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Contact: Andrew Watson

Reference: S12139 / 2024/057404
21 February 2024

The Secretary
The Department of Planning, Housing and Infrastructure
4 Parramatta Square,
2 Darcy Street
Parramatta NSW 2150.

Dear Madam

Explanation of Intended Effect: Changes to create low and mid-rise housing

Find attached Council's submission to the Explanation of Intended Effect: Changes to create low and mid-rise housing.

The matter was considered by Council at its Ordinary meeting of 20th February 2024 wherein Council resolved, *inter alia*:

⁰¹ **Transport Oriented Development Program and Low and Mid-Rise Housing Provisions**

File: S12198

Vide: GB.18

The purpose of this report is to put draft submissions on the State Government's Transport Oriented Development (TOD) Program and proposed Low and Mid-Rise Housing SEPP provisions to Council for consideration.

MOTION:

(Moved: Councillors Smith/Wheatley)

- A. Due to the multiple issues cited and the highly destructive outcomes that would result from the proposal, Council does not support the EIE- low mid-rise housing proposal, nor the TOD proposal.
- B. That Council resolve to forward submissions on the TOD Program and the Low and Mid-Rise Housing SEPP provisions at **Attachments A1 and A2** to this report respectively to the DPHI, noting that the TOD submission is unchanged from that version was been forwarded to the DPHI as a draft on 31 January 2024.

- C. In addition, Council resolve to forward the specialist reports at Attachments **A5-A8** (inclusive) to this report to the DPHI to be considered as part of Council's formal submissions to both SEPP initiatives.
- D. That Council request the NSW Government to work in collaboration with local councils as per the intention of the National Housing Accord to deliver additional housing in line with strategic planning processes under the NSW Environmental Planning and Assessment Act 1979.
- E. That Council communicate to the NSW Government its willingness to provide for additional housing through a consultative planning process that delivers high quality urban outcomes and respects the built and natural environment.
- F. That the Acting General Manager be authorised to make minor changes to the submissions on the TOD Program and the Low and Mid-Rise Housing SEPP provisions where they are of a minor or editorial nature and otherwise progress the interests of Council consistent within this matter.

Resolved:

(Moved: Councillors Smith/Wheatley)

- A. Due to the multiple issues cited and the highly destructive outcomes that would result from the proposal, Council does not support the EIE- low mid-rise housing proposal, nor the TOD proposal.
- B. That Council resolve to forward submissions on the TOD Program and the Low and Mid-Rise Housing SEPP provisions at **Attachments A1 and A2** to this report respectively to the DPHI, noting that the TOD submission is unchanged from that version was been forwarded to the DPHI as a draft on 31 January 2024.
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- E. That Council communicate to the NSW Government its willingness to provide for additional housing through a consultative planning process that delivers high quality urban outcomes and respects the built and natural environment.
- F. That the Acting General Manager be authorised to make minor changes to the submissions on the TOD Program and the Low and Mid-Rise Housing SEPP provisions where they are of a minor or editorial nature and otherwise progress the interests of Council consistent within this matter.

CARRIED UNANIMOUSLY

Yours sincerely

APPROVED

By Andrew Watson at 8:09 am, Feb 23, 2024

Andrew Watson
Director Strategy & Environment

Enc



Ku-ring-gai Council Submission

Endorsed by Council 20 February 2024

***Explanation of Intended Effects:
Changes to create low- and mid-rise housing***

**Department of Planning, Housing and Infrastructure
December 2023**

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- A. Community Engagement Report**, Ku-ring-gai Council
- B. Opinion**, Hill Thalys Architecture + Urban Projects
- C. Independent Heritage Advice**, Lisa Trueman
- D. Independent Assessment of Potential Ecological Impacts**, Land Eco Consulting
- E. Submission to Transport Orientated Development Program**, Ku-ring-gai Council

COUNCIL RESOLUTIONS

At an Extra Ordinary meeting on **5 February 2024** Council considered a Notice of Motion from Councillors Smith and Wheatley and resolved, in part:

(Moved: Councillors Smith/Wheatley)

- A. *Condemns the State Government for its irresponsible approach to planning for the future of the built and natural environment in NSW.*
- B. *Rejects the proposed changes to planning controls and demands that they be withdrawn with genuine consultation to be undertaken with councils and their communities, as intended by the National Housing Accord 2022.*

CARRIED UNANIMOUSLY

At the Ordinary Meeting of Council on **20 February 2024** Council considered a report on draft submissions on the *Transport Oriented Development Program* and the *Explanation of Intended Effects: Changes to Create Low and Mid-rise Housing* and resolved:

(Moved: Councillors Smith/Wheatley)

- A. *Due to the multiple issues cited and the highly destructive outcomes that would result from the proposal, Council does not support the EIE- low mid-rise housing proposal, nor the TOD proposal.*
- B. *That Council resolve to forward submissions on the TOD Program and the Low and Mid-Rise Housing SEPP provisions at Attachments A1 and A2 to this report respectively to the DPHI, noting that the TOD submission is unchanged from that version was been forwarded to the DPHI as a draft on 31 January 2024.*
- C. *In addition, Council resolve to forward the specialist reports at Attachments A5-A8 (inclusive) to this report to the DPHI to be considered as part of Council's formal submissions to both SEPP initiatives.*
- D. *That Council request the NSW Government to work in collaboration with local councils as per the intention of the National Housing Accord to deliver additional housing in line with strategic planning processes under the NSW Environmental Planning and Assessment Act 1979.*
- E. *That Council communicate to the NSW Government its willingness to provide for additional housing through a consultative planning process that delivers high quality urban outcomes and respects the built and natural environment.*
- F. *That the Acting General Manager be authorised to make minor changes to the submissions on the TOD Program and the Low and Mid-Rise Housing SEPP provisions where they are of a minor or editorial nature and otherwise progress the interests of Council consistent within this matter.*

CARRIED UNANIMOUSLY

EXECUTIVE SUMMARY

This submission has been prepared by Ku-ring-gai Council staff, with the assistance of external independent consultants, and taking into account community views. This submission is a response to the *Explanation of Intended Effects: Changes to create low- and mid-rise housing* (EIE) dated December 2023.

Council's main issues and concerns are outlined below with detail in the body of this submission.

Council has conducted some limited community engagement (given the lack of sufficient time and timing of the exhibition over the Christmas/New Year holiday period). The results are provided in the attached Community Engagement Report (**Appendix A**). There is widespread concern from many sectors of the community on the lack of democratic process on an approach that has far reaching detrimental generational consequences.

Council has sought independent expert advice on the proposed reforms and the potential impacts. The response letters confirm Council's concerns and resultant position. The letters are provided at:

- Hill Thalys Architecture + Urban Projects– Urban Design (**Appendix B**)
- Lisa Trueman - Heritage Conservation (**Appendix C**)
- Land Eco Consulting – Ecology (**Appendix D**)

Council has made a separate submission to the *Transport Oriented Development Program* (December 2023) (**Appendix E**). Given the overlap of the issues regarding mid-rise housing, the issues raised in that submission must be considered with this submission.

Overview

The Ku-ring-gai local government area is the third largest LGA within the North District. It is framed by Cockle Creek and Cowan Creek to the north, Middle Harbour to the east, Boundary Street at the south and the Sydney-Newcastle Freeway to the west. It forms the gateway to three key National Parks to its north, west and east.

Ku-ring-gai was originally populated by the Durrumurragal people (AHO 2015) with European settlement beginning in the early 1800s along the ridgeline transport routes.

Today, Ku-ring-gai has a predominantly suburban residential composition with open parkland, bushland and waterways, including nationally significant environmental and biodiversity assets and important European and Aboriginal heritage. The delivery and development of housing in the area has been founded on investigation and evidence that gives due consideration to ensure the sustainability of local communities now and into the future. To this end, Council has developed a suite of comprehensive policies, guides and strategies, including locally responsive housing typologies, that together deliver balanced development outcomes.

The area's high number of well-regarded schools attracts families that seek the types of homes prevalent in the area: homes with multiple bedrooms, landscaped gardens, large canopy trees and ample parking, homes that enable lifecycle residency and neighbourhood stability. The assumption made in the proposal - that all people are happy to live in small homes with little to no private open space and minimal carparking, is not evidenced in the exhibited material and certainly not demonstrated across all demographics in this area.

While Council recognises the importance and potential benefits of increasing housing close to transport and amenities, and providing varied types of housing, there are serious concerns that the changes are being

pursued without substantiation and transparency, and in a manner that undermines local Councils and communities, placing the long-term liveability of our cities at risk.

Housing in the LGA has been developed with regard to social, economic and environmental considerations clearly visible in the overall quality of built form, facility/infrastructure provision, and landscape setting of the area. The significant elements of environment, sustainability and heritage should not be sacrificed for unspecified housing density targets and unfounded non-refusal standards which are unworkable.

The proposed reforms

Public exhibition of the *Explanation of Intended Effects: Changes to create low- and mid-rise housing* (EIE) commenced on 15 December 2023 and closes on 23 February 2024. The Department of Planning, Housing and Infrastructure (the Department) has invited public comment on the proposal. The information provided in the exhibition is minimal and unevidenced, and not commensurate with the serious impacts it will effect across NSW.

At the same time, the Department sent Council their *Transport Orientated Development Program* (TOD), a very short document, outlining their proposal and timing for the mid-rise development around certain train stations including at Roseville, Lindfield, Killara and Gordon stations. The Department asked Council for separate comment on the TOD by 31 January 2024.

Together, the EIE and TOD documents set out a series of significant reforms which will allow for the development of a large quantity of additional low and mid-rise housing throughout NSW.

The proposed housing will no longer be determined under local provisions that ensure consideration of the multiple facets of a site in developing the land; instead, it will be determined under two new State Environmental Planning Policies (SEPP) and include 'non-refusal standards' that eliminate merit consideration of site and locality features.

Consultation and commencement of the reforms

Given the timing of the exhibition and end of year business closure due to Christmas/New Year holidays, insufficient time has been given to Council and the community to properly consider the material, particularly as the scale of impact that the proposal will deliver is enormous.

The April 2024 deadline for Council to deliver an alternate strategy for mid-rise development in the TOD localities is unreasonable and unrealistic given the Department has not provided any planning analysis nor capacity investigations to assist Council to meet the deadline. The issues raised in Council's TOD submission, provided at Appendix E, relate to mid-rise housing and must be considered as part of this EIE submission.

The proposed changes are massive and sudden in town planning terms. The EIE document describing the low and mid-rise changes does not contain sufficient detail to understand and respond to changes of this magnitude; moreover, the document makes flawed and unfounded assumptions to justify its approach.

The release of the Transport Oriented Development SEPP in April 2024 and the Low and Mid-Rise Housing SEPP in June 2024 is premature.

Local Councils must be given the opportunity to prepare well considered masterplanned proposals that are locally responsive and actually able to deliver the proposed "*density done well*" (EIE p.12) in "*well located areas*" (EIE p.15).

One-size-fits-all and non-refusal standards

Proper assessment of the proposal material has been frustrated by the lack of clarity, evidence, testing, and transparency on how the one-size-fits all model is supposed to deliver good housing outcomes across NSW with its diverse landform, character, attributes and constraints.

Further, there is zero evidence on how the non-refusal standards have been determined, no modelling and no testing to demonstrate how the resultant housing, especially in its cumulative delivery, is supposed to assimilate into established areas with Sydney's inner, middle and outer ring suburbs, each with their separate and diverse character.

The proposed set of uniform blanket pre-eminent non-refusal controls for all areas and typologies, contain no apparent recognition of local character and no provision for the local character to be preserved. The proposal appears to want to apply a cookie cutter approach and make uniform all areas across NSW, and worryingly, develop all areas to the lowest of standards with no infrastructure to support the growth of communities.

Any claim that the reforms will continue to provide opportunity for genuine merit assessment to ensure quality and consideration of aspects such as biodiversity, character and heritage, matters that the residents of Ku-ring-gai have long said are important to them, is disingenuous at best.

There appears to be no investigation into the capacity for LGAs to accommodate the large quantum of housing. It is simplistic to assume that all LGA's are able to deliver equal amounts of dwellings unless the intention of the EIE is to convert established areas into greenfield sites, clearing all fabric and natural assets to deliver basic and uniform standards of housing that reflect the development outcomes seen on greenfield sites.

Lack of infrastructure investigation

The proposal seeks to reduce infrastructure costs of developing greenfield areas by locating new housing close to existing infrastructure. However, it fails to provide any analysis of the infrastructure provision in the affected built-up areas and the capacity of existing infrastructure, including water, sewer, open space, schools, hospitals, traffic and transport, to cope with the volume of new residents. It fails to evaluate ageing infrastructure and give the associated cost-estimates of upgrading and augmenting the provisions.

It is common knowledge that renewing infrastructure within built-up areas requires a substantial commitment of funds. The lack of commitment to openly discuss infrastructure requirements, and how existing ageing and over-subscribed infrastructure will be augmented to accommodate population growth is highly concerning.

Population and dwelling numbers

The proposal appears to have no concept of the need to undertake land capacity studies to determine how to best plan and deliver new dwellings *"in the right place and designed well"* (EIE pg. 5).

The proposal only provides overarching dwelling numbers of *314,000 homes in NSW by 2029 and 550,000 new homes in Sydney by 2041*. It gives no clear, consistent information on the dwelling targets and timeframes for delivery being sought across NSW, across Sydney and importantly, across each LGA within the Sydney region.

The proposal also does not provide any evidence to show the population projections and demographic trends for NSW, for the Six Cities and for each LGA. Rather, it appears to apply a blanket requirement to deliver "more" housing with no regard to population numbers, distribution and profile which determine the corresponding requirement for housing typologies, local facilities, services and infrastructure for those additional people.

Requests for additional information

Requests have been made to the Department for further information and basic standards that underpin housing delivery, such as LGA dwelling targets, population projections and demographics. No information has been forthcoming. Council has, therefore, had to make numerous assumptions to make sense of the proposals.

Planning Considerations

In general, the proposals lack any planning considerations that ordinarily are a basis to ensure the delivery of orderly and economic land use as per the EP&A Act.

The proposal has a short-term singular financial focus on housing provision with no consideration of social and environmental costs that will definitely arise post-development under these proposed standards. It fails to apply strategic planning and masterplanning principles which are essential in any large scale development proposal, including such proposals which will result in substantial cumulative impacts.

The planning and delivery of additional housing must be undertaken in a strategic and integrated manner, with an evidence base of demographic projections, housing trends and analysis of the capacity of areas to accommodate new dwellings, including acknowledging and identifying areas that are unsuitable for additional housing.

To avoid irresponsible development that might deliver housing in the short term but creates a legacy of ongoing problems, housing must be provided side by side with infrastructure planning, commitment and equity in social, economic and environmental outcomes.

Strategic planning and masterplanning enables the provision of new and diverse dwellings in appropriate locations, while protecting the valued local character, amenity, natural and built heritage, transport and accessibility and importantly, protecting population from the predicted impacts of climate change which will see increased risk to dwellings on and near bushfire and flood hazard land, and increased costs trying to make poor development more liveable.

Conflict with State, Federal, Global Directions

The proposal disregards multiple state, federal and global policies and ignores Council's Local Strategic Planning Statement. These directions, spanning decades, speak to the need to deliver more considered development in the face of increasing unstable and extreme weather events due to climate change.

The proposal pays no heed to the recent *NSW Planning System and Climate Change Parliamentary Inquiry* which is looking to find ways that the planning system can prevent the very type of development the EIE and TOD are proposing.

The proposal and process is undemocratic and totally disregards the State's policies including the planning process which has been put in place to ensure land use and development balance economic, social and environmental issues to protect the finite resource of land and its attributes for future generations. It ignores the ever increasing call for responsible development.

Singular focus on housing provision to the detriment of all other considerations

The proposal provides zero evidence and investigative studies on impacts of the quantum of cumulative development on roads and traffic, flora and fauna, threatened species, large trees and substantial canopy cover, European and Aboriginal heritage, risks associated with bushfire and flood hazards.

The ramifications of the proposal are far reaching and concerning with its wholesale dismissal of the NSW planning system; ignoring the intention of the Housing Accord where State government is expected to work with local Councils to deliver more housing "*in the right place*" (EIE p.5) and "*done well*" (EIE p.12); the lack

of transparency on key factors informing the proposal; and, the proposed systematic decimation of the fine grain established natural and built form of Ku-ring-gai.

Next Steps

Due to the multiple issues cited and the highly destructive outcomes that would result from the proposal, Council cannot support the EIE proposal, including the blanket one-size-fits-all and non-refusal standards for:

- Low-rise housing in the form of:
 - 2-3 storey manor houses and multi-dwelling terraces/townhouses on all R2 (Low Density Residential) land within 800m of Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee, Wahroonga railway stations, and 800m within the St Ives centre; and
 - 2-3 storey dual occupancies on all R2 (Low Density Residential) land across Ku-ring-gai.
- Mid-rise housing comprising:
 - 4-5 storey residential flat buildings in R3 zones within 400 to 800m of a railway station or town centre precinct.; and
 - 6-7 storey residential flat buildings in R3 zones and shop-top housing in E1 and MU1 zones within 400m of a railway station or town centre precinct

Council requests the opportunity to conduct the required strategic planning, testing, modelling and capacity investigations to deliver additional housing *“in the right place”* (EIE p.5) including the development of future desired character and locally responsive standards and typologies that enable real *“infill”* development to be provided that *“does density well”* (EIE p.12).

The approach that underpins the proposed housing reforms is fundamentally flawed.

- It is based on incorrect demographic assumptions that do not apply to the LGA, data trends averaged across NSW cannot be applied in a blanket approach to each and every part of Sydney – small couple without children and subsequent smaller dwellings is not projected to be the biggest cohort in the LGA, nor will it grow at the rates of inner city ring areas.

Couples with children, including adult children, and 3-5 bedrooms will remain the dominant housing requirement in the area, with associated minimum 2 car spaces. The proposal’s apparent assumption that all families across Sydney will want to downsize into smaller homes with little to no garden is not evidenced, especially when those homes propose 0.5-1 parking space regardless of the number of bedrooms in each dwelling and household compositions of multiple adults in the same home.

- It includes non-refusal standards that are unworkable on infill lots – the standards completely fail to address the basic requirements of infill housing, assimilating into established context. It assumes unconstrained, flat land with no attributes to address. The approach assumes the land is greenfield or large lot industrial/redundant land and applies standards suited to those, but which will annihilate the existing historical fine grain character across Sydney.

The approach only focuses on provision of dwelling numbers to the detriment of all other considerations required to deliver housing that *“does density well”* (EIE p.12) with *“well located”* (EIE p.15) and *“well designed”* (EIE p.5) housing. The approach is anti-planning and will create irreversible damage to the built form and landscape fabric of Sydney.

- It fails to understand and provide the actual costs of real infill housing and the associated parallel requirement for the renewal and augmentation of existing infrastructure – the proposal provides sweeping statements of infrastructure availability and savings cost, however there is zero evidence to substantiate this. The Productivity Commission report is heavily relied on to justify the infrastructure argument, however that report provides sweeping NSW-wide statements and unrealistic assumptions on actual local area infrastructure.

The issues of sewerage overflows in the Ku-ring-gai LGA, the growing stormwater flooding, the congested Pacific Highway and major roads, the over-subscribed schools forcing smaller catchment areas, the long hospital waiting lists, the costs of providing open space are amongst the items that have not been mentioned in the sweeping statements. Further, there is zero commitment to support the new communities with the required infrastructure, including no commitment of funding to ensure delivery.

Key Issues

Dismissal of the NSW planning system

- The timing and delivery method proposed is in complete contradiction to the established strategic planning framework set out in the EP&A Act.
- Planning considerations are disregarded as is the integration of environmental, economic and social considerations pivotal to good land use planning as per the EP&A Act.
- The proposal ignores legislated provisions of Local Environmental Plans, over riding Local Strategic Planning Statements, local planning controls and guides that ensure the orderly development of land, including ensuring infill development does not destroy existing area values.
- The proposal erodes principles of strategic planning which has guided growth in a way that maintains the character and amenity of high quality cities like Sydney. It ignores the merit of the District and Regional Plans which guide locally responsive and appropriate development, avoiding the one-size-fits-all approach.
- The proposal undermines the Standard Instrument’s established hierarchy of residential zoning by converting R2 (Low Density Residential) areas into medium density areas and R3 (Medium Density Residential) areas into high density areas.

Side-stepping fundamental planning processes

- Well considered housing delivery is considered through a masterplanning process which ensures deliverable standards that take into account any constraints and features. This includes the planning proposal process which is required to demonstrate justifiable consistency across multiple considerations.
- The approach of the EIE is inconsistent with the approach for development intensification and departs from legislated standards that have been the subject of long standing community consultation and foundational evidence based planning considerations.

Blanket state-wide approach

- The proposed “one-size fits all” approach and the associated “non-refusal standards” completely ignore local attributes and constraints.

- No modelling has been provided nor explanation given to explain how the “pattern-book” approach will account for land topography, site attributes and site constraints.
- The proposal cannot deliver good outcomes in every locality across NSW nor within every part of the Six Cities Region. It is inevitable that it will be detrimental to urban character and streetscapes, particularly where areas have high quality, intact streetscapes and local character.
- This is an extremely blunt approach to housing delivery in an area that has clear land attributes that will be irreplaceably destroyed, including canopy trees on private and public land; natural, Aboriginal and European heritage; biodiversity, flora and fauna including threatened species; streetscape and local character; flood risks, bushfire risk and bushfire evacuation risks.

Non-refusal development standards

- The inclusion of the “non-refusal standards” are in direct conflict with the local standards as specified in the KLEP 2015 and its associated DCP and other Guidelines.
- the “non-refusal standards” precludes any merit assessment on any of the sites, resulting in the conflict between the standards under the KLEP 2015 and the EP&A Act.
- Non-refusal standards severely restrict Council’s ability to modify or refuse inappropriate developments that destroy the natural and built environment or have severe amenity impacts. While the EIE purports to continue to allow “merit assessments”, the reality will be that where any local (LEP & DCP) controls, relating to aspects such as heritage, biodiversity and local character, constrain the realisation of the non-refusal standards, then the local controls will be of absolutely no effect and the poor standards of development will prevail.

Engagement with local Councils

- Council has been given no opportunity to work with State government to develop a strategic approach to housing the (undisclosed) dwelling targets in appropriate locations across the LGA. Nor has it been given opportunity to develop appropriate standards for the low and mid-rise typologies to deliver locally responsive controls. This collaborative approach is the intention of the Housing Accord which is quoted in the EIE, however the approach taken by State Government in the exhibition of this proposal has failed to abide by the Accord.

Timing

- The release of the *Transport Oriented Development SEPP* in April 2024 and the *Low and Mid-Rise Housing SEPP* in June 2024 is premature. Local Councils must be given the opportunity to prepare well considered masterplanned proposals that are locally responsive and actually able to deliver the proposed “*density done well*” (EIE p.12) in “*well located areas*” (EIE p.15).
- The April deadline for Council to deliver an alternate strategy for mid-rise development in the TOD localities is unreasonable and unrealistic – particularly when the State Government refuses to provide the much requested dwelling targets for the area.
- It is irresponsible to commence the two SEPPs without the underpinning masterplanning and infrastructure capacity investigation that will ensure the delivery of orderly development with proper social, economic and environmental considerations.

Singular focus on housing provision

- The proposal only looks to housing delivery. It has no regard for the populations that will live in that housing, nor for the impacts that will echo far into the future. There is a reason why many developments across global western cities have been demolished and replaced with housing that responds to context and provides high amenity to residents.
- The justification for the proposal is that there is a cost saving in utilising existing infrastructure to service new housing; however, there has been zero investigation into the existing capacity of the targeted area infrastructure, nor assessment and financial commitment to upgrade and augment ageing infrastructure, including sewerage and stormwater collections which are problematic with overflow issues.

Infill development

- The proposal applies a greenfield approach to infill areas, an approach that rewrites development standards with negligible consideration of land location, attributes, constraints or any aspect of the established area.
- Infill development is not about the systematic wiping out of high quality established areas that have been built over decades.
- Even where areas are run-down and ripe for renewal, or where substantial increase in standards are required, strategic planning and master planning is conducted to determine a “desired future character” that holds to the core values of the area, including appropriate interface considerations. Infill planning then applies considered and tested standards to deliver the desired future character. None of this work is included in the proposal to ensure new housing will be delivered as “infill”.

Flawed Assumptions

- The EIE does not contain sufficient detail to understand and respond to changes of this magnitude. No evidence has been provided on any cost/benefit analysis, nor a constraints analysis undertaken by the Department to demonstrate the value of this proposal. There is an unfounded assumption that the proposal will deliver cost savings.
- No evidence has been provided to demonstrate the modelling of the proposed development standards for all the low and mid-rise housing typologies across the many different topographies across NSW. There is an assumption that the standards will work regardless of location.
- No evidence has been provided to demonstrate the number of dwellings resulting from the proposal is aligned with demographics and population projections. Assumptions are made on NSW-wide trends, local drivers are ignored.
- There is no evidence of any local infrastructure capacity assessment, nor any strategy to provide the required infrastructure in tandem with housing provision. The underlying assumption is that existing infrastructure can cope with the multiple increase in population.

Dwelling targets and demographic analysis

- No dwelling targets and demographic analysis for local government areas, including Ku-ring-gai has been provided to ensure housing typology being delivered is appropriate for the projected population growth and type.
- No consideration for the importance of retaining single dwellings in garden settings in the provision of housing choice and the demographic groups that seek this type of home. Extensive community

consultation conducted in the preparation of Ku-ring-gai's exhibited Housing Strategy 2022 reported this as a valued typology as well as the desire for townhouses near the local centres.

Station and town centre precincts

- The proposal lacks understanding of local centre hierarchy and applies its one-size fits all approach to the development of Ku-ring-gai local centres.
- Only Centres identified in LSPS (Gordon, Turramurra, Lindfield and St Ives) are suitable for additional housing and should be considered as Town Centre Precincts for the purpose of Low and Mid-Rise Housing SEPP (these are the only centres that contain the appropriate level of goods, services and amenities).
- There is no clear mapping that clarifies the exact boundary by cadastre of the 400m and 800m boundary lines to give certainty to landowners and prevent land consolidation outside the specified boundary.

Heritage

- The proposal will result in widespread, irreversible and unavoidable impact to heritage conservation areas and heritage items. In doing so it removes fabric that underpins social benefits to communities, particularly historic figures associated with the area plus ageing populations that identify with the areas.
- There is no mechanism included in the proposal for the sensitive increase of density in heritage conservation areas and in the vicinity of heritage items.
- The existing planning system has appropriate capacity to assess additional density and changes for their impact on heritage significance through either a planning proposal or development application however these approaches are totally ignored in the proposal.
- There is no consideration respecting the Aboriginal heritage of areas, nor any sensitivity regarding both identified, unidentified and hidden places and elements of Aboriginal cultural heritage.
- The two proposals presented in the TOD and the EIE together endanger more than 4,000 heritage properties (items and sites within HCAs).

Traffic and parking

- Car parking rates for multi dwelling housing and manor houses are lower than Council's DCP and the RTA *Guide to Traffic Generating Developments*, and are not supported. They will result in significant numbers of dwellings without carparking and create competition for on street parking.
- Increasing dual occupancy developments in areas that are already car dependent will continue to generate higher levels of traffic and car dependency, increasing pressure on road network. They will place a substantial increased demand for commuter car parking close to stations. The provision of this infrastructure has not been included in the exhibited material, nor the funding for its provision to all the local centre areas.

Affordable housing

- There is no indication that the provision of Affordable Housing is in perpetuity.
- There is no information on establishment of processes and procedures to manage contributions, both in kind and in monetary form, for all affected LGAs without an established history of Affordable Housing provision.

- The proposal has conflicting floor space bonus provisions for time-limited affordable housing provisions. Bonuses that are inequitable where the affordable housing is not retained in perpetuity, instead providing significant benefit to the developer. Is affordable housing really a priority with this approach?
- Just providing additional smaller unit housing in Ku-ring-gai will not make it more affordable. Housing affordability is driven by investment purchase, negative gearing and associated tax benefits. There is no proposed reform to this investment related policy which is central to the high cost of housing and will not allow any meaningful reduction of dwelling purchase price despite large volumes of housing being provided.

Capacity investigation

- The complexities of assessing existing infrastructure capacity and the required renewal and augmentation in line with the proposed dense populations and housing is acknowledged. However, planning of housing separate to infrastructure provision considerations is highly likely to cause expensive remedial works in the future with costs passed on to the community.
- There is a distinct lack of analysis of existing infrastructure capacity and condition, and no correlation of actual population and dwelling numbers that will place increased pressure on existing infrastructure. The core assumption that it is cheaper to increase housing in established areas is fundamentally flawed and unevicenced.

Local infrastructure provision

- Local infrastructure contributions arising from the immediate uptake of redevelopment will result in inadequate provision for supporting infrastructure. This is due to the lack of adequate time and resources to review the Contributions Plans and being properly supported by accurate infrastructure impact assessment.
- Inadequate supporting information on growth and take-up analysis has been provided to support Ku-ring-gai Council in incorporating the required supporting detail in the review of the current s7.11 Contributions Plan in a timely manner.
- The areas of the low and mid-rise housing (and TOD SEPP) do not reflect the current Local Centres catchments and are therefore subject to different contribution rates, and vary as to the application of the dated \$20,000 cap, which will impact cashflow for the provision of local supporting infrastructure.
- Supporting new housing with adequate local infrastructure is critical to “*density done well*” (EIE p.12).
- The simple existence of a local park does not mean that park is of adequate size or capacity to support the needs of further intensive densification of the immediate area. This assumption is deeply flawed.
- The proposed increase in the development potential of land will drive land prices up very significantly. The result will be the inability for Council’s limited resources to purchase land for infrastructure related to open space and facilities. There is zero discussion on the commitments and funding assistance to deliver infrastructure to facilitate the new housing numbers.
- The value of the public domain in supplementing inadequate parkland is noted by the Productivity Commission, but no acknowledgement of the cost of upgrading the streetscape to support the amenity of intensive densification is evident.

- No traffic model analysing the impact on existing intersections, particularly intersections accessing the Pacific Highway, have been provided that would allow Council to devise and cost a works programme to support this volume of redevelopment. The incredibly short time frame to commence construction, renders this analysis impossible. Local Infrastructure contributions under s7.11 cannot be levied post-consent leaving a likely funding shortfall for intersection treatments.

State infrastructure provision

- The comments of the Productivity Commissioner cross-referenced in the EIE are noted, however they include no evidence that fine-grain analysis by utility providers or State Government Agencies has been sought or considered. The document seems replete with high-level assumptions.
- The proposal makes erroneous statements which do not inspire any confidence in the evaluation. For example, the railway in Ku-ring-gai runs along the top of the ridgeline and, as such, does not provide for downhill flow of water from Sydney's dams and major reservoirs to this area; an observation made in the proposal that relates more to the inner west than the lower north.
- Ku-ring-gai's public schools have been at capacity for many years and the opportunity to purchase additional land for expansion comes at high cost. Much of Roseville and some of Lindfield feeds to Chatswood High School, which, despite considerable recent capital investment, remains substantially (35%) over its enrolment cap.

Environment

- There are no protections for the retention of existing mature vegetation. Tree retention needs to be prioritised over replanting and offsets especially to preserve habitat and movement paths across the LGA which protect fauna from isolation and extinction.
- The EIE places increased housing density above other considerations including canopy retention, biodiversity conservation, infrastructure and storm water capacity, heritage, liveability and sustainability.
- The proposed canopy targets are significantly lower than those required by Council. The widespread application of the drastically reduced canopy targets will result in a significant loss of canopy cover and trees across Ku-ring-gai. The preservation of tree canopies becomes a crucial aspect of reducing the urban heat island effect by providing shade, enhancing evaporative cooling, and fostering natural cooling processes.
- Significant increases in impervious surface area which will occur as a result of the built form enable by the Low and Mid-Rise SEPP will have negative impacts on stormwater management, flooding and downstream waterway health.
- No consideration has been made regarding local topography, soil types and geology that will be impacted by poorly considered intense development that will gradually denude, erode and strip soils to desert profiles. No consideration is given to areas susceptible to land slip.

Bushfire and flood hazard

- No acknowledgement of the risks associated with increasing population in bushfire prone land and flood prone land.
- Serious impacts resulting from uncontrolled dual occupancy in bushfire prone areas include increased congestion of evacuation routes, further pressure to fire fighters during a bushfire event including impact on water supply, and increased pressure on biodiversity protection including along the interface with bushland reserves and national parks.
- Evacuation of elderly people and people with a disability that are likely to downsize into the smaller dual occupancies, manor house and terrace/townhouse are placed at greater risk.

Accessibility

- There are no requirements for housing to be designed for accessibility. Given the ageing demographic of the LGA, Council requires 100% accessible medium and high density dwellings in all development. This again demonstrates the lack of demographic profiling undertaken to understand how to provide well considered and well-designed housing.

Interface

- There is no consideration of interface issues of height, setbacks, overlooking, overshadowing to adjoining lower density residential dwellings, nor to heritage items and boundaries with heritage conservation areas, nor with bushland interface.
- No strategy has been provided to consider the issues of infill development and how it can assimilate into the existing fine grain established area, or a stated desired future character.

Approval Pathways – Complying Development

- The proposal refers to low rise housing through the CDC pathway: *“The Low Rise Housing Diversity Code will continue to apply including to areas where low rise typologies are proposed to be permitted under the reforms”* (EIE p.40). This is a dangerous application of the existing pathway as the new typologies have differing impacts. Just because it is called ‘low rise’ does not mean the impacts are less. In fact the impacts of low rise are more devastating as they have larger cumulative footprints that impact biodiversity, soil health, stormwater overland flows.

Design Quality

- The EIE repeatedly states *“well designed”* (EIE p.5) however the proposed pathway and the proposed standards developed with zero underlying modelling, testing, capacity analysis, assessment of the attributes and constraints of infill areas, means there will in actual fact be no ability to ensure high quality design in these buildings and the urban areas they create.
- The proposed standards, particularly the floor space ratios, are extreme and unworkable. They preclude any other considerations on the sites including tall canopy tree retention, landscaping, ecology, environment, Aboriginal and European heritage and amenity impacts.
- The blanket application of standards casts doubt on its ability to meet the standards for *“good design”* and liveability across the multiple varied topography of the LGA. To address these concerns, State government needs to work with local Councils to develop locally responsive solutions including:
 - retention of local/site-based controls and merit-based assessment,
 - deep soil provisions to equal current standards in the LGA,

- develop locally responsive typologies with reduced floor space ratios (FSR) to enable current street setbacks, streetscape planting with tall canopy trees and private open area,
 - ensure protection of all biodiversity/greenweb mapped areas,
 - prioritise tree retention over replanting and offsets.
- These measures would help foster a balanced approach to increasing housing that upholds local environmental values, ensuring the proposed development aligns with environment and sustainability goals, and safeguards the distinctive character of Ku-ring-gai in line with community expectations and Government policy.

Housing Typologies

- The scope of implementation and change is substantial and far reaching; however the analysis, investigation and testing of the proposal, its approach and the standards of its typologies is weak and inconsequential in comparison to the resultant impacts.
- The proposed development of widespread dual occupancies and the 800m radius manor houses, terraces/townhouses risk being destructive to large swathes of Sydney's established urban areas in a short time frame. The proposal will irreversibly destroy extensive tree canopy from large established trees on private lands in Ku-ring-gai, fundamental to addressing multiple climate change issues raised in State Government policies.

Dual occupancies

- 2-3 storey dual occupancy development under the proposed non-refusal development standards will result in significant and widespread impacts to the predominant local character and landscape quality across huge areas of Ku-ring-gai.
- The proposal for wide spread dual occupancies will decimate the land across Ku-ring-gai. It is only through a Development Assessment pathway with true merit assessment that any development on constrained land can be made to seriously consider site attributes and constraints such as biodiversity, riparian, bushfire prone land, bushfire evacuation risk areas and European, Aboriginal and natural land heritage.
- Ku-ring-gai has an average 900sqm lot size. Under the proposed standards this will result in a total of 4 dwellings where there used to be a single house. Clearly this type of intensification will wipe out the land features, including the substantial tree canopy that is located in private gardens. The non-refusal standards will prevent any merit assessment and the ability to seek modification or refusal of the application. The resulting land denudation is known to cause downslope runoff and pollution impacts that threaten both flora and fauna, and undermine the integrity of soil and root systems.
- Detached Dual occupancy development is essentially small lot subdivision as once Torrens title subdivided, they are no longer a dual occupancy but a single dwelling on a single lot which then enables the development of secondary dwellings, further reducing the already minimal garden area.
- The proposed floor space ratio, minimum lot size and width and the deep soil targets are development standards that are in direct conflict with the existing controls in Ku-ring-gai. They will result in developments that are incredibly dense with limited deep soil landscaping and on small lots which impact on the ability to retain significant trees and vegetation, provide dwelling and neighbour amenity and design appropriate basement parking.
- The standards are incapable of allowing tall canopy trees of the type prevalent in Ku-ring-gai, to be retained due to built form intruding into the root system, nor will they enable such large trees to be planted and to grow successfully.

Manor Houses

- The proposed change in the definition of Manor Houses to remove the cap on a maximum of 4 dwellings will mean 'manor houses' will effectively be 2-3 storey residential flat buildings with no limit to the number of dwellings they contain. However, they will not be subject to the same residential flat building standards, in terms of design or amenity, as *SEPP 65 Design Quality of Residential Apartment Development* and the *Apartment Design Guide* only applies to buildings that are at least three storeys.
- The proposed floor space ratio, minimum lot size and width and the deep soil targets are development standards that are in direct conflict with the existing controls in Ku-ring-gai. They will result in developments that are incredibly dense with limited deep soil landscaping and on small lots which impact on the ability to retain significant trees and vegetation, provide dwelling and neighbour amenity and design appropriate basement parking.
- The standards are incapable of allowing tall canopy trees of the type prevalent in Ku-ring-gai, to be retained due to built form intruding into the root system, nor will they enable such large trees to be planted and to grow successfully.

Multi-dwelling Housing (terraces/townhouses)

- 2-3 storey terrace/townhouse style development will have the greatest impact in Ku-ring-gai as it prioritises at-grade car parking deep within the site. It will result in multiple driveway cross overs along a short distance within the streetscape. These have an adverse impact on the protection of existing and diminishing landscape, including trees, both on the street and in the small front setback areas.
- The proposed FSR does not allow for appropriate setbacks and deep soil areas. This will have a significant impact on amenity and protection of biodiversity in the area, with little to no biodiversity and ecological benefit possible on the small amount of deep soil areas proposed on site.
- The standards are incapable of retaining tall canopy trees of the type prevalent in Ku-ring-gai and central to the area character due to built form intruding into the root system, nor will they enable such large trees to be planted and to grow successfully due to the extremely limited deep soil area. Canopy removal will affect the long standing area character, and also severely impact the ability to reduce urban heat island effects.
- Ku-ring-gai Council has developed tried and tested townhouse typologies. These are locally responsive, able to maintain and increase large canopy trees, and ensure a controlled approach to heat island impacts and environmental issues arising from dense development. The EIE proposal will remove Council's locally responsive provisions, replacing them with the lesser and poor outcome non-refusal standards.

Mid-rise Residential Flat Buildings and Shop-top Housing

- The proposed building typology and density is incompatible with the local urban character.
- The proposed building height of 21 m and FSR of 3:1 will likely result in a building footprint covering a very high proportion of the site (70-75%) meaning no front or side setbacks and minimal rear setbacks.
- The proposed controls represent a mismatch in maximum floor space ratio and maximum building height and context. The resulting building typology is not suitable for suburban streets and is inappropriate for suburban infill context.

- Lack of minimum lot size will allow incremental and piece meal development in these streets resulting in single houses being left adjoining or surrounded by 7 storey + buildings.
- Lack of minimum lot width requirements will result in poor development outcomes for site with no space for landscaping, tree retention, impact on buildings proportions, impact on basement design, and result in multiple vehicle cross overs in close proximity along a street.
- FSR of 3:1 is unlikely to allow for setbacks, communal open space and deep soil requirements to be achieved. This will have a significant impact on amenity and protection of biodiversity in the area, with multiple demands limiting the biodiversity and ecological benefits that will be provided by the small amount of deep soil areas retained on site. Deep soil provisions are significantly less than required by Council's DCP.
- Lowering the design standards in the ADG to accommodate this flawed mid-rise housing model will result in a decreased design quality for all new apartments across the State.

Recommendations

Due to the multiple issues and the highly destructive outcomes that would result from the proposal, as cited in this submission, and the TOD submission, Council is unable to support the proposal.

It is recommended that:

The proposed *Low and Mid-Rise Housing SEPP* and the *Transport Oriented Development SEPP* not be released.

It is requested that

- State government provide local Councils with LGA dwelling targets, demographic information and information on local infrastructure capacity, condition and commitments for augmentation;
- State government work in collaboration with local Councils as per the intention of the Housing Accord, to deliver the required additional housing in line with strategic planning processes under the EP&A Act;
- State government assists with the required strategic planning conducted by local Councils, including capacity investigations, masterplanning and testing of standards;
- the one size fits all blanket provisions be removed and State government work with local Councils to replace them with locally responsive housing delivery that infills into fine grain established areas, contributes to a stated desired future character, and that does not place people and property at risk nor expense as a result of ill-considered development approach and standards;
- the non-refusal standards be removed to allow genuine merit assessment and approvals that give consideration to site attributes and constraints, including those mapped in Local Environmental Plans, and that can demonstrate a balance of economic, environmental and social outcomes that ensure the orderly development of land.

1. THE PROPOSAL

The Department of Planning, Housing and Infrastructure (the Department) has exhibited the *Explanation of Intended Effect: Changes to create low- and mid-rise housing* (EIE), inviting public comment on the proposal. At the same time, the Department sent Council their *Transport Orientated Development Program* (TOD) outlining their proposal and timing for the mid-rise development around certain train stations.

Together, the EIE and TOD documents set out a series of significant reforms which will allow for the development of a large quantity of additional low and mid-rise housing throughout NSW and the Six Cities Region. In short, the EIE seeks to allow:

- ‘low-rise housing’ which is effectively medium density development in the form of:
 - 2-3 storey manor houses and multi-dwelling terraces/townhouses on all R2 (Low Density Residential) land within 800m of Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee, Wahroonga railway stations, and 800m within the St Ives centre; and
 - 2-3 storey dual occupancies on all R2 (Low Density Residential) land across Ku-ring-gai.
- ‘mid-rise housing’ which is effectively high density development comprising:
 - 4-5 storey residential flat buildings in R3 zones within 400 to 800m of a railway station or town centre precinct.; and
 - 6-7 storey residential flat buildings in R3 zones and shop-top housing in E1 and MU1 zones within 400m of a railway station or town centre precinct.

The proposed housing will no longer be determined under local provisions that ensure consideration of the multiple facets of a site in developing the land, instead it will be determined under two new State Environmental Planning Policies (SEPP) and include ‘non-refusal standards’ that eliminate the ability for merit consideration of site and locality features. It will apply a ‘bulldozer’ approach, clearing the land and any attributes to deliver basic housing.

The proposed SEPPs are:

- *Low and Mid-Rise Housing SEPP*
 - This will determine low and mid-rise housing (dual occupancies, manor houses, multi-dwelling terraces and townhouses, residential flat buildings and shop-top housing at certain locations.
- *Transport Oriented Development SEPP*
 - This will determine mid-rise housing (residential flat buildings and shop-top housing) at certain locations.

The chosen timing of the exhibition of the EIE for the Low and Mid-Rise Housing SEPP and timing for feedback for the Transport Orientated Development SEPP to coincide with the Christmas-New Year holiday period, has provided Council and the community little opportunity for meaningful consultation. Additionally it is proposed to roll out the TOD SEPP by April 2024 and the Low and Mid-Rise Housing SEPP by Quarter 3 of 2024.

The timing of both the TOD and EIE exhibitions, and the Departments consideration of Council and community feedback, is extremely rapid. Particularly noting that both of these reforms will have far reaching and significant impacts on the established strategic planning framework as well as the character of the wider Sydney region.

Council has prepared two submissions:

1. This EIE submission.
2. A separate Council submission to the TOD - included at **Attachment E**.

Many of the issues raised by Council in the TOD submission are relevant to this submission on the EIE, and vice-versa. As such, the Department must consider both submissions together to ensure a consistency of approach, particularly with regard to overlapping issues.

2. NEED FOR STRATEGIC AND INTEGRATED APPROACH TO HOUSING PROVISION

- The proposal erodes principles of strategic planning which has guided growth in a way that maintains character and amenity of high quality cities like Sydney.
- No dwelling targets and demographic analysis for local government areas, including Ku-ring-gai has been provided to ensure the housing typology being delivered is appropriate to the projected population growth.
- The planning and delivery of new housing must be undertaken in a strategic and integrated manner, with an evidence base of demographic projections, housing trends, and analysis of capacity of areas to accommodate new dwellings, including identifying areas that are unsuitable for additional housing.
- The release of the Low and Mid-Rise Housing SEPP in June 2024 is premature. Local Councils must be given the opportunity to prepare well considered masterplanned proposals that are locally responsive and actually able to deliver the proposed “*density done well*” (EIE p.12) in “*well located areas*” (EIE p.15).

Housing in Ku-ring-gai

Settlement Patterns

Ku-ring-gai was originally populated by the Durrumurragal people (AHO 2015) with European settlement beginning in the early 1800s along the ridgeline transport routes.

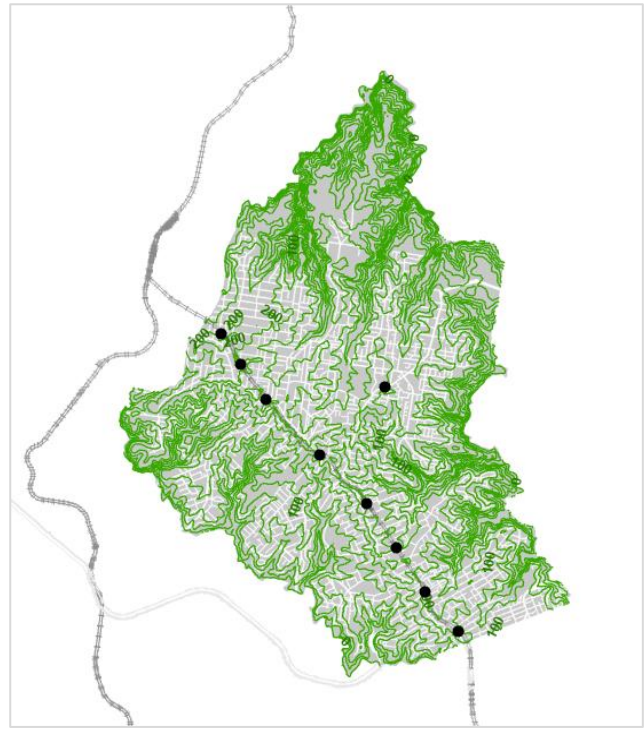
Today, Ku-ring-gai has a predominantly suburban residential composition with open parkland, bushland and waterways, including nationally significant environmental and biodiversity assets and important European and Aboriginal heritage.

Ku-ring-gai’s topography comprises a main ridgeline, where the eight train stations are located, with lands falling, often steeply, down towards the numerous creeks and river systems across the LGA.

The area has retained some of the original Blue Gum High Forest and Sydney Turpentine communities that once covered these lands, now protected under the *Biodiversity Conservation Act 2016*. The land also houses many rocky outcrops and overhangs with Aboriginal cultural heritage places and artefacts within public and private lands.

Housing in the LGA has been developed strategically to continue to accommodate changing populations whilst respecting the ecological and historical settlement of the land. This is strategically done by placing high density and medium density dwellings close to the local centre facilities and public transport, and placing low density single dwellings on the remaining lands where there are multiple site constraints including challenging topography and large canopy trees. Council utilises a sophisticated Development Control Plan and various Strategies and Guidelines to balance competing interests on land, and to manage orderly development outcomes that continues to thread together past and future generations.

Like many parts of Sydney, the local area includes all scales and density of housing that assimilate and integrate into the land, maintaining a balance between development and land features, ensuring management of on-site and neighbouring impacts, and limiting down slope impacts such as stormwater and pollution of catchment areas.



Ku-ring-gai topography consists of ridge and slope land with main transport and settlement on ridge lines .

National Parks

The extent of Ku-ring-gai’s bushland and biodiversity is unique for an area situated close to 20km from the Sydney CBD, with leafy green suburbs adjoining three National Parks: Ku-ring-gai Chase to the north, Garigal to the east and Lane Cove to the west. The area’s unique natural landscape contains 177kms of waterways and creeks and more than 150 bushland reserves covering 1,150 hectares.

Garigal National Park is known for its intact bush scenery and water views, Lane Cove River winds through a scenic bushland valley at Lane Cove National Park, Ku-ring-gai Chase National Park is known for its waterways, sunken river valleys, tree-covered headlands and sheltered coves. The majority of land in Ku-ring-gai slopes down to these National Park catchments and Council has ensured that development standards consider down slope impact, and ultimately the health of National Park lands and waterways.

The proposal’s one-size-fits all and non-refusal standards fail to consider the proximity of the LGA to National Park catchments and the clear downslope impacts of development that must be controlled to avoid the demise of those areas and their flora and fauna.

Environmental Context

Ku-ring-gai has a rich environmental history and is considered by some to be the birthplace of the Australian conservation movement. In 1927, the Ku-ring-gai Tree Lovers’ Civic League was established by Annie Forsyth Wyatt (1885-1961) and remained active for 50 years. Annie was a Gordon resident and a strong force in the emerging conservation movement at the time, and she eventually formed the National Trust of New South Wales in 1945. Annie championed the role of the early National Trust as a force to safeguard and govern the National State parks.

Ku-ring-gai is recognised for its natural areas, established gardens with mature planting, open spaces, natural bushland, and tree-lined streets which form the foundation of the local character of built form within garden settings and tall canopy trees.

This environment is a major contributor to the health and wellbeing of the Ku-ring-gai community and draws a wider community into the area for leisure and employment. The management of built form

development, its location and potential impacts on the environment, is an important consideration to ensure the longevity of the area's ecological assets and the fostering of ongoing sustainable communities. These factors have not been considered in the proposal.

Ku-ring-gai's population and projections

The residents of Ku-ring-gai display a demographic profile that differs from the North District and Greater Sydney, reflecting the unique social role of the LGA.

Ku-ring-gai is home to a predominance of family households with school age children, likely attracted to the public and private schools in the area. Compared with Greater Sydney, Ku-ring-gai has a high active aged (65+ year old) and frail aged (85+ year old) population, and a lower proportion of the younger 20-34 year old workforce age group.

The demographic analysis in Council's exhibited Housing Strategy demonstrated that the area housing needs to address the family groups, including large extended families, and also address the growing elderly population.

The need for additional "well located" and "well-designed" housing

Council acknowledges the need for additional housing in the Six Cities Region, particularly housing diversity that provides housing choice and accommodates the changing structure of families and households. This is also reflective of the community's view as expressed in *Our Ku-ring-gai 2038 Community Strategic Plan* which shows a desire for greater housing choice for all age groups while protecting and enhancing the natural environment, the visual landscape and heritage character of Ku-ring-gai.

The contention with the EIE (and TOD) is that they present a singular focus on housing provision: *"We want to enable more diverse, well-designed, low-rise and mid-rise housing near established town centres and in areas where there is good public transport"* (EIE p.5) with no consideration outside the volume of dwellings that can be delivered in these locations.

It is well documented that housing provision cannot be considered in isolation without full and proper assessment and inclusion of physical and social infrastructure. First world countries, like Australia, have developed strategic planning regimes to ensure the development of their cities minimize generational impacts, maintain high standards of living, and support sustainable communities. Setting aside the integrated planning approach of the NSW planning system commences the descent of our cities, our environments and our communities towards a third world status, where planning regimes are weak, corrupt and politically driven at the expense of the city as a framework for healthy, productive and cohesive communities.

The proposal does not provide sufficient detail nor clarity regarding its approach and its standards. For example, it states *"NSW has committed to deliver at least 314,000 homes by 2029, with a stretch goal of 377,000 homes"* (EIE p.7). It then states a requirement under the Productivity Commission's report for *"at least 550,000 new homes in Sydney by 2041 just to keep up with our growing population"* (EIE p.10).

However, the *Fact Sheet - Diverse and Well-Located Housing Reforms* states the *"proposed changes are expected to create capacity for up to 112,000 new homes by 2029. This represents 30% of the homes NSW needs to build to meet its Housing Accord target"* (p.1).

The proposal is ambiguous, stating differing numbers with differing parameters. It does not provide direct, transparent figures relevant to informing Council and the public on the proposed amount of housing.

In particular, it does not provide LGA specific demographics, population numbers and dwelling targets. Council has repeatedly requested the Department provide this information to assist in comment on the proposal; however, no information has been forthcoming and there continues to be a lack of transparency on the formulation of the EIE and TOD and their associated SEPPs, which seek to significantly change and undermine the planning system with no actual evidenced justification.

Based on the extrapolated Productivity Commission dwelling requirements (550,000 by 2041), 58% of the overall NSW dwelling delivery will be in Sydney, with Sydney needing 183,330 new homes by 2029. However there is no indication of how those dwellings are to be distributed across the various LGAs.

EIE - proposed dwellings in Sydney		
	Total new Dwellings	Ku-ring-gai LGA
2029	183,330	no information provided
2041	550,000	no information provided

Dwelling data extrapolated from EIE

The proposal gives no information on the dwelling targets that are being sought across NSW, across Sydney and importantly, across each LGA within the Sydney region. The proposal also does not provide any evidence on the population projections and demographic trends for NSW, for the Six Cities and for each LGA. Rather, it applies a blanket requirement to deliver ‘more’ housing with no regard to population distribution and profile, and no concept of the need to undertake capacity studies to verify the ‘more dwelling in the right places’ approach.

The proposal does not include investigation into the capacity of LGAs to accommodate a large quantum of housing. It is simplistic to assume that all LGAs are able to deliver equal amounts of dwellings, unless the intention of the EIE is to convert established areas into greenfield sites, clearing all fabric and natural assets to deliver basic standards of housing.

Despite repeated requests, no dwelling targets have been supplied to LGAs to assist in their strategic planning of housing and to provide comment to the exhibited proposal in an informed manner.

The planning and delivery of additional housing must be undertaken in a strategic and integrated manner, with an evidence base of demographic projections, housing trends and analysis of the capacity of areas to accommodate new dwellings, including acknowledging and identifying areas that are unsuitable for additional housing.

The EIE states:

“We want to enable more diverse, well-designed, low-rise and mid-rise housing near established town centres and in areas where there is good public transport”(p.5).

However, the proposed hurried rolling out of the two negative impact SEPPs will destroy large tracts of Sydney’s established areas through blanket provisions and non-refusal standards that have no underlying evidence of testing, capacity analysis, infrastructure assessment to suggest they are workable in the differing land profiles across Sydney’s established areas.

A strategic and integrated approach to housing planning and delivery, typical in first world cities and of the type that has underpinned quality development and growth in Sydney, will ensure social, economic and environment equity in all development considerations.

Strategic planning and masterplanning enables provision of new and diverse dwellings in appropriate locations, while protecting the valued local character, amenity, natural and built heritage, transport and accessibly and importantly, protecting population from the predicted impacts of climate change which will see the intensification of risk to dwellings on and near bushfire and flood hazard land.

“Building more homes where infrastructure costs less”

The EIE states the most efficient and cost-effective way to deliver new housing is to locate it “*where infrastructure such as roads, rail, water, schools and open space*” (p.10) are already in place, and relies on broad statements in the NSW Productivity Commission Report: *Building More Homes Where Infrastructure Costs Less*.

Given this approach is the foundation for the proposed changes to the entire planning system, it is vital that the evidence of infrastructure capacity analysis, assessment of existing infrastructure and costs related to actual dwelling and population numbers proposed within LGAs, be transparently provided.

Whilst the NSW Productivity Commission Report provides overarching infrastructure related data, the Department has provided no evidence on the capacity of existing infrastructure within the LGAs (including roads, water and wastewater, schools, hospitals and open space) to accommodate the (undisclosed) population numbers living in the required (undisclosed) number of dwellings.

Neither the EIE nor the NSW Productivity Commission’s report, which it relies on, have properly analysed in a transparent manner, the full costs associated with the proposed approach to housing delivery. For example they have failed to provide:

- the economic costs of existing ageing infrastructure, evidence of their actual capacity and status, and the costs of their augmentation/replacement based on clearly stated population numbers and dwelling numbers being applied to the LGA;
- social costs that consider the lack of social infrastructure provision (schools, hospitals, libraries, community and leisure facilities, parks) to accommodate stated population numbers; the cost of the loss of social connection to valued assets, such as European and Aboriginal heritage; and the cost of isolation of mental health and physical well-being due to the complete lack of provision of liveability standards for the intensified community;
- environmental costs arising from the intensive building footprints that will denude both private land and streets, substantially reduce ground water infiltration and increase heat island effects resulting in higher demands on energy and water resources; and, the cost of the gradual shift of the land towards desert profiles with untenable soil composition unable to sustain flora and fauna survival.

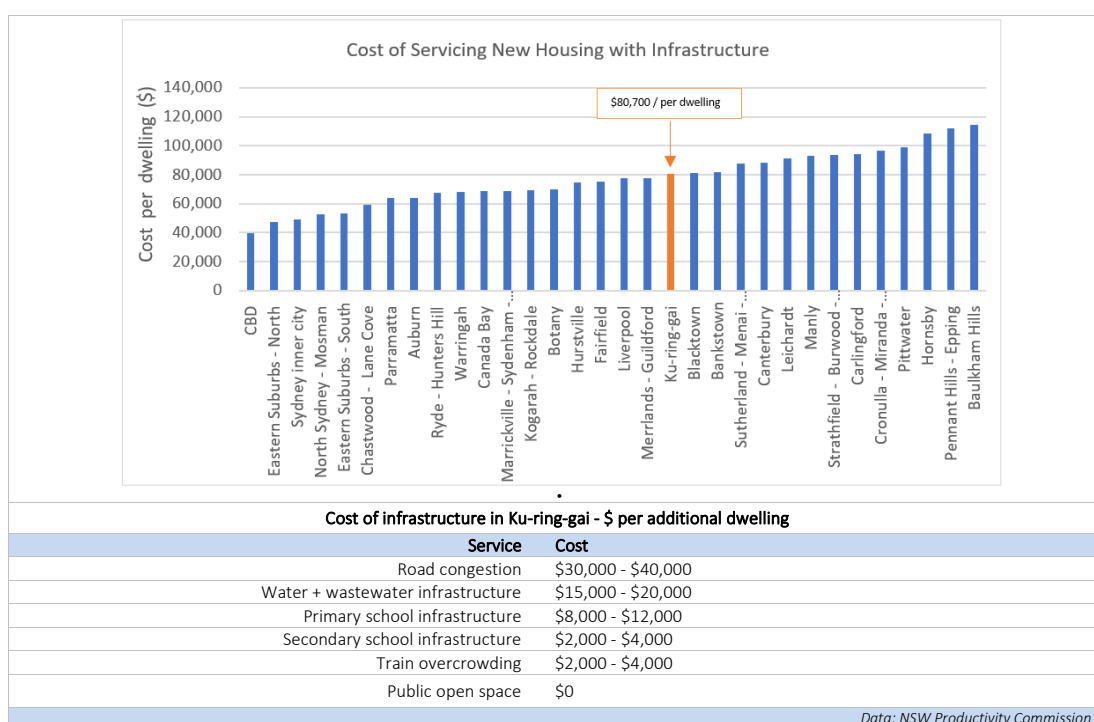
The recent *Parliamentary Inquiry into the planning system and the impacts of climate change on the environment and communities* highlighted the need for planning to consider the impacts of development on the environment, and how planning can be improved to address the known future patterns of climate change including deluge rainfalls which will substantially increase stormwater issues, increasing heat wave conditions and bushfire threat.

The NSW Productivity Commission Report indicates that infrastructure provision costs in Ku-ring-gai will be in the region of \$80,000 per dwelling with the greatest cost being associated with road congestion due to the increase of vehicles. This information is useful; however it is unclear how the infrastructure cost for each LGA has been determined and appears very low for this LGA.

The Report states that within Ku-ring-gai:

- upgrading of schools will be conducted where additional capacity is required to accommodate new students - however no demographic projections are provided to show the expected increase in children and the corresponding requirement for school upgrades, and whether they are actually possible in the existing local schools;

- there is a \$0 cost for open space provision – it is unclear how this has been determined. The substantial increase in medium and high density dwellings will require greater provision of open space for the (undisclosed) population numbers which suggests the cost for their provision through purchase of land will be high, especially as the proposed standards will further increase the already expensive land prices;
- water and wastewater infrastructure sit at \$15,000-\$20,000 per dwelling due to high treatment standards – it is unclear how this figure is determined and what exactly it will cover. Ku-ring-gai is experiencing increasing issues with sewage overflow and stormwater flooding demonstrating the growing failure in this ageing infrastructure. It is unclear if the estimations will enable systematic enlarging and replacement of the pipe networks to accommodate the (undisclosed) numbers of people;
- train services operate well below capacity and therefore the estimated infrastructure costs are at \$2,000-\$4,000 - however there is no data to verify this statement in relation to the (undisclosed) numbers of people that will live in the (undisclosed) number of dwellings.



Cost of Servicing New Housing with Infrastructure

No traffic study is included to model the proposed (undisclosed) housing numbers across the total LGA, and the resulting traffic generation. There is no comprehensive analysis and calculation showing the resultant congestion, particularly on the Pacific Highway which is highly congested at peak times, nor how the estimated \$30,000-\$40,000 cost figure has been determined.

It is also unclear what programme would be put in place to alleviate the congestion, and the commitment of State Government to spend the collected money within the local area to ensure the congestion issues are resolved for the additional housing provision.

Ku-ring-gai has already seen the pulling of funds for commuter parking at Lindfield, car park that is essential for residents driving from outer areas of the LGA to access public transport. With the proposed increase in fringe dual occupancy housing more than doubling the existing dwelling numbers, more people will seek to drive and park close to transport nodes. No consideration has been given to these types of issues.

Whilst the idea of placing large numbers of dwellings in areas close to existing railway lines is a good one, it cannot ignore the requirement to do the work and actually examine what the area is capable of, and whether the so called savings are actually present. Without this groundwork at the local level, the delivery of new housing will create wider, long-term issues with even greater expense that will overtake the \$75,000 per dwelling stated in the EIE (p.10) that underlies the proposal's approach to apply a blanket requirement for dense housing in established areas.

Timing and commencement of the SEPP provisions

Rushed process and lack of transparency

The EIE states

"We must act urgently to address the housing crisis, but we can also carry out targeted planning reforms now" (EIE p.7)

However, the *"targeted planning reforms"* are unfounded, unevidenced, highly destructive proposals with a short-term singular financial focus on housing provision with no consideration of social and environment costs. No attempt is made to deal with the real reason for lack of housing stock and affordability – that of tax regimes that promote investment sales that inflate house prices and rents.

Further, the claim underpinning both the EIE and the TOD proposal, regarding efficiencies of infill housing, is lacking in transparency and is fundamentally flawed with its basis in erroneous assumptions that do not encompass key data and key considerations:

- assumptions on the condition and amount of local infrastructure, and the lack of actual population numbers and profiles to inform future infrastructure requirements, and associated calculation of the costs to upgrade and augment existing infrastructure;
- blanket provisions and non-refusal standards that are not tested, assume all land is a greenfield site with no attributes to protect, and fails to consider key aspects of infill site development. This will result in the systematic decimation of the quality established fine grain character of Sydney.

The proposal and process is undemocratic and ignores the State's planning process under the EP&A Act founded on collaboration and transparency, and which has been put in place to ensure land use and development balances social, economic and environmental issues to protect the finite resource of land.

The proposal seeks to unilaterally throw out an established strategic planning system to hurriedly deliver dwelling numbers regardless of the consequences.

Curiously, the State government has refused to provide key information and factual data on housing provision (population projections, demographic projections, dwelling targets, land capacity, infrastructure capacity, testing and modelling of standards) relating to the LGA, only providing sweeping motherhood statements that prevent responsible and informed assessment.

This suggests that in the speed to switch on the proposal the foundational work has not been done and the proposals are hollow attempts at quickly delivering large amounts of housing to satisfy some other agenda that has nothing to do with the delivery of quality homes *"well done"* (EIE p12) and *"in the right locations"* (EIE p.5) for NSW and Sydney populations.

Of concern is the way the two proposals have been delivered to the people of NSW:

- without evidence;

- without transparency;
- released during the main holiday season during business and personal closures;
- with unrealistic timeframes to consider and fully test the proposed standards;
- with unreasonable and unrealistic April 2024 deadline for Council to deliver an alternate strategy for mid-rise development in the TOD localities (Roseville, Lindfield, Killara, Gordon), given the Department has not provided any analysis nor capacity investigations to assist Council to meet the deadline. This affects the ability to respond consistently to the EIE mid-rise housing proposal, which overlaps with the TOD proposal;
- with premature release of the *Transport Oriented Development SEPP* in April 2024 which will see immediate developer applications seeking to deliver the untested and ill-considered standards of development that will irreversibly erase high quality established urban areas;
- with the irresponsible release of the *Low and Mid-Rise Housing SEPP* in June 2024 which will see immediate applications that will systematically and irreversibly wipe-out the ecology and historical fabric of the LGA, denude the land, place communities at greater risk, and commence the rapid descent of Sydney and NSW's contribution to Net-zero targets.

Local Councils must be given the opportunity to prepare well considered, locally responsive masterplanned proposals for the mid-rise TOD areas, and strategically planned proposals for the low-rise typologies that actually deliver the proposed “*density done well*” (EIE p.12) in “*well located areas*” (EIE p.15).

The rushing and commencement of the two SEPPs will not deliver well-considered integrated outcomes required in infill areas, and is highly likely to result in increased dispute and challenge on development applications.

Further, failing to properly analyse the proposed standards and pushing the consideration of issues to the DA stage when it is clear the standards do not work, and implementing non-refusal standards to force the development delivery, is exceptionally irresponsible. The standards must be reconsidered and worked in collaboration with Council to deliver locally responsive outcomes that will support ongoing sustainable communities.

Pressures on large numbers of residents

A feeding frenzy has already commenced with residents already being approached by multiple developers seeking to purchase large swathes of land in readiness for the release of the two SEPPs.

Residents are raising concern on the intrusive nature of the developer approach, playing one neighbour off another, misleading residents on the ‘already agreed’ sale of neighbouring land, coercing agreement for sales to avoid site isolation.

It appears that the majority of residents are worried about the stability of the area, the loss of the aspects that moved them to, and kept them in, this area. They are perplexed at the inability of the proposal to uphold and assimilate into the established values of the area, as is expected of infill housing.

Developers are being encouraged by the Department’s proposal to ignore all consideration of strategic and site specific merit, fundamental to good planning outcomes, to deliver housing that extends no consideration for any aspect of site attribute nor constraint through blanket provisions and non-refusal standards.

3. ASSUMPTIONS AND QUESTIONS

- The EIE does not contain sufficient detail to understand and respond changes of this magnitude.
- Where is the evidence on any cost/benefit analysis, or a constraints analysis undertaken by the Department to demonstrate the value of this proposal?
- Where is the evidence to demonstrate the modelling of the proposed development standards for all the low and mid-rise housing typologies across the many different topographies across NSW?
- No dwelling targets and demographic analysis for local government areas, including Ku-ring-gai, has been provided to ensure alignment, at the local level, between population projections, population profile and the housing typology being delivered. It appears the one-size-fits-all relies on the assumption that all areas across NSW are exactly the same.
- There is no evidence of any infrastructure capacity assessment, only an assumption that the existing infrastructure is able to accommodate large multiples of increased population (number undisclosed) with little to no upgrade and augmentation.

Lack of information and transparency

The reforms do not demonstrate any evidence base for the proposed standards.

