

Residents at  
Woodside Avenue  
Lindfield NSW 2070  
27<sup>th</sup> May 2025

**Subject: Formal Objection to Proposed Development at 2-8 Highgate Lindfield (SSD-78493518)**

**Dear Ku-ring-gai Council Representative,**

I am writing to formally object to the proposed development at 2-8 Highgate Lindfield (SSD-78493518). I have been residents at Woodside Avenue, Lindfield, for 11 years, and we have significant concerns regarding the impact of this development on our local community and environment. Below, I outline our key objections, based on the Secretary's Environmental Assessment Requirements (SEARs) and our firsthand experience living in the area.

## **Local Knowledge**

Our home is located less than 100m from the proposed development site. As a part time employee working in the Lower North Shore and a part time stay at home parent for the past 1.5 years, I frequently walk or drive past 2-8 Highgate Lindfield when visiting local shops, commuting to Lindfield Station, or accessing the Pacific Highway. This means I am familiar with traffic conditions during both peak and off-peak hours throughout the week.

Given this familiarity, I believe the proposed 9 storey, 84 dwelling development will significantly disrupt daily life in our neighbourhood. The height and density of this project far exceed any existing structures in Lindfield. When combined with the neighbouring developments at 2-4 Woodside Avenue and 1-3 Reid Street (adding another 89 dwellings), the total number of new residences would reach 173. This influx will place immense pressure on an area already struggling with heavy traffic congestion, insufficient street parking, and overcrowded trains during peak hours.

## **Failure to Meet SEARs Criteria**

### **Transport (Section 9)**

The **Appendix U – Traffic and Parking Assessment Report** does not accurately reflect the traffic conditions around the site and fails to meet the requirements outlined in **Section 9 of the SEAR document**.

The proposed development will disrupt pedestrian and vehicle movement in several ways, none of which have been adequately addressed in the report:

**1. Limited Survey Data**

- The traffic assessment was conducted on only one day (Thursday, 27th February 2025).
- A survey conducted on a Thursday doesn't accurately show the level of congestion experienced Monday to Wednesday. From my regular observations, many people work from home on Thursdays and Fridays, resulting in noticeably lighter traffic and fewer cars parked along Woodside Avenue on these days.

**2. Inadequate Survey Radius**

- The survey covers only a short radius around the immediate development site, failing to account for the severe congestion that occurs just outside the surveyed zones as reference in *Figure 1 Traffic Survey - Appendix U - Traffic and Parking Assessment Report (Pg.25)*
- This limited scope does not provide an accurate representation of the broader traffic impacts that the development will have on surrounding streets and intersections.

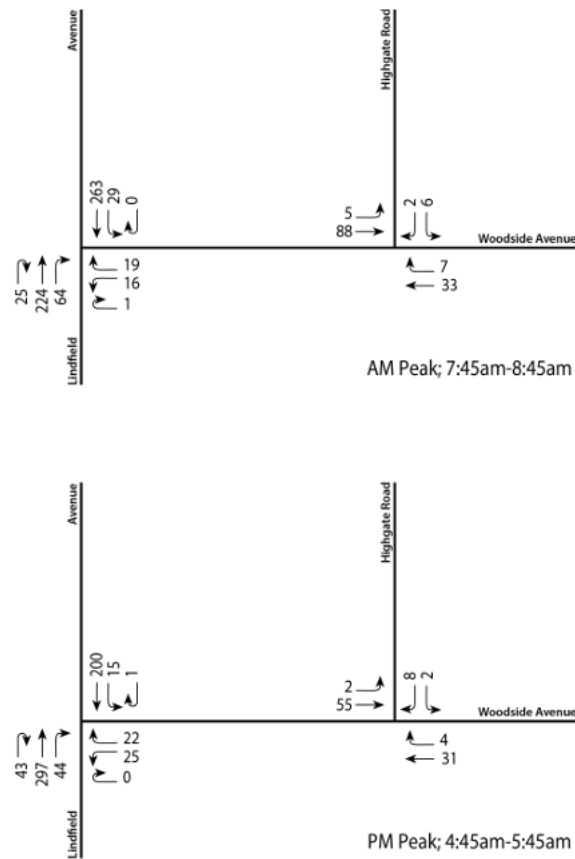


Figure 1 Traffic Survey - Appendix U - Traffic and Parking Assessment Report (Pg.25)

### 3. Ignored Congestion Hotspots

Moreover, the report's biggest failing is that it doesn't account for the bad congestion that occurs just outside the surveyed area. Any local who regularly uses Lindfield Avenue can confirm the existing traffic problems at three key spots referring in Figure 2 Key Congestion Points:

- A. The roundabout at Lindfield Avenue and Woodside Avenue
- B. The stop sign intersection at Havilah Road and Lindfield Avenue
- C. Intersection between Tryon Road and Eastern Arterial Road.

