mr Roberts, Mrs Turnbull, how are you? Thank you for the opportunity to speak. Hello. My name is Matthew Lennartz. I'm Executive
15 Manager Planning and Government for the Meriton Group. We make this presentation within the broader context of the process as we understand our planned proposal at 112 Talavera Road is excluded from, but nevertheless has been a catalyst to this review which we see as a political reaction in a pre-election environment.

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We note that only 400 people objected to our proposal after six plus months of sustained political lobbying and inaccurate propaganda that ended with this review. Put that in context with the 60,000 plus signatures to save the ice rink at the AMP Centre after just a month. This speaks for itself about the
25 community's focus in Macquarie Park and I think some of the other speakers tonight have really focused on growth and growing the Park and this part of Sydney.

Notwithstanding, we're here and we look to the GSC to invite certainty on the
30 District Plans that underpin the future planning and growth across Sydney and which have been prepared over many years by leading experts with extensive community consultation. Like any other company, on the back of government policies, we make significant investment on the fair and reasonable presumption that government will maintain their position for at least the
35 amount of time it takes to implement those policies. Unfortunately, New South Wales, the planning system is far from efficient, but that's what we have, so we need years.

This review, less than 12 months after the plans were adopted, undermines the
40 substantial work already completed and the extensive investment by the industry to deliver on the government's housing and jobs growth policies. As an industry, we are critical to the success of the State. As outlined by the Property Council of Australia, the property sector employed one in four people in New South Wales as the state's largest employer and the largest single
45 industry contributor paying 54.1 per cent of all tax in New South Wales.

Accordingly, certainty and stability are critical, not only for our industry, but for the broader State. It is unquestionable that Macquarie Park is an appropriate place to plan for increased density and jobs creation. Macquarie Park identifies
5 as the fourth largest and one of the most significant centres in Australia, benefited by infrastructure, jobs, schools, transport, universities, shopping centres and hospitals. In our view, one of the best development areas in Australia and that is why we continue to invest here.

10 Importantly, it's also flanked by major transport corridors, isolating it and placing it away from nearby residential neighbourhoods. The GSC's plans state that Macquarie Park is only second to Sydney's CBD in terms of commercial office space, within the Eastern Economic Corridor, which contains one-third
15 of all of Sydney's jobs, an area to generate opportunities for homes close to transport links and jobs, a major health and education precinct where housing opportunities for students and workers be placed within 30 minutes of the precinct.

20 Accordingly, the GSC's Plans identify Macquarie Park as a strategic centre and the Department of Planning has identified it in their Planned Precinct Program as being already an economic and employment powerhouse with the physical scale to generate even greater capacity.

25 We note that a Northern District Plan also identifies North Sydney, Chatswood and St Leonards as strategic centres. These centres have FSRs in excess of 12 to 1 and heights in excess of 50 storeys, whereas Macquarie Park only has relatively low densities, given the infrastructure and public transport, six to one and 38 storeys. So, the Department is right; there is greater capacity. With our project at 112 Talavera Road, we demonstrate that this area can accommodate
30 increased height and density. Our density is endorsed at only six and a half to one and we have CASA approval at 60 storeys, which was reduced to 42 storeys, which is well within other comparative centres and only slightly more than the maximum densities at the Macquarie Centre.

35 The proposal demonstrates compliance with prevailing strategic plans and strategies as verified by the Council's planning reports, as well as the gateway approval issued by the Department of Planning as a delegate for the GSC and we also received support from major agencies, including Transport for New South Wales, RMS and CASA. Importantly, we did not compromise business
40 or employment zones, as they're already zoned mixed-use. We demonstrated that it could mitigate the major concerns on traffic and height, deliver much better planning outcomes with new public open space on the site and, importantly, deliver much needed funding for local plus state infrastructure and affordable housing in line with respective policies.

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5 This can all be achieved with increased densities in this location and it can be argued that this can reduce pressure on the suburbs of Ryde where there is heavy resistance to the medium density code. There has to be growth somewhere and it's per good planning practice and the priorities underpinning the regional plans and District Plans. It should be located closer to infrastructure, transport and jobs, which in this instance Macquarie Park.

MS TURNBULL: Thank you very much.

10 MR ROBERTS: Thank you very much.

MR LENNARTZ: Thank you.

15 MS TURNBULL: Thank you, and the next one?

MS JONES: Thank you, Matthew. Our next speaker is Councillor Trenton Brown from City of Ryde.

20 MR ROBERTS: Hi, Councillor.

CLR BROWN: Commissioners, good evening. Can I start by thanking you very much for your time and for the opportunity to present to you. Can I say that the disgust of the community and the anger in our community is a longstanding one. This is not a political issue, this is not a beat up, this has got nothing to do with 23 March; this is a long term 10-year plus problem and we need to really deal with it.

30 For people that are relatively conservative, for them to make up placards, to petition and go on marches through streets, as they did 10 years ago, and if the opportunity presents, they should do the same again for what are some pretty outrageous proposals that are coming to our community from this sector. The notion that it's all about politics is just so far removed from reality and so far removed from our community that it beggars belief that anyone would say that, and I want to contextualise the problem for you.

35 It's a long-term problem and we must deal with it, not just at Macquarie Park, but in other areas where we consider in the City of Ryde we have done more than our fair share of the heavy lifting and, yes, we must push back against residential – especially residential developments. We must especially do that in what is primarily a business park, an innovation precinct, call it what you will, Macquarie Park is not a residential park, it is far from it.

45 I'd like to start by suggesting some reform areas, I think firstly with the Independent Planning Panels. At the moment we have a situation where there are three independent members in the Northern Sydney Planning Panel. We've

got two council representatives. It doesn't necessarily apply to the Investigation Area only, but broadly speaking, the community voice is not heard in this instance and my recommendation is that a three-three split be engineered with a casting vote for a Chairman. I think it's an important reform and it's one that gives a fair go to the community. At the moment the fair go is stacked against the community interest. It's like thinking that a level playing field looks like that. If a cricket pitch or a soccer field looked like that with a 45-degree angle, you just wouldn't walk out there, would you? You'd start laughing with your cricket bat on the sideline.

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And that's what I think the planning proposals look like here for the community representatives and I give them credit from the City of Ryde. You heard from one of our councillors earlier. They front up every time knowing full well that the deck is stacked against them, so to speak. I think for the planning targets that we have in this area of seven and a half thousand dwellings, I think you could identify about that same number in only three or four proposals before the council, be it Ivanhoe Estate, be it Meriton or Holdmark or AMP, I think we've done more than our fair share of the heavy lifting and we've done so in the Business Park in many cases. There is no room for further accommodation, in my mind, and the City of Ryde needs to push back strongly, and I hope you take that message out of this deliberation.

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The Voluntary Planning Agreements concern me. There is, in effect, a free option. If a property developer fronts up with a VPA to council, there is an asset waiting or a negotiation for cash or for assets that is lost to the council if we don't agree and given that I'm relatively new to council and the briefings I've enjoyed from previous Councillors seem to say that, "Well, their view is typically, 'Well, we don't want this and we accept it's against the community interests, but we really want the cash.'"

