

Submission regarding proposed redevelopment at 300 Burns Bay Road

I strongly object to the proposed redevelopment at 300 Burns Bay Road because it is excessive in scale, out of character with the surrounding area and likely to cause significant and unreasonable impacts on neighbouring properties. I am an owner in 300A, 300B and 300C Burns Bay Road, the residential complex directly south of the subject site. Our complex contains 166 units across three buildings, with 90 units in 300A, 36 units in 300B and 40 units in 300C. The proposed 54 metre building would be far greater than the 21 metre LEP height applying to our site, and this level of additional height and density is excessive for an area that is already heavily built up and under pressure. The proposed increase in FSR would result in an overdevelopment of the site and an intensity of use that is not appropriate for the local context.

As our site already sits lower than the ground floor level of the proposed development site, (the sites ground floor is approximately at 300A's 2nd floor) the addition of a 15 storey building would have major impacts on sunlight access, warmth, outlook and overall residential amenity for a large number of residents. The proposal would also worsen traffic in an already strained area, introduce excessive visual bulk and create an overbearing built form that is inconsistent with the natural character of the locality, including the outlook from Burns Bay Reserve. Below are my reasons and examples of how the proposal would negatively impact the community.

1. Overshadowing and loss of sunlight

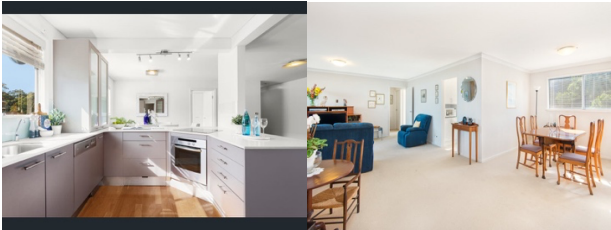
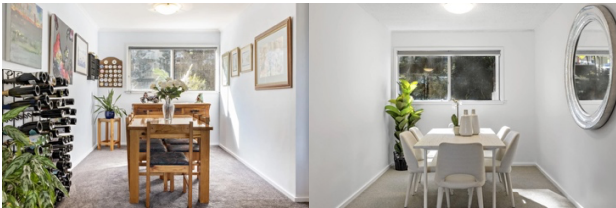
One of my main concerns is the likely loss of sunlight to apartments and common areas within 300A,B,C Burns Bay Road.

A large number of apartments in our block are south-facing, which means they already receive limited direct sunlight. Because of this, the sunlight that does come through kitchen and dining room windows in these apartments is extremely important. It helps naturally warm these apartments during the day, particularly in the cooler months, as many of these units can otherwise feel very cold.

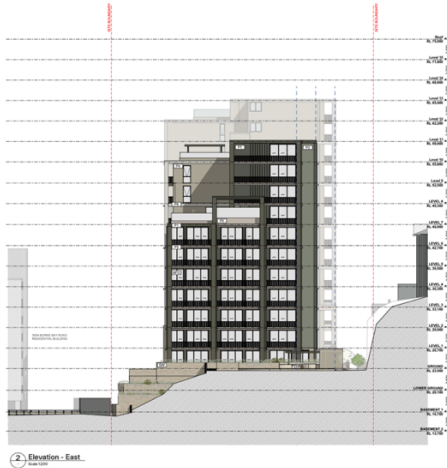
For residents in south-facing apartments, this is not just about comfort, it directly affects the day-to-day liveability of the home. Reducing that already limited sunlight even further would have a very real impact on how these apartments can be used and enjoyed. In many of the south-facing units, the sunlight through the kitchen and dining windows is one of the only times those apartments naturally warm up during the day, so any further loss of sunlight will be felt very directly by residents.

Given the scale of the proposed redevelopment and its close proximity to 300ABC Burns Bay Road, I am strongly concerned that it will result in a substantial loss of solar access to both individual apartments and shared common areas within our complex. In my view, the likely impacts on 300A, 300B and 300C have not been adequately or transparently assessed in the material submitted by the developer. A new solar access assessment, or an independent peer review of the existing analysis, should be required so that the true extent of the solar loss to our buildings can be properly understood and considered.

I have listed examples of affected units in below, split between the three blocks, as they have different layouts with different affected apartments.

