

To:

Major Projects Division
NSW Department of Planning, Housing and Infrastructure

Re: SSD-101842729 – Residential Development with Infill Affordable Housing
2–6 Conway Avenue, 15–15A Fernleigh Avenue & 38–40 Carlisle Street, Rose Bay

Submission in Objection

Dear Sir/Madam,

I wish to lodge a formal objection to the above State Significant Development proposal.

This submission is not an objection to housing or to the principle of affordable accommodation. It is an objection to the scale, intensity and cumulative impact of this particular proposal in a suburb that is already operating beyond its infrastructure limits.

Rose Bay is a geographically constrained coastal community with limited transport options. There is no rail access, no dedicated bus lanes to support efficient public transport, no protected cycling network and no meaningful commuter parking at the ferry terminal. Peak-hour congestion along New South Head Road is a daily reality and regularly extends into surrounding residential streets.

The introduction of 70 additional dwellings — together with substantial on-site car parking — will inevitably increase traffic movements in an already saturated road network. The parking provision itself reflects the unavoidable reliance on private vehicles in this location. Approving additional density without corresponding transport upgrades is inconsistent with the principles of integrated land use and infrastructure planning that underpin the NSW planning framework.

Equally concerning is the cumulative effect of development within this small catchment. In addition to this proposal, a significant development is proposed under SSD-86122958 on Spencer Street, a further 49 dwellings are proposed on Dover Road under SSD-86017721, and 11 three-bedroom apartments have recently replaced two original character homes on Ian Lane. Each project may be presented as modest when viewed in isolation. Collectively, they represent a substantial and permanent intensification of population and vehicle generation in an area with fixed and finite infrastructure capacity.

The Environmental Planning and Assessment Act requires decision-makers to consider cumulative impacts and the public interest. Assessing this proposal without proper regard to the broader pattern of development would fail to meet that obligation.

Debbie Martin
3 Bushland Avenue EAST TAMWORTH NSW 2340

The development also sits uncomfortably with the planning controls and local character framework established by Woollahra Municipal Council. Rose Bay's identity is defined by its coastal setting, landscaped streets, and predominantly low- to mid-rise built form. The uplift facilitated through the State Significant pathway materially exceeds the prevailing character of the area. While affordable housing provisions enable flexibility, they were not intended to displace contextual planning judgment or erode established character through incremental exception-making.

Local infrastructure is already strained. Schools are operating at capacity, retail amenity in the immediate vicinity is limited to small-format supermarkets, and community services are finite. Growth must be sequenced with infrastructure delivery. In this case, density is proposed first, with no demonstrated infrastructure response.

This submission is not motivated by resistance to change. It reflects a concern that the pace and scale of densification in Rose Bay are proceeding without a coordinated strategy to address transport, environmental capacity and community services. Planning decisions made under the State Significant Development pathway must still satisfy statutory tests of suitability, infrastructure adequacy and public interest.

Should approval be granted without a transparent and rigorous assessment of these matters — particularly cumulative impact and infrastructure capacity — such a decision would be open to scrutiny and may warrant review in the Land and Environment Court of New South Wales.

For these reasons, I respectfully request that SSD-101842729 be refused.

Yours sincerely,
Debbie Martin

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