

**From:** [James Herbert](#)  
**To:** [IPCN Enquiries Mailbox](#)  
**Subject:** Objection to Blue Gum Community School SSD10444  
**Date:** Wednesday, 17 February 2021 9:59:40 PM

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**RE: SSD10444**

I am writing to voice objections to the proposed commercial development for 1 Rosemead Road, Hornsby. I believe it is inappropriate on several grounds.

**1. Heritage value**

1 Rosemead Road is the centrepiece and jewel of the Mt Errington Heritage Conservation area. A commercial operation will inevitably have a significant detrimental effect on the heritage value of the property and the whole area. Large paved areas and loss of trees to provide for parking will destroy the unique ambience of this rare and well-preserved vestige of 19th century Hornsby.

The type of fencing required for a preschool and primary school would fly in the face of the Heritage Development Control Plan.

From the 'Statement of Heritage Impact' included in the DA, the building is described as "beautifully maintained and essentially unaltered" and "Architecturally, it is considered to be of State significance and one of the best houses in the Shire". Alterations required to satisfy OH&S and universal access requirements would inevitably undermine this rare state of preservation. In particular:

- Powercoated [sic] metal boundary fencing
- Enclosing of the covered porch
- Fire stairs
- Raised balustrade
- Waste enclosure

**2. Parking**

Though off-street parking is proposed, parents and visitors will inevitably park in the surrounding streets, which are already filled to capacity at many times of the week, due to narrow roads and the close proximity to Hornsby station.

Drop-off zones are entirely impractical in the narrow and congested surrounding streets.

**3. Traffic congestion**

In practice, William Street is the only access road to the property. The only other access is a long detour via Rosemead Road and Pretoria Parade.

William Street is effectively a single lane road, being very narrow at the Western end and more often than not filled with parked cars at the Eastern end. Travelling the length of William Street already often involves pulling over two or three times to allow oncoming cars to pass.

At peak periods it is already difficult to turn right from William Street onto the Pacific Highway, as traffic is continually banked back along the highway from the main intersection with George Street to well past William Street.

In short, the additional traffic introduced by the proposed operations would cause traffic chaos.

James Herbert

