

In support of a new Transport Impact Assessment for Lindfield – September 2025

The 416 Group aims to represent the community living in Killara and Lindfield west of Lady Game Drive. These residents' shop in Lindfield and commute from Lindfield station.

The previous transport impact assessment (TIA) for Lindfield dated 2019 with an appendix dated 2020 has been overtaken by events and is inadequate. Events have included:

- Transport Orientated Development which in Lindfield's case involves 9400 new homes
- Low and mid-rise housing policy
- Dual occupancy policy
- Defunding by the NSW Government of commuter parking on the west side of Lindfield station
- Lindfield Village Hub to become the Lindfield Town Centre (one definition of a village being < 2500 people)
- Redevelopment of Coles and further mainline retail planned for the Drovers Lane site
- Western Harbour tunnel from Warringah Freeway to the Rozelle interchange now under construction incentivising more car travel

Particular issues are:

- New dwellings, which include parking due to market demand, add to the number of vehicles in the area. Whilst the TOD is designed to support train travel this will not suit all new residents of homes near the station.
- The development now planned bears almost no resemblance to the previous west side Lindfield Village Hub proposal which had been supported by the community.
- The numerous new and large apartment developments are liable to impact present unrestricted street parking making it unavailable for commuters. Without parking those commuters are liable to revert to use of their car than use the train.
- Increased congestion at both ends of Lady Game Drive with long tailbacks in part due to developments in Ryde and Willoughby LGAs.
- Need to review and update the previous TIA's future analysis of intersection operation for 2034 (Page 37) and beyond.
- Increased future pedestrian activity at the already dangerous crossing of the Pacific Highway opposite Lindfield station and the need for a pedestrian bridge integrated with new commercial development

In 2014 the 416 Group provided Council its count of unrestricted parking on the west side of the Pacific Highway and within reasonable walking distance of Lindfield station as below.

That parking is filled early each workday. At that time the State Government had announced a 230 bay above ground commuter carpark to supplement the street parking.

Bent St northside	46
Bent St southside	44
Balfour St northside	16
Balfour St southside	29
Wallace Pde	12
Stokes Plc	9
Newark Crs	18
Frances St	19
Drovers' Lane carpark ⁵⁰	
Total	243

We would encourage Council to ensure the scope of a new Lindfield TIA considers the flow on effect of increased congestion in Lindfield on the suburbs to the north including Killara, Gordon, Pymble and Turramurra.

Finally, loss of amenity as a consequence of Housing policies which fail to consider infrastructure and causes worse traffic congestion will be an issue for future State and Federal Elections. Many local government areas are affected, and Ku-ring-gai will be best served with current TIAs. We see the future need for tunnel under Chatswood as stage one of a Pacific Highway tunnel and the development of above track commuter parking.

Yours sincerely

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President
416 Group