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There's a free option in terms of business dealings. There's a free option in favour of the developer and against the council imbedded into that planning proposal and that cannot be allowed to be sustained. It's a flaw in the system and I hope it's corrected. The current two-year pause for the medium density code should include current DAs and current VPAs that are entered into by the council currently or being considered by both Council and Independent Planning Panels and we should not have any further zonings permitted by the Council and we should have a freeze on all the VPAs currently under way.

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Finally, I'd like to say a couple of matters around the SEPP I consider especially greenspace and open space is precious and we cannot allow other planning codes like a SEPP to override the community interest as well, whereby, you know, property developers come, RSL clubs, come what may, use excess or spare land to take away valuable open space and greenspace for a community that is massively pressured from significant increases in residential

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accommodation and to not have an offset and to lose our greenspace, and I cite the TG Millner Fields as a classic example of this, which is not within the Investigation Area, but was less than a kilometre from the boundary of it. So, it's critical for that area and critical to that zoning, that open space like
5 TG Millner Fields is protected and that we ensure that other planning mechanisms like the SEP are amended in that way.

MR ROBERTS: Thank you very much.

10 CLR BROWN: Thank you for the opportunity. I'm delighted to present to you.

MS TURNBULL: Thank you very much.

CLR BROWN: And I look forward to your recommendations closing.

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MS TURNBULL: Thank you very much.

MS JONES: Thank you, Trenton. I'd now like to call Leonard Sharp to address the Panel.

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MR SHARP: Good evening Chief Commissioner, Deputy Commissioner and staff and the audience.

MS TURNBULL: Were you here last time?

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MR SHARP: Yes.

MS TURNBULL: Yes, I thought so.

30 MR SHARP: Thank you. Okay. My name is Leonard Sharp and I've lived at the same address in [redacted] in Ryde for close to 40 years. I'd like to mention that in our area between Quarry Road and Buffalo, which is an east-west corridor, they're difficult to leave in peak hour, especially in the afternoon. There are lines of traffic in Quarry Road waiting to cross Lane Cove
35 Road and the same in Green Avenue, which is a back street for me, waiting to access Buffalo Road and then on to Lane Cove Road.

These roads are used to bypass sections of Lane Cove Road, Victoria Road and Epping Road due to the congestion there. There are two pinch points, the
40 Victoria Road, Church Street intersection where six lanes become four and on Victoria Road at West Ryde under the railway, where once again six lanes become four. That congestion can only become worse if more people live or work in the Macquarie Park area.

45 I live in the middle area, the area between Epping Road and Victoria Road, the

land of mostly single storey detached dwellings and for what I want to emphasise, with backyards. The backyard provides an environment for both fauna and flora. Blue-tongue lizards either pass through or take up residence. If they have somewhere for shelter, such as rocks or even under a broken path, smaller lizards, such as skinks, run around our walls and gardens and shelter under leaves or garden mulch, little Brown frogs live wherever they can have some water.

My little six-year-old neighbour was so thrilled to see one in the spare bin, which had some leaves and dried vegetation with some moisture in the bottom. It later moved to the gully under the garden tap and one has been calling intermittently from near the driveway, however, they are hard to pinpoint. Butterflies flit around the garden, the beautiful sky-blue ones, the black with white speckles on their wings and pure white ones. Birds of all kinds come into the garden for the bird bath, Noisy miners, the raucous Wattle birds, Indian mynas, Butcher birds, Doves, occasionally a Crested pigeon and the first two birds mentioned for the nectar from the flowers as well.

A family of three Crested pigeons are always to be seen at the bottom of my street and a lady who lives near there tells me they nest in her pine tree. A Kookaburra occasionally comes and sits on the rotary clothesline, eyes straight ahead as the line rotates and then diving down. One night I looked out the back door and there was something on top of the clothesline. Closer inspection revealed a Tawny frogmouth.

Just on dusk one evening, there was a great commotion from the Noisy miners in the crepe myrtle in my driveway. Even two Butcher birds joined in. My neighbour came out with his little daughter to see what it was all about and then his daughter spotted an owl. Each morning a King parrot gives its piping call from a neighbour's street, before moving on for the day. It calls on the way back in the evening. Magpies strut around the street and in the gardens. Currawongs occasionally have their corroboree, wheeling around a tree and calling to one another.

Occasionally, previously once a year, a White-faced heron. This is a wading bird away from water, but it came into my driveway, but last year it came very bold, it landed in the backyard and proceeded to march back and forth for a while before flying across the street to neighbours' front yards. If you look up into the sky, high up, there are sometimes Swifts whirling around after insects. Up near Top Ryde shopping centre, there is often a group of swallows perching on the electricity wires.

We have Ring-tailed possums in small groups walking up Ryde along the electricity wires at dusk and looking like tightrope walkers. My neighbour two blocks up tells me they like his lychees. Brush-tail possums run across my

roof and into the crepe myrtle in the driveway. Our gardens have oranges and limes, bananas and mangoes. What can be more neighbourly than my neighbour sharing his mangoes with me? Some people have a dog or a rabbit hutch in their backyard.

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The retention of backyards is part of an urban environment. There is room for children to play, use a trampoline, kick a ball – it is a safe environment. In short, we live in a dynamic living environment and having a backyard contributes to and enhances the environment. Where do all the flora and fauna have a place when their urban blocks are too small to provide a backyard? The introduction of the Low Rise Medium Housing Code and the building of manor houses has already happened at the bottom of my street. The two buildings take up almost the whole of their block. There is no backyard to speak of. Is this our future and that of the environment?

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The animals and birds mentioned above need somewhere for food and shelter in corridors, such as our backyards, and also to move between our parks, national parks and nature reserves. They can't be compartmentalised any more than only having fruit trees in community gardens. I hope the Commission will consider the above when making their recommendation to the government and what the environment means in our terms, the residents of the middle area. Thanking you for your time.

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MR ROBERTS: Thank you.

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MS TURNBULL: Thank you very much.

MS JONES: Thank you, Leonard. I'd now like to call Annie Manson from Urban Taskforce to address the Panel.

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MS MANSON: Thank you.

MR ROBERTS: Hello.

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MS MANSON: Hello.

MR ROBERTS: How are you?

MS MANSON: I'm good. I'm good. Good evening. My name is Annie Manson. I'm the Head of Policy and Government Relations with the Urban Taskforce. The Urban Taskforce is an industry group. We represent property developers and equity financiers, those who fund and develop homes throughout Sydney and Australia. Firstly, I'd like to thank both Commissioners and the Greater Sydney Commission for taking the time to hear from us tonight.

45

I would like to share with you an interesting experience that I had this weekend, you may have experienced something similar. I was walking down the street in my suburb in the Inner West, just running some errands, when a woman I had never seen before in my life approached me and told me she had been looking for me and that I had to move my car immediately. I assumed there must be some kind of emergency like a tree had fallen over. So, I agreed, and we set off to where my car was parked.