300A		Image Examples of Affected Windows
1 Bed Layouts – 21 Units (Dining / Kitchen / Bedroom / Bathroom Affected)	Units 6, 10, 14, 18, 22, 26, 30, 36, 40, 44, 48, 52, 56, 60, 66, 70, 74, 78, 82, 86, 90	30/300A BBR 18/300A BBR 
2 Bed Layouts – 8 Units (East Facing Dining Rooms Affected)	Units 62, 65, 69, 73, 77, 81, 85, 89	77/300A BBR 
3 Bed Layouts – 21 Units (Dining / Kitchen / Bedroom / Bathroom Affected)	Units 3, 7, 11, 15, 19, 23, 27, 33, 37, 41, 45, 49, 53, 57, 63, 67, 71, 75, 79, 83, 87	57/300A BBR Kitchen & Dining 3/300A BBR Kitchen, Dining & Living 
300B		
2 Bed Identical Layouts – 36 Units (Dining / Bedroom / Bathroom Affected)	All Units 1-36	34/300B BBR Dining 23/300B BBR Dining 
300C		
2 Bed Identical Layouts – 40 Units (Dining / Bedroom / Bathroom Affected)	All Units 1-40	30/300C BBR Dining 15/300C BBR Dining 

300A Burns Bay Road



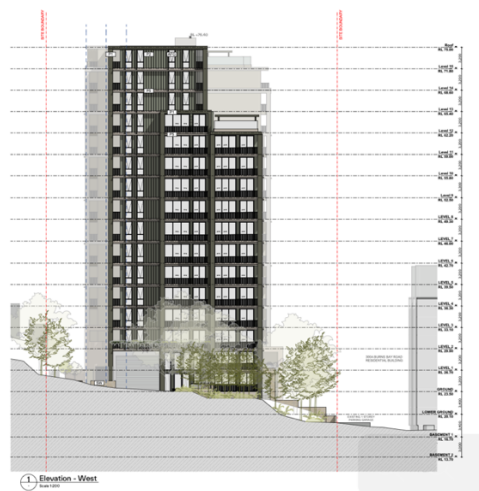
Proposed Site at 300 Burns Bay Road – Facing East in Comparison to 300A Burns Bay Road



Current Site at 300 Burns Bay Road – Facing East in Comparison to 300A BBR

Currently receives sun – with shade starting to form from the current 300 BBR site elevation – new proposed site would erase sun

**Image taken from the 300A Burns Bay Road Driveway - September Morning*



Proposed Site at 300 Burns Bay Road

Facing West in Comparison to 300A Burns Bay Road



Current Site at 300 Burns Bay Road

Facing West in Comparison to 300A BBR

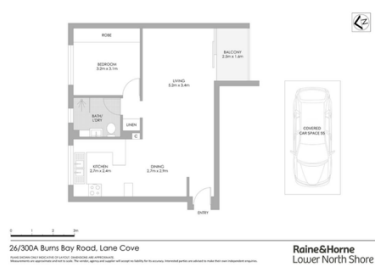
Currently receives sun – with shade starting to form from the current 300 BBR site elevation even in the morning – new proposed site would erase sun

**Image taken from the 300A Burns Bay Road Driveway - September Morning*

It is important to note that many of the windows on the North facing side of 300A Burns Bay Road (depicted above) are dining room and kitchen windows, which will be engulfed by the new 15 storey proposed development.

I have also included sample layouts of each below, showing their north facing windows. Whilst not north facing windows, there are also 8x 2 bed units in 300A that have East facing Dining room windows, that will be covered by the proposed development as well.

- 21x 1 Bed Unit Layouts (Kitchen / Dining North Facing)
- 21x 3 Bed Unit Layouts (Kitchen / Dining North Facing)
- 8x 2 Bed Unit Layouts (Dining East Facing)



300A – 1 Bed Floorplan

Kitchen & Dining with North Facing Windows

(1 bed floorplans in 300A are identical)



300A – 3 Bed Floorplan

Kitchen & Dining with North Facing Windows

(3 bed floorplans in 300A are identical)



300A – 2 Bed Floorplan

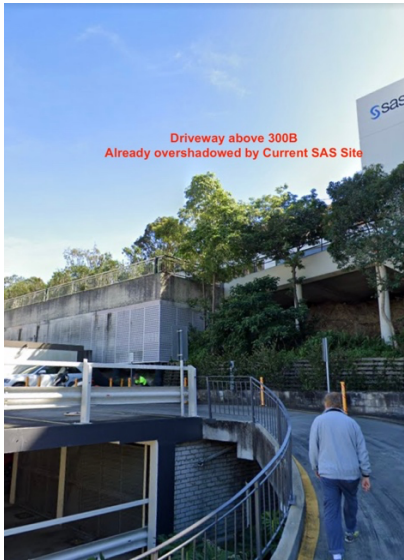
Dining Room with East Facing Windows

(affected units on East side of 300A)

