



## The 416 Group

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*Representing The Residents Of  
West Lindfield/West Killara*

# Lindfield Town Centre Developments – June 2018

## Dear Resident

We are writing to you as the Committee of the 416 Group made up of Killara and Lindfield residents, to draw to your attention to some major developments planned for Lindfield town centre. If you use Lindfield station or shop at Coles or other shops on the highway, then please read on. This information flier mainly addresses developments proposed for the west side of the station.

## Summary

Ku-ring-gai Council has adopted a masterplan for a major development on the west side of Lindfield station on the Council car park at Woodford and Drovers Lanes between Bent Street and Beaconsfield Parade. **The Lindfield Village Hub** will comprise a mix of public facilities such as a library, community centre and meeting spaces, coupled with residential and retail development. At the same time Coles has announced it is shortly to submit a development application to Council for its site on Pacific Highway in Lindfield and the adjoining car park for a new full line Coles store.



## Commuter Parking

Parking at Lindfield Station is inadequate. Early bird commuters are able to access one of the 50 all day spots in the car park below Drovers Way. Others use street parking and those arriving later have an increasingly long walk up the hill of distances up to 1km (there are about 193 'on street' unrestricted parking places). There are in addition 72 short stay car park spaces. In 2012 Transport for NSW announced the funding of a new 240 bay above ground parking station at Lindfield in the west side car park. There was a concept drawing to which the community reacted by saying "surely we can do something better than this".

## The Lindfield Village Hub

The Support Lindfield group was formed and through creating a bigger vision was instrumental in delaying the additional parking. Together with the community, Council planning staff then developed possible alternatives and a preferred option was chosen. This became known as the Lindfield Village Hub with underground parking rather than above ground. Underground parking is about four times as expensive.



Progress however has been very slow and six years after the initial May 2012 announcement to build parking by the O'Farrell Government, its construction is still a way off. Council last gave a community briefing to residents in December 2017 and subsequently advised the creation of a Community Reference Group. Seven community members have now been appointed including Julian Ledger, a committee member of the 416 Group. The Community Reference Group holds its first meeting on July 16th.

## The Woolworths proposal

Woolworths, which has purchased the Bendigo Bank building and adjacent property on Pacific Highway in Lindfield, has through its development company, Fabcot, submitted an unsolicited bid in May 2018 to Ku-ring-gai Council. Council will consider the bid on June 26<sup>th</sup>. This project is similar to the Council plan and incorporates new medium rise apartments, a Woolworths, Dan Murphy's, Aldi and other shops, a library, community centre, new scout hall and park. It will be serviced by 751 parking bays including 161 for commuters. In addition, there is a pedestrian bridge over the highway to the station.

## The Coles Development

The 2018 Coles proposal yet to be considered by Council is to redevelop the site into a new larger store, two levels of parking below (250 bays) and 70 new apartments above with a further 73 parking bays. The laneway (Brent Lane) servicing Coles will be relocated to the bottom of the car park and will maintain access to the Holy Family Church and Primary School as well as a ramp leading to the new residential development above Coles.

## Lindfield Village Green

On the east side of the Station below the new eight storey apartments, Harris Farm and IGA supermarkets have opened. In addition, the Village Green construction project is due to start on the site of the existing car park. After some controversy this now comprises three levels of underground parking and a park above. Of the underground parking, 110 bays are commuter bays taken from the original 240 allocation on the west side and will be part funded by Transport for New South Wales.



## Questions to be answered

### Overdevelopment?

The Lindfield/Killara community has had an old-style Coles and a small IGA for many years. Now it is proposed there be a new large Woolworths, a new Aldi, a new large Coles plus on the east side the recently opened Harris Farm and IGA. New services, quality and competition are good but with five supermarkets how many of the customers required will need to come from outside the area – e.g. shoppers who currently shop at Gordon, Chatswood and Macquarie Centre? What are the implications for Lindfield town centre? Noting that the retail/commercial floor area of the Woolworths proposal is 10,000sqm being 90% larger than in Council's masterplan.

