

## Attachment 1

### **OBJECTION TO residential development with in-fill affordable housing, 16-24 Lord Street & 21-27 Roseville Avenue, Roseville (SSD-78996460) (Application)**

#### **Submissions**

##### **1 Deferral of Application**

Consideration of the Application should be deferred until Ku-ring-gai Council's Preferred Scenario has been considered and determined by the NSW Government. As I understand it, if the Preferred Scenario were to be accepted by the NSW Government in place of the existing Transport Oriented Development (TOD), the Application would not be permitted under the Preferred Scenario.

If the Application is approved before the Preferred Scenario has been considered by the NSW Government, there is the possibility that it will create a physical (and detrimental) anomaly within the area ie 4 buildings up to 9 storeys each vs the existing built form in the neighbourhood of 1-2 storey houses which will remain if the Preferred Scenario is accepted by the Government.

##### **2 Support for the Preferred Scenario**

I support Ku-ring-gai's Preferred Scenario which strikes a sensible balance for development within areas around the transport hubs such as Roseville station. As mentioned in paragraph 1 above, the Application would not be permitted under the Preferred Scenario and I adopt the reasoning set out in the Preferred Scenario as it relates to the area the subject of this Application in objecting to the Application.

##### **3 Significant Adverse Impact**

I would like to emphasise in particular, the significant adverse impact of the proposed development on:

- environmental heritage – the site is the middle of three heritage conservation areas, with 54 heritage houses listed nearby
- visual amenity of the area – the height and bulk of the proposed development (4 buildings up to 9 storeys each)
- treescapes (removal of 91 trees)
- infrastructure (roads, car parking for commuters within the vicinity of Roseville railway station, water pressure which is already very low in the street in which I live)

##### **4 Impact of Additional Traffic**

The estimated incoming population of the proposed development is 728 people with parking for 344 cars (35 visitor parking). The additional traffic that will be generated particularly during peak periods will be significant and will likely result in even heavier congestion at key intersections, particularly exit points onto Boundary Road and the Pacific Highway (from Clanville Road) in the vicinity of the proposed development. These two exit points are already heavily congested at peak hours in the morning.