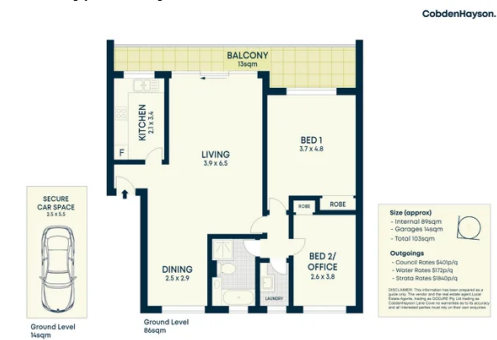
Overall, the site at 300 Burns Bay Road already sits at a higher ground level than 300A Burns Bay Road. The image below illustrates this existing height difference relative to 300A and highlights examples of one bedroom apartments that would be impacted. These apartments currently receive strong natural sunlight and are likely to experience a significant reduction if the proposal proceeds. Access to natural sunlight also supports mental health, sleep and overall wellbeing, so any reduction would have a real impact on residents' day to day living conditions and residential amenity.



300B Burns Bay Road



300B Typical Layout



As you can see from the windows / floorplan on the left, each unit has a north facing dining room window, as well as a bedroom, bathroom and laundry.

300C Burns Bay Road



300B Typical Layout



As you can see from the windows / floorplan on the left, each unit has a north facing dining room window, as well as a bedroom, bathroom and laundry.

2. Clotheslines and practical loss of sunlight to shared facilities

The likely loss of sunlight will also affect shared clothes drying areas, which is a very practical and everyday issue for residents.

At 300A, the clotheslines are definitely going to become overshadowed by the proposed development, reducing their usability and making it harder for residents to dry washing naturally.

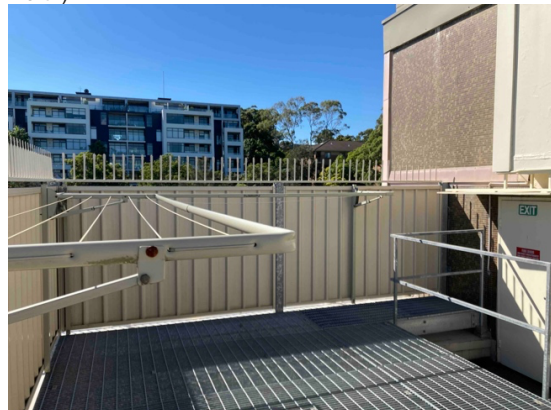
300A Burns Bay Road Clotheslines as seen from current apartment block to the north.



300A Entrance 1: 1-30 Clothesline (April 7am – Facing North)



300A Entrance 1: 1-30 Clothesline (April 1pm – Facing North)



300A Entrance 2: 31-60 Clothesline (April 7am – Facing North)



300A Entrance 2: 31-60 Clothesline (April 1pm – Facing North)



300A Entrance 3: 61-90 Clothesline (April 7am – Facing North)

300A Entrance 3: 61-90 Clothesline (April 1pm – Facing North)



For 300B and 300C, the shared clotheslines already receive only a limited amount of direct sunlight due to existing overshadowing from the current SAS site. In reality, these clotheslines currently only get a couple of hours of sun, and even now that can make drying difficult.

300B&300C Shared Clotheslines (April 7am – Facing West with current 300 site shadowing)



300B&300C Shared Clotheslines (April 1pm – Facing West with current 300 site shadowing)



If the new development proceeds in its current form, this situation will become even worse. Further overshadowing of these shared drying areas would reduce their usefulness and create an unnecessary loss of amenity for residents who rely on them.

This may seem like a small issue on paper, but for people who actually live here it is a genuine day-to-day impact and another example of how the proposal would materially worsen existing conditions.