### Station access

With a growing population and the congestion on the Pacific Highway the demand for train services will continue to grow. The new faster and more frequent Sydney Metro **City & Southwest** line is to run from Chatswood to the city and beyond from 2024. Commuters need good access to Lindfield Station by a combination of:

- Self-drive and parking
- Being dropped off/picked up – kiss and ride
- Local bus (reliability is an issue)
- Walking - for those closer by
- Motorbike, electric bike or bicycle (if the parking station allowed for it).

Overdevelopment around the Station may put at risk resident access to the Station and, in particular, restrict commuter parking. E.g. workers at new shops and new apartment residents and their visitors may also use roadside parking. Note it is proposed that in future, access to free commuter parking will be linked to use of the Opal card. The Woolworths proposal does not appear to have allowed for set down for 'kiss and ride'

### Timing of the developments

The Lindfield Village Hub development is targeted by Woolworths to take five years from their unsolicited bid lodged mid-2018. The Coles development is potentially less complex and has an earlier forecast reopen date of March 2022. Both are subject to Council approval. After all these years of no development it will not be in the community's interest for both construction projects to be undertaken simultaneously. Can the Council mandate staggered delivery?

### Traffic and parking – construction and beyond

During construction the loss of the existing parking combined with the construction workforce will create difficulties. The word 'nightmare' has been used. What arrangements can be made for station access and parking and drop off/pick-up during the Village Hub construction period? Longer term the scale of the developments and the restricted road access is liable to cause congestion. The Village Hub site has limited access from the highway. Supermarkets also require large delivery trucks and service vehicles. In assessing the proposals Council must make available modelling of traffic and parking.

### Safety

The Pacific Highway pedestrian crossing at Lindfield is used by more than 3000 people per day. It is dangerous. The 416 Group has said a new pedestrian bridge served by an escalator and lift on the west side is an essential feature of the Lindfield Village Hub. The Woolworths proposal includes this.

### Value and funding

How should Council assess the unsolicited bid from Woolworths which is mostly on Council land for fair value to the community? E.g. should section 94 contributions apply and if not why not? What other implications are there for ratepayers for meeting ongoing costs? In Woolworth's favour is that they have a reputation for getting things done and for successful mixed-use developments. The Mayor has said *"Council has undertaken market sounding and there is a high degree of interest in this project from the property industry." We must be satisfied that any proposal will deliver maximum benefits to our community*

*now and for generations to come." "We must also be satisfied that the Lindfield Village Hub will be self-funded throughout its life and provide appropriate economic benefits for local businesses."*

### THE 416 GROUP

**The 416 Group was founded 20 years ago by a small group of Lindfield and Killara residents living west of Lady Game Drive. Over the years it has made submissions to Ku-ring-gai and Ryde Councils and the State Government on many issues affecting the local community. These have included the operation of the Porters Creek waste transfer station, proposed service centres on the M2, flight paths and aircraft frequency, bushfire mitigation (working with Council and the Community Fire Units), parks management and redevelopment issues including the appropriate location of pre-schools and childcare. The Group has opposed high rise in the town centres but supported appropriate development on the Pacific Highway. It has been a strong advocate for better commuter parking at Lindfield Station.**

To join the 416 Group please email your name and address [mail@416group.org.au](mailto:mail@416group.org.au). Membership runs for the calendar year. As at June 2018 there is a joining fee of \$10.00 but currently no membership fee as the Group has sufficient funds. The Committee reserves the right to introduce a fee in 2019 or further into the future.

For more information about the 416 Group contact the President Cec Morgan at [mail@416group.org.au](mailto:mail@416group.org.au) or by phone at 9416 6103 or visit [www.416group.org.au](http://www.416group.org.au) .

**To pass on your ideas on the Lindfield Village hub to the 416 Group member on the Community Representative Committee email to [julianledger@optusnet.com.au](mailto:julianledger@optusnet.com.au) .**