

Submission – Objections and Recommendations to SSD-78669234 “Residential flat building with in-fill affordable housing – 27-29 Tryon Road, Lindfield”

Submitted on 20 May 2025.

1 Introduction

I, **Peter Cheung of Unit 5, 9 Tryon Road**, make this submission **objecting** to State-significant development application **SSD-78669234** for a 7- to 9-storey residential flat building at 27-29 Tryon Road, Lindfield.

While I acknowledge the need for additional housing, the proposal in its current form would produce **unacceptable and avoidable adverse impacts** on the neighbourhood’s amenity, safety and character. The key concerns are set out below, followed by recommended amendments or consent conditions.

2 Summary Matrix

Issue	Reason for objection	Requested amendment / consent condition
A. Excessive height & visual bulk	7–9 storeys overwhelms a 4–5-storey context and the heritage-listed Korean Community Church; EIS concedes a “new skyline element” with significant visual impact .	Limit to 5 residential storeys ; add 3 m upper-level setbacks; cap FSR to TOD “base” (~3:1).
B. Over-shadowing & privacy loss	Winter shadows reduce sunlight to Nos 25 & 31 below 2-h ADG benchmark; roof garden directly overlooks neighbours.	Adopt 5-storey envelope; relocate or delete roof garden (if retained, restrict use to 7 a.m.–9 p.m. and install screening).
C. Geotechnical risk from deep excavation	Four-level basement beneath a known stormwater flow path heightens ground-movement and uninsurable subsidence risk to Nos 25 & 31, resulting in catastrophic financial ruin to the property owners in the neighbourhood.	Limit excavation to one basement level ; require independent geotechnical peer review, real-time settlement monitoring and groundwater cut-off walls.
D. Traffic, parking & construction access	136 basement spaces = up to 136 extra vehicles using narrow Tryon Lane (sole access point for residents at 9-25 Tryon Road) .	Reduce parking via 5-storey redesign; prohibit heavy-vehicle use of Tryon Lane (construction and operation); adopt CTMP endorsed by Ku-ring-gai Council & TfNSW.
E. Loss of tree canopy & deep soil	14 mature trees removed; deep-soil provision is 13 % (393 m²) , below the 15 % ADG minimum.	Retain boundary canopy trees; increase deep-soil area to $\geq 15\%$ and locate all services outside TPZs.
F. Cumulative social & heritage impacts	High proportion of seniors (95 % at Nos 9-25) and special-needs students at Cromehurst School would bear disproportionate noise, dust and traffic; heritage church setting diminished.	Establish neighbourhood liaison committee and 24-hr complaints line; developer to fund quarterly façade cleaning & dust mitigation during works.

3 Detailed grounds of objection & rationale

A. Excessive height, bulk and visual intrusion

The development rises to RL ~122 m (≈ 28.6 m), adding three storeys above the TOD “base” and presenting a bulky façade to both Tryon Road and Tryon Lane. The EIS notes that views from the south-east “will present a new skyline element visible from the street... [with] significant visual impact”. Scaling the building back to five storeys with upper-level setbacks would restore proportionality to surrounding flats and in particular protect the heritage setting of the Korean Community Church.

B. Over-shadowing and privacy

Shadow diagrams (winter solstice) show sunlight to Nos 25 & 31 dropping below the ADG two-hour minimum before 11 a.m., and the proposed roof garden atop Building C would directly overlook private courtyards. The combined envelope/roof-deck changes requested above would restore sunlight and privacy without compromising development yield unduly.

C. Geotechnical & flooding risk

Excavating four basement levels beneath a site traversed by the east-flowing storm-water path from No. 25 would substantially increase the likelihood of ground movement and subsidence affecting the adjoining properties at Nos 25 and 31. Because subsidence losses are generally excluded from insurance cover, any such failure would leave the owners corporations of Nos 9–25 and 31 exposed to catastrophic, uninsured financial liability. Restricting excavation to a single basement level—as adopted at Nos 9–25—would markedly reduce groundwater pressures and the potential for settlement.

D. Traffic, parking & construction access

Project statistics list 136 car spaces with “vehicular access via Tryon Lane”. That one-way lane already serves multiple strata garages, bicycle commuters and a ballet school pick-up zone. Extra traffic during both construction and operation would create congestion and safety conflicts. A downsized scheme with fewer spaces, coupled with a Construction Traffic Management Plan that bans heavy vehicles from the lane, is the only practicable mitigation.

E. Tree canopy & deep-soil deficit

The Arboricultural Impact Assessment confirms 14 mature trees to be removed and deep-soil area of 393 m^2 (13 %)—below the 15 % ADG requirement for sites over $1,500 \text{ m}^2$. Enlarging deep-soil zones to at least 15 % and running services clear of tree-protection zones will maximise large-canopy tree survival, improve storm-water

infiltration and cut subsidence risk. Keep all utility services outside tree-protection zones to ensure tree survival and soil stability.

F. Cumulative social & heritage impacts

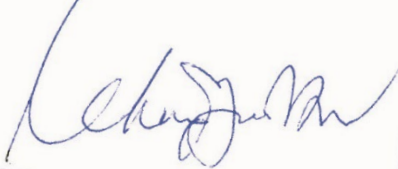
The precinct houses a concentration of elderly residents (95 % over 70 at Nos 9-25) and the Cromehurst Special School opposite; both groups are highly sensitive to prolonged noise, dust and traffic. Construction of a nine-storey building would also erode the landscaped forecourt and vista of the inter-war Korean Community Church. A liaison committee, 24-hour hotline and developer-funded façade/dust mitigation are warranted to protect those vulnerable.

4 Conclusion

The SSD-78669234 “Residential flat building with in-fill affordable housing – 27-29 Tryon Road, Lindfield” application overreaches the intent of the Transport-Oriented Development reforms, imposes disproportionate impacts on neighbours and heritage fabric, and leaves key risks—subsidence, traffic conflict and tree canopy loss—largely unmanaged. By capping the scheme at five storeys, limiting excavation to one basement level, enforcing lane-way protections and restoring deep-soil compliance, the proponent could deliver additional housing without sacrificing Lindfield’s amenity and safety.

I therefore urge the Department and the Minister to refuse SSD-78669234 in its present form and require resubmission addressing the amendments outlined above.

Signed



Peter Cheung

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