3. Excessive scale, height and visual bulk

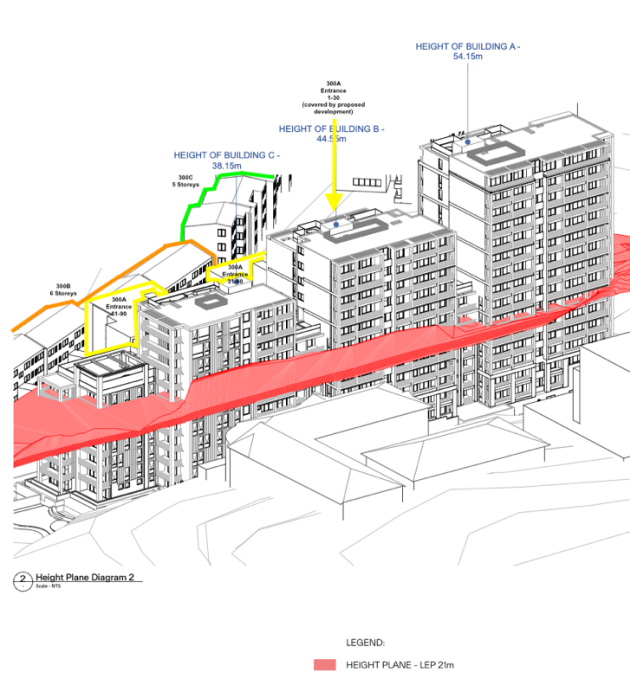
The proposal appears excessive in terms of height and overall building bulk when viewed in the context of surrounding residential development.

Rather than fitting appropriately within the existing streetscape and neighbouring built form, it appears to maximise the site well beyond what is reasonable, placing the impact of that extra height and mass directly onto nearby residents.



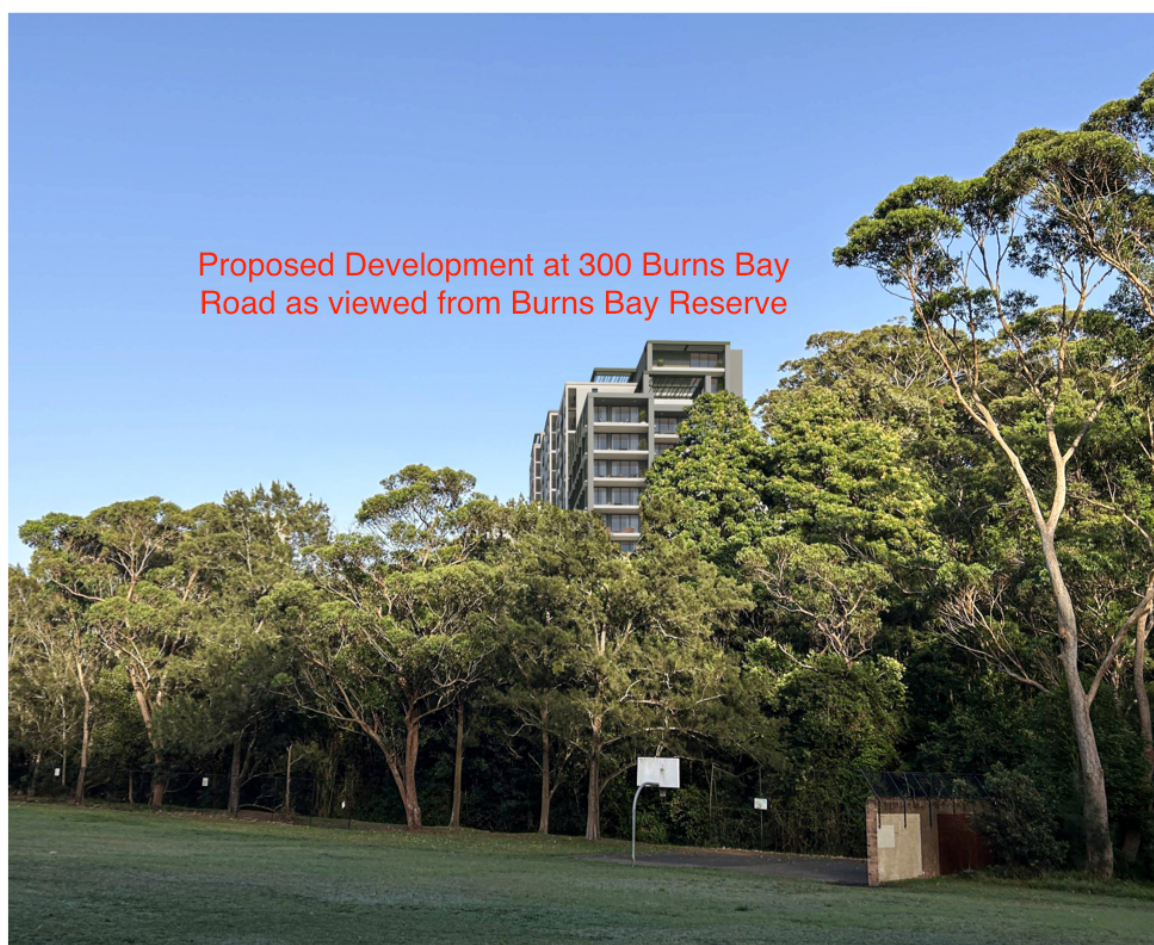
NSW Planning Portal Spatial Viewer – Current Building is already 21m and overshadowing is already happening, depicted in previous images above. Height for our site at 300ABC Burns Bay Road is 12m, and so are the buildings above. The proposal is way too high to be in line with the current area.