Anyway, I discovered that there was no emergency, that I had just left my car parked out the front of this woman's house for several days and she had decided this was too long and it was time for me to move. By the way, this is a public parking space. It wasn't her sort of private property or anything. And then, alarmingly, she went on to tell me that she'd been watching me, and she worked out where I had lived and then suggested in a somewhat menacing way that in the future I should park on my own street, definitely not on her street and most definitely not in her parking spot.

She then went on to say that there had been a lot of new development in the area and she was having to spend more and more time guarding her parking spot from would-be users. Although I thought this woman was slightly odd, I did feel sympathy for her. I'm not attempting to belittle or dismiss the valid concerns of the residents of Ryde, but to highlight that the discomfort associated with growth and development is not unique to Macquarie Park, the Ryde LGA or even to Sydney.

Prosperous growing global cities around the world would experience similar growing pains. It is an unfortunate side effect of success that must be managed, but not a reason to retreat to a no-growth or a low-growth policy. We are also concerned that strategic planning for Macquarie Park and the Ryde LGA has been hijacked by politicians in the lead up to the state election. The local member has successfully pushed the government to defer a new planning proposal in Ryde for the next two years, putting hundreds of millions of dollars of investor from the property industry at risk.

He has made many statements and videos actively opposing development and has publicly called for the refusal of planning proposals which are consistent with the Greater Sydney Commission's strategic plans and have had the support of Ryde Council officers. He has also successfully pushed the government to defer the application of the Low Rise Medium Density Housing Code in the Ryde LGA.

In this heated pre-election environment, these backflips by the government undermine the Greater Sydney Commission's strategic plans for the Ryde area, undermine confidence in investment in the Ryde area and in Sydney in general.

5 The GSC's North District Plan which incorporates Macquarie Park and the Ryde LGA was developed after extensive community and stakeholder consultation, informed by a clear and logical evidence base and endorsed by the New South Wales Cabinet, which includes a Local Member for Ryde. Ad hoc politically driven reviews of key strategic planning objectives place Sydney's future at great risk.

10 The Urban Taskforce considers that the planning and development of Macquarie Park and Ryde is consistent with the Sydney regional plan and the North District Plan. Ryde, particularly Macquarie Park, has been correctly identified as an ideal location for investment and housing, particularly with the addition of two new rail stations. However, our members are increasingly viewing Ryde LGA as one of the highest risk areas to invest in and develop due to the lack of support and certainty in the planning system and a scare
15 campaign run by the local member of parliament.

20 One of the critical issues to address community concerns is the provision of infrastructure to support the growth and development of Ryde. Developers in the Ryde area have played their critical role in the provision of infrastructure through upfront infrastructure funding and through providing infrastructure as part of their development. Hundreds of millions of dollars in infrastructure contributions are paid by developers to Ryde Council and State Government agencies as part of the development approval process and through Voluntary
25 Planning Agreements.

30 It is the responsibility of these agencies to spend this funding as efficiently and expediently as possible to ensure that the parking, road upgrades, schools, open space and community facilities needed by Ryde's current and future residents are provided in line with new development. In conclusion, we urge the Greater Sydney Commission in its independent report to the premier to give equal consideration to the concerns raised by developers and investors as well as the community, investigate ways to ensure infrastructure contributions provided by
35 developers are spent as expediently and efficiently as possible and investigate the ways to improve the communication of planning strategies and outcomes with the community to better understand the changes taking place in Ryde and the benefits of growth and investment in their local area and to also consider the impact of the current downturn in the property market and the critical role the property industry plays in supporting the economy. Thank you.

40 MS TURNBULL: Thank you very much.

MR ROBERTS: Thank you.

45 MS JONES: Thank you, Annie. I'd now like to invite Tim Blythe from Urbis on behalf of the trustee for the Local Government Property Fund.

MS TURNBULL: Can you just tell me what is the Local Government Property Fund?

5 MR BLYTHE: It's a superannuation fund.

MS TURNBULL: Okay.

10 MR BLYTHE: Thank you, Commissioners.

MR ROBERTS: Hello.

15 MR BLYTHE: Hello. So, my name is Tim Blythe, the director of Urbis and I, as was said, represent the Local Government Property Fund, which is a superannuation fund, and I think at the outset it's important to recognise that as a superannuation fund, it's a long-term owner of assets. It's not a developer that's going to come in and out in a quick hurry. They take a long-term view. So, we're looking at this as a long-term asset investment. So, we look 10, 20 years out, not tomorrow. So that's, I guess, the context.

20 Our client has been through the strategic investigation that the Department has been considering - underway the last couple of years. It has been an active participant in trying to engage and build thinking around the opportunities for the transformation of Macquarie Park. Our client's interest is a site which is 25 down the bottom of Lyonpark Road, which is actually opposite the Optus Centre precinct where Stockland own and it's right adjacent to the Ivanhoe Estate. So, if you can get your bearings, it's right immediately to the east of the other side of Shrimptons Creek.

30 It's important to recognise that, whilst there's a lot said about developers and their aspirations, our client has actually already engaged with the owners of Ivanhoe Estate and have actually created a new road link that will actually facilitate the development of Ivanhoe. It will be a road that actually links east-west. It will connect across Shrimptons Creek into Lyonpark Road, 35 because one of the biggest constraints for Ivanhoe Estate itself is its lack of accessibility, almost one road in, one road out, and that's symptomatic more of Macquarie Park generally, very large lots, very difficult access arrangements, which obviously the council has been trying to break down through its planning, but it requires a lot of partnership and support from the landowners to 40 actually make those things happen.

45 So, it's very important to recognise that the landowners play a pivotal role in actually good planning for the future of the precinct. The development industry and the landowners are not all the bad boys in this argument. I think the other thing to recognise, given where this precinct is also, that there's a lot said about

the need to pause or to contain the planning. I mean, there's a lot of lessons to be learnt out of the Priority Precinct around Herring Road. I think it was an era when it was all about housing. That was the primary and the only focus at that review and, unfortunately, it led to a lot of new housing, certainly a lot of uplift
5 for housing, but without the infrastructure that supports it or even actually asking landowners to contribute to that infrastructure.

So, there was really some opportunities that were lost in that review by the Department of Planning at that time and the developers or the landowners –
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MS TURNBULL: When was that done approximately?

MR BLYTHE: About three years ago.

15 MS TURNBULL: Yes.

MR BLYTHE: And I mean in honesty, that's the lighting rod of all – if you talk about the politics at the moment, that's the lighting rod, the Priority Precincts, and because we're not asked to contribute to the uplift. So, there was
20 significant uplift provided, no sort of major infrastructure contributions sought, which would have been able to create the opportunities for the parks, the schools, the other infrastructure that's now been – it's all in this now being concerned about.

25 I think if you look at Rhodes Priority Precinct, now the Department has learned a lot of lessons and that's an interesting model to consider looking at in terms of the way that that precinct is now broken down into sub-areas and it actually requires the landowners to get together to actually work out and support the precinct planning. It can't just be done by a blueprint by government or
30 council. It has to be a participatory exercise with the landowners because if the landowners hold the keys, they hold the land, they hold the ability to actually unlock the potential of these precincts.