The EIE states: *“Decisions about any development and the best use of land must be transparent, clear and fair”* (EIE p.13) However, both the EIE and the TOD give no evidence on the investigation, analysis and sound consideration of the basic pillars of housing delivery. They both lack transparency.

The following information must be transparently provided by the Department to enable proper assessment of the proposal:

- LGA specific dwelling targets, population projections, projected demographic profiling including household sizes;
- land capacity investigations on the 400m areas within Roseville, Lindfield, Killara, Gordon; and within the 800m areas, and their relationship to the undisclosed dwelling targets;
- investigation of landform, site features and constraints, and the ability to successfully deliver the typologies on R2 (Low Density Residential) lands;
- modelling and testing of the proposed standards for all the typologies on LGA sites, application and viability on infill land, and how they address strategic considerations and site specific considerations;
- infrastructure capacity analysis to include full considerations, including commuter parking close to stations for the proposed increased peripheral populations, and program for augmentation and upgrade of infrastructure.

The lack of information means Council has had to make numerous assumptions on the proposal. This in itself is problematic and again speaks to the premature push to implement the two SEPPs.

Clearly the same issues will apply across NSW and different Councils will make different assumptions. This means there will be no consistent response to the EIE as everyone is considering different parameters, or

misunderstanding the parameters, and consequently failing to understand the cumulative implication of the proposals, their standards and their pathway.

The proposal gives zero opportunity for Council to work with State government to develop well-considered masterplanned proposals, with sound strategic planning, that can deliver the (yet unprovided) dwelling targets in a locally responsive manner that is actually ‘infill development’, including development of a planned future character for changing areas that can assimilate new development and resolve interface issues.

Flawed application of a one-size-fits all approach to demographic information

The EIE references the Grattan Institute: *The Housing We’d Choose* to incorrectly support the premise that detached housing with large gardens is a housing choice that is not wanted by the community.

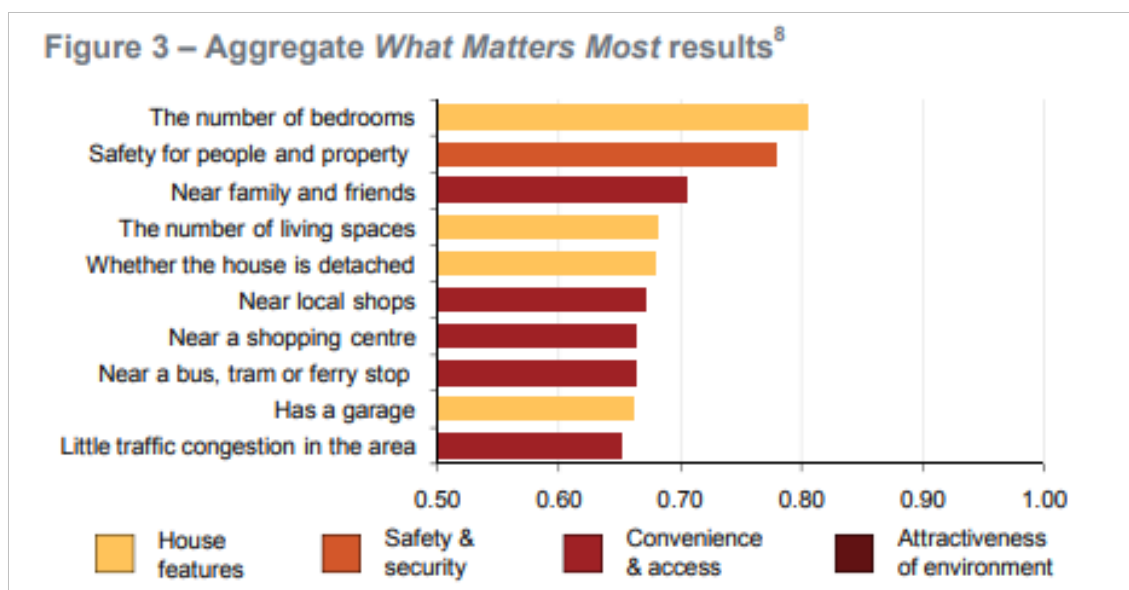
“Grattan Institute found Sydney residents ranked ‘whether the house is detached’ as only the 5th most important variable when selecting a home. Having a big garden was ranked 20th” (EIE p.11).

However, when examining the Grattan Institute’s study, the EIE misrepresents the findings and conclusions of the study relating to the high priority of detached housing attributes. In fact, the study asked 706 people in Melbourne and Sydney to prioritise housing features from a list of 75 variables relating to both dwelling and locational attributes. Some of the highest priorities were housing features connected to detached housing, such as:

- ‘Whether the house is detached’ (5/75)
- Having a big garden’ (20/75)

In direct contradiction to the EIE, the Grattan Institute’s study in fact concluded that

*“Unsurprisingly, these results suggest that in choosing dwellings, people give priority to the number of bedrooms, having a detached house with a garage, and ample living space. In short, ‘bigger is better’” (p.12 Grattan Institute: *The Housing We’d Choose*).*



Grattan Institute survey results ranking detached housing and large gardens in the top 25% priorities

The EIE goes on to justify its proposed loss of single detached homes within large established gardens that balance building footprint with ecological, topographical, Aboriginal and European heritage considerations. It does this by attesting that the small unit typology will match the projected demographics of households.

“Household sizes are changing in the Six Cities Region. A greater share of households are trending towards couples without children.” (EIE p.11)

Once again, no data has been provided to verify this trend across the LGAs. It is well known that cities are not uniform. They are composed of varying area provisions and attractions to populations. The profile of people drawn to live in the CBD differs from the profile of people drawn to live in areas where there are good schools, or a prevalence of a certain community etc.

It is simplistic, and again demonstrative of the flawed one-size-fits-all approach, to prioritise and apply a single trend across all NSW and to every single LGA without verifying the local patterns and demographic priorities, which often relate to the infrastructure available in the local area. This again highlights the lack of investigation into local infrastructure, and augmentation of that infrastructure.

The exhibited Ku-ring-gai Housing Strategy included extensive demographic research, profiling and projections based on the Department’s demographic information released in a consistent manner to all LGAs. The investigation showed that, whilst the couples without children and lone person households would grow, in fact, the projected trends directly contrast with the EIE’s assumption of a blanket trend of a majority of ‘couples without children’.

Further, Council’s comprehensive data showed the dominant household type is households with children. Whilst there will be growth in ‘lone person’ and ‘couple only’ households, the continuing dominant ‘couple with children’ household structure is forecast to constitute 45% of all 2036 households in the LGA.

When examining household composition and number of bedrooms in Ku-ring-gai, it can be seen that the majority of households, including one and two person households (lone person and couple only) live in homes with generally 3 bedrooms. Only 20% of couple only households reside in one or two bedroom stock and only 13% of lone person households reside in one or two bedroom stock.

Data from Council’s Housing Needs Analysis that informed the Housing Strategy is presented below:

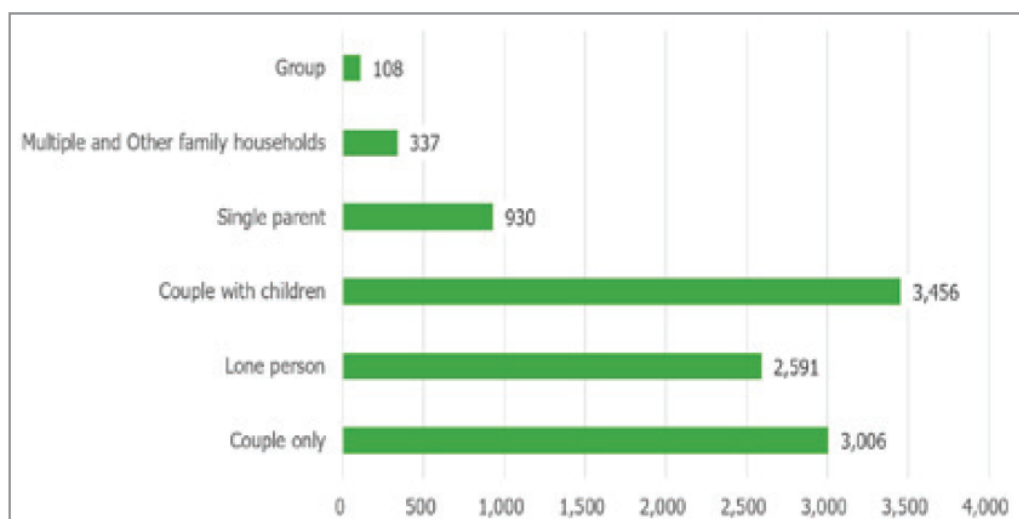


Figure 2-18 Forecast of Additional Household Types by 2036

Source: Department of Planning, Industry and Environment - NSW Population Projections Data (2019).

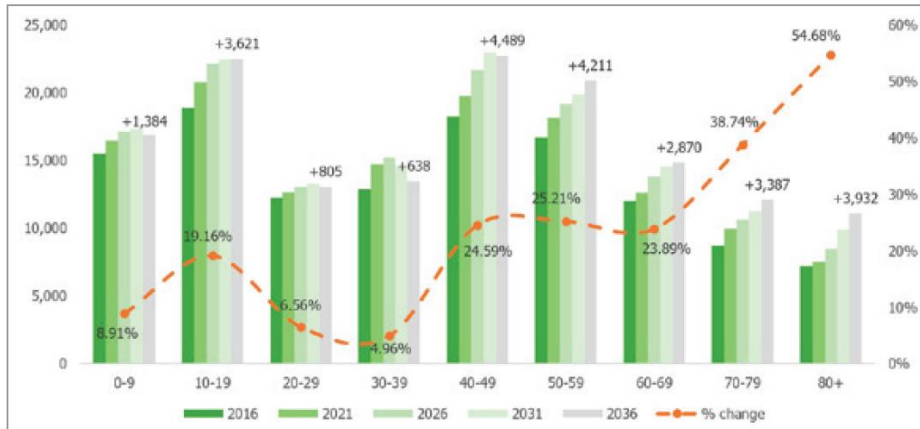


Figure 2-13 Ku-ring-gai Age Group Forecast 2016 - 2036

Source: Department of Planning, Industry and Environment - NSW Population Projections Data (2019).

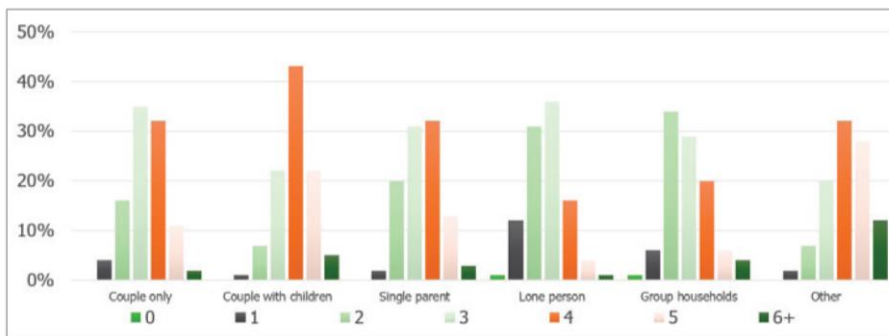
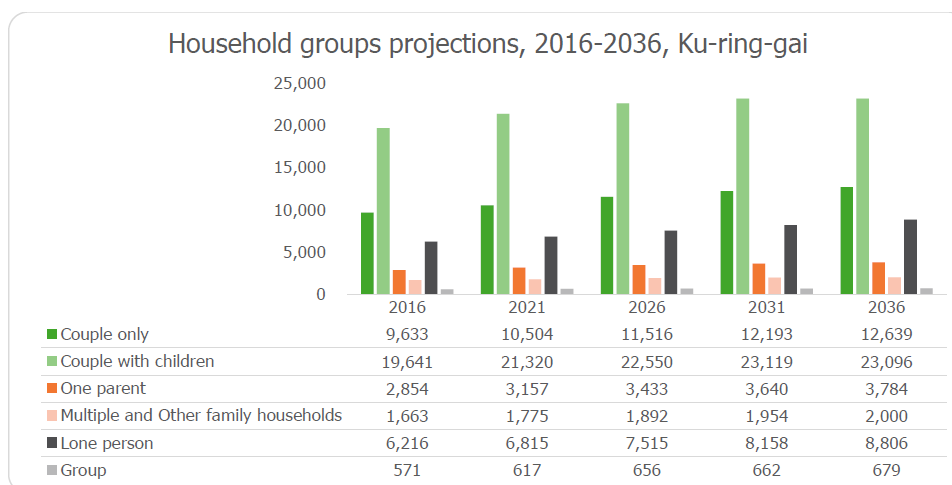


Figure 2-20 Ku-ring-gai Household Composition and Number of Bedrooms 2016

Source: ABS, 2016.



Source: Department of Planning, Industry and Environment – NSW Population Projections Data (2019)

4. RELATIONSHIP TO STRATEGIC PLANNING

- The introduction of new State Planning Policies which override local planning controls are of concern, particularly at a time when broader Regional and District strategic planning required by the EP&A Act is well progressed. This is severely undermining the existing statutory strategic planning framework in NSW.
 - The timing and delivery method proposed is in complete contradiction to the established strategic planning framework set out in the EP&A Act.
 - The proposal ignores legislated provisions of Local Environmental Plans, over riding local planning controls and guides that ensure infill development does not destroy existing area values.
 - Planning considerations are disregarded, as is the integration of environmental, economic, and social considerations pivotal to good land use planning.
 - The proposal erodes principles of strategic planning which has guided growth in a way that maintains the character and amenity of high quality cities like Sydney.
 - The proposal undermines the established hierarchy of residential zoning by converting R2 (Low Density Residential) areas into medium density areas, and converting R3 (Medium Density Residential) areas into high density areas.
- The proposed release of the Low and Mid-rise SEPP is clearly in breach of the government's commitment under the National Housing Accord commitment: to '**working with**' local government to deliver planning and land-use reforms that will make housing supply more responsive to demand over time.
- What is being proposed is a top-down approach, imposing planning controls on local government with no transparency and no collaboration and no meaningful engagement with the communities that the proposals will impact.

Failure to apply strategic planning

State government has failed to deliver dwelling targets to Ku-ring-gai to update its Housing Strategy to meet state and federal directions. Instead of collaborating with local Councils to make changes that can deliver locally responsive solutions, State government has chosen to ignore all planning considerations and the requirements of infill development (retention of the established high quality aspects and upgrade/augmentation of infrastructure), instead shifting costs to the future when the ill-considered development and infrastructure begins to unravel.

Statements such as

"The planning system needs to enable and incentivise more density and diverse housing options in well located areas." (p.15)

are hollow as the EIE and TOD proposals apply negligible planning consideration and are clearly anti-planning.

Division 3.3 of the EP&A Act sets out the legislative framework for strategic planning in NSW. This framework provides a clear line of sight from the regional level to planning and delivery at the local level.

The EIE acknowledges this: *“In NSW, regional and district plans created at the state level set the overarching vision for our region and its unique districts. Council creates local strategic planning statements, local environmental plans, and development control plans, which apply the strategic vision at the local level”* (p.13) but then completely ignores it in the proposal.

The EIE proposal bypasses the planning processes, ignores State government Regional Plans and District Plans, and local planning instruments which it has implemented for decades. The proposal is being driven by the objective to increase housing delivery, rather than the fully integrated economic, social, and environmental vision and objectives contained in the regional, district and local strategic land use plans.

Further, the proposed Low and Mid-Rise Housing SEPP is being rolled out at a time when the review of existing strategic plans is imminent. This severely undermines the existing statutory strategic planning framework in NSW.

The EIE states that *“these proposals are the **first step** towards addressing the crisis. Our longer-term aim is to enable **better planning that is led locally**”* (p.5). However, what the EIE fails to recognise is that by the time State government provides Council the fundamental demographic information, population projection and dwelling targets to commence an integrated planning process to undertake *“better planning that is locally led”* (p.5), it will be too late as the proposed reforms will have already delivered poor housing with far-reaching and irreversible impacts. Once housing is built, it lasts for an estimated minimum 75-100 years, and can be costly or impossible to modify.

Further, no evidence has been included to justify the proposal, its pathway, its standards and its consideration of infrastructure.

Site attributes and constraints

The proposal fails to consider the implications of the below key land attributes and constraints across Ku-ring-gai. In the current regime, these are considered and accommodated through the strategic planning process which assesses the capacity of areas to accommodate additional and diverse dwellings, including identifying appropriate locations .

Many sites across the LGA have constraints and attributes including one or more of the following:

- biodiversity
- riparian
- bushfire
- steep land
- land use zone
- strata title
- heritage

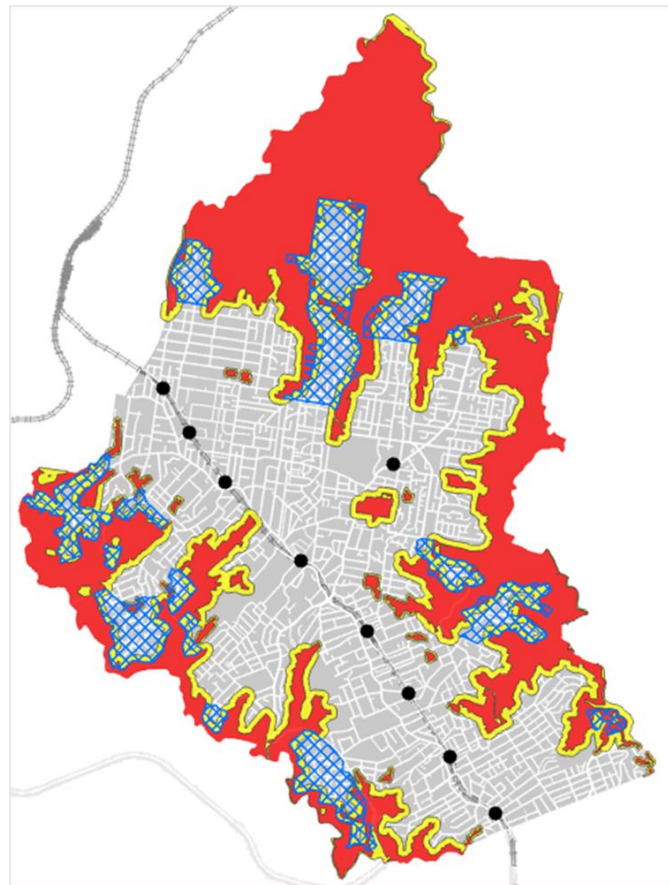
Land across Ku-ring-gai is not uniform, flat and able to deliver the same (blanket) outcomes. The nature of land requires careful master planning in this initial stage to accommodate density properly, and merit assessment at development application stages to ensure site specific considerations inform the development outcome.

The proposal to apply a one-size fits all and non-refusal standards shows a failure in understanding the local terrain, challenges and implications on ecology, environment and connectivity across the LGA.

Bushfire Hazard

Key Issues:

- Surrounded by 3 National Parks.
- 100km of residential land interfacing with areas of bushfire hazard.
- Increasing population exacerbates risks.
- Climate change will result in frequency and intensification of heat and fire events.
- SEPP Senior Exclusion Zone restricts development in areas with evacuation risks.

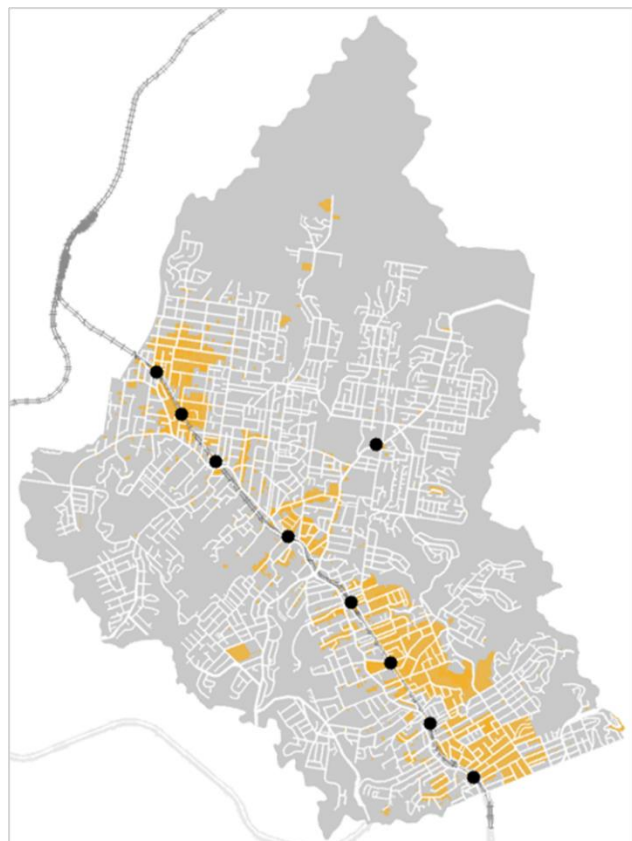


- Bushfire Prone Land
- Bushfire Buffer Land
- SEPP – Senior Exclusion Zone

Heritage

Key Issues:

- Over 990 heritage items, with 24 State listed heritage items, will be impacted.
- 13.6% of residential areas in Ku-ring-gai are included within Heritage Conservation Areas (HCA).
- Over 650 known sites around Ku-ring-gai with Aboriginal Heritage significance, and many unrecorded and secret places.

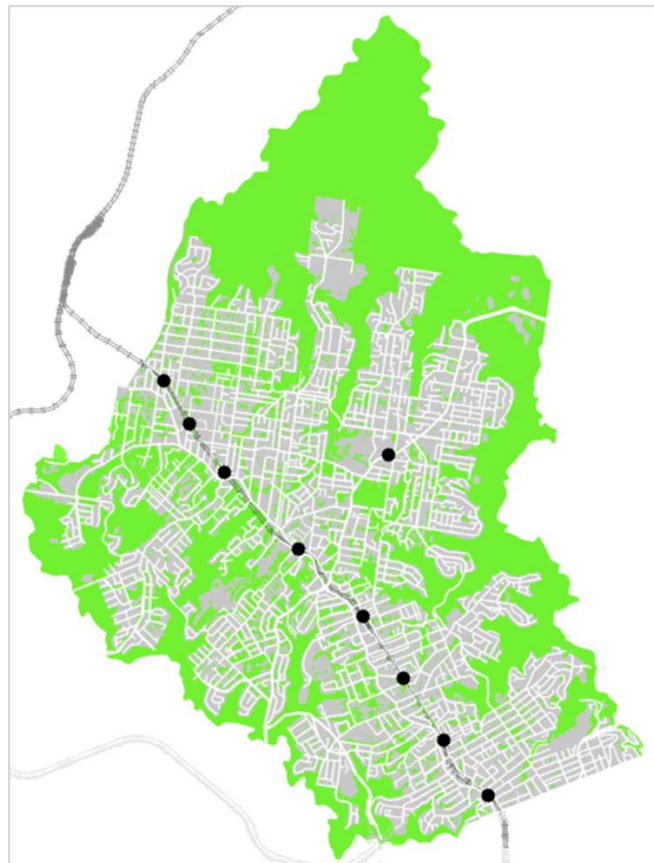



- Heritage Conservation Area and Heritage Items

Biodiversity

Key Issues:

- Significant urban forest and bushland, significant tree canopy within bushland and urban areas.
- Nationally significant ecological communities of remnant Blue Gum High Forest and Sydney Turpentine Ironbark Forest, protected under the *Biodiversity Conservation Act 2016*.
- Over 800 recorded native plant species and more than 400 species of native animals.

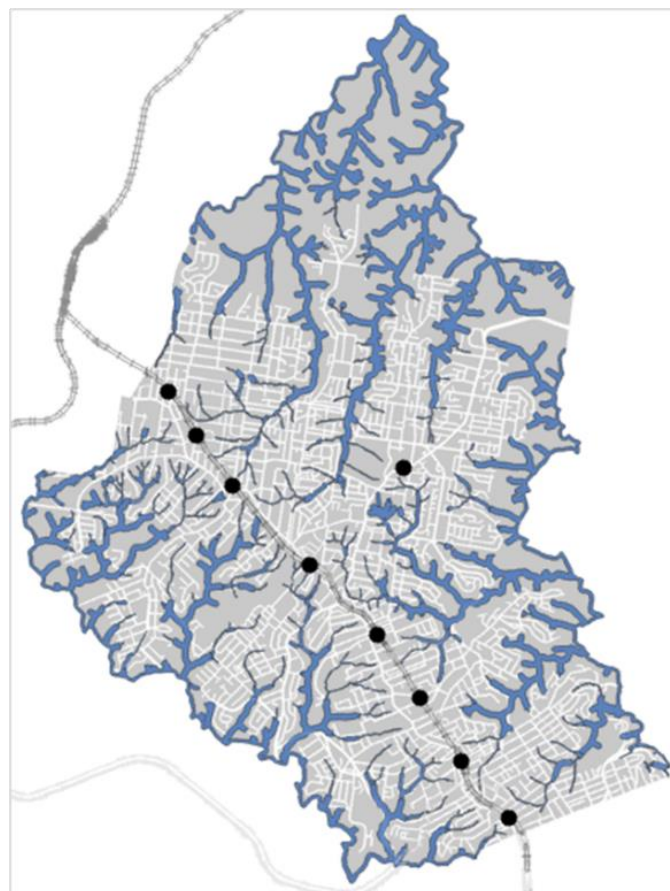


 Biodiversity lands

Riparian Lands

Key Issues:

- Creeks, aquatic habitats and associated riparian environments support water quality, maintain habitat, connectivity and biodiversity and contribute to the amenity and character of the local area.
- Mapped within the LEP to guide land management and development.

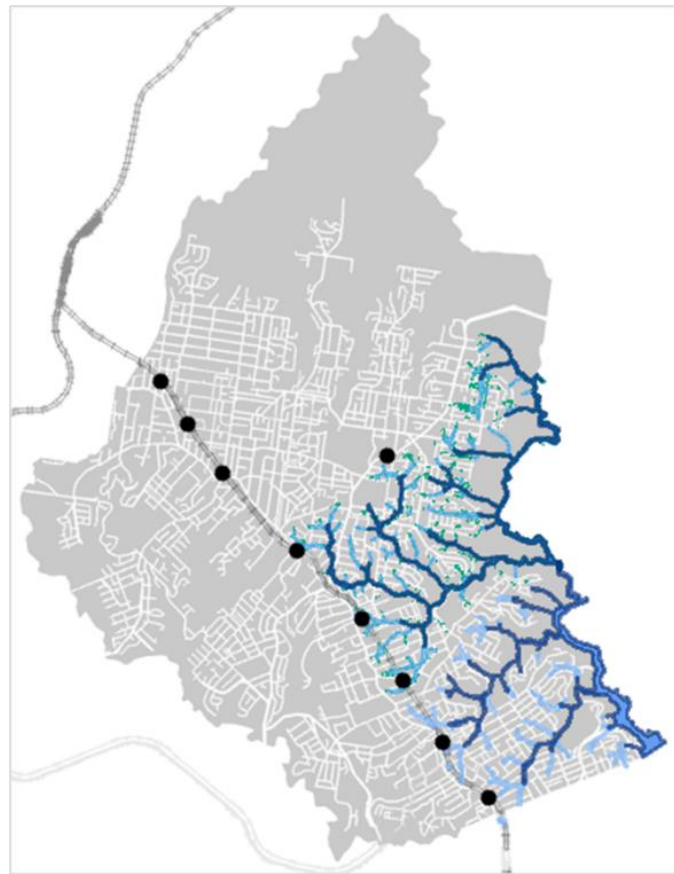


 Riparian Land

Flooding Risk

Key Issues:

- 220km of creeks with three catchments and twenty eight sub catchments.
- Increased population and intensification of development has placed pressure on these water ways and the flood prone land.
- Mapping has only been completed for some parts of the LGA, assessment of remaining areas is to be conducted.
- Management includes controls for On Site Detention (OSD) to manage flash flooding and improve connectivity to drainage systems.



Flood prone lands

5. INCONSISTENCY WITH STATE, FEDERAL AND GLOBAL DIRECTIONS

- No consideration regarding the fundamental fact that this proposal will result in an output that is in direct opposition to key State, Federal and Global policy and directions delivered by:
 - Greater Sydney Commission (Former)
 - Urban Green Cover Guidelines - Minimising Local Temperature Impacts in Cities and Towns
 - Office of Environment and Heritage (OEH)
 - Government Architect, NSW
 - United Nations
- No regard is given to the recent **Parliamentary Inquiry** which acknowledges the serious issue of climate change, and the role the planning system must play in delivering development outcomes that reduce impacts and address climate change.
- No consideration of the **environmental, economic** and **social** impacts, subject of multiple policies, and no evidence to indicate how these impacts will be managed in the short, medium and long term across the Six Cities Region and NSW.
- The proposal enables development outcomes with no ability for meaningful deep soil provision on a site, nor planting and continued health of canopy trees to maintain soil structure, sub-surface water movements, reduction of heat island effects. These elements are key to delivering net zero targets and ensuring sustainable and integrated communities of people, flora and fauna. Landscape values are exceptionally important where there is high likelihood of Aboriginal heritage closely related to the land.
- The proposal does not give consideration to the serious issue of climate change. It places increased population on and near hazard sites, and increases population with no parallel consideration of supporting infrastructure . It increases issues of heat island effects and seeks to significantly eradicate flora and fauna including large canopy trees. It presents all the issues that the recent Parliamentary Inquiry has identified as requiring serious attention.

The EIE does not include any considerations regarding the fundamental fact that this proposal will result in an output that is in direct opposition to key State and Federal policy and direction.

There is a lack of discussion and evidence put forward to show consideration of the **environmental, economic** and **social** impacts stipulated in those policies No evidence has been included in the exhibition to indicate how these impacts will be managed in the short, medium and long term across the Six Cities Region and NSW, and who will bear the costs for the rectification and management of the problems that will result from these developments.

Specifically, the proposal has not given any consideration and is inconsistent with key State and Federal policies and directions. The proposal applies a singular focus on delivering a large quantum of housing with absolutely no regard for any other issues.

Climate change

The impacts of climate change on communities and society is also unfolding with an increased burden on people living in unpredictable fluctuating weather patterns in denuded living environments resulting from the cumulative impacts of poorly considered development. These environments will be unlikely to support

outdoor active and healthy lifestyles during high heat or deluge rainfall events, particularly for vulnerable people. Conversely, indoor environments are likely to have a greater reliance, with associated expense, on artificial heating and cooling due to the 'desk-top' cookie cutter approach encouraged by the SEPPs.

The burden on the economy is also of concern where there is failure to consider climate change, with the impacts resulting in increased costs of heating, cooling, remediation and disaster relief.

Due diligence must be applied to align the proposed outcomes with the increasing body of evidence on climate change and the impacts of the built environment. The proposed Low and Mid-Rise Housing SEPP will enable development of low and mid-rise dwellings with no ability for meaningful deep soil provision on a site, nor planting and continued health of canopy trees to maintain soil structure, sub-surface water movements, reduction of heat island effects. Mandatory requirements for building elements that promote sustainable practices, and landscape provisions to cater for large canopy trees to prevent the cumulative denudation of the land and its gradual conversion into desert profiles is imperative to prevent the ongoing impacts that poor planning and development standards are having on climate change.

Heat Island effects

In addressing Ku-ring-gai's growth, it is important to address the predicted increase in heat production as urban development continues to contribute to higher local microclimate air temperatures. The Urban Heat Island effect is made worse by reduced canopy and green space, increased hard surfaces that absorb heat, and activities such as traffic, industry and electricity usage that generate additional heat.

In general, heat effects are higher in built up areas where there are larger population counts. This means that within the LGA, populations who are more sensitive, less adaptive and more exposed to the adverse effects of heat, such as the elderly, the very young and those with existing health conditions (all key demographic groups in the LGA) will have to be considered to ensure liveable neighbourhoods.

Parliamentary Inquiry into the planning system and climate change

The Inquiry is looking into the planning system and the impacts of climate change on the environment and communities. It seeks to report on how the planning system can best ensure that people and the natural and built environment are protected from climate change impacts and changing landscapes.

The Parliamentary Inquiry seeks to consider:

- development in flood and fire prone areas or areas that have become more exposed to natural disasters as a result of climate change,
- development in areas that are threatened ecological communities or habitat for threatened species,
- the adequacy of planning powers and planning bodies, particularly for local councils, to review, amend or revoke development approvals, and consider the costs, that are identified as placing people or the environment at risk as a consequence of:
- the cumulative impacts of development,
- climate change and natural disasters,
- biodiversity loss, and
- rapidly changing social, economic and environmental circumstances

- short, medium and long term planning reforms that may be necessary to ensure that communities are able to mitigate and adapt to conditions caused by changing environmental and climatic conditions, as well as the community's expectation and need for homes, schools, hospitals and infrastructure
- alternative regulatory options to increase residential dwelling capacity where anticipated growth areas are no longer deemed suitable, or where existing capacity has been diminished due to the effects of climate change.

Every single point cited in the Parliamentary Inquiry as requiring address through the planning system has been ignored in the EIE and TOD proposals.

Conflict with State Government directions

There has been no consideration of the consequences of removing swathes of established fine grain urban and landscape fabric with associated social and environmental value and character, particularly as the proposed non-refusal development standards bear little relation to the local planning standards that have, and continue to, deliver high quality urban outcomes within fine grain established areas.

The prevention of the type of development with cumulative and irreversible impacts is repeatedly addressed at all levels of government as presented below. Both the EIE and TOD completely ignore the directions that come from expert sources.

Former Greater Sydney Commission (GSC)

The EIE is not aligned with the current GSC key documents for future planning in Sydney.

For example *A Plan for Growing Sydney* states goals and directions which rely on good urban design and planning to “*make the city’s built environment sustainable and energy efficient while also protecting the environment*”. It refers to principles of environmental sustainability and the importance of strategic and considered planning “*promoting environmental resilience as housing and economic development occurs (and which) will have greater benefits than site-by-site decision making*”.

It makes reference and commitment to the *Green Cover Demonstration Design Project 18* stating that the Government will “*deliver Green Cover Design Principles to inform how to incorporate vegetated, permeable and reflective surfaces into urban settings, to address thermal loading in the built environment and provide co-benefits such as reduced energy costs for cooling, stormwater management, cleaner air and biodiversity habitat*”; and

It refers to social sustainability and how “*through urban layout, we can improve air quality in residential areas to improve our health and wellbeing...These actions will encourage best practice urban design to manage or mitigate the impacts of increased urban temperatures and will reduce the impact of Sydney’s growth and increasing density on the quality of our natural environment and on our neighbourhoods and communities.*” The proposed Low and Mid-Rise Housing SEPP makes no attempt to consider these issues, and the resulting development will ignore these considerations.

The proposed Low and Mid-Rise Housing SEPP will result in poorly resolved development that will undermine the principles of the North District Plan which Ku-ring-gai and northern Councils are required to assimilate, and will not “*enhance the great places in the North District (which) require protecting and, where possible, enhancing these highly valued liveability characteristics, and managing growth to create healthy, well-designed, safe and inclusive places that encourage economic and social activity, vibrancy and*

community spirit” as stated in the Draft North District Plan. This is particularly the case for high quality established fine grain areas such as Ku-ring-gai and much of the North District.

The North District Plan instructs local Councils: *“when making strategic plans, relevant planning authorities should consider how tree canopy cover in land release and established urban areas can be protected and increased, with a focus on providing shade to streets.”* The EIE make no consideration of this and will undermine this principle within areas such as Ku-ring-gai where this principle is already established and delivered through the integrated planning documents.

Rod Simpson (Environment Commissioner GSC) commented: *“The biggest threat to ecological systems both locally and globally is climate change and we will be working very closely with state and commonwealth agencies and councils to work out the most effective ways of helping to achieve a zero carbon city by 2050, as well as being more energy and water efficient”*. Ku-ring-gai Council has integrated numerous green principles in its DCPs to ensure delivery of all built outcomes lower the impacts on climate change.

Office of Environment and Heritage (OEH)

The EIE is not aligned with important direction from OEH regarding management of development with regards to climate change.

According to *OEH 2016 Impacts of Climate Change – East Coast Lows*, rainfall extremes and average rainfall is likely to increase but become more variable. Compounding the effect of this transition is the occurrence of east coast low (ECL) events which can happen up to ten times per year and bring heavy rain and strong winds. OEH reports that climate change is likely to already be affecting the intensity, frequency and duration of these ECL events. As a result many NSW Councils are already looking to upgrade stormwater drainage systems to cope with increase in flow volume and intensity.

The Ku-ring-gai DCP seeks deep soil allocations and the planting of vegetation including large canopy trees to all housing typologies. This requirement has many reasons, one of which is the importance of permeable areas to absorb increasing runoff, and the establishment of deep and wide root systems to hold soils in place and prevent downslope erosion with runoff. If not managed, the erosion will not only denude the ridges and slopes, but create knock on effects of sediment and pollutants in downslope riparian areas.

Ku-ring-gai, like many other areas has an aging population. As people age, they become more vulnerable to heat stress. Heat waves are recognised by the NSW Department of Health and the Red Cross as a major risk associated with climate change. According to *OEH 2016 Impacts of Climate Change – Heat*, land use modifications, especially those that reduce the area of shade from the destruction of the tree canopy, increase hard surfaces, and reduce air flow across the region. These combine to increase not only daytime temperatures but more importantly night time temperatures. This contributes to the increase in heat exposure and greater reliance on mechanical ventilation during night hours and associated energy consumptions and increase demand on the energy supply network.

According to *UNSW Built Environment Multi-Scale Research Urban Climate Sustainable Development 2016*, as the urban footprint increases in density the risk of creating urban heat islands rises accordingly. **Transitioning to greater densities requires particular planning skills to ensure the risk of creating heat islands across an area is minimised.** Ignoring this requirement once again creates a scenario of a significant increase in foreseeable risk of hospital admissions and deaths related to extreme heat events. (Deaths that are preventable.)

OEH (2016) notes that heat waves kill more people than any other type of natural disaster. Considered strategic planning of medium to high density development is vital in ensuring both the social and

environmental sustainability of the communities that are being housed within new development. Considered strategic planning also avoids the need of remedial ‘fix it’ works having to be conducted to deal with poor initial development.

The one size fits all proposal in the Low and Mid-Rise Housing SEPP cannot deliver considered strategic planning across the numerous different terrains across Sydney and NSW and can only result in poor environmental, social and economic impacts due to its limited cross consultation and integration.

In terms of economic sustainability, the urban forest plays a role in defining Ku-ring-gai and enhances the area’s aesthetics and consequently its property values. Studies have estimated that properties in tree-lined streets are valued around 30% higher than those in streets without trees (Sander H., Polansky S., Haight R.G., 2010).

‘The value of urban tree cover: a hedonic property price model in Ramsey and Dakota, Minnesota, USA. Ecological Economics 69(8), 1646-4656) Significant canopy coverage provided by our urban forests improve the lifespan of some assets (for example asphalt), by shading them from harmful rays – potentially by 30%. (‘Urban Forest Impacts on Carbon, Water and Urban Heat Islands’, G McPherson, Centre for Urban Forest Research, USDA Forest Service, 2009). These type of preventative measures have not been considered in the proposed Low and Mid-Rise Housing SEPP.

The OEH *Urban Green Cover Guidelines - Minimising Local Temperature Impacts in Cities and Towns* stipulates

“integrating vegetation, green spaces and permeable surfaces into our cities and towns (so that) communities can adapt urban environments to minimise local temperatures, now and into the future. Increasing urban green cover provides effective and relatively low cost resilience to heat impacts while improving community amenity and providing multiple benefits”.

The proposed EIE and TOD standards and pathway does not enable depth of consideration of a site development to address any of these considerations, nor their delivery in the final outcomes.

Government Architects, NSW

The NSW policy *Better Placed – A Design Led Approach: Developing Architecture and Design Policy for New South Wales*, is a key strategic document which refers to the importance of place-making, people, context and the elevation of high quality design.

The document describes fundamental design considerations and a process very similar to the approach Ku-ring-gai is advocating for dealing with additional housing- probity (independent review), architects as key to delivering good outcomes, local context and character, local strategic planning in consultation with local communities, and valuing the ‘green grid.’ It primarily stipulates the link between good design and sound long-term economic outcomes as design excellence is related to economically positive outcomes.

This policy *“sets out the New South Wales Government’s position on design in the urban environment, with a focus on cities, towns, streets, open space, public spaces, infrastructure, buildings and public domain... Great design in the built environment is informed by and derived from its location, context and social setting. It is place-based and is relevant to and resonant with local character, heritage and communal aspirations” and “design excellence generates ongoing value and reduces costs over time. It is an essential component of achieving durable, resilient and cost effective urban buildings and places. As the arena for daily life, the built environment can dramatically improve value creation if effectively designed.”*

The policy outlines the significant environmental, social and economic effects of poor design, stating that

“... ‘poor design’ or even ‘business as usual’, is likely to have significant adverse environmental, social and even economic effects” and emphasises that “sustainability is no longer an optional extra, but a fundamental aspect of functional, liveable design.”

The proposed Low and Mid-Rise Housing SEPP cannot deliver on this policy and in fact will operate in opposition to it due to the far reaching cumulative impacts that will result from the lack of integrated and robust consideration of development.

United Nations

The proposal is inconsistent with the United Nations, General Assembly Draft outcome document United Nations Conference on Housing and Sustainable Urban Development (Habitat III) - New Urban Agenda, **particularly with regards to loss of vegetation across NSW that will contribute to land surface temperature increases and the urban heat sink effect which impacts on the amenity and liveability of housing** and their environments.

“Given cities’ demographic trends and their central role in the global economy, in the mitigation and adaptation efforts related to climate change, in the use of resources and ecosystems, the way they are planned, financed, developed, built, governed and managed has a direct impact on sustainability and resilience well beyond urban boundaries.”

6. INFILL VS GREENFIELD ARGUMENT

- Whilst it is appropriate to deliver additional housing in infill areas, the delivery must be based on controls that are locally responsive with merit assessment to address infill complexities, and be able to provide infill housing that continues to enhance the values of established high quality areas, including delivering a future character for areas of transition.
- The proposal applies a greenfield approach to infill areas, an approach that rewrites development standards with negligible consideration of land location, attributes, constraints or any aspect of the established area.
- Infill development is not about the systematic wiping out of high quality established areas that have been built over decades.
- Even where areas are run-down and ripe for renewal, or where substantial increase in standards are required, strategic planning and master planning is conducted to determine a desired future character that holds to the core values of the area, including appropriate interface considerations. Infill planning then applies considered and tested standards to deliver the desired future character. None of this work is included in the EIE proposal to ensure new housing will be delivered as “infill”.
- The justification for the proposal is that the apparent cost saving in utilising existing infrastructure to service new housing; however, there has been zero investigation into the existing capacity of the targeted area infrastructure, nor assessment and financial commitment to upgrade and augment ageing infrastructure, including sewerage and stormwater collections which are problematic with overflow issues.

Infill development is development that applies a considered approach to the infill site, applying standards that respect the existing and established values of the area, including adjustment to preserve neighbouring site amenity and streetscapes.

Infill development is not about the systematic wiping out of high quality established areas that have been built over decades and hold high value.

The method of untested, one-size fits all standards that are ‘non-refusal’ gives open slather to developers to deliver minimal standard housing. There is no framework to deliver development in a manner that can enhance area character with consideration of neighbourhoods.

The proposal has not included any evidence of work conducted to identify a future desired character that can assimilate into the locations it will affect, nor has it any consideration of interface impacts and how those can be ameliorated, nor has it given Council the opportunity to conduct this work in accordance with long standing strategic pathways.

In the absence of the desired future character, the proposed infill development, via non-refusal standards that eliminate any merit consideration, will result in an ad-hoc, developer driven (usually lowest common denominator and profit driven) outcome that will fail to deliver any homogenous values that speak to the social, economic and environmental sustainability of the area and the communities that are housed.

Infill development is development on land within an existing urban area. Development needs to take into consideration and be designed so that it is sympathetic to the existing fine grain urban character, site attributes and constraints.

Greenfield development is generally seen on land release areas usually on the outskirts of an existing urban area. These areas are usually relatively flat, sparsely built-upon or rural fields with few features. The bulldoze and build approach adopted in this proposal can be accommodated on greenfield sites as the impacts on existing historical fabric is much less.

This approach may also be acceptable within established areas where there are large single lots that are ready for demolition and redevelopment. For example, large industrial lots at the end of their use, such as those in Meadowbank where developments with the proposed standards have been applied to cleared sites and delivered highly dense housing. This same approach cannot be applied to small lot fine grain established and high quality localities across Sydney.

This proposal is essentially treating infill areas as if they were greenfield sites, and treating fine grain infill sites as if they are large lot infill sites with nothing of value nor quality.

The EIE claims:

“By supplying new housing in existing urban areas (known as ‘infill development’), we can do density well by making sure new housing is built in locations that are well serviced by infrastructure and have capacity for growth.

This will:

- *Allow new infrastructure to be funded in a more cost-effective way*
- *Re-purpose and upgrade existing infrastructure*
- *Create efficiencies in providing infrastructure for growing communities*
- *Minimise road congestion*
- *Improve access to green spaces*
- *Use our existing public transport networks*
- *Lower costs for water, schools and hospitals*
- *Protect important habitat and biodiversity from encroaching urban fringe”*

“The most transparent and efficient way to build Sydney’s housing from now on is to build homes where infrastructure such as roads, rail, water, schools and open space costs less”

“The proposed reforms are designed to deliver new housing supply in established areas that have capacity to accommodate growth in a way that capitalises on current and future investment in public infrastructure”

(EIE p.10-11)

These statements are misleading, inaccurate and disingenuous.

The proposal has not considered ageing infrastructure in infill areas, it only relates to the costs saving in greenfield areas. There is no evidence on

- what the *“Re-purpose and upgrade existing infrastructure”* and *“efficiencies in providing infrastructure for growing communities”* relates to, nor what commitment and funding will be rolled out to meet the undisclosed upgrades;
- what the quantum of road congestion will be and how it can be resolved. How will the gridlock congestion of the Pacific Highway be minimised with the (undisclosed) significant number of dwellings? No traffic studies relating to the 4 TOD centres at Roseville, Lindfield, Killara, Gordon have been provided to demonstrate the proposal is workable;
- what the statement *“Protect important habitat and biodiversity from encroaching urban fringe”* relates to as the low rise proposal will decimate the entire LGA allowing the removal of key vegetation including large canopy trees, increase downslope catchment impacts and pollution with a lack of stormwater consideration, denuding land through high built upon areas removing landscaped areas, considerable reduction in standards for deep soil and planting. This statement indicates a lack of knowledge on the relationship of topography, slope, catchment, downland

impacts from development, canopy cover, paths of travel of fauna across the LGA to avoid local extinction in bushfire and hazard events.

- what the condition and capacity of local infrastructure is, and what will be the costs of updating and augmenting it to accommodate the undisclosed number of population increase in the LGA. Without this information, how can “cost savings” be determined.

The proposal is based on the infrastructure argument however the argument is false and unfounded.

7. NON REFUSAL DEVELOPMENT STANDARDS AND MERIT-BASED ASSESSMENT

- The inclusion of the ‘non-refusal standards’ are in direct conflict with the local standards as specified in the KLEP 2015 and its associated DCP and other Guidelines.
- The ‘non-refusal standards’ precludes any merit assessment on any of the sites, resulting in the conflict between the standards under the KLEP 2015 and the EP&A Act.
- Non-refusal standards severely restrict Councils ability to refuse inappropriate developments that destroy the natural and built environment. While the EIE purports to continue to allow ‘merit assessments’, the reality will be that where any local (LEP & DCP) controls relating to heritage, biodiversity and local character preclude or constrain realisation of the non-refusal standards then the local controls will be of no effect.

Both the TOD and the EIE include “non-refusal standards” to accommodate State government’s “one size fits all” approach on all sites. This approach effectively strips land of any site attributes to allow the development to progress regardless. It is a means to over-ride any merit assessment mechanism where a fair and balanced assessment of development can progress in line with existing legislated requirements.

Non refusal development standards severely restrict Councils ability to modify or refuse inappropriate development.

The proposed set of uniform blanket pre-eminent controls for these areas, contain no apparent recognition of local character and no provision for local character to be preserved with no recognition that different LGAs with different local characters and physical attributes.

While the proposal will continue to allow “merit assessments”, this will not include any local DCP or LEP control that is inconsistent with the Government’s mandated non refusal standards. It is considered that most controls in our LEP and DCP that are designed to protect local character, amenity, HCAs and special environmental areas, will to some extent reduce or preclude realisation of the new height and FSR non refusal standards and will therefore not apply as they would be inconsistent with the new controls. This will mean that the scope of merits assessment will be greatly reduced.

The EIE does not appear to be founded on any evidence base that considers fundamental issues central to the planning and delivery of housing. The EIE’s “one-size-fits-all” and “non-refusal standards” centre only on the housing typology and the delivery of mass housing. There is no foundational material to show how this proposal will deliver the purported “households (with) more choice and promote vibrant, sustainable and liveable communities” (EIE pg. 5).

Whilst the EIE makes statements such as “*in the right place*” (EIE p.5), “*density done-well*” (EIE p12), “*promote vibrant, sustainable and liveable communities*” (EIE p.5), and “*create the climate-resilient vibrant communities we want to live in*” (EIE p.7), the proposed approach will in fact erode and convert established high quality areas into pseudo greenfield areas where land is stripped off natural attributes and historical fine-grain built form, and replaced with cookie-cutter type development with no respect to the site nor the locality.

Additionally the proposal’s resulting built form will have no ability for meaningful deep soil provision on a site, nor planting and continued health of canopy trees to maintain soil structure, sub-surface water movements, or reduction of heat island effects – **which is in complete contradiction to what the EIE states it will be delivering.**

Ku-ring-gai is already seeing the impact of ill-considered residential development under complying development where the historical character is being systematically eroded and stormwater and sewerage are poorly delivered resulting in high costs to rectify them. Will State government pay the expected high future rectification costs expected from this ill-considered proposal?

There is a good case for increasing housing provision around town centres, but it does not give licence to eradicate all the attributes of the local areas, attributes that have taken multiples of decades to create. Infill housing is required to conserve and enhance intact and historical built form and environmental fabric. The method and standards proposed through the EIE and TOD proposals will decimate high quality existing urban fabric that infill development is supposed to protect.

While the Low and Mid-rise SEPP purports to continue to allow “merit assessments” where any local (LEP & DCP) controls preclude or constrain realisation of the 3:1 FSR and/or the 21m height non refusal standards then they would be of no effect.

Most controls in the Ku-ring-gai LEP and DCP that are designed to protect local character, amenity, Heritage, biodiversity and other special environmental areas, will reduce or preclude realisation of the new height and FSR non refusal standards.

Any claim that there will continue to be opportunity for genuine merit assessment, taking into account those heritage, biodiversity and heritage matters that the residents of Ku-ring-gai have long said are important to them, is disingenuous at best.

The non-refusal standards such as the increased floor space ratio's and reduced minimum lot sizes will almost certainly be interpreted as being intended to take precedence over LEP and DCP controls relating to the retention of trees or heritage values.

The reforms comprise blanket provisions and non-refusal standards. The documents provide high level reasons for the reforms but fail to provide any evidence to demonstrate the proposal is sound. There are no dwelling targets for any LGAs, no demographic analysis, no strategic planning, no masterplanning, no testing of standards, no land capability investigation and no infrastructure capacity assessment nor commitment for any upgrades.

The EIE “one-size fits all” approach and the associated “non-refusal standards” completely ignore the land of the Ku-ring-gai LGA. Land is a finite and irreplaceable resource. It is the primary resource that strategic planning seeks to protect through considered development placement and integration with land features. Ill-considered development cannot enhance this resource, ill-considered development can only irretrievably destroy land composition.

Ku-ring-gai sits on a ridge along which the main transport routes are located. The suburbs are fitted into the land sloping down from the ridges and spreading out along secondary ridgelines that extend towards surrounding National park land.

The Ku-ring-gai is a highly constrained LGA. Whilst it contains 8 railway stations along the Northern Line, its ridge and valley topography has resulted in dense housing being located along ridge lines with lower density spreading across sloping land. In

The location of housing and its associated footprint cannot ignore the landform. A housing strategy is required that investigated the “right housing at the right locations”. A desk-top broad brush approach has no way of understanding how the constraints will influence the housing provision, which further underlines the inappropriate “one-size fits all” with its “non-refusal standards” which rule out any ability for legitimate site by site merit assessment.

This approach pushes actual consideration of housing delivery to the Development Assessment stage where the non-refusal standards will over-ride any merit assessment process that factors in site constraints and attributes.

Many of the local constraints, landform and character are recognised in Environmental Planning Instruments, and are therefore legislated planning considerations which are required to be examined to ensure the orderly and economic development including:

- Bushfire Prone Land – Rural Fires Act 1997
- Biodiversity Conservation Act 2016
- Bushfire Evacuation Risk Area – SEPP Housing 2021
- Biodiversity – Ku-ring-gai Local Environmental Plan 2015
- Riparian – Ku-ring-gai Local Environmental Plan 2015
- Heritage – Ku-ring-gai Local Environmental Plan 2015

Legal advice

Council has sought legal advice regarding the interaction of the proposed TOD SEPP and Low and Mid-Rise Housing SEPP with Council's existing development controls, and the claim that a relevant environmental controls will apply to the extent they are not inconsistent with the new standards, and that a merit based assessment will still be able to be carried out.

The legal advice outlines that development applications for housing which will be permitted under the two proposed SEPP's will still be assessed by Council through a merit assessment in accordance with s.4.15 of the EP&A Act. The assessment needs to take into consideration (amongst other matters):

- 4.15(b) - the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.
- 4.15(c) - the suitability of the site for the development

The legal advice notes that there are two significant changes with regards to the non-refusal development standards and merit assessment:

1. There is a clear intention that any clauses within the LEP that are more restrictive than the new SEPP controls will be automatically and wholly disapplied.
2. In the merit assessment, which is required to consider multiple factors, significant weight will be added in favour of approval, due to the fact that the land has been recognized by the SEPP as suitable.

This means that the merit assessment will be required to assess against a background assumption that the land on which the development is proposed is permitted and encouraged by the SEPP.

The legal advice confirms the over-riding nature of the SEPP non-refusal standards and the inability of any local planning instruments to seek locally responsive solutions that ameliorate on site, neighbouring and cumulative development impacts.

Impact of non-refusal standards on environmental aspects

The EIE states on pages 27-28, that non refusal standards are being set for mid-rise housing and that *“All other applicable planning controls in Local Environmental Plans and Development Control Plans such as heritage and environmental considerations will continue to apply to the extent they are not inconsistent with these new provisions”*.

Similarly p30-32 notes non-refusal standards are being developed for multi-dwelling housing and manor houses, and page 33-34 notes the same for dual occupancies, with local controls continuing to apply as long as they are *“not inconsistent with the new provisions”*.

These statements could be interpreted to indicate that environmental or local controls which are inconsistent with the increased density are not to form part of a merits-based assessment or form the basis of a refusal. However it is essential that any future development should not be permitted to override other local constraints and protections.

No-net-loss of biodiversity needs to be retained as an objective. This will not prevent increased density but will require high quality design which considers site constraints and local environmental values.

Within Ku-ring-gai, only around 24% of the land that falls within the 400-800m buffer area is identified on Council’s Greenweb map, which helps to protect Endangered Ecological Community remnants, riparian land, corridors and significant vegetation. Similarly only around 20% of the R2 zoned land area is identified on Council’s Greenweb map. As such, excluding this higher biodiversity land will only have minimal impact on providing additional housing, but will provide recognition and protection for the high biodiversity values within the areas covered.

Based on the currently proposed 3:1 or 2:1 FSR and relying on the proposed mid-rise controls currently in the Apartment Design Guide (ADG), *“good design”* and *“excellent amenity and liveability”* outcomes for residents and local neighbourhoods are unlikely to be met.

For example, the minimum deep soil area in the Apartment Design Guide (ADG) is 7% of the site area, in comparison to Ku-ring-gai’s minimum of 40% for sites up to 1500m² (50% for sites greater than 1500m²). Ku-ring-gai’s deep soil and planting requirements have been shown to get excellent outcomes on Residential Flat Building sites, allowing the retention of existing vegetation, waterways and riparian land whilst providing for the establishment of tall canopy on sites that provide enhanced liveability and amenity to residents over time.



Milray St, Lindfield – Riparian Land and Canopy retained on left.

Further limitations with application of the ADG in Ku-ring-gai are evident where smaller sites are only required to plant small trees – due to the fact that a smaller minimum deep soil area is provided. This is a clear example of why deep soil areas need to be increased to; promote retention of existing vegetation and allow for the potential increase in canopy in an area of increased density. If the proposed SEPP controls are to apply to the proposed mid-rise housing areas, 6-7 story developments will tower over the small trees, limiting their growth and ability to contribute to local amenity, urban heat reduction and biodiversity.

Even in areas where large trees can be established, their growth will be restricted by the building height and canopy will not have the potential to extend above roof lines. The high FSR proposed for these sites will likely result in a canopy area roughly limited to the deep soil area. A maximum canopy coverage up to 20% across these precincts is a significant reduction from the current maximum of 30%. This will have devastating biodiversity, liveability and amenity impacts which are serious and irreversible.

Ku-ring-gai's current apartment building developments, that address biodiversity, riparian and deep soil requirements provide a clear demonstration that density can be increased without having to override environment and biodiversity controls. These should be used across Sydney as an example of how development density within mid-rise housing areas can be increased whilst maintaining environmental values.

Without the masterplanning process that the 8 primary precincts receive, the application across the further precincts is likely to fail a number of key state and local environmental and biodiversity objectives, particularly if "non-refusal standards" do not allow for the protection of existing environmental and landscape assets or even a thorough assessment on actual and potential impacts. In particular, there will be issues in relation to areas of biodiversity significance, trees and vegetation.

References to non-refusal standards and statements such as "*Relevant environmental controls will apply to the extent they are not inconsistent with these new standards*" give the impression that the SEPP will completely ignore local planning provisions and objectives. These are well established communities where existing residents value their local amenity and environment and these communities should not be ignored and negatively impacted.

Any future development should retain local amenity and adhere to local environmental controls to minimise negative impacts on the environment and liveability for local residents.

8. ENVIRONMENTAL IMPACTS

- There are no protections for the retention of existing mature vegetation. Tree retention needs to be prioritised over replanting and offsets especially to preserve habitat and movement paths across the LGA which protect fauna from isolation and extinction.
- The EIE places increased housing density above other considerations including canopy retention, biodiversity conservation, infrastructure and storm water capacity, heritage, liveability and sustainability.
- The proposed canopy targets are significantly lower than those required by Council. The widespread application of the drastically reduced canopy targets will result in a significant loss of canopy cover and trees across Ku-ring-gai. The preservation of tree canopies becomes a crucial aspect of reducing the urban heat island effect by providing shade, enhancing evaporative cooling, and fostering natural cooling processes.
- Significant increases in impervious surface area which will occur as a result of the built form enable by the Low and Mid-Rise SEPP will have negative impacts on, stormwater management, flooding and downstream waterway health.
- No consideration has been made regarding local topography, soil types and geology, including consideration of areas susceptible to land slip.

The proposed SEPP raises substantial concerns related to its alignment with Ecologically Sustainable Development (ESD) principles and potential impacts on Ku-ring-gai's biodiversity, water management, and local environmental controls. Notably, the SEPP appears to prioritize housing density at the expense of biodiversity conservation, presenting inconsistencies with crucial state Acts, such as the *Biodiversity Conservation Act 2016* and the *Water Management Act 2000*. The lack of detailed environmental assessments further amplifies concerns about potential adverse effects on biodiversity and waterways.

Scepticism surrounds the SEPP's reliance on one-size-fits all planning which is inappropriate for Ku-ring-gai. The blanket application casts doubt on its ability to meet the desired standards for "good design" and liveability. The proposal must, amongst other things, retain the locally responsive controls and merit-based assessment through a development application process. This will protect the biodiversity/greenweb mapped areas and prioritise tree retention over replanting and offsets.

Any plan to increase density of development needs to foster a balanced approach to increasing housing that upholds local environmental values, ensuring the proposed development aligns with environment and sustainability goals and safeguards the distinctive character of Ku-ring-gai in-line with community expectations and Government policy.

Urban forest and tree canopy impacts

Ku-ring-gai's urban forest is a significant asset that is a fundamental part of a liveable, economically and ecologically sound community. Council has shifted its traditional management of 'trees and vegetation' to 'urban forest' management to improve the quality and diversity of Ku-ring-gai's urban forest. Council's development of an Urban Forest Policy and Strategy seeks to improve the quality and diversity of Ku-ring-gai's urban forest and increase, manage and protect Ku-ring-gai's urban tree canopy.

Existing canopy cover across the residential zones in Ku-ring-gai ranges from 29-35%. Ku-ring-gai’s Urban Forest strategy has a target to increase canopy cover percentage in residential zoned areas up to 40%. This target was set based on the NSW government target and recognises the communities strong affiliating with Ku-ring-gai’s existing environment and character, as well as the importance of canopy in improving the liveability and amenity in residential areas. The proposal as it stands will make it impossible to meet the adopted canopy targets across the LGA due to the reduced canopy targets outlined in the EIE. Landscaping provisions provided in the EIE are outlined below, however it is clear that widespread application of these drastically reduced canopy targets, such as a maximum minimum requirement of 25% for dual occupancies in R2 land will result in a significant loss of canopy cover and trees across the LGA.

		Smallest Tree canopy target (min % of site area)	Largest Tree canopy target (min % of site area)	Equivalent zone current cover	KRG Urban Forest Strategy adopted canopy target
Mid -rise housing	Residential Flat Building	15	20	(R4) 33%	40
	Shop-top Housing			(E1) 17%-25%	18-35%
Low-rise housing	Manor Houses	20	30	(R3) 32%	40
	Terraces/Townhouses	20	30	(R3) 32%	40
	Dual Occupancies	15	25	(R2) 36%	40

Canopy target comparison



Example aerial showing Ku-ring-gai existing tree canopy cover and example likely reduction of tree canopy cover under proposed low and mid-rise housing SEPP.

Given that the smaller canopy % targets relate to smaller property sizes, this area may not even provide enough space to support the large, significant trees required to provide amenity and liveability benefits to urbanised areas. The EIE documentation Also does not indicate that protection and retention of existing mature trees and vegetation will be a requirement, or key consideration under the SEPP.

Assuming that Tree retention will be treated as an environmental control that only apply “*to the extent they are not inconsistent with these provisions*”, there is potential for a significant loss of canopy. For example, complete take-up of dual occupancy development in the R2 land has the potential to result in a 40% reduction in canopy area across the zone, which currently represents 27% of Ku-ring-gai’s canopy.

Based on canopy mapping from 2022, the potential loss of trees resulting from the Low and Mid-Rise Housing proposal can be estimated at

- 100% redevelopment of R2 zone will result in loss of up to 32,000 trees
- 50% redevelopment of R2 zone will result in loss of up to 16,000 trees
- 25% redevelopment of R2 zone will result in loss of up to 8,000 trees

Urban heat

The perils of urban heat are evident, with average temperatures in large cities 1 °C to 3 °C higher than in rural areas, leading to various impacts on human health, economic productivity, the environment, and critical infrastructure. Australia, for instance, has experienced more deaths from major heatwaves since 1890 than from combined natural disasters like bushfires, cyclones, earthquakes, floods, and severe storms. The 'urban heat island' effect, exacerbated by sealed surfaces and a lack of green infrastructure, intensifies the heat in urban areas. Urban heat islands contribute to the severity of climate change effects, making higher temperatures and extreme weather events more challenging to manage.

Inappropriate development compounds the urban heat island effect as impervious surfaces replace natural vegetation, hindering heat absorption and dissipation. This phenomenon not only creates discomfort and health risks, especially for vulnerable populations, but also strains urban infrastructure. Mitigating urban heat from inappropriate development requires a comprehensive approach, including sustainable urban planning strategies, prioritisation and maintenance of tree canopies, and promoting green infrastructure like parks and tree-lined streets and ensuring deep soil capable of supporting mature trees is a requirement within private development.

The preservation of tree canopies becomes a crucial aspect of reducing the urban heat island effect by providing shade, enhancing evaporative cooling, and fostering natural cooling processes. The low-mid-rise housing SEPP information raises concerns of an increasing urban heat island effect and a reduction of the mitigating factors.

Community engagement and education are crucial for fostering sustainable development practices and preserving green spaces. Addressing the root causes of inappropriate development through nature-based solutions can lead to a more resilient and sustainable urban environment, ultimately minimizing the adverse impacts of urban heat. Again, the one-size-fits all approach proposed through the SEPP overrides well thought out and appropriate local controls and considerations and risks exacerbating negative impacts on liveability and biodiversity.

Lack of ESD principles and inconsistency with State Acts

Ecologically Sustainable Development (ESD) is a goal that requires environmental protection to be taken into consideration effectively when making development decisions. Four recognised principles inform that process.

- Principle 1.** The precautionary principle.
- Principle 2.** The principle of inter-generational equity, which incorporates the notion of intra-generational equity.
- Principle 3.** The principle of conservation of biological diversity and ecological integrity.
- Principle 4.** The principle of improved valuation, pricing and incentive mechanisms, which emphasises the internalisation of environmental costs.

The information provided in the EIE indicates that the proposed SEPP does not adhere to the principles of ESD.

The EIE appears to place increased housing density above other considerations including canopy retention, biodiversity conservation, infrastructure and storm water capacity, heritage, liveability and sustainability. This is inconsistent with government policies and strategies. For example, the Environmental Planning and Assessment Act (1979) lists as an objective, “to encourage ESD”. It therefore follows that any planning instrument developed under the EP&A Act should be founded on the principles of ESD.

The proposed low-mid-rise housing SEPP is inconsistent with state Acts, including:

- **Biodiversity Conservation Act 2016**

Part 1, 1.3

- (a) to conserve biodiversity at bioregional and State scales, and*
- (b) to maintain the diversity and quality of ecosystems and enhance their capacity to adapt to change and provide for the needs of future generations, and*

- **Water Management Act 2000**

Chapter 1, 3

- (a) to apply the principles of ecologically sustainable development, and*
- (b) to protect, enhance and restore water sources, their associated ecosystems, ecological processes and biological diversity and their water quality, and*

- **Environmental Planning & Assessment Act 1979** objectives: noting that the proposed SEPPs have been developed in response to objectives 1.3(c) and (d), it is not clear how the proposed SEPPs align with the Act *Part 1, 1.3*
 - (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State’s natural and other resources,*
 - (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment*
 - (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats*

Loss of biodiversity and tree canopy

Within the areas targeted for increased development there are some high value, mature trees with significant canopy, many of which represent remnant stands of Blue Gum High Forest and Sydney Turpentine Ironbark Forest Critically Endangered Ecological Communities under both state and federal legislation. Any future increase in development density should be implemented in a way which allows for retention of significant mature trees.

Currently, these trees significantly contribute to the skyline and character of Ku-ring-gai. These trees are important as habitat stepping-stones for many animals which use the urban areas, feeding resources for nomadic blossom feeders like parrots and Grey-headed Flying-Fox, numerous invertebrates and other

species. Removing these trees from the urban areas will reduce habitat and prevent many species from moving across the landscape, relegating them to isolated patches of remnant bushland.

Much of the land identified for increased development zones is identified along the ridgetops, these trees provide the connectivity between more vegetated zones on the east, west and north. Losing these trees could impact the mobility of species and gene flow, significantly adding to issues of fragmentation and isolation of populations of plants and animals.