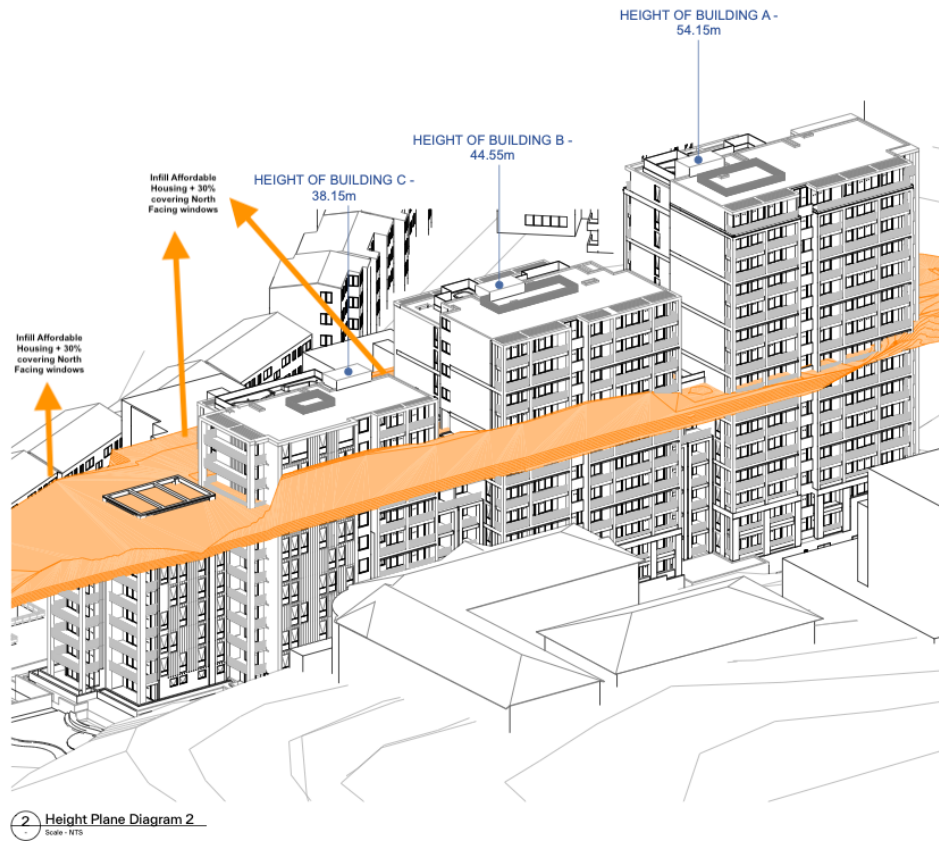
For residents at 300ABC, this would create a much more dominant built presence immediately adjacent to our homes.



As you can see, the proposed development, above the approved current LEP height of 21m engulfs 300A and parts of 300B from the angle depicted above. Not to mention the site will

cause visual bulk from Burns Bay Reserve and Hartman Hill Reserve, which is classified as a Vegetation Category 2 for bushfire prone land – requiring at least a 30m buffer.