Our interest in this site in this local precinct is on the basis that it is directly
35 adjacent to what is the Herring Road mixed-use precinct. It is basically a corridor, a relatively undeveloped site. The local government site is actually a modern office building, but the precinct or the corridor itself is actually a run of relatively uninvested sites. So, there is an opportunity at the periphery of the precinct, as Samantha said, from Stockland, earlier sometimes the peripheral
40 areas are better for mixed use and centrally around the stations because we know even from the BIS Shrapnel report that the Department commissioned the sentiment from office, owners and workers is they want to be around the nose, not 800 metres walk from the station.

45 So, there are opportunities within the precinct to look at selective areas where

you can transform the precinct, not erode the commercial call, as we've heard before, and align up with the Government's District Plan objectives. Thank you.

5 MS JONES: Thank you so much.

MR ROBERTS: Thank you so much.

MS JONES: Thank you, Tim.

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MS TURNBULL: Can I congratulate everybody for being so on time and sticking to the time limits. It's really helpful.

MS JONES: It's the insistent tone –

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MR ROBERTS: No pressure on you.

MS JONES: So next we have on behalf of Councillor Peter Kim, Colin Waring.

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MR WARING: Waring, yes.

MS JONES: Waring?

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MR WARING: That's all right. Good evening everyone. Good evening, Commissioners. Thanks for coming and listening to us. I have scripted mine because I get a bit passionate on these things, so I'll try and be considered and not go overboard too much but –

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MS TURNBULL: Are you a Councillor, too?

MR WARING: No, I'm not. I'm a resident of the West Ward where Peter Kim represents, and he asked because he had trouble preparing something and I had time and he had a bit of –

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MS TURNBULL: Okay, right.

MR WARING: Okay. So welcome all. My name is Colin Waring and I'm a 50-year resident of the Ryde LGA. I'd like to thank the indigenous custodians who have looked after this land for thousands of years prior to European settlement. I've been educated, lived in, worked in and participated in the community of Ryde for the last 50 years. I have travelled the length and breadth of the electorate and I know its ins and outs. Most of my friends still reside in the LGA as well.

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Ryde is one of the oldest British settlements in the colony. It has expanded and changed and flexed through the years to accommodate the expanding residential commuting and working population from within and outside its limits. Ryde accepts all – it has no choice. It is at the centre of the traditional core of transport to all directions in the Sydney basin, rail, ferry, trams, buses and major vehicle arterials, as you'd be aware. It has been a residential hub and also a business hub. It has open greenspace and has clusters of business centres.

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10 Nobody that I know in Ryde is against development or carrying the fair share of the burden of economic population or environmental aggregation. What we all have an issue with is the apparent excessive burden of overdevelopment, traffic congestion, reduced local employment opportunities and lack of facilities and services to cope with the unbalanced allocation primarily of residential development in this district.

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20 I travel on both public transport and the road infrastructure in the area and is struggling. I have friends that have families that utilise the social infrastructure in the area, the parks, the libraries, the schools, the hospitals and the care services are now stretched and that's honest. Ryde Council has fought against this overdevelopment to limit the burden, hoping the service that would come within the development would catch up, but they haven't.

25 Now, I'm not trying to be political here. I'm just trying to point out where I think the framework is not working. Piecemeal funds from developers are passed on to the council through the State Government who administer provision of facilities under their responsibility, things like roads, hospitals, schools, technical and further education facilities, rail upgrades and other provided by the New South Wales State Government are sadly lacking.

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35 So, you know, these things like the TAFEs, they've fallen by the wayside. You know, these are job creating things that we need for this community, for the building skills and all that sort of stuff. Where has the revenue from stamp duty gone? Where has all the money from asset sales gone? There's billions been liquidated into revenue. Where is it? It should be going in to support these facilities that are needed on the ground where we've got this massive residential upscale.

40 In Parramatta LGA, the community amenity has been moved at the behest of developers, Putt-Putt, Parramatta Pool, parking areas, et cetera. The city centre was expanded rapidly up and out with residential towers whilst the LGA was under a State Government administrator and what new or additional provisions have been allocated for the expanded population other than more than retail space? I have friends in Parramatta and the answer is "almost nothing" and that's what they tell me.

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In Ryde, the Mayor and the current Council attempted and successfully provided community amenity and modified things, and I reiterate some of what the Councillor said here because I agree with some of that, things like bike tracks, saving the Macquarie ice rink, Meadowbank skate park, all weather sporting facilities, trying to retain the three TAFE campuses, community markets, recover and retain land for parks, schools and amenity, greenspace, bushland and natural habitat, swimming beaches on the river, shopping and transport, parking, additional local bus services, like the Top Ryder, which transports, you know, the elderly around to shopping and things like that, and community meetings, halls, libraries.

An attempt to save the relocated Putt-Putt to the LGA, but no support was provided by the state to retain the icon of the Sydney's Northern District, which a lot of people around Sydney were gutted about. I mean, you saw the uproar about Macquarie. It was probably worse for putt-putt, but it just didn't work. I love Ryde. I love its dynamism, its welcome attitude, its beauty, its greenery, its waterfront, its natural parks, even its cemeteries. My dear old dad and a lot of old acquaintances' friends rest in them. For many of those people, my friends and acquaintances that live in Ryde and outside the area would be appalled by the shocking lack of foresight allocated to developments such as Rhodes, Meadowbank, Parramatta, Kogarah, Chatswood and Norwest to Macquarie Park, as you know, is a greenspace converted by its name "park".

It is supposed to be an advanced learning technology area and a hub for innovation. It has become a cluster of congestion with poor arterial motorway traffic flows, excessive residential development in the place of departed businesses, such as Network Ten, Global TV, low density social housing estates and hotels removed or departed.

The rail link has been shut down and connected to a new corridor will neither service the expanded residential or commercial in the area or pass people through to other employment locations and what studies have been undertaken by the State Government to ensure that Metro Line will service the movements to, from and through the area? That's what I want to know because I don't know that that's been done properly. So, you know, is it going each way? Sorry.

The M2 expansion allow the inadequate access to eastbound and most traffic is forced on to Lane Cove and Epping Roads, like the M2 and Parramatta. It only flows on to but blocks flows into and out of Church Street and can cause problems there. I better wrap up because I don't want to hold everyone else up. What we're worried about is the jobs in the area, too, because all those things where those building apartments are going were industrial or commercial premises, like over at Rhodes and Meadowbank and stuff. So that's the issue.

I'll leave the rest. I couldn't get it finished.

MS TURNBULL: Thank you very much.

5 MR WARING: Thank you.

MS TURNBULL: Thanks a lot.

10 MS JONES: Thank you, Colin. I'd now like to ask Lyn Fletcher to come and address the Panel. Thank you.

MS FLETCHER: Hi there.

