



EDYG

Environmental Impact Statement

State Significant Development Application
SSD-78669234

27-29 Tryon Road, Lindfield

Submitted to DPHI
on behalf of Bridgestone Projects Pty Ltd

25 March 2025

gyde.com.au

Acknowledgment of Country



Towards Harmony by Aboriginal Artist Adam Laws

Gyde Consulting acknowledges and pays respect to Aboriginal and Torres Strait Islander peoples past, present, Traditional Custodians and Elders of this nation and the cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander people. We recognise the deep and ongoing connections to Country – the land, water and sky – and the memories, knowledge and diverse values of past and contemporary Aboriginal and Torres Strait communities.

Gyde is committed to learning from Aboriginal and Torres Strait Islander people in the work we do across the country.

This report was prepared by:

Approver: Juliet Grant
Author: Rebecca Crockett/ Sue Francis
Project: State Significant Development Application SSD-78669234
Report Version: Final
This report was reviewed by: Juliet Grant

Disclaimer


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Declaration

Project Details	
Project Name	27-29 Tryon Road, Lindfield
Application Number	SSD-78669234
Address	27-29 Tryon Road, Lindfield
Proponent Details	
Proponent Name	Bridgestone Projects Pty Ltd
Proponent Address	Level 13, Tower A, Zenith Centre, 821-843 Pacific Highway, Chatswood, NSW, 2067
Details of person by whom this EIS was prepared	
Name	Rebecca Crockett / Sue Francis
Address	Gyde Consulting Pty Ltd, Level 6, 120 Sussex St, Sydney, NSW 2000.
Professional Qualifications	Sue Francis: Diploma, Environmental Planning UK (1981), Post Graduate Diploma, Environmental Planning UK (1984) Rebecca Crockett: Master of Urban and Regional Planning UK (2020)
Declaration by Registered Environmental Assessment Practitioner	
Name	Juliet Grant
PIA member number	2691
Organisation registered with	Planning Institute of Australia
<p>Declaration</p> <p>The undersigned declares that this EIS:</p> <ul style="list-style-type: none"> • has been prepared in accordance with sections 190 – 193 of the Environmental Planning and Assessment Regulation 2021. • contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates. • does not contain information that is false or misleading. • addresses the Planning Secretary’s environmental assessment requirements (SEARs) for the project; • identifies and addresses the relevant statutory requirements for the project. • including any relevant matters for consideration in environmental planning instruments. • has been prepared having regard to the State Significant Development Guidelines - Preparing an Environmental Impact Statement (DPIE, December 2021). • contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development. • contains a consolidated description of the project in a single chapter of the EIS. • contains an accurate summary of the findings of any community engagement. • contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole. 	

Signature: 

Date: 6 March 2025

Glossary and Abbreviations

Term/Acronym	Description
AS	Australian Standards
BCA	Building Code of Australia
BC Act	<i>Biodiversity Conservation Act 2016</i>
AHD	Australian Height Datum
Council	Ku-Ring-Gai Council
CPTED	Crime Prevention through Environmental Design
KDCP	Ku-Ring-Gai Development Control Plan
DPHI	Department of Planning, Housing and Infrastructure
EDC	Estimated Development Cost
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
ESD	Ecologically Sustainable Development
GFA	Gross Floor Area
LALC	Local Aboriginal Land Council
KLEP	Ku-Ring-Gai Local Environmental Plan
LGA	Local Government Area
NCC	National Construction Code
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SSD	State Significant Development
FSR	Floor Space Ratio
TOD	Transport Oriented Development
LSPS	Local Strategic Planning Statement
CBD	Central Business District
TfNSW	Transport for NSW
ADG	Apartment Design Guide
EPI	Environmental Planning Instrument
HCA	Heritage Conservation Area
TPZ	Tree Protection Zone
HPC	Housing and Productivity Contribution
SIC	Special Infrastructure Contribution
ASS	Acid Sulfate Soils
CIA	Cumulative Impact Assessment
SHR	State Heritage Register

Summary

This Environmental Impact Statement (EIS) has been prepared on behalf of Bridgestone Projects Ltd in support of State Significant Development Application (SSDA), application number SSD-78669234. The application is for the demolition of existing structures and the construction of a 7-9 storey residential flat building and associated works, which are located at 27-29 Tryon Road, Lindfield (the **site**). The site is located within an accessible area as per the definition in the *State Environmental Planning Policy (Housing) 2021*, as it is located within 400m walking distance of Lindfield Train Station.

This EIS has been prepared having regard to the Department of Planning, Housing and Infrastructure (DPHI) *State Significant Development Guidelines - Preparing an Environmental Impact Statement* and addresses the Planning Secretary's Environmental Assessment Requirements (SEARs) for the project. Appendix 1 sets out where each of the SEARs items are addressed within the EIS and other appendices.