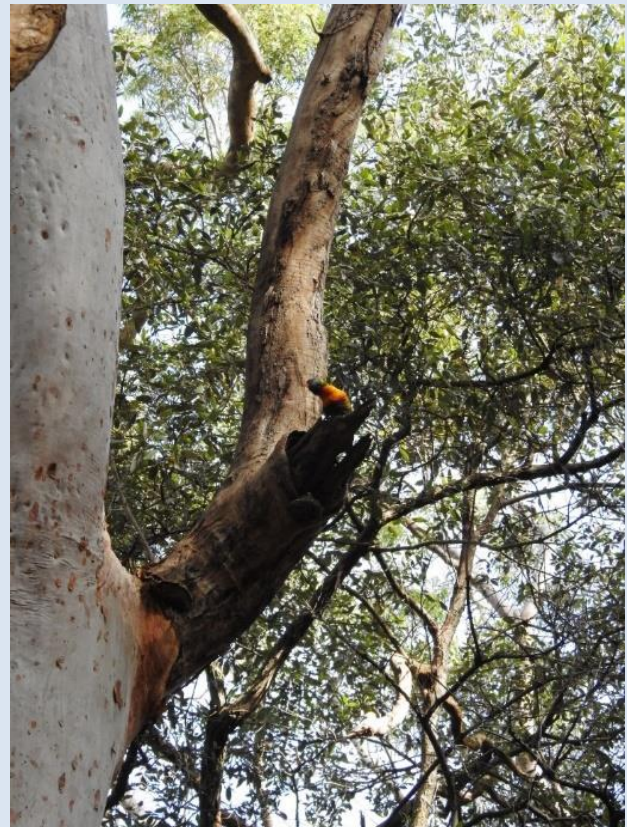
Very old/ Mature large trees are not able to be replaced within a human lifespan and as such, retention should be prioritised over replanting. If development fails to protect these trees they will be gone for good, and the animals, plants and community will be worse off.



Swamp wallaby seen in urban area of Ku-ring-gai



Powerful Owls are listed as Vulnerable in NSW and utilise the large old trees throughout the Local Government Area



Rainbow Lorikeets and other birds use hollow in old growth trees within THE Urban areas.

By undertaking such a significant change in zoning permissibility, including non-refusal standards that override environmental controls across such a large area, this SEPP (in combination with the TOD SEPP) has essentially created a situation where the ultimate environmental impacts (particularly impacts on biodiversity) are not assessed.

Large re-zoning projects often undergo a comprehensive planning or master-planning process, including land bio-certification in order to ensure the cumulative impacts of a larger development over time are well measured and considered. Application of wholesale zoning changes without the ability to enforce local environmental controls will result in the significant loss of biodiversity through the cumulative smaller losses in the area over time. One Blue gum on its own may not be a significant loss to the CEEC in the area, however losing 40% is a serious and irreversible impact. This proposed SEPP does not allow for this cumulative loss to be quantified, avoided, mitigated or offset.

Impacts on liveability

Council's Urban Forest and Water Sensitive City policies both emphasise the importance of liveability and the benefits that natural biodiversity and environmental assets provide. These should inform any reform to enable provision of a high standard of liveability through the proposed development. Often where controls are ignored, developments do not reach liveability expectations, for example, damp and mould have been issues in ground floor apartments where riparian land setbacks are not adhered to.

Water management

No information on potential impacts to water management systems nor has an assessment of water supply and sewerage system capacity been provided. The sewerage system in Ku-ring-gai experiences frequent overflows, particularly along the waterways in our natural areas and national parks during wet events, and such a significant increase in population will add further pressure to the system.

Much of the KRG LGA has stormwater capacity limitations that cannot be addressed through the application of on-site detention measures (OSD) alone. Detailed Assessment of stormwater infrastructure condition and upgrade requirements need to be determined before wide-spread development is allowed.

The ridge top development nature of the areas targeted means that the runoff will also impact downstream environments, particularly the waterways within the surrounding National Parks. Garigal and Lane Cove National Parks are both downstream of these areas and only best practice water quality and flow management will protect these receiving environments from the proposed development.

In addition, the steep topography in many areas of Ku-ring-gai make it difficult to establish gravity-fed stormwater discharge to the council drainage system. Dual occupancies should not be considered in areas where charged systems, infiltration or dispersal are required as this can cause significant issues for the safe management of stormwater on a site.

Council's Water Sensitive City Policy and Strategy outlines clear aims and objectives for water management including to Integrate water infrastructure within the urban landscape to enhance the liveability of Ku-ring-gai, including stormwater treatment, flood risk management, heat mitigation, ecological health, microclimate and landscape amenity. In order for these new development standards to meet these adopted expectations, it is essential that they incorporate best practice management and adhere to all of Council's planning controls for riparian land and water management.

Understanding the extent and scope of stormwater management upgrades required in response to the will also significantly impact on the contributions plans and may conflict with other required infrastructure improvements.

Stormwater and sewage infrastructure

There is a total length of 294 km of stormwater drainage pipes within the LGA within the road reserves, council land, and private land via council drainage easements. The stormwater network is on average approximately 60-70 years old. In addition to the Council controlled network there are additional private drainage systems through inter-allotment drainage easements, where responsibility of these assets lies with the private owner/s.

Approximately 69% of the network rated as "poor" to "satisfactory" condition, or approximately 87% of the network rated as "failed" to "satisfactory" condition.

The network in its current state is significantly under capacity when compared to current design standards, resulting in a number of flooding locations across the LGA reported by resident complaints and identified through the results of catchment studies undertaken over the last few years. Council's existing drainage system was designed to accommodate a 1 in 5-year rain event, whereas the current design standard recommended by the NSW State Government is the more intense rain fall event of 1 in 20 years.

The Flood Studies undertaken for Ku-ring-gai indicate that our stormwater network is at or close to capacity in many locations around the LGA. Adding further development increases pressure on our stormwater network where impervious surfaces such as roofs and concrete increase run-off. without appropriate planning and investment, this has the potential to overload the stormwater network.

With regards to sewer, Council records indicate the system was installed by MWSDB (now Sydney Water) circa 1930's. Records also show Sydney Water have self-reported 50 sewer leaks since Jan 1, 2023.

No information has been provided on the impacts that the potential development under the SEPP will have on wastewater system capacity.

The capacity issues have not been considered by the SEPP, nor best practice stormwater flow and water quality controls to protect downstream environments.

9. NATURAL HAZARDS

- No consideration on how flood impacts will be considered in areas that have not yet been mapped.
- Site based flood studies will not enable assessment of the potential cumulative impacts over time.
- No acknowledgement of bushfire prone land as potential constraint or how it has been considered.
- The proposal will result in significant increases in residential density within areas identified as Bushfire Evacuation Risk.

Flooding

Ku-ring-gai's hydrological grid includes 220km of creeks with three catchments and twenty eight sub catchments. Increased population and subsequent intensification of development has placed pressure on these water ways and the flood prone land.

Ku-ring-gai is still in the process of completing flood studies and identifying areas of overland flow. Flood mapping data is not yet available for all parts of LGA (noting flood studies are currently being undertaken for the Lane Cove Catchments south of the Pacific Highway).

The EIE notes consideration of known flooding areas, however it does not outline how flood impacts will be considered in areas that have not yet been thoroughly mapped. Site based flood studies can be undertaken in many instances, however this will not enable assessment of the potential cumulative impacts over time.

Bushfire

SEPP proposals do not address Bushfire Prone Land (BFPL) mapping; BFPL is present in Roseville TOD area – the areas mapped with BFPL or BFPL buffer should be excluded from TODSEPP.

Ku-ring-gai currently has areas identified with restricted evacuation, increase of development in the LGA will impact on evacuation from these vulnerable areas.

BFPL Buffer mapping only extends 100m from the Bushland edge. However, asset losses during events are known to occur up to 400m away.

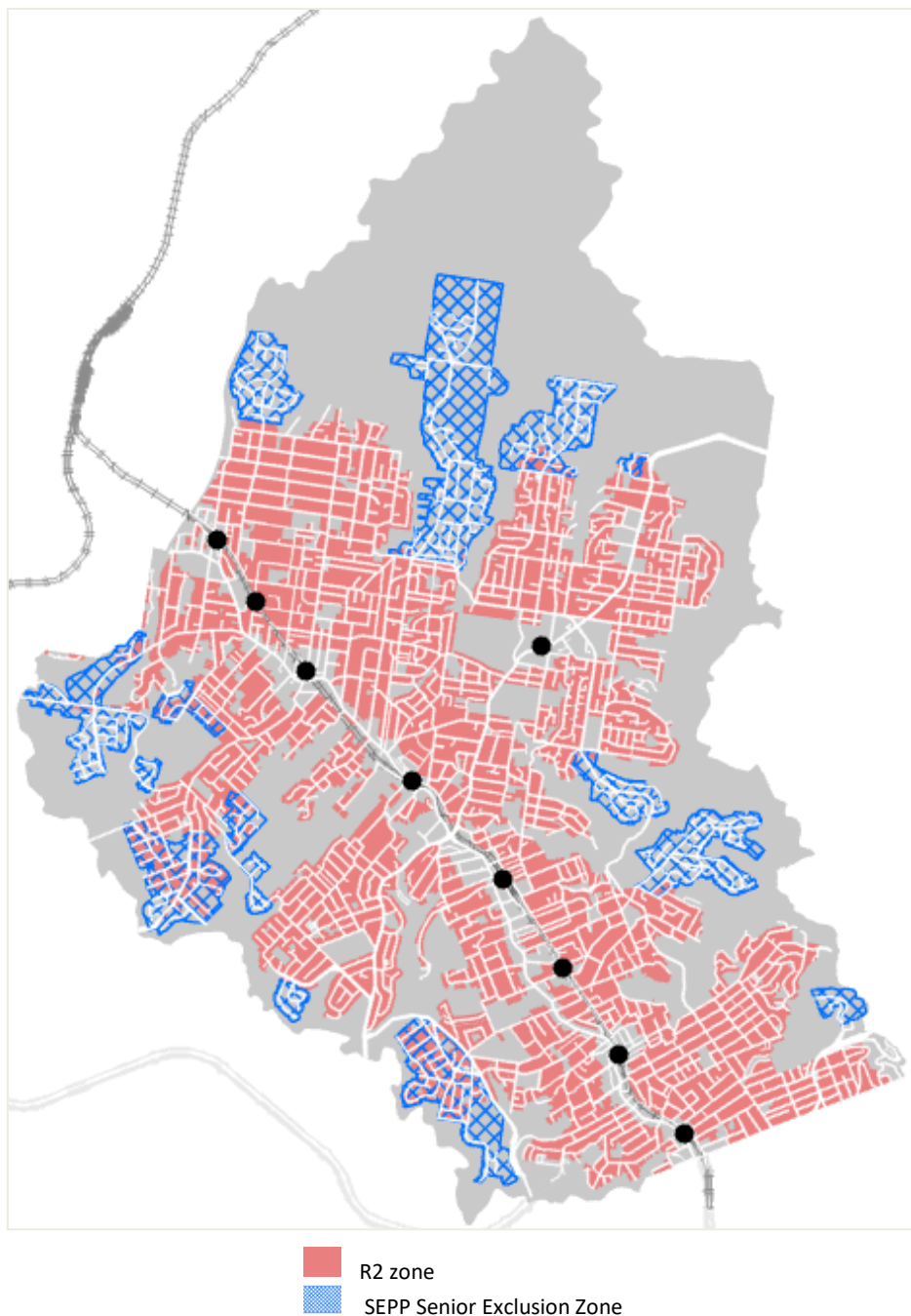
Dual occupancy and bushfire risk

Development has occurred in a number of areas where the local community is surrounded by extensive areas of bushfire prone vegetation, with inadequate road networks to enable safe evacuation. Pressure to increase development in these areas has led to increasing evacuation risks for residents. The evacuation risk in these areas is recognised on the Bushfire Evacuation Risk Map which forms part of the Bushfire Prone Land Map.

Ku-ring-gai Council currently has 15 areas identified as bushfire evacuation risk areas, and intensification of development under the *SEPP Housing 2021 (Housing for Seniors and People with a Disability)* is prohibited in these areas. **Clause 80 Land to which Part does not apply** of the *Housing SEPP 2021* outlines that (1) *This Part does not apply to the following land: (b) land described in Schedule 3.* Schedule 3 sets out what is considered “Environmentally Sensitive Land”, and includes “*Land Shown Cross Hatched on the Bushfire Evacuation Risk Map*”.

Additionally the evacuation risk in these areas was recognised within the former *SEPP 53 – Metropolitan Residential Development*, which prohibited dual occupancy development from within these areas.

There are large areas within Ku-ring-gai which are both zoned R2 Low Density Residential and identified as areas of evacuation risk. The proposal to permit dual occupancies in all R2 Low Density Residential zones across NSW will mean that these areas within Ku-ring-gai will see significant increases in residential density which is inappropriate, noting that there is already inadequate road networks to enable safe evacuation of the existing community.



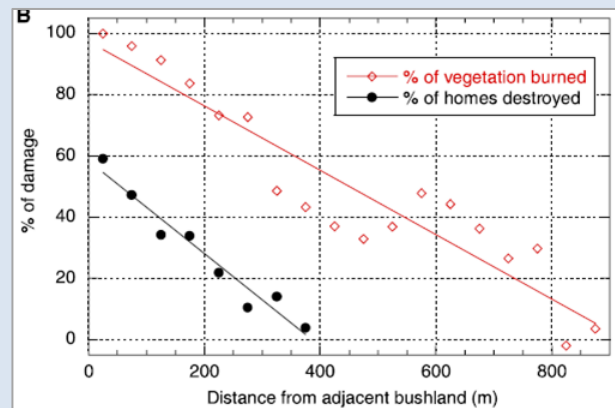
Areas of Low Density Residential and Bushfire Evacuation Risk

Whilst the bushfire prone land map shows land that is within the flame zone and buffer areas, there is increasing data on how many fires are started outside the mapped area due to embers being carried on windy days. Ku-ring-gai has significant vegetation outside the fringe mapped areas that are susceptible to ember attack and therefore housing close to these areas must consider risks to people and their property.

Chen, K and McAneney, J (2004)

Quantifying bushfire penetration into urban areas in Australia, *Geophysical Research Letters*, VOL. 31

- Over 30% of homes lost to ember attack within 2000m of bush edge
- Chen’s research ‘ember attack’ penetration distance is accepted and quantifiable.
- This means ember attack could be anywhere in many parts of Ku-ring-gai.



Bushfire risk is a key consideration for the Ku-ring-gai LGA. Surrounded by three national parks, Ku-ring-gai Council currently has around 100km of residential land interfacing with areas of recognised bushfire hazard. Around 38% of Ku-ring-gai properties are within the Bushfire prone land and buffer areas, much of this zoned is zoned R2 and at risk of further development through the proposed dual occupancy provisions.

The EIE document does not even acknowledge bushfire prone land as a potential consideration. Presumably it is assumed that dual occupancy developments can address risk through application of building standards, as outlined in Planning for Bushfire Protection 2019 (PBP). However, the first principle listed in section 1.2 of Planning for Bushfire Protection is to “control the types of development permissible in bush fire prone areas”. Wholesale permissibility of dual occupancies across all R2 land across NSW ignores this key principle of PBP. Even if the other principles can be applied, there is potential that this SEPP will remove the ability of all Council’s to have effective control over the types of development in bushfire prone areas.

Serious impacts resulting from uncontrolled dual occupancy development in bushfire prone areas include:

- Increase in population leading to congestion of evacuation routes during a catastrophic event, potentially endangering lives and restricting firefighter and emergency worker access.
 - This not only applies to areas mapped as bushfire prone land or buffer. This issue also impacts residents who live in isolated pockets where access is potentially impacted during an event. Ku-ring-gai has identified and mapped ‘exclusion areas’ for the purpose of seniors housing, based on specifically identified evacuation risk. This SEPP should also recognise the potentially serious impacts on these vulnerable areas.
- Increase of population density along the bushland interface that will:
 - Add further pressures to firefighters during an event, including impact on water supply and fire hydrant pressure; and

- Increase the pressure on providing Asset Protection Zones (APZ) in land reserved for biodiversity protection, such as bushland reserves and National Parks. This is particularly relevant noting the non-refusal standards outlined in the EIE may not allow for enough site area to provide an appropriate APZ on the lot.

Bushfire Prone Land Buffer mapping only extends 100m from the Bushland edge. However, asset losses during events are known to occur up to 400m away, primarily due to ember attack. Ku-ring-gai Council has detailed modelling available that could help identify areas of significant risk to help inform application of these controls, however this would need to be considered through a comprehensive planning process.

Climate Change is predicted to intensify impacts and frequency of extreme weather events. There appears to be no consideration of how climate change will impact communities already dealing with vulnerability to extreme weather events such as fire.

Slope

No consideration has been made regarding local topography, soil types and geology. Some areas are particularly susceptible to land slip and the SEPP should ensure that sensitive areas are appropriately considered.

10. HERITAGE

- The proposal will result in widespread, irreversible and unavoidable impact to heritage conservation areas and heritage items.
- The proposal has a disproportionate impact on Ku-ring-gai's heritage by placing the highest density on land containing the largest concentration of significant historic development.
- 40% of land proposed for highest density redevelopment within 800 metres of stations and town centres is listed as a heritage conservation area or a heritage item.
- The two proposals for 'transport-oriented development' and 'low and mid-rise housing' together endanger more than 4,000 heritage properties (items and sites within HCAs).
- The proposed increased density will irreversibly degrade the heritage significance of both the heritage items and heritage conservation areas because of the disparity to the existing low-scale historic built form and proposed removal of Council's capacity to refuse detracting development.
- Lacking any requirements to retain heritage significance, fabric or setting, the proposed increased density will instead incentivise partial or complete demolition of heritage buildings, over-scaled infill development and loss of garden settings.
- The existing planning system has appropriate capacity to assess additional density and changes for their impact on heritage significance through either a planning proposal or development application.
- Further investigation is required to find alternative locations for increased density with less heritage or environmental impacts.

Heritage Impact

Ku-ring-gai's heritage is distinguished by the uncommon consistency, quality and integrity of its primarily twentieth-century residential development. Ku-ring-gai's conservation areas and heritage items are characterised by largely intact single and two-storey houses from the Federation and inter-war periods, mature garden settings and original subdivision patterns. Many listed buildings are architect-designed. These historic buildings, sites and areas represent the historical development of Ku-ring-gai and its suburbs that followed the train line at a time when residential proclamations restricted other uses and land covenants commonly required high quality construction, well ahead of contemporary town planning or zoning.

The NSW Government is proposing widespread planning changes to increase housing in Ku-ring-gai and more broadly through the state. These are in two proposals for 'transport oriented development' (TOD) and 'low and mid-rise housing', currently on NSW Government exhibition for Council-only or community comment.

These two NSW proposals for increased housing density have serious implications for the conservation of heritage in Ku-ring-gai, outlined below.

Direct heritage impact

The largest proposed increase in both building density and height is near train stations and local centres. This is where Ku-ring-gai's conservation areas and most significant historic development is concentrated. The distribution of the proposed density increase in relation to the heritage conservation areas and heritage items concentrated along the train line is shown in the map over the page.

This NSW proposal directly impacts the future conservation of all of Ku-ring-gai's 46 conservation areas and nearly 900 heritage items. The impact is two-fold by increasing densities that exceed existing built form, and removing Council's capacity to refuse development that detracts from the heritage significance of listed buildings and their setting.

The impact is in three tiers of proposed increased density across the council area. In areas currently zoned primarily for low density residential, the proposal is to permit: dual occupancies (locations shaded pale blue in following map), 2-3 storey terraces, townhouses and manor house developments (locations shaded blue in following map) and 6-7 storey apartments or 9 storeys with bonuses (locations shaded yellow in following map). Ku-ring-gai's listed heritage buildings in all these affected areas are primarily single one or two-storey residences with established garden settings.



Typical historic built form and gardens in the affected heritage conservation areas.

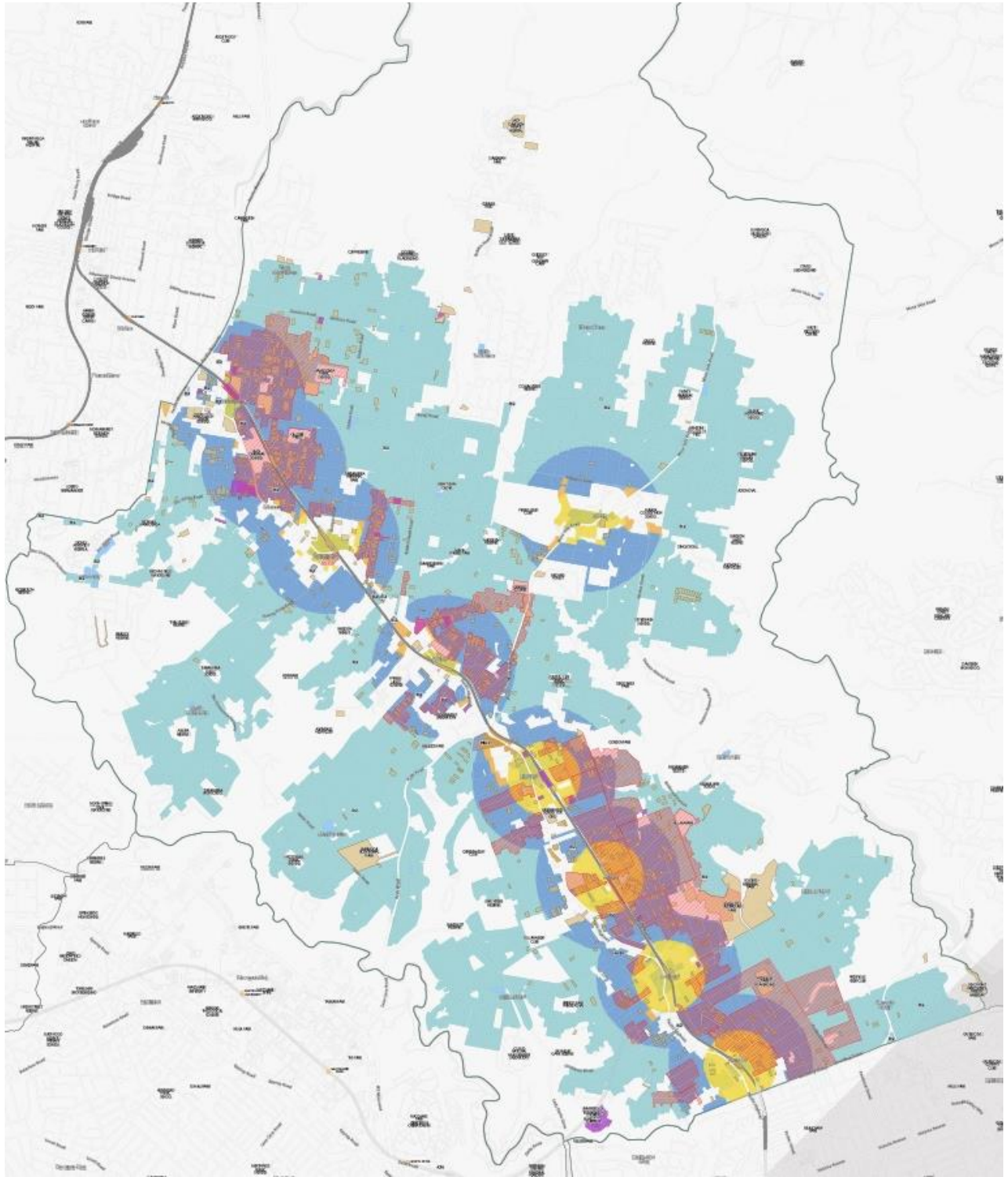
Scale of heritage impact

The two NSW proposals for 'transport-oriented development' and 'low and mid-rise housing' together endanger **more than 4,000 properties** in the Ku-ring-gai local area listed as a heritage item or within a heritage conservation area. This includes nearly 900 properties listed as heritage items. The term 'properties' here are counted land parcels.

More than 3,000 listed properties are within the proposed highest density around the eight stations and St Ives centre, including more than 650 listed as heritage items.

The proposal will have an excessive impact on heritage listed sites within Ku-ring-gai, including heritage conservation areas and heritage items. **40% of land proposed for highest density redevelopment near stations and local centres is listed** as a heritage conservation area or a heritage item.

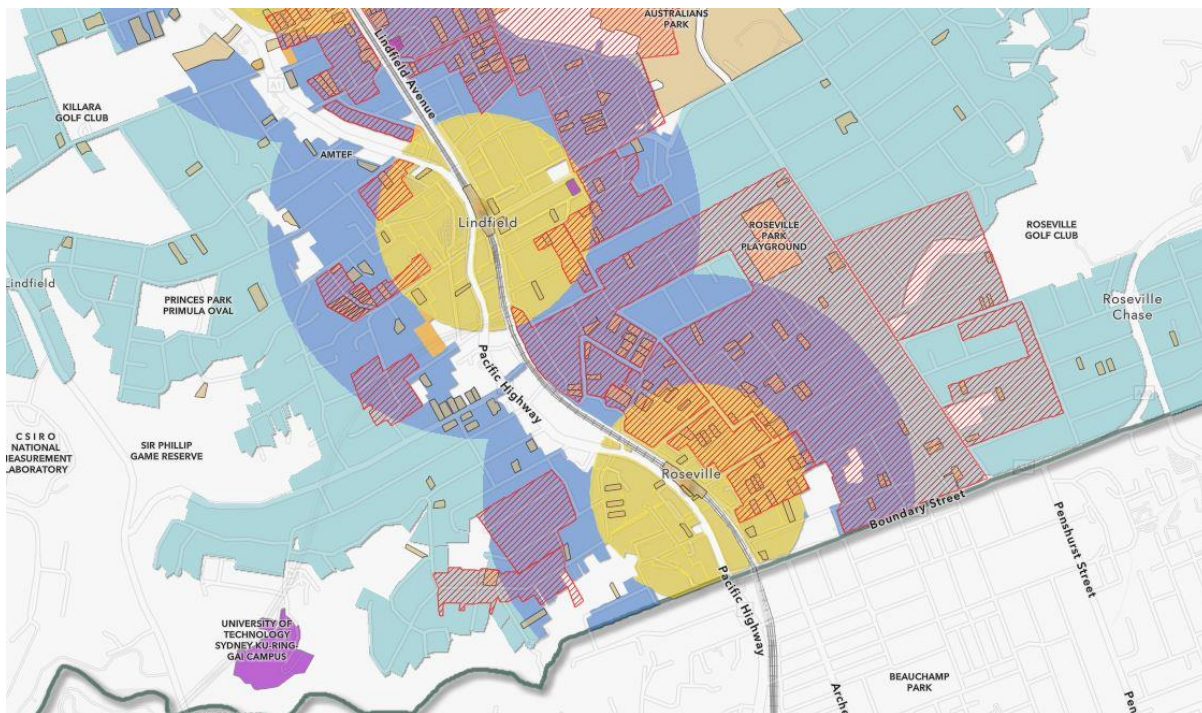
The proportion of impacted sites that is heritage listed is as high as 70% for the 800 metre radius around Killara station, where 6-7 storey apartments and 3 storey terraces, townhouses and manor house developments are proposed. For Wahroonga, 65% of the land within the 800 metre station radius is heritage listed. The proportion of listed land is shown in the detail maps below. Note the following maps are indicative only, based on Council's best possible interpretation of the Government's supplied information.



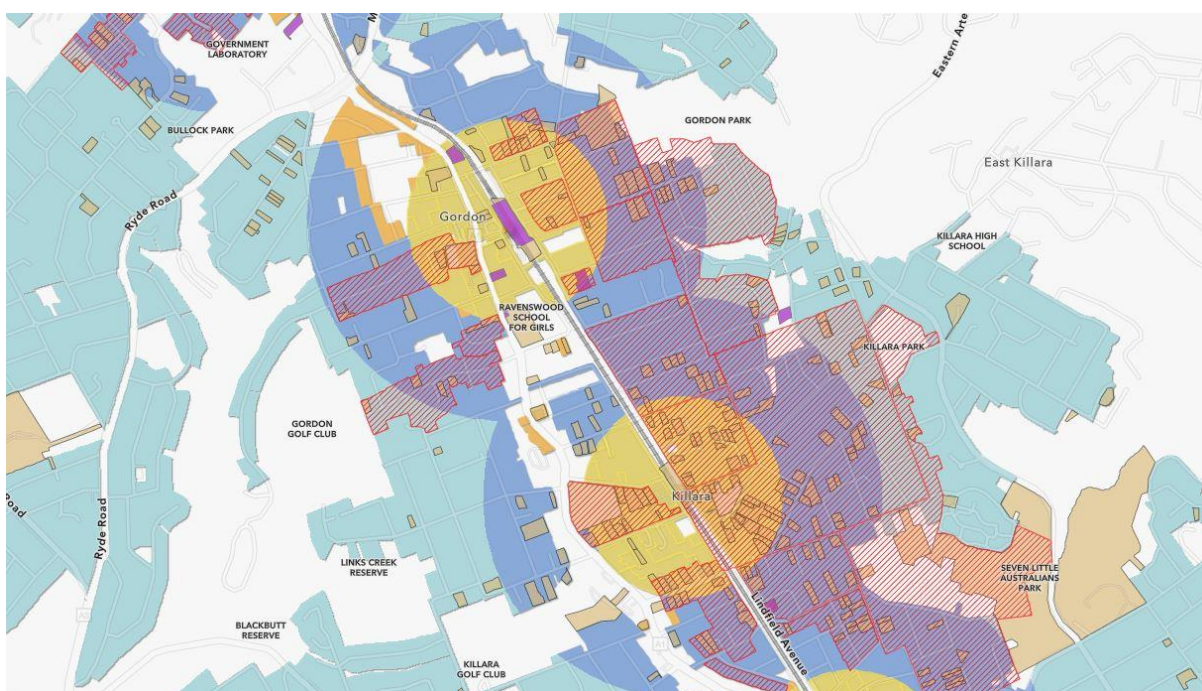
- HCA - Heritage Conservation Areas
- State Heritage Register Item (NSW SEED)
- Item - General

Selection layer [circle] - Development Type

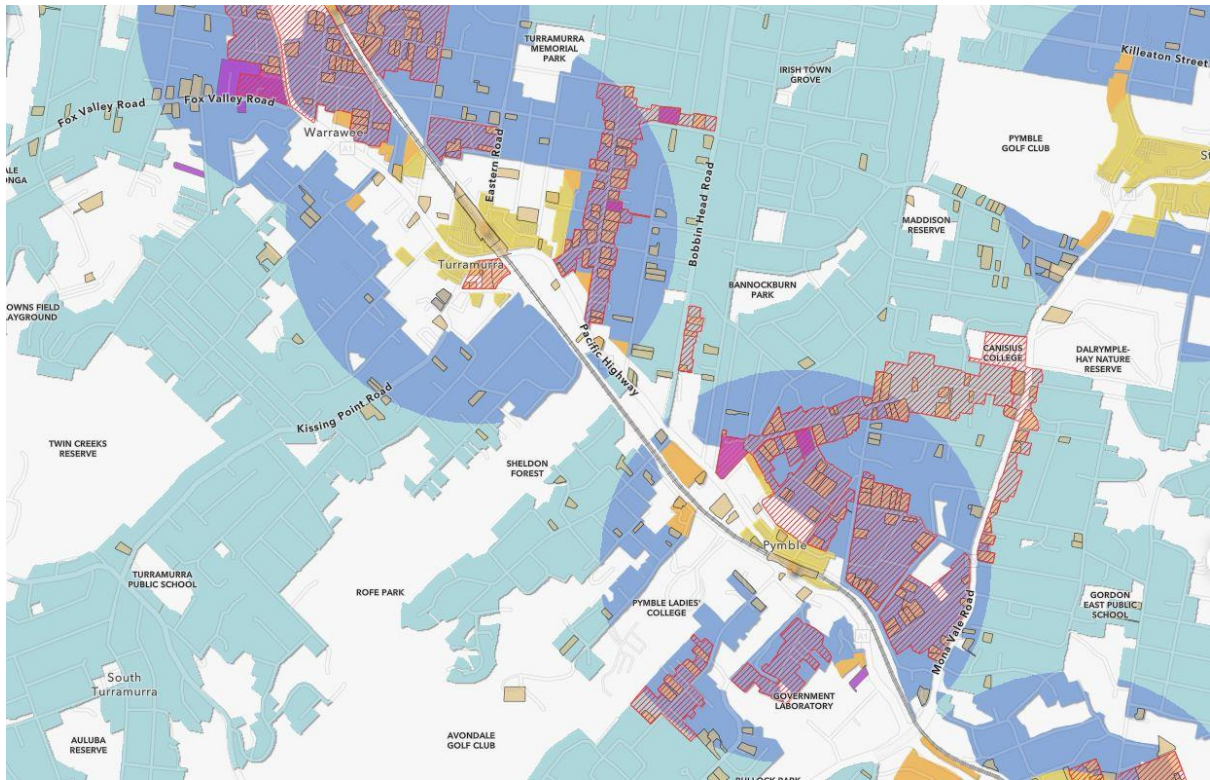
- Residential apartments and shop top housing up to 21m high (approx 6 to 7 storeys) and floor space ratio 3:1
- Residential apartments and shop top housing up to 16m high (approx 4 to 5 storeys) and floor space ratio 2:1
- Multi dwelling housing (terraces and townhouses) up to 9.5m high at floor space ratio 0.7:1, plus manor houses up to 9.5m high and floor space ratio 0.8:1
- Dual Occupancy up to 9.5m high and floor space ratio 0.65:1 (minimum site area 450 sqm)



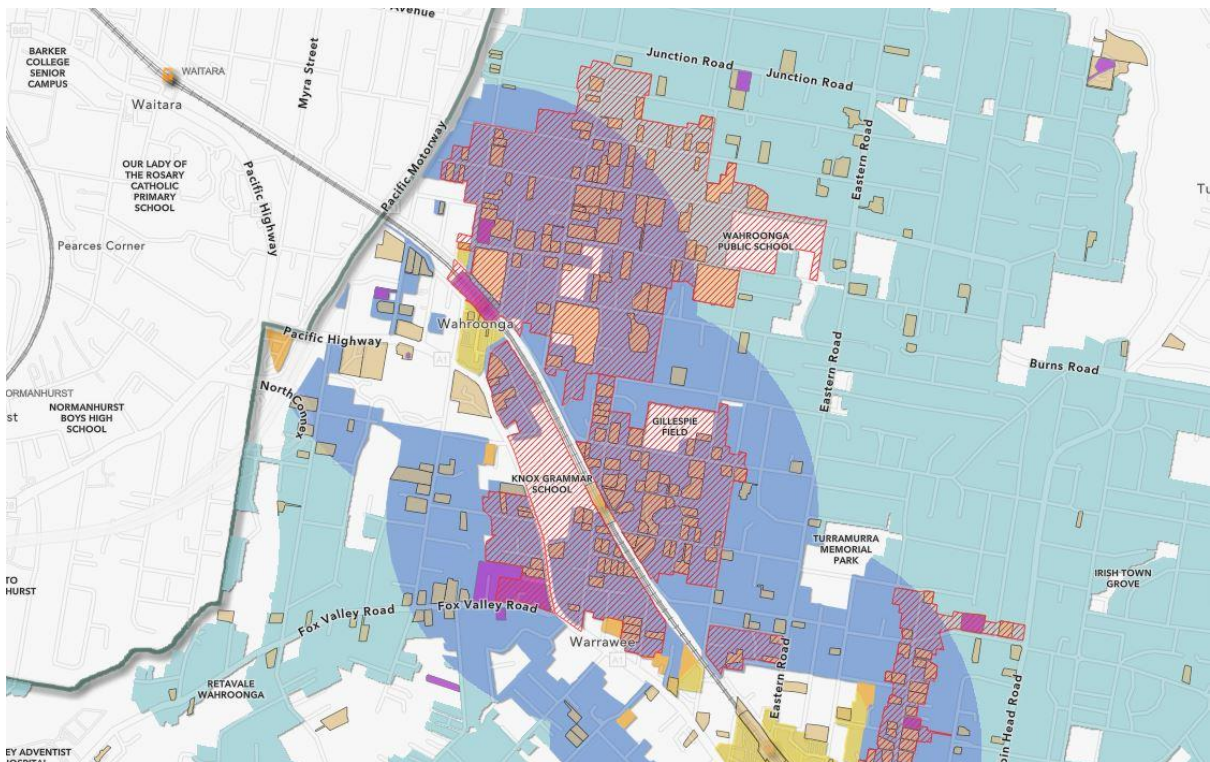
Roseville and Lindfield stations and some surrounding affected R2 land



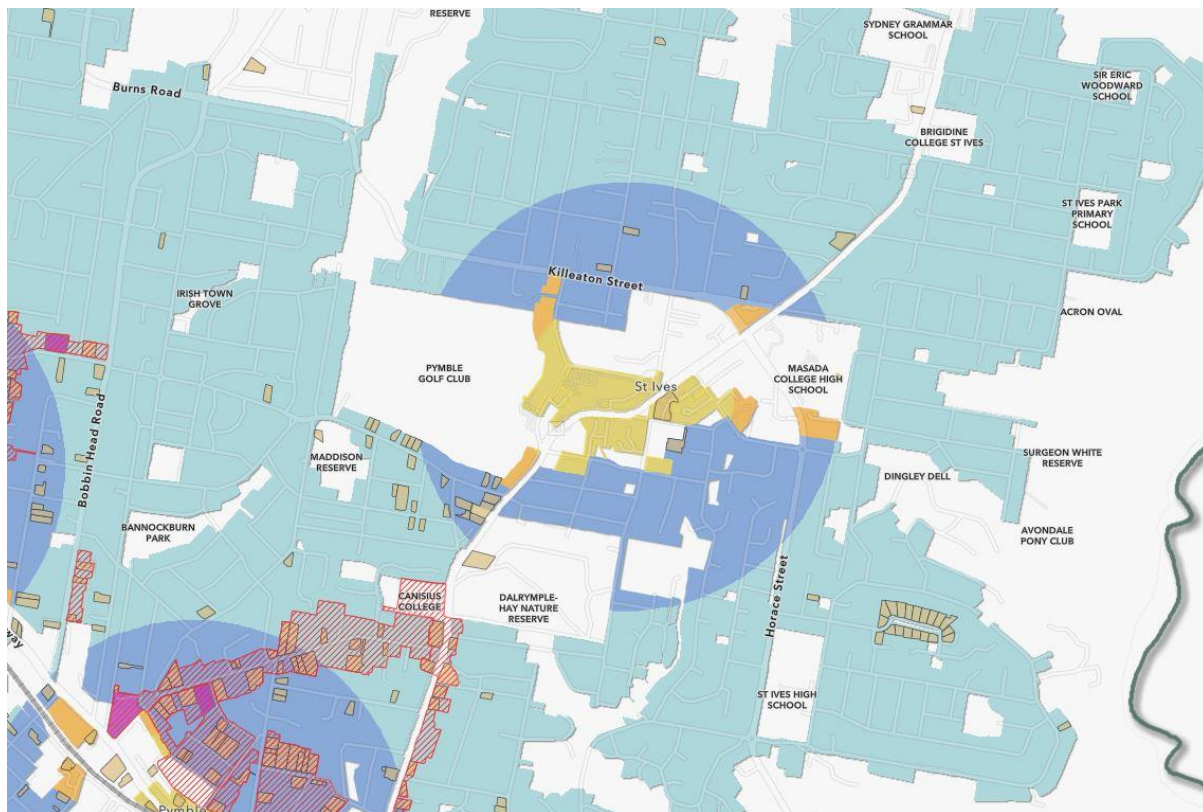
Killara and Gordon stations and some surrounding affected R2 land



Pymble and Turramurra stations and some surrounding affected R2 land



Warravee and Wahoonga stations and some surrounding affected R2 land



St Ives and some surrounding affected R2 land

Planning Considerations

Undermining orderly planning

Housing supply is not the only purpose of planning. Conserving heritage is also important to the community. Since contemporary town planning began with NSW laws in the 1970s, as a result of community unrest and 'green bans', the fundamental purpose of town planning has been to provide for orderly development and community certainty. This is achieved by strategic planning that considers and balances all community needs of development for the environment, society and economy.

Costly development

A Government decision that one community interest (housing) is more important than another (heritage) does not eliminate the community need to protect heritage. A Government decision to dismiss heritage does this remove legal and planning systems in place to manage heritage.

The proposed increase in housing density (FSR, heights, dwelling numbers and reduced minimum lot sizes) is far in excess of existing significant built form. This will embed a contradiction in the planning instruments between permissible housing density and heritage conservation. Rather than delivering more housing, this risks increased community conflict, NSW Land & Environment court cases, and associated delay and cost for housing supply.

Removing community certainty

Owners and residents in listed heritage areas and sites have a reasonable expectation that the heritage values will be maintained through new and adjoining development, as provided for in existing planning

instrument controls for heritage items, conservation areas, development in the vicinity of heritage items and conservation areas, zoning and development standards.

The proposal includes no measures to maintain this certainty of appropriate conservation. It provides no evaluation of the impact of the increased density on the heritage significance of these areas and sites. This is inconsistent with the NSW government's local planning direction for heritage conservation and the heritage objectives of standard planning instruments across NSW.

No local consideration

Heritage impacts of this proposal are heightened in Ku-ring-gai, compared to inner city or less established residential areas, because of the distinctive consistency, location and low scale of its heritage areas and items as a result of its historic pattern of development. Ku-ring-gai's early development is concentrated along the railway line and primarily single storey houses in garden settings.



Burns Road, Wahroonga, Wahroonga conservation area proposed for 2-3 storey terraces, townhouses and manor house development. (Image source: Google)



Warrawee Avenue, Warrawee, Wahroonga conservation area, proposed for 2-3 storey terraces, townhouses and manor house development. (Image source: Google)



Ku-ring-gai Avenue, Turramurra, Ku-ring-gai Avenue conservation area, proposed for 2-3 storey terraces, townhouses and manor house development. (Image source: Google)



Telegraph Road, Pymble, Telegraph Road conservation area, proposed for 2-3 storey terraces, townhouses and manor house development. (Image source: Google)

Inappropriate controls

The proposed 'one-size-fits all' development standards across Sydney do not recognise differences in local physical constraints of street patterns (such as no rear lanes for car access for terrace development) and land parcel size that will produce greater impacts in areas like Ku-ring-gai.

Distance from a station or local centre is a narrow and inadequate basis for increasing housing density in established areas with major impacts as a result, particularly in areas like Ku-ring-gai with a distinctive and protected heritage in these locations.

Blanket increased density is not appropriate for heritage

The proposal is for the same density for heritage listed and unlisted sites despite different site constraints and conservation requirements.

Increased density or adaptive reuse in a sensitive heritage conservation area or item requires a site specific design response and considered merit assessment. A merit development assessment for heritage needs to demonstrate that the proposal will retain the heritage significance of the affected item or area, in terms of fabric, setting and views. This has not been provided in the current NSW government proposal.

The proposed blanket increase in density eliminates capacity to properly evaluate and mitigate heritage impacts before this impact is irreversible.

Rather than a blanket increase as proposed, the existing site-specific planning proposal exercise is the appropriate mechanism for sensitive increases in density in heritage conservation areas and heritage items.

Irreversible heritage loss

The proposal will incentivise partial or complete demolition of heritage buildings, over-scaled infill development and loss of garden settings though the disparity between existing and permitted density and inability to refuse detracting development. Once existing building fabric is demolished or a setting is degraded with over-scaled infill development, this impact on heritage significance is irreversible.

Case law in the NSW Land and Environment Court has established that the appeal process will permit a heritage impact, such as demolition or degraded setting if the proposal is within the maximum density set by planning controls. This assumes that relevant environmental issues have been taken into account in forming these controls, which has not been demonstrated in the current proposal.

Endangering unlisted heritage

The proposed increased development potential will impact on the capacity to heritage list and conserve further places of justified heritage significance. Not all significant sites are already heritage listed. Sites worthy of listing is a matter under regular review through heritage studies and the like because community understanding and values will change over time.

Absent heritage protection

The proposal contains no requirement to protect the fabric and garden setting of listed heritage conservation areas and heritage items. While sympathetic adaptive reuse of a listed building can be achieved, the proposed substantial increase in density without any conservation requirements makes no provision for this outcome. The removal of council's capacity to refuse unsympathetic development will instead invalidate current incentives and guidance for sympathetic adaptations and conservation in the environmental planning instrument and development control plan.

Detracting development

The proposal appears to assume that facadism or over-scaled infill development is appropriate conservation for listed heritage items and conservation areas. This will have an irreversible impact on the heritage significance of conservation areas through loss of both fabric and setting. This outcome does not satisfy the standard planning instruments objectives to conserve heritage significance of conservation areas, heritage items and adjoining sites (in the vicinity) specifically in relation to fabric, setting and views.

Devaluing conservation areas

The proposal implies that conservation areas have less value than heritage items and therefore do not warrant the same degree of conservation. However the planning protection and systems for both types of

heritage listing are the same externally where they seek to retain the heritage significance for which the areas and items are listed.

Conservation areas have collective value as cohesive precincts, not less heritage value than a heritage item. Heritage item and conservation area listings together manage change to buildings, sites and cohesive areas as a whole because these embody their heritage significance as living local history and place-makers, not just facades or fragments.

Where conservation areas are significant for their cohesive history, form, subdivision pattern and low scale, as found in Ku-ring-gai, these areas arguably have less capacity than some heritage item sites to accommodate more density without unreasonable loss of significance.



Above: Illustrations of the typical significant built form and gardens in the affected heritage conservation areas

Degrading the significance of conservation areas and heritage items

As an example of the heritage impact of the proposed 6-7 storey apartments at 21 metres height within Ku-ring-gai's listed heritage conservation areas and heritage items, the following illustrates the scale of a typical listed street at Locksley Street, Killara, as currently and proposed.



Existing street view of a typical heritage conservation area in Ku-ring-gai at Locksley Avenue, Killara. (Image source: Google)



Reference example of built form resulting from proposed building height and lesser floor space ratio less than proposed (21 metre height, 2.75:1 floor space ratio). (Image source: Google)

Locksley Avenue forms part of two contiguous conservation areas in Killara for Lynwood Avenue and Springdale Heritage Conservation Area. These areas are identified as significant as evidence of Killara's early layout and subdivision, for its highly significant buildings, gardens, mature trees on private property and street planting. The area demonstrates a high degree of intact and cohesive early twentieth century

development of mostly Federation and inter-war houses, many of which were architecturally designed. This street also includes individually listed heritage items of a consistent period and scale.

The proposed 6-7 storey or 21 metre building height (increased to 9 storeys with bonus, not shown), 3:1 floor space ratio and density of the proposed apartments would not retain these significant built and natural features for which the areas are significant. Even if existing buildings are retained with new infill development, the proposed scale and density of these buildings would dominate and degrade the garden setting, integrity and consistency of these heritage conservation areas.

Heritage listing is pro-conservation and appropriate development

The underlying assumption that heritage listing is 'anti-development' is not supported by the process or measures for listing. Instead, listing and heritage conservation are based on impartial State Government measures of heritage significance from the NSW Heritage Council. These measures establish what is worth retaining for current and future generations and eliminate the bias of anti-development reaction or amenity concerns. Further, the listing of existing heritage items and conservation areas have been approved by State Government as meeting these impartial conservation standards.

In the planning system, heritage listing operates principally as a demolition control and trigger for development merit assessment. The purpose of both is to retain heritage significance. As such, heritage listing operates more as an anti-destruction or pro-conservation mechanism for those places worth keeping. This process can and does accommodate sensitive development that respects the qualities of the listed place and/or area.

The existing planning system has appropriate capacity to assess additional density and changes for their impact on heritage significance through either a planning proposal or development application.

New density done well in existing low density heritage areas

Ku-ring-gai Council and the existing planning provisions have permitted increased density in its heritage conservation areas where site constraints permit acceptable heritage and other environmental impacts, utilising existing conservation incentives.

An example is at 2B Heydon Avenue, Warrawee, pictured below, located in a heritage conservation area, adjacent to a heritage item. At this corner site zoned for low density residential (R2), with an FSR of 0.3:1 and 9.5 metre building height, additions to a single dwelling delivered 8 dwellings. This retains the historic building, front garden, scale and setting for the area and adjacent heritage item.

The proposed blanket increased density will compromise these good heritage and density outcomes. This outcome was only achieved with existing low development standards, conservation incentives for more where conserving heritage significance and capacity to refuse detracting development.

Existing low development standards facilitate viable development by not inflating land value costs from the outset. Council's dual capacity to refuse detracting development and approve further sensitive development as conservation incentives ensures the consent authority can maintain the significance of the subject site and area. The lower starting development cost and negotiated density increase also incentivises an exchange of public good for the extra development, such as appropriate building and garden conservation.

The below is just one example. Other existing heritage sites will have different site constraints such as land area, levels and street access, existing building forms, gardens and adjoining context. Prescribing a single design response for all without capacity to refuse detracting development and incentivise better, will degrade heritage items and heritage conservation areas. Instead, lower existing standards and incentives for more density where this retains heritage significance is more likely to deliver further appropriate density in a heritage context as demonstrated above.



2B Heydon Avenue, Warrawee

Heritage significance differs to character

The proposal is lacking consideration or protection for 'heritage significance' for which sites are listed under planning law, instruments and government policy. This differs to 'character' that can change. More than 'character', the protected heritage significance of heritage areas and items is core to local identity and links to history. Unlike 'character', 'heritage significance' is embodied in existing building form, features and setting that once lost, cannot be replaced.

Unjustified heritage loss for uncertain economic gain

The economic incentive to demolish for increased density will incentivise heritage loss, but does not guarantee improved housing affordability. The economic evidence that permitting increased housing will increase affordability has not been provided in order to justify the degree of heritage loss.

Economic drivers have more impact on supply and affordability than planning, such as taxation and negative gearing. While the planning system approves housing supply, it does not secure supply. Delivery is determined by developers, associated land value and market forces to maintain profitability, which do not benefit affordability. The proposed standards for higher density that conflict with other planning objectives and community needs may in fact slow and increase the cost of housing, as noted above.

Alternatives

Conserving heritage and supplying housing are not mutually exclusive needs but can both be achieved through careful consideration and placement. There is no mandate to place the highest density in the most heritage-rich locations, as currently proposed. There is a community mandate, state government law and approved listings for protection of heritage conservation areas and heritage items. Further investigation is required to find alternative locations with less heritage or environmental impacts.

11. TRAFFIC AND TRANSPORT

- Car parking rates for multi dwelling housing and manor houses are lower than DCP and RTA Guide to Traffic Generating Developments and are not supported. They will result in significant numbers of dwellings without carparking and create competition for on street parking.
- Increasing dual occupancy developments in areas that are already car dependent will continue to generate higher levels of traffic and car dependency, increasing pressure on road network. They will place a substantial increased demand for commuter car parking close to stations. The provision of this infrastructure has not been included in the exhibited material, nor the funding for its provision to all the local centre areas.
- The Transport Oriented Development (TOD) program and Low and Mid-Rise Housing SEPP offers no transport impact assessment from proposed increases in residential dwellings.

Low rise housing - multi dwelling housing and manor houses

Car parking

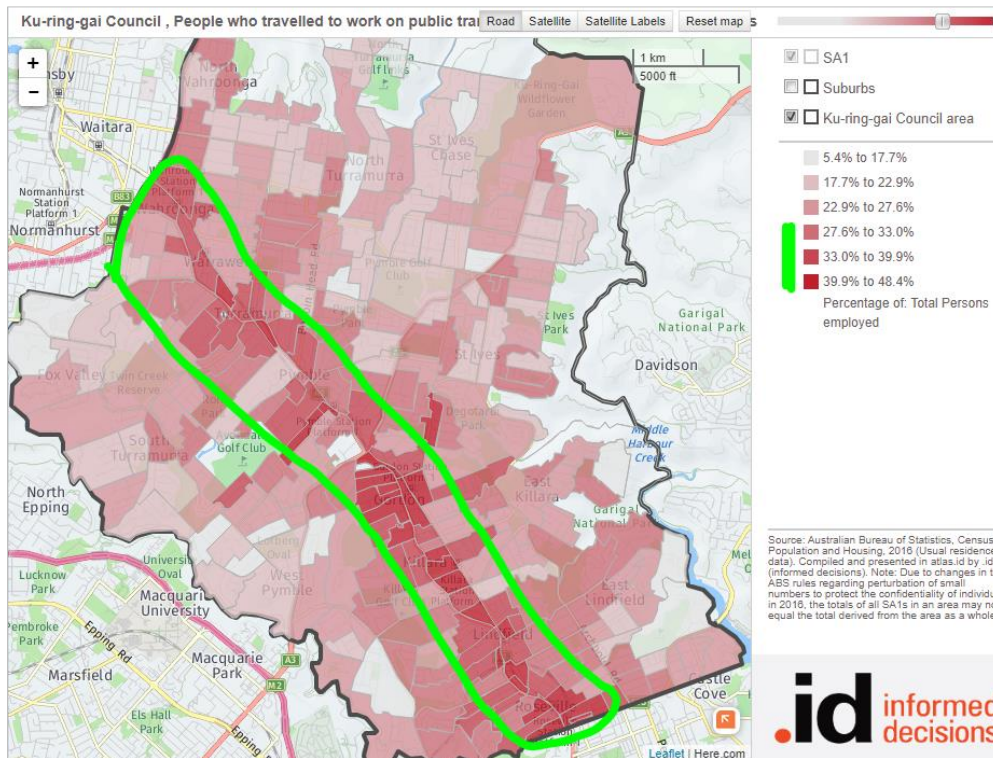
Data from the 2021 ABS Census indicates that over 90% of households located close to the railway line own at least one car. This is despite relatively high public transport use for journeys to work, which suggests that most residents in these areas still rely on cars for other trip purposes.

The car parking rates for Low Rise Housing (Multi Dwelling Housing and Manor Houses) would result in 50% of dwellings without car parking. While the notion of some dwellings without car spaces could assist with housing affordability, 1 car space for every 2 Multi Dwelling Houses or Manor Houses would create significant competition for on-street parking in Ku-ring-gai. The proposed car parking rates for Low Rise Housing (Multi Dwelling Housing and Manor Houses) are lower than those in the Ku-ring-gai DCP and in the RTA Guide to Traffic Generating Developments, and are not supported.

Low rise housing - dual occupancies

The low and mid-rise housing SEPP intends to permit dual occupancy dwellings in all R2 Low Density Residential zones. The EIE documents states that more homes need to be located near public transport “The goal is to build more homes and strategically position them close to where people need to go, giving more people access to convenient transport options and amenity” (p.12). There are concerns around permitting dual occupancies in all R2 zones from a transport/land use integration perspective, and consideration should be given to limiting dual occupancies to areas with acceptable land use and transport integration.

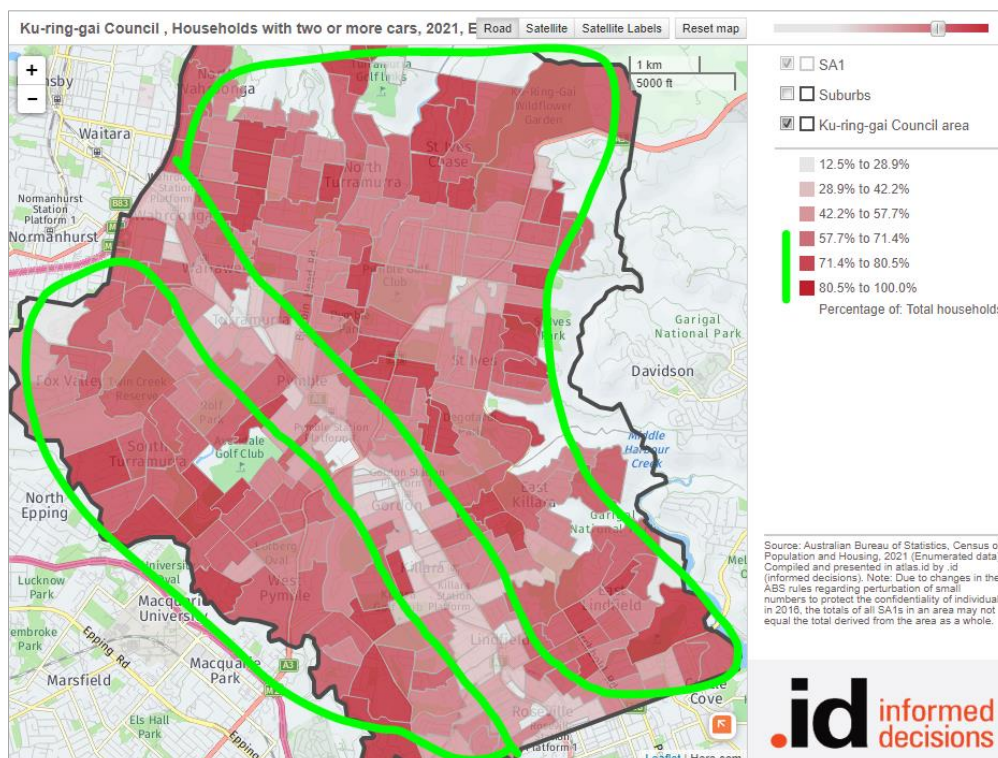
As can be seen in the image below, the number of people in Ku-ring-gai travelling to work on public transport is highest along the rail corridor. These areas are also located closer to local shops and other amenities, which encourages walking or cycling to access those services and amenities.



The propensity to use public transport for journeys to work increases with proximity to the train stations

Public transport for journeys to work increases with proximity to stations (left) and as a consequence, household vehicle ownership increases moving away from the railway line (right).

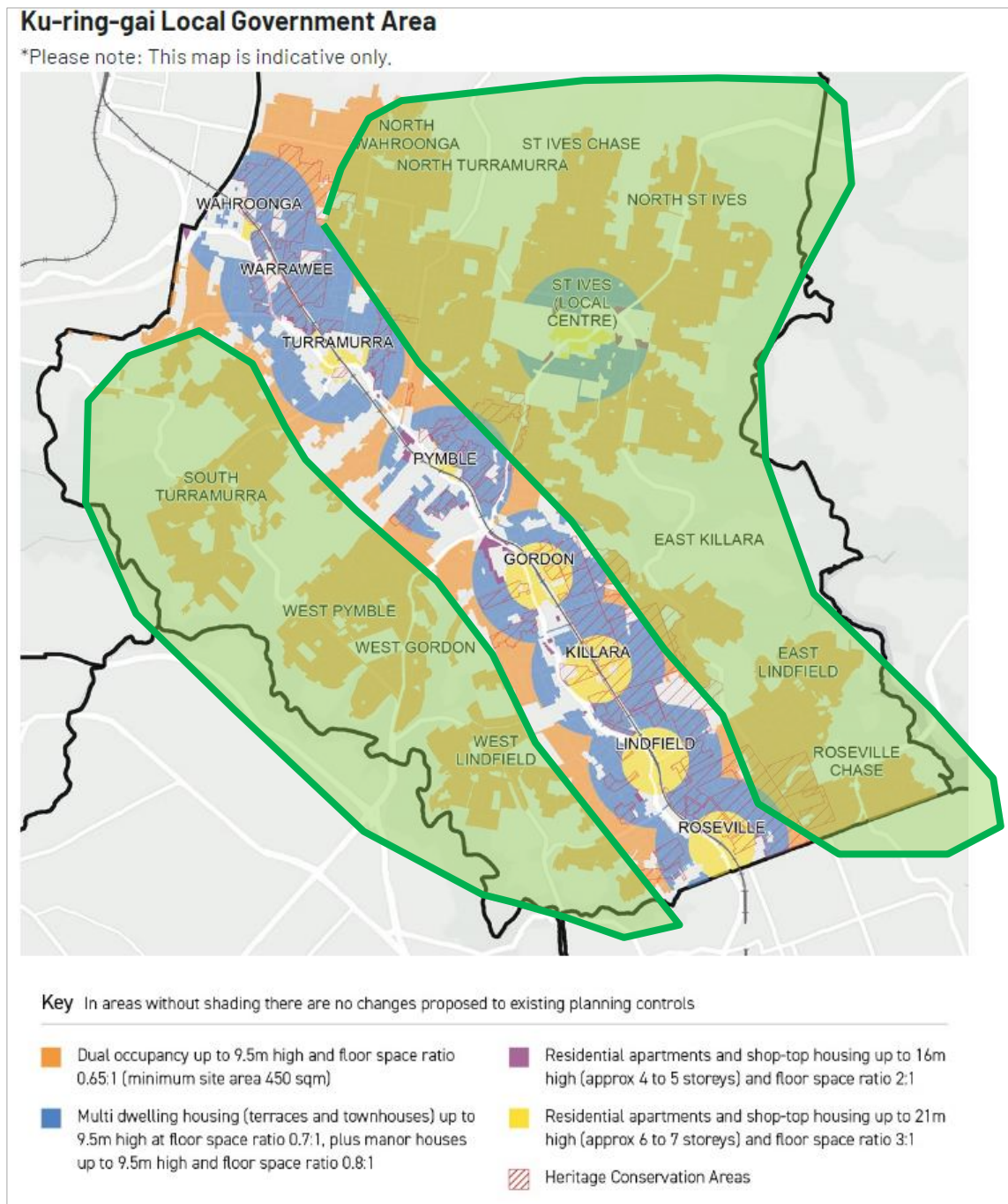
As a consequence, household vehicle ownership in Ku-ring-gai increases moving further away from the railway line:



Household vehicle ownership in Ku-ring-gai increases moving further away from the railway line

Areas beyond easy accessibility of the railway line (with the exception of a pocket around St Ives local centre) clearly have high car ownership, with a large proportion of households having 2 or more cars.

Increasing dwellings in the R2 areas in Ku-ring-gai that are already car dependent and have high rates of car ownership (areas circled in green below with the exception of St Ives local centre) will continue to generate higher levels of traffic and car dependency than dwellings located close to transport and services/amenities. This will increase pressure on the road network in Ku-ring-gai as residents will either try to drive to their workplace directly or drive to a nearby rail station to travel by train, increasing congestion at peak times, increasing pressure on commuter parking and on-street parking around rail stations. Other trip purposes such as shopping or local appointments will not be walkable and would likely result in additional vehicle trips. There has been no transport impact assessment for the proposal Low and Mid-Rise SEPP.



Proposal will Increasing dwellings in the R2 areas in Ku-ring-gai that are already car dependent and have high rates of car ownership

Car parking

A minimum of 1 car space per dwelling is proposed, but again this does not take into account that the vast majority of existing households in the R2 zone in Ku-ring-gai have 2 or more cars. This is expected to create increased competition for on-street parking. Ku-ring-gai's DCP accounts for this by requiring 1 space per dwelling if the dual occupancy is less than 125sqm, and 2 spaces per dwelling if it is greater than 125sqm.

Cumulative traffic impacts

The traffic impacts from the low and mid-rise housing proposal need to be considered cumulatively with the TOD SEPP as the low and mid-rise SEPP will apply areas surrounding the TOD Stations. The following are key Traffic and Transport issues resulting from the TOD SEPP.

- The Transport Oriented Development (TOD) program offers no transport impact assessment from proposed increases in residential dwellings.
- Preliminary assessments by Council suggest traffic generation impacts from the potential additional residential dwellings (excluding impacts from any additional retail/business/community floor space) would be substantial, and there may not be capacity for further road network improvements over and above those foreshadowed in the Ku-ring-gai s7.12 Contributions Plan.
- These effects are likely to be exacerbated in the Gordon, Lindfield and Roseville centres, due to the close proximity of Pacific Highway and the T1/T9 North Shore Railway line presenting a constraint to local access, with limited crossing opportunities of the railway line and the Highway.
- The Low and Mid-Rise SEPP would result in a large number of new dwellings with poor access to transport, shops and services, resulting in cumulative traffic impacts to the TOD centres that have not been quantified.
- Maximum residential car parking provision is supported in principle but there is no information on the threshold or rate of provision, to be able to comment further.

Transport infrastructure assessment

Notwithstanding access to heavy rail stations, intensive multi-unit redevelopment also generates additional demand for pedestrian, cycle and private vehicle infrastructure.

When Council undertakes housing strategies, there is a requirement to assess the transport impacts of proposed residential dwellings (as well as associated increases in retail, business uses and community facilities) in order to plan for any new transport infrastructure or upgrades that may be required. This includes extensive road network simulation modelling undertaken in collaboration with Transport for NSW and other transport stakeholders.

Part 2 of the TOD program offers no transport impact assessment from proposed significant increases in residential dwellings, and unlike the 8 Stage 1 stations the state government will not be providing funding or resources to Councils for the required traffic impact assessments or other technical studies. Council does not have the resources or budget to undertake any suitable analysis.

Additionally, Local Infrastructure Contributions under s7.11 require extensive supporting documentation in the form of transport studies based on development potential and likely take-up rates. The TOD SEPP is slated to come into effect in April 2024 without any time or resources to commission any such studies let alone develop and cost an evidence-based works programme and a funding strategy inclusive of an IPART-reviewed Contributions Plan. Fundamental pieces of the jigsaw are absent with councils being denied access to any of the analysis or reasoning that led to the identification of these areas and the associated impact assessment, if, indeed, any fine-grain impact analysis has been done.

Preliminary assessments by Council suggest traffic generation impacts from the potential additional residential dwellings (excluding impacts from any additional retail/business/community floor space that would be commensurate with population growth) would be substantial. For example, the PM peak traffic impacts could be equivalent to approximately 2 new full-line supermarkets in each centre, but there is no transport planning or network modelling to assess the impacts. These effects are likely to be exacerbated in the Gordon, Lindfield and Roseville centres, due to the close proximity of Pacific Highway and the North Shore Railway line presenting a constraint to access with limited crossing opportunities of the railway line and the Highway.

Examples of recent housing and integrated transport planning around TOD stations in Ku-ring-gai include:

- A development scenario in the Gordon town centre was assessed independently for Council that comprised approximately 2,500 new dwellings and modest increases in retail GFA. The road network simulation modelling revealed that key parts of the road network became congested even with planned road network upgrades in the Ku-ring-gai 7.11 Contributions Plan.
- TOD dwellings in Gordon likely to be much greater than 2,500 (excluding additional retail/business/community uses to support it) which will cause further congestion and will likely require further road network improvements, and there may not be capacity for further road network improvements over and above those foreshadowed in the Ku-ring-gai s7.11 Contributions Plan. Furthermore, the Low and Mid-Rise SEPP would result in a large number of new dwellings in the broader Gordon area with poor access to transport, shops and services, resulting in cumulative traffic impacts to the Gordon town centre that have not been quantified.
- A detailed Transport Impact Assessment (TIA) was conducted in 2020 for the Lindfield town centre, as part of the Lindfield Village Hub Planning Proposal. The assessed the effects of the proposed Lindfield Village Hub (158 dwellings, retail, community facilities and commuter car park) and 2% annual background growth (representing residual LEP development and other background growth). The study found that upgrades were necessary at key intersections along Pacific Highway and on local roads (in addition to those already identified in the Ku-ring-gai Contributions Plan) to reduce the deterioration of road network performance to an acceptable level.

As with Gordon, the number of TOD dwellings in Lindfield are likely to be much greater than those assessed in the Lindfield Village Hub Planning Proposal (excluding additional retail/business/community uses to support it), which would have impacts that would need to be assessed. Due to the constraints of the Highway and the North Shore railway line so close together in Lindfield, there may not be capacity for further road network improvements over and above those foreshadowed in the Ku-ring-gai s7.11 Contributions Plan and those approved part of the Lindfield Village Hub Planning Proposal. In addition, the Low and Mid-Rise SEPP would result in a large number of new dwellings in the broader Lindfield area with poor access to transport, shops and services resulting in cumulative traffic impacts to the Lindfield centre that have not been quantified.

12. ACCESSIBILITY

- No evidence of consideration of demographic trends and projections to ensure that the housing typology that is being planned for is appropriate for the projected population growth.
- Ku-ring-gai has an ageing population, and planning for new housing to meet the needs of those over 65 is required to enable ageing in place.
- No requirements for multi-dwelling housing, terraces or manor houses to be designed to be accessible.

A key population trend that is facing Ku-ring-gai is the growth in the aged population, which is predicted to continue to increase. By 2036, those aged 65 years and older in Ku-ring-gai will increase by almost 40% compared to 2016. Maintaining wellbeing, social connection and independence are key considerations so that people can stay healthy for longer and support themselves in their own home.