15 MS TURNBULL: You're a local?

MS FLETCHER: I'm a local resident.

MS JONES: Yes, okay.

20 MS FLETCHER: Yes. Thanks, Mrs Turnbull and Mr Roberts for the opportunity to speak tonight. I'm not a town planner, an architect or an engineer. I'm not a member of a political party. I have lived in the Ryde Council area for 42 years. I raised my family in Eastwood. My kids went to Eastwood Primary School and I worked for many years in Macquarie Park, walking to work most days as this area developed in the early 2000s.

30 I'm also a grandmother, so I'm not just concerned about the past and the present, but I'm also looking at the future. I'm passionate about this local government area and have appreciated the amenity and the character of the area, especially its pockets of natural vegetation, its parks, open spaces and its domestic gardens. It was what made it a great place to live, a place of heritage.

35 I'm a keen observer of the changes that have occurred in the area over the time I've lived here, and I have become concerned at how these changes have occurred in the local area and the impact that they have on the lives of many ordinary folk. I could have sat at home tonight and let this opportunity pass, but nobody made a greater mistake than he who did nothing because he could only do a little. So, I hope the little that I have to say is meaningful and will have an impact along with all the other good folk who have come to speak tonight.

40 I do understand that Sydney is growing in population and is hampered by its geography from spreading further. So, apartments become one of the means of solving the housing shortage. Some of the early apartment developments that occurred in the early 2000s, such as the original ones around Shepherds Bay at Meadowbank, were designed around open spaces and terraced up the slope

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from the river were reasonably well designed and not very tall, I think five storeys at the maximum, however, the rate of change and the numbers of such developments that have occurred in the local area in the past few years has mushroomed. The apartment blocks built more recently have little to
5 recommend them in terms of design and appear to be built to minimum requirements and to maximise the number of dwellings and therefore profits. This is particularly so in the Priority Precinct around Macquarie University, Herring Road, Macquarie Park, Meadowbank and now near North Ryde stations as well.

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Development in these areas are massive compared with the earlier developments and have little or no architectural merit. They look more like a stack of Lego blocks or cardboard boxes. They are primarily built of concrete and steel, are clad in who knows what to make them look less austere and
15 are much bulkier and taller than most of the other buildings in the surrounding area, making them stick out like sore thumbs.

Many places in Ryde now feel like crowded inner city areas rather than suburban communities that most of us came to live in. Beside their lack of
20 good design or anything to recommend them aesthetically, they have little designated outdoor space for recreation or common use and in some instances have little space between the buildings, restricting views and reducing the capacity of breezes to circulate. Trees have been removed and not replaced and these are therefore places where heat builds in the summertime, increasing the
25 need for air-conditioning and the carbon footprint of the building and many of these areas become sunless, wind tunnels in winter.

Many of these apartments, even smaller ones, are occupied by families and I feel for the children who are being raised in these places with nowhere to play
30 but their balconies. In spite of Ryde Council's efforts to improve parks and facilities, you only have to visit any of the parks in the neighbourhoods of these massive apartment blocks to see how crowded these spaces are out of hours. I'm also concerned about the impact of these developments on local infrastructure, such as schools, roads, health centres, shopping centres, libraries
35 and other community facilities. These have just not been able to keep up with the rate of these developments and the lag will take years to overcome.

In relation to schools, Victor Dominello boasted in a letter to his constituents this week that he has achieved – note the past tense – the building of seven new
40 schools. Most of these are not built; most of these are building sites. They're not built, and they don't provide opportunities for the thousands of kids who have moved into the area. Poor planning of these areas has also resulted in huge changes to traffic patterns and continually congested roads.

45 At the present time, 100 plus buses a day go past my house to replace the

Metro while it's being developed and now it is impossible at times to get out of my street to turn right. Poorly planned medium-density is not always the answer either. We've lived through several DA processes in our immediate neighbourhood where two or three houses are demolished and anything up to
5 nine residences are being built on that same land. Bringing additional cars to our narrow road, more children into our already overcrowded schools and additional pressures on community facilities.

In finishing, I note that Ryde Council's planning controls state that the
10 council's policy is that development should enhance the local character and the desired future character, ensuring change in the area is gradual and change is distributed across the city. I hope that any further development would always be aesthetically pleasing and in sympathy with the neighbourhoods and the environment in which they sit. Thank you.

15

MR ROBERTS: Thank you.

MS TURNBULL: Thank you very much.

20 MS JONES: Thank you, Lynn. I'd now like to invite Marcello Colosimo from the Governor Hotel.

MR ROBERTS: Hello.

25 MR COLOSIMO: Hello.

MS TURNBULL: How are you?

MR COLOSIMO: Good, thank you. How are you? Thank you for allowing me
30 to speak.

MS TURNBULL: It's a pleasure. Where's your hotel, if you don't mind me asking?

35 MR COLOSIMO: Waterloo Road.

MS TURNBULL: Waterloo Road?

MR COLOSIMO: Macquarie Park. So, my family and I own and operate the
40 hotel. It's an upmarket pub called the Governor and it's located in Macquarie Park. It's the only pub in the park. It represents an investment by us into the local economy of over \$35 million. We currently employ over 80 people, both full-time and casual. Our concern relates to the underlying opposition to trading after midnight. It's not coming from the elected representatives. The
45 pub's operating hours is limited to 12 midnight and it's forcing patrons to leave

the area or to book their functions elsewhere.

5 This limitation is not based on any strong planning foundation. It's quite
contrary to Council's aim that the redevelopment of Macquarie Park
contributes to the creation of a vibrant night-time economy and a world class
business park. Ryde LGA is in the bottom 10 per cent in the state for alcohol
related issues and we've never had an issue at the hotel. It's proven to be a very
population destination with the business community and the Premier herself
has been there.

10 Macquarie Park has for a number of years now promoted by Council as a world
class business park and any business park promoting itself needs to include
complementary facilities. We need to provide opportunities for both workers
and surrounding residents to enjoy late night dining, functions and
15 entertainment without the need to go outside of the area.

The community needs late night trading venues not just ours and especially as
other businesses open up and other residents join the area. Unfortunately, the
20 theme of opposition to trading after midnight does not permit an appropriate
level of service commensurate with the intended purpose of Macquarie Park
and it regulates our hotel to that of a restaurant as opposed to a high class hotel
and for the Governor and other similar venues to offer a level of dining and
functions and entertainment options expected by residents and business
customers within a business park it is essential that they be able to operate
25 sometime post-midnight.

Our direct experience with other business parks is that this would lead to
further hospitality service development and investment and employment and it
reduces people's need to leave the area, whether by car or public transport to
30 get the services they need and want. Council officers have so far taken the
recommendation of police to limit hours and Councillors unfortunately don't
get an opportunity to represent the community with this.

A community is built not just on office space and apartments, but places to go,
35 things to do. Our hotel has provided a major net benefit to the area, but it could
add so much more if it was allowed. The Mayor and majority of Council and
community want to see late night activity and we respectfully believe a
direction by this Commission needs to be given to support that activity, to
establish a night-time economy that doesn't end at midnight, where the
40 development happens in the future, resi, commercial, they need social
night-time facilities. Thank you.