Pursuant to Schedule 1, Section 26A of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), the proposal is classified as State Significant Development (SSD) for the purposes of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as the proposed residential component of the development is located within the Six Cities Region and has an Estimated Development Cost (EDC) greater than \$75 million.

The proposed development meets the thresholds and as such, is classified as SSD and will be assessed by DPHI and determined by the Minister of Planning and Public Spaces. A request for the issue of industry-specific SEARs was sought on 27 November 2024. The SEARs were issued on the 20 December 2024. This submission is in accordance with the Department's guidelines for SSD applications lodged under Part 4 of the EP&A Act, and addresses the issues raised in the SEARs.

The Site

The site is located within the Ku-Ring-Gai Local Government Area (LGA) and is located at 27-29 Tryon Road, Lindfield. The site currently comprises a two storey Nursing Home at 27 Tryon Road and a single storey dwelling at 29 Tryon Road. The site is a regular shaped land parcel with an approximate area of 3011.3 sqm. The site is bound by Tryon Road to the north and Tryon Lane to the South and is zoned R4 High Density Residential according to the Ku-Ring-Gai Local Environmental Plan 2015 (KLEP).

The site is located within 250m of Lindfield Train Station and is an area in transition due to the Transport Orientated Development (TOD) and In-fill affordable housing planning reforms. The area has been identified under the TOD program to encourage more affordable, well-designed homes in well-located areas enabling more people to live close to transport, jobs, services and amenities. As such, the area is likely to undergo significant change as greater housing density is permitted within 400m of the station. In addition to this, DPHI are also encouraging the delivery of new in-fill affordable housing to meet the needs of very low, low and moderate income households through up to 30% bonus height and FSR provisions.

In the context of these recent planning reforms, the site and its surroundings are likely to transition towards a higher density, enabling the faster delivery of much need market rate and affordable housing in well-located areas and helping DPHI reach their goal of delivering more housing across Sydney and NSW. Whilst this development may be one of the first in the area to utilise the provisions of the TOD and In-fill affordable housing, it aligns with the future desired character of the area envisaged by DPHI, which is likely to evolve over the next 20 years.



Figure 1 Aerial photo of site, site outlined in yellow (Source: Nearmap)

Project Description

The proposed development comprises the demolition of existing structures and the construction of a 7-9-storey residential flat building with in-fill affordable housing and associated works. The proposal will include:

- Demolition of existing structures and site preparation / earthworks;
- Construction of 4 basement levels including 136 car parking spaces with vehicular access via Tryon Lane;
- Construction of a 7-9 storey residential flat building across 4 apartment blocks, including 62 units comprising a mix of 1, 2 and 3 bedroom apartments; and 14 affordable units;
- Communal open spaces on the ground floor and roof terrace; and
- Landscape works including tree replacement.

In accordance with the In-fill Affordable Housing SEPP provisions, the development seeks a 30% Floor Space Ratio (FSR) and height incentive by providing 15% of the total GFA (equivalent to 12 dwellings) as affordable housing). An additional 2% of the total GFA will be affordable housing (equivalent to 2 dwellings), in perpetuity, in accordance with the TOD Housing SEPP provisions.

The below photomontages represent conceptual presentations of the proposed development as they relate to the surrounding area.



Figure 2 CGI of Proposed Development from Tryon Road (Source: Ivolve Studios)



Figure 3 CGI of Proposed Central Courtyard (Source: Ivolve Studios)

Development Statistics

The key statistics and elements of the project are shown in Table 1 below.

Table 1 Overall Development Statistics

Control	SSDA
Site Area	3011.3m ²
Proposed GFA	9,787m ²
Proposed FSR	3.25:1
Height	Building A: 28.6m (RL 121.9) Building B: 28.52m (RL 121.9) Building C: 25.86m (RL 119.35) Building D: 28.56m (RL 121.9)
Residential yield	62 apartments (total)
Unit Mix	1 X 1 Bedroom 1 X 2 Bedroom 60 X 3 Bedroom
Affordable Units	14
Affordable GFA	1662.8m ²
Adaptable Units	10 x Platinum Standard 52 X Silver Standard
Parking	136 spaces
Communal Open Space	761m ² (25%)
Deep Soil	393m ² (13%)
Landscaped Area	1014.34m ² (33.7%)

Design Development

A design development process has been undertaken which involved consideration of the following:

- **Existing context and transitioning locality**

Consideration to the existing and future context of the site and surrounding area, particularly considering the future transformation envisaged by the Transport Oriented Development controls. The design has also considered the leafy character of Tryon Road, incorporating elements of local plants into the façade.

