

OBJECTION – 8 May 2025

Residential development with in-fill affordable housing, 16-24 Lord Street & 21-27 Roseville Avenue, Roseville

SSD-78996460

Objection to Proposed 9-10 Storey Apartment Development in the Roseville Heritage Conservation Area.

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I have made no political donations – please see political donations disclosure statement below.

I acknowledge and accept the department's disclaimer and declaration statement.

I ask that my personal details be withheld from the developer and the public.

28 May 2025

Dear Minister,

I am writing to formally object to the proposed development of a 9-10 storey apartment complex on a site comprising nine consolidated residential lots in Roseville, within the Kuring-gai Council area. This site is bounded by two quiet residential streets (Roseville Ave, Lord St) and a laneway (Martin Lane), and is situated within a designated Heritage Conservation Area (HCA). The proposed development is inconsistent with the area's character and contravenes several planning controls and heritage conservation objectives. If approved against the will of the residents this proposed development will permanently affect all the residents on this side of the railway line from Boundary St all the way to Gordon railway station. The traffic load will make it far more difficult and dangerous to go north on the Pacific Highway. The environmental impact will be extreme, permanent and unfixable.

Adverse Impact on Residential Amenity

The proposed development would result in substantial overshadowing of adjacent properties, leading to a loss of sunlight in private open spaces and habitable rooms. Additionally, the height and proximity of the building would cause significant overlooking into neighbouring properties, compromising residents' privacy. These impacts are inconsistent with the principles of residential amenity preservation outlined in the DCP and general wishes of the NSW voting public.

Adverse Effect on Heritage listed scout hall next door.

24 Lord St is part of this development and next door to a heritage listed stone building scout hall. An application was made to raise the roof of the garage of 24 Lord St by a couple of

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feet. There was significant dispute over this including litigation. Ultimately this was rejected due to its effects on the scout hall. Now a developer proposes to not only add a couple of feet to a garage next door but put 9-10 storeys of apartments next to this heritage stone building scout hall. Overshadowing it, eliminating any privacy of the children attending scouts, and unquestionably increasing the risk to children from unacceptable increased traffic flow.

4. Traffic and Infrastructure Concerns

The introduction of a high-density residential development in a low-density area would exacerbate traffic congestion on local streets not designed to accommodate such volumes. Furthermore, the limited public transport options with only every second train stopping at the nearby small suburban train station and no other significant public transport services, would likely increase reliance on private vehicles, further straining local infrastructure.

Inadequate Car parking spots

Inevitably the developer will provide inadequate parking to match the **actual** occupation of such apartments. It is almost universal that the new owners of such apartments end up with more cars needing parking than the spots they have. These cars then end up all around the local area sometimes immobile for extended periods of time. The development proposal does not provide adequate parking for the actual occupation of the proposed apartments. Modelling does not reflect the **actual** outcomes when people occupy such apartments. It is only used to justify inadequate parking.

Traffic Flow

Real life traffic experience from similar developments (rather than speculative modelling) has demonstrated increased car and pedestrian accidents as well as a substantial increase in traffic congestion.

Traffic in this area is already congested with the streets being unable to cope with the current levels of traffic. There are numerous “near misses” on a regular basis at Roseville station on the crossing. An approval would condemn children crossing the road to a permanent increase in danger and would have an outcome of many more injuries from road traffic accidents.

Such a development does not only affect the immediate neighbours (as developers try to assert) but such a development would be permanently detrimental to at least three or four suburbs in this area as has been acutely demonstrated by the developments in Lindfield.

As a result of these developments, traffic is now a shambles for kilometres around.

Inadequate access to Pacific Highway

At present there is only a single bridge with only one lane allowing access to the Pacific highway going north in the local area. The traffic is already heavy at all times of the day with

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peak times traffic stretching a long way with extensive delays. The adding of an extra 1000 trips per day (at least) would make this untenable. Part of any approval process should be the developer identifying and providing the extra required access to the northbound lanes of the Pacific highway. Not simply excusing it on paper with speculative modelling. As the developer is receiving the benefit of this development they should provide restitution to the longstanding residents of this community for their loss of amenity.

An estimated extra 500 cars per day in the area raises extreme traffic congestion issues and given the chronic undersupply of parking in the area from the already large number of out of area cars that come and park here to use the train station, the parking and traffic situation would become untenable.