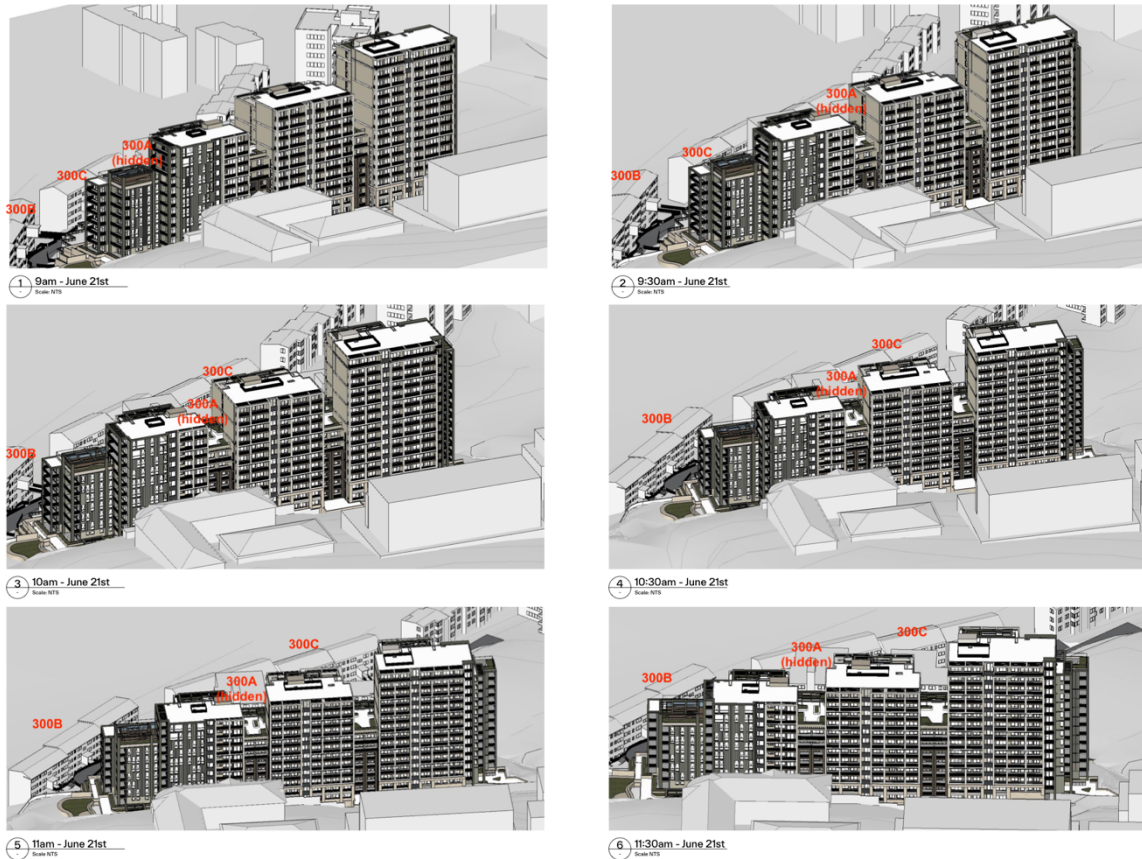


LEGEND:

HEIGHT PLANE - INFILL AFFORDABLE HOUSING +30% - 27.3m

Even at the infill Affordable Housing + 30% level, this would cover 300A – including all the north facing windows, as well as parts of 300B.

As you can see from other depictions at different angles, the block significantly covers 300A, B & C Burns Bay Road.



4. Loss of outlook, openness and residential amenity

A building of this size and proximity is likely to significantly change the outlook from many apartments in 300ABC Burns Bay Road.

It would reduce the current sense of openness and create a stronger feeling of enclosure for residents. In practical terms, this means a more crowded and overbuilt environment for people who already live here.

While redevelopment may be expected in some areas, it should still respect the reasonable amenity of existing residents and should not create unnecessary impacts simply to maximise development yield.

