

Our family and I would like to object to the proposed development on Nelson Road

We owned a property on Tryon Road (East of Nelson Road), between Lindfield Ave and Nelson Rd. While we understand the need to build more affordable housing, especially close to the train line, we object to this particular proposed development. Reasons being:

(1) **It is unreasonable and doesn't make sense (in my opinion).** It makes sense that the government wants to build more high-rises on this block where we owned our property as we are definitely well within 400 metres to Lindfield station. We are already medium density so to put in high density is not too big of a jump. It is reasonable and it makes sense.

HOWEVER, the 400 m circle that the State Gov has drawn up **barely included** 1 Nelson Road, on the other side of Tryon Road. (see Diagram 1). The only part of 1 Nelson Road that's inside this circle is coloured in light blue in the diagram, with the two red arrows pointing at this **tiny area** of the front of the house. This is very opportunistic on the part of the Applicant to make use of the fact that a few metres of 1 Nelson Road are included in the circle and amalgamate two other properties next to it and to then apply for SSDA.

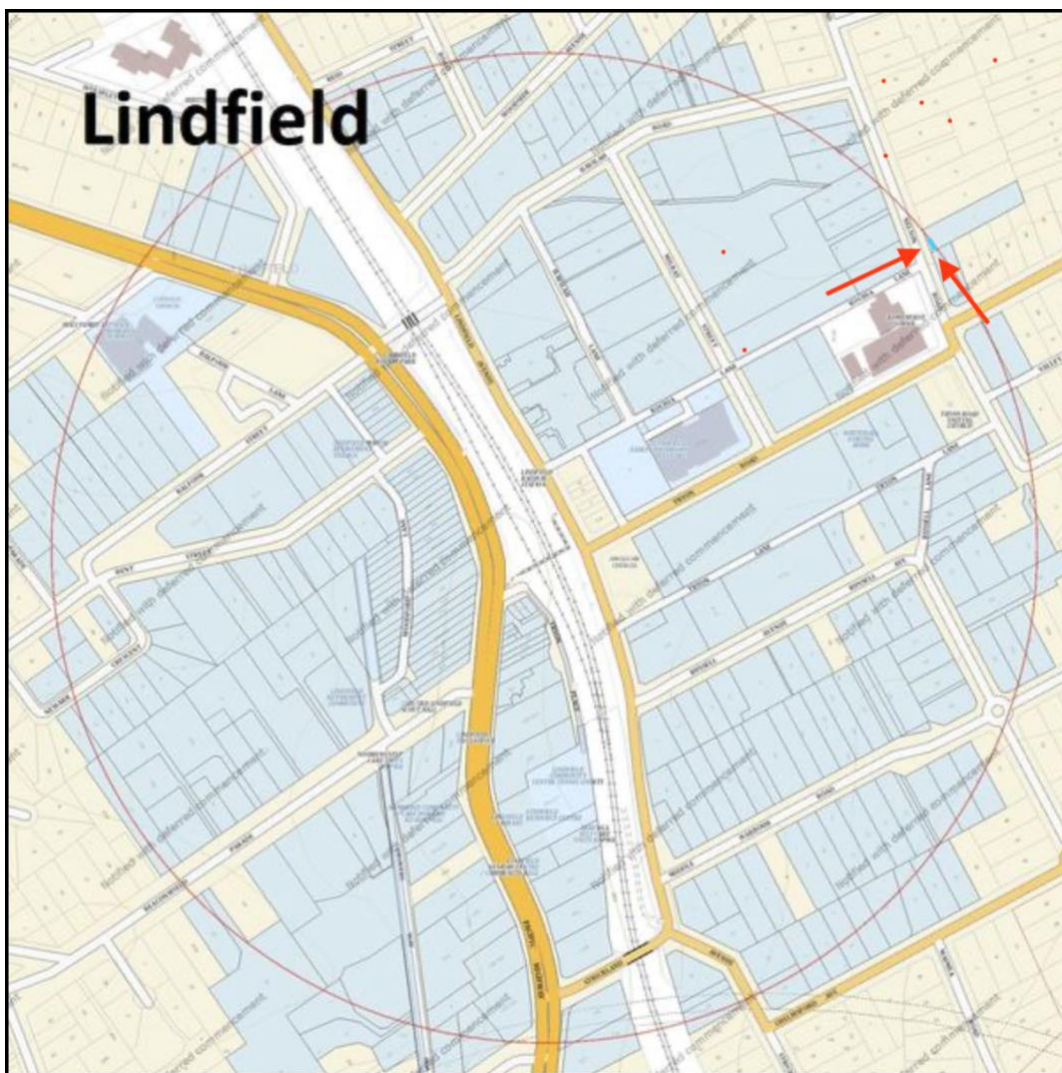


Diagram 1

Please note, that side of Tryon road (West of Nelson Road) consists of one or two-storey houses ONLY. Maybe building a 4-storey building for this development makes more sense as to increase the density responsibly. But to build a 9-storey building on this part of Lindfield of all other single dwellings, this is just shocking and unacceptable. To have the bulk and scale of such a development on that side of Lindfield will severely and irreversibly change the landscape of this suburb. As I said, I am not against higher density housing, but it has to be done carefully and responsibly and there needs to be check and balance. I hope the decision makers in this project will come and visit the site, rather than just look at maps in their office and to base their decision NOT purely on a circle.

(2) Cumulative Impact, traffic impact.