- **Compliance**

The proposed development is compliant with the relevant development standards, particularly the proposed height and FSR, and the majority of the provisions of the ADG. No development standards are proposed to be varied demonstrating that the proposed development comprises a high-quality scheme designed to comply with the relevant standards and therefore deliver a development suitable for the site and its context.

- **Early consultation with DPPI and Ku-Ring-Gai Council**

A pre-lodgement scoping meeting was held with DPPI on 18 October 2024. Following this meeting, detailed solar analysis was carried out and the design subsequently amended to improve the solar access and overshadowing impacts on neighbouring properties, particularly relating to the south of the site. The design was also amended to incorporate more deep soil within the site to support significant landscaping and tree planting along the western boundary and within the central courtyard.

A pre-lodgement meeting was also held with Ku-Ring-Gai Council on 30 January 2025 where an overview of the proposed development was presented to Council staff. No response or feedback was provided by Council during or following the meeting. It is anticipated that Council will provide feedback during the formal exhibition period.

- **Design Alternatives**

Alternative designs were considered throughout the design development, taking into account community and stakeholder feedback, local context and detailed impact analysis.

Potential Environmental Impacts

The potential environmental impacts of the proposed residential flat building are discussed in Section 6 of this EIS. The proposed development will change the environment by increasing the height and density of development on this site. However, as described in Section 6, where impacts are identified, this EIS and accompanying technical reports explain why they are considered acceptable and how they can be mitigated.

Economic

The proposal will result in positive economic outcomes by generating employment opportunities during the construction and operational phase:

- The development is estimated to generate up to 144 on-site construction related jobs and 36 offsite jobs during the design and construction phase.
- During the operational phase it is expected that the project will generate up to 5 jobs.

Social

The proposal provides housing, including affordable housing, within Lindfield resulting in positive social outcomes as a result of increased availability of market rate and affordable housing. The proposed dwelling mix responds to the demographic of the area, whereby 79.7% of households in the area are family households, by providing mostly 3-bedrooms dwellings to accommodate larger households in the area.

The proposed development is located within 250m of Lindfield Station, providing a true transport orientated residential development with access to public transport.

A Social Impact Assessment was prepared for the proposed development and is included at Appendix 32. The report concludes that the proposal will have:

“a range of significant potential social benefits, most notably through the provision of additional well-located housing in proximity to a range of existing services and facilities. The proposal would also provide social benefits through the provision of new communal landscaped open spaces at the site, as well as significant tree planting and landscaping to public-facing areas”.

Whilst there is the potential for some negative impacts to arise as a result of the construction of the proposed development, these were generally considered to be of low to moderate residual impact significance following the implementation of recommended mitigation measures. These include noise impacts and increased traffic.

Connection to Country

The proposed development integrates Connecting with Country principles into the design to support ongoing education and acknowledgement of First Nations culture. In particular, Connecting with Country principles have been integrated into the façade design, incorporating local plants and scarred tree elements into the design and materials used.

Crime Prevention through Environmental Design

The proposed development will improve passive surveillance along Tryon Road and create a sense of safety in the area. A Crime Prevention through Environmental Design (CPTED) Report accompanies this EIS (Appendix 15) to consider how the design of the development minimises the risk of crime.

Built Environment

Planning controls set a clear vision for the desired future character of Lindfield as a Transport Orientated Development area. The development has been designed to complement the desired future character of Tryon Road.

The Design Report (Appendix 8b) provides a detailed design analysis of how the proposed development responds to the sites locality and surrounding context.

As detailed in the Design Report (Appendix 8) *“the building form and scale results from careful evaluation of the site context, identifying the constraints including height plane, setbacks, sloping topography and preserving light to key public spaces. Identifying the opportunities to manipulate the massing to achieve feasibility to the site and maximise the benefit for the surrounding buildings”*.

Materials and Finishes

The choice of materials and façade treatment in the design proposal have been incorporated in response to the surrounding environment and context.

The curved, cream brick-lined podium has been designed to anchor the building, with darker bricks, to integrate the building with the surrounding buildings along Tryon Road at the pedestrian scale, with lighter material above the podium to minimise the visible bulk of the building. The building includes an articulated façade to further minimise the visual mass of the building, as well as adding interest to the building. The materials have been selected to be *“site-responsive and contextually appropriate”* as outlined in the Design Report (Appendix 8b).

Visual Impacts

The views from the residential areas directly to the south or south east of the proposed development are likely to have the most significant visual impact of the surrounding views. In these views the proposed building will present as a new skyline element visible from the street and from the rear of residential properties adjoining Tryon Lane. The recommended mitigation measures to address this visual impact have been incorporated into the design of development. These include delivering a high-quality design, using materials and finishes that contribute to the visual quality of the building; for instance, lighter colours have been used on the higher levels of the building to reduce the visual dominance of the building. The proposed development has been designed in accordance with the seven objectives for good design in Better Placed as outlined in the Architectural Design Report (Appendix 8b).

