

10 August 2025

To: The Consent Authority

Re: Objection – 1, 3 & 5 Nelson Road, Lindfield

SSD-82899468 – Stage 1 Concept DA for Residential Flat Building with Basement Parking

Summary of Objections

Heritage - Incorrect claim in application that there is no “Statement of Significance” for 9 Nelson Road – this is factually wrong; NSW State Heritage Inventory records its architectural and historic value. Raises concerns about accuracy and completeness of the entire application.

Bulk, Scale & Streetscape - Nine-storey (~32m) building grossly out of scale with surrounding single/two-storey homes; minimal 6m setbacks and rooftop communal space will dominate and overlook neighbouring properties; permanently alters established streetscape.

Privacy & Amenity - Direct overlooking into outdoor areas, bedrooms, and living rooms at 9 Nelson Road and other nearby homes; rooftop communal space increases noise and light spill.

Environmental Impact - Loss of significant mature trees, including protected Turpentine and Blue Gum species; potential harm to existing waterway; loss of treescape and biodiversity.

Traffic & Safety - Increased congestion on Nelson Road and Tryon Road intersection; greater safety risks for children attending nearby special school.

Planning & Zoning - R2 zoning – height/density inconsistent with Council's preferred Transit Oriented Development (TOD) model; unclear if site is within required 400m TOD zone.

Conclusion - The proposal is excessive, inaccurate, and incompatible with the heritage, scale, and character of the area. I respectfully urge the consent authority to reject the application.

Full Submission

Dear Sir/Madam,

I am writing to object to the proposed development at 1, 3 and 5 Nelson Road, Lindfield.

Although I currently reside at 15/3 Gladstone Parade, I grew up at my parents' home at 9 Nelson Road — a heritage-listed property that has been in my family since 1980. I have spent much of my life in this street and remain closely connected to the house, the neighbourhood, and its distinctive heritage and environment.

Having reviewed the application and Environmental Impact Statement, I share my parents' deep concerns and wish to add my own objections.

Heritage - The applicant's statement that “No Statement of Significance has been noted in the NSW State Heritage Inventory” for 9 Nelson Road is plainly incorrect. The property is heritage-listed, with its architectural and historical value documented in the NSW State Heritage Inventory. This error casts doubt on the accuracy of other key details in the application and whether proper consideration has been given to protecting heritage in this location.

Bulk, Scale and Visual Impact - A nine-storey building, approximately 32 metres high, will overwhelm the surrounding single-storey dwellings and drastically alter the streetscape. The minimal setbacks, combined with a rooftop communal space, will create severe overlooking into my parents' property and others, and will result in a permanent loss of privacy and amenity.

Privacy and Amenity - From my years living at 9 Nelson Road, I know that the proposed building will directly overlook private outdoor areas, living rooms and bedrooms. The rooftop communal space will also increase noise and light spill, intruding into spaces that have always been quiet, private, and residential in character.

Environmental Concerns - The removal of mature trees — including protected Turpentine and Blue Gum specimens — will irreversibly damage the established treescape and reduce biodiversity. There are also

unanswered questions about the proposal's impact on the existing waterway between 9 Nelson Road and the development site.

Traffic and Safety - The development will add significant traffic to Nelson Road and the Tryon Road intersection, increasing safety risks for children, particularly those attending the nearby special school and using the pedestrian crossing and Kochia Lane pick-up area.

Inconsistency with TOD and Zoning - The site is zoned R2. The proposed bulk, height, and density are grossly inconsistent with the Council's preferred Transit Oriented Development (TOD) approach, which emphasises heritage protection and appropriate scale. There also appears to be uncertainty as to whether the site falls within the 400 m TOD zone.

In its current form, this proposal is excessive, insensitive to its surroundings, and fails to address its serious impacts on heritage, amenity, and the environment. I urge the consent authority to reject the application and require a design that respects the heritage and character of Lindfield.

Yours faithfully,

Stephen Wright

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