A key consideration when planning for additional housing is that it is underpinned by demographic trends and projections to ensure that the housing typology that is being planned for is appropriate for the projected population growth. Within Ku-ring-gai as the ageing population is a significant cohort, planning for new housing to meet the needs of those over 65 is required to enable ageing in place.

The EIE and proposed Low and Mid-Rise Housing SEPP does not include any dwelling targets or demographic analysis for local government areas, including Ku-ring-gai. There is no link between the housing that will be delivered and the projected demographics of the local population. The EIE notes that “it is important to have a variety of housing options to cater for different housing needs, preferences and life stages” (p.11).

Ku-ring-gai’s existing DCP mandates that all dwellings within medium (3 storey multi dwelling housing / townhouses) and high density development (residential flat buildings and shop-top housing) are to achieve the Silver Standard under the Liveable Housing Design Guidelines, with at least 15% to be designed to Platinum level. This ensures that the provision of accessible housing with a proportion enabling wheelchair access from property entry to dwelling entry. This is particularly important within Ku-ring-gai as sites are often steeply sloping and this ensure an accessible path of travel is designed within the site. The introduction of mandated standards from the Liveable Housing Design Guidelines was to ensure higher levels of housing choice for Ku-ring-gai’s ageing population and for people with a disability then was being delivered by previous planning controls.

While the Apartment Design Guide does contain requirements for Liveable Housing, but this is a lower standard than what is required by Councils Development Control Plan. The ADG will only apply to residential flat buildings and shop-top housing developments, not the multi-dwelling housing, terraces or manor houses proposed. This is particularly concerning with the manor house developments as the proposed change in the definition of Manor Houses to remove the cap on a maximum of 4 dwellings will mean ‘manor houses’ will effectively be 2-3 storey residential flat buildings with no limit to the number of dwellings they contain. However, they will not be subject to the same standards as other residential flat buildings in terms of design or amenity because the SEPP 65 Design Quality of Residential Apartment Development and the Apartment Design Guide only applies to buildings that are at least three storeys tall.

13. INTERFACE

- No consideration of the poor interface outcomes that the proposal will result in, creating situation where buildings of up to 7 storeys will be developed immediately adjacent to or opposite one and two storey single residential dwellings.
- Removes Councils ability to be able to strategically plan, assess and ameliorate any interface issues that result from the proposal.
- There is no consideration of interface issues to heritage items nor to Heritage Conservation Areas.

The proposed 'mid-rise housing' which is effectively high density development will allow for:

- 4-5 storey residential flat buildings in R3 zones within 400 to 800m of a railway station or town centre precinct.; and
- 6-7 storey residential flat buildings in R3 zones and shop-top housing in E1 and MU1 zones within 400m of a railway station or town centre precinct

The EIE has not included any consideration of the poor interface outcomes that this will result in, creating situation where buildings of up to 7 storeys will be developed immediately adjacent to or opposite one and two storey single residential dwellings, heritage items and dwellings within heritage conservation areas.

These low density single dwelling sites that are located adjacent or opposite to a high density (4-7 storey) development are known as interface site.

The location of high density development adjacent to low density dwellings creates impacts on the amenity of the low density dwelling site, such as:

- the new high density development creates a scale impact, with the low density property looking out at the bulk of the neighbouring 4-7 storey development;
- overshadowing and reduction in sunlight access to the low density residential property due to size and proximity of the 4-7 storey development;
- privacy impacts caused by the windows of the 4-7 storey development overlooking the low density property;
- streetscape impact with sudden bulk and scale changes between adjacent 4-7 storey buildings and one/two storey buildings.

The proposal will result in the creation of interface sites both:

- within the 800m Station and Town Centre Precinct as there are no minimum site area or width standards that will apply to sites, therefore there will be no requirement for lot consolidation which will result in potentially isolated low density residential dwellings surrounded by 4-7 development.
- At the boundary of the 400m, and at the boundary of the 800m Station and Town Centre Precinct where it adjoins low density residential areas not subject to the Low and Mid-Rise Housing SEPP.

Ku-ring-gai has previously been incorporated planning solutions for interface sites, the most common approach being the use of R3 Medium Density Residential zoning to facilitate the development of maximum 3 storey townhouses on the interface of 5 storey developments and low density single dwellings.

The use of the R3 zoning to provide for medium density built forms on the interface allows for a gradual transition in built form, and functions as buffer between differing scales of building or differing land use types.

Due to the nature of the implementation through the proposed Low and Mid-Rise Housing SEPP, effectively removes Councils ability to be able to strategically plan, assess and ameliorate any interface issues that result from the proposal. This issue highlights the need for Councils to be able to undertake planning and delivery of additional housing in a strategic and integrated manner, and not through a blunt one size fits all model.



Examples of interface sites and the built form outcomes that will be enabled by the proposal

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14. AFFORDABLE HOUSING AND HOUSING AFFORDABILITY

- There is no indication that the provision of Affordable Housing is in perpetuity.
- The 2% Affordable housing provision requirement is negligible, particularly on small lots which can be individually developed under this proposal.
- There is no information on establishment of processes and procedures to manage contributions, both in kind and in monetary form, for all affected LGAs without an established history of Affordable Housing provision.
- The proposal has conflicting floor space bonus provisions for time-limited affordable housing provisions.
- Just providing additional smaller unit housing in Ku-ring-gai will not make it more affordable. Housing affordability is driven by investment purchase, negative gearing and associated tax benefits. There is no reform to this policy that is central to the cost of housing and will not allow any meaningful reduction of dwelling purchase price.

Ku-ring-gai Council supports the provision of Affordable Housing in perpetuity. Time-limited Affordable Housing Provision merely “kicks the can down the road” especially if high numbers of time-limited housing stock exit the community sphere around the same time. Reverting to developer ownership, also prevents Community Housing Providers from reinvesting any profit from asset recycling into more affordable housing.

There seems to be a comparatively different approach for the areas surrounding the four stations included in the Transport Orientated Development SEPP (where 2% is mandated) compared to the mid-rise areas of the Low- and Mid-Rise Housing Amendments (where there is no mandate) which seems unjustified. Further complicating the issue is the apparent application of the bonus floorspace provisions for time-limited affordable housing provision in the same areas. The envisaged built form and affordable housing delivery resulting from the proposals needs to be inclusive of the height and floor space ration bonuses.

The differences in approach will lead to uncertainty. To have both systems operating in the same space will add considerably to confusion as to the permissible development controls, the quantum of contributions and the system of management of in-kind dedications. Certainty is essential for the development industry, the local community, Community Housing Providers and Government alike.

Management of Affordable Housing

Ku-ring-gai Council has not shortlisted or appointed a preferred provider for affordable housing so it will be necessary to mandate that the developer undertakes the legal processes to hand over these dwellings to a registered provider (in perpetuity). Any facilitation that could be provided by the department would be most appreciated.

Recent research into the best tenure for Affordable Housing providers supports ownership as well as management by Community Housing Providers. Benefits of this model include:

- Cost-effective maintenance processes;

- Capacity to build community among tenants;
- Capacity to recycle housing nearing the end of its economic life with minimal disruption to existing tenants;
- Capacity to manage existing tenants transitioning from low income to social housing (due to age or advancing disability);
- Scope to negotiate for a better deal from utility providers (and capacity to opt-out of developer-mandated providers) to reduce management costs.

This list is not intended to be exhaustive and should be cross-referenced with submissions by Community and Affordable Housing Providers.

Key Points for Affordable Housing Provision

- Provision of Affordable Housing must always be in perpetuity.
- The proposed 2% requirement does not make adequate provision for in-kind provision.
- To incentivise in-kind provision, any alternative monetary contribution must be reflective of the actual land and property values in the catchment map pertaining to the specific station area in the TOD SEPP.
- DPHI will need to manage Affordable Housing Trust Accounts for Councils that do not yet have an Affordable Housing Strategic Plan and Contributions Plan in place.
- Developers will need to enter into agreements for handover of completed units to registered Community Housing Providers where LGAs have not yet determined a preferred provider.
- Preference of Registered Community Housing Providers for monetary contributions vs geographically scattered assets should be taken into account.
- Note that additional medium to high density housing delivered in the Ku-ring-gai Local Government Area will not become affordable simply by reason of its existence. Land costs for established houses that will be targeted for redevelopment range from approximately \$3,000 to \$4,000/sqm (rounded).

Affordability of Housing

While increasing density close to existing railway stations is an understandable approach - when supported by comprehensive strategic planning and supporting infrastructure provision - increased density does not seamlessly translate into affordability. The Productivity Commissioner's views on "filtering" are noted however, this process will have long lead times in producing measurable benefits and will still not address the issues of Key Workers (especially teachers, nurses and aged care workers) who will still not be able to live materially closer to their employment in Ku-ring-gai. Only direct investment in Affordable Housing provision in perpetuity will achieve that and the value of the direct investment from all levels of government working with Community Housing Providers will be the only way of addressing this issue.

15. IMPACT ON LOCAL OPEN SPACE PROVISION

- There is also no evidence that there has been any fine-grained analysis of the capacity or adequacy of the few, smaller, existing older parks, in terms of the capacity to address multiple demands for both active and passive recreation space, within very constrained areas, for a significantly increased population.
- The Mid Rise Housing amendments, taken together with the TOD SEPP are expected to facilitate a significant increase in new residents in the areas around the railway stations with concomitant demands for additional open space and the upgrade of any existing spaces for much more intensive use. Inadequate time and resources has been provided for this analysis and for the preparation of a revised contributions plan.

Open space

The provision of adequate Local Open Space is a key focus of Ku-ring-gai's strategic planning practice. The Award Winning *Open Space Acquisition Strategy 2006* is regularly benchmarked to guide priorities for new open space in areas of rapid redevelopment – in terms of both access and capacity.

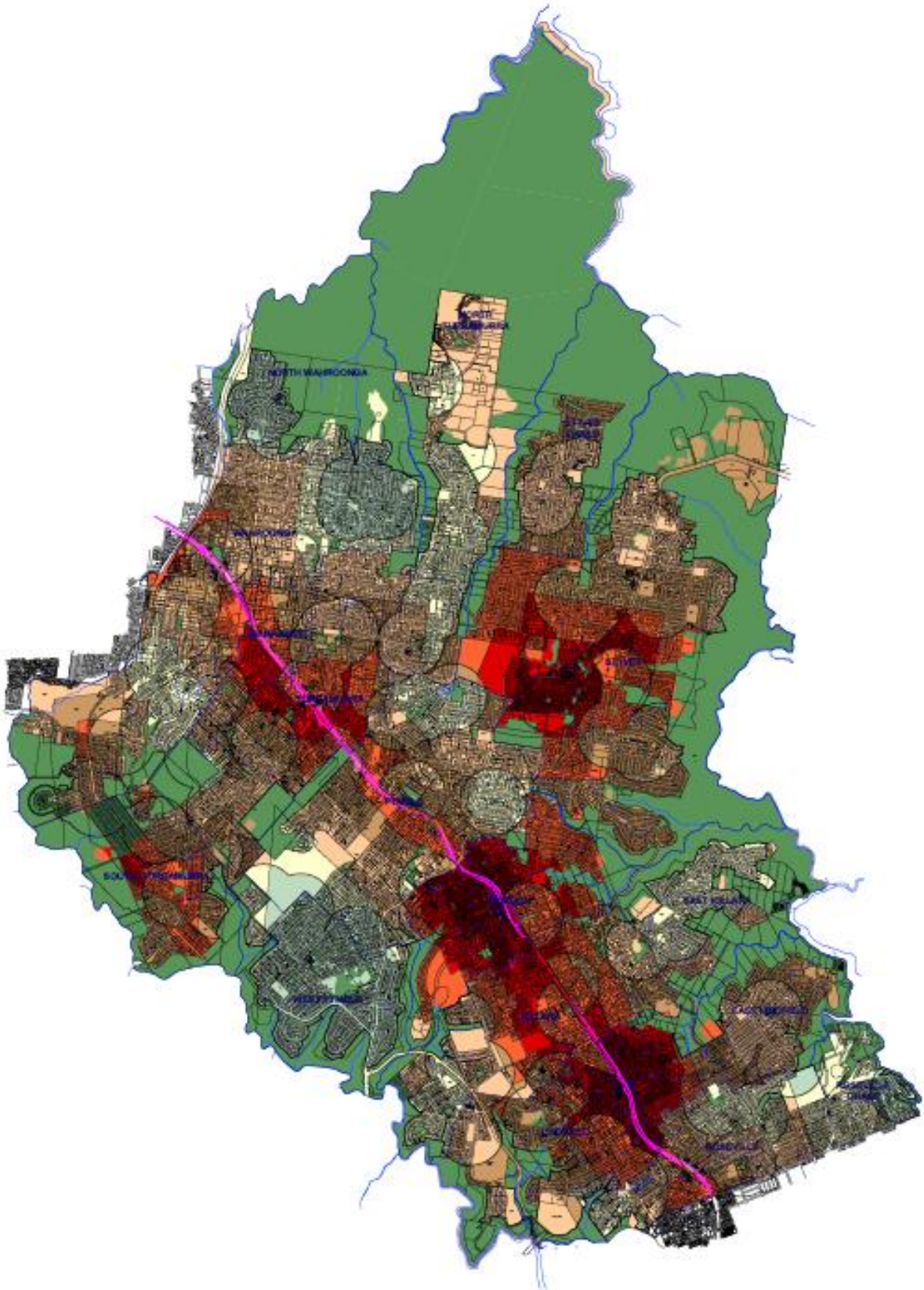
The Mid Rise component of the Low and Mid Rise Housing Amendments is particularly impacted due to the majority focus around the railway stations. In Ku-ring-gai, historical development patterns around the local stations on the northern line (late Victorian/early Federation) resulted in many of these areas being poorly provided for in terms of local open space within 400 metres walking distance, especially those of an adequate size to provide for a variety of competing active and passive recreation uses.

Assuming the Low Rise Housing component of the Low and Mid Rise Housing Amendments occurs chiefly in scattered suburban locations, which were originally developed from the 1940s through to the 1980s, and feature better provision of local parks due to the prevailing concept designs of suburban land releases at the relevant time, it is more likely that the additional local open space demands can be more easily accommodated with upgrades to existing parks.

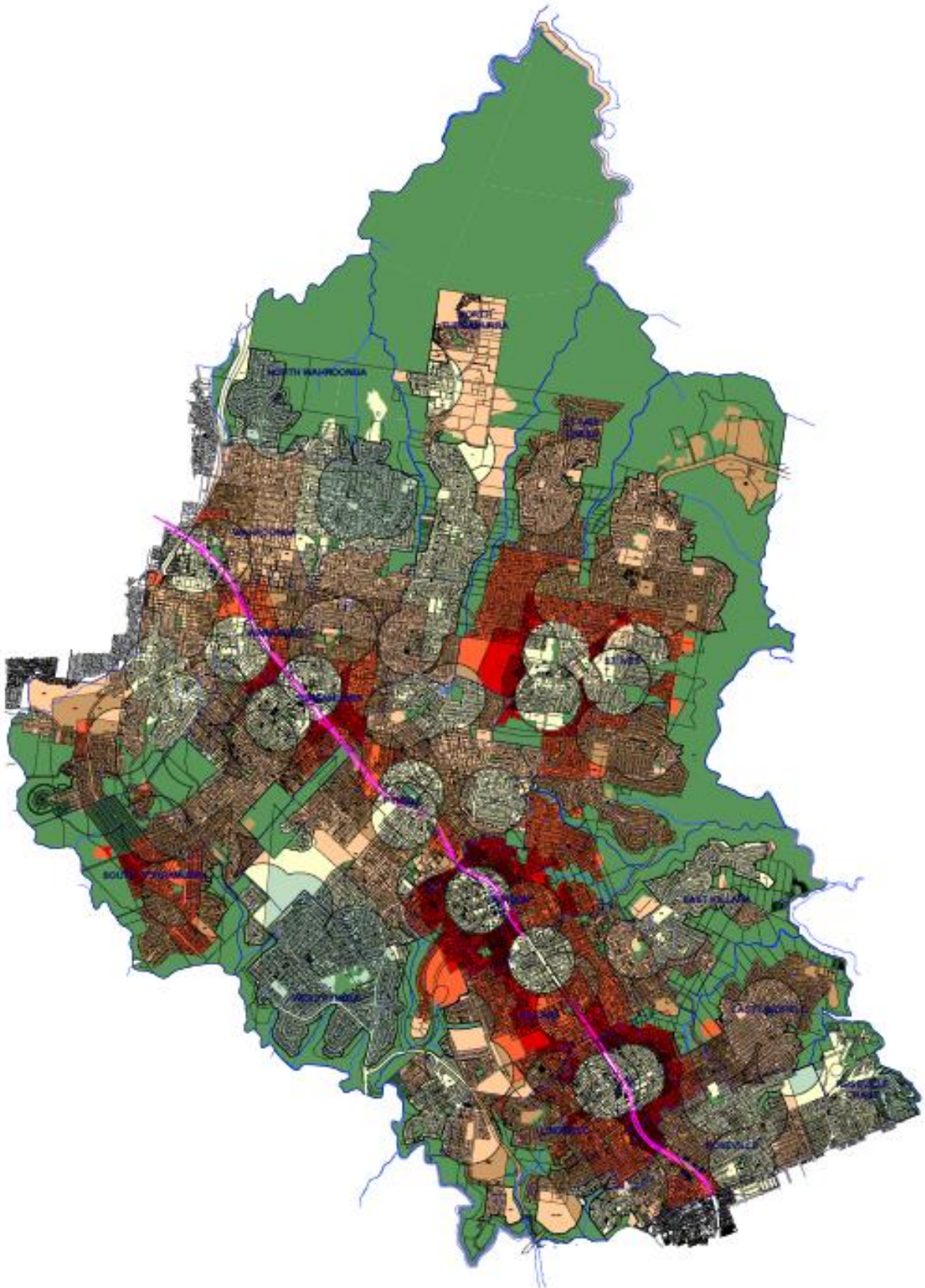
In the older areas around the railway stations, however, at the time of pre-planning for the rezonings that took effect in 2010-2012, the areas in red below in the 2007 priority areas (left hand image) represent properties that were inadequately provided with access to a local park within 400 metres.

Benchmarking in 2018 (right hand image) indicated some improvement as a direct result of the delivery of six new parks and the Lindfield Village Green. The areas in red remains without a local park within 400 meters walking distance.

BEFORE
KU-RING-GAI OPEN SPACE ACQUISITION PROGRAMME
2007 PRIORITY AREAS



AFTER
KU-RING-GAI OPEN SPACE ACQUISITION PROGRAMME
IMPLEMENTATION STATUS - AUGUST 2018



It needs to be acknowledged that the improvements in access are a direct result of the extensive efforts of Ku-ring-gai Council to address this deficiency in the rapidly developing areas around the local stations funded by s7.11 contributions and progressively implemented over the last decade and on-going in the present. The delivery of supporting parkland infrastructure is a critical element of “density done well”

Seven new local open spaces, including a Village Green and six parks (Lindfield Village Green; Greengate Park, Killara; Cameron Park Turramurra; Boyds Orchard Park, Turramurra; Lapwing Reserve, St Ives; Curtilage Park, Warrawee and Balcombe Park, Wahroonga) have been delivered and, as of 2020, three more were in the planning stages after the acquisition of the required land.

The Productivity Commissioner in *Building more homes where infrastructure costs less* allocated a \$0 cost to the provision of access to Local Open Space in Ku-ring-gai (page 46). The current benchmarked status of the Open Space Acquisition Strategy indicates that this assumption is, quite simply, not accurate.

There is also no evidence that there has been any fine-grained analysis of the capacity or adequacy of the few, smaller, existing older parks, in terms of the capacity to address multiple demands for both active and passive recreation space, within very constrained areas, for a significantly increased population. With respect, the simple existence of a park, does not mean adequate provision of recreation facilities and, as the images above demonstrate, in numerous streets, access to a local park within 400 metres is still a work in progress.

KU-RING-GAI OPEN SPACE ACQUISITION PROGRAMME IMPLEMENTATION STATUS - September 2020



Ku-ring-gai Council has an established reputation for delivery of the new parks for intensive use, for both active and passive recreation, for all age groups, in the densifying urban context, although this level of embellishment comes at a significant cost.

The concept designs for Boyds Orchard Park (Turramurra) and Greengate Park (Killara) are included below underlining the intensive usage of space that needs to be achieved to actually provide access to local parks in any meaningful sense. Greengate Park was awarded the *2014 NSW Open Space Design and Management Award* by Parks and Leisure Australia.



Boyds Orchard Park, Allen Avenue, Duff & Holmes Streets Turramurra – Concept Design



Greengate Park, Bruce Avenue Killara – Concept Design

The Mid Rise Housing amendments, taken together with the TOD SEPP are expected to facilitate a significant increase in new residents in the areas around the railway stations with concomitant demands for additional open space and the upgrade of any existing spaces for much more intensive use. Inadequate time and resources has been provided for this analysis and for the preparation of a revised contributions plan.

It must be remembered that units have limited private open space and the importance of local parks increases commensurately. The images overleaf underline the critical role of Greengate Park in the creation of a new community in the Bruce Avenue area of Killara which features exactly the type of housing expected to be reflected on the eastern side of the rail line.

Source Story: Bruce Ave, Killara, residents build community in apartment-lined street

<https://www.dailytelegraph.com.au/newslocal/north-shore/bruce-ave-killara-residents-build-community-in-apartmentlined-street/news-story/4eb1f46e5d07bbc49dbad93372c744b2> (Daily Telegraph May 7, 2015)



One of the apartment blocks on Bruce Ave. Picture: ELENOR TEDENBORG
Source: News Limited



The Bruce Ave residents take a selfie for their Facebook page. Picture: ELENOR TEDENBORG
Source: News Limited

The role of the public domain

To maintain the existing local parkland provision of 5.84sqm/person has always been understood to be cost-prohibitive. However, making provision for the acquisition and micro-planned design of compact new parks in areas of higher density at 2.75sqm/person is considered very much the baseline standard, targeted to areas of demonstrated inadequacy of provision of local parks within 400 metres walking distance.

To address the impacts of the under-provision of already limited local parkland access, Ku-ring-gai Council also has a programme of Public Domain upgrades in the local centres. The Productivity Commissioner briefly references other types of recreation which may occur in the public domain, but there is no acknowledgement that redesigning streetscapes for a combined pedestrian, cyclist, vehicular and recreational role, always involved considerable cost.

It is noted that, to date, there still has been no change to the apparent exclusion of public domain works from the Essential Works List, despite the dual transport and recreation role.

The role of local infrastructure contributions

Local infrastructure contributions are key to local parks and public domain provisions.

As such, the review of the current s7.11 Contributions Plan will either need to retain the benefit of the exemption from the cap or be an IPART-approved contributions plan. Ku-ring-gai Council is preparing the groundwork for the current review to be an IPART plan in the expectation that the threshold and any associated exemptions, will ultimately be phased out. However, it must be appreciated that this is not a quick process, and it is extremely important that the current contribution rates be “grandfathered” in the identified precincts until a revised Contributions Plan can be brought into effect.

16. INFRASTRUCTURE

- No supporting documentation on target population or take up analysis provided to enable Council to determine the need for supporting local infrastructure, to cost it and to include it in a revised contributions plan.
- Local infrastructure contributions arising from the immediate uptake of redevelopment will result in inadequate provision for supporting infrastructure due to the lack of adequate time and resources to review the Contributions Plans and being properly supported by accurate infrastructure impact assessment.
- Grandfathering of the current s7.11 Contributions Plan (and its associated rates plus inflation) until a revised plan can complete the IPART review process.

Infrastructure capacity

Council is concerned about the potential strain on existing social infrastructure, and the impact of a lack of coordination between State and local governments.

Has there been any investigations to determine capacity of existing infrastructure? Rail ? Water ? Sewer? Road? Schools ?

Council completed a Community Facilities Strategy in 2018

- the Study found Council has a shortfall of about 10,000sqm of library and community floorspace
- Council has planned to deliver these facilities through the various hub projects.

The TOD SEPP would add an estimated 37,000 people not previously accounted for and would result in increasing the undersupply of community facilities by a further 4,500sqm to a total of 14,500sqm. The population increase as a result of the low and mid-rise reform is unknown, but it likely to result in significant additional increases in population, in addition to the increase as a result for the TOD SEPP, and would further increase the undersupply of community facilities.

Support for intensive redevelopment requires the funding and delivery of supporting infrastructure. The existence of railway stations does not mean that all supporting infrastructure is present or adequate. Community support for intensive redevelopment is reliant on the provision of adequate infrastructure and the concept that existing residents must subsidise new development while suffering a reduction in accessibility to road-based transport and parkland has long been a major barrier to new development.

Proper planning and collaboration between state and local agencies will be required to ensure growth reflects the capacity of the area, and that schools and other social infrastructure are expanded alongside housing development.

The proposal will significantly impact the purchasing capacity of Council to provide suitable open space within high density areas due to high costs of land with significantly increased development potential.

Notwithstanding access to heavy rail stations, intensive multi-unit redevelopment also generates additional demand for pedestrian, cycle and private vehicle infrastructure which the proposal fails to consider in its blanket one-size-fits all approach.

Local Infrastructure Contributions under s7.11 require extensive supporting documentation in the form of traffic studies based on development potential and likely take-up rates. No housing targets have been provided to Ku-ring-ai Council that would provide a solid basis for the essential strategic planning to support infrastructure planning, including assessment of traffic generation, pedestrian and cyclist demand. None of the analysis presumed to have been undertaken by the Department of Planning has been made available and the timeframe for introduction of the changes does not allow for these studies to be commissioned, let alone undertaken and incorporated within Local Infrastructure Contributions Plans.

Infrastructure provision

Local provision

Inadequate supporting information on growth and take-up analysis has been provided to support Ku-ring-gai Council in incorporating the required supporting detail in the review of the current s7.11 Contributions Plan in a timely manner.

The areas of the Low and Mid-Rise Housing and TODD SEPP do not reflect the current Local Centres catchments and are therefore subject to different contribution rates and vary as to the application of the dated \$20,000 cap, which will impact cashflow for the provision of local supporting infrastructure.

Supporting new housing with adequate local infrastructure is critical to “density done well”.

The simple existence of a local park, which includes a number of new parks recently provided as a direct result of s7.11 contributions over the last 15 years, does not mean that park is of adequate size or capacity to support the needs of further intensive densification of the immediate area. This assumption is deeply flawed.

The value of the public domain in supplementing inadequate parkland is noted by the Productivity Commission but no acknowledgement of the cost of upgrading the streetscape to support the amenity of intensive densification is evident.

No traffic models analysing the impact on existing intersections, particularly intersections accessing the Pacific Highway, have been provided that would allow council to devise and cost a works programme to support this redevelopment. The incredibly short time frame to commence construction, renders this analysis impossible. Local Infrastructure contributions under s7.11 cannot be levied post-consent leaving a likely funding shortfall for intersection treatments.

State provision

The comments of the Productivity Commissioner cross-referenced in the EIE are noted however they include no evidence that fine-grained analysis by utility providers (including Sydney Water) or the Department of Education has been sought or considered. The document seems replete with high-level assumptions.

The railway in Ku-ring-gai runs along the top of the ridgeline and, as such, does not provide for downhill flow of water from Sydney’s dams and major reservoirs to this area; an observation which seems to relate more to the inner west than the lower north.

Ku-ring-gai’s public schools have been at capacity for many years and the opportunity to purchase additional land for expansion comes at high cost. Much of Roseville and some of Lindfield feeds to Chatswood High School, which, despite considerable recent capital investment, remains substantially (35%) over its enrolment cap.

School Name	2023 enrolment	Enrolment cap 2023	Change from 2019	Type
Chatswood High School	1,763	1,300	241	High school
Chatswood Public School	1,088	578	-207	Primary

Source: NSW Department of Education

Local infrastructure contributions

Current Status of Local Infrastructure Contributions Plans

Ku-ring-gai Council has both a s7.11 Contributions Plan and a s7.12 Contributions Plan. Both apply to the entire LGA so that they operate in the same geographic space. However, each applies to different types of development in such a way as to ensure the plans are mutually exclusive. Importantly, all development proposals that result in a net increase in dwellings are subject to the s7.11 Contributions Plan and explicitly excluded from the s7.12 Contributions Plan. An overriding direction to the contrary would result in significant confusion in the affected precincts.

The s7.12 Contributions Plan

The s7.12 Contributions Plan was reviewed in 2023, replacing the former s94A Contributions Plan that had been in effect since 2016. The indirect “fixed percentage levy” contributions system has been specifically drafted to cater for comparatively small-scale redevelopment in the form of single dwelling alterations and additions and knockdown rebuilds. It provides an income stream that funds infrastructure that is also local and small scale in nature such as intersection treatments, local cycleway access and additional facilities in local parks to cater for increased and changing demand.

The s7.11 Contributions Plan

The s7.11 Contributions Plan is currently under review however, in the absence of any published dwelling targets to date on which comprehensive studies such as traffic studies could be based, the review is at a preliminary stage.

This Contributions Plan is especially complex because Ku-ring-gai has an exemption from the \$20,000 threshold in the existing Local Centres catchments – areas which were upzoned from 2010 & 2012 – which also include many of the areas within 800m of Ku-ring-gai’s Railway Stations (but only those areas which were upzoned at that time). These areas are partially, but not entirely, redeveloped as they were based on prospective growth until 2031.

The \$20,000 threshold – or “cap” – was first established in 2009 and has not ever been inflated over its nearly fifteen years of operation. Land acquisition costs have increased significantly since that date so the exempted contributions now exceed the \$20,000 threshold by a much more significant amount than when they were first adopted. Had the NSW Government also inflated the cap by both a land value index (land) and a Producer Price Index (works), it would likely be between \$30,000 and \$40,000 in 2024, fifteen years after it was first published.

The low density areas around these stations that are zoned R2 are outside these identified catchments. This means that they are subject to the \$20,000 cap and, as a result, multi-unit housing in these areas will be contributing comparatively less towards the cost of providing essential supporting local infrastructure than the areas that are already zoned for higher density redevelopment that is currently underway. This is inequitable and undermines the adequate provision of supporting infrastructure.

However, mandating a blanket contribution rate in these precincts that is less than the current contributions rates, including within the existing Local Centres catchments, would result in a significant discount of contributions from sites that have already been identified and included in the current s7.11 contributions plan, impacting and destabilising cashflow for works long-since committed to and in an advanced state of planning and delivery.

Key Points concerning Local Infrastructure Contributions

- Both s7.11 and s7.12 Contributions Plans are in effect in the Ku-ring-gai LGA.
- The s7.11 Contributions Plan is the plan that applies to all development that involves a nett increase in the number of dwellings on the site (excepting secondary dwellings which cannot have separate title).
- Areas already zoned for higher density redevelopment are in Local Centres catchments that have an exemption from the \$20,000 cap.
- The \$20,000 cap applies outside the current Local Centres catchments.
- The combined effect of the Low and Mid Rise Housing SEPP and the TOD SEPP will have the effect of extending the catchment areas that are subject to higher-density residential development potential.
- The cap exemption is critical for infrastructure delivery in Ku-ring-gai because of the high cost of land acquisition that could not be accommodated within the cap or via a s7.12 Contributions Plan.
- Despite this exemption, the s7.11 Contributions Plan can still only provide for new local parks at the rate of 2.75sqm/person which is less than 1/10th of the accepted standard of provision of 28.3sqm/person and approximately half of the then prevailing rate of provision at the time of the last major rezonings.
- Ku-ring-gai Council actively delivers new local parks explicitly designed for highly intensive use of relatively small spaces, having delivered seven so far over the life of the plan.
- The inability to acquire more land for new local open space provision is also addressed by the provision of public domain works within the existing road reserves to enhance pedestrian use by way of wider footways and the opportunity for parklets and outdoor dining.
- The current s7.11 contributions also provide for traffic and transport related works including several new link roads and intersection upgrades.
- The current s7.12 contributions provide for intersection upgrades where identified further away from the denser local centres and centred on the smaller neighbourhood centres.

17. LOW-RISE HOUSING – DUAL OCCUPANCIES

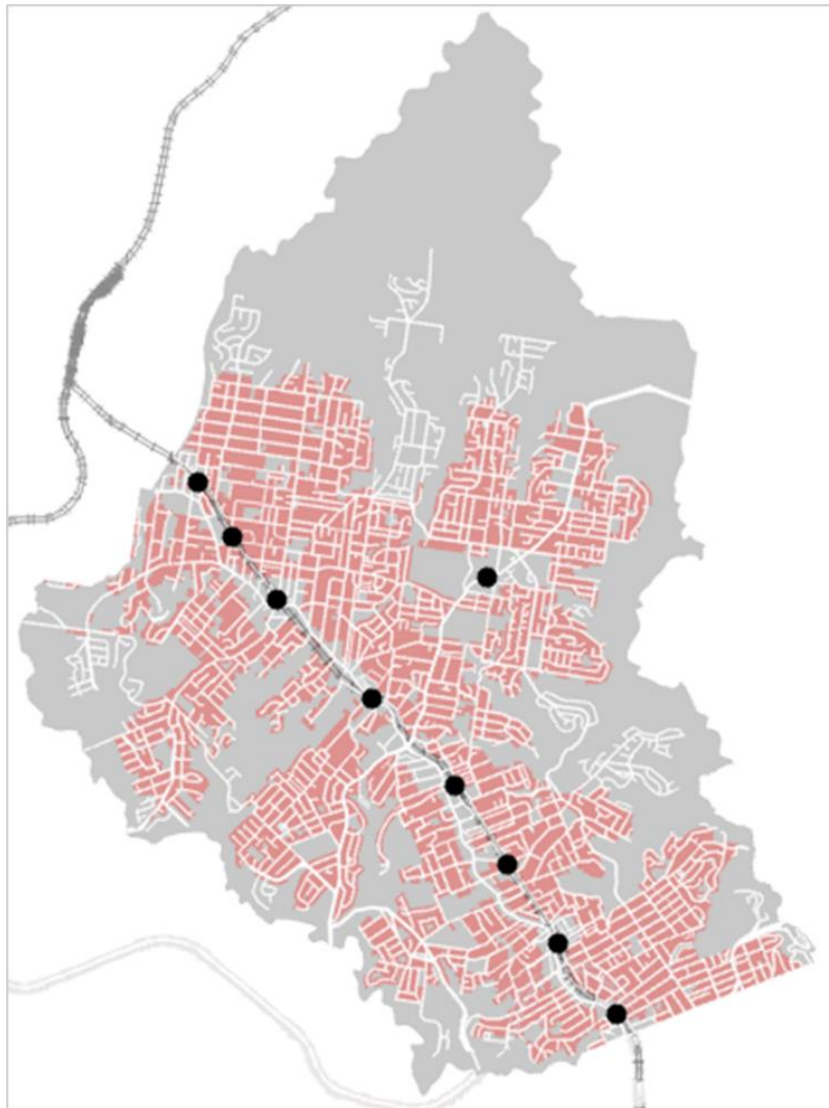
- The proposal for wide spread 2-3 storey dual occupancies will result in irreversible and significant cumulative impacts to the predominant landscape character across huge areas of Ku-ring-gai.
- 2-3 storey dual occupancy development under the proposed non-refusal development standards and the SEPP pathway, will decimate land across Ku-ring-gai as it removes true merit assessment under Council's planning instruments, instruments that apply locally responsive approaches to all development types.
- It is only through merit assessment under local planning instruments that any development can be made to seriously consider site attributes and constraints such as biodiversity, riparian, bushfire prone land, bushfire evacuation risk areas and European, Aboriginal and natural land heritage.
- Ku-ring-gai has an average 900sqm lot size. Under the proposed blanket standards this will result in a total of 4 dwellings per lot instead of the existing single house. Clearly this type of built-upon area intensification will wipe out land features, including the area's substantial tree canopy that is located in private gardens.
- The non-refusal standards will prevent any true and transparent merit assessment that ensures developers apply due consideration to the land parcel as an infill site, and not as a greenfield site obliterating all aspects of the land and its context.
- Widespread dual occupancies across all R2 (Low Density Residential) lands will result in denudation, known to cause downslope runoff and pollution impacts, which threaten both flora and fauna, and undermine the integrity of soil and root systems.
- Detached dual occupancy, in the proposed form, is essentially small lot subdivision as the permitted Torrens title subdivision means they are no longer a dual occupancy but a single dwelling on a single lot. This means that further development in the form of secondary dwellings can occur on the subdivided site, this further intensifying the land and removing any remaining landscaped land on the already small open space.
- The proposed floor space ratio, minimum lot size and width and the deep soil targets are development standards that are in direct conflict with the existing controls in Ku-ring-gai. They will result in developments that are incredibly dense with limited deep soil landscaping and on small lots which impact on the ability to retain significant trees and vegetation and provide dwelling and neighbour amenity.
- The standards are incapable of allowing tall canopy trees of the type prevalent in Ku-ring-gai, to be retained due to built form intruding into the root system, nor will they enable such large trees to be re-planted and to grow successfully.

EIE Proposal

The EIE

- describes dual occupancies as
 - two dwellings on a single lot, commonly known as duplex or semis;
 - can either be attached or detached dwellings:
 - Attached: two dwellings attached either side by side or front to back, and share a common wall.

- Detached: two dwellings on one lot that are not attached. They can be arranged side by side or front to back depending on the lot size and configuration.
- allows 1-3 storeys in height (to a maximum 9.5m), and may incorporate a habitable roof;
- permits dual occupancies on all land zoned R2 (Low Density Residential).



Areas where Dual Occupancies will be permitted

R2 (Low density Residential) Zone

Council Provisions

Dual occupancy housing is not widely permitted within Ku-ring-gai. Currently, dual occupancies are permitted on a small number of properties which are listed in Schedule 1 of the KLEP 2015. The sites identified in Schedule 1 for dual occupancy development meet specific criteria:

- Location: located in good proximity to transport, retail and other services
- Access: corner sites that have dual frontages which allow for each dual occupancy to have separate entrance and street address
- Streetscape: each dual occupancy would have a streetscape appearance of a single large home in keeping with the local residential context

- Site area: sites over 1200sqm which enable subdivision into two minimum 550sqm lots for each dual occupancy able to retain the area’s landscape quality including large canopy trees.

There are also a number of properties within Ku-ring-gai which developed dual occupancies under the NSW State Government Planning Policy *SEPP No.53 Metropolitan Residential Development (SEPP 53)* which overrode Councils local planning controls.

Similar to what is proposed under the *Low and Mid-Rise Housing SEPP* for dual occupancy development, SEPP 53 was a ‘blanket’ approach with no consideration of local area issues.

The policy was repealed in 2011 and no longer applies. Many of the developments under SEPP 53 resulted in significant negative impact on the streetscape, vegetation and existing residential character/amenity within suburbs of Ku-ring-gai.

The table sets out a comparison of the development standards for dual occupancy development under Councils KLEP 2015, and what is proposed under the *Low and Mid-Rise Housing SEPP*.



Steeply sloping land off key ridgelines

Comparison of Existing and Proposed Standards - Dual Occupancy

	KLEP 2015 Schedule 1 Sites	Proposed Low- and Mid-Rise Housing SEPP	Comment
Height of Buildings	9.5m	9.5m *	Consistent. However, there is nothing to prevent third storey development and flat roofs that will be problematic in the expected deluge rainfall events.
Floor Space Ratio	0.4 : 1	0.65 : 1 *	The proposed increased floor space will result in incredibly dense development akin to inner city areas. It will dominate the site and street, and irreversibly wipe out all site attributes including trees, natural/Aboriginal/European heritage with its intensification of building footprint site coverage.
Minimum Lot Width	18m	12m *	The reduction in minimum lot width cancels any opportunity for sufficient setback areas that address interface and amenity to neighbouring properties. It also removes ability to retain and protect site features. The multiple driveways that will result from the ill-considered standards will decimate street trees and opportunities to increase canopy on public land.
Minimum Car Parking	2 spaces per dwelling	1 space per dwelling *	R2 zoned land is mostly located at significant distances from the train line, shops and services. This will result in a huge number of new dwellings in areas with poor access to public transport, and create a high reliance on car use. The reduced parking will result in greater street parking as many of the single dwellings will continue to house families with multiple car ownership.
Minimum Site Area (parent lot)	1200sqm (550sqm per new dwelling) – detached only	450sqm (225sqm per new dwelling) – Detached and Attached *	The proposed reduction of lot size to 225sqm per dual occupancy dwelling is completely unacceptable in middle ring suburbs such as the Ku-ring-gai locality. Subdivision patterns are integral to the character of an area. The proposed standard gives no consideration to the widespread cumulative impacts delivered by these standards. This smaller lot size will fundamentally and detrimentally change the character of Ku-ring-gai's low density suburbs as they are too small to retain the established landscape quality including large canopy trees. The predominant character of built form within garden settings including large canopy trees will be destroyed. There is no indication of what the Department desired future character the Department is aiming for.
Landscaping	Deep Soil – 50-60% Trees – 3 large trees per dwelling	Deep Soil – 15-25% Trees –1-3 small to medium trees per dwelling Note: not a non-refusal standard	Deep soil landscaping is a key and important element that defines Ku-ring-gai's urban character. The proposed deep soil landscaping standard is grossly inadequate for Ku-ring-gai and will make tree planting and retention unviable. The current practice of poisoning and illegally removing trees and other site features to ready sites for complying development will increase under this pathway and the proposed standards. The proposed provisions apply a greenfield approach of small landscape planting. The minimal landscaping and "small" tree provisions show a lack of understanding of this LGA, its topography and ecological assets. The proposal seeks to systematically denude the land and create serious long term impacts on land upstream from National park land and water catchment areas.
* non-refusal development standard			

Comparison of Existing and Proposed Standards - Dual Occupancy

EXISTING OUTCOMES
KLEP 2015 - Schedule 1 Sites
Large single house in garden setting appearance



PROPOSED OUTCOMES
Non-refusal Standards –
Low and Mid Rise Housing SEPP



Key Considerations

- The proposed blanket one-size fits all and non-refusal standards for dual-occupancy delivery has failed to demonstrate consideration of impacts relating to land within Ku-ring-gai including:
 - Canopy trees on private and public land
 - Natural, Aboriginal and European heritage
 - Biodiversity, flora and fauna including threatened species
 - Streetscape and local character
 - Flood risks, bushfire risk and bushfire evacuation risks
 - Climate change issues such as heat island effects, heat wave and deluge rainfall
 - Stormwater and sewerage issue and their impacts on downslope catchment
- The proposal to enable widespread dual occupancies across Ku-ring-gai, with the minimal non-refusal standards, will in effect, wipe out the fundamental character of the locality. Ku-ring-gai's character is one of built form within high quality garden settings.
- Once detached dual occupancies are Torrens titled subdivided, they are no longer considered a dual occupancy, but a single dwelling on a single lot. Development of a detached dual occupancy is essentially a small lot subdivision that will allow future increased development of secondary dwellings.
- The Low and Mid-Rise Housing SEPP proposes to permit dual occupancy development in all R2 Low Density Residential zones across NSW.
- Over 40% of Ku-ring-gai's land is currently zoned (R2 Low Density Residential). The proposal to permit dual occupancy development on the predominant 900sqm lot sizes, resulting in 4 dwellings per block where there was one detached home. Clearly this will have a huge negative impact across the LGA, delivering a greenfield outcome of 'sameness' through land clearing and minimal standards.
- Delivery of this quantum of housing distant from facilities, public transports, services is poor planning as it creates isolated communities, particularly elderly people who are likely to downsize into these types of housing.
- The distances to local centres of this housing typology will increase the volume of car dependant community distant from public transport. The proposal fails to consider the quantum of vehicles that will require car parking provision close to the train stations and transport hubs. The provision and funding of commuter parking must be dealt with transparently by the State government.
- State Government must transparently disclose what infrastructure will be funded and delivered, including addressing current issues of overflowing sewerage and stormwater within Ku-ring-gai, and how much housing that infrastructure can support before destroying large tracts of established urban areas across Sydney.
- Deep soil landscaping is a key seminal element that defines Ku-ring-gai's character. The drastically reduced landscaping standards will cumulatively denude the local and wider Sydney area. It will create systemic downslope issues to catchments, flora and fauna.
- The predominant character of the R2 Low Density Residential areas of Ku-ring-gai is large lots, with dwellings in a landscaped setting. This smaller lot size will fundamentally change the character of Ku-ring-gai's low density suburbs, and are too small to retain the landscape quality and large canopy trees.
- The proposal refers to low rise housing through the CDC pathway: *"The Low Rise Housing Diversity Code will continue to apply including to areas where low rise typologies are proposed to be permitted under the reforms"*. This is a dangerous application of the existing pathway as the new typologies have differing impacts. Just because it is called 'low rise' does not mean the impacts are

less. In fact the impacts of low rise are more devastating as they have larger cumulative footprints that impact biodiversity, soil health, stormwater overland flows.

- The EIE repeatedly states “well designed” however the proposed pathway and the proposed standards developed with zero underlying modelling, testing, capacity analysis, assessment of the attributes and constraints of infill areas means there will in actual fact be no ability to ensure these buildings and the urban areas they create will be of high quality design.
- Cumulative impacts resulting from the proposed landscaped area development standard have the potential for loss of vegetation and denudation of land across the Six Cities Region, and will contribute to land surface temperature increases and the urban heat island effects.
- The consideration to include dual occupancies in Ku-ring-gai must be examined in much greater detail to address the clearly enormous impacts of this typology on the majority of LGA. This must be led by Council to ensure an informed detailed investigation of land capacity under existing site attributes and constraints, including modelling and testing of the standards able to be locally responsive, and consideration of locational factors to determine their best location.

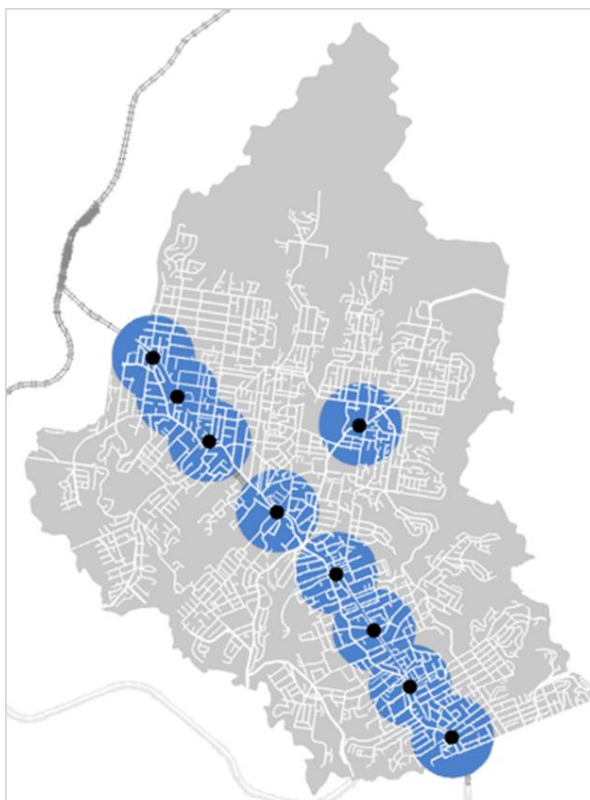
18. LOW-RISE HOUSING – MANOR HOUSES

- The proposed change in the definition of Manor Houses to remove the cap on a maximum of 4 dwellings will mean ‘manor houses’ will effectively be 2-3 storey residential flat buildings with no limit to the number of dwellings they contain. However, they will not be subject to the same standards as other residential flat buildings in terms of design or amenity as SEPP 65 Design Quality of Residential Apartment Development and the Apartment Design Guide only applies to buildings that are 3+ storeys tall.
- The proposed floor space ratio, minimum lot size and width and the deep soil targets are development standards that are in direct conflict with the existing controls in Ku-ring-gai. They will result in developments that are incredibly dense with limited deep soil landscaping and on small lots which impact on the ability to retain significant trees and vegetation, provide dwelling and neighbour amenity and design appropriate basement parking.
- The standards are incapable of allowing tall canopy trees of the type prevalent in Ku-ring-gai, to be retained due to built form intruding into the root system, nor will they enable such large trees to be planted and to grow successfully.

EIE Proposal

The EIE

- describes manor houses as two storey apartment blocks and no cap on the number of dwellings (removes the limitation on the current maximum 4 dwellings);
- allows 1-3 storeys in height (to a maximum 9.5m), and may incorporate a habitable roof;
- permits manor houses on R2 (Low Density Residential) zones within 800m of Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee, Wahroonga railway stations, and 800 m within the St Ives centre.



Areas where Manor House be permitted

■ 800m from centres

Council Provisions

While Ku-ring-gai does not have any specific development standards for Manor House development, the standards proposed under the *Low and Mid-Rise Housing SEPP* are inconsistent with the controls that guide development in the R2 (Low Density Residential) zone and would result in significant departure from the predominant urban character.

Manor Houses are currently permitted within Ku-ring-gai under *Part 3B Low Rise Housing Diversity Code (Exempt and Complying Development SEPP)* within the R3 Medium Density Residential zone and a and the Exempt and Complying SEPP defines them as follows:

- manor house** means a residential flat building containing 3 or 4 dwellings, where-
- (a) each dwelling is attached to another dwelling by a common wall or floor, and
 - (b) at least 1 dwelling is partially or wholly located above another dwelling, and
 - (c) the building contains no more than 2 storeys (excluding any basement).



Examples of Manor House Development in Ku-ring-gai – large single house in garden setting appearance



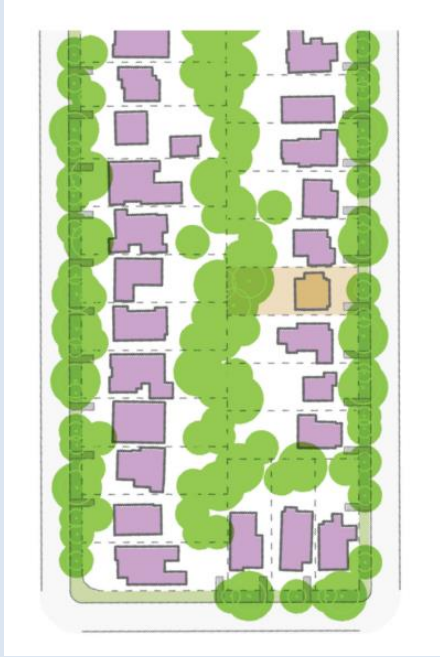
*Examples of Manor House Development enabled by Low and Mid-Rise Housing SEPP
Pseudo 2-storey apartment blocks of indeterminate sizes*

Comparison of Existing and Proposed Standards - Manor Houses

	KLEP 2015 Schedule 1 Sites	Proposed Low- and Mid- Rise Housing SEPP	Comment on Consistency
Height of Buildings	9.5m	9.5m*	Comparable. However there is nothing to prevent third storey development and flat roofs that will be problematic in the expected deluge rainfall events.
Floor Space Ratio	0.3:1 – 0.4:1	0.8 : 1*	The proposed significant increase in floor space will result in incredibly dense development akin to inner city areas. It will dominate the site and street, and irreversibly wipe out all site attributes including trees, natural/Aboriginal/European heritage with intensification of building site coverage.
Minimum Lot Width	18m	12m*	The reduction in minimum lot width cancels any opportunity for sufficient setback areas that address interface and amenity to neighbouring properties. It removes ability to retain and protect site features. The multiple driveways that will result from the ill-considered standards will decimate street trees and opportunities to increase canopy on public land.
Minimum Car Parking	2 spaces per dwelling	0.5 space per dwelling*	Location within 800m of Stations and Town Centre precincts this will ensure they have access to public transport, shops and services within walking distance. However, reduced car parking requirement is not reflective of car ownership patterns where residents own at least 1 car to travel across Sydney and NSW, more where there are multiple bedrooms housing multiple drivers. Elderly residents typically do not walk/catch public transport to do their shopping. Street parking will become problematic. This issue speaks to the necessity for clear demographic projections to determine the population that this typology seeks to target.
Minimum Site Area	790sqm – 930sqm	500sqm*	Subdivision patterns are integral to the character of an area. The proposed standard gives no consideration to the widespread cumulative impacts delivered by these standards. This smaller lot size will fundamentally and detrimentally change the character of Ku-ring-gai's low density suburbs as they are too small to retain the established landscape quality including large canopy trees. The predominant character of built form within garden settings including large canopy trees will be destroyed. There is no indication of what desired future character the Department is aiming for.
Landscaping	Deep Soil – 50-60% Trees – 3 large trees per dwelling	Deep Soil – 20-30% Trees –1-2 small to medium trees per dwelling	Deep soil landscaping is a key and important element that defines Ku-ring-gai's urban character. The proposed deep soil landscaping standard is grossly inadequate for Ku-ring-gai and will make tree planting and retention unviable. The current practice of poisoning and illegally removing trees and other site features to ready sites for complying development will increase under this pathway and the proposed standards. The proposed provisions apply a greenfield approach of minimal landscape planting. The minimal landscaping and "small" tree provisions show a lack of understanding of this LGA, its topography and ecological assets. The proposal seeks to systematically denude the land and create serious long term impacts on land upstream from National Park land and water catchment areas.
* non-refusal development standard			

Comparison of Existing and Proposed Standards – Manor Houses

EXISTING OUTCOMES
KLEP 2015
Large single house appearance



PROPOSED OUTCOMES
Non-refusal Standards –
Low and Mid Rise Housing SEPP



Key Considerations

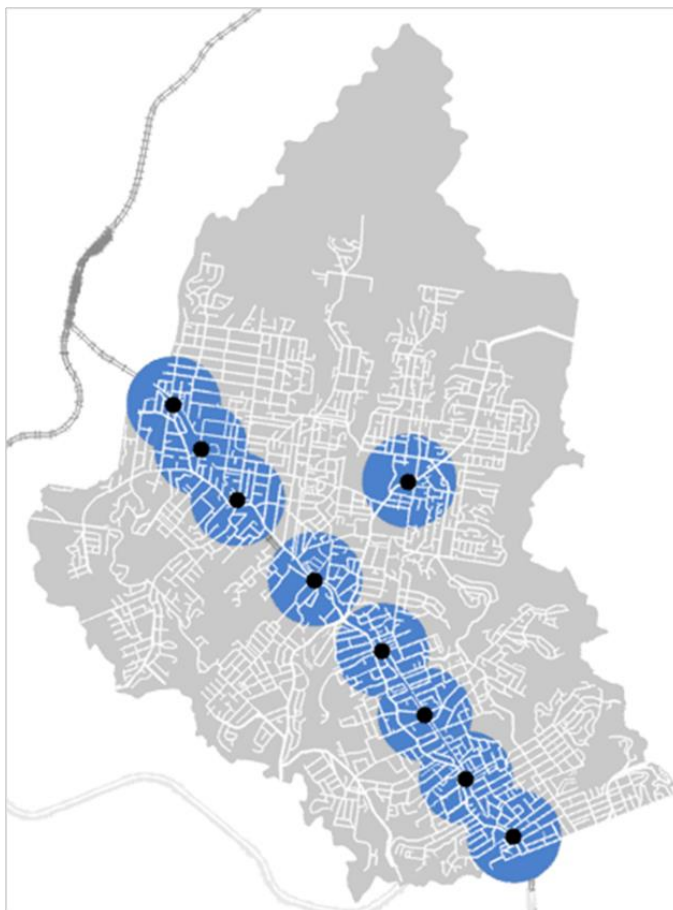
- The proposed blanket one-size fits all and non-refusal standards for manor house delivery has failed to demonstrate consideration of impacts relating to land within Ku-ring-gai including:
 - Canopy trees on private and public land
 - Natural, Aboriginal and European heritage
 - Biodiversity, flora and fauna including threatened species
 - Streetscape and local character
 - Flood risks, bushfire risk and bushfire evacuation risks
 - Climate change issues such as heat island effects, heat wave and deluge rainfall
 - Stormwater and sewerage issue⁰ and their impacts on downslope catchment
- The EIE states that “*Multi-dwelling housing and manor houses can be designed to comfortably sit within a freestanding house neighbourhood without significantly changing character and offering a diverse and affordable option*” (EIE p.22). However, in reality the proposed non refusal development standards for Manor House developments will result in a building typology and built form that is incredibly dense and visually dominant on small lots and with limited deep soil landscaping which is in complete contrast to the predominant local character.
- The proposed change in definition to Manor Houses to remove the cap on a maximum of 4 dwellings will mean ‘manor houses’ will effectively be 2-3 storey residential flat buildings with no limit to the number of dwellings they contain. At the same time, they will not be subject to the same standards which as other residential flat buildings in terms of design or amenity as SEPP 65 Design Quality of Residential Apartment Development and the Apartment Design Guide only applies to buildings that are 3+ storeys tall.
- The ADG should only be amended to include the consideration of 2-storey apartment buildings to accommodate the removal of the 4 dwellings/manor house cap that converts them into 2-3 storey apartments.
- The proposal refers to low rise housing through the CDC pathway: “*The Low Rise Housing Diversity Code will continue to apply including to areas where low rise typologies are proposed to be permitted under the reforms*”. This is a dangerous application of the existing pathway as the new typologies have differing impacts. Just because it is called ‘low rise’ does not mean the impacts are less. In fact the impacts of low rise are more devastating as they have larger cumulative footprints that impact biodiversity, soil health, stormwater overland flows.
- The *Low Rise Housing Diversity Design Guide* is an existing document developed as part of the low rise housing code. It includes one for Complying Development, and one for DAs to help Councils assess manor houses and terraces until Councils develop their own locally responsive controls in their DCP. Councils must be allowed to develop locally responsive controls that ensure integrated infill development, including investigating provisions for any desired future character.
- The EIE repeatedly states “well designed” however the proposed pathway and the proposed standards developed with zero underlying modelling, testing, capacity analysis, assessment of the attributes and constraints of infill areas means there will in actual fact be no ability to ensure these buildings and the urban areas they create will be of high quality design.
- Due to Ku-ring-gai’s ageing population projected to continue to grow in Council’s exhibited Housing Strategy, Council requires all medium and high density development to be 100% accessible within the dwellings and across the land from street to dwelling entry under the Liveable Housing Design Guidelines. The proposal has no requirement for accessibility of dwellings within a Manor House nor across the site, noting that land within Ku-ring-gai is often steep or sloping. This again speaks to the lack of information in the proposal on demographic projections which determine what population the dwellings are being built for.

19. LOW-RISE HOUSING – MULTI-DWELLING HOUSING-TERRACES/TOWNHOUSES

- 2-3 storey terrace/townhouse style development will have the greatest impact in Ku-ring-gai as it prioritises at-grade car parking deep within the site. It will result in multiple driveway cross overs along a short distance within the streetscape. These have an adverse impact on the protection of existing and diminishing landscape, including trees, both on the street and in the small front setback areas.
- The proposed FSR does not allow for appropriate setbacks and deep soil areas. This will have a significant impact on amenity and protection of biodiversity in the area, with multiple demands limiting the biodiversity and ecological benefits that will be provided by the small amount of deep soil areas retained on site.
- The standards are incapable of allowing tall canopy trees of the type prevalent in Ku-ring-gai, to be retained due to built form intruding into the root system, nor will they enable such large trees to be planted and to grow successfully.

EIE proposal

- describes multi-dwelling houses and multi-dwelling housing (terraces) as residential developments that have three or more dwellings on a single lot with each dwelling having access at ground level. It includes terraces and townhouses, but does not include apartment buildings.
- allows 1-3 storeys in height (to a maximum 9.5m), and may incorporate a habitable roof;
- permits multi-dwelling housing and multi-dwelling housing (terraces) on R2 (Low Density Residential) zones within 800m of Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee, Wahroonga railway stations, and 800 m within the St Ives centre.



Areas where Multi-dwelling housing (terraces / townhouses) will be permitted

■ 800m from centres

Council Provisions

Multi-dwelling housing and Multi-dwelling housing (terraces) are currently permitted within Ku-ring-gai in the R3 (Medium Density Residential) and R4 (High Density Residential) zone.

Council has generally used the R3 Medium Density Residential zone and the resulting built form of 3 storey townhouses as a transition between areas of high density (5 storey) and low density single dwellings.



*Examples of Multi-dwelling housing (terraces / townhouses) development in Ku-ring-gai
Dwellings in garden settings with substantial deep soil and tall canopy trees.*



Examples of Multi-dwelling housing (terraces / townhouses) development enabled by Low and Mid-Rise Housing SEPP

Comparison of Existing and Proposed Standards

Multi-dwelling housing (terraces / townhouses)

Comparison of Existing and Proposed Standards -				
	KLEP 2015 Note: only permissible in R3 Zone	Proposed Low- and Mid-Rise Housing SEPP (Multi-dwelling Housing)	Proposed Low- and Mid-Rise Housing SEPP – Terraces	Comment on Consistency
Height of Buildings	11.5m	9.5m	9.5m	Council allows 3 storey development, but only within the R3 zones not the R2 zone as proposed.
Floor Space Ratio	0.8 : 1	0.7 : 1	0.7 : 1	The floor space ratio is comparable; however, Councils controls allow the floor space to be spread across three stories, not two as proposed - resulting in significantly greater building footprints/site coverage, limit landscaped deep soil areas and retention of significant trees.
Minimum Lot Width	24m	12m	18m	The proposed minimum lot width is half that required by Council. The minimum lot width required by Council ensure sites are of sufficient dimension to provide space for generous deep soil landscaping and setbacks for amenity and preservation of the predominant local character.
Minimum Car Parking	1 space per dwelling	1 per dwelling	0.5 space per dwelling	Comparable but low for terraces. These will likely be similar to townhouse bedroom numbers.
Minimum Site Area	1200sqm	600sqm	500sqm	Significantly smaller minimum site areas are proposed. Councils 1200sqm requirement maintains the predominant local character of large lots with sufficient space for generous landscaped areas and setbacks, to ensure the amenity of adjoining properties. No minimum site area will allow developments on any lot size, resulting in poor development outcomes e.g. difficulty in providing basement parking, poor amenity for dwellings and adverse impacts to adjoining properties and the streetscape.
Landscaping	Deep soil –40-50% Trees – dependent on lot size 1200 sqm – 1 per 400sqm of site area or part thereof 1201-1800sqm – 1 per 350sqm of site area or part thereof 1801+sqm – 1 per 300sqm of site area or part thereof	Note: EIE does not specify for Multi Dwelling Housing. Only Multi Dwelling Housing (Terraces) Deep Soil – 20-30% Trees – <1000sqm – 1 per 300sqm or part thereof 1000-3000sqm – 1 per 200sqm or part thereof 3000+sqm – 2 medium or 1 large per 350sqm or part thereof	Deep Soil – 20-30% Trees – <1000sqm – 1 per 300sqm or part thereof 1000-3000sqm – 1 per 200sqm or part thereof 3000+sqm – 2 medium or 1 large per 350sqm or part thereof	The proposed deep soil target is significantly less than Councils required 40-50%. Deep soil landscaping is a key and important element that defines Ku-ring-gai's urban character. The reduced landscaping standards will have a particularly negative impact on the urban character of Ku-ring-gai. The proposed deep soil landscaping standard is grossly inadequate for Ku-ring-gai and will not result in trees being viable due the high probability they will be removed, or replaced with smaller planting. Cumulative impacts resulting from the proposed landscaped area development standard have the potential for loss of vegetation across the Six Cities Region, and will contribute to land surface temperature increases and the urban heat sink effect.
* non-refusal development standard				

Comparison of Existing and Proposed Standards Multi-dwelling housing (terraces / townhouses)

EXISTING OUTCOMES
KLEP 2015
Basement parking and deep soil provisions



PROPOSED OUTCOMES
Non-refusal Standards –
Low and Mid Rise Housing SEPP



Key considerations

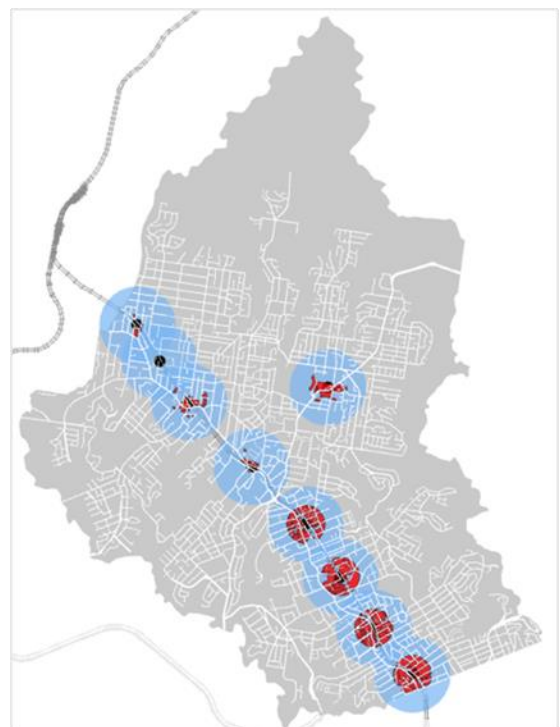
- The proposed blanket one-size fits all and non-refusal standards for multi-dwelling housing and multi-dwelling housing (terraces) delivery has failed to demonstrate consideration of impacts relating to land within Ku-ring-gai including:
 - Canopy trees on private and public land
 - Natural, Aboriginal and European heritage
 - Biodiversity, flora and fauna including threatened species
 - Streetscape and local character
 - Flood risks, bushfire risk and bushfire evacuation risks
 - Climate change issues such as heat island effects, heat wave and deluge rainfall
 - Stormwater and sewerage issue and their impacts on downslope catchment
- 2-3 storey terrace/townhouse style development will have the greatest impact in Ku-ring-gai as it prioritises at-grade car parking deep within the site. It will result in multiple driveway cross overs along a short distance within the streetscape. These have an adverse impact on the protection of existing and diminishing landscape, including trees, both on the street and in the small front setback areas.
- The proposed FSR does not allow for appropriate setbacks and deep soil areas. This will have a significant impact on amenity and protection of biodiversity in the area, with multiple demands limiting the biodiversity and ecological benefits that will be provided by the small amount of deep soil areas retained on site.
- The standards are incapable of retaining tall canopy trees of the type prevalent in Ku-ring-gai and central to the area character due to built form intruding into the root system, nor will they enable such large trees to be planted and to grow successfully due to the extremely limited deep soil area. Canopy removal will not affect the long standing area character, but also severely impact the ability to reduce urban heat island effects.
- The proposal refers to low rise housing through the CDC pathway: *“The Low Rise Housing Diversity Code will continue to apply including to areas where low rise typologies are proposed to be permitted under the reforms”*. This is a dangerous application of the existing pathway as the new typologies have differing impacts. Just because it is called ‘low rise’ does not mean the impacts are less. In fact the impacts of low rise are more devastating as they have larger cumulative footprints that impact biodiversity, soil health, stormwater overland flows.
- The *Low Rise Housing Diversity Design Guide* is an existing document developed as part of the low rise housing code. It includes one for Complying Development, and one for DAs to help Councils assess manor houses and terraces until Councils develop their own locally responsive controls in their DCP. Councils must be allowed to develop locally responsive controls that ensure integrated infill development, including investigating provisions for any desired future character.
- The EIE repeatedly states “well designed” however the proposed pathway and the proposed standards developed with zero underlying modelling, testing, capacity analysis, assessment of the attributes and constraints of infill areas means there will in actual fact be no ability to ensure these buildings and the urban areas they create will be of high quality design.

20. MID-RISE HOUSING – RESIDENTIAL FLAT BUILDINGS

- The proposed building typology and density is incompatible with the local urban character.
- The proposed building height of 21 m and FSR of 3:1 will likely result in a building footprint covering a very high proportion of the site (70-75%) meaning no front or side setbacks and minimal rear setbacks.
- The proposed controls represent a mismatch in maximum floor space ratio and maximum building height and context. The resulting building typology is not suitable for suburban streets and is inappropriate for suburban infill context.
- Lack of minimum lot size will allow incremental and piece meal development in these streets resulting in single houses being left adjoining or surrounded by 7 storey + buildings.
- Lack of minimum lot width requirements will result in poor development outcomes for site with no space for landscaping, tree retention, impact on buildings proportions, impact on basement design, and result in multiple vehicle cross overs in close proximity along a street.
- FSR of 3:1 is unlikely to allow for setbacks, communal open space and deep soil requirements to be achieved. This will have a significant impact on amenity and protection of biodiversity in the area, with multiple demands limiting the biodiversity and ecological benefits that will be provided by the small amount of deep soil areas retained on site.
- Deep soil provisions are significantly less than required by Council's DCP.
- Lowering the design standards in the ADG to accommodate this flawed mid-rise housing model will result in a decreased design quality for all new apartments across NSW.