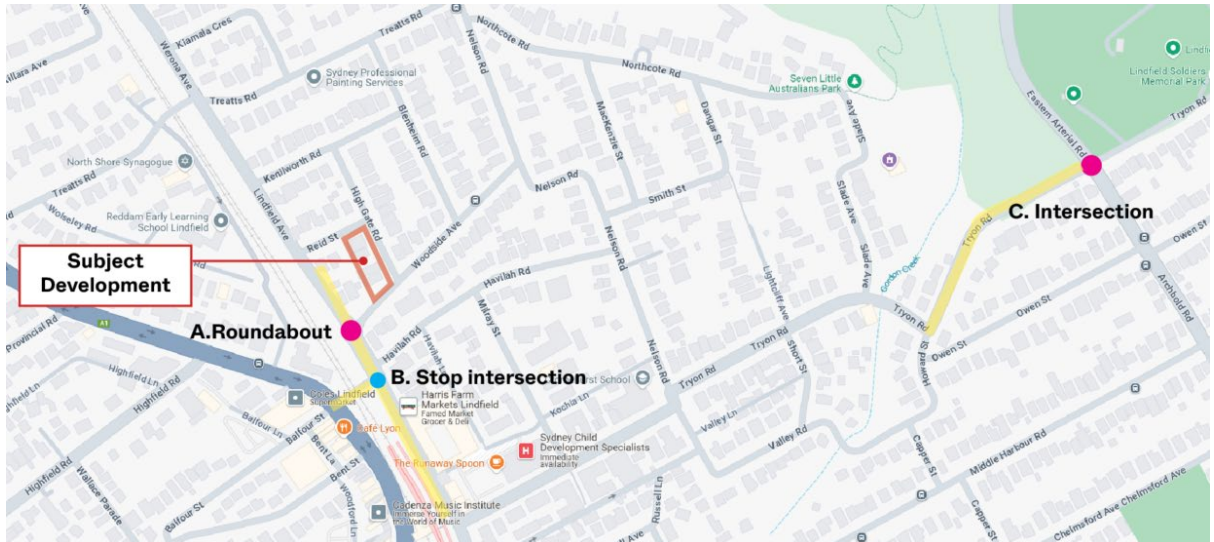


Figure 2 Key Congestion Points

### A. The Roundabout at Lindfield Avenue & Woodside Avenue

- This is a frequent U-turn point for drivers accessing Lindfield shops, leading to near-misses and accidents due to tight turns and poor visibility.
- I have personally witnessed two recent collisions at this intersection.

### B. The Stop-Sign Intersection at Havilah Road & Lindfield Avenue

- This intersection is **chronically congested** for three key reasons, with heavy congestions highlighted in yellow in *Figure 2 Key Congestion Points*:

1. **Awkward Right Turns** – Drivers exiting Havilah Road heading towards the Pacific Highway must navigate a sharp left turn, followed by a right turn. Often resulting in an awkward 45 degrees angel blocking two lanes on Lindfield Avenue.

This regularly blocks cars going straight along Lindfield Avenue towards the shops. Havilah Road itself gets heavy traffic as it leads to the underground car parks for Harris Farm, IGA and the council car park. The stop sign arrangement means right-turning cars have to give way to both through traffic on Lindfield Avenue and cars coming from the Pacific Highway, causing more delays.

2. **Short Traffic Light Cycles** – this intersection is one of only a few places east of the railway line where you can turn right onto the Pacific Highway towards Gordon. The green light for this right turn doesn't last long enough, causing long queues during peak and off peak hours.
3. **Street Parking Narrowing the Road** – Shoppers in the area tends to favour parking along Lindfield Avenues instead of driving around the block to get to the underground carpark and avoiding the congestion at intersection of Havilah Street and Lindfield Avenue. With cars parked along Lindfield Avenue, outside Harris Farm and all the way towards Lindfield Station, the road effectively becomes **single lane**, worsening congestion.

#### **C. Intersection between Tryon Road and Eastern Arterial Road.**

- **Short Traffic Light Cycles** When I need to drive to my office in the Lower North Shore, I often try to avoid the major congestion on Lindfield Avenue and Pacific Highway by taking Eastern Arterial Road instead. However, as marked in the illustration, the intersection at Tryon Road and Eastern Arterial Road (Point C) suffers from significant peak hour congestion too.

The main issue is that most drivers making a right turn at this intersection have only a small window to turn as there's no dedicated right-turn arrow. This causes traffic to bank up along Tryon Road (marked in yellow on the illustration), with queues sometimes stretching so far that it takes up to 20 minutes just to line up and make the turn. This alternative route, which many locals use to avoid Lindfield's main congestion points, is therefore not a viable solution to the area's existing traffic problems.

