

**The 416 Group**  
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# **NEWSLETTER**

April 2020

## **The 416 Group Committee**

The following nominations were received for the Committee. As nominations for the Committee were less than vacancies all nominees were confirmed as Committee Members for 2020.

President	Cec Morgan
Vice President	John Croker
Treasurer	Bob McLoughlin
Committee	Margaret Frater
Committee	Julian Ledger
Committee	John O'Toole
Committee	Doug Turnock

## **Lindfield Shopping Centre Update**

Work on the Village Green (eastern side of railway station) will commence shortly. The work will require closure of the existing carpark and changes to parking arrangements around the area including parking meters.

The 2<sup>nd</sup> round of tenders for the development of the Lindfield Village Hub (western side of the Highway) are due for submission in April 2020. A Tender Review Committee will evaluate the tenders and prepare a report for Council's consideration. The Committee is still concerned with lack of Commuter Parking and access across the Pacific Highway to the station.

The redevelopment of the Coles Supermarket Site should commence mid-year with the relocation of the lane adjacent to the rear of the current building. The major works are scheduled to commence mid next year.

Details of the above are on Council's website [www.kmc.nsw.gov.au](http://www.kmc.nsw.gov.au) .

## **Community Fire Units**

Fortunately, our area was not affected by the recent catastrophic bushfires which raged elsewhere around the State.

As we have not had a hazard reduction burn since 2011, on behalf of the Community Fire Units in Albert Drive, the Committee has written to Lane Cove National Park with a request that hazard reduction burns adjacent to Albert Drive should be scheduled forthwith.

The Committee has also written to Ausgrid pointing out that many of the Power Poles in the area are in a dilapidated state and subject to ember attack during a bush fire.

To date we have not had a response from Ausgrid and only a limited one from NPWS advising no hazard reduction burn planned at this stage.

Ku-ring-gai Council is offering rebates up to \$1000 for properties in bushfire prone areas so owners can retrofit properties to better protect against fire and ember damage. The rebate is 10% of total spend and is subject to pre-approval.

Further details of the rebate are on Council's website [www.kmc.nsw.gov.au](http://www.kmc.nsw.gov.au) .

### **Ku-ring-gai Council Housing Strategy**

Council is working on how to fit substantially more dwellings into the LGA. The main push is for higher density near the stations including apartment towers –eg. as per Epping, St Leonard's, Artarmon, Chatswood but likely to also involve a larger zone to allow for medium density.

Julian Ledger attended two workshops and made a presentation on the strategy to Council on behalf of the 416 Group. A copy of his presentation is attached.

Council has approved the draft report on the strategy and shortly will be putting it on public display for 6 weeks

The Committee supports;

- Townhouse development – eg. for downsizers who do want to be in an apartment
- Subdivision of existing larger blocks but only subject to maintenance of biodiversity. What minimum size makes a larger block subject to further consideration
- Development at hubs - eg Moore Ave shops and similar locations
- Maintaining parking near stations
- Improving infrastructure. Particularly to tackle peak hour congestion on the Highway

If any member has any comment or issue with the strategy please make a submission to Council and it would be appreciated if a copy of the submission is passed on to the 416 Group.

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## Ku-ring-gai Housing Strategy 10 March 2020

### Julian Ledger's Presentation to Council on behalf of the 416 Group

Mayor, Councillors and staff,

Thank you for the opportunity to speak.

My name is Julian Ledger a member of the 416 Group - a small association of residents who live in Killara and Lindfield on the west side of Lady Game Drive. Some 750 homes. We commute from Lindfield and shop there also.

We met last night and had a first consideration of the Housing Strategy. We congratulate the Council and staff and consultants on the work done to date. We accept the proposition that there needs to be a pro-active strategy and if there is to be one let's make it well considered and with clear strategic objectives.

The premise is 25,000 additional residents and 10,500 more dwellings by 2036. Resident feedback noted in the report, and this was true at the two sessions I attended, was that there must be the infrastructure to support the growth. The Pacific Hwy is a parking lot in peak hour and now we want to add let's say a minimum of 15,000 more vehicles based in the area. How does that work? It doesn't. There is a sense of lemming like behaviour here or at best head in sand.

We raised the future option of the Hwy being replaced by a new tunnel. The Consultants' response on two occasions was to have a chuckle (as in that won't happen or at least is outside our brief). This is unfortunate as a bigger vision is required here. That's how other tunnel projects in Sydney now completed or near to completion all began. Benefits include through traffic removed, street parking reinstated, shops again in an attractive environment, pedestrian safety dividend, improvement in journey times - the list goes on. In a Council election year there is opportunity for those standing as Councillors to address this bigger vision. Tell the State Government "**Housing yes - Infrastructure first!**".

We are encouraged by the growth in patronage of the Northshore line - up 40% - that's the 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.

Higher density near the stations is supported but height needs to be limited - we already have the widely criticised Aqualand development at Lindfield with the top three floors that don't belong. Development within the tree canopy is the single thing which will maintain the suburbs' character. In Epping and elsewhere developers argued that people who lived near stations would do without cars so we get apartments with inadequate parking and parking spill over in the neighbouring streets forcing out commuter parking. If you take account of the 750 households in our neighbourhood with infrequent and unreliable bus service then you will make sure that station parking survives as we argued for in the optimum development of the Lindfield Village hub. The Next Steps in the report includes a list of potential technical studies. On behalf of existing residents please add Parking study to the list – it is not there now.

Town house development is supported (noting the consultants were very determined to lead us up that path). But Council will need to examine whether incentives are required to make it stack up.

Potential for subdivision of large blocks is supported to allow for duplexes or two free standing dwellings subject to strict requirements to maintain bio diversity.

Finally, in our neighbourhood we have the West Lindfield shops in Moore Avenue. It is classified an out of local centre location. The shops don't really work and lack critical mass. We are pleased to see it is one of the locations identified for possible medium density development. New shops with apartments would create vibrancy - perhaps enough to make a mini mart, as used to exist, viable, to support a better bus service and patronage for additional other services.

Thank you for your attention.