EIE proposal

- describes mid-rise housing as:
 - residential flat buildings, being building containing three or more homes; and two storeys or more; and at least one dwelling must not have direct access at the ground level.
 - shop-top housing., being a building that contains one or more apartments; and must be located above ground floor shops or other commercial uses.
- Allows 3-6 storeys in height. ;
 - 4-5 storey residential flat buildings in R3 zones within 400 to 800m of a railway station or town centre precinct.; and
 - 6-7 storey residential flat buildings in R3 zones and shop-top housing in E1 and MU1 zones within 400m of a railway station or town centre precinct.
- Permits residential flat buildings on all R3 Medium Density zoned land within 800m of Station and Town Centre Precincts. There is no change proposed to the existing permissibility of shop-top housing.



Areas where Residential Flat Buildings will be permitted

- 400m from centres
- 800m from centres

Council Provisions

Residential flat buildings are currently permitted within the R4 High Density Residential zone and Shop-top Housing is permitted within the R4 High Density Residential zone, E1 Local Centre zone and MU1 Mixed Use zone.

The Ku-ring-gai LEP 2015 contains a number of requirements regarding minimum lot size and minimum lot widths for both these development types to encourage lot consolidation to avoid isolated sites, as well as to ensure sites are of sufficient size to enable generous deep soil landscaping, setbacks and tree retention, as well as to ensure buildings have good proportions.

The below table sets out a comparison of the development standards for residential flat building and shop-top housing development under Councils KLEP 2015, and what is proposed under the *Low and Mid-Rise Housing SEPP*.

Comparison of Existing and Proposed Standards				
Shop-top housing and Residential Flat Buildings				
	KLEP 2015 Note: only permissible in R4, E1, and MU1 zone	Proposed Low- and Mid-Rise Housing SEPP – within 400m Stations/Centre	Proposed Low- and Mid-Rise Housing SEPP – 400-800m Stations/Centres	Consistency
Height of Buildings	Residential flat buildings – range of 11.5m to 17.5m Shop-top Housing – range 11.5m to 38.5m depending on centre and site	21m	16m	Increase in building height of residential flat buildings – Councils controls permit a 3-5 storey development and the proposed non refusal standard of 21m within 400m of station/centres will allow 6 storey developments.
Floor Space Ratio	Residential Flat buildings – range of 0.8:1 to 1.3: 1	3:1	2:1	There is a significant difference between Councils permitted FSR and the non-refusal standard under the SEPP. The additional floor space allowed will mean that these developments will be incredibly dense and visual dominating on the site.
Minimum Lot Width	Residential Flat buildings - Sites less than 1800sqm – 24m Sites 1800sqm or more – 30m Shop-top Housing – 20m	0m	0m	The minimum lot widths required by Council ensure sites are of sufficient dimension to provide: Residential Flat buildings – space for landscaping and setbacks for amenity and local character Shop-top housing – ensuring buildings have an appropriate horizontal proportion compared to their vertical proportion, ensure vehicle access to sites is reasonably spaced and separated long roads and to provide appropriate dimensions for the design of basement car parking.

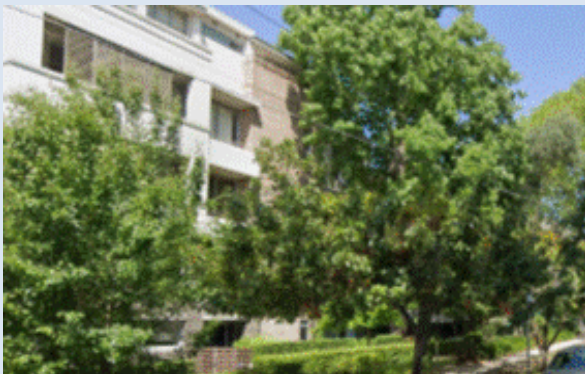
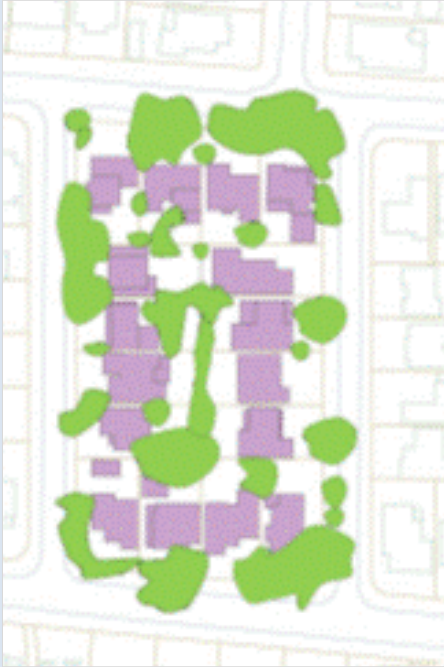
Comparison of Existing and Proposed Standards

Shop-top housing and Residential Flat Buildings

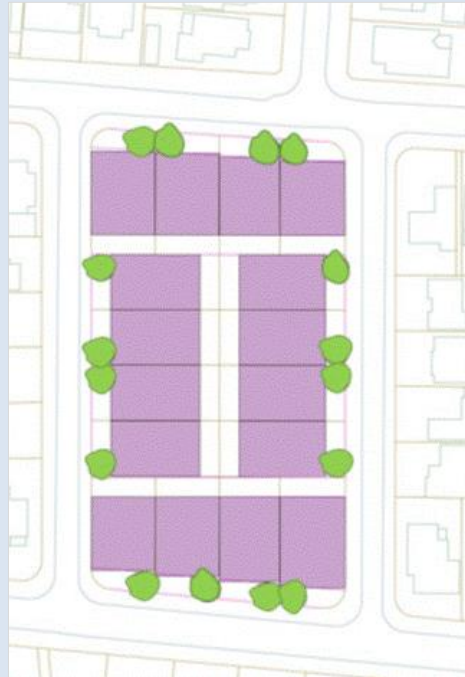
				No minimum lot width requirements will result in poor development outcomes for site – no space for landscaping, tree retention, impact on buildings proportions, impact on basement design, and result in multiple vehicle cross overs in close proximity along a street.
Minimum Site Area	Residential flat buildings - 1200sqm	0sqm	0sqm	<p>No minimum site area is proposed to be required for development of residential flat buildings and shop-top housing. Council requires a minimum site area of 1200sqm which maintains the predominant local character of large lots, and ensure sufficient space for generous landscaped areas and setbacks to ensure the amenity of adjoining properties as well as ensuing lot consolidation.</p> <p>The lack of minimum lot size will allow incremental and piece meal development in these streets resulting in single houses being left adjoining or surrounded by 7 storey + buildings</p>
Landscaping	40-50%	15- 20%	15-20%	<p>The proposed deep soil target is significantly less than Councils required 40-50%. Deep soil landscaping is a key and important element that defines Ku-ring-gai's urban character. The reduced landscaping standards will have a particularly negative impact on the urban character of Ku-ring-gai. The proposed deep soil landscaping standard is grossly inadequate for Ku-ring-gai and will not result in trees being viable due the high probability they will be removed, or replaced with smaller planting.</p> <p>Cumulative impacts resulting from the proposed landscaped area development standard have the potential for loss of vegetation across the Six Cities Region, and will contribute to land surface temperature increases and the urban heat sink effect.</p>

Comparison of Existing and Proposed Standards – Manor Houses

EXISTING OUTCOMES
KLEP 2015
Large single house appearance



PROPOSED OUTCOMES
Non-refusal Standards –
Low and Mid Rise Housing SEPP



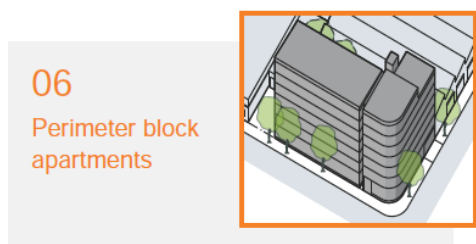
Key considerations

Built Form

- The proposed building height of 21 m and FSR of 3:1 within a 400m station and town centre precincts will likely result in a building footprint covering a very high proportion of the site (70-75%) meaning no front or side setbacks and minimal rear setbacks:
 - Producing a continuous urban building form
 - Severely constraining on-site tree planting & landscaping opportunities
 - Constraining provision of communal open space
 - Resulting in minimal or zero building separation
 - Resulting in privacy impacts
 - Producing poor internal amenity, with resultant buildings unable to comply with ADG or SEPP 65

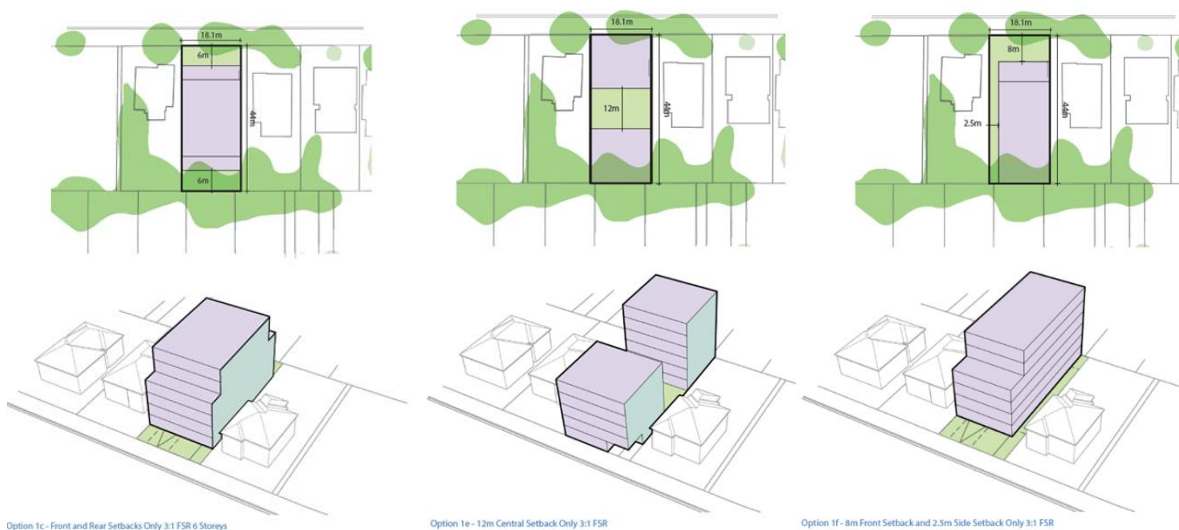
These issues will be further compounded by the absence of any minimum lot size or lot width/frontage controls.

- The proposed building controls (height 21m and FSR of 3:1) are consistent with the perimeter block apartment typology referenced in the ADG (page 168). The ADG notes this typology as appropriate for a *“Former industrial area under transition into urban neighbourhood; the site is located on a street corner and surrounded by industrial sheds and several new apartment buildings”*.



ADG Diagram Perimeter Block Apartments

- Council has undertaken modelling to demonstrate how the proposed controls do not work on typical blocks within the Station and Town Centre Precincts of in Ku-ring-gai. The proposed controls represent a mismatch in maximum floor space ration and maximum building height and context. The proposed building typology is not suitable for suburban streets and is inappropriate for suburban infill context.



Council Modelling of Development Standards - Two Party Walls, Four Party Walls and One Part Wall

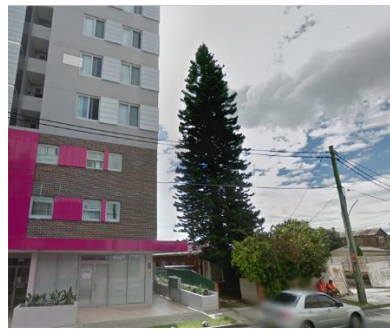
- The lack of minimum lot size will allow incremental and piece meal development in these streets resulting in single houses being left adjoining or surrounded by 7 storey + buildings as can be seen in the following examples on Wilga Street in Burwood.



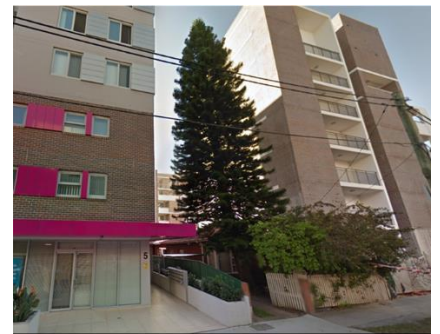
Example of outcomes of proposal – single dwelling houses being replaced with 6 storey apartment development built to the property boundary Wilga Street Burwood



2007



2014



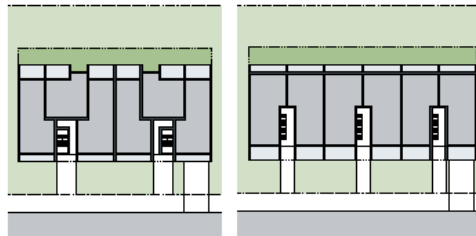
2015

Example of outcomes of proposal – single dwelling houses being replaced with 6 storey apartment development built to the property boundary Wilga Street Burwood

- The proposed development controls do not work in a suburban residential context:
 - No side setbacks
 - Blank party walls to neighbours
 - Apartments with no external windows
 - internal light wells for natural light
 - No natural ventilation
 - No minimum parking requirement
 - Lot width would make it difficult to accommodate adequate basement parking
 - Not compliant with ADG
- The analysis of the proposed mid-rise apartment model demonstrates that there is a disconnect between with a height of 21m and an FSR of 3.0:1. It will result in residential flat buildings containing apartments very low amenity that cannot comply with the ADG as well as a very a poor urban form. The 21m and 3.0:1 combination may work for shop-top housing in a town centre setting with ground floor commercial floor space and active street frontages. However, it cannot work in a straight residential flat building typology and should be reviewed.

- *The Apartment Design Guide - Appendix 4 – Apartment Building Types* provides example schemes for apartment typologies suitable for suburban infill sites in locations with a single street frontage (no rear lane). These examples are notably lower in building height and density than the proposed non-refusal development standards. Both typologies provide front setback consistent with established pattern in street; side setbacks of 3-4m; and rear setbacks of 6m-10m. (ADG page 158 & page 160). Both examples have deep soil provision of 35-40% (ADG page 158 & 160).

02 Row apartments

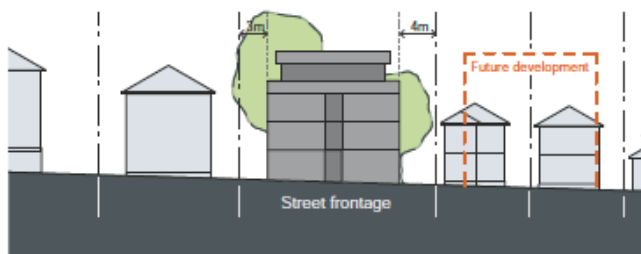


Row apartment types are modular and can be adapted to fit various site widths. They are well suited to wide, shallow lots and typically have 2-3 apartments accessed off one common access core

3.4.3.1 Row Apartments

- FSR 1.0:1 & height 3-4 storeys (ADG page 160)
- ADG identifies this typology as suitable for a context where “a consolidation of three narrow residential lots, located in a suburban area undergoing an increase in density with a mix of detached, duplex, terrace and apartment buildings” (ADG, page 160)

01 Narrow infill apartment



Proposed development - Street elevation

3.4.3.2 Narrow Infill Apartments

- FSR 1.0:1 & height 3-4 storeys
- ADG identifies this typology as suitable for a context where “Suburban infill site in an area undergoing transition from detached dwellings to residential flat buildings; the site is a consolidation of two detached housing lots” (ADG page 158)

Proposed ADG Amendments

The ADG been crucial in improving the design quality of apartments in NSW. The Department’s proposal to amended ADG provisions to ‘reflect the unique design challenges of mid-rise buildings’ is of great concern. The ADG will continue to apply to all apartment design across NSW and not just within Station and Town Centre Precinct areas proposed under the *Low and mid-rise housing* EIE. Lowering the design standards in the ADG to accommodate this flawed mid-rise housing model will result in a decreased design quality for all new apartment across the State.

The ADG should not, and does not need to be, amended for either the Low and Mid-Rise Housing SEPP or the SEPP TOD to operate.

If the Department must include variations to ADG design criteria to accommodate mid-rise housing, the changes should apply to Station and Town Centre Precincts only and should be located in the SEPP only.

A precedent for how this could work is along the lines of SEPP Housing Clause 75 for build-to-rent. The SEPP could even nominate numerics where required (building separations, communal open space and landscaping).



Examples of Residential Flat Buildings and Shop-top housing Development in Ku-ring-gai



Examples of Residential Flat Building and Shop-top Housing development enabled by Low and Mid-Rise Housing SEPP

21. STATION AND TOWN CENTRE PRECINCTS

- The proposal lacks understanding of local centre hierarchy and applies its one-size fits all approach to the development of Ku-ring-gai local centres.
- Only Centres identified in LSPS (Gordon, Turramurra, Lindfield and St Ives) are suitable for additional housing and should be considered as Town Centre Precincts for the purpose of Low and Mid-Rise Housing SEPP (these are the only centres that contain the appropriate level of goods, services and amenities).
- There is no clear mapping that clarifies the exact boundary by cadastre of the 400m and 800m boundary lines to give certainty to landowners and prevent land consolidation outside the specified boundary.

The proposed Low and Mid-Rise Housing SEPP will apply to Station and Town Centre Precincts and proposes to define this area as:

- within the Six Cities Region; and
- 800m walking distance of a heavy rail, metro or light rail station; or
- 800m walking distance of land zoned E2 Commercial Centre or SP5 Metropolitan Centre; or
- 800m walking distance of land zoned E1 Local Centre or MU1 Mixed Use but only if the zone contains a wide range of frequently needed goods and services such as full line supermarkets, shops and restaurants.

There is no clear mapping that clarifies the exact boundary by cadastre of the 400m and 800m boundary lines to give certainty to landowners and prevent land consolidation outside the specified boundary.

The EIE states the Department of Planning is seeking input from Councils to determine which E1 and MU1 centres contain an appropriate level of goods, services and amenities to be included.

Only Centres identified in LSPS (Gordon, Turramurra, Lindfield and St Ives) determined on evidence as suitable for additional housing should be considered as Town Centre Precincts for the purpose of Low and Mid-Rise Housing SEPP (i.e. these are the only centres that contain the appropriate level of goods, services and amenities).

Approval pathways

Development Assessment (DA)

- Non refusal development standards and conflicts with existing local LEP and DCP controls. The EIE states “all other applicable planning controls in Local Environmental Plans and Development Control Plans such as heritage and environment considerations will continue to apply to the extent they are not inconsistent with these provisions”. This effectively pays lip-service to local provisions that ensure true infill development considerations, but effectively sterilises their ability to influence the development outcome.
- Non refusal development standards restrict Council’s ability to modify or refuse inappropriate development. The non-refusal standards empower developers to clear land and deliver basic bottom line poor standards of development.
- The Low Rise Housing Diversity Design Guide is an existing document developed as part of the low rise housing code. It includes one for Complying Development, and one for DAs to help Councils assess manor houses and terraces until Councils develop their own locally responsive controls in

their DCP. Councils must be allowed to develop locally responsive controls that ensure integrated infill development, including investigating provisions for any desired future character.

Complying Development Certificate (CDC)

- The proposal refers to low rise housing through the CDC pathway: *“The Low Rise Housing Diversity Code will continue to apply including to areas where low rise typologies are proposed to be permitted under the reforms”*. This is a dangerous application of the existing pathway as the new typologies have differing impacts. Just because it is called ‘low rise’ does not mean the impacts are less. In fact the impacts of low rise are more devastating as they have larger cumulative footprints that impact biodiversity, soil health, stormwater overland flows.

Ill-considered approach

- The proposal applies ill-considered parameters that will undoubtedly result in even greater future costs as a result of development delivered under the blanket provisions and non-refusal standards and no transparency on infrastructure assessment, renewal and augmentation.
- The proposal is only interested in providing dwelling numbers for a short term gain, this in spite of the inevitable medium and long term costs of infrastructure requirements, social issues and environmental issues that are known to result from ill-considered poorly planned development.
- The actual savings on infrastructure costs are highly questionable especially as no evidence of any investigation of local infrastructure capacity has been provided in a transparent manner. The broad brush findings of the Productivity Commission cannot be applied to all local areas regardless. They are deceptive in their portrayal of actual on the ground infrastructure conditions.
- The proposal is rezoning by stealth – rezoning land for higher density without going through a rezoning process that considers multiple issues and impacts, and by-passing transparent public consultation. The proposal undermines the basis of strategic planning and is inconsistent with the planning priorities set out in the North District Plan and Council’s Local Strategic Planning Statement.
- The one-size fits all approach will clearly destroy high quality integrated local centres with quality built form requirements and landscaping provisions.

Design Quality

- The EIE repeatedly states “well designed” however the proposed pathway and the proposed standards developed with zero underlying modelling, testing, capacity analysis, assessment of the attributes and constraints of infill areas means there will in actual fact be no ability to ensure these buildings and the urban areas they create will be of high quality design.

Dwelling Amenity

- The proposal makes reference to changes to the ADG to reflect these poor standards. The ADG should remain in place as is without the diminishing of its standards and the ability to integrate those standards with locally responsive local controls.
 - The ADG should only be amended to include the consideration of 2-storey apartment buildings to accommodate the removal of the 4 dwellings/manor house cap that converts them into 2-3 storey apartments.



Mixed-use development at Lindfield with rear landscaped private communal open space

APPENDIX A

Community Engagement Report Ku-ring-gai Council



Changes to NSW Housing Policy 2024

Community Engagement report

Introduction

In response to the release of the NSW Government Housing policy documents '*Explanation of Intended Effect: Changes to create low-and mid-rise housing*' and '*Transport Oriented Development (TOD) program*' in December 2023, Council has undertaken an extensive process of communications and engagement with the Ku-ring-gai community to raise awareness on the state government housing policy which will have a significant impact on Ku-ring-gai and its community.

This report provides a summary of these activities, specifically detailing community feedback captured via the survey.

Engagement and communications mechanisms employed

To promote the project and opportunities for involvement Council used the following communications methods:

- Council website (krg.nsw.gov.au)
- Information leaflet sent to all properties (rate payers and occupiers) – Approx 48K and placed in Council buildings.
- E-newsletters (including Ku-ring-gai -news, Your Say Enews, Business Enews, Special Enews)
- Direct email (user groups, local residents)
- Social Media (Facebook, NextDoor, LinkedIn)
- Public information session (hybrid online and in-person)
- Media releases

Communications and engagement snapshot



Communications reach

- 48K flyer mailout (residential and business ratepayers and occupiers)
- 23,388 project webpage visits (6 January – 16 February).
- 36K + E-newsletter subscribers
- 3k reach on Facebook posts
- 2388 impressions on NextDoor
- 715 impressions on LinkedIn
- 774 registrations for public information session 31 January
- High level media interest with coverage on ABC Radio, 2GB, Channel 9, Channel 7, Channel 10, Sydney Morning Herald, Daily Telegraph, The Guardian, Sky News.



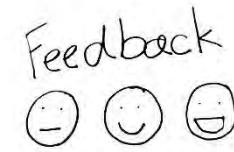
Engagement Participation

- 508 attended 31 January public forum (144 in person, 364 online)
- 5307 survey responses (the largest opt in survey in past 10 years in Ku-ring-gai) - Peak daily participation 929 responses on 15 February
- 7K+plus clicks on Enews articles.



High level feedback insights

1. Significant opposition to proposals reflected in survey results
2. Considerable concerns expressed by the community about the plans at:
 - the public information session
 - in online community discussions on social media (including community Facebook pages) and multiple community campaigns of opposition being launched
 - Other discussions with community groups and individuals.



Survey result observations

- 75% oppose proposals (63% strongly). 22% support.
- Proposals rejected across all groups measured. Renters more supportive but still oppose (57% oppose vs 31% support.)
- *Allowing terraces, townhouses and two storey apartment blocks near railway stations* is the most popular part of proposals. *'Allowing mid-rise (6-7 storey) apartment blocks and shop-top housing near other local centres* is least popular.
- Negative impacts on traffic, parking and trees were of most concern.

Survey

The survey was designed to capture feedback on the proposed policy changes, gauging the opinions about the different parts of the proposals, their predicted impact on important factors in Ku-ring-gai and on the package of reforms overall. Participants were also asked to provide information about where they lived, the type of house and tenure as well as age to gauge the opinions of different sections of the community.

The survey was offered online and promoted widely via all the communication channels mentioned above.

5307 surveys were completed. Not all participants answered all the questions.

Note that as the survey was entirely opt-in, with results only indicative of the opinions of those actively engaged in the process.

Survey participants

Age

The largest group of survey participants was over 65 with 45-54 being the second largest age group. 72% of respondents indicated they were over 45 years old. This indicates that the survey is skewed towards an older demographic with over 45's representing 47% of the actual Ku-ring-gai population.

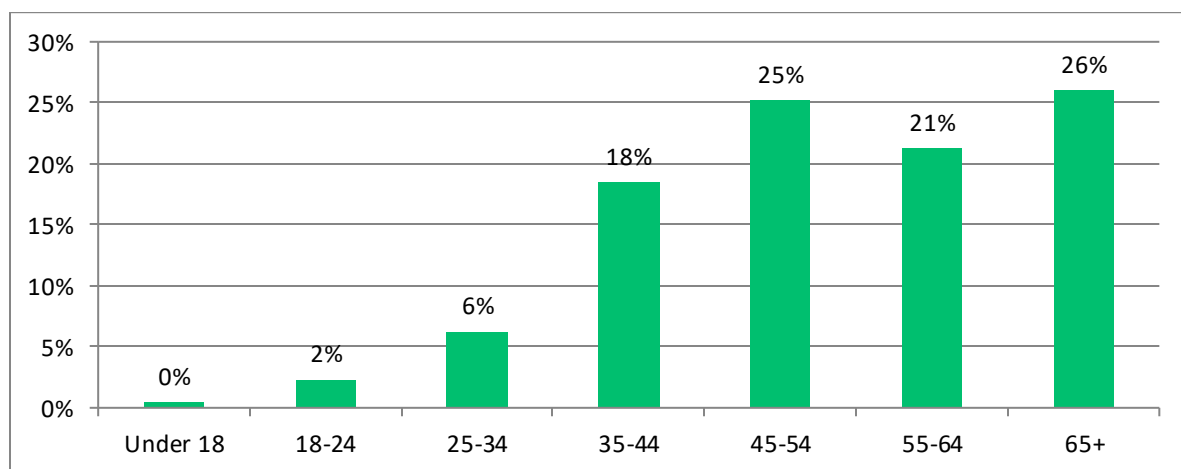


Figure 1 - Participant age

Where participants live

Lindfield was the most represented residential suburb 12% followed by St Ives and Killara at 11%, and then Turramurra, Roseville and Gordon at 10%.

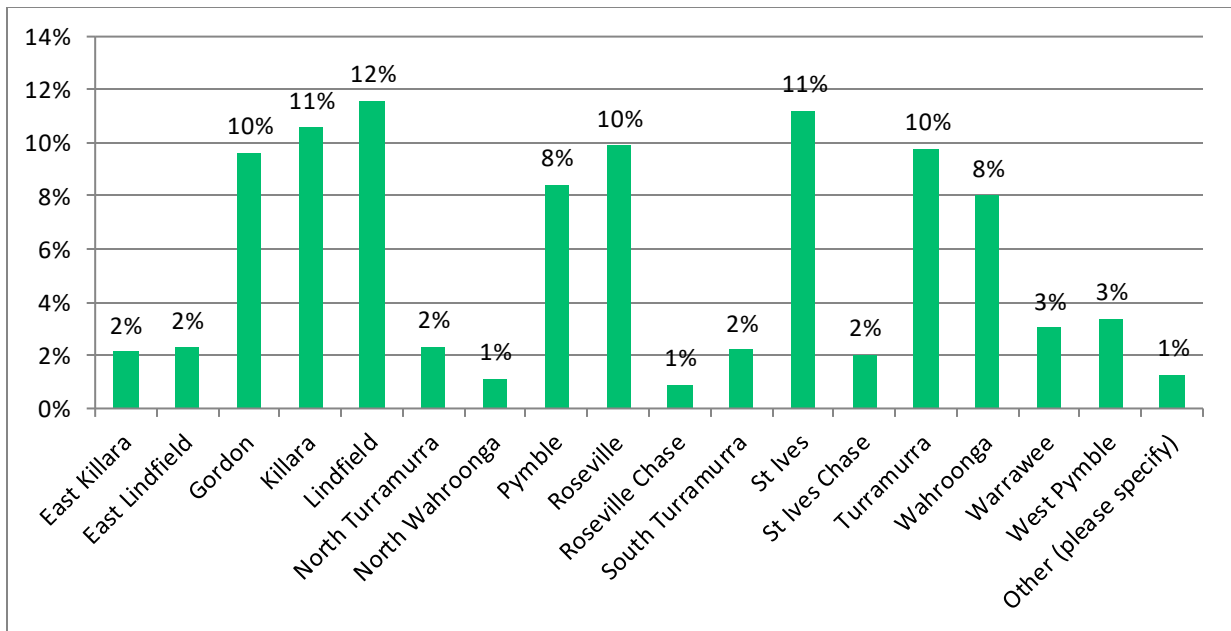


Figure 2 - Participant residential suburb

Home type and tenure

Participants were asked which type of home they lived in and their housing tenure. The vast majority (84%) indicated they lived in a standalone house and 95% indicated they either fully owned or lived in a mortgaged property.

Home type

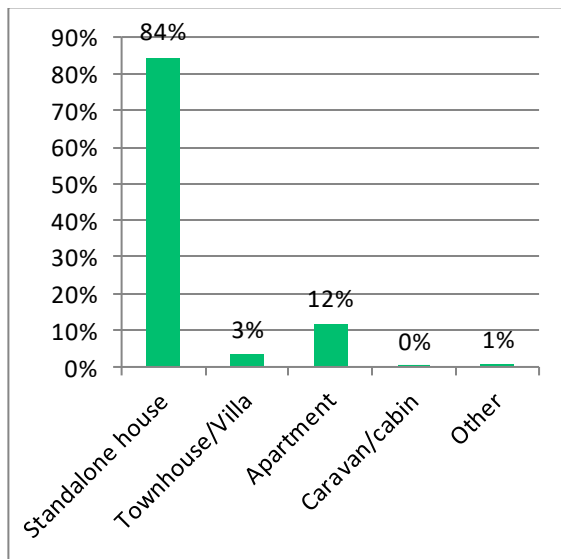


Figure 3 - Participant home type

Housing tenure

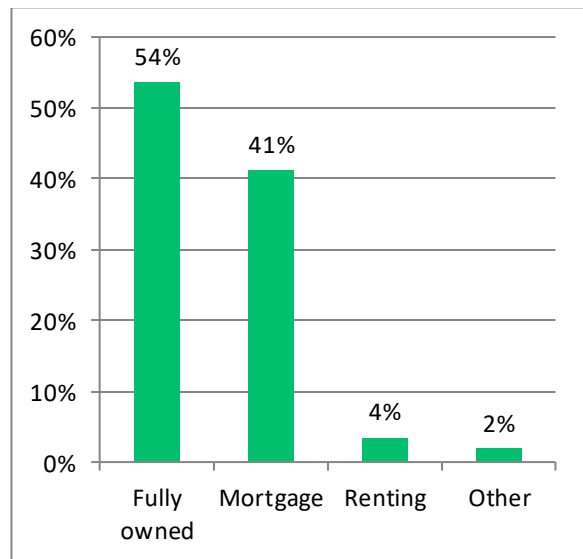


Figure 4 - Participant housing tenure

Survey results

A summary of survey results is outlined below. Verbatim open text responses are included in Appendix 1.

Q1) Ku-ring-gai Council recently sent information to residents about changes to housing policies proposed by the NSW Government. Have you seen and read this information?

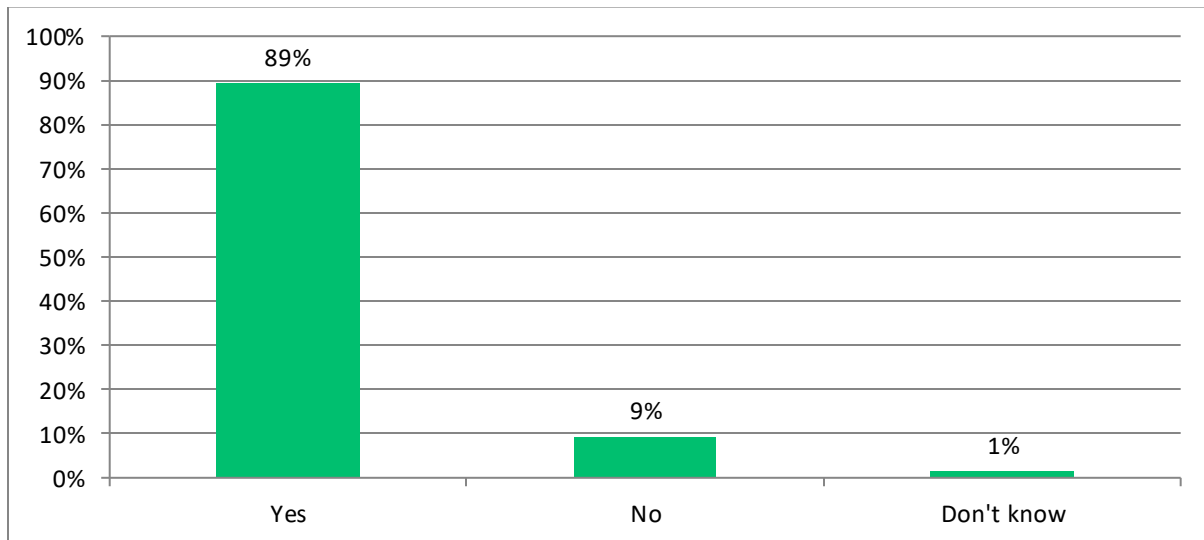


Figure 5 - Read materials?

Q2) The following are the key changes proposed under the new housing policies. Please indicate your level of support or opposition for these changes.

This question sought opinions on the key elements outlined in the proposals:

- Allowing dual occupancies (two dwellings on the same lot) in all low-density residential zones, with a minimum lot size of 450 square metres
- Allowing terraces, townhouses and two storey apartment blocks near railway stations
- Allowing terraces, townhouses and two storey apartment blocks near other local centres
- Allowing mid-rise apartment blocks and shop-top housing near railway stations
- Allowing mid-rise apartment blocks and shop-top housing near other local centres.

All results:

- The least popular was '*Allowing mid-rise (6-7 storey) apartment blocks and shop-top housing near other local centres*' with overall opposition of 75% (62% strongly oppose)
- The most popular was '*Allowing terraces, townhouses and two storey apartment blocks near railway stations*' Support for this element stands at 50% with 38% opposed (with the remaining neutral).

When breaking down opinions across groups (standalone house dwellers, apartment dwellers and renters) opinions change somewhat.

Renters - opinions vary from the whole population sample (noting a relatively small sample of only 4% of survey participants). The most significant difference is the level of support for '*Allowing mid-rise (6-7 storey) apartment blocks and shop-top housing near other local centres*' (18% more supportive) and '*Allowing dual occupancies (two dwellings on the same lot) in all low-density residential zones, with a minimum lot size of 450 square metres*' (17% more supportive).

More renters support the following than oppose:

- '*Allowing terraces, townhouses and two storey apartment blocks near railway stations*' (64% support, 26% oppose)
- '*Allowing terraces, townhouses and two storey apartment blocks near other local centres*' (54% support, 36% oppose)

Apartment dwellers - results vary from the whole population sample too, although less than the renters. The most significant difference are:

- The level of opposition to '*Allowing dual occupancies (two dwellings on the same lot) in all low-density residential zones, with a minimum lot size of 450 square metres*' (15% less opposed and 11% more supportive than the average with 4% higher score for a neutral stance)
- '*Allowing terraces, townhouses and two storey apartment blocks near other local centres*' (9% more supportive.)

More apartment dwellers support the following than oppose:

- '*Allowing terraces, townhouses and two storey apartment blocks near railway stations*' 55% support, 32% oppose
- '*Allowing terraces, townhouses and two storey apartment blocks near other local centres*' 47% support, 37% oppose

Standalone house dwellers - Results do not vary significantly from *All* results as they make up the vast majority of respondents (84%).

Full results are in the following tables.

Q2 – Chart showing results for all respondents

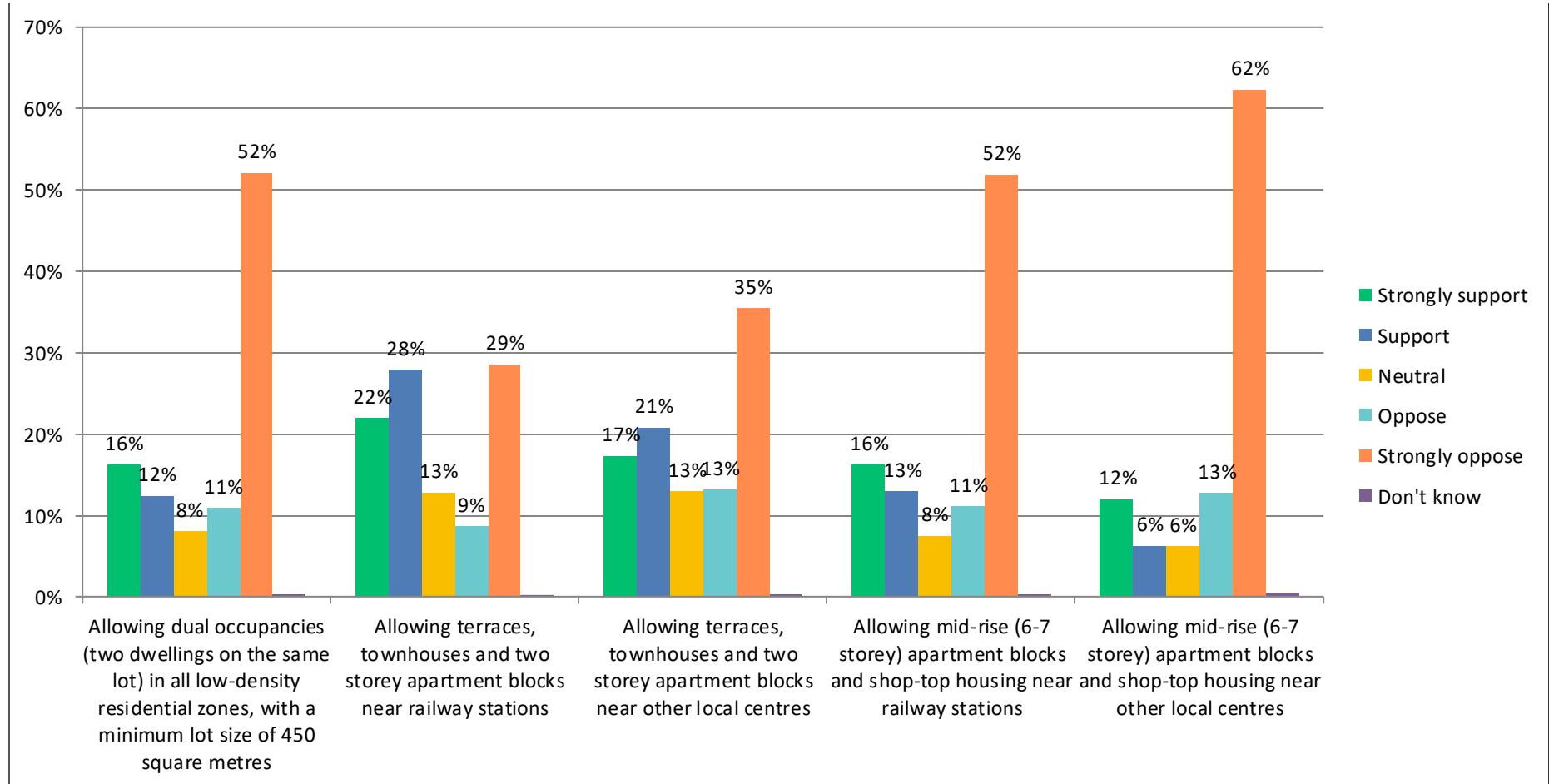


Figure 6 - Opinion on proposal elements

Q2 - Charts comparing All respondents, house dwellers, apartment dwellers and renters on each element.

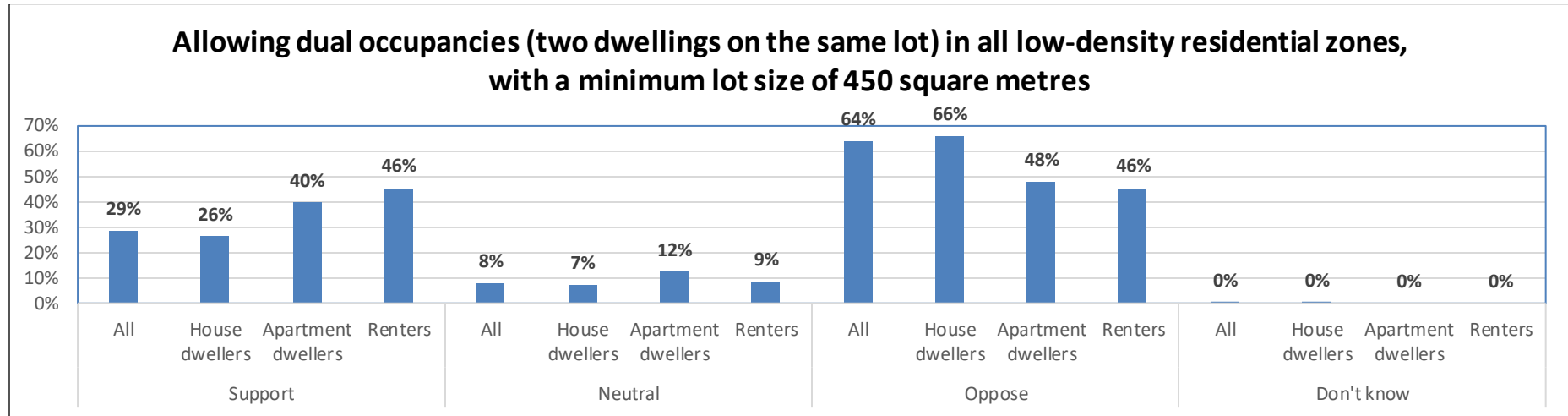


Figure 7 - categories across groups

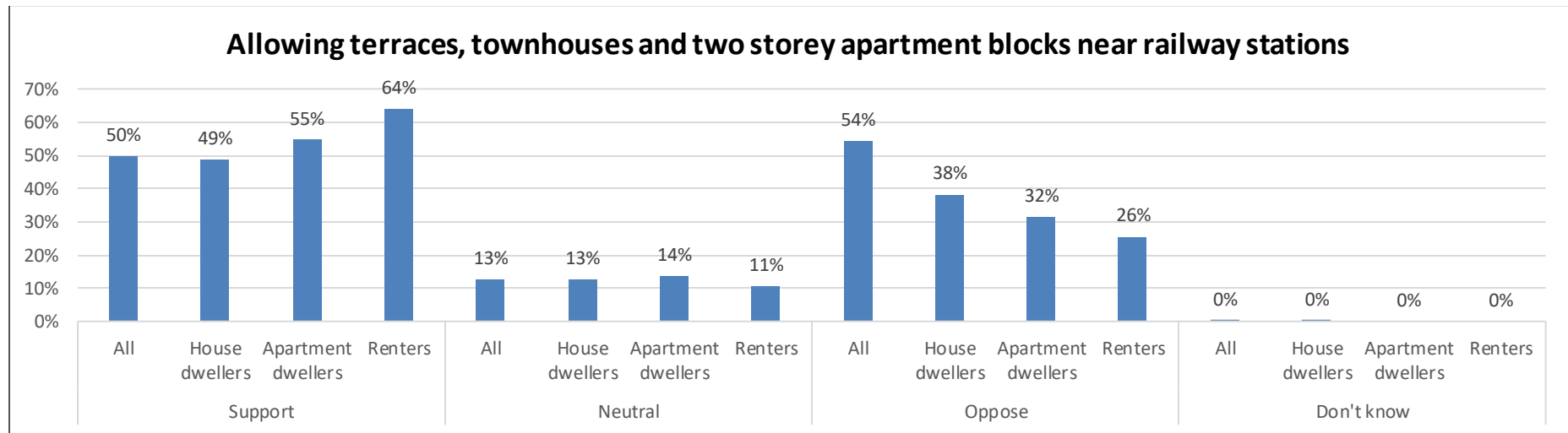


Figure 8 - categories across groups

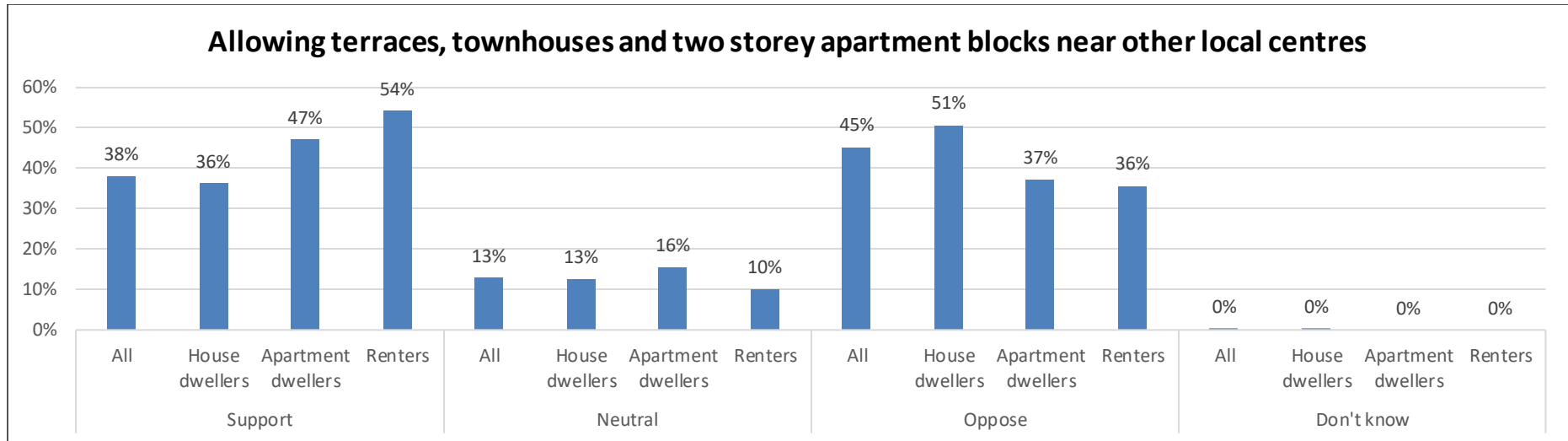


Figure 9 - categories across groups

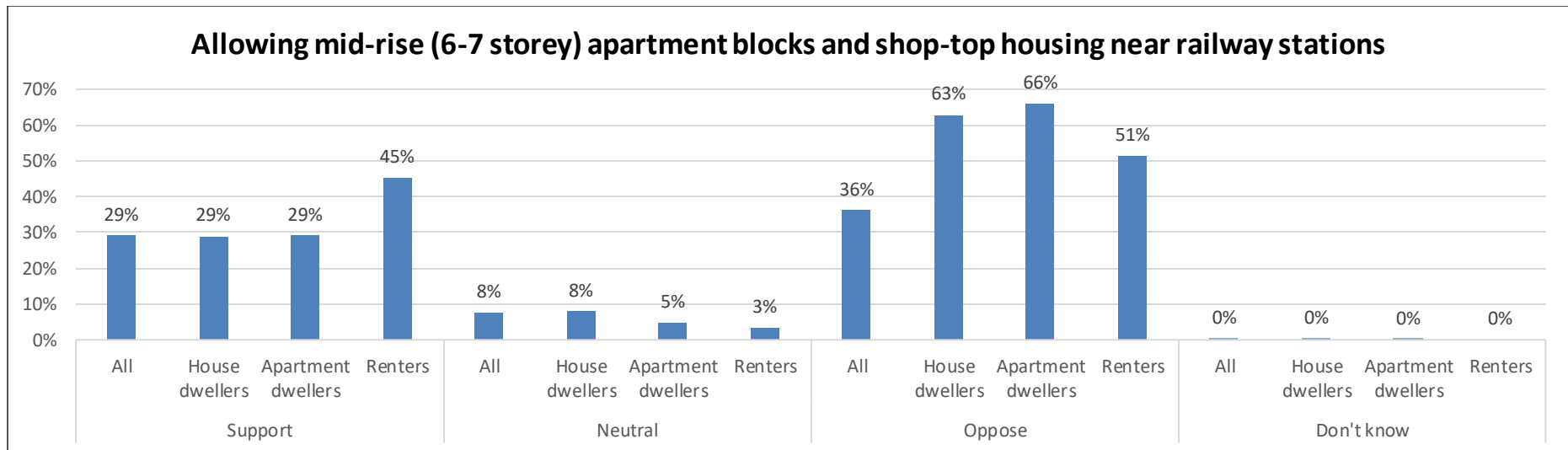


Figure 10 - categories across groups

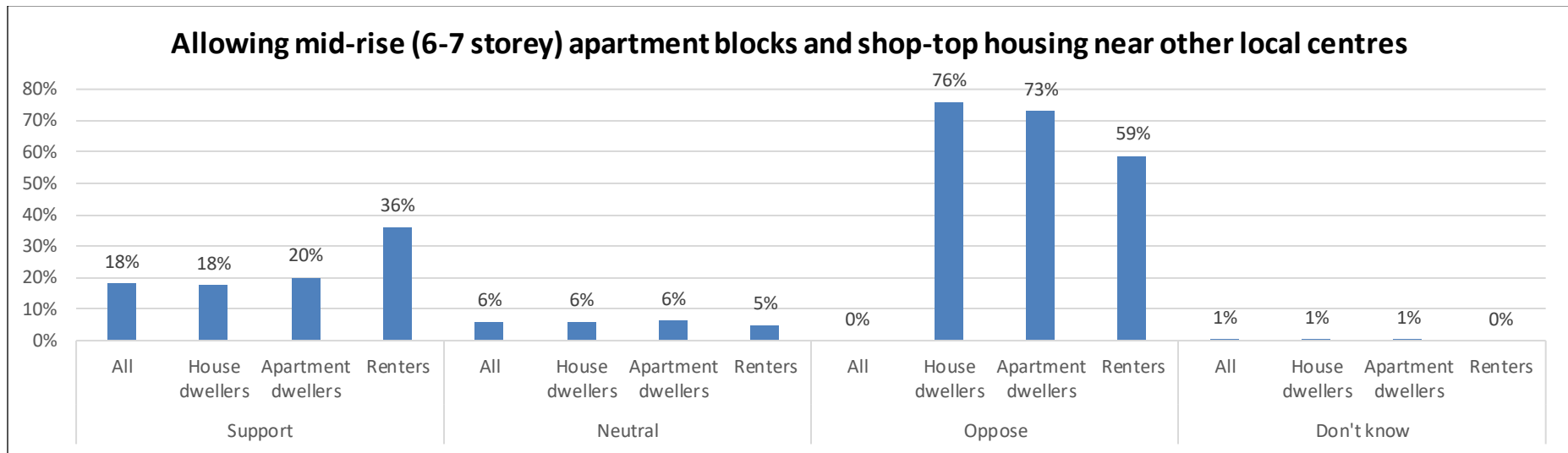


Figure 11 - categories across groups

Q3) Should other shopping areas (in addition to those near railway stations) be included for 6-7 storey mid-rise housing and multi dwelling units?

739 people provided comments (with the majority expressing opposition). Where suggested St Ives was mentioned the most (approx. four times more than any other location).

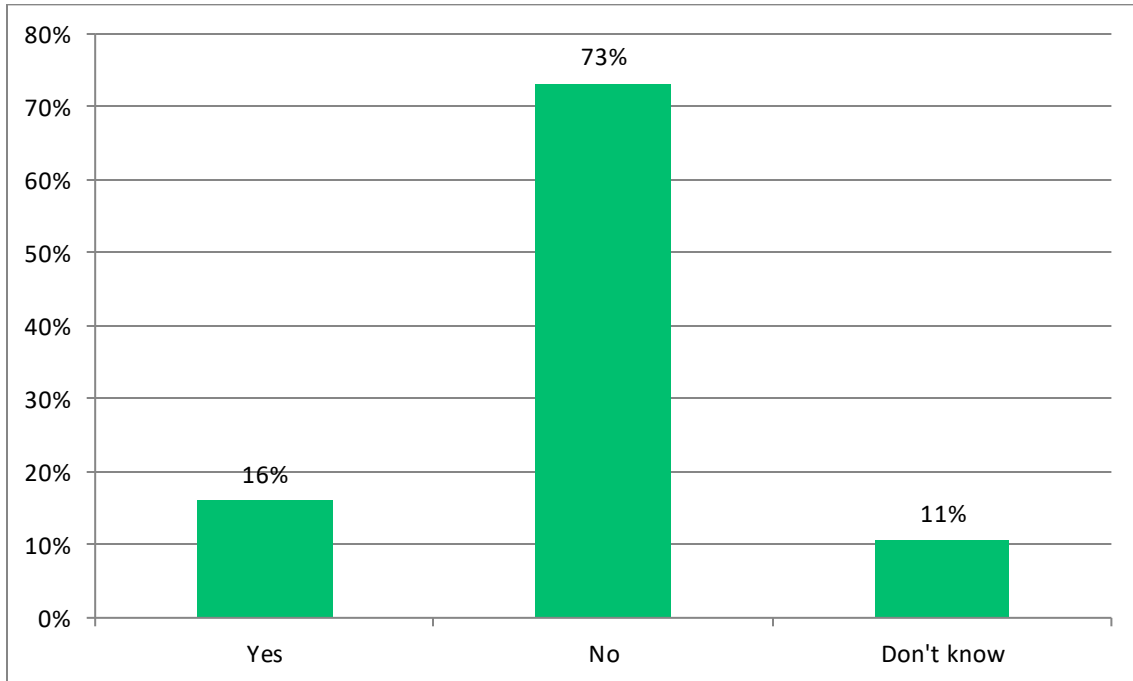


Figure 12 - Inclusion of other centres

Q4) The proposed changes to the housing policies could impact various factors important to the Ku-ring-gai area. Please indicate how you think they would influence the following factors in Ku-ring-gai:

The factors identified were:

- Housing affordability
- Variety of housing types available
- Parking
- Traffic
- Sense of community
- Heritage
- Local character
- Tree canopy
- Local natural environment
- Liveability
- Ability to get around
- Access to services.

The results indicate that the community believe that all factors will be negatively affected by the changes. The most positive factors identified were *Variety of housing types available* (with 38% indicating a positive impact and 41% negative). Housing affordability had 26% indicating a positive impact while 46% negative.

The factors identified as being the most negatively impacted are traffic (86% negative), parking (83% negative) and the tree canopy (81%).

When averaging across all factors 70% of responses indicated a negative impact.

Renters - When breaking down results by group *renters* opinions vary the most, providing an average 56% negative score averaged across all factors.

Renters indicated that following factors will be positively impacted by the changes.

- *Variety of housing types available* (56% positive impact, 27% negative)
- *Housing affordability* (46% positive impact, 28% negative).

Renters were also less negative about the *Access to Services* and *Liveability* when compared to the whole population sample (19% and 17% more positive respectively).

Apartment dwellers - *Apartment dwellers* when averaging across all factors indicated a 66% negative impact.

They were marginally more positive than the broader population sample in all areas especially *Access to services* (6% more positive), *Ability to get around* and *Housing affordability* (both 5% more positive).

Standalone house dwellers - Results do not vary significantly from *All* results as they make up the vast majority of respondents (84%).

The chart below provides results for all survey participants.

Q4 Chart – impact of proposed changes on factors

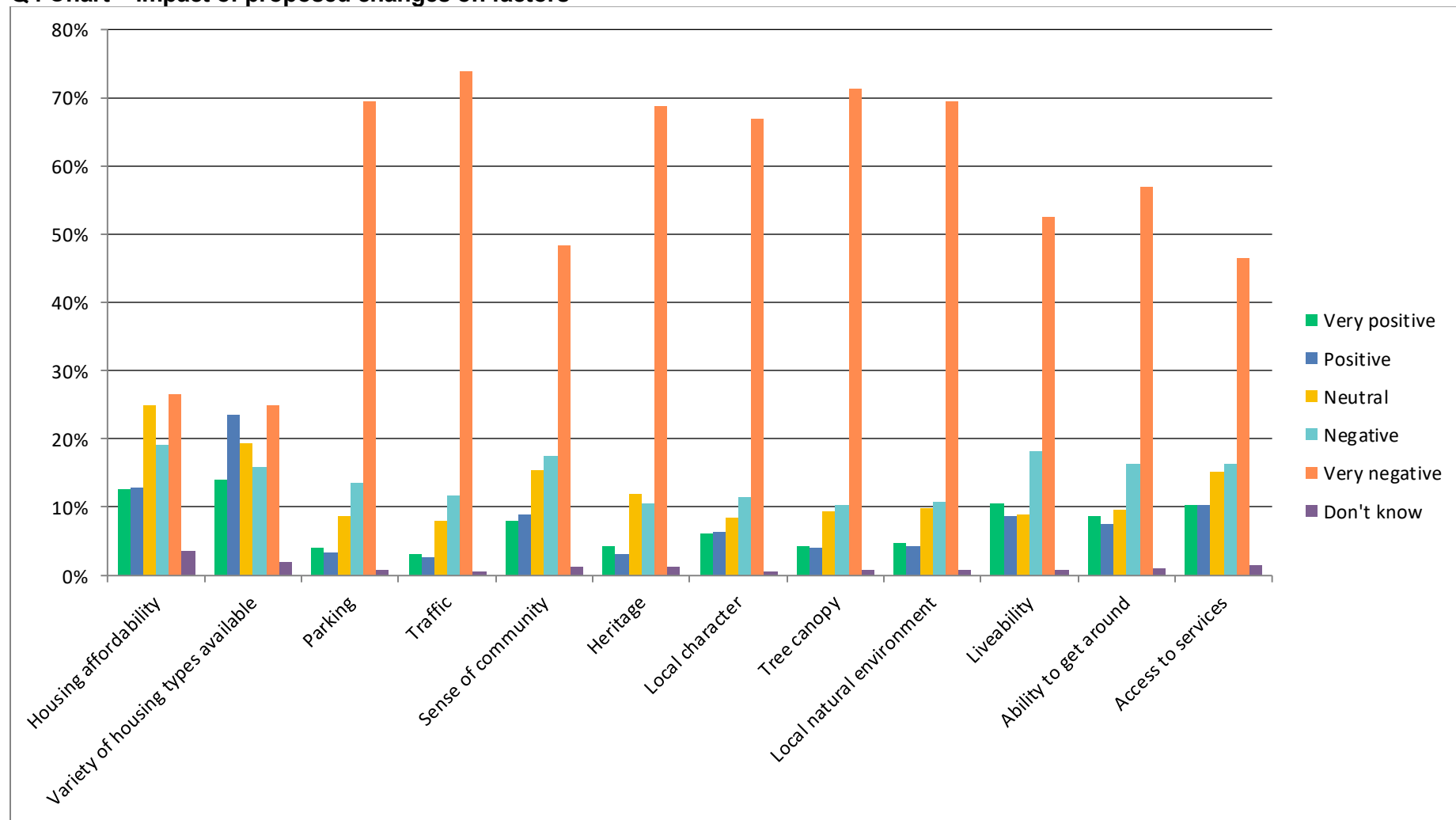


Figure 13 - impact of plan on different factors

Q5) Please indicate your level of support or opposition to the proposed new housing policies overall.

Participants were asked to rate their support for the proposed new housing policies overall.

Survey participants firmly rejected the proposals with 75% opposing them (63% strongly oppose). 22% supported the proposals (15 % strongly).

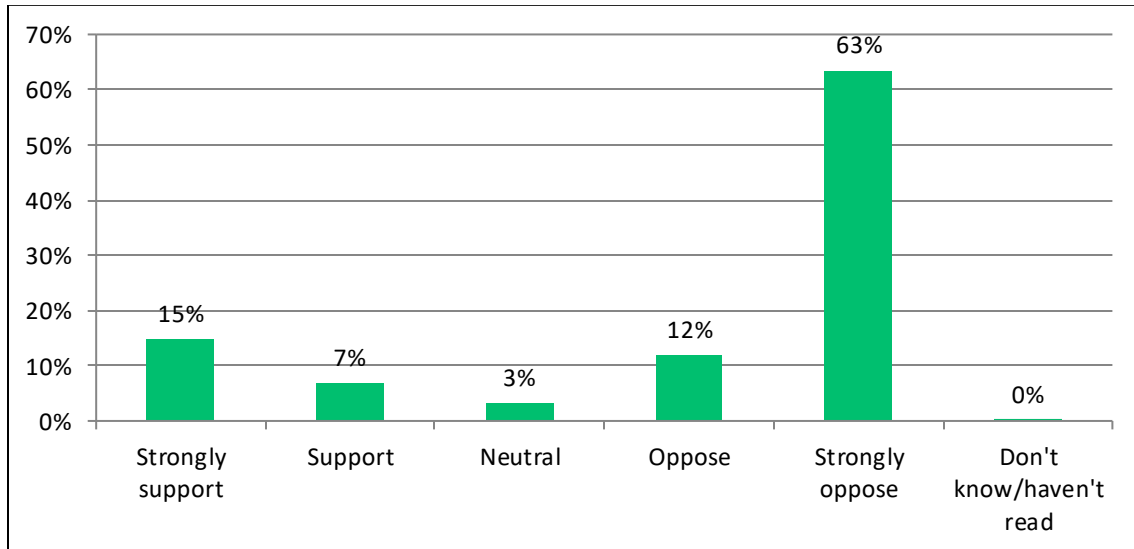


Figure 14 - Overall support, All

When comparing support by housing situation (comparing all, renters, apartment dwellers and standalone house dwellers only renters differ significantly).

The chart below shows that support for the proposals is double in the renters groups versus the whole survey population. (31% support vs 15% respectively). However, overall, renters are opposed to the changes.

Apartment dwellers and standalone home dwellers indicate similar levels of support/opposition.

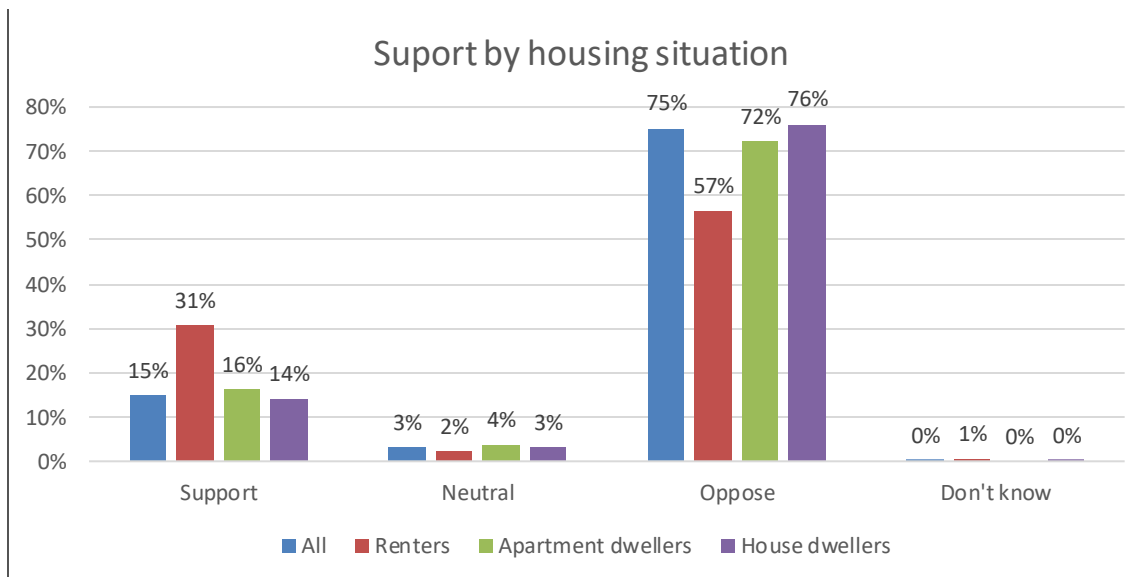


Figure 15 - Overall support by housing situation

When comparing younger vs older residents (under 45 year old and over 45 years old) the results are also similar, as are the results for resident who live in suburbs earmarked for Transport Oriented Development (TOD) under the proposals and those not.

TOD suburbs are Gordon, Killara, Lindfield and Roseville.

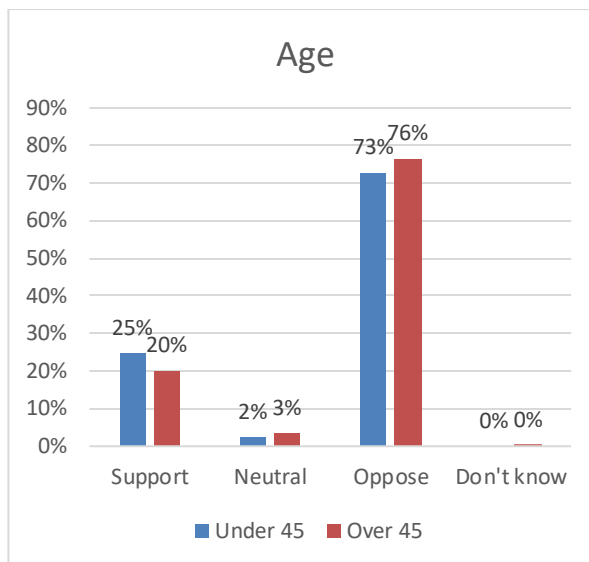


Figure 16 - Overall support by age

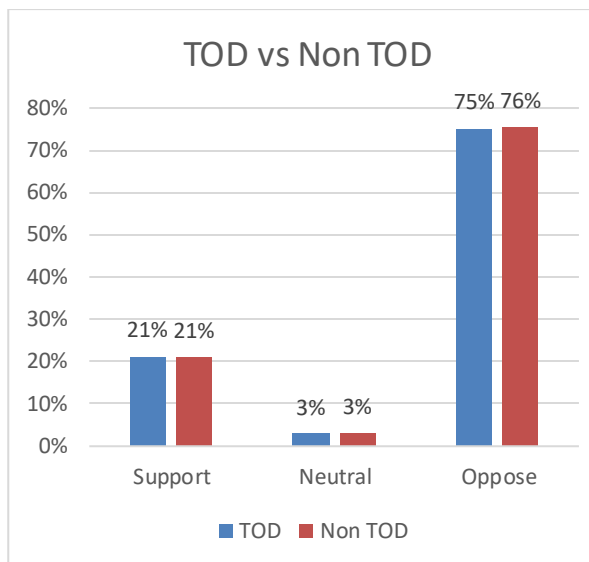


Figure 17 - Overall support TOD vs Non TOD

Q6) Please provide any other comments here.

Submissions are detailed in Appendix 2. Overall comments were negative regarding the plans with considerable concern expressed about the future liveability, amenity and natural environment in Ku-ring-gai

Conclusion

Despite being released around the Christmas holiday period, the Ku-ring-gai Community has expressed a high level of interest in, and significant concerns about the proposed planning changes published by the NSW Government in late December.

This is reflected in one of the largest responses to a Ku-ring-gai Council run survey run in its history.

Feedback received acknowledges that more housing is needed. However, the plans released by the NSW state government have been resoundingly rejected as being ill considered and not good planning.