Real Life Example – Lindfield – the very next suburb

One need only look to Lindfield, the next suburb, where similar developments were allowed to see the extensive extra traffic now on the streets at all times. Parking is now almost impossible within a reasonable walking distance of the shops and station. The extra traffic poses a substantial unnecessary risk to pedestrians.

The traffic buildup trying to get under the railway bridge at Lindfield (the only other access to the Pacific Highway going North) is so severe in the mornings that many cars, me included, now have to use other local streets to bypass the area and head up to Gordon to try and get onto the Pacific highway going north. This has already increased traffic in small local streets as well as Gordon and such a proposed development will only permanently add 1000 trips per day or more to this local traffic. The permanent flow on effects of such a development would extend for at least three suburbs from this proposed development.

Martin lane, for example, has parking on both sides of the lane and by early in the morning both sides are full leaving only one lane for vehicles. This causes traffic congestion and associated risks to pedestrians and drivers all day.

Should an approval be contemplated, **as a minimum**, the developer should be expected to provide **1 car space onsite for each bedroom of each unit within the development** (not some cash offset that provides no counter to the cars actually brought into the area, or some speculative modelling to excuse the need for appropriate parking). One would also expect, given the large number of extra traffic movements brought into the area with the associated danger to school children, that the developer at their expense, would widen Martin Lane by one lane so that two lanes of traffic can traverse as well as put in appropriate crossing and lights to protect children going to scouts and from the girls school in the area.

There would need to be an investigation, report and some provision for the safety of the schoolgirls that are walking in the area.

Inadequate utility availability

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This is a very old suburb with concomitant old and restricted infrastructure such as electricity, sewerage and stormwater drainage. It is barely able to cope with the low density of family homes there now. The approval of such an extreme developmental change rather than a graded slower development of this part of the suburb would likely push the infrastructure to breaking point.

Stormwater

Already the stormwater issues are a regular problem with regular flooding and approval would only exacerbate this. Streets regularly flood with relatively minor rainfalls. Stormwater drains regularly burst out with fountains of water in the streets.

This proposed development with a concrete hard built upon area would simply drain all this water downhill to the next few houses who would suffer various flood events including any basements. As has been repeatedly demonstrated insurers will refuse to insure such homes from the effects of this flooding caused by the proposed development. They would also have no avenue for restitution against the developer. Would the government approving this be unknowingly indemnifying the developer thereby costing the voting taxpayer?

Water supply

Water mains burst frequently. The water supply is barely adequate with pressure varying to such an extent that at times throughout the day the water pressure is inadequate to maintain proper flow. The water pressure **every day** falls outside Sydney Water pressure specifications.

Utility upgrades required

Electricity, water and sewerage would all need to be upgraded from the mains (on the main roads, not just a short distance to the next junction) which are quite a way away. Why should the community be asked to pay for such upgrades rather than the benefitting party, the developer.

5. Proximity to Educational Institutions – Risks to Children

The proposed development's proximity to a girls' school raises concerns regarding the potential impact on the school's environment and the safety and privacy of its students. An independent, formal longitudinal study (commissioned by the council or other body independent of the developer) over a 12 month period of the movements and requirements of the school students, their parents and staff of the school should be undertaken and the extra load placed on the area and risk to the schoolgirls be estimated prior to any approval process being initiated. The scale and nature of the development will lead to increased pedestrian and vehicular traffic near the school, posing safety risks and the height of the development raises significant privacy concerns at a girls' school. The inclusion of "affordable" housing only exacerbates these risks to the young girls.

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The study must be at least 12 months long as the school year has different requirements, sporting activities and educational activities at different times of the year. A real life study should be undertaken as an “expert” report is a purely theoretical exercise with excuses, disclaimers and “eminence” replacing what actually happens in real life.

The scout hall is both heritage listed and next door to this development. Children attending scouts, which is often after dark, are at significant higher risk from excess traffic from such a development and face higher safety risks.

6. Loss of biodiversity

The entire area is home to a rich variety of native flora and fauna. Many are protected species and the inclusion of a very large concrete structure involving the loss of trees and areas for nesting, breeding and feeding will inevitably lead to risks to protected native animals. The pets that are introduced by such a large number of new residents will also have predatory effects on the native wildlife. It is well documented that many such pets become feral, especially cats.

7. Risks to local climate

The area being a low density residential area with a large number of trees and greenery is akin to a native forest with a cool well-regulated climate.