MS TURNBULL: Thank you very much.

45 MR ROBERTS: Thank you.

MS JONES: Thank you. I'd now like to invite Nicole Lasky from John Holland Group.

5 MS LASKY: Hi. I'm Nicole Lasky from John Holland. I'd like to thank the Chief Commissioner, Commissioner Roberts and the North District Commissioner, Dr Deborah Dearing, which I believe is here in the room, for listening to our concerns today and thank you also to the audience for listening. I'd like to go through just a couple of matters today, first just to explain a little
10 bit about the development that we're working on and put that in the broader context of our concerns for both access to major facilities and also the 24-hour economy.

15 So first of all, the project, as you can see here - I'll probably go back here - it's a 2.2-hectare site which includes a 7000-metre park that we are handing over as a public park. The allowable use is both office and also retail. I've heard a lot of concerns in the last - the session I came on Tuesday and also today - about lack of public infrastructure seems to be one of the largest concerns in the area, which I can understand. There were no parks at all within the Macquarie main
20 business district area, which is quite surprising, and mainly green open space is a big issue. So that is exactly what we are providing to the public.

We are really excited to be able to provide this park, which will be a very active park with lots of active uses, like sunrise yoga, fitness, family picnics,
25 sports, all sorts of uses within the park. The issue though, however, with this is access. So, this park fronts Waterloo Road and the issue that we have at the moment is that people that are - sorry, along here - they cannot get across the road, basically. So, if somebody is on that south side of Waterloo Road, there's actually a physical barrier between and people would have to walk all the way
30 down the road - do you mind if I just stand up and point to it?

MS TURNBULL: Yes, go for it.

35 MS LASKY: It might be a little bit easier. Okay. So, people would have to walk all the way down this road until they get to Lane Cove Road and then they would have to cross at a light and cross here and then walk all the way back here. I actually met with MPID representatives on Tuesday and they have their offices right here in the Macquarie University offices and they were saying they were excited about this park coming and they said, "Oh, yes, I
40 don't even know how we're going to get there. We'd have to walk all the way around the back through."

45 So, this relates to the planning priority N20 delivering high quality open spaces and also planning priority N12, which is delivery of integrated land use and transport planning of the North District Plan, so it will allow people to access

spaces and this is a major piece of public infrastructure. There's also an issue here of access for motorists who like to go to this park. There's only a left in and left out. There's no right turn into this park and there's no right turn out of the park either. So, we're trying to solve a major infrastructure problem within the Macquarie Park region.

We are very well supported by Council, which is great. They have asked us to put in a submission for a right turn in and right turn out and also a pedestrian crossing, which we've done.

MS TURNBULL: So where would that be, in Waterloo Road?

MS LASKY: Yes. It would be at Coolinga Street. So Coolinga Street comes off here, so it's at that intersection right here. So, it would be able to turn here, here and that would be a pedestrian crossing to that street. It was promptly rejected by other authorities in the area. So now we're at an impasse where we're just wondering how people are going to get across and we would like some support in being able to get people to the park. So that's our major concern.

Our secondary concern, not as big as this issue, but it's the 24-hour economy. What we're seeing is when we drive around here at night, it's dead. It's actually a little bit scary. I feel lack of security because there's nobody around. So, we would like night-time activation within this area and that could be facilitated with vibrant mixed uses and we would like to be able to keep the retail going at night-time that's there, too, and provide good amenity to people within that area and we feel that with mixed uses, that would help keep the city centre alive.

MS TURNBULL: Okay.

MS LASKY: That's everything.

MR ROBERTS: Thank you very much.

MS TURNBULL: Thank you so much.

MS LASKY: Thank you very much for listening.

MS JONES: Thank you, Nicole. I'd now like to ask Tim Blythe from Urbis, who is this time speaking on behalf of Pathway Properties.

MS TURNBULL: Gosh, you're busy.

MR BLYTHE: Thank you, Commissioners. No need to introduce myself,

although I will introduce who I'm acting for, which is actually Pathway Properties, as mentioned, but they're actually the official receiver and managers appointed on behalf of Horizons Property Unit Trust. So, this is a property in receivership which is located in the Riverside Corporate Park, which is the area in North Ryde, so if you can get your bearings. You will recall the earlier submission from Samantha from Stockland about the case study, which is that little precinct to the far east of Macquarie Park, which is really, as mentioned before, an isolated portion at the far eastern end or south-eastern end of Macquarie Park.

10

I guess the key message, and I'll try to take a slightly different angle for you for the benefit of everyone here, I think it's really important to recognise that Macquarie Park isn't just one park. It has multiple different characteristics and facets to it and Riverside Corporate Park needs to be looked at as a separate component of the broader corridor area.

15

As was earlier alluded by Samantha from Stockland, Riverside Corporate Park does struggle, it is not part of the core of Macquarie Park. It does struggle by comparison compared to the rest of the precinct and our property asset is certainly no exception in that context. The area has struggled in terms of loss of key tenants. There's a number of vacant or unutilised sites, which includes our own asset. There's obviously the competition in the broader park, draws opportunities away from the Riverside Corporate Park area, the lack of amenities and obviously traffic congestion. There's only limited ways in and out of this part of the precinct.

20

25

So really this part is quite physically isolated and separated, as I said, from the core and has a separate identity. So, what we are seeking to do is to recognise the opportunities of this part of the precinct to be considered for urban renewal, but obviously managed and planned in a considered way. In earlier discussions our client has had with a number of the major landowners that comprise this precinct – and there's probably only about 10 in total – so it's actually – whilst it's a reasonably large area, it's not really fragmented in that sense.

30

35 MS TURNBULL: What's the site area?

MR BLYTHE: That's probably a good question. It would probably be – the whole Riverside Corporate Park?

40 MS TURNBULL: Yes.

MR BLYTHE: It would be at least a couple of hundred hectares, I would think.

MS TURNBULL: Okay.

45

MR BLYTHE: But I'd have to check that actually. I haven't really worked that through, but basically what – the landowners did actually get together and started discussing the prospect of a landowner led structure plan for this precinct, but part of the challenge for the landowners is the lack of clarity about the forward planning for this precinct. As the Commission would be aware, the department did initiate strategic investigations a couple of years ago. That did actually prompt the development committee to get interested and actually banding together and considering the options and bringing forward plans and ideas for the precinct in a considered planned way, so not individual plan proposal or individual development proposals. This was about a group of landowners that hold pretty much the balance of the land ownership in the park to actually redefine. So, this is true urban renewal, not just piecemeal, but the lack of a structure plan or the lack of direction from the government, unfortunately, has left that wallowing with a lack of certainty.

So really, I think for the purposes of this Park or this part of the precinct, what I would be advocating on behalf of our client is the opportunities for actually consider structure plan in process for this part of the Park. There are numerous opportunities. Putting aside land uses for the minute, it's well connected to the North Ryde station and obviously we know around the North Ryde station we've seen some very significant development, but most of that is within about 200 metres of the station, so the subject site that I'm talking about is within 400 metres of the site. Stockland's site is also within walking distance, as is many others.

