

Proposed Construction at 27-29 Tryon Road Lindfield NSW 2070

Size and Design

The proposed height of this project is totally out of character of Tryon Road and its surroundings. It will **destroy the village atmosphere** of Lindfield which at this point in time, reasonably balanced consisting of more modest size residential developments near the train station.

In my opinion, the size of the development should be scaled back. The reduced size will also soften the impact on **already strained traffic condition** in the immediate precinct.

The construction of a 9-level development will **overshadow** 25 and 31 Tryon Road, reducing the amount of morning sun on 25 Tryon Road.

Another potential negative impact is **wind tunnel effect** on Tryon Road. The existing development of Lindfield Shopping Village is a very good example of how this effect has been ill-considered. On a windy day, the wind tunnel effect near the corner of Lindfield Avenue and Tryon Road is unbearable, particularly to older residents walking around there.

Recommendations:

- The height of the project should be limited to 5 levels, creating a more ideal match with existing developments.
- Consistent with 25 Tryon Road, the levels of the building should also be layered so that floors 4 and 5 (of the 5-floor building) are set back from the frontage.

Proposed Roof garden on Building C

The proposed roof garden is in close proximity to the property at 25 Tryon Road. In its existing proposed location, it would both **overlook 25 Tryon Road** and **create noise issues** to nearby residents.

Recommendation:

- Remove the proposed roof garden.
- Impose neighbourhood friendly guidelines on its usage such as time limits and noise levels.

Excavation

The proposed development will require deep excavations. There is a significant flow of storm water that passes through 25 Tryon Road in an easterly direction. The creation of a four-level underground car park creates a very significant possibility of **subsidence** and cracking of the adjoining properties at 25 and 31 Tryon Road.

Recommendation:

- **Reduce the size of the project** would limit the amount of excavation required to create car parking spaces. This would substantially reduce the risk of subsidence.

- The developer of the project must be required to commission independent consultant to carry out **dilapidation report** on all adjoining properties before any building works begin.
- Reduction in the size of the project will significantly reduce the level of site preparation, bulk earthworks and stormwater works associated with the proposed project.

Access during Construction

Tryon Lane is the **ONLY public road available** for vehicle access for existing residents at 9, 15, 25 and 31 Tryon Road and some residents on Russell Avenue who have their garage and vehicle access via the same lane. Tryon Lane is also a designated bike lane as well as providing pedestrian access to the station. Users of the existing ballet school on the corner of the lane also use Tryon Lane as drop off and pick-up point.

Due to the essential nature of Tryon Lane, any blockages or restrictions of traffic flow within Tryon Lane should not be allowed.

Heavy construction vehicles will cause considerable disruption to the neighbourhood, increased noise and dust and endanger the young students of the ballet school.

Recommendation:

- **Heavy construction vehicles should not be allowed to access Tryon Lane.** Access for such vehicles should be via Tryon Road only; with all heavy vehicles being required to enter and exit the site from Tryon Road.
- Building works be permitted only between the hours of 7.00am to 4.00pm on weekdays. The proposed 6 pm is too late as if a proper traffic study
- The cost of remedial cleaning of neighbouring properties should be borne by the developer.
- **Access to Tryon Lane should be unrestricted** to all properties that currently utilise Tryon Lane.
- Confine Russell Lane to one way traffic only, i.e. vehicles can use Russell Lane to exit onto either Russell Avenue or Trafalgar Road only.