Very large concrete structures are well known to be large heatsinks both absorbing **extra** energy and radiating large amounts of energy after dark and contributing to climate change. This has well documented detrimental effects for a large area around them.

One need only walk near such an apartment block at night after a sunny day to feel the excess heat being radiated. This extra heat would never have been there had not the concrete structure been allowed.

During the day the large area of glass from this proposed development will reflect the sun down onto houses and green areas that would, as a result, have poor climate regulation and higher temperatures placing both people and native animals and plants in a detrimental altered climate.

This is a local climate effect but such large dense apartment blocks are a well documented cause of greater climate change. In climate science they cause the heat sink effect which demonstrably raises the local temperature of a large surrounding area.

In addition, the extra heat in summer and shadowing in winter will require more energy usage for air conditioning to counteract this. If approved, how will the developer compensate the local families and the wider community who face permanent increased power bills and are affected by this?

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Even with the expected provision of solar hot water for each apartment and solar cells on the rest of the roof, this would not offset the extra energy requirements of the apartments and to the community.

Breach of covenant with the general public

For many years the general public have lived and complied with extensive heritage rules and many other regulations to maintain this area for our children. They have a right to expect processes that are clear, fair and predictable. Any change must be at an appropriate pace commensurate with the expectations of the members of the community affected. Not a sudden extreme change, without consultation, with rules favouring a tiny group of people who demonstrably will cause extensive detriment to the entire suburb and surrounding suburbs. The permanent degradation of the local environment in so many aspects for a short sighted purpose could only be viewed as a perversion of the trust placed in the government by the people.

No reasonable person would say that a change from a single storey dwelling at the front to a 10 storey apartment block is an appropriate and proportional grading up of local housing density that serves both the local community and the NSW general public.

If they were proposing a 3 storey development one could make a fair argument but 10 storeys is unacceptable to the general public.

This proposed development is so far beyond what any reasonable member of the public would expect that they would question how such a proposed development could be contemplated.

The council has already allocated an area suitable for such development. This is the appropriate place for such a development.

1. Contravention of Heritage Conservation Objectives

Under Clause 5.10 of the Ku-ring-gai Local Environmental Plan (LEP) 2015, the objectives for heritage conservation include conserving the environmental heritage of Ku-ring-gai and the heritage significance of heritage items and conservation areas, including associated fabric, settings, and views. The proposed high-rise development is incompatible with these objectives, as it would dominate the existing streetscape, disrupt established view corridors, and undermine the area's heritage significance. ([KU-RING-GAI LOCAL ENVIRONMENTAL PLAN 2015 - REG 5.10 Heritage conservation](#))

Given the age of the suburb, presumably if such a development and approval is even contemplated the plans for the structure would conform to the heritage of the area and be made of, or clad in sandstone to at least attempt to mimic the grand old buildings of the era as seen in the city of Sydney.

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It is impossible to justify how such an out of character development could even be contemplated in a long-standing heritage area.

Given that thousands of local residents have faithfully complied with long-standing heritage rules and restrictions with even the most simple things such as choosing a fence or even a colour to paint it require approval from the council, it is unreasonable to allow a developer to flout those rules with impunity and give them **differential favourable treatment**.

It makes a mockery of the concept of preserving any heritage in Sydney.

If such a development is allowed how could any council ever object to a homeowner upgrading their own home in any way they see fit.

If such a development is allowed, one would expect that all heritage conservation restrictions are automatically and immediately lifted in the whole area as this development is so out of keeping with any such longstanding rules that differential treatment of the citizens of NSW is anathema to the principle of equality.

2. Inconsistency with Development Control Plan (DCP) Guidelines

Part 19 of the Ku-ring-gai Development Control Plan (DCP) provides detailed controls for development within HCAs, emphasizing the need to maintain the character and scale of existing development. Specifically, it states that new development should be sympathetic to the existing built form and not adversely affect the heritage significance of the area. ([Heritage Items and Heritage Conservation Areas](#))

The proposed 9-10 storey apartment block is significantly out of scale with the predominantly single and two-storey dwellings in the vicinity. Such a development would introduce a built form that is incongruous with the established character, thereby contravening the DCP guidelines.

Given that the whole area has a 0.3:1 floor space ratio and is a heritage conservation area to take this in one go from an R2 residential quiet neighbourhood to a 3.25:1 floor space ratio (nearly 11 times greater) with an additional 30% height with high density apartments would be viewed by the voting public as extreme, unwarranted and posing substantial risks to the existing community.