So, there's huge opportunities to really connect and create a new precinct, but it does require landowners to get together. It does require clarity in terms of a structure planning process to actually make this happen, but again, I probably reiterated in my earlier comments because the urban renewal need to be so significant to deal with, the infrastructure, access and the like, it will require a real partnership approach and I think if the government can facilitate, as I said, a broader structure planning process for this precinct then there is an opportunity to create something special going forward. Thank you.

MR ROBERTS: Thank you, Tim.

MS TURNBULL: Thank you very much.

MR ROBERTS: Are you on again or is that it?

MR BLYTHE: No, I'm done. Thank you.

MR ROBERTS: Just checking.

MS JONES: I'd now like to ask John August to come and address the Panel.

MR AUGUST: Hello, good evening. My name is John August. I'm going to talk about problems I see in the Ryde area, although many of them also occur in the rest of Sydney. There's a lot of concern overdevelopment. People point
5 to the stress and disruption it causes, applications claim that there will be no impacts on neighbours and those neighbours note in letters to the editor saying that there are indeed consequences without any clear recourse. It's a consequence of certified development with direct control being taken from Council.

10

In principle, this means that developments which would otherwise be approved merely happen faster, but in fact means valid concerns which would be brought up at Council can be bypassed, not to mention the sort of false assurances that I've just mentioned. It also means that deeper issues can be papered over and
15 ignored. At the extreme, we have outcomes like what we have seen in the Opal Tower where it seems, quite apart from residents being steamrolled by the current framework, developers are steamrolling purchasers.

As I understand it, medium density developments can be done anywhere in that
20 zoned area, but from the residents' point of view they would expect that development would be evenly spread without concentrations of development and considerations of the cumulative effect of nearby development, but I can't understand how certified development allows for these sorts of considerations, apart from which when development is overseen by Council, it is my feeling
25 that developers ignore the conditions of the Development Applications and get away with it because there are insufficient resources into ensuring they are followed. We had an earlier speaker that commented on that.

The question needs to be asked: where are these pressures towards population
30 growth and always towards the development we see? The question is not whether you are pro or anti-development, but rather asking where these pressures come from and whether they are being recognised. If the pressures are being set by the state or federal government, this should be resentfully recognised on every page, rather than something that is just accepted.

35

Quite apart from the general concerns I've mentioned, recent arrivals to Sydney talk about how we are getting more and more competitive and less community oriented. I feel that development that we're experiencing is one pressure towards this track. We're seeing infrastructure deficit where the
40 development comes first and the infrastructure lags behind. It seems that we have promises of schools which lag well behind the population increases, when in fact the schools should have been built, not talked about, parallel with the developments taking place.

45 It would be interesting to find out how the ratio of population to related

infrastructure has changed over time and, indeed, how it relates to policy changes by government, but the idea that you will somehow solve the question of road congestion when you are building developments surrounded by already congested roads just makes no sense at all. Priority Precincts, Urban Activation
5 Precincts, or whatever they are called now, were set up with the promise that after proper community consultation about what the community goals were, the development would then go ahead without problem. The only sensible reply is: what could possibly go wrong?

10 In any case, they represent a definite source of development, population growth, and possible infrastructure deficits that needs to be identified. The ability of Ryde Council to deal with the impost made on it needs to be considered. Then there are various large developments that are taking place with changes to height limits based on so-called Voluntary Planning
15 Agreements. If the height limits can be changed, you wonder why were they there in the first place?

I have heard other stories about this, that councils have a gun pointed at their head because if they refuse, the developer will then challenge their decision at
20 court and they will end up even worse than they were to start with. It does have a feeling of the Wild West with the threat of an outcome having almost the same force as that action itself. There are claims that development is needed to keep prices down, however, the focus is on new development rather than considering land banking and otherwise useful land which is not used to live in.

25 It is generally acknowledged that 90 per cent of the investment flowing through negative gearing is to make existing property more expensive not in any meaningful way increase supply. The urban form we have, apart from other issues, stands in the shadow of a much-contested perverse system of taxes and
30 incentives that hinders rather than helps. Thank you for this opportunity to address you. Quite apart from any issues I've brought up, I look forward to finding out detailed statistics on the area, for example, population to infrastructure ratios, amongst others. I think the problems around us are quite clear, but to have extra numbers will certainly help and I look forward to them
35 being revealed.

I'll also say, sorry for not addressing you and looking you in the eyes, it's hard to fit it all in five minutes, but thank you.

40 MS TURNBULL: Thank you very much.

MR ROBERTS: Thank you, John.

45 MS JONES: Thank you so much, John. I'd now like to ask Jason DeVos from JDV Group to address the Panel.

MR DeVOS: Commissioner, Deputy Commissioner, ladies and gentlemen,
good evening. Thank you for your time. My name is Jason DeVos. I'm a
property owner in a property at 6 to 8 Byfield Street in Macquarie Park. It's a
5 strata-titled property and I'm one of the owners of the property. I'd just like to
–

MS TURNBULL: So, you own the whole property?

10 MR DeVOS: No, I'm an owner of a strata plan. We have nine owners.

MS TURNBULL: Okay.

MR DeVOS: There's nine lots. We believe that it's a strategic and logical
15 rezoning opportunity. Recent history: we have retained Urbis as our town
planners. We have prepared an urban design study that's been submitted to the
Department of Planning in the context of the Macquarie Park Investigation
Area or study, rather. The subject site, as you can see, I've highlighted in
orange there, it's opposite Wilga Park, adjoining Shrimptons Creek and in
20 close proximity to Macquarie Shopping Centre.

Key statistics: it's a large site. It's a very significant parcel of land, some
circa 23,000 square metres and it does border the Herring Road precinct and
surrounded by land that has been recently rezoned mixed use before and either
25 redeveloped or under construction. It's located within a 400-metre radius arc of
the Metro station and there's some other proximity details there of its easy
walking distance to Macquarie Centre and the University, et cetera.

Current land use and improvements: the current land use and improvements on
30 the site are circa 1979 buildings and in the context of the evolving vision for
Macquarie Park, we as the owners have to concede that it's a rather ugly
development and its land use is increasingly obsolete. When viewed from any
of the adjoining redeveloped sites or across the creek, it's brutal, to say the
least.

35 The current land use, as I say, is increasingly obsolete. We have a lot of heavy
vehicle movements going in and out of there contributing to street congestion,
et cetera. We believe that if it were to be rezoned to a B4 mixed use,
there's –

40 MR ROBERTS: So, what's its current zoning?

MR DeVOS: It's B7 business park, so it's not commercial core, it's business
park. If it were to be redeveloped, there's no loss of quality commercial space.
45 It's a relatively low-generator of employment at the moment with its

warehouse and industrial use. It's a logical extension of the B4 mixed use and we believe that the exclusion is, I guess, quite notable from the previous Herring Road study. There's a significant public benefit to rezoning that. Currently there is a public pathway down the side of a Holiday Inn, if you're
5 familiar with that site there. It's basically a pathway to nowhere. The 80 Waterloo Road site, which is currently under construction, will also have a creek side pathway, but again it ends at our property boundary.

