

Address by Julian Ledger, 416 Group - KRG Public Forum 31.3.25

Mayor, Councillors and staff thank you for the opportunity and for your work. The 416 Group aims to represent Killara and Lindfield residents on the west side who live at a distance from train stations.

On a recent Wednesday morning I drove to Artarmon to get the car serviced. Travelling the short distance from Killara took 50 minutes. That traffic congestion is a regular experience.

That traffic congestion is before the extra 24,500 Ku-ring-gai TOD dwellings and implementation of the policies for Low and Mid Rise and Dual Occupancy. It's before an additional 9600 apartments in Macquarie Park, continuing growth in the Willoughby, North Sydney and Hornsby LGAs.

Our submission was one of 72 which did not support either the TOD or the scenarios because the infrastructure required to support the additional housing has not been addressed. On infrastructure the Staff Response says: The NSW Government, prior to giving effect to the TOD SEPP, would have been in a situation to consult with State Agencies regarding the provision of state infrastructure arising from the anticipated development.

We can't argue with that they **could have been** but if they **did** where is that analysis?

Submissions on Traffic and Parking received by Council listed existing parking issues around stations, existing traffic congestion on roads, in particular, the Pacific Highway.

Staff Response was that Council was undertaking assessment of traffic impacts of the TOD, and scenarios to better understand **any** transport infrastructure requirements to accommodate additional dwellings.

That could have been better phrased **to better understand the many and enduring transport infrastructure requirements.**

In November 2024 the 416 Group wrote to Council with a list of unrestricted street parking used by commuters within walking distance of the west side of Lindfield Station -193 bays. We proposed an audit be undertaken of all such parking on the east and west of the four stations and the impact of TOD development scenarios. **This evening, we ask whether this work been done and if not, when will it be?**

For every commuter who can't park to use public transport there is liable to be another car on the road adding to the gridlock.

Infrastructure strategies proposed in Attachment 9 don't address the big picture.

We need large scale commuter parking. It was the construction of 4000 commuter bays which underpinned the success of the Northwest Metro

We need options to address the gridlock in Chatswood. It may be a like the North Connex tunnel under Pennant Hills Rd and the new Western Harbour tunnel.

Town planners based in Parramatta don't appreciate the extent to which the North Shore is a captive of its geography. Egress is dictated by the narrow ridge line, the Lane Cove Valley and Middle Harbour Creek. We urge the Council to advocate much more strongly on our behalf. We are being lead lemming like over a cliff to a future with much worse amenity than the present.