

## Submission regarding the Hyecorp Roseville Avenue and Lord Street Proposed Development

### The METRO

The key question here is about not just the development site but about the full block/island that is Roseville/Lord St. I am sure it is not in the remit of the Department to rezone just 9 houses (Hyecorp site) so if the Department proceeds, it would need to be the whole block.

*So the question really is about the suitability and economic feasibility of building on the block when the Metro is running underneath it.*

The key judgement areas are:

- 1/ Can you build on the entire block with the Metro underneath?
- 2/ Can you economically build on the entire block or will it have limitations that make it not economically feasible for developers to build? I.e., you could rezone it but nobody will ever build it

The block is so important (as opposed to just the site) because otherwise you will have 4x9 storey towers next to stranded and isolated single level Federation homes which would be considered poor planning in anyone's book.

Let's look at the detail:

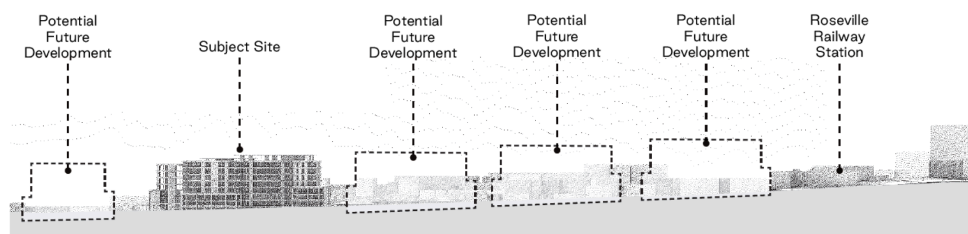
- The block of houses on which this proposed development is at the eastern end.

Most of the block and certainly a vast majority of the houses adjacent, have the Sydney Metro running underneath.

That is the tunnel, reserve one and reserve two as defined by Sydney Metro.

Here is the screenshot from the Hyecorp's EIS

Figure 6 Roseville TOD area development uplift



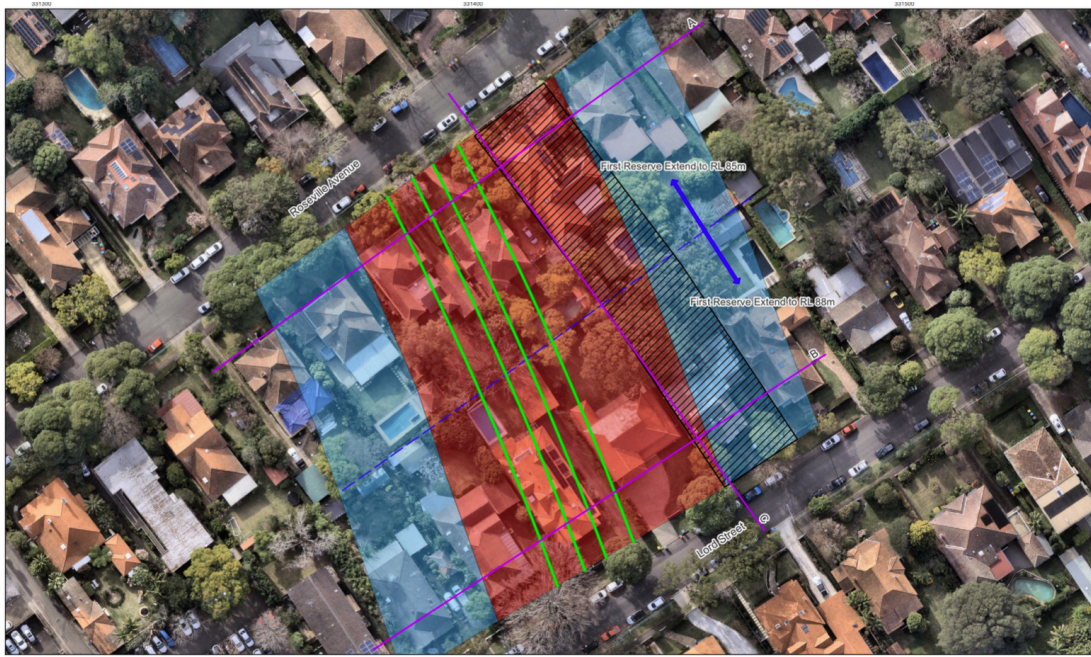
Source: HDR

This would indicate that the houses up the hill on this block can also have multi dwelling apartments. However when you look at the Sydney Metro documents below it brings this into question. A question the Department must answer sufficiently.

- Can you build?
  - Is there a public safety risk?
  - Is it economically feasible for a developer to build with any limitations you discover?

The purpose of deriving the reserve zones is to protect the existing rail tunnels from future adjacent development activities. Table 1 provides the construction restrictions that are applied to each reserve zone.

Types of construction	First reserve	Second reserve
Excavations for basements, footings	Not allowed	<ul style="list-style-type: none"> <li>Excavations less than 2.0 m depth from surface level, assessment not required.</li> <li>Excavations greater than 2.0 m depth, assessment required.</li> </ul>
Shallow footings or pile foundations	Not Allowed	Allowed subject to load restrictions. Assessment required.
Tunnels and underground excavations	Not Allowed	Allowed subject to assessment.
Ground anchors	Not Allowed	Allowed subject to assessment.
Demolition of existing subsurface structures	Not Allowed	Allowed subject to assessment.