Appendix 2 – response to Question 6 – Additional comments (verbatim)

I write this objection as a resident of Ku-ring-gai, and as a registered architect in NSW. The main reason I strongly oppose the proposed reforms are:

1. In Australia, we only have a short history to reflect our colonial past (notwithstanding the longer indigenous history of our country). Our colonial past is reflected mainly in the architecture present in inner west, CBD, parramatta, and Ku-ring-gai areas. The impact of these reforms have huge negative impact on the relevance and significance of our heritage, and specifically our heritage conservation areas. They do not consider how our past is tied to these areas.
2. These reforms also do not take in account the leafy aspect that has formed the character of ku-ring-gai. It has a complete disregard for trees.
3. The streets are already so congested at peak hour. The public and private schools are already overflowing with students, not to mention sewer, and water pressure impacts. How is the existing infrastructure going to cope with increased density? If you have to upgrade the existing infrastructure, it can be argued that newly built infrastructure can be done for the same cost outside of sydney.
4. Our government could very easily tax gas and mining companies appropriately, and reduce immigration. Then we would not have such a huge housing crisis.
5. If immigration still needs to occur, new immigrants can be conditioned to live in cities outside of Sydney to reduce loads on existing infrastructure, just as Canada does.

Where are the parks in existing high-rise areas such as Gordon, Lindfield, Roseville within walking distance for residents? What about parking problems which already exist? What about destruction of heritage homes, trees, etc?

It really depends what is in the area where a 6-7 storey high apartment block will be built. If one property owner in a street doesn't want to sell, but the rest of the neighbours want to sell and a high-rise building will be built, this will negatively influence the reluctant house owner - value of property will go down, and quality of living in his house will be diminished too.

On one side of the highway apartments blocks have already been built - the west side of Pacific Highway, but if that was to happen on the railway/east side of the highway it would change the suburbs in question for ever and negatively I fear

It turns our community to an ugly environment , and practically the matter of town planning would be a nonsense

Careful planning is essential. In addition to addressing the housing crisis any new developments should address the climate crisis. They need to be “density done well” ie built with features that would reduce the impact on climate. It should be compulsory for developers to

1. Ensure that the houses/units use alternative energy ie solar panels,
2. Provide plug in facilities for electric vehicles
3. Ensure good insulation to reduce the need for energy guzzling air conditioning and heating
4. Have double or triple glazing for insulation and noise reduction
5. Maintain tree canopy. Setbacks from the road and sides are essential for maintenance of the tree canopy that will reduce urban heat island effects.
6. Make use of rainwater/stormwater storage for toilets etc and garden areas to reduce the flooding in heavy rain and reduce water use during droughts.
7. Minimise overshadowing and allow solar access
8. Contribute to publicly accessible green spaces which are so important for a healthy society

We don't have the infrastructure to cater for more people living in the area. We often have blackouts, water pressure is running low, and constant internet issues. Traffic is heavy and it is hard to find parking near the shops and train station. The infrastructure will need

to be improved before we can further develop the area. It is a concern for the environment as well.
Our trees and green spaces provide homes to many wild creatures: a wide variety of birds, possums, insects, lizards. In addition to the loss of the green space for humans, necessary to our mental health and well-being, the biodiversity of our area would suffer. We have moved here because of the trees and greenery. It would ruin our area to build 7-storey housing and crowded lots of homes.
The new policy will change the current environment and heritage building, which has a negative impact on the residents who are living here as that was the reason they live here. Under the new policy, there will be environmental impact, community and social impact to this lovely area.
Visual impacts due to high-rise buildings, loose green canopies due and loose free parking near train station such Gordon due to high dense residential development near train stations
Destruction of the trees that characterises Kuringai and destruction of Heritage and Federation Homes which are part of our cultural history. Infrastructure is over capacity at
Older people - especially those without cars - need to be near railway stations & regular buses - younger people can be further out - & when they start their families units are too small - I am horrified re Roseville proposals - many units have been built in Roseville east & west sides in the last few years - with high prices for rent or buy - & shoddy build & in much need of repair - more apartment blocks & townhouses are necessary further away from train stations - suitable for younger ones & lower prices as most young people & young families have cars or are capable of walking to transport & definitely need the more affordable prices for being further out from trains.
Destroying older homes and their extensive gardens around the station areas will impact on our environment. Built up areas become heat sinks and the loss of our tree canopy, which is a defining feature of Ku-ring-Gai, we lose the benefits of shade, clean air and their ability to absorb water and reduce runoff.
we are in dire need of more housing near to transport hubs. Sydney is not affordable to young people
Strongly oppose this proposal. We would like to protect conservation buildings and local greens also there aren't enough public service for this like local school is full and hospital. Too crowded for local traffic.
Services are already stretched. Hard to find a Dr. Traffic is a nightmare Trees are already disappearing from new builds with no new planting
Kuringai should have allowed semis and townhouses a long time ago. The lack of growth in housing has given the state no choice but to ride over Kuringai. We'll now suffer more tree loss and tall blocks of flats because of the council's refusal to be reasonable
The existing transport, water and drainage, parking, vehicular traffic flow along major roads are already a serious problem. Have no confidence these issues will be improved.
The proposed changes mostly benefit developers and investors. They are counterintuitive to the policy goals of housing affordability and will push up prices as for families as they are competing with developers. There are other alternatives in Sydney or around Australia for higher or medium density living. The appeal of Sydney is the variety of living options for dense and vibrant suburbs, such as inner West, Inner East and Parramatta, however Ku-ring-gai is not suited to high density, the area provides an increasingly rare option for young families who would prefer the space and health benefits it brings. Finally, biodiversity is a key feature of the area that should take priority over development and profit.
TOD Density Sepp around railway stations is understandable. Good use of transport infrastructure and makes the town centre more vibrant. On the low rise proposal within 800m, maybe council should ask for the opportunity to self

assess all properties with zone and rezone as necessary to meet housing yield targets eg I've seen examples of single story houses butting up to 5 storey apartment blocks that should really be zoned up.

I do not believe our current infrastructure (water, sewerage etc) will handle the proposed building and will require enormous money to fix it. The negative impact will be enormous. All current residents will be impacted. To my mind this is a political point scoring and not in anyway properly thought through.

A planning change like this should be done with much greater analysis and appreciation for nuance in individual areas. Broad brush does not work in planning and will undo generations of effort.

1. The changes propose mandatory standards which must be met on a 'one-size fits-all' throughout the designated areas which are of a lesser standard than those developed over more than a century of local planning with input from the community and having regard to the real-world environmental circumstances.

2. The 'one-size-fits all' approach ignores the Objects of the EPA Act and contravenes both the Act and many of the 'environmental instruments' which provide for realistic approaches, relevant to each local area, to achieve the Objects. The Govt. approach is a prime example of poor governance, is totally unreasonable and, it is probably unlawful.

3. The increased population density will require increased services for medical services; educational facilities; public libraries; community facilities; open space; sporting facilities; etc.

4. There is no evidence that any, consideration has been given to any of those services impacted by the proposed changes.

5. Additionally, the introduction of 'non-refusal-standards' denies both Local Council and owners of any property adjoining, or nearby any such development any opportunity to have any input regarding any adverse environmental impacts such development may give rise to. This is unreasonable and a denial of 'natural justice'.

6. The provision of bonuses to developers to increase the supply of affordable and public housing is poor public policy, it has failed to provide adequate additional housing over the past several decades, hence the present housing crisis. Based, as it is, on voluntary take-up applying to only a minority of housing development is eligible for the 'bonus'.

7. The reality is all multi-unit housing development, both single storey and multi-storey, on existing land, together with all other types of development is a burden on existing infrastructure, eg water; sewage; drainage power and energy supply services and creates demand for a wide range of additional services and causes damage to the amenity of the area by reduced open space; reduced setbacks; fewer trees; less fauna; increased hard stand; increased stormwater run-off; deterioration of natural waterways; increased traffic; increased on street parking; demand for public transport, as well as the community facilities etc. referred to above.

8. Development of all multi-unit housing must be regarded as an opportunity. An opportunity that carries with it the obligation to contribute for the benefit of the wider community, in return for the reduced amenity such development causes the community.

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10. Development of all multi-unit housing must be regarded as an opportunity. An opportunity that carries with it the obligation to contribute for the benefit of the wider community, in return for the reduced amenity such development causes the community.

11. All development on existing land should bear this burden through providing for local community infrastructure contributing a statutory contribution like the HPC towards creation of local community infrastructure.

12. The Government must revisit the policy of bonus increased floor levels to provide affordable housing. It is flawed.

13. The Govt. proposal encourages Council to develop local plans; however, if those plans result in a lower uptake than the theoretical uptake based on standards that the Govt proposal would provide; they have no-effect. Nevertheless, Council should develop plans based on realistic assumptions regarding potential sites for development within the zones identified, (this may involve overlooking Govt. lack of concern for heritage etc, alternatively negotiating exemption from the mandatory standard) these local plans should encourage consolidation of sites thus enabling a more co-ordinated approach to development, maximising the benefits of increased open spaces, deep root planting minimising the adverse effects of uncoordinated development, thus retaining the substance and local character of individual areas throughout Ku-ring-gai.

14. In effect negotiating for realistic standards.

15. The proposals do not address housing affordability which is at the core of the housing crises.

We believe that the proposal for "Allowing terraces, townhouses and two storey apartment blocks" will positively benefit the Kuringgai Community. We oppose the 6/7 storey apartments. We need dog friendly apartments!

My family, friends and neighbours are all opposed to more overdevelopment that will produce increased levels of overcrowding and result in:

- An increase in traffic congestion
- Loss of trees and wildlife
- Loss of heritage and character
- Strain on existing infrastructure and facilities

Do your best to preserve the amenity and appearance of Ku-ring-gai with its family housing and beautiful treescape. The tree canopy keeps the area degrees cooler than other parts of Sydney.

While some consolidation of housing structures very near the station, e.g. what has happened on the eastern side in Lindfield, seems sensible BUT taking the high rise, etc. out 800 metres is too far. It means families with children will need to be driven to the station rather than walking. Many more car drop offs and pick ups will be necessary around the station areas adding to congestion.

We moved to this area because we love the natural and the land size. We admire the beautiful heritage houses around our neighborhood. This proposal will just ruining our beautiful environment and also lose all the heritage architecture.

My family, friends and neighbours are all opposed to more overdevelopment and increased levels of overcrowding that will produce:

- An increase in traffic congestion
- Loss of trees and wildlife
- Loss of heritage and character
- Strain on existing infrastructure and facilities

This is a short term fix to a long term problem and will only force prices up in the initial place while destroying the character of the area. A typically politically expedient thought bubble! Reduce immigration is the first step before we move in this space.

Mid-rise housing near train stations and major shopping areas is a good idea, but not without environmental and heritage controls, correct infrastructure in place, and without master planning. Council should be empowered to manage the careful and considered

development of mid-rise within these areas. There should be no removal of tree canopy and no removal of heritage or heritage conservation.
There are plenty of developments of various heights already in Beaconsfield Parade. There is a suitable mix of housing now or in development. Any more would destroy the natural environment, cause increased traffic and overwhelm infrastructure
I am concerned with the disregard of identified heritage areas or buildings. Once lost these can't be regained. Also need to improve infrastructure roads and schools for such a massive change in population
I only agree close to railways, no within the suburbs. I do not agree with land size of 400sqm, this is what the West has done and it's like lego land and NO trees - roof after roof. I'm a resident living in an over 55's and we have a local childcare that has screaming children from 8am to 4pm, how this is approved is beyond disbelief, how do you expect to sleep during the day if you work shift work? If high rises are built, ensure 2 car spaces, this whole 1 car space is a rort and COUNCIL should NO allow this, you push cars on to the streets !! (Consumers want this)
We need housing, pure and simple. Stop with the not in my backyard mentality. Next time you are having dinner with your kids and they're complaining about the cost of housing tell them what you did for our generation and how proud you are of your opposition. Your questions are also absurd, "local character", really? How do you even scale the character? Get your overpaid useless butts out of the way of progress, we don't have houses and the constituents demanding this own 5. Are you blind and do you not see how bad the housing supply is for my generation?
We spent two years looking for our home and bought it specifically because of the location and its zoning being safe from additional development. I am horrified the NSW Government think they can waltz in with this blanket, one size fits all approach and override our council when the area is already saturated with development in the current approved zones. The domino effect of this preposterous proposal will be disastrous to Ku-ring-gai, its community, residents, environment, traffic, schools etc the list is endless!
We chose to live on 800 plus sq blocks. If we as residents wanted higher density we would have moved other suburbs where higher density is available. Reduce immigration. Higher density is not the solution.
Too many apartments will bring several social issues
I am worried about lose of trees. I am concerned water and sewage systems will not be able to cope without great cost and inconvenience
I agree with the issues raised by FOKE and by Eryldene. "walking distance" used by Dept of Planning needs to be better defined as "Distance from the railway station booking office (or a designated defined point in a commercial area) by use of existing public roads" IE it is not a radius from an ill defined point. The effect of basement excavation is almost impossible to predict from usual geotechnical investigations due to seasonal variation in ground water levels which are unlikely to be accurately measured/monitored. Therefore: Adopt the precautionary principal that all excavations of 1m or more below existing ground level must adopt a fully tanked retaining system designed for full hydrostatic pressures to existing ground level with no provision for ground water drainage. Provision of adequate recreational areas is unlikely to be achieved in Ku-ring-gai due to land values. Similarly for "affordable housing" which is ill defined.
The State Government has rushed its proposals forward without developing a well researched policy to minimise damage to existing living amenity and limit the impact of increased long term traffic congestion on existing roads . It has not applied reasonable planning balance in seeking to radically increase the living

density and ruin the valued character of low density residential living residents have chosen to enjoy.
with no plan to expand existing road structure. it will simply create road deadlock. more congestion to road and existing road and living structure
North Shore needs to be developed. Ku-Ring-Gai Council need to keep positive to the change and support the development.
We need a change of government- to one that thinks sensibly and consults with the community involved
Limit height to 2 storeys. Increase amenity s
The one size fits all approach being proposed is both inappropriate and unconsidered. Whilst clearly there is a need to develop more housing this should firstly be done with as opposed done 'to' the local communities that will bear the impact. Secondly a policy framework should be developed that assesses each area for its own unique characteristics. Thirdly it seems little provision has been made for the thoughts of the issues with the higher density housing suggested. Overall a poorly thought out and communicated proposal that simply rides roughshod over the thoughts of many most impacted in the communities.
I worry about the loss of green canopy in our areas, no setback for the first 400 metres, no ventilation between buildings. We'll become an urban heat spot and lose the precious biodiversity which makes our LGA unique. How are we as a state and LGA going to get to Net Zero by 2050 if there are rules that all of thee dwellings are to be fully electrified and net zero. Also most of the apartments which sell in this area are more than \$1,200,000. How are these affordable? How do you keep the price down?
The liveability and amenity of our local streetscape of Ku-Ring-Gai will be lost by developer's goals to maximise profit. There are numerous appropriate Council land along the rail corridor which could provide appropriate dwelling development provide it is in keeping with the Council's planning considerations of heritage, tree coverage etc etc. The State Governments blanket removal of all planning controls will have disastrous consequence for the future.
The whole situation is appalling. Our area will be ruined. People want houses with a backyard to raise a family. Furthermore we don't have the services to support this. It just terrible. The congestion is already bad.
Families have committed their life savings to purchasing a home based on decades old laws regarding zoning and heritage issues. To have these laws effectively rescinded without consultation shows the ignorance and disdain of the Government and their misguided advisors.
I am not against density done right. Consultation and planning is the key to finding the best solution and best locations
We selected this area because of its character - Why is the NSW Govt setting out to destroy this very aspect ?
Confine development to specific areas that have little heritage value, eg, west Gordon between St Johns and Ryde Rd.
Destruction of heritage properties is scandalous. Loss of trees is scandalous. Loss of amenity is scandalous.
Government should consult the residents and we'll planned infrastructure before going ahead of any changes if use of the land
Blanket development with no accountability, no net zero mandated legislation for all new builds, no consideration to unique environment (heritage and environmental). Increase in temperatures, creating urban hot spots, creating dwellings which won't address the social and affordable housing. As a young person I'd like no foreign investment for 5 years until we get on top of this

<p>housing problem. We need multi partisan work on a Master Plan not this undemocratic process which only benefits developers.</p>
<p>I strongly oppose all of these changes:</p> <ol style="list-style-type: none"> 1. They will destroy the unique environment of Kuringgai and Sydney's history and architectural heritage. 2. They will further destroy the tree canopy which it is imperative to retain to combat global warming and to protect our unique flora and fauna. 3. Increased congestion on our roads without increasing public services and improving roads and trainlines which are often closed for maintenance.
<p>I live in Roseville - most concern is impact on area around station and access to Pacific Highway during construction and thereafter - it's already dreadful; cars will come with more people - proven by Victoria Ave apartment blocks; so why only around stations - move development further out and provide more bus services to the station. Tree Canopy is proven for amenity and lower temperatures so don't understand why this is not a priority of government - madness! No plans about more schools, kids care and medical centres to provide for more residents - plan is lopsided and should mandate developers contribute to these facilities upfront. Also worried about quality of build - needs to be mandated and quality controlled during build.</p> <p>I'd like more multi-dwelling housing in KRG area as a casual survey of neighbours showed there isn't enough of the type of smaller, quality housing with gardens that we want to downsize to; believe the focus should be there with some mid-rise apartments such as Lindfield area (that also has green space - very important). This type of development sits best with Council. You are doing a good job!</p>
<p>I agree that more dwellings need to be built in NSW. However I do oppose to how it's being done in a short time frame with no consultation or effort - a blanket policy which gives carte blanche to developers and not much else.</p> <p>I also believe there are too many vacant houses in our LGA, belonging to speculators, offshore investment and developers. In our street alone we have six houses belonging to one family who work and pay taxes overseas, don't rent them or sell them, but have 'sat on them'. All vacant houses and apartments should be released to the market for rentals and developers made to develop land they already hold, rather than landbanking.</p>
<p>The only reason I support more housing near train stations is affordability. I have 3 kids, still at school, and they have resigned themselves to never being able to live in Sydney which is very sad. We need more housing. This plan isn't perfect, but we should definitely have units etc near train stations, hopefully this will have a ripple effect and fewer families in Sydney will find themselves pushed out of the market. None of these areas are direct bushfire zones, which would be my main concern. I find it very odd that council can oppose this but support the NTRA development.</p>
<p>Creating more residential properties is beneficial to the young people in the KRG community.</p>
<p>this drive to change our beautiful tree filled environment forever is most disturbing. we are not Hong Kong! and never want to be</p>
<p>Ku-ring-ai would greatly benefit from boosted rates and the opportunity to create additional diversity within the area.</p> <p>Sydney is in the grips of a housing crisis and Ku-ring-ai can, and should, do their part to help without being selfish.</p> <p>The effected areas really are relatively small in the big picture.</p> <p>For those impacted it by the changes, I feel it really is a case of not bad times coming, but just good times going.</p>
<p>In general I agree with allowing medium density around train stations. That would be < 100 mtrs. Allowing 400mts and overriding existing heritage and tree canopy is ridiculous. Areas around Gordon, Roseville and so on already very heavily parked out clearly local services cannot cope with extra expected density. Local character will be destroyed. I do believe two story town house style development is more appropriate and could be</p>

<p>extended to arterial roads such as Pacific Highway and A3 (probably already the case). PS I live in St Ives, so this won't directly impact me, but will make surrounding area worse place to live.</p>
<p>I feel these questions don't adequately address the relevant issues and am worried that council's previous inability eg Lindfield hub - lost parking funding, conservation areas near shopping and transport etc having been so poorly designed/managed in the past that Ku-ring gai will not effectively deal with this. It's council's fault that this is happening.</p>
<p>St Ives Shopping Village should be treated as a TOD site. It is not heritage affected, it is a tired looking centre and is therefore ripe for a new shop-top housing project.</p>
<p>Many areas in Kuringgai are Bush fire danger areas and there has been no allowance made for areas with a single exit road, the demographic of users of the road, such as the elderly from Aged Care Homes, the need for ambulances and evacuation transport etc in the case of emergencies. In addition public transport is extremely poor and rare once away from the direct train line, forcing the use of cars in narrow roads which are already congested. The area around stations is dangerous to train users, with inadequate drop off areas and parking, much of which is used by children and families. Parking at stations is almost non existent, and not at all based on the need of commuters, rather focussing on the minimal hours needed by shoppers.</p>
<p>I strongly support the state government positioning of this policy. I feel that Ku-ring-gai council is being obstructive in progress. Higher density housing at transport hubs, improves the quality of life for the community, but creating the opportunity for sustainable businesses to be established. With more residents in a local, more transport options are established. The NIMBY council propaganda that has been distributed by Ku-ring-gai, is not capturing any of the positives associated with the state government policy.</p>
<p>In 20 years, when the population in Sydney is another 2million people, will we do this again? need to look at how medium density needs to radiate from the centre of Sydney, rather than a hotpotch development</p>
<p>Do not assume we are all NIMBYs. We need more housing to bring more diversity & life to our community.</p>
<p>Lack of detail planning of infrastructure and services to support the rapid increase of population. Also no further policy on how to maintain the heritage property following this proposed planning which brutally destroy the local character of the neighborhood.</p>
<p>Changing the character of old north shore suburbs needs to be balanced properly against the need for higher density along transport corridors</p>
<p>I would like my kids to be able to afford housing nearby. Housing supply must increase. House prices are unfair for younger generations.</p>
<p>I am very concerned about the unresearched third world overcrowded unplanned mess this proposal is and concerned that housing value will be destroyed for very little achieved. Very concerned about heritage, tree canopy, density of area around shopping centers, infrastructure, overcrowding of schools, road congestion, overuse of infrastructure in particular, sewerage and draining facilities. Flooding is a major issue and only two studies have been undertaken in the area showing potential damage in the Eastern Road area.</p>
<p>Very concerned about heritage, tree canopy, density of area around shopping centers, infrastructure, overcrowding of schools, road congestion, overuse of infrastructure in particular, sewerage and draining facilities. Flooding is a major issue and only two studies have been undertaken in the area showing potential damage in the Eastern Road area.</p>
<p>In the absence of a population policy from either local, state or federal governments, we need to accept that the population will continue to grow. Development is not intrinsically bad. Bad development is bad, good development can be great. Change is inevitable. We need to guide that process so that it works. Some things will be lost, others will be gained.</p>

I don't object to extra housing but it's how it's being proposed. No transparency, no consultation, no provision for extra infrastructure to accommodate and proposed 23,000 extra dwellings, their residents and cars.

Our LGA is full of empty dwellings and land held by developers (land banking). We should encourage the government to include a vacant housing tax, as done in Victoria, release their independent advice which support that this proposal will be able to address the social and affordable housing issue.

Currently off the plan and new apartments are sold between \$1,500,000 and \$3,000,000 which isn't 'affordable housing'.

Why is this information confidential - it is susceptible to bribery and corruption.

No checks and balances, good governance, no consultation, no better planning for Greater Sydney is autocratic and undemocratic.

Perverse outcomes: prejudicing net zero, loss of biodiversity, loss of urban canopy to keep cityscapes cool, unmanaged increase in traffic and use of infrastructure.

This is an OPPORTUNITY to do THINGS WELL and increase housing density in a way that achieves a healthy environment, vibrant community and is net zero. KRG (and NSW) could lead the way with master planning rather than the current proposal to leave it up to volume developers in an uncoordinated manner.

It should be noted that there are ratepayers and residents that support these changes. It is presumptuous to assume everyone objects to this policy. Creating density around public transport and centres is a valid planning principle. Is Gordon seen as a bad outcome?? The increase in density provides potential to also improve the ground floor retail and create more active and vibrant places.

Those in favour of the proposed changes say that 'no major city in the world has an area like Ku Ring Gai so close to its CBD', suggesting that this is a reason to permit high density development. This is false. Consider the wonderful forests and garden suburbs in cities like Paris and Berlin for example, and the significant appeal which these areas lend to those cities. Ku Ring Gai is an asset no less valuable to Sydney than Bois de Boulogne and nearby suburbs are to Paris. This is precisely why we should strive to preserve Ku Ring Gai, and why it is and should continue to be an important asset for all Sydneysiders and visitors to Sydney for generations to come.

Changes to any area in Sydney, but especially Ku Ring Gai should be carefully planned and be made with an emphasis on improving infrastructure, to ensure that increased density will not destroy things of value, especially environmental and visual utility, which we all enjoy. The changes proposed would have us all living in soulless canyons and boxes. No choice there! It must be better thought through.

This is what I submitted to NSW government:

NSW government housing proposal Planning feedback February 2024

Don't destroy diversity, uniqueness & local character of the north shore.

Don't destroy our built heritage. We have very little. Respect heritage conservation areas.

Restrict building height adjacent to heritage conservation areas - respect residents' rights to privacy & sun. Wind tunnels, sun shadow, overlook all degrade quality of life for those living near high rise buildings.

Encourage more truly medium density housing ie terraces, town houses & duplexes.

Ensure these are in keeping with surrounding style & character*. They are more family & environmentally friendly than high rise providing a front & back door, better natural air flow & natural light to all rooms as well as outdoor space for drying washing.

Maintain the character of our area. It creates interest in our city to have enclaves with different styles. Don't destroy this interest.

Don't depend on developers for more housing. Recent history shows how dangerous that can be producing rubber stamp pattern style boxes with shoddy building standards.

Development of dual occupancy by individuals who can be held answerable for consequences would be much safer.

Protect our tree canopy & wildlife. Construction of high rise destroys these.

<p>Issues that are being neglected while existing residents are to be punished for their lifestyle choice:</p> <p>Vacant properties: make it worthwhile for owners to make these available for occupation.</p> <p>Do away with negative gearing of investment properties.</p> <p>Infill construction: make it worthwhile to achieve infill construction on vacant land while protecting green space.</p> <p>I have tried to be very moderate in my language despite feeling very threatened by your planning proposal. I have read some very scathing criticisms of your poor planning which do ring true. Please consider my comments well.</p> <p>*The character, style & scale of the building on the corner on Grosvenor Road & the Pacific Highway fits well on the north shore.</p>
<p>There doesn't appear to be any talk of using the rail corridor, especially around the railway stations, as has been successful in Chatswood, St Leonard's and N Sydney.</p>
<p>No one is denying there is an increasingly worsening housing crisis in Sydney, however such radical changes in policy is not the most efficient way to address this.</p>
<p>Maintain attributes of a garden suburb without overcrowding</p>
<p>The overriding of heritage, the destruction of history by unrestricted development will be regretted by future generations.</p>
<p>The best cities in the world have retained heritage areas. We have already lost significant tree coverage which negatively impacts the environment.</p>
<p>This proposal appears to place total reliance on developers to solve an immigration driven lack of affordable homes. Who will ensure that extensive land banking does not ramp up to sustain high prices while choking supply.</p>
<p>The government would be taking away the very essence that make's Wahroonga and Kuringai</p>
<p>Overriding long established council and community prioritisation of local environment with high tree canopy.</p> <p>Goes against principles of management of temperature extremes due to warming of the planet from climate change</p> <p>Completely disregard heritage restrictions</p> <p>No consideration for local infrastructure- water management, sewerage, roads, school etc</p> <p>Developers briefed on conditions in secret before public release of knowledge; no process for public comment</p> <p>Almost no time available for considered public and local government response. Legislative changes such as these should be subject to voter (not developer) opinion.</p>
<p>No increase to housing density at all should even be entertained.</p>
<p>I have made a separate submission to NSW Government opposing these plans</p>
<p>The blanket one fits all policies proposed by the NSW State Government do not take into account specific impacts to local council environments and communities.</p> <p>The policies negate councils considered determination to optimise residential and commercial development consistent with years of consultative planning.</p> <p>Over the past decade we have seen significant multi story (2 to 4 stories) including "Shop Top"developments constructed along the Pacific Highway corridor through Ku Ring Gai and around rail stations that have significantly improved housing availability, diversity and affordability.</p> <p>Those types of developments continue and should be encouraged.</p> <p>There should also be reconsideration of existing Heritage restrictions in these areas that are not fit for purpose for affected properties that now exist alongside these multi storied developments.</p> <p>Having lived in Ku-ring-gai for over 44 years we have seen population densities increase significantly together with large commercial developments</p> <p>Indiscriminate forced approval of 6-7 story developments combined with the well publicised appalling conduct of unscrupulous developers across Sydney is a recipe for</p>

<p>disaster. Let progressive development continue in a well planned and considered manner.</p>
<p>A one size fits all approach is only going to ruin the beauty of these areas! No 'planning' has gone into any of this! It is rushed and lacks any kind of thought on behalf of our State Govt! Let's ensure this is scrapped and they give the housing problem some proper thought! They should start by revising our immigration levels and foreign investment policies.</p>
<p>The thought of this being approved is frightening! We need to ensure this does not go ahead!!! Our conservation and heritage areas need to be protected!</p>
<p>Please keep the trees or work around it. They are too precious to be chopped down for the convenience of infrastructure.</p>
<p>The key issue here is lack of co-ordinated planning with the council and community: no provision for planned infrastructure, schools (already at capacity), or retention of urban treescape for environmental impact, as well as a complete disregard for any heritage. Very unlikely to address housing affordability which could be resolved with the right planning by the government, together with council, and the community.</p>
<p>We don't want another Alexandria or West Sydney in Kurin-gai</p>
<p>Lack of infrastructure, roads, schools, health, buses. Tree canopy destruction, wildlife and temperature impacted. Visually these buildings are not attractive architecturally and often age very quickly Not actually very affordable</p>
<p>The wildlife in the area will be culled significantly. I don't want to live in this area if this goes ahead. How dare the state government think this is a possible thing to achieve.</p>
<p>This proposed development will change the culture of place of Ku-Ring Gai in a profoundly negative way. This area of Sydney is characterised by large properties which bring families the allow their children to grow up in a welcoming area. The wildlife of the area is significantly more diverse than other areas of Sydney and the proposed development will cull at least 40,000 trees in order to put high density living in. This will limit the environmental diversity of the area significantly. This cannot go ahead it will change Ku-ring Gai for the absolute worst.</p>
<p>Stop foreign buyers purchasing property and denuding all treescape by removal or poisoning</p>
<p>The smaller shopping hubs need to allow low level shop top apartment block, surrounded by area of townhouses and manor homes. The services will always increase if there is more demand, to these areas. This would take pressure off the heritage areas around the train stations. Good planning in the small shopping hubs could then allow the yellow zone around train stations to be cut back to a 100 to 200m radius. Manor houses should be allowed in all residential areas where dual occupancy would be allowed. This would be a huge measure in protecting the streets of federation homes that are located very close to the train stations. The NSW TOD statements seems to say if the council provides adequate planning for increase of number of dwellings, the TOD plan will no longer apply. Hopefully council can act very swiftly on this. All homeowners of Ku ring Gai need certainty for their futures.</p>
<p>Any increase in housing density should see an increase in infrastructure spending.</p>
<p>I would love more apartment buildings near north shore train stations. I don't own a car and would love to not wait for the half hourly bus to get home each time. I would love the option for night public transport (our last bus is 9.30pm each day). My commute to work is 1.5-2hrs each way. It would really help young single professionals like myself stay in the area if we could live closer to good public transport/ reduce commute times.</p>
<p>This initiative is good in the long-term but needs to be planned carefully together with roads, parking, schools, shopping centres etc.</p>
<p>I live in South Turramurra - I'm concerned that additional numbers of people living here presents a major safety threat in the case of bush fires, as there are only two roads (KP Road and Maxwell St) that we could use to evacuate in an emergency.</p>

<p>Ku-ring-gai is a family area. Pedestrian safety particularly for children and elderly is already a problem due to traffic congestion and a lack of parking. Many roads are effectively one way. Our experience of the public schools is they are at capacity or offer limited services e.g. focus on Arts. Ku-ring-gai has historical architecture which will be endangered. We have already seen examples of older buildings been destroyed and replaced by dual occupancy dwellings often without trees or green space. In our experience these dwellings can remain empty altogether or empty for long periods. They still sell beyond the average affordability. I would be supportive of high density hubs along the train line e.g. Chatswood. Hornsby is still underdeveloped as a high density hub. Turramurra or Gordon could be options for high density hubs however would need significant upgrades in facilities and services to reduce dependency on motor vehicles.</p>
<p>Kuringgai will need to increase its population but it must be done in a way that requires / demands development that maintains our green environment, with special attention to preserving older trees. Green spaces with playgrounds, bbq areas, community meeting spaces etc are critical for the welfare of a community - remember the role parks played during the pandemic.</p> <p>Development must also require adequate parking spaces - 1 space for a 2 bed apartment is inadequate as can be seen by the dangerous density of street parking near current medium and high rise developments.</p> <p>sensible two-storey development(with realistically adequate parking) near / above neighbourhood shops would be a good thing. Perhaps this could be done with consideration for retirees or those wishing to downsize.</p> <p>As buses stop near neighbourhood shops, perhaps thought might be given to increasing the frequency of these services to the rail line.</p> <p>Perhaps the frequency of services on the main north shore rail line will also need to increase.</p>
<p>There is no point pursuing massive developments as suggested without FIRST addressing traffic impact, transport impact and the resulting significant increase for services which would follow.</p>
<p>We moved to the area because it was green and liveable. These changes will destroy the essence of our area. As it is traffic and canopy cover is under threat. This will destroy it.</p>
<p>I work at a public school in st ives, the current traffic and parking around the school is already at capacity, the increase in students due to new apartment developments has the school at capacity requiring many demountables to be installed, significantly reducing green space and numerous play areas for students</p>
<p>Killara and Roseville stations have very limited train service, despite being on the line. The State Govt knows this. Their infrastructure and timetable capacity restricts the number of times trains stop at Killara and Roseville. However trains always stop at the main commercial hubs of Gordon and Lindfield. If this proposal is all about train corridors and train/commuter access, then why are the conservation areas around Killara and Roseville not being protected? Let council do its job, one size does not fit all!</p>
<p>Most people who grow up in Ku Ring Gai leave as soon as they move out of their parents' house, largely due to a lack of affordable options. The lack of housing options is destroying communities. These reforms will go some way to addressing this by providing more diversity of housing options, including more affordable options. This will work to build Ku Ring Gai's vibrancy and diversity and should be strongly supported.</p>
<p>There is inadequate infrastructure, and, parking and traffic conditions would deteriorate further. Urban planning must include the grassroots community. Also, regional and satellite settlement should be considered.</p>
<p>Very much needed to future proof our beautiful city</p>
<p>The proposed housing policy will bring huge impact to traffic, parking. Do you have any plan on solving these issues?</p>
<p>These policies will make living in Ku-ring-Gai significantly more accessible for a wide variety of people, in particular younger people and new families. They will have a wide</p>

<p>variety of benefits including many not mentioned in this survey such as decreasing carbon emissions, commute times and increasing productivity and economic dynamism. Additionally, these policies will increase revenue for local businesses and increase demand for new businesses such as restaurants and bars that will increase the liveability of the area. They will also result in an increase in tax revenue collected by the council, allowing for either an increase in the provision of local services or a decrease in rates for residents.</p> <p>The council should consider lobbying the state government for increased public transit in upzoned areas in order to mitigate potential negative impacts on local traffic and parking. In order to prevent a loss of tree canopy from development the council should ensure that new trees are planted to replace those that are cut down. While this process may result in a temporary decrease in tree canopy coverage, in the long term there does not need to be any substantial difference (see the area around Artarmon station for example).</p>
<p>Zoning is intended to protect areas from completely inappropriate land use—eg abatoirs next to hospitals. We don't need to be protected from townhouses or medium density apartments. There is a missing middle in Sydney. people want to live in well located areas, not out on the fringe, and they are happy to live in medium density housing, but many councils try to prevent this.</p>
<p>We have drafted an eleven page submission opposing this move on all the issues and will send this to the NSW Government by the deadline of 23.2.24</p>
<p>Our public schools are entirely over populated. I can not believe that there is not even a question about the impact on public schools. Local government and NSW government need to take the impact on our local schools. How can you continue to over populate the area, with apartments and town houses without increasing the public schools facility and capacity.</p>
<p>I have lived in Roseville my whole life, being able to run around the streets, walk your dog, play in the street with no traffic, it's kid friendly - safe, beautiful! The trees are beautiful and how disappointing and frightening it would be to lose all of that! I strongly strongly oppose</p>
<p>Roseville has zero development over the past 3 decades. Business owners are suffering due to low patronage. Even a cafe next to the station couldn't survive . Four operators have tried but each one had failed. It is abandoned now. Would Kuringai Council be prepared to restart another one?</p>
<p>6-7 storeys too much. Low to mid rise only. Or tier down heights to fringe of 400m. Ok for growth but done properly.</p>
<p>1. Infrastructure to support the increased density has not been considered: Warrawee Public School already does not have enough classrooms; traffic on the highway congested and buses run 10-20 mins late due to heavy traffic. 2. Power supply in the area must be upgraded as we experience frequent power outages in Warrawee (at least once a month). 3. The walkability to train stations has not been considered - steep terrain will cause commuters to drive, which will exacerbate traffic problems 4. Additional car parking at train stations is required to cope with the extra density as commuter car parks are already overflowing, with commuters parking on residential streets such as Finlay Rd causing local traffic congestion</p>
<p>I moved here to be near the national parks, trees, gardens and wildlife. Several of our migrant neighbours have cut down trees without permission and ripped up gardens.</p>
<p>We need more density housing a closer band right along the railway highway seems more sensible with higher towers</p>
<p>Height bonuses should be offered for increased deep soil planting and other ground plane amenity improvements. There is too much focus on height and not enough on ground plane amenity. Taller, narrower, developments can enable more space at the ground plane to improve community amenity.</p>
<p>We are strongly opposed to the changes in their proposed form. If amended to being a planned approach with the council balancing development, amenity and environment in a</p>

more sensible manner, there is scope to reasonably increase housing near railway stations without destroying the character and environment that makes the area attractive.
Please protect one of the only suburbs that native animals still have some place to live. Please please help them keep their habitat
What happened to decentralisation in NSW? Why is the government obsessed with containing the population of the state in Sydney.
Parking and traffic management are already a nightmare. If the number of dwelling increase, all car parking should be provided on site, but that won't happen so the suburb will be even more gridlocked.
The 6-7 storey apartments will kill the whole context of the north shore. If anything, tier this height down to the edge of the 400m so it blends into the streetscape. Put more height immediately on the highway if anything. Council to have design control over everything, not CDC.
I believe the proposal to build the high rise accommodation near the railway stations makes sense as it is near existing services. Do not agree with the proposal to impose same rules over other parts of Kuringai. DFO not agree with going further than 100 mtrs from rail lines or the higher density living such as dual occupancy expectations. Any high density living near railway should include full provision for off street parking for all residents. Streets cannot accommodate more cars parked on streets. All areas of Sydney do not need to look the same and be high density, there should be choices and variety.
While it would Strongly prefer decentralisation to the regions as I believe 6 million is a good size for a city but if we go to 8 I would not like to see anymore sprawl. I am concerned the housing will come before the increased infrastructure is in place but I do not think KRG should be exempt from the development goals for Sydney as a whole. We have several National Parks in our area as well as other both wild and cultivated parks that other areas do not have. Large houses and gardens are not heritage and I think it's sounds like NIMBYism. Why should we not take our share of the disruption.
We certainly oppose what the NSW Govt. Proposes. Ku Ring Gai needs to also look at their own administration on building I refer to The Livingstone development. Unbelievable what council has allowed.
The proposal is not nuanced. It offers no protection to our urban tree cover which cools our region, provides precious wildlife habitat and bushland corridors. The new building height will destroy the amenity of our region while still not providing affordable housing.
Trains are already full during peak hours, Pacific Hwy is already congested.
The most painful points: 1. Pacific Hwy and Mona Vale Rd are at capacity already. They will need more lanes added if any additional housing development in the area is considered - and this will need to happen before any zoning plans are drafted. 2. An emergency evacuation plan from the area must be presented as well, especially so as a substantial part of Ku-ring-gai is a bushfire prone area. 3. Also, the trains at peak hours are full - even if they come at 2 minutes intervals. With the increased population it will be nearly impossible to get to school or work. 4. Any new construction will result in diminishing the green areas and therefore in an increase of the temperatures, which will contribute to the climate change.
Allow terraced apartments in hilly areas. Allow medium density away from shopping centres, eg, townhouses on 800sqm blocks, council should improve roads. development green zones but allow denser building throughout the entire council area.
Density helps businesses stay afloat. Council should limit on street parking, and encourage active and public transport. Support walking paths to local schools. Establish school streets, with no entry for cars.
We strongly oppose these proposed housing policies. This will destroy the very reason we choose to live in Ku-ring-gai.

<p>Stated government policies are not appropriate in this area. Government must recognise that it cannot duplicate housing and density policies universally across all areas of Sydney.</p>
<p>Sydney metro is set to change to cope with population growth. Yet, natural character of KRG can be defended and maintained so that local communities sense of belonging stays intact. I recommend to limit dual occupancies to 1200m from rail corridor So some 80% of LGA stays green.</p>
<p>Public Transport capacity</p>
<p>Less population and big land areas should be developed with more basic constructions but not the areas already have enough population capacity. Heritages are the important part of a community and should be protected. Imbalance between land resource and population will inevitably cause public school system pressure.</p>
<p>I am writing to express my concerns regarding the proposed rezoning of areas adjacent to transportation hubs, particularly in relation to Gordon station. As a resident in the affected area, I am deeply invested in ensuring that any changes made align with the best interests of the community.</p> <p>While I understand the need to address the housing crisis and increase housing supply, I believe that the current proposal for rezoning may not adequately consider the unique characteristics of each neighborhood. In particular, I am concerned about the potential implications for streets like Merriwa Street and McIntyre Street.</p> <p>As you are aware, those streets are almost fully with commercial building and apartment already. It is important to note that from a market perspective, they are predominantly consists of many high buildings, with only less existing houses due to the development in the past decades.</p> <p>Given the existing landscape of those streets and the surrounding area, I believe that rezoning all properties on those streets would be more beneficial and equitable. By allowing for the construction multi-storey buildings in our neighborhood, we can contribute to the overall goal of increasing housing density while maintaining the character and integrity of the community.</p> <p>Furthermore, I would like to emphasize that the market itself can effectively determine suitable areas for development. The fact that developers have predominantly acquired lands on those streets to build houses is a testament to this.</p> <p>By doing so, we can ensure that the interests of the community are properly represented and that any changes made are in line with our shared vision for sustainable development.</p>
<p>Do not be so short sighted as the proposal will not fix the housing issue.</p>
<p>Devaluing Ku Ring Gai region and my property, overcrowded, current infrastructure can't even handle the current traffic,</p>
<p>Since its close to the railway, the road traffic should not be too bad.</p>
<p>Gordon is a quiet leafy suburb We don't want it over populated There is already huge apartments halfway down beautiful streets and it looks out of place , poor house owners who have lived there for years now over towered by apartment blocks Outrageous! Keep high rise buildings up close to the pacific highway only Our suburb is already being destroyed by ugly apartments! People have worked all their lives for a quiet lifestyle most self funded retirement they deserve better than this!</p>
<p>I'm a young person and soon to start a family. The proposed planning does nothing to aid the affordability. People cannot be spending 1 million + on apartments to raise children in car-board boxes in the sky. Ku-ring- kai council is special because of it's natural environment and heritage which fosters a sense of community.</p>
<p>Increasing density in transport and local centres will allow for more businesses to appear, improve services available to the lower density areas around them and create a greatly</p>

<p>improve sense of culture and community. Needs to be executed well with quality architecture, place making and provision of open spaces.</p>
<p>All the trees need to be removed if the development need to be taken place , the community doesn't need heritage conservation area. New houses, dual keys and duplex need to be built ASAP.</p>
<p>There is no infrastructure. None. Schools bursting, demountsblrs on play grounds, can never find a park in our local st ives shops to shop or access sport on the village green. Start with improving infrastructure before you think about adding thousands more people to hospitals, kids to schools, cars on roads. I have no problem with housing proposals once the right infrastructure is in place. Look at London- millions of people can move about in minutes, whereas we wait 30 mins for a bus that doesn't turn up or trains that are cancelled. Our kids can't even get to the local high school on the bus as it's too crowded. Use common sense.</p>
<p>Proposed 6-7 storey developments and much reduced tree canopy would totally ruin the character of Roseville. These changes would also have an extremely negative impact on wildlife as well as storm water catchment at the end of Larkin Street. As it is, it barely copes now.</p>
<p>We all have an obligation to respond to the need to provide housing closer to the city . The process needs to be done in creative ways that increase housing density close to railway but without impacting on the natural environment that provides a breathing space for the city . Stop students travelling across the city and suburbs for schooling and we will make a huge difference to transport congedtion.</p>
<p>I think highrises, especially in St Johns Ave Gordon NSW 2072 is definitely very bad because of much more traffic, and the St Johns Avenue itself is not wide enough and does not blend itself to highrise. Besides, all the houses on a slope and if there is any building to be built, they will all seem a lot higher than expectation. The St Johns Avenue is a small block and is not suitable for R3-R4 development, let along bringing much damage to the local biological environment as well as the church which carries its own historic value and meaning. So we strongly oppose the proposed changes to the NSW housing policy.</p>
<p>I believe that this is not the correct area for more housing than has already been put in place and that the NSW and Federal Governments have not taken a long view or strategised with any great wisdom, rather this has been a 'knee jerk' reaction to an issue which needs to be thought through.</p>
<p>The policy should not be overriding local council planning powers and heritage laws. I am disturbed that the NSW government policies are not taking account of heritage and environment of each area and are making blanket rules that will destroy the unique character of the area.</p> <p>Dual occupancies will mean less room for trees and we will lose the almost continuous tree canopy in Kuringai. Dual occupancies will also mean more stormwater runoff and create heat sinks through increased roof and paved areas.</p>
<p>Im greatly distressed that the heritage buildings will not be protected and I do not have any personal ownership of a heritage building, I just think it would be a terrible loss to the character of this area to allow destruction of heritage buildings.</p> <p>I am also depressed and terribly concerned regarding the impact these proposed new housing controls will have on the local natural environment. Reduced tree canopy will greatly impact wildlife. It will also make living here not nearly as nice. I don't understand how you could plan for less tree cover when it is well documented that cities benefit from trees to reduce ambient temperature.</p> <p>If these proposals go into effect, the quality of life will greatly reduce for the community, with increased traffic, parking shortages near the trains & insufficient resources such as schools.</p>
<p>Good design of apartments, terraces eg Mirvac instead of rushed one size fits all will be better long term.</p>

<p>This is a vindictive Labor Party policy, designed to negatively affect the traditionally Liberal-leaning residents in the Ku-Ring-Gai municipality and adjoining regions.</p>
<p>Create standards for developers that help to maintain the community. Encourage and promote development of terraces that better support a sense of community (e.g. street front engagements, Neighbours). Mandate apartments have at least 2x car parks to minimise impact to street parking (impacting commuters travelling via train). Uplift local infrastructure (hospitals, schools, parking at train, shops).</p>
<p>Losing the tree canopy in Kuringgai would be catastrophic affecting livability, wild animal habitats, lack of shading, the heritage nature of the area. We are one of the natural "lungs" for the greater Sydney region and for years, planning in this LGA has given precedence to mature trees over development in order to preserve the natural environment. IT IS IMPORTANT!</p>
<p>I am extremely alarmed and angry at the Government's disregard for community consultation and the one-size-fits-all approach to planning. Planning surely can be nuanced so as take local considerations into account. Properties under existing heritage and conservation zones must continue to be protected from development. I am also concerned at the loss of trees and wildlife that characterise the designated areas & the added strain that dramatically increased density will have on our infrastructure and facilities.</p>
<p>makes sense to increase the housing close to transport</p>
<p>i am a young professional and have no chance of ever affording anything currently</p>
<p>Ku-ring-gai cannot stay locked in a time-warp. Huge changes are impacting us all and we must adapt. We must embrace the changed demographics and cultural shifts. Think positively!</p>
<p>Dramatically lower immigration now! Protect the heritage, environment and trees of Kuringgai now by recognising it as unique and beautiful heritage area and worthy of protection. Stop ruining all of Sydney and destroying our natural environment and few heritage areas left by allowing high rise and high density living just to support the ridiculously high and unsustainable rates of immigration that is ruining this country.</p>
<p>inevitable so should be embraced and done well and sympathetically.</p>
<p>Loss of heritage protection means there will never be a sense of history in our area. More importantly, removing protection of trees and other vegetation by allowing developers to increase the ratio of development to green space will have a catastrophic impact on our wildlife, particularly birds; will reduce shade and result in higher temperature in the area; and, of course, will detract hugely from the leafy aesthetic which has always been the key characteristic of Ku-ring-gai. With everything we now know about climate change, we should be planting more trees and increasing green space - why on earth are we doing the opposite?</p>
<p>It's a disgrace. Simply a money making exercise through rates, stamp duty etc despite how they try to fluff up the story. Particularly disturbing is the point "Introducing 'non-refusal standards' for the new planning controls by which development consent may not be refused" in the proposed changes brochures mailed out. Who do these people think they are?!</p> <p>Where is the authority and evidence that they can even do a lot of this?!</p>
<p>It is essential to preserve the essential character of Ku-ring-gai which includes some of the finest garden suburbs in Australia. One only needs to look west from the Pacific Highway towards Macquarie Park and Epping to see how the characteristic Sydney green tree canopy has been defaced by poor quality, visually unappealing multi-storey buildings. This is not a future we wish to see in Ku-ring-gai.</p>
<p>Will destroy what makes Kuringgai special. Once gone, trees will never return (we already see that with development). New developments are never affordable and just maximise developer profit. Huge impact on heritage and variety of housing. Will force people out of the area</p>

<p>75% of Ku-ring-gai's tree cover is on private land. Not council land. The government's proposed changes will reduce requirements for deep soil planting and tree targets from 50% to 7% of the site area. These changes, allowing 6 – 7 storey dwellings (up to 9 in some areas) with no definitive tree canopy targets, are proposed to commence in less than 2 months - April 2024.</p> <p>Thousands of animals will lose their habitat and community capacity for connectedness to nature will be erased. Years of history will disappear.</p>
<p>Ok with new legislation on a slower timescale to allow proper infrastructure to be built. Also, if dual occupancy is suggested then a larger build area should be allowed to single dwelling houses to help with larger/multi generational homes.</p>
<p>Stop obstructing progress to improve housing affordability. Some of the behaviour of councillors has been disgraceful. The T1 North Shore line is prime for development to deliver diversity of housing. Move out of the way and let the government deliver it's housing targets and stop being NIMBYS!!!</p>
<p>I think highrises, especially in the St Johns Ave Gordon NSW 2072 is definitely very bad because of much more traffic, and the St Johns Avenue itself is not wide enough and does not blend itself to highrise. Besides, all the houses on a slope and if there is any building to be built, they will all seem a lot higher than expectation. The St Johns Avenue is a small block and is not suitable for R3-R4 development, let alone bringing much damage to the local biological environment as well as the church which carries its own historic value and meaning. So we strongly oppose the proposed changes to the NSW housing policy.</p>
<p>We are in a profound housing shortage that is the historic result of council's long standing restrictions on the construction of new housing supply, I am in favour of increasing the height limit to 6-7, stories in as many areas as possible so that my three children have a chance to live in the Sydney basin, let alone the local area, when they start their own lives.</p>
<p>The lack of infrastructure including roads, bus/train is already strained in Ku-ring-gai. The proposed plans do not address this at all. Even more traffic blockages due to higher density will not only frustrate residents, extend commutes, but will greatly increase traffic emission pollution. Combining this with the significant adverse impact on our tree canopy is an even greater environmental impact. We pride our community as one blessed with wild life and this would be destroyed if medium to high density takes over all of the proposed areas beyond railway hubs. Increased density near railways does make sense provided the State Government can meet the increased demand by improving the rail services significantly to be a rapid mass transit system 24 x 7 - to date this has been woeful and we already suffer regular train outages for weekend maintenance - how would this work with even more people needing public transport?</p>
<p>The TODs will decimate the heritage and unique character of Roseville and Killara, noting that most of the heritage is located close to the station. It will not solve the housing crisis as any housing built will be unaffordable for those on low incomes. Based on other units built in the area and on discussions with real estate agents most will be purchased by investors (many offshore) offered for rent for more than \$850.00 per week or left vacant. There appears to be no additional infrastructure contemplated nor solutions to the existing problems in the area, making the proposal untenable. Our young people do not aspire to spend most of their lives living in apartments. The reason why they are leaving Sydney is to buy houses in which to raise their families. As well-located houses become more scarce so will young families.</p>
<p>Action to increase housing is needed now. However, there won't be the people and materials to carry out the Government's plan in the short-term. Therefore there is the time for an area by area review eg for Heritage Conservation Areas and infrastructure issues with Killara and Roseville while TOD plans can proceed in the non-Heritage Conservation Areas for Gordon and Lindfield.</p>
<p>There is a shortage of villa type accommodation in Gordon in particular and this, in my view, would be acceptable in the streets on the eastern side of the railway. I believe 6-7</p>

storey dwellings would have negative impacts on traffic in this area and in the overall amenity and ambiance of the suburb.
The Minns Govt hasn't any idea of how people live in Sydney. We are already at 5 million and rising. Building all these new flats/6-7 storey developments will only further congest the suburbs and cause major traffic issues - Sydney is already choked. Someone has to make a decision to stop the spread of Sydney - people who immigrate should be made to do a 5 yr probation in the country. However, anyone in Govt, the developers - any interested party - well it's all about what they can achieve. Where are the good thinkers, the town planners - doesn't anyone anymore have any guts to say how they really feel about this over-development of Sydney. My husband and I will probably leave after 45 yrs - Sydney is now a mess!!
Release and develop land other than imposing further housing on suburbs with high rise and developed communities that have inadequate transport and health and education services
Impact on heritage and the environment should be taken into further account as well as the facilities available in the area
Semi support yet preferred townhouses as opposed to high storey 6-7 high
it is already getting around the North Shore with traffic congestion. Getting into shopping centres is difficult and parking is impossible. There is not enough parking around the train stations and the bus services are rubbish. Increasing density around trains and shops is already lowering the tone in the area. Just look at the dumped shopping trolleys around the higher density residential near trains and shops. How are locals supposed to get around, the peak traffic via Pacific Hwy is chaos through these pinch points. The area is already over crowded. The local environment is suffering with the trees being chopped down to make way for residential, the high rise and higher density creates pockets of dark areas that are depressing with little sunlight. There is no place for higher density along the North Shore corridor. You only have to look at areas where this has been overdone and the concrete jungles that have resulted eg Hornsby, Rhodes, Meadowbank, Strathfield, Ashfield, Lindfield, North Sydney, Crows Nest, Cremorne, Neutral Bay.
How can they knock down the heritage houses???
Nsw government proposed plan override Heritage protection laws and significantly alter the character of local neighbourhoods.
refer above about addressing traffic management, also designs need to be sympathetic with the local character.
The issue is the lack of infrastructure to support these additional residences. Currently, and for example, increased density has been allowed in the Wahroonga area and the car parks and Roads have not been increased to take the traffic. Instead the car parks are full and instead of building multi floored parking Rangers are sent to fine people! So adding more 6 plus storey developments will create a deadlock at shopping centres and in the local area parking.
Impact on infrastructure will be massive. Plans for roads parking, recreational areas, green space and schools which are already at capacity seem to be low priority in the proposals. The negative Impact on tree canopy environment and wildlife will be significant. With climate change evident, loss of trees, top soil, lack of proper robust infrastructure, the planning proposals may lead to future problems with more frequent damage caused by heavy rains.
The proposal is a band aid - it is not a solution to increased migration into the Sydney basin and all we are doing is diluting our living standards and crushing our heritage.

<p>If these changes are allowed Ku Ring Gai stands to lose many of it's heritage listed properties and the current infrastructure will not cope with the increase demand on services and roads</p>
<p>North shore area with beautiful trees is very valuable. Any place/ town can not beat this place. Be proud of North shore special characters.</p>
<p>examples in other stations have shown the bad impact to the neighbouring area. Don't want Turramurra becomes the next one.</p>
<p>Existing apartment blocks don't have sufficient parking and excessive street parking clogs streets. Fewer trees and open space means less recreation opportunities and greater heat build up</p>
<p>There is a great lack of planning in the government plan. Local schools are already full, there are few open spaces/parks, the sewerage system has not been renewed for many years (we have lived on the east side for over thirty years), there are blackouts, how does a desire to address climate change fit with drastically reducing the tree canopy, what about heritage areas.</p>
<p>I have lived in Ku-ring-Gai all of my 70 years and have watched the area change, usually for the worse - and always with a huge loss of canopy and habitat, yet it is these very features that make Ku-ring-Gai so lovely a place to live. If I wanted to live in a busy area, I would have moved there.</p> <p>Why does the NSW government think that every area has to be dense? There should be variety across Sydney: dense and busy for those who like that... and peaceful and quiet for those who like that.</p> <p>Of course, another problem with the prospect of more high rise is that most of these are 2-bedrooms, with low ceiling heights and small rooms - not something that would attract me to living in them. I'll bet that not one developer lives in any such development, themselves... they're just happy yo squeeze as many hapless victims into as tiny a little box as they can - and charge handsomely for the privilege. The quality of building works has been shameful. Once upon a time, there was pride in providing something lovely in which to live, but I have seen little of this for the everyday citizen. To get something nice, you might have to look at so-called "luxury" apartments with a premium price... and even then, it's doubtful that the building quality is good. I know of so many people who have bought a unit/apartmentment and then found problems with the building works.</p> <p>I am also concerned that the "boxes" that are being built are rarely built to minimise energy consumption, so electricity usage is high. We should be doing a lot better than this!</p> <p>The government needs to sort out the number of (especially overseas-owned) investment properties that are not rented out, but sit vacant to await capital growth. This is shameful. Property in Australia must be for residents of Australia. If we got rid of foreign ownership, the citizens and permanent residents of Australia would find so many more properties on the market, reducing the need for this ridiculous policy by the NSW government. Also, if the number of Australian-owned investment properties were capped, at - for example: 1 or 2 - I am sure this housing crisis would disappear.</p> <p>Density - as proposed by the NSW government ernment, will create windy, dark corridors along streets that were never designed for this style of building.</p> <p>No, this policy from the NSW government is appalling and must not proceed.</p>
<p>Would the govt knock down the opera house or remove the botanical gardens for housing? No. Same applies elsewhere - they would change the fabric of the city and the ramifications to dining, shopping, traffic, rubbish, gardens/trees, schools, services are endless.</p> <p>Build it in cheaper areas, where costs to build is also lower and space is available for connecting services, and then that cost saving will be passed to prospective buyers.</p>
<p>Overriding our heritage architecture protection is an irreversible travesty.</p>

<p>Very sad and angry to NSW government for the rushed and rude policy. They need to spend more time to consult local community and spend more money to improve infrastructure and facilities instead of just bring more people squeeze into units.</p>
<p>NSW Housing policy is totally destructive to the heritage, environment and amenity of Kuringgai, and will not provide any affordable housing, given the past and current record of developers building in this area.</p>
<p>I'm happy with the proposed changes but only if the property developers create some more interesting looking housing. Go for it but take inspiration from other countries and place like New York and Paris that have beautiful buildings and architecture. Some of those buildings have internal courtyards and exclusive spaces for residences. The square blocks of apartments are just so boring. Also I think apartment living is great but there needs to be more apartments built with multiple living spaces and better storage. Hardly any new apartments have big enough laundry spaces and linen cupboards. Also many more families live in apartments and it would be great to have options to have more 4 bedroom apartments too that aren't penthouses or luxury offerings. Just a nice mid range apartment is fine. Not everything had to be luxury, it just had to be simple, quality buildings.</p> <p>Along with that, build more spaces for cafes, restaurants, libraries, sports facilities and indoor community spaces for days when it's raining and cold.</p> <p>I think just go for it, people will adapt as long as it's interesting and inviting</p>
<p>Housing crisis is real.. certain privileged individuals don't have the right to control the use of the land</p>
<p>Please keep fighting to keep our heritage buildings in tact</p>
<p>Liveability for a wider income group, affordable housing for younger generations and a more socially diverse population is worth the slight increase in traffic. Kuringgai council seems to be serving an elitist market working hand in hand with real estate to keep house prices high.</p>
<p>Supply of affordable housing is lacking in this area. The implementation of the strategy will help provide affordable housing stock and encourage residents out of houses and into apartments located close to shops, schools and transport</p>
<p>Sick and tired of stringent kuringgai council rules</p>
<p>It seems that if implemented these proposals could lead to streetscapes which resemble those we have recently seen on TV in Gaza city, with minimal set-backs and minimum space between mid-rise buildings near railway stations in Roseville, Lindfield, Killara and Gordon. Much more needs to be done on the planning regulations to maintain a semblance of quality around these stations.</p>
<p>There is a housing crisis. We need more housing. The area can retain its character and tree canopy while catering for this. The area has gone far too long without significant development at the expense of younger generations. We matter too.</p>
<p>Government needs to invest in building infrastructure in locations where there is space for new dwellings. We live in a big state. Invest in regional NSW not everyone can live by a train station.</p>
<p>The amenity of KMC is the reason I chose to move here 16 years ago, from an inner-urban environment. These proposals would diminish the quality of life and put strain on the already congested roads and side streets in the local areas around schools and train stations. We have abundant wildlife, and these would be compromised by further removal of natural environments and tree canopy. Our children and grandchildren deserve a better life than crumbling gulag-style apartment blocks and constant gridlock due to congestion and overcrowding, not to mention the lack of access to childcare, schools, health facilities, the infrastructure never matches the influx of residents. Totally appalled as Labor voter that such disruption and destruction could be inflicted on constituents.</p>
<p>Ku-ring-gai is a unique area of Sydney known for its wonderful heritage homes and gardens. Many of the most intrinsically valuable are near to the railway line as those areas were the first developed. Allowing the destruction of these fine examples of Federation</p>

and 20's and 30's architecture, and their surrounding gardens resonates with the plans in the 1960's to destroy the architecture of the Rocks in Sydney - now a much prized and valued area of historical significance.
Natural, traffic and heritage are the most concerns that I am afraid the change could have significant negative impact.
Loss of tree canopy is a major concern, especially on the West side of Roseville station. And Traffic congestion, especially on Pacific Highway.
My family has been in this community since the 1960's and what you are imposing will destroy a whole community and the wildlife that these old gardens provide for them. Australia is a very large country. So expand elsewhere. Save St Ives and save the trees
The area on Mona Vale Road between Woodbury Road and Shinfield Avenue is like a car park during peak hours into late morning ~ 10 am; and early afternoon ~ 4 pm. The road infrastructure do not cope with the increase in housing density as St Ives is not served by trains. The water pressure is noticeably lower compared to the early 2000s.
Time to stop immigration as this is what is fuelling this growth. Who benefits? Developers. Foreign investors. High rise buildings destroy backyards and green spaces. Australia becomes more like China. Increasing population density is not conducive to community building, nor encourage young families. Traffic congestion and lack of services such as trains or buses, schools, hospitals, recreation centres will be overwhelmed with new residents. It's not just your local Coles that is required. This Big Australia -increase in population with overseas immigrants who have little to no connection to Australian culture or history, is an attack on a already diminishing social cohesion. Where are the studies on this? It's not just about building more houses.
Save Ku-ring-Gai from losing its character , heritage & community stop overdevelopment.
Council hasn't confirmed how many properties will be affected by Gov proposals. Council also hasn't assessed the benefits of this proposal. Council need to adopt to the modern living and cannot hold on to the massive blocks of housing and be exclusive rather than inclusive and sharing land with others.
Present infrastructure would not be able to cope
Not discussed is the huge environmental benefit, higher density allows us to have more publicly managed green space and this is a worthy goal for council.
Increasing density requires commensurate infrastructure improvements. The gradual increase in density around Roseville station is also resulting in log jams and congestion on pacific highway and access from side streets during peak hour. This will only worsen with further high density developments. The public schools are also quite stretched in terms of resourcing
I wouldn't mind more dual occupancy & townhouse options. It could help older residents stay in area & avoid unit purchases
We live at end of Kurringai in a small area where getting on and off the highway is becoming increasingly difficult. The NSW transport people don't care that sometimes it takes 10 minutes to go 20 metres. We already have the construction of 3 large developments within this small area. If more are approved it will be a catastrophe for local residents. Not being able to exit and enter your area is not acceptable.
I think development & more housing is a great idea. However, there needs to be a Master Plan and strategies to address the issues of Tree Canopy, Wildlife, parking, facilities & sewage
The proposal would have a negative impact on living in this area. It would bring in more people without the necessary infrastructure, roads, schools, medical facilities, shops , parking etc, it would increase traffic on our roads, destroy trees and impact the rather tranquil surrounding we enjoy and moved here for.
We desperately need more housing in the LGA and there's no better place for it than near train stations. Please support the governments proposal.

