

## **416 Group submission to Ku-ring-gai Housing Strategy – May 2020**

The 416 Group is an association of residents who live in Killara and Lindfield on the west side of Lady Game Drive. Some 750 homes. Residents in this area commute by train from Lindfield and shop there also.

The 416 Group accepts the proposition that there needs to be a pro-active housing strategy which is well considered with clear strategic objectives and which retains control to the degree it is possible with the Ku-ring-gai Council and community.

### **1. Population to be catered for**

The premise is 25,000 additional residents and 10,500 more dwellings by 2036. The 416 Group notes that due to the economic impact the 2020 Covid 19 crisis and effect on migration that population growth will now be slower than previously forecast. 2/3 of population growth is due to migration. We recommend Council review the revised forecasts and adjust the Housing Strategy target downwards to match.

### **2. Housing yes - Infrastructure first!**

Resident feedback noted in the report was that there must be the infrastructure to support growth in population. The Pacific Hwy is often at standstill in peak hour increasing journey times and reducing quality of life. It is now proposed to add the vehicles to be used by 10,500 more dwellings and 25,000 additional residents with no highway upgrade.

In our presentation to Council we raised the future option of the Pacific Highway being replaced by a new tunnel. There is a need for this bigger vision which is how other tunnel projects in Sydney now completed or near to completion all began.

Benefits include:

- through traffic removed,
- additional clearway changes ended,
- street parking reinstated,
- shopping on the highway again in an attractive environment,
- pedestrian safety dividend,
- improvement in journey times

Big infrastructure projects support economic efficiency and promote employment. As a part of its consideration of the Housing Strategy we recommend that Council address this bigger vision. Tell the State Government “**Housing yes - Infrastructure first!**”.

### **3. Public Transport.**

We have been encouraged by the growth in patronage of the Northshore line – an outcome of more frequent trains, less overcrowding, plus fast internet access and the success of the Opal Card. Why would you drive? One reason is if you can't park within walking distance of the station and the public bus service does not meet your needs.

### **4. Station parking**

In Epping and elsewhere developers argued that people who lived near stations would do without cars and so apartments were built with inadequate parking and

parking spilled over in the neighbouring streets forcing out commuter parking. Households in the 416 Group neighbourhood only have an infrequent and unreliable bus service (due to delays on Pacific Highway and Ryde Road). The single most spoken about issue is station parking which the 426b Group argued for in the development of the Lindfield Village hub. The Next Steps in the report includes a list of potential technical studies. On behalf of the existing residents a commuter parking study must be added. Each commuter who takes the train also takes one car off the highway.

### **5. Height limits**

Higher density near the stations is supported but height needs to be limited - we already have the widely criticised eight storey Aqualand development at Lindfield with the top three floors that are too high and poorly designed. The Lindfield Village Hub is going to nine floors when most of the community wanted a maximum of seven. Development within the tree canopy is the single thing which will maintain the suburbs' character. Where higher building are required they should be limited to seven storeys and with Council to set high design standards.

### **6. Town house development**

Town house development is supported as are incentives to support its viability

### **7. Subdivision of larger blocks.**

Potential for subdivision of larger blocks is supported to allow for duplexes or two free standing dwellings. The current threshold is high. Subdivision to be subject to strict requirements to maintain biodiversity.

### **8. Neighbourhood Centre – West Lindfield shops at Moore Avenue.**

Moore Avenue is classified an out of local centre location. The existing shops don't work well and lack critical mass as there are insufficient residents with 800 metres and drivers tend drive past and go on to Lindfield. When the Lindfield Village Hub opens it will be further competition. There is a semi derelict carpark. The National Measurement Institute nearby on Bradfield Road is more than doubling its workforce. The 416 Group supports Moore Avenue as a location identified for possible medium density development. Apartments above new shops would:

- Add to the customer base
- Improve business viability
- Perhaps make a mini mart viable as used to exist
- Support a better bus service
- Provide convenient affordable housing for workers at the National Measurement Institute