

Address to Council 12.10.21 on behalf of 416 Group – Lindfield Village Hub

Mayor and Councillors, good evening and thank you for the opportunity.

Thank you also for the recognition given at the May meeting to my predecessor Mr Cec Morgan as President of the 416 Group for 20 years. Sadly, Cec died unexpectedly not long after. The Mayoral minute was appreciated by his family and colleagues.

I'll speak on two matters from our submission - parking and pedestrian safety. The 416 Group has been lobbying for more commuter parking since 2008. Pleased when the O'Farrell Government announced funding for 240 commuter bays in Woodford Lane. Subsequently shared 105 bays to Lindfield Green and 135 to the Village Hub.

Over the nine years the project's scale has grown and grown. Lead by consultants the project proposal and increase in FSR is in our view an over-development of the site. In particular, the number of residential apartments.

Our submission noted the existing 49 commuter parking bays as well as 72 restricted 2 and 3 hour bays. A total on 121 not 109 which we think is an error in Council's response. The response also says that as the 49 unrestricted bays can be used by anyone they are not commuter parking. As somebody who has observed their use over the past ten years I can tell you that at 6.30am they are empty, by 7.45 they are full, that people leaving their cars walk to the station. If it looks like a duck, quacks like a duck it's a duck. They are and have in practice been commuter parking. The effective net increase in commuter parking in the Village Hub proposal is 135 less 49 being 86 bays.

There are in addition just over 200 on street parking bays on the west side within reasonable walking distance. Parked out on weekday mornings.

When insufficient parking is provided for apartment residents and their visitors they park on the street. Consultants like to say people living in apartments near stations may not own a car. The evidence points to those who can afford new expensive apartments having a high degree of car ownership regardless of location. If the affordable housing option outside the FSR occurs that adds to the problem. The Village Hub design must be parking self-sufficient.

Today the car park leads to a narrow, miserable alley and then pedestrians have an up to 2-minute wait time at the crossing. Our submission included a photo of an elderly gentleman trapped on the one metre median strip between six lanes of traffic. This can be observed daily. The notion of adding distance by forcing crossing at Beaconsfield Pde is not credible. A pedestrian bridge may add complexity, yes it requires private land, but the benefits are that it integrates west and east, adds value to the Hub's amenity, commercial viability and safety. A bigger vision realised and going some way to mitigating the community's unhappiness with other aspects of the project.

Thank you, Julian Ledger