<p>Each Council area has unique neighborhoods and traffic issues. I do not support the one size fits all approach. I fear proper planning procedures will be lost to Council and the amenity of neighborhoods will be impacted. I believe Government should be restricting the number of people coming into our Country.</p>
<p>Your questions are targeted to create an emotive anger against housing. Also they are targeted towards perceived negatives yet don't consider the positives of housing like preventing homelessness.</p>
<p>Please stop this plan which will destroy this beautiful area.</p>
<p>Please Note: Question 4 is very poorly presented. The proposed housing strategy strongly goes against the mantra of the Governments climate change policy with the destruction of the tree canopy for which we have all heard of the description of our area as "the leafy North Shore". With the deforestation of our magnificent tree'd areas this will have an enormous effect on our fauna population.</p>
<p>I am personally livid but not surprised the deceit and lies that Chris Minns and Scully give to radio and journalists and the total disregard for communities and the impact of these absurd plans is breathtaking. I also believe that plans from chstswood to Hornsby have been translated into mandarin so Chinese buyers in China can buy up wherever they want and decimate these areas!!!!</p>
<p>It has to happen, the current situation is untenable. We need density along transport corridors.</p>
<p>The country, NSW and Sydney need a lot more housing and Ku-ring-Gai can't be immune. Build it near public transport, we all have to suck it up</p>
<p>While council seems to want Kuringgai to be filled with 80-year-olds living alone in four-bedroom homes, the LGA can't claim an exemption to solving the housing crisis just because it's full of rich retirees.</p>
<p>No thought whatsoever has gone into planning for the massive increase in traffic where there is already bad traffic and congestion on the two lane Pacific Highway. What is the plan for the obvious significant increase in traffic? Further, there are insufficient number of trains that stop at Lindfield with only every 3rd train stopping. Why is it ok for the NSW Government to destroy the heritage and character of old post war and federation homes and replace them with ugly housing that will likely be of substandard quality which we all know will simply just line the pockets of the same greedy developers. Then there is the wildlife and impact on the ecosystem that will likely be disrupted negatively never to recover. It is short sighted with no thought or planning at all. Why isn't more being done to prevent the chinese buying up all Australia housing and pushing the prices up? Canada out a stop to it years ago. What is our Government doing? This is the obvious reason housing is an issue see the recent SMH article. I thought we lived in a democratic society???? Apparently not thanks to Paul Scully.</p>
<p>No consideration given to the detrimental effects of the natural habitat of Kuring gai..fauna, flora. Proposal adds to the existing traffic and parking chaos that has occurred under previous Labor housing policies. Has Labor seen our already impacted streets near railway with high rise ie. Cecil, Henry, Dumeresque, McIntyre, Merriwa. Streets in Gordon and around Lindfield Railway Station already over developed with high rise.</p>
<p>There is no effort from government to address unoccupied housing in the area. 400-800 ranges should be based on distance for street access to railway stations. Heritage significance of streets once destroyed can never be replaced</p>
<p>I couldn't find any pictures supplied by kmc which truly indicate how many metres homes, or these future massive structures would be from the station. Nowhere on the net really. But I suppose my place is within 800 meters, but I and everyone else can really only guess? & already the neighbors on every side of me, and CDC'S have allowed 3 floor buildings, with massive windows & billions of outside LCD lights, developing and cutting down massive amounts of trees and grass areas with pools or wooden decks and stages,</p>

<p>and noise is in my face, even with a house. When calling your tree dept. to report trees being cut down without permits, over 9 Metres high & over the required trunk width, the guy just scoffed, that people are allowed to do some gardening. Look at an aerial shot from 2008 there, & take a drone pic now. So many mature trees/shrubs/plants gone. Almost a PARKING LOT in comparison. Tree canopy gone, ground vegetation nearing zero. No gutters. Erosion draining to other properties..</p>
<p>The upper north shore is criminally under developed and these amendments come far too late. All trains stations on the north shore line should have this level of development and more. High density housing is far more environmentally sustainable than single family homes and can allow for more tree canopies since lawns are removed</p>
<p>Stop building in St Ives. Find somewhere else.</p>
<p>Object to reduction to tree canopy that will occur</p>
<p>The NSW GOVERNMENT should invest the money in providing adequate reliable and fast transport from the outer suburbs such as west of Liverpool or North of Hornsby where there is plenty of room for expansion. If the transport is there the developers will move in as will residents.</p>
<p>Australians' ability to purchase housing in Ku-ring-gai is already difficult because real estate is so expensive. The people needing housing would not be catered for in this market. Overseas investors would be the winners. Infrastructure, particularly the Pacific Highway between Gordon and Turrumurra cannot handle current volume. How can this be catered for?</p>
<p>No planning or sustainability, congestion is very bad and this will make it worse, no community input and complete loss of heritage</p>
<p>Each railway station community needs to be considered properly. A blanket change to come over the top of existing rules is inappropriate and. It suitable for each of these areas.</p>
<p>I don't live in the Kuring-Gai area but strongly support building apartments elsewhere in Sydney, enjoy!</p>
<p>It appears that the Government has consulted a narrow range of 'stakeholders' primarily those in a position to profit from the changes rather than the many who have a very significant investment in their localities. In the past initiatives such as this; second homes in back yards for example have been spectacular failures owing to unexpected consequences. Villa developments similarly have had limited success as there is no incentive for lot amalgamations. Unless provision is made to encourage positive developments, we run the risk of trashing our city and reduce housing costs by devaluing existing housing stock. Much work has been done recently on the development of better housing standards to prevent the repeat of shockers like Marsden Park. The last government scrapped plans to reduce heat island issues by providing for tree planting and green space on every lot. The two dwelling on 450m2 strategy will mean the end of the bulk of our tree cover and will rule out any space for future tree planting. Has anyone looked at what a typical 950 m2 suburban block with a 20 m frontage will look like after a small 'local' developer and his private certifier have applied themselves?</p>
<p>Overall the policy on increasing density of housing around transport hubs makes sense. A lot of the heritage issues raised are irrelevant because a lot of what is classified "heritage" in town centres and near transport is tacky and needs refreshing anyway. The plan will only work if the transport services and utility infrastructure are upgraded PRIOR to the increase in density. Planning needs to provision for REAL parking requirements. Units with no parking on only 1 parking space should not be permitted.</p>
<p>Building more housing is good. Councils should facilitate that instead of coming up with silly obstructions.</p>
<p>Rushed decision; needs to consider the supporting infrastructure as well.</p>
<p>Kuringgai suburb is not an ideal location to improve the house affordability, the zone planning is like to steal existing residents assets by destroying our nature environment, values of existing community and infrastructures. Government shall not sacrifice existing</p>

<p>residents wealth, happiness, peace to achieve government own targets. Government shall have more sensible planning for example to improve overall economic situation like control CPI, control cost of living to let people have more available funds to purchase properties, government also can consider to build new residential areas including proper infrastructure which will also improve overall economics</p>
<p>Traffic and parking are critical considerations. Some of the locations in proposal only have a single road in/out of the area and congestion is already a problem during peak times.</p>
<p>Ku-ring-gai needs this policy to support the growth of the population and housing affordability.</p>
<p>I note that other areas of Sydney have no medium density in areas where there are railway stations..... Look at Denistone, not a unit block there... Why is Ku-ring-gai being picked on for any other reason but political.</p>
<p>A lot of the apartments will require an increase in bus services on routes 565, 558, 556 and others in Ku-Ring-Gai.</p>
<p>All of these concept are positive if it is well planned and quickly implemented. The delays we have seen in progress in Lindfield around Drover's way are not a good example for our future. Uncertainty must be avoided as time is money to us all. Get on with it.</p>
<p>Planning policies must consider the impact to existing traffic congestion, limited and infrequent public transport (roads and buses are already overcrowded during school and work peak times) in the area.</p>
<p>Kuringgai is a very low density council and these changes are important for housing affordability in the region. Transit oriented development around railway stations and local centres is the best bang-for-buck solution to turn the crisis around</p>
<p>6-7 storey blocks will completely erode the character of the local area, it will block light for the surrounding buildings most of which will be significantly shorter, the removal of trees will be a real travesty. The areas around the station, particularly Gordon, are incredibly busy with traffic and it is very difficult for residents to park already. Huge apartment blocks will make that so much worse. It's not going to help housing affordability either, developers will know that they can get high apartment prices for something in the no-longer-leafy North Shore.</p>
<p>The introduction of high rise in the Ku-ring-gai area is not a welcome change for these suburbs. They have a strong heritage and environmental features that will be adversely impacted by creating areas like Chatswood and Epping. The infrastructure also cannot cater for the increasing load caused by such dense developments.</p>
<p>Support idea of townhouse, duo occupancy and terrace to help relief of housing shortage. Strongly against high rise apartments due to lack of infrastructure and facility. Pacific Highway would not be able to accommodate additional traffic. Sydney has vast land the state government should not encourage high density of population in well set up community. The priority is to build efficient transport network to enable inflow and outflow to city work place. The areas lack of funding for facility and infrastructure can be boosted by injection of medium density of building. But this should not be considered as a solution for the Ku Ring Gai council. Definitely the wrong location for the wrong initiatives.</p>
<p>The inevitable rise in population will change the area, to its detriment. If the trees go, the roads become crowded, the local facilities insufficient for an increased population, it will change and reduce the joy and pleasure of the area. Housing will be able to cope with limited increase in numbers but too much immigration will cause overcrowding and unhappiness in our residents.</p>
<p>Support more affordable housing with improved local services, community hubs and road infrastructure/parking, but it must be the complete package, not just one without the others. Generally opposed to larger higher rise developments in village centres - these should be on peripheral land/along external arterial roads</p>
<p>I have a local listed heritage property. I may end up being isolated with high rise all around me. Not only does this affect me and my family but the community at large. We strive to keep the character of the neighbourhood as it has been for around 100 years. We can't</p>

<p>destroy this effort with just a stroke of a pen. Why not focus on a new suburb near the light rail?</p>
<p>The face of this area has already been negatively and severely impacted with loss of tree canopy and heritage buildings. I do not believe it will affect housing affordability as any offering will be very expensive. We went through this with Bob Carr administration years ago and it is yet another Labor attack on a seat they will never win.</p>
<p>Families chose to live in these suburbs, Governments should not be able to place a pin on a map and change the character of the region, selective site should be looked at by a town planner</p>
<p>While not supportive of 6 to 7 story unit blocks, the immediate area around Turrumurra station/Coles plus IGA on the other side of the highway needs appropriate planning and development to enhance the area for residents. It is not an attractive place at the moment.</p>
<p>This would have a positive impact on housing, businesses and community by bringing new customers to sustain local businesses and increasing housing availability and affordability in the areas people want to live and go to school. There would need to be changes and improvements to some public transport connections and commuter parking availability. I don't think local parking would be an issue because carparks (including for public/visitor/commuter use) can be built into basements of new unit blocks. It wouldn't duly impact heritage or environment - statutory requirements already exist to protect those and building in brownfields locations protects important biodiversity in greenfields locations (where no one wants to buy a house and live anyway).</p>
<p>Living quietly is hardly attainable in Kuring gai. Pollution and rubbish! Traffic</p>
<p>The North Shore is recognised for its vast leafy neighbourhoods and extensive tree canopies but also for its heritage buildings, homes and neighbourhoods. For the NSW Government to put a blanket ruling without taking into consideration the history, value and beauty of the area is both short sighted and does not adequately provide a solution to a housing problem that the Government is trying to "sell". The suburbs of Gordon, Killara, Lindfield and Roseville sell apartments in the millions, which does not equal "affordable housing". Furthermore, the NSW Government recently pulled significant funding from a development in Lindfield which would have provided a large portion of new apartments to the area and is in an existing area that does not require the demolition of heritage properties or trees. It does not make sense. While development is good and necessary, it needs to be considered and purposeful to the location. The heritage buildings and tree canopies have existed in these neighbourhoods for hundreds of years and both the Council and the residents have worked hard to maintain, restore and preserve the charm and legacy from our past and ensure that it continues to be an integral part of our lives today.</p> <p>I believe the NSW Government needs a lesson in understanding that our heritage gives context to where we are now and where we are headed as a society. By protecting our heritage we conserve valuable community assets and ensure those places, traditions and stories can continue to be experienced and enjoyed by future generations. Thank you.</p>
<p>Our city's young people deserve better than to be given a few scraps of land alongside noisy/busy roads (stroads) at exorbitant prices. KRG is a lovely area and we should be welcoming more younger residents via more affordable density done well to add to the vibrancy and diversity of the rich tapestry that comprises our wonderful North Shore community.</p>
<p>If housing density is increased this needs to be accompanied by investment in increased CAPACITY IN LOCAL PUBLIC SCHOOLS</p>
<p>KRG is home to several golf courses that consume vast amounts of land. I would refine half of them into a mix of housing, schools, parks and other amenities. Taking care to maintain the tree canopy.</p>

We need a variety of low density housing types but not at the expense of livability in the area.
Trade off higher densities in non HCAs near stations for protection of contributory items in same. Allow redevelopment of non contributory items in HCAs. KC should have allowed dual occ & genuine medium density many years ago & this would've sterilised a lot of land from the current plans!
Ku-ring-gai needs to protect our natural environment and tree canopy, but also needs to allow a greater variety of housing options and embrace pockets of high density housing near existing transport and shopping hubs. There is little existing tree cover or natural beauty anywhere along the highway or cbd streets in Gordon, Turramurra or Lindfield, so these centres should encourage more and denser housing options, including affordable housing, to diversify their communities and grow new business opportunities such as restaurants and cafes to cater for a higher population.
Imperative to upgrade local infrastructure prior to developments - roads, transport, parking, schools etc. Essential we preserve our beautiful natural assets
Decentralise. Not build up in already high density areas.
If carried out by the N.S.W. Government "The Leafy North Shore" will cease to exist.
Overall I am supportive of these changes as we as a community need to move towards the future and change our way of thinking. There is a housing affordability issue and future generations also not want large blocks to maintain. Increasing density brings extra traffic and this needs to be built into planning. It will improve amenities in the area, some of which are old and need urgent update. Coming from a different area of Sydney, this area feels very "backwards" and not understand what the future needs are. Let's stop blocking change and understand the thinking of younger generations.
I oppose it all until they firstly advise how they will support the population increase with medical services, schools and associated school transport infrastructure. Schools are already bursting at the seams and have poor bus services as it stands. Without addressing how the influx of people can be supported it is very much getting the cart before the horse and reflects very poor planning process and looks very much like a game of political agendas
These housing reforms will ensure equity across all of Sydney. Increased density should be normalised even without a housing crisis as the best cities in the world such as NY, London, Prague, Berlin, Vienna are dense cities with many mid and low-rise in suburbs. Density allows greater public transport usage and is cheaper for councils to maintain as infrastructure is more concentrated rather than spread out across sprawling suburbs that aren't economically viable.
while density housing may assist housing crisis it does impact the heritage and treelined suburbs with traffic congestion and infrastructure Until that could be addressed think it will be opposed
We strongly oppose the loss of tree canopy and loss of character in our local area
Loss of housing diversity is already happening - with many smaller homes being demolished and replaced by large homes. Many residents do not want to live in multi-story blocks. Loss of tree coverage is major problem.
My property on the comenerra parkway is so traffic congested in the mornings and afternoons that we cant even drive out of our home for over 10 min so adding to this would be crazy
The character of Ku-ring-gai and neighbouring areas has changed dramatically over the last 10 years. There has been no support in local amenities or better roads. A great deal of the tree canopy has gone and has taken wildlife with it. I was born here 69 years ago, when it was considered rural. It is becoming an over developed and very ugly suburb. More development will seriously affect the character of the area and I, for one will be moving if this continues

<p>St.Ives Shopping Centre is CRAP & outdated. We shop at Glenrose-far better parking & a beautiful Shopping Centre. We feel there should be far less trees in Kuring-gai-they are a menace-only good tree is a dead one. Imbeciles who planted them years ago should be dealt with. Classic example are the Liquid Ambers in Nicholson Avenue-several years later this has created blocked drains-concrete kerbs & driveways lifting. Who are the uneducated fools that allowed this to happen?</p>
<p>Providing a wider variety of housing, increasing the density and building TOD will improve the cost of living crisis by reducing the need for a car which is a major drain on people's finances.</p>
<p>We strongly hope to maintain and maintain the existing environment of the community and strongly oppose actions that destroy the traditional human environment.</p>
<p>Oppose the lack of consultation and right to appeal. Oppose the impact on quality of life, wellbeing and environmental deterioration. Oppose the negative impact on traffic, infrastructure and resources. Oppose the consequence of too great a level of rapid immigration which has significantly resulted in this outcome.</p>
<p>The influx of housing would completely overwhelm the integrity of the roads and sewers. I have personally seen sewers overflowing during wet weather into Karuah Park where a lot of sports and gatherings are held.</p>
<p>Ku-ring-gai Council area already struggles with major corridor traffic congestion and there is nothing that can be done to improve it eg Pacific Highway, including bridges at Pymble and Turramurra, is unable to be widened. Adding higher density housing will only add to this problem. There is already a lack of parking around train stations. In addition, the natural environment and heritage characteristics of the North Shore have been carefully preserved for decades. It seems ridiculous that this can all be undone in such a rapid way - once gone, it cannot be undone. I believe money would be better spent on improving public transport to areas that can be developed for cheaper housing without such implications. Incentivising relocation to regional areas which can benefit from higher populations and skilled workers would be more beneficial. At least by doing this the solution is an ongoing one whereas developing the North Shore is only a short-term fix.</p>
<p>We strongly hope to maintain and maintain the existing environment of the community and strongly oppose actions that destroy the traditional human environment.</p>
<p>Need better public Transport and reliability.</p>
<p>I generally support what the State Government is trying to do, but we will need improved public transport and roads.</p>
<p>Regarding Q4, I believe it is unclear if a positive effect on parking and traffic would mean an increase or decrease in those areas. As well as this, I believe that, for the most part, existing heritage structures and the local natural environment will remain intact. In fact, ensuring more people live in the proximity of these things will result in more appreciation and care being put into them. Please keep in mind that if density is not put into place, exponentially more nature would be destroyed as urban sprawl expands.</p>
<p>The proposed changes are a "poorly conceived experiment" that will diminish the livability in our council area and will not deliver the low cost housing that the policy is intended to create> It will just feed profits to developers</p>
<p>Kuringgai needs more housing options like townhouses. Ability to subdivide large blocks as many residents do not want to maintain large gardens but wish to stay in the area. Need to make decisions and take action to revive suburbs such as Turramurra. Many plans over the years have come to nothing and centre has died despite being on train line, shops etc.</p>
<p>Stop using old mind to block north shore development. Go to the street and you can see how bad the public area is, less local parks, poor public amenities, no footpaths. Protect environment does not mean stop development.</p>
<p>If the areas between the highway and railway line (and generally along the highway) are more developed, this would reduce the effect on the rest of the community and backyards of the ku ring gai population. You would then feel confident moving in to the area with</p>

<p>confidence about the future and services could be upgraded in these limited area at a more reasonable cost rather than spread thinly over a much larger area and at a greater expense.</p> <p>I think there would then be less opposition, we could meet requirements more effectively but tailor make them to fit ku ring gai rather than sweeping statements which do not fit all areas. I do strongly object to the reduction of green canopy as this is essential for healthy living anywhere and allows for more effective heat controls.</p> <p>If heritage housing could be incorporated into developments as is done eg Wondakiah at Waverton, Breakfast Point and throughout the city, we can live with history rather than demolish it.</p>
<p>Save our heritage in Ku-ring-gai</p>
<p>Cities need to evolve and Ku ring gai already has units along the Pacific highway. I don't know why the council is pushing so hard against development within 400 m of transport nodes</p>
<p>Whilst there is a need for more housing, new dwellings should only be built if they do not impact nature, wildlife and heritage buildings.</p>
<p>Private investors and public companies that finance new development select the most profitable projects. The housing preferences of the local community is unfortunately a secondary consideration. In the Ku-ring-gai housing needs survey carried out in 2000 residents indicated a clear preference for single residential houses, town houses and villas. Units were a much lower preference. In view of this Council finalised the State Government requirement for suitable locations for 4-5 storey unit blocks around the railway stations and St Ives Shopping Center, while also providing draft plans for locations of villas and town houses around the smaller shopping centers. The latter however were subsequently abandoned for the more profitable high rise development in the more developed centers. The proposed 6-7 storey unit blocks will not be meeting the needs of most Ku-ring-gai residents but are designed primarily for the overseas market.</p>
<p>For the new housing policy, the upgrade of the infrastructure is compulsory. If there is no plan to widening the roads like pacific hwy, it will make the traffic congestion worse like Parramatta council. So, do the roads first then talk about housing policy.</p>
<p>CONCERNS WITH LOSS OF MAJOR MATURE TREESCAPE. (WHAT IS COUNCIL'S CURRENT POLICY ON TREE REPLACEMENT?) CONCERNS WITH LOSS OF STREET PARKING WITH DUAL OCCS THAT HAVE TWO DRIVEWAYS.</p>
<p>As a lifetime resident of the North Shore, I am VERY concerned that our heritage listed buildings will disappear from Ku-ring-gai, or have multi-storied buildings built right beside them destroying the overall beauty of the North Shore. Also VERY worried that more and more canopy will disappear leaving behind an ugly, baking environment. The world is becoming hotter, not cooler, so we need all the trees we can!</p>
<p>Government needs to invest in building infrastructure in locations where there is space for new dwellings. We live in a big state. Invest in regional NSW not everyone can live by a train station.</p>
<p>The last Labor efforts under Christina Kennelly have resulted in the former Pacific Highway being turned into a car park each afternoon. This area is FULL.</p>
<p>Major concern is losing heritage, character, green space, trees and native animals without achieving the NSW government's stated goals of more affordable housing. I live 400 metres from a station but have echidnas, water dragons and blue tongue lizards in my garden, eucalypts with rosellas, lorikeets and king parrots. This diversity will be lost. The only beneficiaries of these changes are developers, based on existing developments the product is far from affordable. There is no evidence that proximity to rail will greatly reduce cars on the roads.</p>
<p>More houses, terraces or multi story aren't the problem per se, they are an important way of improving housing affordability (if appropriate criteria are followed). In Europe, previously bare streets are being tree-lined for environmental and aesthetic reasons so</p>

<p>new developments could incorporate tree lined streets etc. Homes near train hubs don't necessarily bring new cars. New developments could go some way to creating "15 minute cities" where we don't need to get in a car because what we need is close by. Of course, appropriate design is always important but I don't see much of that around here as small homes are knocked down and replaced by huge non-passive homes requiring lots of energy and with huge garages for multiple cars. They also add to the lack of affordability for young people and families.</p>
<p>Completely in favour of dual occupancies having very successfully completed such a development in 2011.</p>
<p>The NSW Government's policies are poorly thought out and will devastate beautiful heritage areas in many parts of Sydney. There will be catastrophic loss of tree canopy and wildlife and a massive increase in paved areas creating new heat islands. This is irresponsible during the current climate change emergency. Roads, public transport and water, sewerage and drainage are severely strained, and it is appalling and disingenuous that the NSW Government has refused to release reports about infrastructure that it has relied on to frame its policies. The willful destruction of heritage areas, thousands of trees, mature gardens and beautiful homes is criminal and against decades of planning practice and almost all the objectives of the EPA Act. The lack of formal consultation with the public is outrageous. Minns has no mandate for this.</p>
<p>Luring is not exempt from the demands of a growing city. We must move with the rest of the city and expand the housing requirements or we will WASTE money fighting the inevitable. All development MUST be in harmony with the local areas and not a blight to the rest of the area. Infrastructure MUST be expanded to grow these developments and developers should bear a lot of the cost but the State and Local governments should cover the majority of these as they will benefit from the growth in revenue from these new dwellings. As always we must manage and grow with the city and keep the big picture in mind when objecting to any new ideas but not blanket rejection as was done in the past.</p>
<p>Kuringai desperately needs more housing if the community is to stay strong and viable. Adequate, environmentally responsible infrastructure investment is essential - bike paths, schools, more and better bus routes to make the community more amenable to more people.</p>
<p>Don't just consider the 'local' environment. If they knock down native habitat to build out instead of up, that's on you for blocking these reforms!</p>
<p>Destroying our environment and heritage</p>
<p>AN ESSENTIAL REQUIREMENT FOR DENSITY DEVELOPMENTS SHOULD BE ON SITE PARKING FOR REMOVALISTS/SERVICES etc.</p>
<p>The infrastructure is already at capacity - new land needs to be opened and established.</p>
<p>I grew up in Sydney in an area proposed by the GOVERNMENT It could be described as leafless</p>
<p>council planners, most engineers would not survive long at the private industry. with council work ethic no wonder someone is pushing for changes to development approvals. Something needs to be done about number of people who deserve to live in affordable places close to train stations with easy transport to work.</p>
<p>bus service only form of public transport available from Richmond Ave St Ives to Gordon station</p>
<p>This is wrong the government dictating & bullying us into something with no due process through council or community consultation. They must follow proper procedure like everyone has to do as this is a democracy of voters not a dictatorship!</p>
<p>Perhaps 7 storey apartment buildings should be on the west side of Gordon station to maintain the character of the suburb. I think areas where there are say Californian bungalows and Federation style houses need to be retained.</p>
<p>In Q4, it's not clear whether a "positive" effect on parking and traffic means more or less of those things. I answered "neutral" for both of those anyway, but you might want to take that into consideration when analysing the results.</p>

<p>1. State Govt should not be dictating planning policy to Council</p> <p>2. Each municipality has a certain character not the least Kuring-Gai - State Govt should support that diversity not no impose one size furs all planning regulation.</p> <p>3. State Govt should use land it already owns first e.g. Airspace over stations before imposing change on those of us who paid a premium to live in this area because of its special character.</p> <p>4. already places like Wade Lane are an absolute traffic nightmare at school times because children no longer walk home but get picked up - traffic around schools is horrendous now and only will get worse.</p>
<p>While I prefer multi dwellings on a single block of land, to minimise the impact on neighbours, we simply cannot get more affordable housing if we don't go up. Six stories is acceptable but not the very high blocks we now have in North Ryde near the Macquarie station and centre. The only way NSW will achieve the number of dwellings required is to go up, and that if those 6 stories apartments are near stations, then the infrastructure is already there and then hopefully not too large an impact on traffic. I've never seen any merit in Ku-ring-gai opposing two or even three dwellings on a block - and ideally single story. This provides for those upsizing or downsizing, and particularly for the mobility restricted older people. If my wife and I were wanting to downsize we could not do it in West Pymble -where we've lived for 53 years and where our friends, church and local community is. The NIMBY approach that the Council seems to be backing needs a rethink. As we age, it will not meet our needs.</p>
<p>Kuringgai in particular already congested and schools full. Tree canopy disappearing at alarming rate. No mention of extra transport, better roads. Why has Pymble bridge not been modified - terrific traffic holdups from Wahroonga through to Gordon - will only be worse. No accounting for heritage - modern housing does nothing for the area.</p>
<p>Unfortunately, Ku-ring-gai council, in general, has been very pedantic and unsympathetic to local residents requirements/ needs. Council is just hell bent on showing their little power on the common people by rejecting their requirements.</p>
<p>My family welcomes the State's proposed changes.</p>
<p>KuRinggai sewerage is not currently adequate. Currently inadequate football and cricket sporting facilities. The assumption that adding more people doesn't mean more facilities can only result in a lower standard of living.</p>
<p>I don't mind development done well where it allows for tree canopy and supporting infrastructure. However we can't just have block after block of apartments rammed in - our roads will not cope and I really don't want to see our local area's character destroyed. However would be happy to see developments bring more restaurants, cafes and shops to bring some life to our nights... Also - Gordon Centre would be the perfect place to start with demolition and rebuilding as a proper shopping centre with parking below and apartments on top. It is very old and tired!!</p>
<p>We vehemently oppose the proposed changes for a number of reasons, including damaging to the environment, native and imported trees, added congested road/street problems, noise pollutions, killing off visual character in the shire and more. It does not reflect good on Australia's commitments to improving the effects of global warming problems. The changes DO NOT make sense at all. Period.</p>
<p>The development around 400m station is highly supported. It will increase the housing capacity for downsizing locals and young adults. My advise for the Killara 400m area is, the west side of train station can be built as high as needed to both support the housing and also shopping entertaining areas, because already lots of apartments around the area, and no traffic issues, no privacy issues deliver to the other side of the station. It's totally a separate area. The areas next to Springdale Rd & Arnold street may need to take a consideration of the impact on the prestige neighbourhood.</p>
<p>Don't believe the changes will be of any benefit . The proposed changes will only benefit develop pockets and not be of any benefit to this area. We moved from a more crowded suburb to this area fir its amenity and liveability</p>

This is a type of class warfare and vote-shifting.
Key ingredient is uplifting infrastructure first (e.g.: services, roads, parking, public open spaces, etc.) ahead of increased density.
The roads in this area are not built to allow higher traffic, with North Connect some of the traffic was taken off the roads. The value of the land was recently increased because of the low housing density and now there are plans for more and bigger buildings to be constructed.
Developing lively, useful and much needed urban areas in regional centres outside Sydney is a better alternative than destroying the character of established residential areas here (Ku-ring-gai) in what is already the most unaffordable areas of Australia. You can build a new house in Taree (for instance) for under \$1 million which many people can / will afford. They don't do that however because of the under-urbanised character of the town: poor shopping and eating, lights out at 9pm, no jobs, limited education opportunities, lack of private and government investment etc etc. In Europe, villages have come back to life because all those things are being addressed (in some countries).
we have always chosen to prioritise living in an area with greater access to the natural environment rather than the inner city which offers easier access to cultural activities and eateries etc. There should be a diversity in types of areas to live as well as housing types; demand for high status private schools means home prices will likely remain high; traffic is already a problem for the area, as is parking for public transport.
It is irresponsible to increase the population without providing (increasing the existing) utilities capacity - sewage, water, transport, parking, roads etc. The government chose the easiest way by changing housing policy. Social engineering does not solve infrastructure engineering issues.
Our area has intentionally been preserved in maintaining heritage and character reflecting Australian history. To tear that down is equivalent to tearing down historic places such as the Notre Dame in Paris or the Colosseum in Rome, which represent the history of the country. Losing this heritage destroys the history of our nation and leaves nothing valuable to pass and show future generations.
How could government change our living style and living environment without local residents permission? Almost people living in this area are seeking for convenience and good capacity. How can government just change our home into a crowd without our permission??
Whilst there are valid and passionate arguments surrounding state-local powers, heritage and character, fundamentally this is a self-centred resistance against developing liveable, diversified and affordable housing to limit urban sprawl in Greater Sydney. Council has repeatedly stalled and delayed the implementation of planning targets which it somehow feels deserves to be exempt from compared to the rest of Sydney, instead relying on an argument of Ku-ring-gai exceptionalism in order to combat any kind of potential compromise being met between retaining local character and capacity whilst playing our part in accommodating Sydney's natural growth. We had an opportunity to engage in good faith with the government for many years to find something that worked for everyone. Instead we chose to whine and complain about things plenty of other Sydney LGAs seemed to have no issue doing. The NSW Government's TOD plan is our punishment for this self-centred exceptionalism that we have used to insulate ourselves from the very real problems of infrastructure access inequity, housing in affordability driving out essential workers, livability, sustainability and the environment (in reducing urban sprawl) and playing our fair share. I don't necessarily welcome the NSW Government's rushed highlighter-approach style to density and urban planning, but this is only because we have become obstacles to any other option.
this is another example of the 'elite' imposing their views on the proletariat. Bring on the revolution.
Tell the Minns Government that this will be his only term in Government.

<p>Every fortnight I put out 2 green bins, paper and glass as well as red garbage. That takes up 5 metres of my frontage for a single level residence. I don't think the NSW Govt have thought through the implications of their "plan"?</p>
<p>Well planned cities all have garden suburbs with heritage buildings. Destroying Kuringgai is to destroy Sydney's. More concrete, less trees ensures hotter suburbs. Roads are already at or over capacity. At peak hour the Pacific Highway, Lane Cove Road, Kissing Point Road are at a standstill. There is not enough parking near train stations already, and it is doubtful there are sufficient schools for such an increase in population. The environment of diversity of trees, some of which are the last remnants of critical habitat, the diversity of native animals needs to be protected.</p>
<p>Their proposals read like a "Developers Picnic".</p>
<p>I have lived in this area all of my life and would not like to see it changed. There is plenty of area on what is the outskirts of the metropolitan area for large scale development if that is what an element of the population wants. It is not reasonable to change this area just to compensate for the government and developers not wanting to invest funds to provide similar facilities elsewhere.</p>
<p>infrastructure is already overloaded. consider water supply schools and medical services. traffic is also far too high especially in peak hours.</p>
<p>I'm concerned about the loss of heritage homes, loss of the green leafy character of the region and the impact of many more people and cars that apartment developments would bring</p>
<p>Do the local schools have capacity to take on all these new people? Are there plans to build new schools, widen roads and provide parking?</p>
<p>Roads are already way too busy - fixing existing infrastructure is way more important than building new buildings to house more people!!!</p>
<p>Council are hypocrites! They allow construction of apartments in congested areas in spite of local residents opposition but now want support for NSW Govt housing.</p>
<p>Infrastructure eg. Schools and hospitals must keep pace with housing changes</p>
<p>Ku-ring-gai has largely shirked its responsibility to shoulder some of the burden for population increase in Sydney in classical NIMBYism fashion. Council is misrepresenting the situation. State governments have given councils numerous opportunities to embrace development. Most councils have adapted to these changes but Ku-ring-gai has not. The most recent proposal to meet the 20 year targets set by the Greater Sydney Commission were fought and defeated. The current situation is the state government's fault but that of the Councilors and the vocal NIMBY minorities. This survey has been worded to bias the result, and in any case, most residents, particularly those who are for progress or ambivalent will not respond. Ku-ring-gai, get on the front foot, embrace change and progress and take control. Blocking change, as council has done for the past 20 years, has inevitably and predictably brought us to this point where State government is taking control.</p>
<p>The lack of current infrastructure and planned future new infrastructure is a major concern. Schools are full, roads are congested, support services are overwhelmed. To go ahead with the proposed development, without accommodation for the increase in demand this would bring, either ahead of time or in parallel, is negligent.</p>
<p>The proposed changes fail to account for the importance of Ecological biolinks across the main geographical ridge in Ku-rin-gai to recognising and protecting this world scale Bioregion as recognised by the Linnean Society publication Vol. 144, pp129-226, published 10 November 2022 .</p>
<p>The opposition to this is ridiculous and pure nimbyism . I have young adult children who are being shut out of the housing market because of rampant price rises and lack of housing stock. I don't want them to be forced to buy a house on the fringes of outer Sydney because of the greed of the older generation. This sprawl is not good for the environment</p>

Increased population density without matching infrastructure improvements ALWAYS leads to a reduction in the quality of life.
This kind of planning will not resolve the current issue but fundamentally damage the heritage living style of the Ku Ring Gai Area.
Please help protect these areas! This surely can't be allowed. Where is the 'planning' in all of this. It is as basic as it can get. Let's ensure we don't destroy to beauty of the North Shore.
Low-rise, many trees and parks are the attractions of Ku-ring-gai. Mid-rise will seriously decrease all of these, and without on-time, frequent, and integrated public transport, our roads will be unbearable.
The Council has had its lindfield redevelopment funding withdrawn perhaps Council should reedesign it to make the housing for social housing,affordable housing,
It might be OK if developers didn't build structures that are ugly and lack quality.
Clear guidelines on the planning proposals need to be made. Eg: where the 400/800m distances will be measured from. Are the measurements taken to each existing block or to the closest corner of a consolidated site. Clearer outlines of the SEPP will help to allay some of the confusion in the community.
Need to supply more parking stations near Bus & Train terminals / stations. Large increase in number of peak time train / bus services to support huge population increases. Already a disaster happening in Western Sydney where a new town/city was supposed to be built but doesn't have supporting infrastructure or sewerage promised !! NSW Gov inapt approach there shows they can't be trusted.
This detrimental one size fits all, blanket approach to address pressures the state government sees with housing does not have my support. Kuringgai Council and the local community are much better placed to determine sensible development that can happen in our local area. Bigger off chris minns and your awful counterparts.
Surely we can take the NSW Govt to the Land and Environment Court over this! Absolutely shocking! An extremely basic, one-size fits all! I'm shocked our State is being governed with such basic thinking!
About time the suburb gets denser housing. This will support more shops, restaurants, pharmacies etc, especially around Killara. We have a great opportunity to move forward here!
Desperate need for more affordable housing in Ku-ring-gai for essential workers such as teachers. Can't a tiny percentage of all the forested areas in ku- ring- gai be allocated to affordable townhouses / homes and road and school. Infrastructure upgraded.
This is a knee-jerk reaction to lack of planning by various governments. Rather than increase population in areas like Ku Ring Gai, government should be developing satellite cities like the (failed) Albury Wodonga. Keep at it!
Provide more affordable townhouses not apartments is needed in Ku-Ring-Gai
We have a housing supply and affordability problem in Sydney. Ku-Ring-Gai community needs to open itself up to supporting the solutions to these problems instead of its usual NIMBY approach
The real problem is that the cart is as usual before the horse with anything housing planning. Do all this building, but never mind about anything infrastructure, traffic, schools, parking, shops, medical facilities etc etc etc. Not even a single mention so far. Until such time as all of that is put before or alongside the housing expansion, and planned and implemented accordingly, I will strongly oppose all the way.
We are very disappointed on the current traffic congestion. To improve the road system is abviously more important.
This will be an environmental disaster. The added water runoff that would be created will pollute our waterways, overload our infrastructure including an already ageing sewage system and our facilities including schools.
The main issue is that all this is part of a process that has been in-train for decades and that will continue exponentially until our population is stabilised. Population growth is the

<p>cause and it's crazy to object to a situation while ignoring the cause. Council has always said that it has no control over population - of course it has if it would only take that issue to the wider community and explain to it just what is driving this push for housing</p>
<p>I fail to understand how the Government can even contemplate these major changes without major detailed consideration of the provision of major concomitant infrastructure - both physical and social eg roads, sewerage, tree coverage etcand more schools, medical facilities etc</p>
<p>If the government thinks increased housing closer to the CBD improves quality of life, it only needs to look at other major cities around the world which have caused themselves significant infrastructure problems compounding quality of life.</p> <p>In fixing a housing crisis, changes to zoning will only create higher density living space, but it doesn't bring down the price of homes bought in any suburb. In fact, this daft thinking is paving gold driveways of developer homes as the current processes of both government and council combined ignore infrastructure need. There is no intelligent argument being flooded to deal with population needs, ever-increasing land values, transport security and reliability in line with population increases, road and traffic systems which are designed to reduce impact on flows through communities and reduce congestion noise disturbance.</p> <p>The answer you seek is to expand regional hubs. State government should place a tax levy on suburban Sydney dwellings to help pay for the massive expansion the regional need. Local government should only spend the absolute necessity on local because regional doesn't have infrastructure, and State government should invest serious sums into regional cities to get businesses to relocate and reduce the population density crisis Sydney is having.</p> <p>The cost of land in Sydney is ridiculous. All government planning should be creating reliable housing, business park, leisure, schooling, shopping, medical zoning for regional cities to expand and build a better NSW into the future.</p>
<p>Any changes to planning requirements should include a dramatic improvement in building standards and amenity requirements... including for townhouses and apartments. Insulation, double glazing, noise proofing etc but also a large proportion of apartments should be required to be family sized and designed with families in mind. And some decent design standards... even with the oval and PCYC, the high rise area around Waitara Station looks like a slum of poor design and even poorer quality builds.</p>
<p>There are a lot of demands for people to live close to transportation to reduce private car use, public transportation will be utilised to more capacity. Less pollution and less congestion of private transport.</p>
<p>Lindfield resident whose home and street is a constant nightmare of overdevelopment and huge concrete trucks etc. So dangerous trying to exit home driveway</p>
<p>Has the possibility of bush fires been considered Ku ring Gai is surrounded by bush</p>
<p>About time the retail and options for dining were addressed and improved around the Turrumurra rail and CBD.</p>
<p>Appalling change to the planning laws.</p>
<p>Ku-Ring-Gai is know for its large blocks and trees. If these proposals go ahead, the whole of the municipality will change for ever and not necessarily for the better. Whilst I agree that some additional unit blocks could be built around railway stations, there should be a limit to the number and height. Don't let them knock down heritage homes to make way for the units.</p> <p>I live on a 1360 sq metre block in West Pymble and have dual occupancy on either side of me. Whilst I agree that that could also be done on our block, I would hate to think that 3 or 4 houses could take the place of 1, little own the removal of some very large trees. In these trees we get all the birds, the flying foxes, possums and to lose this, their natural habitat would be disasterous.</p> <p>Please do not force this upon us. Don't change an area known for its tree canopy and large block into high rise and a concrete jungle. The roads and public transport can't cope</p>

now and to bring more people and cars into the area would be a bad move and people won't use public transport.
Strongly oppose
We need the trees, we need the space & peace thats why we moved to this area
Bus frequency is already terrible/unreliable around St Ives, with new housing and more demand are you looking to increase services as well?
Once wide roads are now parked out by people from other areas using the train line. The parking provisions in the Govt Plan are ridiculous and will impact our streets significantly. Some streets are already require one car to pull over if another is coming. A lot of houses in the area have one and two car garages but have a 4 - 5 car household as children live as home longer. The current SEPP has ruined the housing heritage along the Pacific Highway and streets back - this proposal will finish the area off.
Kuringgai does not have the infrastructure to support this level of development and current residents lifestyle will be adversely affected
I would like my family, friends and kids to be able to live nearby. I also don't appreciate the council's biased and one sided communication in this matter and not hinting at any potential positives. It's disgraceful
I hope you realise that by opposing these changes, you are locking young people out of your area. People are forced to leave this great city because councils like yours refuse to allow more housing to be built next to stations. It is predicted this city will soon be grandchildless. Please reconsider, I beg you.
I object to the council's housing policy as it intensifies population growth, leading to adverse effects on nature, widespread noise pollution, tree loss, heightened traffic, and inadequate infrastructure. Our peaceful and less populated community, known for its leafy and green environment, should be preserved rather than compromised by extensive housing development.
The proposed changes will NOT make housing more affordable, The new apartments are selling at over 2 million dollars. THIS IS NOT affordable housing. It will destroy beautiful environment and heritage areas.
The area is already becoming very congested . Traffic is a problem. The additional development has detracted from the traditional heritage, leafy feel of the area. Services, schools etc have not increased and would seem to already be at capacity.
Small Terrace-style housing adjacent to main shopping centres and transport hubs should be a priority for independent aged and disadvantaged rental by, say, single parents and those with disability.
Ku ring Gai has already lost a great deal of its tree canopy which has a very detrimental effect on wildlife. There is a lack of planning on the infrastructure which will needed to support the extra housing. While I agree there a need for a variety of housing, developers give no thought to the local character of the area - they are only interested in putting up as many apartments as they are able to maximise their profits with no consideration of existing amenities including parking & ease of access
Please ensure this blanket proposal is scrapped. We need to protect the North Shore.
We need to change with the times.
More townhouses please. NOT high rise and parking underground for all developments. Also, Mona Vale Road through St. Ives is a nightmare. So many pedestrians are crossing it all the time. It does not contribute to any village atmosphere. More high rise will make it even worse.
<ol style="list-style-type: none"> 1. Quotas needed 2. Decentralization needed. 3. Infrastructure grossly inadequate for proposed plan 4. Traffic already a nightmare 5. Overcrowded - Sydney is now the most expensive and less liveable city in Australia.

<p>6. Quality of life for existing residents is not being considered. 7 Community input essential ,but lacking. BAD IDEA NSW GOVERNMENT!!!!</p>
<p>The changes to traffic in Wahroonga has made it so much worse. Not right turn from the highway into Coonanbarra pushes ALL traffic via the shops which is a nightmare for those of us who live closer to the freeway. It makes NO sense. Now, currently it can take 8 sets of traffic lights to turn from Pacific highway into Redleaf and depending on the time of day (school hours) it can take me 20+minutes to get from there to Bundarra Ave. More apartments would make things so much worse. My street has had the beautiful old places ripped down by dodgy developers and it's like a ghetto</p>
<p>Please continue to oppose the State Government's proposals!!!!!!</p>
<p>Parking and traffic are the real issues. Turramurra is already a bottleneck</p>
<p>Population increases should be restricted in order to cope with accommodation current communities</p>
<p>I prefer the mid-rise to be capped at 5 levels (not proposed 6-7). Loss of tree canopy is a great concern and the general impact to the natural environment; including to wildlife.</p>
<p>NSW Gov proposal does not provide area specific guidelines for appropriate design of new buildings. NSW Gov should listen to Ku-ring-gai Council design alternatives to allow for greater tree canopy. Apartments and town housing set back from the road. I am not anti-development but local consideration for Heritage, building design must be taken into account to reduce the negative impacts of increased housing density. I oppose the NSW Gov proposal as is but approve of Councils recommendations for greater density utilising appropriate apartment design suitable for this area. NSW Gov must also come to the table with a plan for infrastructure improvements.</p>
<p>Minimum lot size of 450m2 will result in suburbs with typically larger blocks (e.g. Ku-ring-gai) bearing a disproportional burden.</p>
<p>Labour people trashing Liberal areas.</p>
<p>If developers are rushing in to build homes then we should not expect them to be affordable housing. Only when developers don't want to build the units will we know the balance between affordable and profitable is met.</p>
<p>Excessive wait times on Trains due to numbers, lack of parking, negative effects on Environment & climate change, insufficient sewerage & infrastructure development to support huge increase in people.</p>
<p>A disaster for ku-ring0gai</p>
<p>Why have people moved to Roseville over the years? so they could and so far still can live in a peaceful area near rail transport and local shops..have their own gardens etc.</p>
<p>Traffic on the Pacific Highway struggles at the best of times without adding more. Street parking is already difficult reducing some streets to single file traffic. There is no provision to increase schools, pre schools or open areas for safe recreation - society needs GREEN open space with trees! The proposal is everything Ku-ring Gai opposes, please fight harder for your residents!</p>
<p>It is best for the community if low rise ie 2 storey townhouses, apartment blocks and villas are spread through out the area. Importantly the style and landscaping should fit the area. If there are to be more residents, then facilities like schools, medical centres, parking facilities and public transport (buses and buses 'at call', etc must be considered. Also the range of ages of Ku-ring-gai residents should be addressed. Pre-schools, child care, community meeting places, libraries (many these days are used by students as a quiet place to study), aged care services, etc must be considered. Plomping new housing in an area is unrealistic without proper consideration of all the flow-on effects.</p>
<p>Instead of these changes, cut immigration (including foreign students) drastically, remove negative gearing, only allow citizens and permanent residents to buy housing</p>
<p>Get the supporting infrastructure right before allowing for more dense residential development.</p>

Must consult local communities to tailor a suitable plan instead of a one-size-fits-all lazy policy
Roseville to Gordon doesn't have the infrastructure. Tell the planners to come up and look at Pacific Highway it's already congested. When there is an accident it's fully congested. The trains aren't that reliable either, the train station at Killara is small stop. High density should be built for the new metro stops not these old small stations.
Gone too hard, moderate your approach
Traffic and congestion is already a problem & the NSW plans will make it worse
It is sensible to provide more housing along the train line
The local schools are already running beyond capacity. How will they cope?
My initial concerns refer to the following; * loss of tree canopy (significant character of this local council) will be pose a significant change to the livability within this area. Temperatures are significantly lower than out west - a significant reason for this is the tree canopy, * The new types of housing will alter the character of housing within the area. Insufficient parking is associated with these proposals. Insufficient parking associated with the developments will certainly be a major issue. * If new development takes place (not opposed to change & development in general) then improved Infrastructure along with new services should be planned & implemented in conjunction with the proposed development. NOT AFTER as is usually the case & normally insufficient to cope with the increased population etc.
I am happy with 5 story buildings with set back allowing for gardens - not the 6 to 7 built to the street. Once these are approved they always seems to then go higher - so that is my concern. I would support 5 story with set back allowing for mid to large tree. Other comments /concerns. We have basic infrastructure - however given that there is worse out there - we are now being told we have great infrastructure. The trains struggle to cope when ever there is weather events or a signal failure. There is overcrowding at Wynyard/Town Hall and Central during peak hour - so they are not coping with our current demands. Loss of canopy - Given the removal of large green spaces - the Kur ring gai area is one of the few remaining places with a reasonable tree canopy. Having large trees does attract rain and we should not lose this - We will have difficulties attracting significant rain if Sydney loses more trees. This is in addition to the points you have already made re keeping the area cooler in summer. None of these apartments offer social housing - I only found out that affordable housing simply means that you dont need to pay more than 30% of your income. We need more social housing to assist the homeless. These developments do not include social housing. Parking issues and traffic will increase. WE need more green spaces and passive recreation space . During Covid lockdown - the apartment dwellers came and sat on nature strips and peoples front yards in Gordon since there is very little space for passive gathering as it is. Given current building practices - where we have seen multiple instances of building defects and people have had to abandon their houses. Has anyone been brought to account for these criminal actions? Can we not fix and build trust in these developments first before allowing open slather? These housing developments are crumbling and there has not been a single conviction there are too many people coming to Sydney - we need better decentralisation , better facilities and better management of our current developments. The current facilities eg the libraries, parks, schools are already heavily used and shouldnt be a magnet for thousands more people to come. A bold idea would be to promote decentralisation and build up communities
Road traffic and parking availability already out of control especially around the St Ives Shopping Village and on Mona Vale Rd St Ives. Back roads to Hornsby always congested.

Power grid capacity, schools capacity, medical service, sewerage system. Even now all of these overloaded. Please solve current issue first before building new building.
I understand we need more housing, but blanket zoning changes that don't take into account local considerations won't work, and 6-7 storey buildings will look totally out of place in KRG. My biggest concerns about this are traffic congestion and parking (already very challenging), loss of tree canopy and negative impact on our unique heritage buildings.
Developing rail corridors is fine as people have the option to use public transport
When will all the infrastructure be upgraded before all the extra residents flood the areas?????!! Schools (more teachers) more police, more health care services, roads to deal with more traffic
This will negatively impact our local area, reducing the tree canopy substantially and increasing the run off of rain water. It will be bad for the community to have so much hard surface in what's currently a leafy suburb of Roseville - becoming much less leafy and will lose its character, lose the connection to nature.
Australia is changing with population growth and diversification. Governments need to respond accordingly with meeting the housing needs of these changes.
The current "High destiny zoned" areas are very restrictive compared to other areas. I strongly support the ability to go 6-7 stories high within 400m of the station.
6 to 7 story blocks create a concrete jungle environment.
Public consultation and various objective assessments eg. impact on traffic, services, local residents have to be completed and results openly shared before any decisions can be made.
Council has consistently stifled development. Why does Turramurra have a Cole's from the 1970's, it's because of disastrous planning by Council that has no approved plan for Turramurra. If Council won't do its job then it's up to the State government to do it.
As a resident, we love the green of this area, we don't want it has changed by building more apartments. I totally disagree this changes.
already in our street the waterboard sewer lines have failed twice this year. What would happen with more residents? We would need complete renewal of basic infrastructure before there was to be an increase in resident numbers.
There are already many high rises in the surrounding areas (Macquarie, Hornsby, Chatswood), plus apartments on one side of Gordon. Why spoil a beautiful heritage area with distasteful high rises and ruin everyone's quality of life in such a vast country. Why not assess each area individually and maybe go 4 stories along pacific highway and on the heritage side of Gordon 3-4 stories, leaving the area relatively untouched?
Object to overriding council LEP and DCP Strongly object to non-refusal conditions
Will a Labor government give a damn about what Ku-ring-gai thinks? There is a flood of immigrants pouring into Australia and I imagine that most residents everywhere oppose increased crowding. At this state of development, migration becomes a ponzi scheme.
At the end of the day, the future of Sydney housing is "up", not "out". Ku-ring-gai need to accept that there will need to be higher density. However, there are better ways to do it. There is no reason that Council could not do a large unit development on their car park along Wade Lane and on the car park on the other side, straddling the train line. High density development can be done over/along the trainline corridor, rather than tearing apart the character of the general area.
Strongly support the NSW government proposal. Affordable housing for all that's close to the city. Opportunity first home buyers to buy into the Northshore
It is understood that additional housing has to be provided, however affected residents' opinion should be in considered when planning and implementing measures. If residents' needs and amenities are ensured, no problem to "densify" areas near train stations. The unique heritage and nature of our council area should always be given priority.

Traffics and schools are already super busy , it will be even worse after building more high density properties. The nature will be seriously damaged or ruined including trees and bushes.
Traffic and congestion is already a problem & the NSW plans will make it worse
where else will our kids live???? also nurses, teachers, paramedics etc. etc.
There is a total lack of careful planning and consultation with residents- this decision has been thrust upon us and there is no planning to mitigate the negative impact on residents. It is a kneejerk political grab to try and solve a complex environmental and social problem.
No change to heritage
Agree the "one size fits all" approach doesn't cut it. Need more consultation and debate. Thank you.
look at how horrible it is at Alexandria,Hornsby,Maquarie Park area no one looks happy ,no one talks in passing each otheretc
KRG will be losing its character completely. If this goes ahead I and I believe many long term residents will desert the area never to return
Strongly support council's decision and involvements.
As Sydney residents we need to all take responsibility for enabling housing affordability. There is far too strong a sense of NIMBYISM in our area - we have to share the load too. We are no more special than any other Council region.
I am against this policy as it reveals no real planning or community consultation what soever. A band aid method of trying to fix years of poor housing policy. It is a constant barrage of attacks on heritage and the environment with no real justification for the outcome. It also provides no help to those that are on the lower economic end of the market just more fodder for developers and investors? No infrastructure planning, no fire plan, no canopy, it will be just another poorly built , slum in 10 years and Sydney becomes a city with no diversity and heritage . Killara area does not have the road infrastructure to support all these extra people. It also shows no indication of taking climate change factors the values that matter to communities already living and paying rates and taxes. A rail station in vicinity does not consitute the
Global cities preserve their garden suburbs. Second rate cities don't value their heritage.
NSW Gment has not adequately communicated HOW they will implement this housing initiative. Unless immediate steps are taken with infrastructure & community health services (not even a hint of this on the radar), I cannot see how this will work in practice. Hence my opposition to it.
Comments: 1. heritage house protection. 2. biodiversity 3. Tree coverage rules will be thrown out of the window. 4. no more attractive streetscapes. 5. residents will be deprived of natural light. 6. Negative impact on already crowded roads along Pacific Highway. 7. Deteriorating pressure on local schools. 8. No respect for the local community at all who treasure our lifestyle. 9. Worsening affordable housing. Only create profit for developers. Why the government does not focus on affordable housing in appropriate suburbs with a better status of the raid, public transportation, etc. 10. Sydney is a city of diverse cities, Parramatta, Burwood, Chatswood, Hurstville etc. have already characterized by high-rising buildings, robust shopping centres, sufficient to offer convenient to surrounding Survurbs. It is ruining Sydney's unique and combined layout by trying to turn it into a city as crowded as Tokyo, Shanghai, and Singapore.
1. No infrastructure upgrades including roads and traffic management that results in congestion in local streets 2. No additional PUBLIC upgrades to education and health including hospital beds and school classrooms. 3. Lack of enforceable parking requirements for developers to provide adequate parking spaces when building developments that impacts on street parking and traffic congestion.

<p>4. Evidence that the housing changes being proposed will accommodate teachers and health workers who work within the PUBLIC system in the Kuring-gai area and not to property investors.</p> <p>5. Evidence that the State Government plan to relieve a housing crisis does not result in unforeseen consequences - loss of green space, permanently changing a local environment with loss of community and positive lifestyle.</p>
<p>We would be more supportive of the NSW government proposal if the minimum land size were set bigger, say at 550 square metres. Also, there needs to be clarity that the 400 or 800 metres distances be from the stations' ticket offices, not just anywhere from the stations, and this be genuine walking distances, not just a radius from the stations. Overshadowing also needs to be guarded against, to allow adjoining properties to have solar access for EV charging and electricity panels in general. Adequate parking also needs to be allowed for, to reduce street congestion.</p>
<p>I strongly believe the NSW Government proposal should be amended dramatically. I agree with providing more affordable housing options but it should be considered in line with other problems like parking, traffic, natural environment/tree canopy, heritage, liveability etc. The current proposal is not considered other aspects at all and just providing more housing option which will ruin the whole council area.</p>
<p>Strong concern about privacy with regard to existing homes being overlooked by taller buildings</p>
<p>This new change proposal will horribly damage our neighbourhood, environment and lower residents living quality. To solve the new immigrants housing issue, please make sure to improve the traffic, school and other public service issue first.</p>
<p>I oppose these blanket rules. Each suburb should be considered separately and heritage and environmental factors should not be disregarded. Also the quality of any new builds should be scrutinised as so many of the apartment blocks erected in the past fifteen years are already showing signs of significant disrepair</p>
<p>It's all about context. Putting 6-7 storey apartments makes far more sense in a place like Gordon and Chatswood as they are large commercial zones that have the capacity and resources to make it work. That being said, there are 4 golf courses between Lindfield and Gordon, so whilst roads would be extended and you would get a lot of complaints from a handful of old men who "need" all 4 of those courses, it makes far more sense to build on top of those. The alternative is bulldozing a series of old houses, widening the roads and thus destroying the trees and wildlife that I though Kuringai would be proud to own. I want more affordable and accessible housing, but building apartments that are still going to be unreasonably expensive on top of ancient houses while you have FOUR GOLF COURSES isn't the way to do it</p>
<p>Certainly understand the need for increased housing - but proper planning processes and appropriate consultation is necessary for such a significant change. Appears there will limited controls in place should these new housing policies be approved with developers adopting the minimum standards set out in the policies and council having little to no decision making in its approval processes.</p>
<p>Ku-ring-gai is beautiful. Beauty is a value. Beautiful things should not be destroyed. And what about the bush? Any development threatens the sanctity of the National Parks. Please do not allow Ku-ring-gai to be developed.</p>
<p>We live in the St Ives Area with no Train Station unlike the other Surburb's listed. More development in the St Ives Area means more cars on the road. The St Ives Shopping Centre and Mona Vale Road is already congested. Also with the Unit development in St Ives street parking is already at capacity</p>
<p>We live in the St Ives Area with no Train Station unlike the other Surburb's listed. More development in the St Ives Area means more cars on the road. The St Ives Shopping Centre and Mona Vale Road is already congested. Also with the Unit development in St Ives street parking is already at capacity</p>

<p>I'm afraid this bad policy will not stop here, like a cancer. Further, even worse policies will follow in future. This will only be the first step to further deteriorate the character of Kuringai area. It is so sad.</p>
<p>It's irresponsible to propose such huge changes to housing before well considering the transportation, public facilities, community and nature. I strongly disagree the NSW government propose! It's obviously not a wise plan!</p>
<p>This will change our LGA forever. Already there are huge Mansions going up with no character, 5 storey units lining the main roads and approvals on extensions approved at a rate of knots. The traffic is already hectic. The reason we invested in this Area was because of the beautiful tree's, bushland and wide streets.</p>
<p>After the implementation of this ridiculous proposal, Ku-ring-gai will sadly no longer be the one known as the lung of Sydney and the richness of heritage character.</p>
<p>Already it is impossible for commuters to park within a kilometre of Gordon station after 9 am</p>
<p>The proposed planning will not solve the problem of housing affordability as the land value will inflate significantly and the price will eventually come back to the house purchaser. (Normal people still cannot afford it). For local area, our character (eg. leafy green and heritage houses) will be destroyed. So, the new proposed planning is lose-lose for both new and existing residents.</p>
<p>Rezoning heritage preservation areas like this is absolutely disgraceful.</p>
<p>Significant impact on the heritage and character of the area. Destroying the quality of life and serenity and character of Ku-ring-gai.</p>
<p>When one looks at livability and lifestyle for oneself and family , there is no other place to be . Sense of community , safety , the beautiful green spaces and parks , the biodiversity and animals and birds , freedom away from noise, crowdedness , fighting for parking , traffic noise , lights , pollution . Take that away and put up endless apartment blocks , terrace houses , mid and high rise cut large plots into 2 plots , cars parked all over the streets , (happening already) cutting down all the trees where wildlife lives , (replanting they say one small tree per 250 m2 if space only , crowded spaces and garbage . The sense of community , heritage, and what makes Ku-ring-gai the special place to live , will be gone . It will put a strain on all services , roads, electricity ,parking , people breathing down each others necks . NSW Planning does not say much about conserving the environment , climate change , expanding roads , parking and other services . I doubt the new buildings will have solar panels , water collection tanks , the use of gray water and sewer systems . It will put a strain on us who live in Ku-ring-gai who follow the rules and look after our environment . How can the NSW Govt force this issue . . This will essentially destroy Ku-ring-gai as being a green leafy , safe , family area with beautiful streets and trees and beautiful heritage houses and gardens .</p>
<p>450m blocks are small and do not allow green space - western Sydney has lots of buildings and minimal trees - increasing to increased temperature Some areas of Kuringgai are bottle necks and increased population would be dangerous with bushfires</p>
<p>We strongly oppose the proposal to rezone. This threatens the uniqueness and integrity of the community, lacks consideration for existing infrastructure's ability to support increased development density, and could lead to resource overuse and a decline in residents' quality of life. Risks of traffic congestion and environmental degradation would also be exacerbated. Maintaining current zoning regulations is crucial to safeguarding the well-being and interests of community members and passing on the unique charm to future generations.</p>
<p>We strongly oppose the proposal to rezone. This threatens the uniqueness and integrity of the community, lacks consideration for existing infrastructure's ability to support increased development density, and could lead to resource overuse and a decline in residents' quality of life. Risks of traffic congestion and environmental degradation would also be</p>

<p>exacerbated. Maintaining current zoning regulations is crucial to safeguarding the well-being and interests of community members and passing on the unique charm to future generations.</p>
<p>Heritage listed areas should not be rezoned and destroyed like what they had planned for the queen Victoria building in the 1970s.</p>
<p>DOES NOT CONSIDER ADDITIONAL INFRASTRUCTURE REQUIREMENTS TO COPE WITH/ *TRAFFIC CONGESTION / *ADDITIONAL STORMWATER FROM DEVELOPED LAND /*SHORTAGE OF SCHOOLS , RECREATION FACILITIES & OTHER PUBLIC SERVICES & HEALTH</p>
<p>The housing proposals will desecrate Ku-ring-gai, and change the character completely irreversibly.</p>
<p>The proposal is too blunt and is being applied without consideration for the future - infrastructure, schooling, hospitals, civic facilities, waste management to name a few - nor respect for the heritage and flora and fauna of the area. It is a sledgehammer socialist diktat to address an issue that has been building for decades. More careful consideration is required, with council engagement, and with an understanding that council need to be more proactive and willing to facilitate planning than they have in the past.</p>
<p>They are trying to sneak this through without proper consultation (politics of envy). It will wreck the ambience and charm of this area. There are plenty of areas with no charm and they could be improved with a Village atmosphere incorporated in greater and more stylish developments, such as Parramatta Road Leichhardt, Ashfield, Lewisham, Stanmore etc.</p>
<p>No other. I have made a separate submission to support the proposal.</p>
<p>I am worried about the loss of trees and vegetation by overdevelopment. I am also concerned about the increase in traffic and pressure on parking, roads and rail from congestion. Parks and reserves are also being adversely impacted. The character of our area is being destroyed.</p>
<p>The planning proposals constitute profound overdevelopment and will result in overcrowding and increased congestion. They will also destroy trees and vegetation and increase heat island effect. The adverse impact upon heritage and conservation areas are also profound. The changes will transform the character of our local government area toward declining amenity and liveability.</p>
<p>The planning proposals are overdevelopment that will tip the balance of liveability adversely and also adversely impact upon trees and vegetation, increase heat island effect as well as increase pressure on traffic, parking, parks and reserves.</p>
<p>Please fight these changes in the Wahroonga area</p>
<p>The Luvv should wholly support the state governments housing plan. The area needs to be adjusted to suit any people not just a few privileged people</p>
<p>I strongly oppose the proposed reforms. Dual occupancy and higher density living will change our highly valued community that so many of us rely on for our health and happiness.</p> <p>Our health and well-being will be impacted by the destruction of more green space and green canopy in our back gardens. If anything the pandemic showed us is that having access to green spaces promotes a healthy mental and physical well being. This is very well documented and should not be taken at time of mental health crisis.</p> <p>The local wildlife will be seriously impacted by increasing the density and removing green canopy and gardens. The impact on our bird life and insects is of particular concern. The character, history and heritage of our "leafy suburbs" will be destroyed forever.</p> <p>We do not have the infrastructure and services to support a greater population. The lack of infrastructure includes parking, footpaths, buses, trains, daycare and schools. This will seriously adversely impact the existing members of the community. The increase traffic is a concern, with increased frustrations with heavy traffic and bottlenecks, and increased pollution is a concern to our health. The traffic in the Pacific Highway is already bumper to bumper most of the day. The solution is not a new tunnel, just look at the disaster from the</p>

<p>Rozelle Interchange. This change in policy which has the effect of reducing the potential value of my property (by vastly increasing capacity). As a long standing resident of Ku-ring-gai council, I am firmly opposed to the proposal. Thank you for your consideration of my concerns.</p>
<p>This will destroy the quiet, leafy nature of Lindfield.</p>
<p>Please read Productivity Commissioners report - What we Gain by building more homes in the right places. Current knee jerk proposal does not seem to consider need to provide more roads, parks, schools and upgrade water, wastewater and electricity networks to handle the extra population. Critical to focus on quality new developments not what we have seen in recent times. Councils have an important role in managing this.</p>
<p>This is not why we moved to Lindfield. The benefit of the lower north shore is its large block sizes, leafy trees, greenery outlook, privacy between homes, heritage houses and family orientated. If we wanted to live in an area with low density apartment blocks, more affordable living,- we would have chosen Chatswood. We strongly oppose.</p>
<p>I support the rezoning in principle to increase density, but I condone the lack of accompanying material planning around improving supporting infrastructure, such as public transport, schooling, public healthcare, police and fire protection. One does not work without the other as it's well known to urban planners and can be observed in other municipalities like Central Coast or western suburbs of Sydney.</p>
<p>I am particularly concerned about the impact on our local flora and fauna.</p>
<p>The increase in population will place huge pressure on local schools, medical services, hospitals, fuel stations, parks, recreation centres, sports grounds etc. Roads will be clogged up , not just with increased domestic traffic but with freight traffic which needs to service, for example, supermarkets and petrol stations. Whilst the need for new and affordable housing is recognised, there needs to be a much more visionary plan including building new towns which are linked by high speed rail - develop the areas between Wahroonga and Newcastle for example or Sydney and Wollongong - increase employment opportunities by incentivising business to have offices in new towns. It is short sighted to put pressure on the existing areas where there is simply no land. There are vast swathes of land which could be used for well designed housing and infrastructure, creating employment and high liveability. The idea of creating cramped and high rise housing will not meet the objectives of improving housing as it will drive people away and into other states and territories, thereby having a negative impact on the State economy. There needs to be a push for high speed trains and much improved public transport so that housing can be developed in areas that are not already congested. The character will of course change and the impact on heritage will be severe in a country that doesn't have much heritage and needs to protect what it has for future generations.</p>
<p>I am particularly concerned at the high-handed approach by the State government in attempting to override the local council</p>
<p>This will be an environmental disaster and will ruin the ambience of the north shore</p>
<p>I am a strong supporter and want this to move fast. I've been a property owner in Pymble for more than 15 years and live in a heritage house. We certainly as to whether we should continue to maintain our house, sell or stay. We are nearing retirement and slow processes will really cause us a lot of problems and nervousness as to what we should do. Only other concern is traffic as a result of high densities around Pymble. Already it's an issue. Infrastructure investment will be needed to support a much higher population density.</p>
<p>We believe that the proposed development will have a detrimental effect on the quality of living conditions in our area and a negative impact on the environment. There will be an increased volume of traffic and traffic congestion will accordingly rise. The general</p>

<p>ambience of the area will be undermined on account of the higher density of the population.</p>
<p>Minister Sartor when Planning Minister enacted the ban on further SEP 55 development in North Turramurra. This was due to NTAG campaign due to the threat of bush fires in this area. This act must be preserved.</p>
<p>Need more housing where people want to live</p>
<p>Lindfield local streets , especially around station are already gridlocked and can't take more traffic. Especially in the eastern side</p>
<p>My household is strongly opposed to the proposed changes announced by the NSW state government. These changes reflect the lack of local community consultation by disregarding the significant adverse impact of a drastic increase in housing without a commensurate improvement in the infrastructure and services provided in the area. The NSW state government should consider consulting with local communities first ahead of releasing an amended policy that enables an increase in housing supply (to tackle the current shortage) but also does not drastically impact the character, liveability, local natural environment, ability to get around and access to services of the local area.</p>
<p>Population growth in Sydney is unavoidable. Rail corridors provide transport decreasing the need for roads. Other services need to be upgraded, such as improved public transport, schools and all other public services and facilities.</p>
<p>Terrible policy that clearly for political points from this government</p>
<p>I support the concept of infill, as opposed to greenfields development in Western Sydney. However, the new housing should meet the highest sustainability and net zero standards (e.g. no gas connections, solar panels, top quality insulation and natural ventilation). It should also minimise impact on the amenity provided by the local environment, cause no net biodiversity loss and be designed to support a thriving community spirit. this requires extensive strategic planning, not a free reign to developers.</p>
<p>The proposed loss of tree canopy and impact on climate change is unacceptable. This is the country of my ancestors who served their country in the armed services in all the conflicts in the 20th century. To destroy this beautiful country is shameful. I do not want my country destroyed. I have worked in a public hospital on a low wage for my whole working career, saved and bought my house which is now under threat. I do not want to be pushed out of my home by developers. I will not be able to afford to live in the suburb I have lived in for most of my life. I bought a house close to the railway station so I could access and travel by public transport and remain independent into my old age. With these changes I will be forced to move. To destroy the historic centres and create high rise demonstrates a lack of respect for the residents, the history and the hard work that people have contributed to building a beautiful place to live. Badly designed and poorly built high rise apartment buildings do not create communities.</p>
<p>I feel like we need to do something about housing and higher density living is part of the solution. I'm very concerned however about loss of trees and natural habitat but feel the current new builds are all house and very little garden so that argument is already lost.</p>
<p>I strongly oppose the NSW government housing policy because it will negatively impact on the the character of Ku-ring-gai, especially heritage areas and buildings and will reduce liveability of the area. I</p>
<p>in principal I do not oppose increasing the diversity and density of dwellings in the Ku-ring-ai LGA or changing current local planning controls to allow more density. provided the development is done well. However I strongly oppose the NSW government's one size fits all approach, lack of consultation and minimal if any development standards that will have detrimental implications for the liveability of future generations.</p>
<p>Too many people only creates further congestion and strain on current infrastructure such as schools, kindergartens, medical services, and removes the harmonious balance in what is already a full suburb. Most suburbs within Sydney are full - no more people</p>

<p>required and of course when immigration is increased most settle in Sydney causing huge housing and other issues. Constructing huge 6 storey residential towers near railways and shopping centres only amplifies the issues - it doesn't alleviate it. State and Federal Government should start managing the economy and stop using lazy economy to increase the government coffers. Putting more people in without widening roads, adding more medical and school facilities only makes it more difficult for current locals to use these facilities which are already maxed out!!!</p>
<p>Again the Government has not considered vital infrastructure Schools Parking Transport traffic noise.</p>
<p>The removal of any green space would adversely affect the animal life and bird life that frequent our streets and surrounding parkland we may end up losing it all, the noise and constant danger would be great and it would increase the overall temperatures in the area and increase the fire danger if you end up compressing more than one house per lot, we already take great care with that in mind. Furthermore, it would put significant strain on the old infrastructure, and significant upgrades would need to be made. as it is the system is already struggling.</p> <p>The streets and road systems would not be able to cope with such a large influx of traffic, we already have a hard time getting in and out of many streets as it is and parking is quite a challenge, leading to more pollutants and noise across the board, we don't need this lovely area that we all love and enjoy turning into a free for all.</p>
<p>I am in agreement if it was only Along the road on the train Line but any further out impacts older homes which we should be keeping, as well At tree canopy and wild Life habitat.</p>
<p>The building area site ratios need to be maintained or improved in favor of sunlight, landscaping and privacy elements particularly in regard to the medium density proposals. We need a plan which maintains or improves the environment and amenity of this beautiful part of Sydney. Our roads ,parking, vehicle congestion,water supply and sewerage limitations will not sustain the increased concentration of population, There has to be a more moderate and carefully considered solution on decentralization of the population and provision of work opportunities.</p>
<p>Loss of heritage would be devastating for the community, change the unique attributes of the North Shore and irreversibly alter its heritage and environmental contribution to Sydney. We do however need to contribute to more housing opportunity close to transport so something has to give here. To preserve the heritage dominant areas east of the railway from Roseville through Gordon, it would seem sensible to develop the total area between the highway and the railway through Lindfield, Killara and Gordon. This entire area is an easy walk to rail, even those areas not within 400m, and have good vehicular highway access. Schools are close (both primary and secondary - private and public) and the opportunities for other community services could be readily realised near these areas through existing infrastructure and new developments. Heritage buildings do not dominate this area so negotiating this area as an alternative area to what the NSW govt has proposed for TOD would have minimal impact on Kuringai'sHeritage (providing any highly significant buildings are earmarked for retention and any surrounding developments to be sympathetic to them).</p>
<p>The concept of high rise apartments away from the main transport routes (eg St Ives) would simply result in greater traffic in the area and hence lower the overall standard of living in the area.</p> <p>The impact on increased large scale development will greatly impact the number of trees etc. and impact the overall climate in the area (as can be seen in other Sydney areas such as Marsden Park where large scale developments has allowed for significant tree removed to facilitate development).</p> <p>To be honest people want to come to the region because of it's leafy / Single family home</p>

<p>characteristics - the introduction of higher density removes much of why people aspire to live in the area as well as impacting the value of current properties.</p> <p>The overall policy is wrong as it is ultimately a never-ending problem. Where supply will never meet demand and the overall increase in population will result in a continued shortage - today 6-7 story buildings, tomorrow 20-30 as seen in Rhodes</p> <p>While not strictly speaking a State level issue, the size of immigration will always outstrip supply - currently we are looking at the equivalent of an additional Canberra, each year.</p> <p>This is un-sustainable and hence the policy comes across as a knee-jerk political response rather than an actual solution.</p> <p>The policies should be looking at how to moderate demand rather than a bandaid solution that impacts the long term live-ability of the entire Nth Shore</p>
<p>Detail from Government is sketchy and would not succeed in providing affordable housing , just line the pockets of wealth property developers. It risks beautiful heritage homes, and overcrowd areas that are already compromised in parking availability and already have stymied traffic conditions at peak school times. Schools are over crowded already, sink your money into infrastructure for transport links to areas that aren't already developed instead of ruining established suburbs that represent great architectural value but also lack the school space to support the families you seek to house.</p>
<p>We currently live in St Johns Wood Estate at the end of St Johns Avenue , Gordon. This development (now around 30 years old) is very satisfactory medium density living..</p> <p>Replication of similar developments would be appropriate.</p>
<p>We don't understand why the heritage laws that have preserved the character of the suburb are being changed to serve a policy that will not lead to housing which is affordable for new home buyers.</p>
<p>No account of geographic challenges- 800m from Warrawee and Turrumurra stations for example is low density family homes. Significant apartment building on the west side of the highway is likely to further worsen stormwater challenges and materially alter the environment of those that have chosen to live there. Similar on the east side - with added traffic challenges. Dual occupancy is less impactful. What they call mid rise is high rise for this area and not appropriate for the road infrastructure. The north shore has one major road running north to south and it's hardly fit for purpose now. Attempts to significantly increase traffic volume on and around this road should not be considered- and that's what the proposals will result in.</p>
<p>The proposal is a disgrace</p>
<p>We've already had considerable development around shopping centre and on Mona Vale road, without the necessary infrastructure - roads and parking- that is necessary. There is no point in additional buildings without the required infrastructure (roads and parking). In fact, it's potentially dangerous and not responsible planning. Furthermore, unless the government takes control of building standards and monitors construction, there is no point whatsoever in putting up new buildings. Thank you, Sharon Cowen, St Ives Chase resident.</p>
<p>Proposed development will add even more strain to already congested Pacific Highway; old district plumbing and infrastructure will not cope. Killara electricity substation already under strain with unplanned blackouts every few weeks. Desirable features of area (leaf canopy, green space and charm) will be destroyed.</p>
<p>There needs to be an environmental plan integrating our fantastic nature in the year of global warming.</p>
<p>Property values will significantly decrease as the character of the area is forever lost. The heritage character will be destroyed, never to be recovered. Parking and traffic will be beyond what the infrastructure can cope with. Existing properties will lose value as parking will not be available and heritage homes will be overshadowed by high rise apartments. Tree canopy will be lost.</p>

It seems a sensible and logical progression to the expanding needs. Done well it will be beneficial to the prospects of residents and solve housing and affordability problems. Progressive policy fully supported.
Facilities such as shopping mall or at least supermarkets are needed
Kuringai is a beautiful leafy area. Please leave heritage alone. The traffic is already congested and will only be further worsened with flats, limited parking in them and on the street. We moved here to get away from high rise buildings.
This proposal is undemocratic and dictatorial
This proposal is undemocratic and dictatorial!
Traffic is already chaotic in the area due to many parents driving children to school/sport. However, the most upsetting thing is Ku-ring-gai is known for its beautiful trees and heritage areas and if these were to be reduced, it would be devastating for Australian history.
if there needs to be increased number of apartments around stations, tier the heights down from the centre to the edges i.e. starts at 6 and ends up at 2
We live in the wahroonga area. Additional housing would ruin the vibe of the village and put a strain on local services available to existing residents. Also trains already crowded enough at wahroonga/Turramurra without more housing/residents coming in.
Development within the LGA over the last decade has come with very little development in supporting infrastructure including road infrastructure and transport access. Without improvements to these assets, there should not be any further major population density increases concentrated around the Pacific Highway.
Some houses or land in Kurungai seem to be neglected or unoccupied so might as well use up
No value no respect
We chose to live in this area where we have a beautiful environment. How would traffic and schools cope? I agree that housing density needs to be increased but council should have some control over their own areas and decisions made in the best interests of the area
As a current resident in Ku-ring-gai, I strongly oppose the proposed housing policy changes in our community.
Heritage and trees need to be protected
Ku-ring-gai as we currently know it would lose its sense of community, its tree canopy, its local natural environment and most of all its liveability
very good overall
Closer to Station people doesn't need to use car to go to work
there is no parking and lots of traffic congestion around infrastructure already in the Kuringai area. Existing areas near stations are already built up and additional building would be devastating to local traffic and available services. You cannot get in and out of these areas along the train lines already. Apartments tend to lower the tone of an area just look at what is occurring in these areas eg Hornsby, Chatswood, Meadowbank, Rhodes, Lindfield, Roseville, Strathfield, Burwood, Ashfield the list goes on. Not a good idea. It creates concrete jungles, with little light and huge congestion with little parking.
Support/understand the need for additional housing policies across Sydney and the state. Current council criteria for development and tree/green cover should be maintained. Please find feedback points and summary comments below: FEEDBACK New apartment and townhouse development near stations around KRG is ongoing and with mostly good design and green space; plus apartment developments on the highway with minimal or no setback and green/tree space — is the state government aware of this? The NSW Premier on television news last Thursday evening said he was willing to "...sit down with councils" - KRG Council should follow this up and seek constant engagement

with him.

