

From: Jonathan Tan, 74 Roseville Ave, Roseville NSW 2069

To: NSW Department of Planning, Housing and Infrastructure
Submitted via the NSW Major Projects Portal

Re: Residential development with in-fill affordable housing, 16-24 Lord Street & 21-27 Roseville Avenue, Roseville (SSD-78996460)

I **strongly object** to SSD-78996460 on the following grounds:

Lack of real effort to fix community concerns

The local council has already worked with the community to create a Preferred Scenario that balances new housing with traffic, environmental protection, building heights, and heritage. Since this scenario has been accepted by the State Government, I believe Hyecorp should follow it. Ignoring it shows a lack of genuine interest in addressing community concerns.

Lack of public consultation

I live at 74 Roseville Avenue, which is about a 10-minute walk from the proposed site, so I am directly affected. However, I never received any information about this project—no letters, emails, phone calls, or flyers. I only discovered Hyecorp's project website yesterday. This does not feel like proper or genuine community consultation.

Local traffic congestion and impact on school activities

My family has three young children, and traffic in Roseville is already extremely difficult, especially during school drop-off and pick-up times. We try to use public transport whenever possible, but driving is often unavoidable.

Because of traffic, it is already hard to get the children to and from after-school activities such as sports training, games, and music lessons, many of which start at fixed times. Delays caused by congestion often make us late or force us to leave much earlier than necessary, adding stress and reducing time for schoolwork and rest.

All main routes out of Roseville toward Chatswood are already heavily congested:

- **Hill Street turning left into Boundary Street (southbound):** Traffic often backs up to the station, made worse by Roseville College traffic.
- **Hill Street northbound via Clanville Road to Pacific Highway:** Waiting times at traffic lights can be up to 20 minutes during peak hours.

- **Lord Street turning right into Archbold Road:** This is very difficult and dangerous during peak times due to fast-moving traffic.
- **Wandella Road turning into Boundary Street:** This is a long detour and still very congested.
- **Strickland Avenue or Balfour Street (via Lindfield):** Even these longer routes are already busy.

This shows that the current road network cannot handle additional traffic from a large new development.

Lack of infrastructure planning

The development is expected to add around 728 people to the area, but there is no clear plan to support this increase.

- **Roads and traffic:** Many households will likely have two or more cars. Even with public transport nearby, more cars will still be added to already congested roads.
- **Public parking:** While residents may have underground parking, many cars will still be parked on the street during the day. Public parking in Roseville is already very limited.
- **Local amenities:** Roseville does not have enough local supermarkets or shops, so residents rely on Chatswood or Lindfield, which increases car use and traffic.

Building height

The proposed building exceeds the height limit by almost 10 metres. Reducing it by only 1.1 metres does not fix the main issues. Height limits exist to protect sunlight, privacy, and the character of the suburb.

A tall building next to mostly 1–2 storey houses will stand out significantly and harm the visual character of Roseville.

Environment and biodiversity

Hyecorp states that it has received a BDAR waiver claiming minimal biodiversity impact, but the documents do not clearly explain why this waiver was approved.

With up to 91 trees planned for removal, it is hard to believe the impact will be minor. This could also set a concerning precedent for future developments.

Conclusion

For these reasons, I strongly urge the State Government to reject this proposal. The Council's Preferred Scenario can still meet housing targets while better addressing traffic, environmental protection, and long-term planning for Roseville.

Regards,
Jonathan Tan