As the area surrounding the site is largely characterised by residential flat buildings and also identified as a TOD area, over the next 20 years many of these sites are likely to be redevelop in accordance with the TOD provisions, resulting in greater height and density surrounding the site. In this context, and subject to the recommended mitigation measures, the visual impacts are acceptable and consistent with the desired future character of the area.

Noise and Vibration

The Noise and Vibration Assessment concludes that the proposed site is capable of complying with all relevant acoustic criteria through means of standard acoustic treatment and management. All of the recommended mitigations will be implemented as necessary through ongoing design development to ensure the applicable acoustic design requirements are met.

Traffic

The Transport Impact Assessment (Appendix 36) indicates that the Tryon Road / Lindfield Avenue intersection will *“continue to operate at a strong level of service with the proposal in place – even under a worst case scenario where all traffic from the development passes through this intersection”*. No more than 12 vehicle trips are anticipated during the busiest hours of the day which was found to result in no change to the existing intersection performance.

In this context, the traffic impacts of the proposal are considered acceptable with no further analysis or mitigation measures required.

Natural Environment

Landscape Design

The landscape has been designed to be responsive to site, the local region and specific to place. The development includes a Central Courtyard with a garden setting to encourage social interaction, and a rooftop terrace which offers respite for residents with additional landscape coverage. The design has sought to mirror the local landscape while contributing to the urban character, visual quality and biodiversity of the area.

Biodiversity

As detailed in the Arboricultural Impact Assessment (AIA) (Appendix 9), a total of 14 trees will be removed as part of the proposed development, with significant tree replanting and vegetation proposed throughout the site. The AIA found that the proposed development is expected to have a moderate impact on the contribution of trees to local amenity or character.

A BDAR Waiver was granted by DPHI dated 20 February 2025 having determined that the proposed development is not likely to have any significant impacts on biodiversity values.

Mitigation Measures

Mitigation measures recommended from the expert consultant reports have been incorporated into the design of the development, with additional measures recommended to be included as conditions of consent, to mitigate residual impacts.

The suggested mitigation measures relate to:

- Noise and vibration
- Ground and Groundwater Conditions
- Trees and Landscaping
- Contamination
- Waste Management
- Aboriginal Cultural Heritage
- Social impact
- Transport

This EIS concludes the proposal is of an appropriate density, scale and mass for the site, will generate significant social benefit and not result in any unreasonable environmental impact. Any potential impacts can be appropriately managed through a series of mitigation measures. Accordingly, it is a suitable and appropriate development for the site and is worthy of approval.

Justification for the Project

This EIS has assessed the proposed development in accordance with the relevant statutory and strategic framework, as well as the potential environmental impacts in accordance with the SEARS, and the resultant mitigation measures. The impacts are not considered to be unreasonable and are able to be managed

accordingly. Having regard to the environmental, economic, and social considerations, the project is justified for the following reasons:

- The proposed development is in a well-located area being within 250m of Lindfield Railway Station and Bus Interchange, as well as local schools, amenities and other services in the Lindfield Town Centre.
- The proposal complies with the relevant development standards, importantly the maximum height and FSR permissible under the TOD and in-fill affordable Housing SEPP. It is permissible under the R4 High Density Residential zone and consistent with the zone objectives.
- The proposal has been designed to provide a contextual response to its setting and to create a contemporary and high-quality residential development, that embraces and enhances the pedestrian experience to and from the public domain and adjoining buildings.
- The proposal will facilitate the redevelopment of the site for the purposes of residential development comprising 62 apartments which will contribute to additional housing supply and diversity to support an increasing local population.
- The proposal will deliver 14 affordable housing units (2 units in perpetuity and 12 units for a period of 15 years), delivering much needed, high-quality affordable housing in a well located area to meet the needs of families and key workers who are an integral part of the Ku-Ring-Gai community.
- The proposal aligns with the State Government's strategic approach to transit oriented development by placing high quality residential uses within walking proximity to Lindfield Train Station.
- The proposed development is a direct response to the strategic vision and objectives for the delivery of additional housing supply, stated in such documents as the National Housing Accord 2022, Housing 2041, Transport Oriented Development Program 2023.
- The proposed development is a high-quality urban design that will contribute to a safe, secure and active environment.
- The proposed development will facilitate the delivery of a high level of quality communal open space and amenity areas, this includes a significant increase in landscaping on the site from that currently existing.
- The assessment of the proposal has demonstrated that the development will not result in any unreasonable environmental impacts that cannot be appropriately managed consistent with the relevant planning controls for the site.