

7/9/2025

Unit 102/ 9 Rangers Rd

Neutral Bay

NSW 2089

NSW Dept of Planning

Housing and Infrastructure

North Sydney Council

Locked bag 5022

Paramatta NSW2124

Dear Sir/ Madam

Re:Planning SSD-82875708

I strongly object to the above development deemed State significant, and a public hearing needs to be held due to the very significant negative impact of this development planning proposal.

The primary objection is to the height and bulk form of the proposed development.

While this application lists a height increase to 44m from an already approved 31m, the reality is an increase from the LEP of 16m to 44m which a 175% increase in proposed height.

1. **Excessive height** – 12 stories is inconsistent with North Sydney Council's endorsed Neutral Bay Village Planning Study, which caps height for the site at 6 storeys. It also exceeds the limits in the Planning Proposal recently endorsed by the Sydney North Planning Panel - maximum part 6 & part 8-storeys - which took into account the need to protect solar access for dwellings on Yeo Street. It appears the decision has ignored the impact on adjacent buildings in Yeo st and at 9 Rangers Rd to the south.
2. **Overshadowing** – The development will reduce solar access for homes to the south, 9 Rangers Rd and the public domain along Yeo Street. DPHI should ensure the *North Sydney DCP* and *Apartment Design Guide* solar access standards are met. The adjacent building at 9-11 Rangers rd is not correctly represented, drawings exclude the main atrium feature letting light into apartments. The 12 story proposal will completely shadow 9 Rangers Rd by 2pm on June 21st, based on drawing A420.



Current atrium at 9 Rangers Rd to be overshadowed

3. **Traffic & parking pressure** – Local streets are already congested. The developer's Transport Impact Assessment fails to account for cumulative development impacts.

Traffic is already a significant issue, with the Yeo Street rat run, contributing traffic from Wycombe Road, and difficulties caused by traffic access in and out of existing Woolworths.

The bus services are already at capacity in peak hours along Military Rd. People are often queuing from Military Road around and down Wycombe Road and then around into Yeo st to get a bus.

4. **Non-Compliant Parking Spaces** – Of the 117 residential car spaces being proposed, the developer has allowed 80 car spaces for its 53 units with three/four-bedrooms, based on a rate of 1.5 spaces per three/four-bedroom unit. This rate significantly exceeds the maximum car parking rate under the *North Sydney DCP* (Section 10.2.1, Table B-10.1), which specifies a maximum rate of 1 space per unit with three/four-bedrooms. Under the *North Sydney DCP* the maximum number of spaces for those 53 units is therefore 53, not 80. DPHI should enforce the *North Sydney DCP* maximum rate to minimise adverse impacts on the local road network and promote use of sustainable and public transport, noting the site's close proximity to major bus stops. The *Apartment Design Guide*, Objective 3J-1 also stipulates that provision of car parking should be based on "*proximity to public transport in metropolitan Sydney*". Further, based on Objective 3J-1's design criteria, Council's maximum car parking rates apply.
5. **Inadequate affordable housing** – Only 10 units, representing just 5.2% of gross floor area, are proposed as Affordable Housing, despite a proposed height uplift of 175% (calculated on the original 16m height limit under the North Sydney Local Environment Plan 2013 that applied prior to the finalisation of the recent Planning Proposal in March 2025). Under Chapter 2 of the *State Environmental Planning Policy (Housing) 2021*, the minimum contribution for eligibility for any height uplift is 10%. Granting a 175% uplift for only a 5% contribution undermines the intent of the Infill Affordable Housing provisions. The affordable housing contribution should be increased.
6. **Water infrastructure**– Residents in the locality have already reported reduced water pressure issues due to the large number of developments added in recent years without commensurate increases in infrastructure. DPHI should ensure that water

infrastructure is upgraded accordingly to minimise further adverse impacts on existing and future residents.

7. **Building setbacks-** There is no visible setback on the Rangers Road frontage, but prior drawings have indicated tables and chairs along this location. Current footpath is not wide enough, and setback should be increased to align with the 9 Rangers Road building by 1.6m at least. The bulk form of radius canopy over the footpath will visually project the building well out into the street.
8. **Outdoor space connecting Rangers Road and Yeo Street.** – While this space is meant to be an attractive community feature, the reality may be very different. If 12 stories is approved for the Fabcot (Woolworths) development and then 12 stories also approved on the adjacent 183-185 Military Road site, the reality is likely to be a very overshadowed wind tunnel.

Thankyou

Theresa Madden