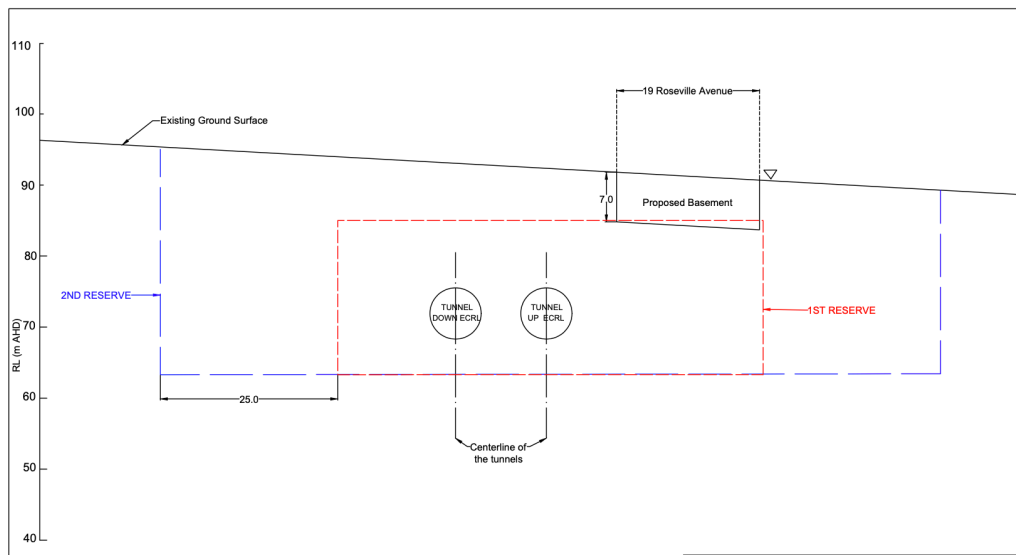


As mentioned earlier, if this one development block of four towers is approved, the rest of the block would of course also need to be zoned for similar apartments to avoid single level federation homes from being stranded, overshadowed and overlooked next to 4 x 9 storey apartments.

Further to this, the Hycorp EIS states it has a 15 metre basement to cater for the 344 car spaces.

Now, given their design requires a 15 metre basement to allow them to cater for the quantity of apartments to make this an economically feasible project, then how will this be possible in the adjacent properties and indeed entire rest of the Roseville/Lord block? This will need to be assessed as any developer who may buy up the rest of the block would need similar depth to get the economic return and the above chart from Sydney Metro brings that into question.

A Geotechnical study of 19 Roseville and 14 Lord Street, shows a maximum basement level of possibly two levels. And that of course is still subject to Sydney Metro's risk assessment which per above, allows no digging or basement at all. Further up the hill, where the houses are directly over the tunnel, you can expect the limitation to be great and again, Sydney Metro clearly states you cannot build over the area.



This proposal is certainly not something that can be pushed or hurried through. The Sydney Metro Tunnel means there is much to consider.

The Hyecorp proposal cannot be viewed in isolation. It is part of a block with limitations.

## **ADJACENT HOMES**

Given the above, the adjacent houses (single level federation) could be left stranded with no other alternatives for their site if the rest of the block can not be economically developed. These homes would be overlooked, overshadowed and devalued. Four x 9 storey apartments overlooking them, blocking light and a metro underneath so no ability for the land to be feasibly economically developed; isolated and stuck could well be the outcome. So this development should not be viewed in isolation or hurried through.

## **CONGESTION**

The proposal has some 344 car spots. The only way to the Pacific Highway from Roseville Avenue is a single lane bridge on Clanville Road which is already congested. The only way to Boundary road to get to the northern areas is via Hill St. Again a single lane, highly congested and now somewhat dangerous intersection with not even a set of lights and no ability to widen the corridor. This should be considered in two lights.

- First, the congestion of these single lane exit and entry points from this proposed development
- Second, if the rest of the block could possibly be built on but have depth limitations from the metro then which developer would buy those blocks as getting DA approval with inadequate car parking facilities would be near impossible and the apartments would be worth less and make the block economically unfeasible for developers.

## **HERITAGE**

Our home is next door to the proposed site. Our home was built in 1908. It is a beautiful federation home. The house next to us is 1890's. We are heritage contributory.

## **SUMMARY**

Hyecorp now has many choices of land to build in prime areas of the North Shore. They were apparently initially planning to buy the entire Roseville/Lord St block of land up to the station; but then realised the limitations of the Sydney Metro which has given them pause.

### **Is it actually economically feasible too build on the rest of the block?**

You surely cannot rezone just nine houses and leave the adjacent houses and the rest of the block (which may not be built on due to the metro) isolated and stranded. The question of the Sydney Metro and the whole block is a large factor in determining the Hyecorp proposal.

Thank you