

**The 416 Group**  
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23.4.21

Dear Mr Henskens and Mr O'Dea

The 416 Group is an environmental community organisation which aims to represent the 750 households in Killara and Lindfield west of Lady Game Drive who shop in and commute from Lindfield as the nearest urban centre.

Commuter parking is at a premium in Lindfield and the 416 Group having raised the issue over the years was pleased when the O'Farrell Government announced in May 2012 funding for a new parking station on the site of the Woodford Lane car park. The community did not support Transport for NSW's design for an above ground structure. The concept of the Lindfield Village Hub evolved with commuter parking integrated into a bigger development incorporating the relocated library, community centre, park, retail and residential. Also, the community put the case for a pedestrian bridge over the Pacific Hwy to provide safe access to the station and to be integrated into the development.

Today, nine years after the original 2012 funding announcement, Ku-ring-gai Council has yet to reach agreement with a developer, nearly half the additional commuter parking has been reallocated to the east side, the pedestrian bridge is to our knowledge not funded and the project is stalled. The train service has increased frequency and is excellent and will improve further in 2024 with the opening of the Metro option from Chatswood. Whilst Covid provided temporary relief to parking pressures, the parking shortage has now returned to normal. It is expected to deteriorate further with the redevelopment of the Lindfield Coles site approved by the Land and Environment Court and reductions in the availability of street parking. Traffic congestion through Chatswood in particular remains chronic and every commuter parked near a station is one more car off the road and one more contribution to reduced greenhouse emissions.

I write to you to urge your support for an increased State Government commitment to make this project happen. The community is behind the project design and additional retail development as compared with for example in Mosman. As we know from the Housing Strategy debate last year the community does not support high rise residential in conflict with Ku-ring-gai's character and for which the infrastructure does not exist.

Inflation has eroded the original funding commitment. The existing pedestrian crossing to the station is on a crest at a curve in the six lane Pacific Highway. Every day pedestrians are put at risk, in particular, when they get trapped half-way on the one metre median strip. This includes school children and the aged. Over the past nine years many new pedestrian bridges have been constructed elsewhere in Sydney including the \$40M blue bridge at the North Ryde Metro station. The cost at Lindfield is a fraction of this amount.

Yours Sincerely

A handwritten signature in blue ink that reads 'Julian Ledger'.

Julian Ledger  
President