No reasonable person would consider an 11 times greater floor space ratio raise in one go to be proportional to the needs of the community. In effect this would attempt to turn Roseville into the inner city full of apartments as how could the next proposed development be rejected when this one has been approved. The slippery slope is real, just look at Lindfield.

Any member of the NSW community would wonder if their suburb or street was next and any detriment to them is disregarded as in this case.

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This development does not belong here, but amongst the skyscrapers in the inner city.

This proposed development is not in the strip of buildings next to the station or even one back, this is a long way down the street set amongst ordinary residential homeowners who have done nothing to warrant such an extreme and sudden change to their living environment.

The proposal shows “potential future developments” closer to the station. There is no evidence that any consolidation of such blocks of land has occurred nor any indication that such developments have any real prospect of ever occurring. It seems to be only used as an excuse and to justify this proposal in an inappropriate place. Perhaps the developer should build the closest one to the station and then work down from there.

This development should be put on hold until all developments have been done closer to the station as they themselves have shown in the “potential future developments”.

Proposed Development not in the interests of the State.

The people have rejected this proposed development. There are many more viable and preferable development sites available. These alternate sites within the local area have been allocated for such development by the council. The developer themselves have shown three such better alternate sites within their own plans. There are many more viable, more suitable sites available within a short distance.

When the people do not want this proposed development and there are better less environmentally destructive sites already identified then this proposed development cannot be in the interests of the NSW public therefore must be denied.

8. Council's Strategic Planning Preferences

Ku-ring-gai Council has identified the Hill Street precinct as the preferred area for higher-density development, aiming to concentrate such growth in locations better suited to accommodate it. This proposed development in Roseville deviates from this strategic planning direction, potentially undermining the Council's broader urban planning objectives.

There are also many thousands of acres of land in the Frenchs Forest area and other areas in Sydney where such a development would pose none of the risks, or they could be easily offset, where the developer could build such a development.

The developer has identified 3 potential development sites closer to the station. Before any proposed development this far into a heritage suburb is contemplated those 3 sites should have to be built and running (in order from the station down, with all of the above protections) so the community can assess their effect on the existing residents.

Conclusion

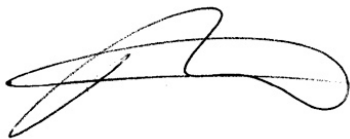
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In light of the above points, the proposed development is unsuitable for this specific part of the Roseville area. This proposed development will cause a permanent degradation of the local environment as well as extending the degradation to surrounding suburbs. The community has rejected the proposed development in this specific place. It conflicts with established planning controls, threatens the area's heritage significance, and poses risks to residential amenity and local infrastructure. It poses increased risks to a girls' school that cannot be mitigated. It is a direct threat to the local wildlife and the climate. The people do not want this proposed development and there are better less environmentally destructive sites already identified. This proposed development cannot be in the interests of the NSW public. I urge the relevant authorities to reject the development application to preserve the environment, character and integrity of our community for our children.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter Papantoniou', with a stylized, looping flourish at the end.

Dr Peter Papantoniou

MBBS(NSW), JD(SYD), LLM(SYD), FRACS(Orth), FAOrthA

Orthopaedic and Spinal Surgeon

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Political Donations Disclosure Statement to Minister or the Director-General

If you are required under section 147(3) of the Environmental Planning and Assessment Act 1979 to disclose any political donations (see Page 1 for details), please fill in this form and sign below.

Disclosure statement details Name of person making this disclosure Peter Papantoniou		Planning application reference (e.g. DA number, planning application title or reference, property address or other description) SSD-78996460		
Your interest in the planning application (circle relevant option below) You are the APPLICANT YES / NO NO OR YES / NO NO				
You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION YES / NO NO				
Reportable political donations made by person making this declaration or by other relevant persons * State below any reportable political donations you have made over the 'relevant period' (see glossary on page 2). If the donation was made by an entity (and not by you as an individual) include the Australian Business Number (ABN). * If you are the applicant of a relevant planning application state below any reportable political donations that you know, or ought reasonably to know, were made by any persons with a financial interest in the planning application, OR * If you are a person making a submission in relation to an application, state below any reportable political donations that you know, or ought reasonably to know, were made by an associate.				
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By signing below, I/we hereby declare that all information contained within this statement is accurate at the time of signing.				
Signature(s) and Date 		8/5/2025		
Name(s) Peter Papantoniou				