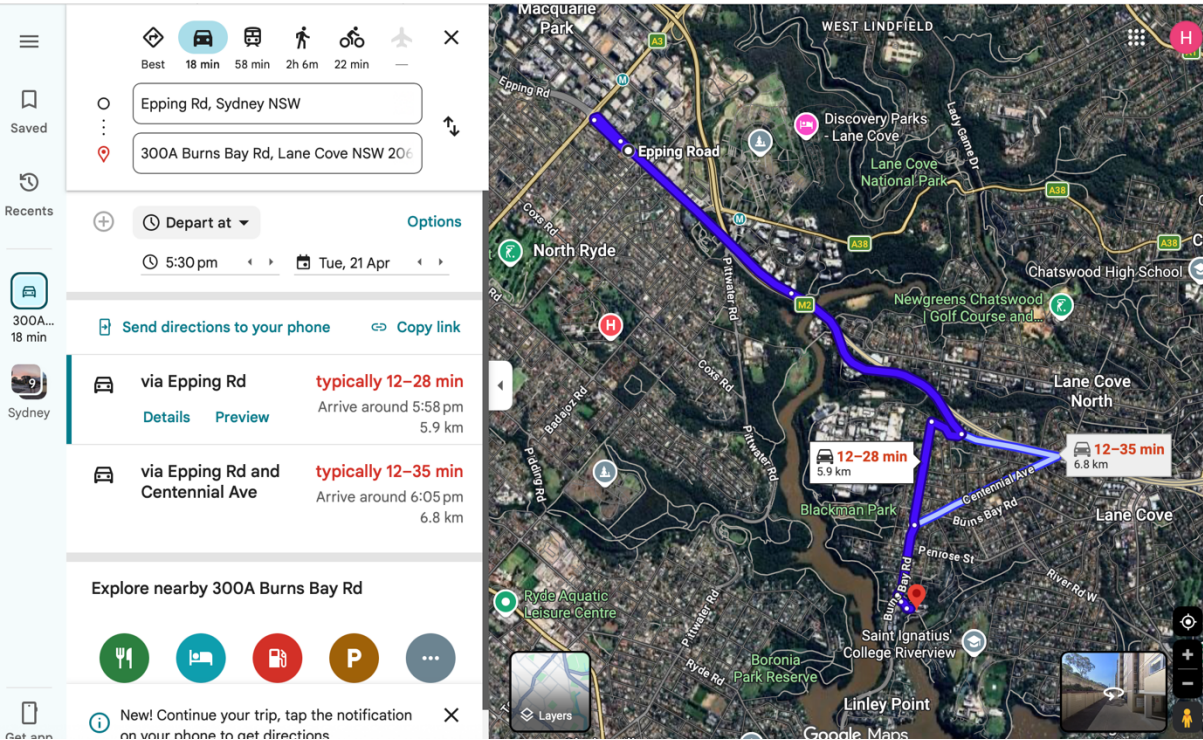
5. Traffic, lack of public transport, parking and local congestion are already a major issue

Traffic in this area is already extremely difficult, and this proposal would only make that worse.

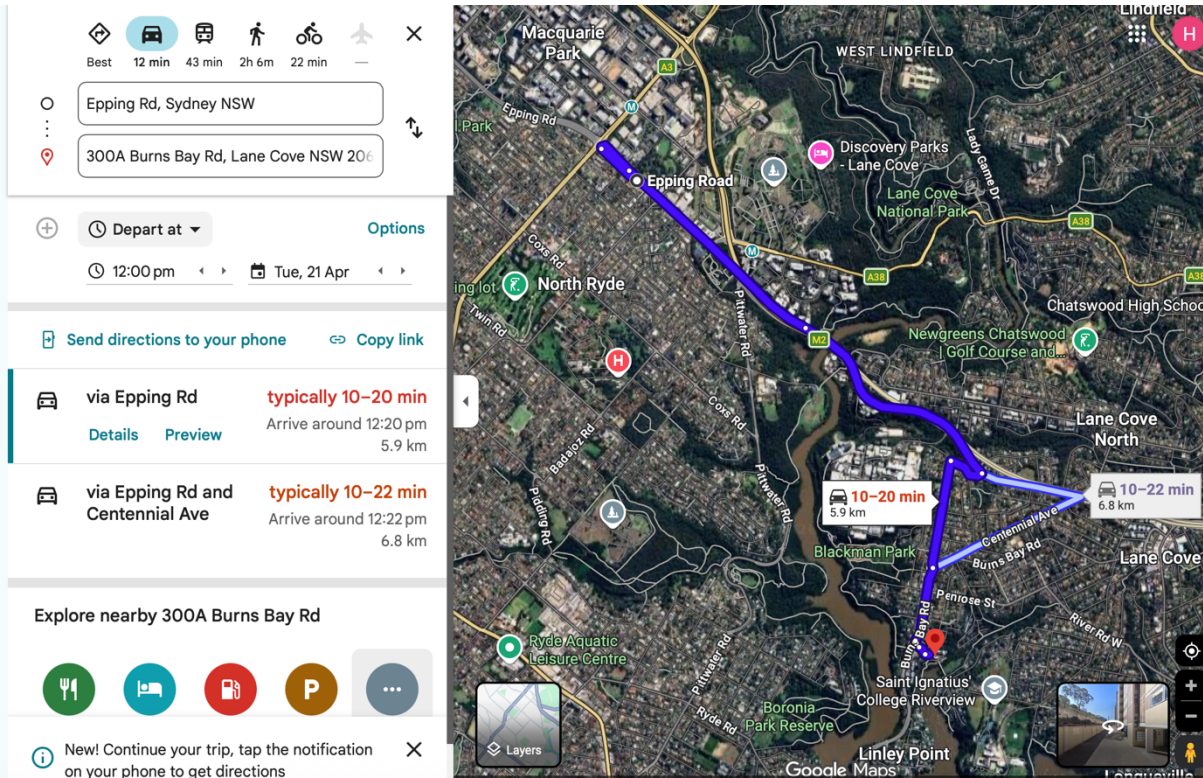
Anyone who lives here knows how congested Burns Bay Road and the surrounding streets already are, especially during peak periods. It can regularly take around 30 minutes just to get from Epping Road to our block, even though it is a relatively short distance.

