

2 June 2025

Attn: Ms Ziegenfusz (Senior Planner, Planning Ingenuity)

Re: Preparation of State Significant Development Application at 1-5 Nelson Road, Lindfield

Dear Ms Ziegenfusz,

We wish to express our concerns at the proposed development of approximately 200 Units at 1-5 Nelson Road, Lindfield 2070 – as well as the process of local resident consultation.

We recognise that these comments are being sent after your requested date of May 20th. The flyer in our letter box was dated May 8. This short timeframe for communications to impacted residents is clearly inadequate.

If approved, this proposed development will be one of the largest developments in all of Lindfield – located in a part of the suburb which is particularly unsuitable for constructions of this size and scope.

It should be noted that we, like many residents of Lindfield are supportive of the principles of State Government initiatives to increase the supply of housing in Ku-ring-gai - and indeed also in Lindfield.

That said, there are several areas within Lindfield that would be more suitable for larger size building development – the proposed Nelson Road site most definitely is not.

Our concerns are set out in more detail below:

1. The siting of such a large building on the outer perimeter of the 400 metre Transport Oriented Development (TOD) Border makes no attempt to consider the overall form, character and public utilisation of the Lindfield Town Centre. In fact, this building will likely exceed in height and capacity for most buildings in the centre of the Lindfield TOD 400m zone.
2. The site is highly unsuitable for major public-works style construction activities
 - i. Nelson Road is a narrow steep road near busy intersection with Tryon Road – it is an important thoroughfare for Lindfield residents and is a location that local police regularly patrol for traffic offences. Creating a major construction site in this area would be dangerous to residents and highly disruptive.
 - ii. The movement of significant numbers of heavy construction vehicles would create new dangers for drivers and pedestrians.

3. An Important but overlooked factor in the development application is the close proximity of the Cromehurst School (for students with moderate to severe intellectual disability). The roads around this school are especially busy around drop-off and pick-up time, with students regularly on teacher supervised walks around the neighbourhood – again another potential source of danger for locals and students.
4. Moreover, the Sydney Korean Community Church is also close by and is regularly very busy with large numbers of parishioner's and other community events during the week, creating significant vehicular and pedestrian traffic – again creating potentially dangerous situations.
5. The proposed development creates significant issues of incursion on privacy and impacts on solar access.

The impact of invasion of privacy is significant for the many residents whose homes sit at a much lower height than the proposed upper floors of the development. Many homes in this area enjoy privacy from their block sizes and vegetation screenings.

The potential loss of solar access is an important financial consideration for those residents who have invested in rooftop solar energy.

6. The road intersections surrounding the proposed development would suffer massively increased amounts of heavyweight traffic and changes in patterns of daily commuter traffic – put simply, Lindfield currently does not have the infrastructure and road network on the eastern side of the railway line to absorb construction activities of this type.
7. It is critical to note that the proposed Nelson Road development should not be viewed in isolation – a number of other significant developments are currently proposed in very close proximity.

The construction of a proposed State Significant Development on Tryon Road will likely be ongoing at a similar time – this will massively impact the ability of Lindfield's roads, infrastructure and residents to cope with these intrusive activities.

Another State Significant Development is proposed for 59-63 Trafalgar Avenue/1A & 1B Valley Road - another site with significant construction access and traffic challenges, just behind the Korean Community Church.

Were these three developments to all be under construction concurrently, it would be catastrophic to the quality of life and public health of residents of the area and other regular visitors. It would seem that no consideration has been to the combined impact of these activities in a confined part of the suburb.

8. Building on our comments above – developments of this size and scope have significant impacts on the heritage character and streetscapes of this part of Lindfield.

Of concern, there does not seem to have been any consideration given to an appropriate transition from higher density to lower housing areas on the Eastern side of Lindfield. This proposed site stands apart from any other buildings of similar capacity.

9. Of particular concern are the environmental impacts of this proposed development. The significant loss of tree canopy and mature trees, as well as the potential for waste run-off into Middle Harbour Creek which may impact properties well downstream from the Nelson Road site, as well as National Park bushland beyond.
10. The issues of parking and traffic congestion are already of major concern to Lindfield residents. The addition of this proposed development of 200 units (potentially in conjunction with two others of similar size in very close proximity) will have severe consequences, with a consequent increasing risk of accidents to drivers and pedestrians.
11. There appears to be minimal consideration given to the increase in traffic flow when these developments are completed. It appears somewhat near-sighted to assume that most residents will use the rail network, when in reality many occupants could use their cars to commute. During school days many parents would be dropping off their children to either local schools or at the rail station, but there is no capacity for the increased number of cars to drop-off passengers, without leading to worsening congestion near the rail station and local streets.

There is a high probability that new students from these dwellings would not be enrolled in the local schools, as they are already at capacity. A similar problem exists for doctor's services as most practices in the area are not accepting new patients. This would mean that residents in the Lindfield area would have to travel to either neighbouring suburbs or further afield to receive these services. There may well be other services that could not be provided to the new residents, leading to discontent.

12. Finally, where these aforementioned developments are being constructed, has any thought been given to accessing the Pacific Highway? Currently the two local streets to access the Pacific Highway from the east are Strickland Avenue and the subway at Havilah Road. It's nearly impossible to turn right at Strickland Avenue and somewhat dangerous given the number of vehicles on the Pacific Highway. Congestion already occurs many times in the day. Access via the Havilah Road subway to and from the

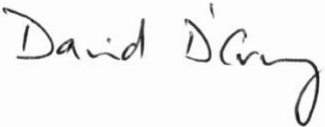
Pacific Highway is already congested at peak time, but is busy at most times. With the recent opening of Coles on the Pacific Highway the traffic has already increased.

In summary, we believe the proposed development is highly inappropriate and will create a significant detrimental impact of the quality of life and health of Lindfield residents.

As we stated at the outset, we are not opposed to the principles of the Transport Oriented Development Strategy – we believe that Lindfield does have some sites which are far more appropriate for developments of this scale than the proposed site at 1-5 Nelson Road.

We sincerely hope that our comments will be taken into serious consideration.

Yours sincerely,

A handwritten signature in black ink that reads "David D'Cruz". The signature is written in a cursive, slightly slanted style. The first name "David" is written in a standard cursive, and the last name "D'Cruz" is written with a more stylized, flowing script, including a small loop at the end of the "z".

David D'Cruz