



North Sydney LGA
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Department of Planning, Housing and Infrastructure
www.planningportal.nsw.gov.au

Mixed-use development, Rangers Road/Yeo Street Neutral Bay (SSD – 82875708)

The Neutral Precinct has reviewed the Fabcot Pty Ltd development application for State significant development and submits the following objections to the proposal.

Building Height, form, massing and scale

The request for an increase in height from a part 8 storeys and part 6 storeys development to a part 12 and part 8 Storeys development will have a significant impact on overshadowing of dwellings in Yeo Street and on traffic flow in Yeo Street.

In consideration of the original PP-2022-4350 for this site “The Sydney North Planning Panel decision of 31 October 2024 included *“The Panel discussed the matter of solar access to the properties in Yeo Street and the advice provided by the proponent at the Panel meeting including the spreadsheet showing an analysis of sunlight to each dwelling. The Panel is unable to deal with development application matters in its deliberations but unanimously recommends that the Council be requested to ensure it is satisfied that any development application demonstrates that the living areas of all the dwellings in Yeo Street achieve a minimum of 2 hours sunlight in mid-winter”*

The same decision noted one panel member’s dissent: *“.....The currently proposed building heights and their impact on solar amenity for residents on Yeo Street could be mitigated through further planning consideration. Additionally, the proposed public space is significantly compromised by large portions not being open to the sky and having no deep soil to support green infrastructure. This greatly reduces the public benefits provided.”*

Subsequently the North Sydney Council meeting of 25 November 2024 unanimously agreed to amendments to *the NSDCP 2013 for this site including “Form massing and scale, ensure that all dwellings in Yeo Street receive a minimum two hours of sunlight to living areas at the winter solstice;*

With even greater heights, the planning concerns, expressed by the SNPP in October 2024 and responded to positively by NSC in November 2024, would further diminish solar access for homes to the south and the public domain along Yeo Street. Neutral Precinct urges DPHI to require height restrictions, setbacks and to ensure the North Sydney DCP and Apartment Design Guide solar access standards are met.

Non-Compliant Parking Spaces and Traffic & Transport issues

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.

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.

The North Sydney Council meeting of 25 November 2024 unanimously agreed to amendments to *the NSDCP 2013 for this site including Access, the number of retail and commercial customer spaces for the Woolworths site redevelopment, is to be limited to 180 spaces; and vehicular access may be provided from Yeo Street subject to adequate demonstration that it will not present any adverse conflicts to the traffic flow on Yeo Street"; and performance measure "there be the provision of a single ingress and egress on Yeo Street in order to promote pedestrian safety.*

Increasing the density of Neutral Bay is of significant concern to residents. Local streets are already congested with traffic. The developer's Transport Impact Assessment fails to account for cumulative development impacts currently underway in the suburb. Vehicle access to the Cahill Expressway from the Military Road on-ramp to the Warringah Freeway has been removed. This has caused more vehicles to use Yeo Street as a 'rat run' down through the residential streets to the High St. North Sydney access to the Cahill.

Access to public transport for residents is already inadequate, in particular the public bus transport system in commuter hours. The suburb lacks the diversity of public transport options available to nearby residents of North Sydney, Crows Nest and St Leonards.

The Precinct urges DPHI to enforce the *North Sydney DCP* maximum rate for car spaces to minimise adverse impacts on the local road network, particularly in Yeo Street and promote use of sustainable and public transport.

Public benefit

We think that the level of the public benefits needs to be improved. The offer of a small public plaza, which residents expect will become a 'food court' should be dedicated to pedestrian friendly open space, sadly lacking in the Neutral Bay Village centre. The requested additional public parking spaces would primarily benefit the commercial operations of the development, and are not considered to be a public benefit of this proposal.

If approved, the significant uplift in height would also deliver a significant commercial value to the land owner. This needs to be considered when determining the public benefit for this site.

Thank you for the opportunity to provide feedback on this application for a State significant development.

Yours sincerely

Glen Curyer, Chris Boseley, Tim Moon, Cathy Peters
Neutral Precinct Committee