10 So, if the site were to be redeveloped, we believe that the site facilitates the extension of pedestrian pathways, cycleways, both along the creek and across through the site. As a concept vision, we see a pedestrian link possibly over the Creek to Wilga Park and thus the site becomes quite permeable to pedestrian and cycle activity. B4 use, active ground floor uses, of course, would contribute to a sense of place and increased pedestrian activity would likely
15 sustain such businesses as an active ground floor use.

Obviously, a redeveloped site removes entirely all the current large vehicle movements that go on with the site daily as part of its warehouse use. Obviously to facilitate that, the existing zoning there shows that it's B7
20 business park. It would need to be included in the B4 mixed-use zone to facilitate such a vision.

In summary and conclusion, we believe that a redevelopment on the site and change of use to B4 has significant public benefit in terms of its pedestrian
25 access and what it may provide, an opportunity to create a precinct that is away from Macquarie Centre, which is lacking in the park at the moment and obviously provides housing. It is well within the accessibility radius to the Metro station. Thank you. That's all I have to say.

30 MS TURNBULL: Thank you very much.

MR DeVOS: Thank you very much.

35 MR ROBERTS: Thank you so much.

MR DeVOS: Thank you.

MS LUCY TURNBULL: We have our last speaker.

40 MS JONES: Thank you, yes. I'd like to invite Giovanni Cirillo from Planning Lab to come and present to the Panel. Thank you.

MR ROBERTS: Hello, Giovanni. How are you?

45 MR CIRILLO: Hi Geoff, Hi Lucy. How are you? Very well, thank you. Thank

you for giving me the opportunity to speak. Good evening. As your last speaker, I will pay you the courtesy of not speaking for too long.

MS JONES: Thank you.

5

MR CIRILLO: I'll just get my slides going. I speak on behalf of Investon. They're a long-term property owner of this commercial property at 27 to 33 Waterloo Road in Macquarie Park. It's located immediately across the street from Macquarie Park station and we see it as, I suppose, an ideal opportunity for urban renewal and densification and for mixed use development. A lot of your presenters today have spoken about overdevelopment and possibly inappropriate development in certain locations that are far afield and not well served by infrastructure and certainly I share that concern.

15 As a practitioner in the planning space for probably 25 to 30 years, I think I've made a bit of a mission for myself in championing good mixed-use development in appropriate locations and certainly I've done that as Chief Planner for South Sydney Council, for the City of Sydney and also as the former Head of Urban Design and Urban Renewal for the Department of Planning as an executive director some years ago, now almost six years ago.

25 So, in this particular site, we see it as a great opportunity for vertical mixed use. The planning controls are somewhat dated. You'll see the site here at the corner of Lane Cove Road and Waterloo Road. So, our site is 27 to 33 and it's shown in yellow. You can see the station is immediately across the street. It's a very significant site in the sense that it's at a strategic intersection at these two major roads. There's also significant bus infrastructure, but most importantly the Metro station is immediately across the street and we have an 8000 square metre site, so it's very large.

30

MS TURNBULL: So where is the bus interchange supposed to be?

MR CIRILLO: It's across the other side of Lane Cove Road, as I understand it, and there's also bus infrastructure planned immediately in front of the site.

35

MS TURNBULL: Okay.

40 MR CIRILLO: We've also explored the opportunity of bus interchange facilities beneath the site as well, subject to obviously easements and whatever else that exists for the station itself, but we are immediately across the street. So, we see this as a great opportunity to work with government, both the transport agency as well as the planning agency, to actually achieve an excellent opportunity for, I suppose, maximising the opportunity presented by the station itself and the upgrade of the station. Bearing in mind also, it's a very large site, so it presents quite a unique opportunity.

45

5 The current planning controls are particularly dated, and I think they allow a floor space ratio at present of only two to one. Now, as we know, over station development is part of the redevelopment of this line and in fact the augmentation of this line has resulted further closer to the city very significant towers over or near to the stations and we see this as also a great opportunity to do a non-car based development that also includes some residential development, in fact, we would hope the majority being residential development.

10 Now, there have been different views presented to you tonight about the importance – different views to mine about the importance of Macquarie Park as a commercial core, but I think – and certainly as I’ve alluded to earlier, it’s really important not to miss the opportunity to provide some meaningful mixed use. One of the things this place lacks is actually a nightlife or any sort of buzz outside of business hours. You certainly don’t often get asked, “Did you go to Macquarie Park on the weekend or after hours?” and certainly it’s not the sort of thing you hear people saying over the water cooler that, you know, “We’re going to bring the family down to Macquarie Park on the weekend.”

20 So, I would have hoped that in the review of the planning controls that have been taken as part of the Priority Precinct that some serious consideration gets given to proper vertical mixed use. It’s been done in the City of Sydney before. It’s been done in the old South Sydney, which now forms part of the City of Sydney, and I think there’s a great opportunity to provide that next level of - - -

MR ROBERTS: Give us an example of where you think it’s been done well.

30 MS TURNBULL: Yes, exactly.

MR CIRILLO: Recently?

35 MR ROBERTS: Wherever you want to say.

40 MR CIRILLO: A very good example being the lower City of Sydney in and around the Haymarket down towards Carlton United Brewery, which is now Fraser Central Park. We have excellent examples of mixed use where you’ve got commercial development, you’ve got major infrastructure – major institutional floor space, notably universities, similar to here and you’ve got incredibly successful residential development. So, I think the lower part of the CBD of Sydney is an excellent example.

45 I would hate to see the opportunity missed for a bit of vibrancy in this place. So, there’s the site. I’ve already got the bell and I promised not to talk too long,

but it's to the left of the photo behind that van and to the right there. This is the site and we're anticipating buildings that could be as high as 140 metres, so that would be, you know, in the vicinity of about 40 storeys. The current height controls allow about 65 metres, but only two to one is floor space ratio. Being a
5 B zone or a B3 zone, I think in this case, it precludes residential development and we think that, you know, there's a great opportunity for doing something that works in really well with the station.

10 So, we're thinking of a floor space ratio that works out somewhere around the vicinity of 11 to one, which is not certainly out of keeping with other over station developments along this line. So, I'll leave you with the slide and thank you very much.

15 MR ROBERTS: Thank you, Giovanni.

MS TURNBULL: Thank you so much.

20 MS JONES: Thank you so much. That was our final speaker for this evening and this is our final Listening Session. So, I would like to, on behalf of the Greater Sydney Commission, and in particular of behalf of the Panel, I would like to thank you all for giving up your time for coming and speaking and for coming and observing. Please, if you want to, if you know anyone at home or you, yourself, are hungry, take a sandwich with you and travel home safely. Thank you.

25

SESSION CONCLUDED