

To Whom It May Concern,

RE: Formal Objection – State Significant Development SSD-78493518, 2–8 Highgate Road, Lindfield

Design Quality

The proposed development fails to demonstrate the design excellence required to preserve the unique character of the Lindfield Heritage Conservation Area. The building height and form are inconsistent with the surrounding streetscape and heritage values, and do not reflect an appropriate response to local context or character.

Built Form and Urban Design

The proposed height, bulk, scale, setbacks, separation distances and building articulation are unsuitable for this location. The design does not provide a respectful or gradual transition to neighbouring low-density residential areas, resulting in an overbearing and visually intrusive built form. Excessive building height compromises local amenity and erodes established neighbourhood character. It introduces abrupt and inappropriate zoning transitions;

Environmental Amenity

The proposal threatens the existing urban tree canopy. This development significantly compromises the privacy of nearby properties due to its excessive height and massing, which allows for overlooking into private spaces. It also obstructs long-standing views enjoyed by residents' views which contribute to the amenity and appeal of living in this area.

The inclusion of 130 car parking spaces contradicts the intent of a Transit-Oriented Development (TOD), given the site's immediate proximity to Lindfield Station. Rather than promoting active transport, this will exacerbate existing traffic congestion in the suburb.

Visual Impact

The visual envelope of the proposed development structure will have a negative impact on the outlook from surrounding homes, especially for residents on the eastern side of Highgate Road and Blenheim Road. The loss of tree vistas in favour of stark high-density facades will severely diminish local character and amenity, while setting an undesirable precedent for future developments along the rail corridor.

Transport, Noise, and Infrastructure

The existing transport infrastructure, particularly rail services and local road networks, is under pressure now. Increased population density without corresponding upgrades to public transport and road capacity will result in congestion and reduced liveability.

The construction process is likely to bring years of noise, vibration, and disruption to the daily lives of surrounding residents. This long-term disturbance must be acknowledged and carefully mitigated.

Water Management and Flooding

The proposal does not provide sufficient information on how it will manage stormwater or mitigate potential flood risks. This is a significant oversight given the environmental and safety implications.

Tree Canopy and Biodiversity

The removal of mature trees will result in a substantial loss of shade, canopy, and biodiversity. These trees enhance the beauty of the area and contribute to urban cooling and habitat support. Their removal is unacceptable and irreplaceable in the short term.

Public Space and Community Wellbeing

High-density growth must be balanced with adequate public space and green infrastructure. This proposal fails to integrate a meaningful public amenity or open space that could benefit future residents or the broader community.

Conclusion

The current TOD proposal is not compatible with the character, heritage, or infrastructure capacity of Lindfield. It fails to address critical planning principles and lacks the design quality and community consultation necessary for responsible urban development.

I strongly urge the NSW State Government to reconsider this proposal in light of widespread community concerns. Ku-ring-gai deserves thoughtful, sustainable development that enhances, not diminishes, our suburban and environmental legacy.

Yours sincerely,
Simon Skidmore
6 Blenheim Road
Lindfield NSW
