

22 May 2025

Proposed Development in Stanhope Road

General Comments:

The NSW in-fill affordable housing provisions “*require the consent authority to consider the character of the local area or the desired future character for areas under transition.*”

By accepting the proposed scale of this project, the consent authority would ignore the character of the area. Densified and affordable housing is acceptable, but this project is overkill, being too high and imposing on the neighbourhood.

We accept the need and intent of the TOD to increase the density of housing and supply of affordable housing around Killara Station. However, that should not be a licence to trash the character of the area and needs to be a sensitive development. This proposal is inappropriately out of scale for the battle-axe site and its surroundings.

If the development is to proceed, we request the consent authority rejects this architectural form and requires a lower maximum height and reduces the number of apartments to a sustainable scale. That revised architecture would hopefully address:

- the need for a greater set-back from the rear neighbours;
- require less excavation;
- provide some vehicular access at ground level to the rear buildings for fire and services access; and
- some on grade visitor parking

Build Form

The proposed maximum height of 35 m is excessive and would adversely impact all adjacent 39 apartments at 10 Marian Street, along the northern boundary.

The developer is attempting to use the Affordable Housing provisions to grossly over-develop the site, presumably for maximum profitability, and in the process totally disregards the character of the Killara neighbourhood. At the very least the Variation Request must be denied.

Stepping down the maximum height towards Stanhope Road may minimise the visual impact of the massive development when viewed from street level, but this completely ignores the impact on existing residents of 10 Marian Street.

Traffic and Parking impact

The increased traffic will increase danger, congestion and on-street parking.

The Proposal includes an estimate of around 20,000 tonnes of demolition and excavation material to be trucked off the site. This would have to use Culworth Avenue, which is not up to standard or safe.

Stanhope Road already carries heavy am and pm traffic. Access to and from the Pacific Highway at Stanhope Road is already at capacity and is unsafe. The additional burden of construction traffic and a further addition of 168 resident cars plus 27 visitor spaces would create an increased traffic and safety problem. The carparking proposed is scaled back for the TOD concessions but it is unlikely to be adequate for a development with a large number of 3- and 4-bedroom apartments, where typically, owners have more than one car. The basement level of visitor carparking is inconvenient and is likely to result in visitors parking on the street in Stanhope Road, which because of being parked out, would inevitably result in council imposing future parking restrictions – again, a retrograde and unnecessary consequence for the local community.

Stormwater

Increased stormwater runoff. The proposed increase in site coverage would result in a serious increase in stormwater runoff, particularly in the event of a major storm event. This has the real potential to cause flooding of neighbouring property, particularly 10 Marian Street, which Council plans indicate is in a potential flood zone. The stormwater Trunk Main passing through 10 Marian Street is already compromised, given its pipe size reduces as it flows towards Culworth Avenue. There is a real risk of blockages and consequential flow would rise out of the manholes causing an above ground flow and flood, with certain flooding of the basement in Marian Street.

Screening

Potential loss of existing Leylandii tree hedging. The existing significant Leylandii trees along the northern boundary of the proposed development provide residents of 10 Marian Street with an effective visual screening of the Stanhope Road properties. It unfortunately would cause significant shading to the lower level Block C residents under the current architectural proposal, and so we are concerned about its protection and longevity.

Whatever the final outcome of the Development Application, it is essential that all assurances given by the developer regarding retention of these trees are rigidly enforced. The reality is that such developers provide comforting assurances but then totally disregard them during construction and thereafter at minimal financial penalty. *Serious* penalties must be included in any consent approvals for any breach of the landscape plans.