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Major Projects Assessment
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Dear Sirs

**Re: Objection to MP08 0244 MOD 1 -
Modification Request for Mixed Used Development at 23-37 Lindfield Avenue
and 11 Havilah Lane, Lindfield**

I am a resident of Lindfield, living at 2-6 Milray Street, adjacent to the above property, and I wish to lodge a **strong objection to the proposed Modification (MP08 0244 MOD 1)** of the already approved DA based on a number of grounds, as outlined below.

1. The **revised proposed height of the two buildings is excessive relative to the Ku-ring-gai Local Environment Plan 2012**, which proposes surrounding development of lower height and bulk, being much more reflective of resident desire.

The proposal in this Modification is completely **incompatible and inconsistent with other recent developments** around Lindfield station. The increase of an additional storey to both buildings – to 8 storeys on Lindfield Avenue and to 7 storeys on Havilah Lane under this Modification – would create excessive height and bulk and is **totally out-of character with the surrounding buildings**, including the **heritage-listed adjacent building** on Lindfield Avenue.

2. The proposed **reduction in overall retail space** within the two buildings in this development will disadvantage the wider community around Lindfield, not just those living in the immediate vicinity. The Lindfield shopping precinct is a vital hub not only for residents of houses/apartments in local areas but also – importantly, from a community perspective – for residents of a number of aged care establishments, who are bussed to Lindfield to do their weekly shopping (e.g. Lindfield Gardens at East Lindfield, Archbold House at Roseville, and Lourdes facilities at Killara). The further reduction of shopping amenities at Lindfield, as contained in the subject Modification, would **significantly disadvantage those who depend on Lindfield for their shopping amenities**.
3. The **additional storeys create new adverse shadowing**:
 - (a) for **residents in the existing apartment blocks along Havilah Lane**, particularly after 3pm;
 - (b) for the **popular outdoor café and central Lindfield hub area at 12 Tryon Road** in the afternoons, particularly in winter; and

(c) for all commuters on the city-bound Lindfield rail platform - instead of 50% of the year as was initially approved, this platform at the station will now be in shadow in the mornings for 75% of the year.

4. Car spaces were identified as inadequate (in the originally approved DA) for the retail component and this has not been addressed relative to the remaining retail space proposed. In fact, the Modification involves the reduction of 34 car-parking spaces that had been provided for in the original DA. It appears that the authors of this Modification are trying to include the 25 car-parking spaces off Havilah Lane on Council land as being 'available' to residents/visitors of the subject development. As Council property, these parking spaces would be available for the wider community, not reserved solely for users of this development. Further, we understand that the developers of the next site along Lindfield Avenue & Havilah Lane (immediately adjacent to the subject property) are at an advanced stage of negotiations with Council to purchase from Council the land where these 25 car-parking spaces are located (and which is in process of being rezoned). These 25 car-parking spaces are not, and are unlikely to be, available for residents/visitors to the property subject this Modification. So, the Modification reduces the property's own car-parking spaces by 34 & unrealistically claims access to 25 car-parking spaces currently owned by Council.

On-street parking on the east side of Lindfield station is already very congested, with adverse effects on traffic flows & driver vision. The Modification would have, as one of its adverse side-effects, a further exacerbation of existing problems with parking and traffic flows in the surrounding area.

5. The additional storey (combined with less set-back than was in the originally approved design) on Havilah Lane now creates privacy concerns for over 40 apartments in the adjacent 8 Havilah Lane, 8 Kochia Lane and 2-8 Milray Street residences. This will adversely impact on the amenity of the residents of these apartments in their homes and outdoor spaces.

In summary, the **broader community stands only to lose** through this Modification (both as a general community and for the individual local neighbours) through:

- reduction in retail amenities for the wider community;
- inadequate provision of car-parking for the remaining retail space, and an adverse effect on parking & traffic flows in the surrounding areas;
- community's visual sensibilities affected, being out of character relative to the current, and future proposed immediate environment;
- more shadowing in both major public and private areas; and
- compromised privacy and amenity for adjacent residences.

It appears the **developer is the only party benefitting** from this Modification.

For your information, I have sent a letter to Minister Hazzard along similar lines.

Yours faithfully,

