

Objection submission in response to SSD 81890707 (the SSDA) at 10, 14, 14A Stanhope Road Killara

Personal details and background

I write to formally object to the proposed development at 10, 14, and 14A Stanhope Road, Killara, which seeks to convert three substantial residential lots into a high-density apartment complex comprising 135 dwellings. I hold serious concerns regarding the impact of this development on the local community, the heritage significance of the area, and the overall environmental integrity of the site.

I have been a resident of Stanhope Road for the past seven years. I was drawn to Killara for its peaceful, community-minded atmosphere—where neighbours are considerate, respectful of one another's privacy, and committed to preserving the charm and character of the area. It is a neighbourhood where quiet streets, mature trees, and historical homes create a sense of belonging and safety that is increasingly rare in Sydney.

My home is more than just a place to live—it holds historical value and contributes to the unique identity of Stanhope Road. I chose this location for its tranquillity, its architectural heritage, and the sense of stability it offers. The proposed development would fundamentally disrupt this. It would remove any sense of privacy in my own home, expose my family to excessive noise and traffic, and undermine the character of the area that attracted me here in the first place.

Objections:

Size, Scale and Bulk

The proposed development is grossly out of scale with its surroundings. This is a low-density residential area, zoned R2, where homes are primarily single or double storey. Introducing a 10-storey apartment complex into this context is incompatible with the existing built form and clearly breaches the spirit of the planning controls.

Height

The application seeks to exceed the local height limit by over 22%, in addition to a 30% bonus from the in-fill housing allowance. This amounts to an overall increase of approximately 59%—a figure that is excessive and unjustifiable. There is no appropriate transition in height from neighbouring dwellings to the proposed buildings, resulting in significant visual dominance.

Visual Impact

The visual impact of Buildings A, B and C—particularly the 6-storey façade along Stanhope Road and the 10-storey rear element—will be overwhelming. It will dominate the streetscape and significantly detract from the current heritage character and aesthetic cohesion of the precinct.

Heritage Conservation

The development site sits within the Stanhope Road Heritage Conservation Area, and yet the proposal fails to respond sensitively to this context. There are nine heritage-listed properties in the immediate vicinity. The design and density of the proposed development are entirely inconsistent with the low-rise, garden-suburb character that defines this area.

Environmental and Biodiversity Concerns

There are serious inconsistencies within the Environmental Impact Statement, particularly regarding tree retention and the presence of ecologically significant areas. The site includes mapped areas of the critically endangered Sydney Blue Gum High Forest and Turpentine-Ironbark Forest. The removal of trees across the three lots would constitute a major biodiversity loss.

Design Quality and Amenity

The proposed design falls short of acceptable standards. A significant portion of apartments lack cross-ventilation or sufficient solar access in winter. There are reported breaches of the Building Code of Australia, including in fire access, corridor lengths and balcony provisions. This raises serious concerns about resident comfort, safety, and long-term sustainability.

Lack of Genuine Community Consultation

Many residents were unaware of the development proposal until it had already been submitted for State Significant Development assessment. Given the scale and irreversible impact of the proposal, the community deserved genuine and early consultation, not retrospective notification.

Social and Infrastructure Strain

The SSDA makes little mention of the capacity of local infrastructure to cope with the increased population. The impact on local schools, medical services and public amenities has not been adequately considered. Socially, the sudden density changes raises concerns around safety, cohesion, and the liveability of the broader neighbourhood.

Traffic and Parking Issues

Parking on Stanhope Road is already under strain. The addition of construction vehicles and, later, the cars of residents and visitors from 135 units will exacerbate congestion. The intersection with the Pacific Highway, and traffic flow along Culworth Avenue, will become increasingly hazardous.

Conclusion

I recognise the importance of addressing Sydney's housing needs. However, new development must be thoughtful, respectful, and contextually appropriate. High-density projects of this scale do not belong within low-density heritage areas like Stanhope Road. Once this character is lost, it cannot be recovered.

I submit that the SSDA should not be approved.

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