
COMMENTS ON SSD-82714716

4 September 2025

Dear planning assessment panel,

I hope this letter finds you well. I wish to comment on **SSD-82714716** as an owner of neighbouring development at [REDACTED]

The proposal is generally acceptable, I am in favour of the height, GFA and land uses overall with the exception of the below concerns;

Site plan error;

- 156-158 Parramatta Road has been incorrectly identified on the site plan and in the 'Environmental Impact Statement' as being commercial. It is in fact mixed use with several lots used as residence. Care needs to be taken in future stages of the development to retain residential amenity for this block including protection from overshadowing, and protections regarding noise sensitive uses during construction.

Parking;

- 53 car spaces have been allocated to 220 apartments (440 residents appx), only 35 of which are for general use. This is in breach of SEPP 65 Apartment Design guide, the local DCP, and 'The Guide to Traffic Generating Development' and in exceedance of DDA requirements. The absolute minimum provided within the Housing SEPP has been used despite clear issues for the future residents of the proposed build to rent housing. No provision of EV Charging facilities appear in the plan. Parking overflows from this development will detrimentally impact already struggling local small businesses including cafes and retailers who's patrons will no longer be able to park and access the services. This is particularly detrimental to "Sax and Woodwind" who's clientele come from across greater Sydney carrying large and expensive instruments often with younger children. These clientele are unlikely to use public transport, and this institution of Sydney's music industry may not survive without access to street parking.
- Lack of parking is a missed opportunity to better activate the struggling retail along Parramatta road.

Parking Solutions;

- In order to address this concern it should be a condition of consent to decouple parking, or to make it a condition of consent that future stages must include the construction of basement car parking at, or above the maximum allowable car-parking.
 - Decoupled parking (parking not allocated specifically to residents of the new development) would ensure that fair parking is available for local
 - businesses to stimulate the struggling local economy along Parramatta Road and support retail uses within the proposed development. Decoupled parking could also contribute ongoing revenue.
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- There is an opportunity to interconnect basements for the future development stages to optimise parking efficiency which should be explored.

EV Charging

- Electric vehicles are gradually replacing petrol vehicles over the coming decades due to lower emissions, lower purchase price and lower running costs. It is an oversight not to facilitate charging infrastructure in the development which is detrimental to long and short term sustainability outcomes. EV charging requirements should factor in to the design of substations and power supply to basement 1.

Street Trees

- There is inconsistency among the reports and plans as to the trees on Mallett street. Please ensure that mature street trees are planted as part of Stage 1 development as a condition of consent. This will allow the trees to mature and establish themselves, provide amenity during future construction phases and ensure that the bulk and scale of the 20m building adjacent our building is moderated.
- These trees are vital to the local area as there are significant urban heat and amenity issues on these roads. I assisted a local man who had become disoriented and dehydrated. He was walking away from his home in 37 degree heat and had no access to water. Street trees are vital to the health of local residents.

Land use and function

- item 4.3 of the proposed development controls would prohibit ground floor residential development. "Active frontages" tends to mean vacant newspaper covered shopfronts and 'for lease' signs in this area. Given that active uses along Parramatta Road are already in steep decline with high turnover and vacancy rates, there is an oversupply of active ground floor uses unable to be supported by the current and projected pedestrian activity in the area. Ground floor residential apartments should be proposed on Mallett Street. This is precedent at 38 Pyrmont Bridge Road and in keeping with the character of Mallett/ Booth Street.
- Simplifying this block to provide exclusive residential uses will decrease construction costs and complexity for the development, enhance pedestrian amenity through increased greening, and increased pedestrian foot traffic and should increase yield for the developer and land value for Landcom.

Setback to Mallett Street

- Please add a ground floor set back to Mallett Street. A ground floor setback similar in nature to 38 Pyrmont Bridge road would add significant urban amenity in keeping with the character of the area.

Awnings

- Please ensure a continuous awning with integrated lighting to Parramatta road. This will assist in urban heat mitigation and night time security particularly adjacent the bus shelter.

Lack of lifts and vertical transport;

- Future residents of the build to rent housing will be unfairly impacted by a lack of lifts and communal stairs. Lack of vertical transport will be a significant ongoing frustration for residents trying to enter and exit the building to get to work. Local nurses, midwives and doctors working at RPAH are highly valued members of the community who's daily needs must be considered in the proposed design.

Lack of Electric Vehicle Charging Infrastructure;

- Electric vehicles will overtake petrol vehicles within the next few decades as the dominant vehicles on the road. Charging infrastructure (and solar power) should be provided for the car park, and the substation should be designed with capacity to facilitate this transition in energy demand over time. Not to do so is detrimental to long and short term sustainability outcomes.

Staging and construction;

- Please provide an indication of the construction timeline and ensure that construction noise and dust is contained within the site. Acoustic barriers particularly along the Eastern wall of the development will be necessary to prevent disturbance to the residents and workers in our building.

In summary;

- **Please add a condition of consent for maximum allowable car parking to future stages, or decouple residents parking.**
- **Please allow ground floor residential uses, setbacks and urban greening to Mallett Street.**
- **Please amend the site analysis and reporting to identify 156-158 Parramatta Road as mixed use to protect residents from future construction noise and overshadowing.**

Thank you for taking the time to consider the concerns of the community.

Warm Regards,

