

Re: Objection to MP08_0244 MOD 1 Modification Request for Mixed Used Development at 23-37 Lindfield Avenue and 11 Havilah Lane, Lindfield

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

The Hon. Brad Hazzard
NSW Planning Minister
Governor Macquarie Tower
Level 31
1 Farrer Place
SYDNEY NSW 2000

Ku-ring-gai Council - Mayor and Roseville Ward

Mayor Elaine Malicki emalicki@kmc.nsw.gov.au
Councillor David Armstrong darmstrong@kmc.nsw.gov.au
Councillor Jennifer Anderson janderson@kmc.nsw.gov.au

As a resident of Lindfield, I/we wish to lodge an objection against the proposed Modification of the subject development based on the following grounds:

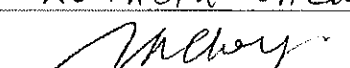
- The increase of an additional storey to both buildings: 8 storeys on Lindfield Avenue and 7 storeys on Havilah Lane creates excessive height and bulk and is out of character with the surrounding buildings, including the heritage listed adjacent building on Lindfield Avenue
- The additional storey (combined with less set back than the 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
- The height 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 additional storeys create new adverse shadowing: a) for residents in the Havilah Lane apartments, particularly after 3pm b) for the popular outdoor café and central Lindfield hub area at 12 Tryon Road in afternoons, particularly in winter and c) for all commuters on the city bound Lindfield rail platform, instead of 50% of the year as approved, it will now be in shadow in the mornings 75% of the year
- Car spaces were identified as inadequate for the retail component and this has not been addressed relative to the remaining retail space proposed. The 25 car spaces counted as part of council's car park are also now highly uncertain due to the proposed rezoning and potential redevelopment.

In summary, the broader community stands to only lose through this Modification:

- more shadowing in major public and private areas,
- compromised privacy for adjacent residences,
- less retail, and inadequate car parking for the remaining retail space, and
- further visual sensibilities affected, being out of character relative to the current, and future proposed immediate environment

With so many new units around the traffic under the bridge
It appears the developer is the only party benefitting from this Modification. *will be a mess*

Yours sincerely,

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