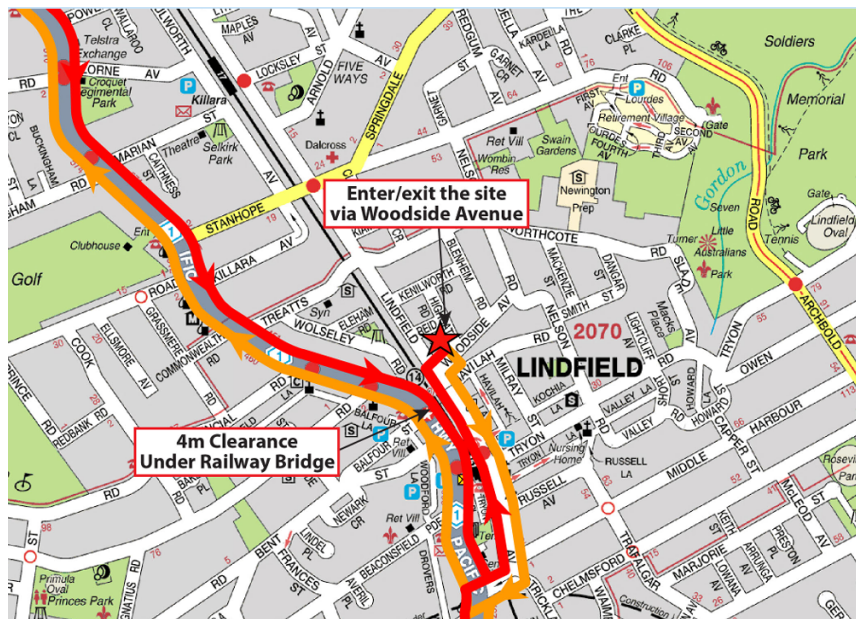


Figure 3 Appendix V - Construction Traffic Management Plan (Page 10),

## Construction Traffic Impacts

As outlined in Appendix V - Construction Traffic Management Plan (Page 10) Figure 3, the proposal indicates that construction vehicles will enter and exit the site via Woodside Avenue. I am extremely concerned about the additional congestion this will cause along Lindfield Avenue, which is already operating beyond capacity during peak hours.

The influx of heavy trucks and construction vehicles will:

- **Exacerbate existing bottlenecks** at the roundabout (Point A) and Havilah Road intersection (Point B), where traffic flow is already severely compromised
- **Increase safety risks** for pedestrians and cyclists along Woodside Avenue, particularly near the school zones
- **Create unacceptable delays** for local residents trying to access Lindfield Village or the Pacific Highway during construction periods

Given that Lindfield Avenue serves as the primary thoroughfare for these construction vehicles to access major routes, the cumulative impact of both development traffic and normal commuter traffic has not been properly assessed in the current plan.

With these existing problems, the proposed development will absolutely make congestion worse as the extra homes will mean more cars trying to get through these already troublesome intersections. Lindfield Avenue, as the main road through the area, is already at capacity, and the report hasn't properly assessed or addressed how the development will affect traffic. The Appendix U – Traffic and Parking Assessment Report

does not account for the additional traffic generated by 173 new dwellings, which will overwhelm these already failing intersections.

### **Public Transport Capacity**

As a regular commuter to the City, I've observed that the existing North Shore Line trains during peak hours are already at absolute capacity, with commuters packed in like sardines. The additional 173 dwellings proposed would simply add more pressure to a public transport system that's already stretched to its limits.

Morning peak services from Lindfield Station are frequently so full that commuters often have to wait for multiple trains before being able to board. The situation is equally bad in the evening peak, with overcrowded platforms and trains. This development would significantly worsen these conditions without any corresponding plans to increase train capacity or frequency.

Given these existing problems across both road and public transport networks, the proposed development will absolutely make congestion worse as the extra homes will mean more cars trying to get through these already troublesome intersections and more commuters crowding onto already full trains. Lindfield's transport infrastructure, both on the roads and rail network, is already at capacity, and the report hasn't properly assessed or addressed how the development will affect either system.

### **Noise and Vibration (Section 10)**

The construction site is less than 300m from Reddam Early Learning School, where my young daughter will soon attend. The prolonged noise and vibration from excavation, heavy machinery, and construction activity will disrupt both her schooling and our home life. Given the extended duration of such projects, this is a major concern for families in the area.

### **Infrastructure and Public Space (Section 23)**

Lindfield currently lacks sufficient community and recreational spaces to support its existing population, let alone an additional 173 residents. The Lindfield Village Green is the only small public area available, and it offers minimal amenities for children and families. Without proper planning for expanded infrastructure, this development will place further strain on already limited resources.

### **Additional Locality Concerns**

## Security

Woodside Avenue is poorly lit at night, with sections of complete darkness. A sudden increase in population density could lead to higher crime rates, raising safety concerns for residents.

## Parking

Street parking on Woodside Avenue is already oversubscribed, with commuters, local workers, and residents competing for limited spaces. The proposed development will exacerbate this issue, as new residents and visitors will further strain parking availability.

## Request for Action

We strongly urge the Council to:

1. **Reject the current proposal** or reduce the building height unless these issues are resolved.
2. **Require the applicant to submit a revised plan** that fully complies with SEARs.
3. **Demand a new traffic assessment** covering a **300m radius** of the site, with particular focus on the **Havilah Road & Pacific Highway intersection** during peak hours.
4. **Hold a community consultation** to allow residents to voice their concerns.

We appreciate your time and request **written confirmation** that our objection has been received. Please do not hesitate to contact us if further details are required.

Yours sincerely,

Resident at

Woodside Avenue, Lindfield NSW 2070