This is a clear indication that the local road network is already under pressure. A development of this scale will increase vehicle movements, delivery traffic, service access and day-to-day congestion, further impacting the people who already live in the area.

In my view, the practical, real-life traffic impacts experienced by residents are not being adequately reflected in the submission by the developer and a peer review or new report needs to be conducted.



Google Maps Predictions of a 5.9km – 6.8km drive – between 12-35 mins around 5.30pm – Google even suggests to take side streets such as Cullen Street instead of the main road – most of the time the trip within this short distance takes around 35-40 mins.



The same distance prediction at 12.00pm

To add to the existing traffic, congestion and amenity concerns, the area is also poorly serviced by public transport. The only buses that stop near the complex are the 530 and 536 to Chatswood. Even during peak periods these services only run every 20 minutes, are often late or fail to arrive and still take around 30 minutes to reach Chatswood. Outside peak times they run only every 30 minutes.

There are also no direct bus services to the city, only services to North Sydney. These are similarly unreliable, take around 30 minutes and run every 20 minutes during peak times and every 30 minutes at other times.

Given how densely populated the area already is, the current level of public transport is clearly inadequate. A development of this scale would place even greater pressure on already strained roads, parking and transport services and would further reduce local amenity.

Currently, our block and neighbouring blocks in the area already have insufficient parking and residents regularly deal with cars from neighbouring buildings, park users and visitors taking spaces intended for 300A, 300B and 300C residents. This leaves legitimate residents and their visitors without available parking.

In addition, 300A, 300B and 300C own the roadway in front of 300 Burns Bay Road, as shown on the NSW Planning Portal Spatial Viewer. If this development proceeds, it is highly likely that future residents, visitors, trades and construction vehicles will use parking spaces and roadway areas on our land. During construction in particular, there is a real risk that heavy vehicles and frequent traffic movements will damage our privately owned roadway, creating further costs and disruption for our residents.

6. The proposal appears overdeveloped for the site and surrounding area

Overall, the proposal appears to push the site too far in terms of intensity. Any additional height or bulk should only be supported where it can be clearly demonstrated that neighbouring residents will not experience unreasonable impacts. In this case, that does not appear to have been established.

The short term provision of a small amount of affordable housing is not sufficient to outweigh the significant negative impacts this proposal would have on neighbouring residents, particularly given its scale and its relationship to 300A, 300B and 300C Burns Bay Road, as well as all the other neighbouring blocks.

At a minimum, the proposal should be subject to much closer scrutiny to properly assess its true impacts on nearby residents, especially in relation to solar access, visual bulk and day to day amenity.

7. Request for Refusal or Significant Amendment

I strongly object to the proposed redevelopment at 300 Burns Bay Road because of the significant and unreasonable impacts it is likely to impose on residents of 300ABC Burns Bay Road. In its current form, the proposal is excessive for the site, both in scale and intensity, and would result in unacceptable adverse impacts on neighbouring properties, particularly in relation to loss of sunlight, increased traffic and congestion, visual bulk and the erosion of residential amenity.

These impacts are not minor or theoretical. In many of the south facing units, the sunlight through the kitchen and dining windows is one of the only times those apartments naturally warm up during the day, so any further loss of sunlight will be felt very directly by residents. This is a real and practical amenity issue that would affect day to day living conditions, comfort and wellbeing.

At a minimum, the proposal should be substantially amended to reduce its height, bulk and overall impact on surrounding residential properties, particularly 300ABC Burns Bay Road. Without meaningful changes, the proposal should not be approved.