Again, we are not against the TOD initiative of the State government, but it is deeply worrying for us to see the number of SSDA that have been put through the last few months. God forbid that all (or even most) of the SSDA being approved merely for the sake of increasing the housing stock because having many hundreds if not thousands more residents using our current public transport system (including the notoriously unreliable north shore train line), enrolling in local schools and having hundred more cars driving on our roads, this will be such a nightmare for existing residents and the new residents. It's hard to measure the cumulative impact of all the SSDA add together, but nevertheless, the point is that there WILL be significant impact to the existing community and thus EACH SSDA needs to be carefully considered and their cumulative impact taken into account.

Apart from additional strain on our current infrastructure and transport and education system, the additional number of housings will also affect those living further away, e.g. those who will try to find parking close to the train stations so they can catch public transport but they won't be able to find parking on the streets any longer once all these developments are built as the residents that have multiple vehicles will need to park their cars on the street because of the limited car park spaces in their apartments.

Another reason I am objecting this particular development is the worsening of the traffic condition around this area. We already have bad traffic situation for those of residents living on this side of East Lindfield. As it is, at peak hour, many drivers would get stuck on Lindfield Avenue (outside Harris Farm), where the bottleneck happens on the small intersection between Lindfield Ave and Havilah Road (especially under the rail line bridge over Havilah Road). There are other intersections around this area too (e.g. Tryon Road and Lindfield Avenue; Tryon Road and Nelson Road etc) that are already being stretched with the current traffic level. Diagram 2 shows the intersections with high traffic volume (in yellow colour) and heavy traffic direction (represented by red arrows) at peak hour. The proposed development is in green rectangle with the word 'DEV' written on it and we are concerned that having an extra few hundred or residents and cars on this massive apartment block will certainly impact this neighbourhood in terms of heavier traffic flow.

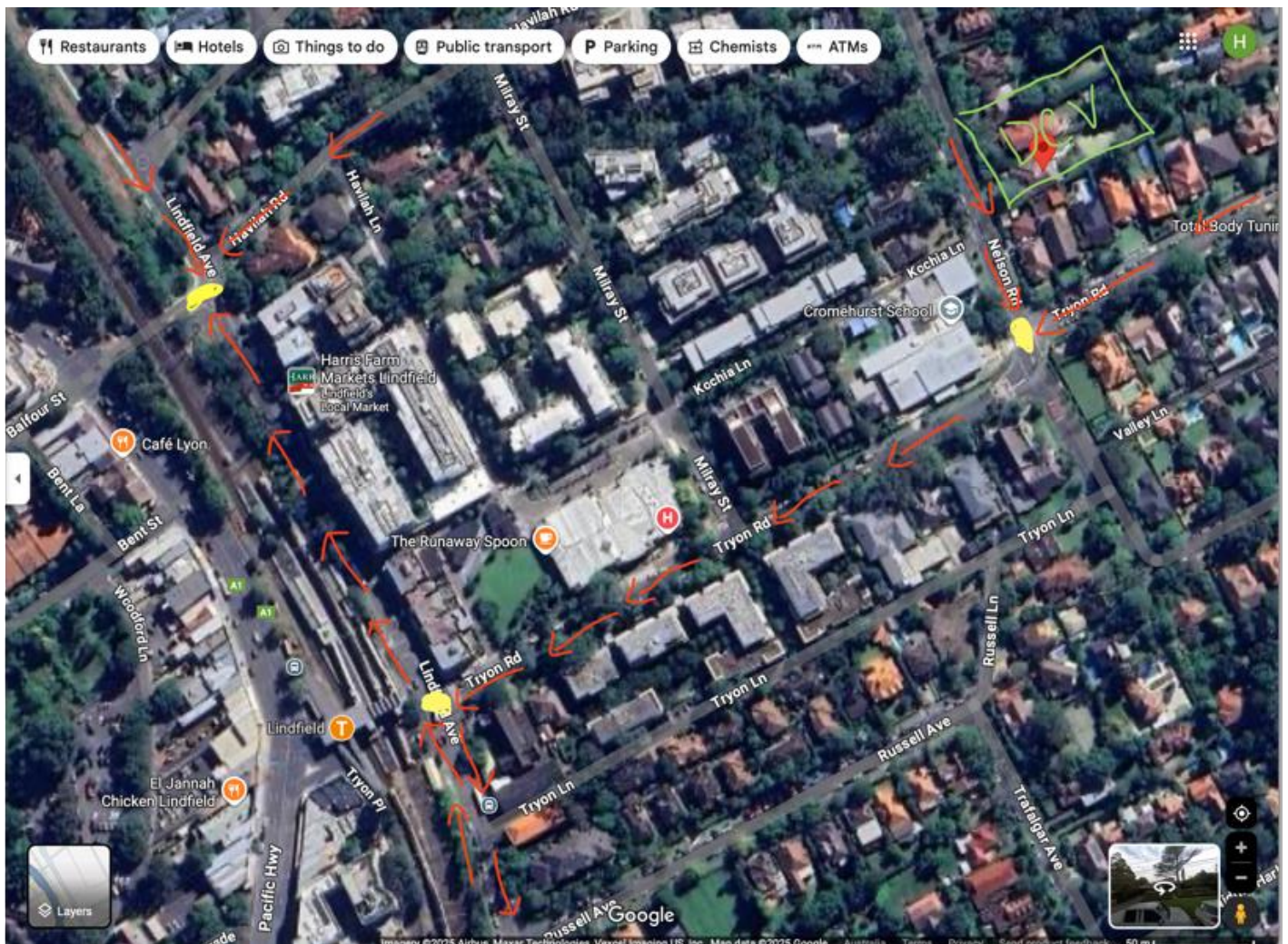


Diagram 2

I do think Kuringai Council is the best body to make sure that the number of dwellings requested by the NSW government can be built in this area BUT in a responsible manner because they know this area best.

Therefore I object to this proposed development project.

Regards

Lindfield Resident.