One of the NSW Government election mandates was addressing the housing shortage - KRG Council should understand this focus and where possible be a willing partner in this policy and explain what is already happening in KRG with additional housing. Do we have an existing affordable housing policy for people/families in our area?

Focus on having similar planning controls for set back, heritage and environment; understanding that we will lose some of them to accommodate extra housing.

Retention of gardens for all houses.

With the planet warming and Australia experiencing more extreme weather, KRGs green policies should be encouraged and not reversed.

Council should take lessons learned from actions of the previous Labour Government (mid 2000s) focus on our area and

a) understand that the outcome will mostly be unfortunately be what we're reading

a) realise that we will lose some of our houses near stations; however, aim to minimise and maintain the heritage properties where possible

b) work to ensure that ongoing/future developments match the existing KRG Council criteria to ensure the green cover and look and feel that compliments existing homes in KRG

a) With ongoing scenarios of builders going bust, what protections are in place for people finding themselves living next door to building sites?

c) Provide feedback on the pattern book and look for opportunities to amend/add value to this document, so that where possible it benefits our area and that no new development should be approved that doesn't match the pattern-book designs and/or council criteria.

SUMMARY

Point F in the Council resolution on housing meeting...write to the Mayors of all Sydney metropolitan councils seeking for these councils to fight back and demand that the proposed changes to planning controls be withdrawn...may require more thought. Many of these councils might (a) love to have some of our issues and/or not see them as issues at all.

KRG is a unique place to live, with Council overall managing our community, heritage, environment, look and feel in a good way. An increased population with additional housing should continue to know about see the same benefits that we have now.

KRG may need to ramp up the postal and electronic information to residents with regular updates

There should be a ongoing reminder/record of what we may lose. Council should set up a then/now type of page on Council's website showing:

developments as they are approved/proceed

images of properties (especially heritage) approved for demolition

images of streets about to change

KRG percentage of tree/green cover and regularly measuring and updating to show reductions/current percentage as developments progress.

After a decade of living in Ku-ring-gai we are having to pack up our family and move away, as the lack of housing options and the greed of vendors has priced us out of the area that we love. Our children will have to change schools and sports clubs, leaving behind friends and lifelong connections. My wife and I will face longer commutes to and from work, and will need to try and reestablish ourselves in a new community elsewhere.

Ku-ring-gai must do its part to alleviate the housing affordability crisis, and not simply claim it's all too hard, or Ku-ring-gai is too special to lean in on this generational issue. The wailing and whining of disgustingly wealthy NIMBYs should not be allowed to dictate government policy - they say it's about trees, but the reality is that these people don't want to admit that they are the problem and are standing in the way of a solution.

It is terrible to hear that our beautiful local area, full of history, charm and green areas could be taken away. And replaced with high rise buildings, a loss of character,

<p>community and increased traffic and congestion. I strongly oppose this development decision.</p>
<p>Permitting high rise near town centers such as st Ives, will increase traffic congestion, be dangerous for pedestrian traffic and diminish the natural bush ambience which is one of the main reasons people live in the area.</p>
<p>Bush fires - having a greater population density in bush fire areas will lead to loss of life as that larger group of people need to evacuate on a road and rail infrastructure set up for considerably less people. Reducing tree canopy across the council will also increase temperatures forcing an increased reliance of air conditioning and contributing to climate change. Please move to Kuringai as it is known to be a green and leafy area.</p>
<p>In depth engagement from the communities and local councils is paramount regarding the Chris Minns led NSW Government proposed plan to increase housing and population density of local areas especially close to rail and local shopping precincts. This extreme measure in the hope that it will alleviate housing availability is short sighted and not an acceptable solution. This is not what living in the suburbs of Sydney is expected from the communities who have chosen to live in, offering neighbourhood advantages especially in the upbringing of children. Degradation of the environment that will occur if density housing proceed. The infrastructure required for this increase in housing density will be significant as will be seen in road congestion, car parking spaces (already at peak), sewerage and drainage problems. How will people afford to live in the new apartments?</p>
<p>this has been rushed, void of consultation and proper consideration and transparency. Strongly oppose the NSW Gvt's approach</p>
<p>Ku-ring-gai's roads, sewerage and utility infrastructure is too old and crumbling to take on more buildings in this area. So much tree canopy will be lost, it will affect the health and air quality of Ku-ruing-gai residents.</p>
<p>The proposed changes by the Minns Labor Government will irreversibly allow construction of apartments and other housing that will: Damage the special character of Kuringai neighbourhoods; destroy tens of thousands of trees in our local area and greatly damage our local wildlife and environment, Ku-ring-gai Council estimates up to 40,000 trees will be lost in its Council area); the cooling affect of the tree canopy will be lost leading to increased energy consumption and massive degradation of the lived experience. Higher density will involve lifts, greater use of air-conditioning increasing cost to build and maintain. Existing open space will become more crowded with general congestion. This lifestyle may be acceptable to some people but current residents have made their choice and are being betrayed by these measures. It will overcrowd our public schools which cannot take more students - more than 50% of schools already have staff vacancies; Add to the already congested local roads with traffic and parking; and overwhelm our other local infrastructure such as shops, hospitals, trains, buses, sewage and drainage facilities without any new infrastructure to accompany these changes. These measures will not solve the housing problems, more imaginative solutions maintaining the unique Australian lifestyle rather than repeating the mistakes evident in many other parts of the world.</p>
<p>The Gordon centre is long overdue for a major redevelopment as a high rise - mixed use with residential. What has always held this back when Gordon is the major train hub.</p>

<p>One of the often unspoken benefits of the north shore tree canopy is that it importantly provides 'lungs' to assist air quality for the Sydney Basin generally.</p>
<p>Ku-ring-ai Council needs to play its part in adding more housing and housing options. An entire generation is being locked out of affordable housing and all levers at all levels of Government need to be used to improve the situation. NSW Government proposal may need some additional controls so that infrastructure is also improved but its a start. Ideally additional housing and density needs to also be spread out across the whole of Ku-ring-ai.</p>
<p>Still scant land in kuringgai without degrading the whole area</p>
<p>These proposed changes will change the landscape of the area for the worse. Suburbs such as Roseville, will lose their character and heritage. This whole proposal is nothing more than a rush job to cater for a surge of immigrants coming into the country without any proper planning. Building proper roads and public transport require urgent focus in order to assist with the already chaotic traffic on our roads. There are many other suburbs around Sydney that should be targeted first. This includes the Sydney CBD. There are many shops and cafes that have shut down due to high rent. Many of these shops can be transformed into housing.</p>
<p>Be careful with your planning. We are already at gridlock with traffic. Tree canopy needs to remain as is! This proposal is NOT the solution to climate change.</p>
<p>Would prefer higher density being achieve through Manor Houses rather than Apartment Buildings as that would be more in character with the local heritage</p>
<p>Very concerned about the environmental impact of these proposals. The area has already seen significant negative impact from development. The beauty of the area has been damaged already. Further development will impact the quality of life for the native fauna, flora and humans.</p>
<p>Your survey is too broad with regard to Q2. I support allowing terraces, townhouses and two storey apartment blocks very near railway stations (ie. within 450 metres) and feel that would be a positive addition to the housing mix, I don't support them within 500 - 800mtrs of stations. Any changes however, need to respect local heritage protections, provide adequate off street parking and maintain the current tree canopy to support local native wildlife. Any such development should not be allowed to happen within 1.5 km of any national park land or native reserves.</p>
<p>I am angered that the NSW State Government's solution to its many years of planning failures is to now push through housing policy changes that will have a significant negative effect on the lives of many Ku-ring-gai residents. In many, many cases, people's lives and dreams will be shattered. Many of us have chosen to live in Ku-ring-gai because it provides a lifestyle and environment that we want. We have bought houses, renovated them, grown gardens, and turned them into family homes with dreams of spending many years enjoying what we have created. To have those dreams suddenly torn apart because the NSW State Government wants to cram more people into Sydney is morally wrong. To have our suburbs handed over to developers who care not for creating a community, but just maximising profits is morally wrong. This applies to all areas affected by these plans - not just Ku-ring-gai. The TOD is particularly offensive - it is simply poor decision making by lazy people - it treats every train station and the surrounding 400m of local community the same, regardless of whether these stations are single or multi-platform. Further, no information has been provided on increased infrastructure such as schools, roads, sewers, and stormwater to support the projected increases in population.</p>
<p>Pushing blanket, unbalanced housing supply to meet excessively high migration rates only harms the sense of community, heritage, character of suburbs and negative impacts on quality of living (traffic, parking, environment, services...) It's a deeply flawed policy that only benefits developers.</p>
<p>I am very worried about the changes in the housing policy. I live in Roseville and my house falls in the area that is subject to this change. Roseville is a beautiful suburb, with</p>

<p>lovely older houses, many of which have beautiful established gardens. The thought that these houses may be demolished and have apartment blocks built in their place is absolutely tragic.</p> <p>Does the government realise what we are losing if we go ahead with these proposed changes.</p>
<p>Well Ku ring gai council was very closed for developments all these years. Not even a duplexes and a resonable sub-division was approved. Well, yes, trees, animals and birds need to live. But most importantly people to need to first, don't forget that.</p>
<p>I strongly oppose the proposed changes and the lack of consultation provided to residents and Council. I have always been supportive of sensible well planned development and acknowledge the need for more housing but this proposal will create more issues. The biggest loser will be the environment.</p>
<p>For too long nimby residents have objected to increased density in Ku Ring Gai. Monster houses that are 450m2 internal being built to house 3 or 4 people on 900m2 blocks is ridiculous. Vibrant suburbs and communities are made by people, not big boxes that people lock themselves in. Many other areas of Sydney have encouraged medium and high density living and these suburbs are thriving communities with a diversity not found in Ku Ring Gai. Lets get with the times and stop being so selfish and encourage change for the long term benefit of our communities.</p>
<p>This proposal is a knee-jerk political response to the housing crisis caused by the governments unmanaged and out of control immigration policy which now seeks a blanket solution to a problem of their own creation. It does not consider the environmental impact, the community views on which these impacts will be applied, the historical and heritage aspects of the proposal, the infrastructure needs required to support the changes, the impact on traffic, parking and local amenity. Data shows net immigration should be constrained to circa 80,000 p.a, so a multiple of at least 5 times that level in 2023 is well above that level and also pushes housing costs up. I will vote against any government that pursues a one size fits all proposal of this nature.</p>
<p>Global warming is a problem. Removing trees, bringing in more people with no infrastructure is a disaster.</p>
<p>High density housing without roads, schools, hospitals, transport will cripple already strained infrastructure and destroy the existing and organically growing communities</p>
<p>NSW govt needs to commit to infrastructure - wider roads, more parking, more schools, more beds in hospitals, more trains etc.</p> <p>Syd is not like London or Paris and do not have a public transport culture. Most people, other than going to/from work, don't use public transport for social events, leisure, entertainment etc. Increased housing around stations won't work, land costs are so high that any home units built will not be affordable.</p>
<p>Local conditions must be considered in residential planning. This is best done by local councils, not state government.</p>
<p>I am angered that the NSW State Government's solution to its planning failures over many years is now quickly pushing through housing policy changes that will have a significant impact on Ku-ring-gai residents. The TOD is particularly offensive - it treats every train station and the 800m around it the same, regardless of whether the station is single or multi-platform, or if it has the necessary infrastructure around it to support a significant increase in commuters. The NSW State government has not provided any information about what its intentions are in relation to funding infrastructure upgrades - roads, sewers, stormwater, schools, parking stations – which are essential to support the projected increase in population.</p>
<p>I strongly oppose the proposed changes as it will result in over 100% increase in the population in Roseville, impacting the sense of community, quiet environment and the wildlife</p>
<p>The west side of Roseville borders the Lane Cove National Park. Bushfires in 1994 came to the end of my street, burnt fences, insufficient water pressure to fill gutters to stop</p>

ember spread, only 2 narrow streets for evacuation and emergency vehicles. Told by police to have a bag packed for evacuation. Blue Gum Hlgh Forest extends into proposed 7 storey zone. Bye bye BGHF. So much for retaining and promoting the environment by the developer led government. Access to Pacific Highway is difficult now at times other than peak hour. The proposals will make this much worse as there will be cars. Streets are choked now with parked vehicles. Storm water runoff has already worsened Blue Gum Creek. Detention basins don't work as their sizing is grossly inadequate and not maintained. In short a drastic change to our amenity - theft by government for the short term financial benefit of developers.

Trees, fresh air, open spaces, tight communities are what Ku-ring-gai is about. I support some growth around railway lines and make these a lively neighborhood hub but it needs to be done with a sensible and well thought out plan - not a broad 'one fits all' mandate. Proper planning needs to consider any removal of long established deep tree canopy cover which makes up our beautiful leafy neighborhood; the removal/impact on Heritage properties; natural light to homes - is a single level home going to be trapped between two high rise apartment blocks - it's unnatural, ugly and depressing; the additional infrastructure and financing for additional services - extra traffic, sewerage, rubbish disposal, more parks/open spaces etc. will be required and at who's cost? Overall, I believe we need to make some changes, but the ones currently offered by State are ill conceived, will remove Councils controls of it's own local area and authority.

We should not allow heritage conservation are to be rezoned

This is the most ridiculous proposal - there is no consideration for traffic impacts, parking, heritage, flora/fauna or property values and Council should strongly oppose the plans to represent the views of its community.

No reasonable person could argue that additional housing and density is not needed across Sydney. Clearly something needs to happen. That's not the issue. Aside from the stark reality that if the proposals went thru in their current state, and were implemented at 100%, it would add tens of thousands of additional dwellings in the north shore, which is a huge population spike and exponential strain on everything from traffic to shops, to parks, to water management etc. And all while irreversibly destroying the very reasons why people live on the North Shore.

The problem is the manner in which the NSW Govt is going about it is appalling. They quietly released the proposals in December and gave councils until the end of January to submit draft responses. That's poor form and clearly aimed at trying to ram through the proposals with little to no objection. But it also appears they've done almost zero due diligence on any of the basic research and requirements when looking to implement this sort of planning. Infrastructure like hospitals, schools, roads, environmental like tree / canopy cover, soil, rainwater runoff, heritage areas etc. So without doing any of that work, they're also flexing their muscles in a draconian manner and saying that any existing council planning codes are rendered redundant if they don't allow for the new proposals to be implemented.

The starting point has been "councils, do what we're dictating", rather than saying "we need to tackle the housing problem and everyone needs to come to the table. How can we work together to find solutions". A reasonable, sensible, two-way conversation would yield better outcomes for all.

If the "Multi-dwelling housing near stations and town centres" did not include 2 storey apartment blocks (ie developments that are not strataed), I would be very much in favour of this type of development near stations and town centres. As Rob stokes said as newly elected Planning minister talking about the missing middle; all people want is a washing line a vege patch and somewhere to sit out in the sun. The other most important thing that people want is control over their financial situation. Non strataed dwelling provide this opportunity, particularly for young families and older couples. There could be a freeing up of existing properties if this housing type were available. Strataed are suitable for rental development where the landlord can recoup unexpected expenses and strata levies.

Retro fit policy, blanket approach without tailored solutions to manage traffic/other implications to neighbourhood.
If townhouses are permitted, non-strata dwellings are preferred to strata ones as this increases housing affordability.
The reason that we chose the place that we currently live is the place as it is otherwise we would live in Chatswood, as a case in point.
No basic infrastructure to support the proposal at all.
Not only will this create more housing for the growing population, it will create wealth for current residents. Council needs to work with the proposal to ensure any potential negatives can be balanced out with proper planning.
<p>My feeling is that if environmentally minded citizens and groups got behind the TOD component of the policy, which has comparatively little impact on wildlife and native bushland, then it might be possible to soften some of the non-TOD components in the State policy. These are where the real damage will be done as Jacob Sife pointed out at the recent Council meeting. The low and mid-rise components are open to community consultation, which I feel is code for 'willing to discuss' as opposed to the TOD where clearly there is little or no wiggle room.</p> <p>It is important to understand that if opposing voices were successful in changing the government's mind about the whole policy, we don't really solve anything, we just push the problem elsewhere and perhaps into more urban sprawl into native bushland. Maybe not Kuringgai bushland but important habitat none the less. That is a dangerous form of nimbyism that the State government should rightly reject.</p> <p>Every unit block that goes up somewhere replaces many acres of land clearing on Sydney's fringes. People have to be housed and high and mid-rise development are, from many points of view, much more sustainable options than any of the alternatives to accommodate growth.</p> <p>The TOD proposal really needs masterplanning added to it, this is critical, and hopefully council will achieve that but it would be easier for Council if environmentally minded groups were supportive of this component rather than opposing every aspect of the policy. I really fear that blanket opposition to both parts of this policy will do more harm than good for the environment.</p> <p>I feel we should accept the TOD, support Council's real effort to improve it with master-planning, and perhaps there will be little need for the low-rise component.</p>
Concern on illegal on street parking (lots of residents just leave their car on the road, park over limit. We even have caravans permanently parked on some busy streets. Also, concern about noise level: some children like to yell, cry and scream in their balcony, open space common area, even though it is day time, it creates nuisances. In general, Gordon is more congested and more noise than 5 years ago. Too many people now.
There is no evidence that these changes will increase housing affordability in Kuringgai. Rents are tied to purchase prices and purchase prices of new dwellings are tied to existing dwelling prices. Simply increasing supply does not guarantee a decrease in price. In a desirable area, any increase in supply could be soaked up by existing demand of that area. Further, increased migration matching increase in supply will not lower prices. Housing is inelastic.
Support increased density within 500mtrs of railway stations. If State Govt is set on their policy, perhaps phase it over time. e.g. 500 mtrs of rail for next 10-15 years; then if by then more space needed, broaden the area to (say) 750mtrs
No consultation, to remove the heritage after all the years without structure or planning in certain areas of Ku-ring-gai will cause a disaster for so many and ruin many lives for residents and history.
High density low cost housing will lead to slums with increased crime
You should improve infrastructure first, build more schools and roads, parking and etc, before increasing population.

7/47 pacific highway owners like myself for developers to buy the land to provide more affordable housing
This is vandalism
I strongly welcome more diverse housing choices that will mean a more diverse and inclusive community with better affordability, and more appropriate housing suitable for a wider range of household types including older people and our children (who currently cant afford to live in the area)
This proposed new housing policy will increase the population in the local government area but the NSW Government has not proposed improvements or increases in capacity for services to support this growth. To increase the housing around the train stations from Roseville to Gordon and not improve the transport service to support this growth is not good urban planning. The current developments for affordable housing are mostly to accommodate single occupants, as this is more profitable for developers. What about families? The reason most people move to Ku-ring-gai is because of the open spaces, tree canopy and the character and amenity to this area, this will all be lost with this proposed new housing policy. How can the NSW Government propose these new planning controls without considering the total impact on the infrastructure and services to support this growth?
This proposal will have major impact on heritage buildings, greenscape of Ku-ring-gai and the local community feel of the area. It will impact traffic which is already terrible and comes without any infrastructure planning (hospitals, roads, parking)
If this proposal is implemented it will have a major impact on heritage dwellings (they will be lost), greenery (less trees will create heat), traffic (increased street parking given only one car space per dwelling and people will still drive), the supporting infrastructure wont be built as it is always done as an afterthought or will be inadequate (the Royal North Shore Hospital Masterplan October 2023 is already out of date as this significant population growth was not factored into its planning).
I intend submitting my strongest objection against the proposed reforms to the NSW Dept of Planning, and will email copies of my submission to the Mayor and State MP.
We understand the need for housing and we want to develop our property and so we support the proposal, despite knowing it will be negative for liveability in the area overall. More rail overpasses for traffic will be required because rail crosses roads and bottlenecks already exist and will further ensue immediately from more development. Roseville to Gordon will require more trains and other transport infrastructure. Kuringai also has environmental value and we would prefer trees retained at least partially and/or offsets to be provisioned.
I strongly object to the blanket planning proposals of the Minns Government. Ku-Ring-Gai has been taking it's fair share of redevelopment over the years and I am sure there are some suitable areas for further consideration that will not affect heritage conservation areas but this must be down in consultation with Council and residents. The traffic is already choked, our sewer and stormwater system is so antiquated that our property flooded in the last major rain event, it just couldn't handle such a downpour. I also understand that the train system can only accommodate a certain number of train crossings over the Harbour Bridge per hour - is it 20? Peak hour trains are already choked so how on earth will they handle more commuters? And what about the loss of tree canopy that helps to keep temperatures down when we are told that climate change and global boiling are the only things that matter now!!! Not to mention the loss of animal and bird species. I would like more community consultation and public meetings to discuss this.
Traffic bottlenecks already a big problem during peak times. The road network cant support current levels of density. This should be addressed first.
The infrastructure (water and power reliability in particular) traffic, facilities and parking will all struggle to keep up with the proposed growth. The area has some beautiful heritage buildings, including our own, that should be preserved as part of the historical significance

<p>of Sydney and this area. Our doctors surgery is closed to new patients and difficult to obtain a short notice appointment. The community services, schools and traffic flow/parking will need serious development prior to the area being able to cope with such development</p>
<p>The proposed development would cut down trees, some over one hundred years old and these can not be replaced. There will also be horrendous habitat destruction for all the plants and animals in this area. Everybody wants Global warming to end and the Government to make environmentally good decisions, but instead the Government wants to destroy trees, vegetation and habitats. There are countless areas, walking distance from Stations, that do not have so many precious trees and ecosystems. Further develop the already developed areas. Don't commit environmental murder when you dont have to. There is already lots of development on the west side of the Pacific Hwy and a large number of these units are empty. Developers can not sell the housing they have built. This includes industrial and residential housing. Why destroy invaluable ecosystems, to build more empty buildings. We need to take care of our planet alot better than we are now.</p>
<p>Some development is necessary and reasonable provided the infrastructure can clearly support increased density, it targets affordable housing and the living standards of current locals is not diminished. Tree canopy and environmental factors are vital considerations (global warming - and we live in this area because it is green!) as are access to medical etc support, transport issues which go with an increased population. Uncontrolled, profit driven development with limited council permissible controlled oversight will result in a very poor outcome - including the very issue it is trying to address - being an increase in affordable housing - and nothing is said about assisting the plight of housing for the disabled community.</p>
<p>While generally accepting that because Australia's population is growing and likewise so is Sydney, Sydney should not simply continue to expand into the surrounding natural areas so better use of existing urban space is clearly needed. So Ku-ring_Gai should play its part in this change. BUT the increases in population must be accompanied by commensurate schools, parking, basic shopping facilities, medical facilities, sporting facilities etc. What a scandal that the Lindfield Village Hub that the Council so badly mismanaged and for which the State Government recently WITHDREW \$10m in funding. The Hub would have provide some of those critically needed facilities including high rise (6 storey) housing, community space, shopping. A modern library, parking, childcare etc. A SIGNIFICANT ASSET SO SADLY (APPARENTLY) LOST TO THE. COMMUNITY THROUGH INACTION AND BAD MANAGEMENT.</p>
<p>Parking near stations during the week is a huge problem now. New blocks of units always result in far more cars being left in the streets. All new flats should have 2 car spaces per unit and station car parking needs to be increased dramatically.</p>
<p>We all have to embrace this new policies in recognition of this unprecedented housing crisis, our children must be able to access housing in our community rather than traveling far away 2/3 hour daily. That is no quality of life for our younger generations.</p>
<p>Support medium high rise near major stations with significant shops and transport links but not stations that are more local as it will destroy the character of the area, heritage and tree canopy and create more traffic. Killara is a classic example. The station is bound on both sides by local single laned roads. It has only 3 active shops and streets are surrounded by heritage houses and amenities. Gordon, and Hornsby are the only real locations that can sustain more density in housing. Im not against development but it needs to be in areas that can already support more people and would not be as impacted to local character and heritage</p>
<p>Young people like me definitely cannot afford any of the huge houses in our area. We want apartments, townhouses, terraces. We also want more people here to create a more lively community. Currently Gordon and most of kurringgai is no place for young people at</p>

<p>all, everyone leaves unless we still live at home until we can leave. More housing, more apartments will bring give this area life and a future that responds to reality. We can't stick our heads in the sand and keep things the same as before. It's not working for young people at all.</p>
<p>The area has become quite congested in recent years. These changes would make things much more congested. How many additional schools are planned? Private schools on the North Shore are already over full. There are few public schools and these are also at capacity. Parking is already an issue. It will become worse. The whole ambiance and feel of the area will change. Our reason for locating to the area years ago was the attraction of the leafy suburban feel.</p>
<p>I feel that the area under the TOD for the North Shore is such expensive land that developers will only get their money back if they create very costly luxury apartments, and this does nothing to solve the housing crisis in Sydney. It replaces expensive land with expensive housing and where is the benefit in that? I am very concerned with the destruction of heritage and the environment in these areas. Once gone, these are gone forever. Poor planning policy is poor planning no matter where in Sydney it is.</p>
<p>extremely disappointed with this rush policy without minimum consideration to heritage house protection, biodiversity, tree coverage rule and no more attractive streetscapes, residents will be deprived of natural light. Lost character of suburb i.e. Killara offering peaceful and leafy life-style to long-time aged community as well as many young families relocated to here for its environment.</p>
<p>This one size fits all policy is ill-considered. When the State government currently has no effective solutions to resolve issues around defective apartment buildings, what confidence does the community have that this proposed policy will not exacerbate the issue of poor quality apartments being constructed? Given how extensive HCAs are in KMC, the State Gov should work with Council to see how strict HCA conditions can be relaxed eg granny flat being allowed to provide more housing.</p> <p>This year's enrolment at LPS showed an interesting trend that as more apartments are built, it doesn't lead to increase in enrolment because young families in general cannot afford to buy or rent in Lindfield. For the ones that can afford to buy, they choose Roseville/Lindfield/Killara because they would like a house with a backyard, not shoe box size apartments. It is our leafy surroundings that attract residents to this area.</p>
<p>I understand you need more housing. I would be a lot more comfortable with 4-5 levels rather than what was proposed. Also you have to consider the impact of services (ie schools and childcare). These spaces are already limited. Need to also consider the impact on traffic and parking.</p>
<p>I have already written a piece on this topic and sent it to council. All residents chose to live in Kuringai because of its environment-meaning residential houses and foliage etc. The new plans are outrageous.</p>
<p>The new housing policy will grow our local area, make it affordable for younger people to live closer to good schools and improve access to services which is currently very limited across Ku Ring Gai area.</p>
<p>I understand you need more housing. I would be a lot more comfortable with 4-5 levels rather than what was proposed. Also you have to consider the impact of services (ie schools and childcare). These spaces are already limited. Need to also consider the impact on traffic and parking.</p>
<p>Heritage, environment and services impact on the municipality</p>
<p>We live in Fox Valley which is already gridlocked morning and afternoon peaks and parking is already a nightmare due to hospital/specialist centres/childcare centres etc. Poor public transport options and bushfire danger would make FV a really dumb place to have higher density housing.</p>
<p>I am very concerned by significant tree loss in the area. Especially given the rate of negative environment change - proposing to destroy more environment is the opposite of what should be done.</p>

<p>If any increase in density is allowed it should be:</p> <ol style="list-style-type: none"> 1. Max 400m from station 2. Minimum development block size of 4000m² 3. Minimum setback of 3m on all boundaries with prescribed tree planting 4. Increased training services as peak hours trains already run full. 5. Maximum 4 storeys inclusive of affordable housing. 6. Improved Utility infrastructure in place before any extra development commences.
<p>The proposed changes are aggressive. Will remove tree canopy and greenery essential to health and cooling. No mention of planning for increased services such as health and education. Public transport and roads already at and beyond capacity.</p> <p>Existing Properties will be not be maintained due to uncertainty, proposal is causing huge stress in the community- the changes are rushed at a time when the building standards of several new developments are questionable and dangerous The Strata Management System is not working and expensive.</p>
<p>We have a missing dwelling level - town houses. People have no way to transition from their house and garden to townhouse to apartment to aged care.</p> <p>I want develop my land into two townhouses so I can live in one and rent the other. And not have to move out.</p> <p>KRG councillors are typically biased against development because they're elected on a no development stand. So it's hard to be pro development.</p> <p>I support development, but at reasonable cost.</p> <p>I also support cutting into heritage areas around train stations for these "snobby" places "value capture" the services, and deny the services to the workers that really need transport.</p>
<p>That the NSW Government is proposing such significant changes without proper planning and public consultation is abhorrent and I question if it is lawful. Please seek legal advice as to the validity of the planning minister to make the TOD SEPP without undertaking public consultation and seeking submissions from the public per section 3.30 of the EPA Act. Although the provision as to consultation appears discretionary, this doesn't align with the usual practice to both publish and seek public submissions, especially on contentious matters.</p>
<p>I strongly oppose this proposal because this represents a clumsy state government attempt to over-ride local perspectives and local government. I consider this anti-democratic, anti-environmental, and it lacks strategic vision. It will be left to the blood suckers and people who simply want to make money.</p>
<p>The proposed changes would have a devastating impact on the character of the area: loss of trees, loss of heritage buildings, greater congestion, pressure on services etc</p>
<p>Additional housing will place a strain on current infrastructure, medical and transport services. New housing development will not make them more affordable.</p>
<p>Proposed changes will have the following impact</p> <ol style="list-style-type: none"> 1. No change to home affordability 2 Cause increase traffic
<p>Time to revitalize Gordon. The council is doing nothing to improve the quality of neighborhoods! Stop to scare us!</p>
<p>I think state govt is doing the right thing for generations to come. NIMBY should move to Central Coast if they want quiet life.</p>
<p>Changes should be implemented so that C4 (Environmental Living) should be allowed to follow similar guidelines to R2 with reduction of minimum lot size and dual occupancies permitted.</p>
<p>Once these special areas are ruined there is no going back. Better Intercity transport from north and south would suit more people who don't want to be crammed into badly built tiny apartments with rubbish and pollution and crowded car parking.</p>
<p>This no consultation approach comes from Kuring-Gai Council opposing higher density instead of proactively driving high density near transport and shopping</p>

<p>This proposal would change the Ku-ring-gai region completely. Given the stance that the council has taken in the past in regard to protection of the bushland, habitats and heritage, it would be folly to support this proposal.</p>
<p>The council should organize a series of actions and encourage the local residents to take part in to voice our opposition. We must save our living place!</p>
<p>Increased population as discussed will cause overcrowding. No consideration about schools has been mentioned. Public schools are currently over capacity! What plans are in place to improve major roads? The once quiet streets will turn into parking lots on both sides. We moved to this area for the space.....this will be changed with the government's plans. I am also concerned about unscrupulous developers.</p>
<p>This will destroy Ku-ring-gai municipality Cutting immigration a better option</p>
<p>Unclear if policy takes into account impact on key support services like schools, traffic, parking and infrastructure like water and sewerage and sporting facilities-.. Reduced green space and loss of tree canopy will decrease liveability and resident wellbeing. Existing developments already clog often quite narrow streets with parked cars not able to be accommodated by current building provisions. Local schools already have lost play space due to number I'd demountable classroom required to cope with current enrolments.</p>
<p>Instead of a blanket policy the Government should consider the existing character and benefits of each region and tailor plans to suit the environment. Ku-ring-gai's "greenery" is a strong feature that needs protecting, otherwise the region will end up with heat problems similar to other regions. Why deliberately head down that path? There is little point trying to reduce CO2 emissions if you are wiping out the trees anyway.</p>
<p>Any additional density will destroy suburban character, flora, fauna, sense of community, and the ability to drive, park, charge EV's and utilize schooling etc.</p>
<p>Support increased density near railway stations. Strongly oppose overriding of heritage controls; duplexes anywhere. Kuringai's character heritage and environment will be lost forever. Doubtful it will impact affordability much; maybe just for apartments. There are many vacant houses and apartments in Kuringai; and a high level of foreign ownership. Gov should address these issues before obliterating our suburbs!</p>
<p>While the community appears against high density the fact is that Kuringai has approved 5000 dwellings over 12 years and for the size of blocks in the area that is was too low .. to assist the younger generation more dwellings should be allowed in order to utilise the bigger blocks more effectively</p>
<p>This policy is indiscriminate - has no regard for local heritage and no concern for green canopy. If anyone wants to see the aftermath of this policy, visit the box hill area - not a single tree left amongst the concrete jungles that have come up.</p>
<p>Oppose some of the wants I am okay as mentioned above for the two storey townhouses built in high peak areas close to train stations as it will allow more public train user friendly services and take cars off the road. It won't impact tree canopy as it's considered urban area and we have enough parks that have tree coverage so not a good enough stance to fight on. The houses that they want to build needs to be built and affordable and family friendly with a back yard and not like these disgusting houses in box hill built on top of each other</p>
<p>The housing policy in itself is not the critical issue. It's the proposed policy without the upgrading of supporting infrastructure. I do support increased density near stations and along Pacific Highway but this can't occur until infrastructure is improved. Principal actions would be to increase train capacity and frequency. No car parks in new builds. New builds maximize shared spaces. Make sure multistory builds are set back from road, to allow future widening. The buildings should be sustainable and have minimum green areas. They should be within 5mins walk of the nearest station.</p>

<p>Heritage homes and facilities provide a living experience for current and future generations. Without preservation of the natural and built environment all life, as it should be, will be suffocated and become extinct. We leave life in a box we should not be forced to exist in one for the time we are on this Earth. Basic logic is to identify the problem and fix it. The problem is over population. The fix is to greatly reduce the number of immigrants and vet them more thoroughly. Living in close quarters without the benefit of the natural environment creates animosity, envy and mental health issues thus increasing crime. The ugly eyesores and environmental vandalism created by multi storey buildings should be placed in the valleys hidden from view and accessible to nature. Ugly eyesores should not proliferate and stifle life along a congested corridor.</p>
<p>I am supportive of greater density on busy roads right around the railway stations as long as it comes with (a) parking and (b) retail/commercial spaces on ground floor to allow more services.</p> <p>I strongly oppose overturning heritage conservations areas as this will spoil the character of the neighbourhoods and reduce tree cover. I like the idea of townhouses on busy roads like Archibald Rd in Roseville/Lindfield but oppose this on quieter low density residential street. Many residents have purchased in the area because they like quiet residential streets and it will spoil things if planning controls are completely overturned.</p>
<p>Feel very strongly that the NSW Gov't has not consulted with the electorate, not only in Kuringai but across other areas of metro Sydney. A change to planning of this magnitude should be the result of extensive consultation not rushed through in the cynical way it appears to have been managed by the Gov't.</p> <p>Increases in density should be achievable without the simplistic approach proposed. 100 years of heritage potentially going to be lost, never to be recovered.</p> <p>Please call for a pause in the process to allow for proper consultation and a review of other potential approaches to increasing density.</p>
<p>Negative impacts ; More waste ie , garbage .More sewerage = overflowing sewerage pipes . More water supply required, electricity supply won't cope with demand.More demand on our health system, ie hospitals, Ambulance paramedics,education system / Schools , congested transport/road system . More Police , Fire & Rescue & social services required with a growing population. Loss of tree canopy / vegetation will lead to negative impacts on our environment and an urban `heat island effect` .</p>
<p>years ago we had a consultation around South Turrumurra and many of us were keen to see villa home development in the are which would increase density but not be such a boxy 2 storey boundary to boundary type development with no gardens or trees.</p>
<p>Until more parking space, storm water controls and the infrastructure is build unplanned development should not happen</p>
<p>Ku-ring-gai has been restricted and limited for too long. Time to enable urban development in our community.</p>
<p>we love the tree canopy and natural setting of ku-ring-gai. the proposal will destroy it</p>
<p>We are not opposed to progress, nor to more housing. But the current infrastructure is already stretched to the max.</p> <p>The current parking spaces around Gordon and Pymble stations are inadequate. Monavale road and the Pacific Highway are moving parking lots during peak hours 7 days a week. More people means more schools and hospitals etc, which should be built before any development!</p> <p>Take proper care of the social and environmental (recreational) infrastructure before further development. Let the developers share in the cost of the additional infrastructure even if this is past on to the owners of the new housing. At least we are then guaranteed that the infrastructure is in place and not buying build ten years too late at a much higher cost.</p>
<p>infrastructure is already overloaded. traffic in particular is already a major issue. Do not want to lose the tree canopy or the feel of our suburbs. schools and hospitals would also need increases. Water supply could be a problem.</p>

<p>I live in St Johns Wood a combination of 2 story townhouses and 2 story apartment blocks. This housing estate works extremely so I would happily support more of the same. However it takes careful planning on a large block of land with a quality builder. I oppose narrow tall blocks of units that reduce our tree cover and access to natural light. It is also vital we plan for infrastructure for increased populations</p>
<p>6-7 storey housing will destroy the character of our area. I am not right wing at all but surely the answer is to just reduce immigration to help with the housing crisis.</p>
<p>Address foreign investment. Foreign buyers push up prices contributing to unaffordability and they don't occupy the residences contributing to lack of supply and negative impact on sense of community. Property ownership in Australia should be limited to citizens who will either live in the property or make it available for long term rent.</p>
<p>The density changes are inevitable and we need to do our bit. Having said, it should be done in a balanced way so that apartments are quality and aesthetically appealing</p>
<p>Pymble is an important suburb that needs more 6-7 Storey near the train station and within 100 meters of station you still can see a lot of houses with 2000-4000 sqm lands with capacity of developing to buildings and shops around train station.</p>
<p>It's called progress, folks - get over it.</p>
<p>State and Federal Government to Re visit immigration policy, reduce in order to be able to have better social cohesion and less congestion for existing population.</p>
<p>tree canopy is a major issue it will have a very negative impact on livability for both the human and animal population of the area. Ku-Ring-Gai has a diverse healthy bird population that will be significantly affected. The infrastructure is just not there to support these changes. Schools, roads, services will be heavily impacted by these changes.</p>
<p>I accept units along the Highway ridge, and above Roseville shops , but not at the point of destroying conservation areas and heritage houses and site - Ethyl Turner's house and Erylden.</p>
<p>Not everyone wants to live in a unit or in high density housing. If you want to live in a unit go out West or into the city. There are plenty of high rise options already available. Building more units is not the answer to creating affordable housing as units are often purchased by foreign investors further pushing up housing costs. Consideration must be given to more infrastructure before building high density living.</p>
<p>Roads are not ready for bigger traffic Heritage houses must be protected!!! Affordable houses must be built but I the new suburbs On west south and far north. Do not touch the existing areas!</p>
<p>I would like to see more dual occupancy permitted in the area to give opportunities for people to have a smaller house but still maintain a green landscape. But I think the 450sq m size is too small for such developments.</p>
<p>As a resident of 23 years in the area, I am keen to see more housing choices in our area, esp medium density and up to 5 storeys, that will benefit both the young and the aging population to stay here. Resisting growth will only risk more overriding intervention by the state government so Council should embrace it.</p>
<p>The proposed policy change is totally not welcome and objected by the local community in Ku-ring-gai. NSW has aimed to inject 18000 new households or about 100,000 new population to the existing communities. This is a stupid move without an implementation time frame and detailed additional supporting infrastructure such as water supply, foul sewer line, power supply, telecommunications. More importantly, transport and traffic facilities, parking, schools, and parks should also be addressed with detailed programmes. In fact, all these infrastructure and facilities should be implemented ahead of new housing works, if NSW Government will forcibly implemented their policy change. Besides, how the NSW Government will avoid the serious traffic congestion and impact to local communities during the construction stage of sudden increase of the site vehicles. In</p>

<p>conclusion, this policy change of housing planning should not be taken it as an easy task as picking up bottle of milk from the shelf.</p>
<p>The focus on being close to train lines is ill-conceived. Has anyone actually taken a train during peak 7.15 - 9.15 am and 4.30 - 6.45 pm? They are already jam-packed! Increasing density 20 fold near train lines will not encourage commuters to take the train. It will just create more congestion on the roads.</p> <p>Heritage conservation areas should be preserved. The Rocks was preserved as a precinct and it makes a difference. Piecemeal development similar to what was allowed in Melbourne through 60s and 70s results in an overall ugly environment.</p> <p>Kuringgai's green canopy needs to be preserved. As climate change advances and cities heat up we need the CO2 absorption from trees and their shading effect to cool the city.</p> <p>There needs to be a requirement to replace any trees or shrubs over 4 metres, with at least the same number of new trees in the new development.</p> <p>Planning controls should be for a maximum of 4 storeys, minimum lot size of 4000 square metres, minimum lot width of 1,000 metres, minimum set back from all 4 sides of 3 metres to allow trees and gardens between developments and to create a pleasant outlook for residents of both developments. Allowing no minimum lot size or lot width would result in an ugly, messy, disordered physical environment. People are impacted by their physical surroundings.</p>
<p>I understand the housing crisis problem. Too much demand not enough supply. Providing an alternative from having a house to a Unit would be good (Semi/Terrace/Duplex)</p>
<p>Badly thought out policy. Knee jerk reaction to current housing issues. The problem has existed since post WW11 migration. Fix demand side and housing problem solved.</p>
<p>Leave Kuringgai alone . We DO not want any more development or people living in this area. Not to mention the destruction of the suburbs and lack of infrastructure and stuffing up of the environment. It's beyond belief!!!</p>
<p>Low density properties that has direct boundaries next to high density property must be re-zone to high density.</p>
<p>The government's policy is autocratic and a 'knee jerk' reaction to the housing shortage - planning should not be done in this 'one size fits all' way but should consider each environment and the impact on the place and the individuals there, who should have a democratic say in the process.</p>
<p>We love the special environment of kuringgai now, it is a fantastic, stimulating, enjoyable way to live. Especially value the homes here, not the apartment blocks-no charm or character!</p>
<p>I support Council's decision to oppose such drastic over development without extensive consultation with the community and any resultant actions to be evidenced based and researched and assessed on future long term impacts on the environment and social cohesion. Increasing population without adequate and necessary infrastructure is known to lead to poor social outcomes.</p>
<p>Appropriate infrastructure (parking, traffic, schools, medical services) is essential.</p>
<p>We must preserve the unique characteristics and community that is the north shore</p>
<p>There are no regulations preservation of trees and natural environment which will have a hug affect on the micro climate and energy usage. also no building regulations related to energy usage such as insulation and building standards. Many recent apartment block have sub standard construction and already need repairs. Without proper regulations the need for our conditioning will increase hugely. There is not consideration of preservation of heritage or history or the beauty of an area that makes Sydney beautiful. There is no consideration of the present unoccupied dwellings (8%) and the proposed dwellings could be bought by investors and not for whom intended.</p>
<p>Lack of preservative of trees and natural environment- effect on micro climate and local weather, lack of energy consumption regulations such as insulation, building quality, lack of infrastructure, questions about unoccupied dwellings (8%) and possibility of proposed new dwellings being bought by investors and not solving lack if housing, destruction of</p>

<p>beauty of one of Sydney's heritage areas. Many apartments already built are poor quality and some are needing repairs after only a few years so building regulations are an important factor.</p>
<p>I am supportive of the need for more housing and for responsible, considered development. I am concerned that there isn't an overarching plan to support this to ensure this that considers infrastructure, environmental impact and heritage. If it is done in a way that genuinely provides more affordable housing in a sustainable way that enhances a sense of community then I am supportive</p>
<p>Its time to upgrade the areas indicated Lindfield, Gordon etc</p>
<p>The only people that will gain from this are the developers. What about new infrastructure and planning? Destroying heritage, community & environment.</p>
<p>Ku-ring-gai council is famous for beautiful trees, relax and quiet lifestyle. People live in these areas like close to nature and have friendly neighbors. Once the new policy applied, I cannot imagine what problems would happen. Facilities in these areas are limited now. If more people join in these areas, how can we live? Our life will change a lot. I know new immigrants will promote development, but I don't think it suits these areas. Firstly, these areas are not close to urban area, so people will not firstly choose to live. Secondly, lots of people live in these areas for ages, so they and their generations will look after and care about our society in the future. Finally, people cannot only care about their living, what about trees and natural animal around us?</p>
<p>There is no doubt that housing supply needs to increase, however it must be done in a manner that enhances existing neighbourhoods, as opposed to entirely changing them. It must also be completed in parallel with increased service availability eg. Schools</p>
<p>These changes will turn neighbour against neighbour. The current infrastructure (sewerage, transport, parking) are already straining under the increased density. The focus should be in getting empty flats and houses either rentable or sold. A huge amount of overseas money is being parked across Sydney and real estate agents are fully complicit.</p>
<p>We strongly oppose this. We chose to live in Gordon for its area of heritage conservation, the quiet and safe neighbourhood and the strong sense of community here. Please don't ruin our beautiful heritage areas with your hideous low cost housing.</p>
<p>First fix all present difficulties, e.g. parking and traffic problems, Public transport issues and then think about making a more crowded Metropolitan area as it is now.</p>
<p>HERITAGE whether referring to bushland or to beautiful homes with history is precious and worth fighting for.</p>
<p>Sydney should grow to the next level.</p>
<p>Ku-Ring-Gai residents moved here to enjoy the green environment, sense of community and good schooling. We paid a premium, from our hard-earned savings, to be able to experience this environment. The roads are already choked, the schools are overcrowded and new apartment blocks, built to satisfy State Government targets, have already led to mass destruction of the tree canopy for which Ku-Ring-Gai is known. The State Government have no right to destroy the environment on a large scale and destroy the value of people's homes.</p>
<p>This comes at a time when we are acutely aware of the poor quality of these developments. They are a cash cow for developers. It does not include any plan for increasing infrastructure required to support the increase in population- schools, transport, healthcare, parking, access. It is an appalling , overt money making exercise</p>
<p>Good urban planning is more than just drawing circles around railway stations. The proposed housing controls are a very blunt instrument to address the housing shortage. The proposal would be a feeding frenzy for developers.</p>
<p>Vote out labor. Clueless premier. Should develop regional towns outside sydney not built up.</p>

It's too costly to provide services to new estates and it makes sense to increase density in areas close to transport & major shopping centres. Concentration in these areas will protect the character of the broader district.
We need affordable housing for our young people. The NSW government has suggested a way to achieve this using sound town planning principles.
Environment cannot cope with increasing development.
This State Government proposed change to residential density is utterly ludicrous. With local infrastructure already beyond capacity schools, roads, hospitals etc already at or beyond capacity this will be a local disaster. Let alone impact to the environmental and heritage areas. The State needs to address the current issues regarding developments not meeting building regulations before even proposing further developments. I absolutely reject this plan.
Kuringai already short of infrastructure and services, schools and roads in particular. Traffic congestion is already bad and the control on building and builders very poor.
We have lived in Shirley RD for 47y years and educated 2 children at local school and have been very happy..why do we have to change this great suburb tell Labor party to leave us alone. Reduce the number of people COMING to AUSTRALIA
Very concerned about loss of tree cover and heritage - many of heritage building are close to the railway and thus could be lost or severally compromised visually and overlooked
Please check the traffic at the corner Cowan Road and Monavale Road St Ives at 4:30pm. Cannot imagine if the house density increases, how bad the traffic will be. No infrastructure in advance no high density plan.
The 1200m station radius will almost overlap each over resulting in a solid corridor of units along the train line. 1200m is way too large. 300m is more appropriate. It makes zero sense to destroy Sydney's green canopy to build this amount on the North Shore. It is far more sensible to build in those areas where the canopy has already been destroyed
I think that it is an excellent idea to build 6-7 story apartments near railway stations
We moved to Ku-Ring-Gai in 1979 and the traffic, the schools, and the public transport were all accessible and within reach of young hard-working families. The house blocks were generous in size and life was good. Now, the house prices in Ku-Ring-Gai are out of reach of most young to middle-aged couples. Excessive foreign ownership, and non-resident owners hsvc changed the nature of our community. What a pity !
#The proposed changes are going to very negatively affect: - traffic (roads are blocked and slow moving now) - infrastructure (schools, sewage, water and communications are barely managing now) - housing affordability will not improve as there will be more buyers as a result of increased migration and no changes to negative gearing so more investment properties bought. #CONCERN for oversight of buildings going up too quickly to meet targets
Dual occupancy is a must in our area we have large blocks compared to the rest of Sydney.
Ok with sympathetically designed townhouses and two story apartments that belong into current environment but oppose high rise apartments in heritage conservation areas.
Mid rise development should be only near railway stations not other shopping areas which I assume means the small village type of centre. Maximum 2/3 storey there. I would like to see more villas built. If you want to get older empty nesters to downsize you need single storey villas which provide some garden as not everyone wants to live in an apartment.
I am supportive of diverse housing options and higher density housing near stations but am completely opposed to zero set backs and no deep planting areas to maintain canopy.

I also believe allowing for completely isolated lots to be undeveloped and flanked by 7 storey apartments to be morally wrong.
Any increased density housing should be limited in order to maintain our wonderful local natural environment: tree canopy, open green space - and only be envisaged close to railway stations & established major shopping hubs. We must also maintain a limit on building height (perhaps 4 storeys). Creating what appears excessive density where the required urban planning infrastructure & services are non-existent is a further reason to limit density and even more so building height. Ku-ring-gai would lose its 'green heart' status & thus its very character which we all love & support.
Despite being close to the railway line the infrastructure in the area doesn't support this type of development. The fact that the government has withdrawn funding for commuter parking speaks volumes as to their lack of actual planning.
Need to ensure that local schools/ hospitals etc also receive increased funding to provide services to additional residents.
Having year-on-year significant increase in land tax is the real culprit in the housing and affordability crisis. Over 40% of rent in NSW goes towards land tax. Add to this mortgage repayments and outgoings, the landlord cannot break even and hence rents have skyrocketed. It's not the landlord but the greedy government that is the cause of the housing problem. They need to stop covering their inadequacies and incompetence by passing the blame on others and destroying beautiful residential areas in the Northshore.
I don't have any problem with "allowing" increased density, especially around railway stations but I don't think it should be compulsory for councils to have to provide it in areas where it is not going to be suitable e.g in the vicinity of heritage homes or in areas where the traffic is already past capacity most of the time.
The State Govt's plans have long term impacts, and I feel that I do not yet have enough information to understand how the proposed development plan will impact my local environment in Ku-ring-gai.
Id like to see the new housing prioritised for permanent residents of Australia and Australian citizens who are resident in Sydney AND who are first home buyers - NOT overseas investors who will only serve to increase the rental price surge and profits going back out of this country!
There is a severe housing issue across Sydney. I appreciate people may want to keep the status-quo but I am concerned about what impact that will have on equity and the broader society
Most stupid thing I have ever seen proposed. Our suburbs are all ready struggling with traffic, school places. Worried about crime, tree reduction which will make the suburb hotter ie western Sydney. Noise pollution. I moved to this community to avoid all this. I will never vote labor again if this is approved. I am absolutely furious. No words can describe it sorry.
The destruction to habitat and heritage these changes would cause is criminal in this age when we should be protecting these things for our children and their future. These things are what make Kuringai special.
It has taken many good governments to create a cohesive community and preserve the valuable natural environment and building heritage of Ku-ring-gai. It will take only one bad government to irreversibly damage them. If these planning proposals are adopted, then Ku-ring-gai will be changed for the worse forever thanks to the current Minns' government.
Negative effects on flora and fauna should also be noted
I support the NSW Government housing proposal
Yet again another example of the idiocy of anyone or any organization in NSW to plan any infrastructure accordingly. Just look at the Rozelle interchange, current tram and train lines and general road system in Sydney; it's a joke with nothing running on time or planned. And the idiots that design this aren't fired, they're promoted! What happened to meritocracy based employment.

Do the proposed new planning rules apply to houses in a fire zone area?
<p>As a young family that recently bought into the Roseville area and renovated our house with the plan to remain here for the long-term to raise our kids, this proposal is deeply concerning.</p> <ul style="list-style-type: none"> - It will destroy Roseville, which is a lovely quiet suburb with beautiful houses that have historical significance - The infrastructure is simply not there to support this proposal, many roads are already at capacity (eg trying to cross, or get onto, the Pacific Highway from East & West is a nightmare) <p>I would fully support 'well-planned and considered' development close to all major rail stations up the Northshore (eg East side of Lindfield station is excellent, but the West side needs similar focus). Restaurants and shops with 3-4 storey apartments above on both sides of each railway station would be ideal, but they should not extend more than 100m from the trainline. However, the infrastructure requires focus too, a couple of tunnels are urgently needed to move cars between East & West of the Pacific Highway/train line, an essential requirement in any proposed development plans.</p> <p>One suggestion that might help the housing supply is to allow pensioners to sell their homes and ring-fence the sale proceeds from the asset test for pensions. There are a large number of family homes in Ku-ring-gai with 1 or 2 elderly people. Having met many of them, they are reluctant to sell because it means they lose their pension. This is something that the Government needs to address urgently.</p>
<p>Please stop developing over developed areas. there is no going back to the green and tree covered Ku-Ring-Gai to a place like any other suburb in Sydney. We need to preserve and respect the setting of our lovely suburbs the way they are for future generation.</p> <p>WE NEED TO FIND NEW PLACES FOR NEW DEVELOPEMENT, THE CHARM OF AREAS LIKE GORDON AND LINDFIELD IS A SCARCE URBAN SETTING WHICH DESERVES PRESERVING, THE IRREVOCABLE DAMAGE TO THE NATURE AND CHARACTER OF THIS AREA VS THE BENEFIT OF A FEW BUILDINGS ADDED TO THE AREA IS REALLY</p>
Strongly encourage redeveloping the main street(highway) at Gordon with shop top apartments on a very worn out shopping centre
It is highly unfair and inconsiderate to plan these changes now that everyone's council rates have gone up so much.
all residence sites within 0.8km of train stations or 0.2km of traffic lights should be rezoned to R4 given thatt all heritage area need to be further explored for other arrangements
It's shocking heritage controls can be ignored.
<p>Reasons for opposing NSW govt housing proposal:</p> <ul style="list-style-type: none"> - Possible increase in crime -Infrastructure can not cope with increased population. The trains are already crowded. - Increase noise and traffic pollution - Increase in population leading to difficulty accessing various services, including medical access.
<p>The Policy avoids the key issue of unsustainable growth. Council and State Governments are landed with unsustainable impacts of Federal Immigration policy.</p> <p>Growth cannot continue indefinitely, and it is time to stop now. Education, Health and Infrastructure cannot keep up with this madness - without even considering the lack of amenity and environmental degradation involved.</p>
<p>Totally oppose to Government's Proposed housing policy!! It's a knee jerk reaction to a problem that needs to be handled by a COMPETENT Committee.</p>
This project will impose even greater burdens on the already heavily congested Pacific Highway. Hospitals and parks will also be overwhelmed. This proposal will only lead to a decrease in the quality of life for all residents. If there is a desire to build large numbers of

apartments, please consider newly developed areas such as the South West area. There, better road conditions and ample land resources are available.
Changes have not been consider in enough detail for the impacts to the area, heritage and livability. Examples have been seen in the area in pockets where these have suffered, whether traffic, tree cover and density of parking, etc or the need to remove parking to clear up areas. Loosening the current restrictions would be a free for all as tightly held areas open up over time, noting that potential for development within Ku-ring-gai would be impacted by historically tightly held areas. Train station density make sense as we have seen in pockets around Turramurra, etc. Why do we have to compromise on the character of our area to offset poor decisions at the federal level with the management of the economy and population?
Houses located in the HCA should be released from those unreasonable restrictions and local controls and should be allowed to develop just as those houses located outside of HCA. People are more important than buildings. People need a proper accomodation for better living. Continually complying with those-HCA related rules is considered too costly and luxury nowadays. We, as a resident of Ku ring gai council, strongly support the proposal.
Detrimental to village atmosphere, family living, infrastructure already struggling. Lindfield will become a concrete suburb. We need trees, gardens, domestic animals and birds for our mental health.
Growing pressure in housing affordability continues to be be a priority but these recommendations only serve to benefit the property owner and developers. The potential to make a profit drives the house price up if the new housing policies apply to the land.
Has anyone asked Chris Minns why Kogarah station, surrounded by low-level single-dwelling lots, 8 stops from Central, and in close proximity to services like St George Hospital, is not being treated like Lindfield and Roseville stations? It is because he is the local member, and the ultimate NIMBY. In regard to the upper North Shore, the Pacific Highway is already terribly congested in peak hour, especially by the time you reach the area around Mowbray Road. The trains are already packed at peak hour. Is Minns going to double train services and/or add a metro line that runs down the North Shore? Is he going to widen the Pacific Highway and Ryde Road to 8 lanes? Otherwise, how does he propose we get around??
I believe that the proposed changes are positive and will help alleviate the chronic shortage of housing and moderate the extraordinary cost of housing in Sydney.
As a concerned resident, I believe that these changes could have detrimental effects on our community and the environment. Allow me to outline the key issues: Overcrowding Issues: The proposed changes, particularly allowing dual occupancies on minimum block sizes of 450 square meters, raise serious concerns about overcrowding. Such density could strain existing infrastructure, impact residents' quality of life, and alter the neighborhood's character. Traffic Congestion: The rezoning plan appears to overlook the potential impact on traffic flow. Increased housing density without corresponding improvements in road infrastructure will exacerbate congestion along Forest Way, Wakehurst Parkway, Warringah Road, and Mona Vale Road. Not only does this inconvenience residents, but it also contributes to greenhouse gas emissions ¹ . Poor Collaboration with Locals: The lack of meaningful consultation with residents during the planning process is disconcerting. Our community's input is essential for informed decision-making. Transparent collaboration ensures that the rezoning aligns with our collective vision for Ku-ring-gai. Lack of Transparency: Residents deserve clear communication regarding the proposed changes. Transparency fosters trust and allows us to understand the rationale behind decisions. Unfortunately, the lack of openness in this process undermines public confidence.

<p>Infrastructure Deficits: The proposed policy fails to address necessary infrastructure improvements. Schools, public transport, healthcare facilities, and community services must be adequately provided for before implementing any rezoning changes.</p> <p>Loss of Heritage: I am deeply concerned about the potential loss of our historical and cultural heritage. The proposed development controls may even apply within Heritage Conservation Areas. We risk erasing the unique character and charm that define Ku-ring-gai.</p>
<p>Election issue. You will lose!!</p>
<p>The proposed changes will have a directly negative effect upon the residents, environment, heritage qualities and amenities. The plan has been introduced by stealth and backed by a divisive and misleading portrayal of the Ku Ring Gai area and its residents. Worse the government has taken advantage of the ignorance of the community in town planning matters to cover for decades of mismanagement.</p> <p>I encourage council to look at ways of increasing the density, diversity and affordability of housing in ways that maintain the ecological, social and historical values of the area. Consideration might be given to revisiting development of local golf courses and taking steps against land banking by private owners and developers. There is scope for increased density on some of the large allotments and outside of the heritage zones. I would welcome some public forums to assist the residents to understand and engage in town planning discussions.</p>
<p>i thank KMC for fighting this</p>
<p>Absolute madness to even consider destroying character, wildlife, tree canopy and heritage homes while creating huge stress on already stressed transportation and other infrastructures</p>
<p>It is reasonable that additional housing is developed in KRG. But it must follow reasonable consultation and ensure the developed product is of a design and construction quality that is sympathetic to local conditions and in particular preserves green space. The infrastructure needs of an enlarged local population must also be properly considered and adequately addressed.</p>
<p>I am strongly opposed to overdevelopment and overcrowding. I am also opposed to the loss of our precious trees and vegetation to inappropriate and unsympathetic development. The KMC LGA has already lost close to 4% of its trees and vegetation due to NSW SEPP 2008.</p>
<p>Planning and development control must be democratic and returned to local councils. Moreover, it must not be a one size fits all approach across NSW but be site specific and take into account the visual character of the established natural and built environment.</p>
<p>There's 800,000 sq Km's of NSW that can be thoughtfully developed without the need for building battery hen ghetto's in our beautiful North Shore -this is not Beijing! Tell the state government to stop taking the dumb easy way out at the communities expense so their developer and union mates can make a quick buck.</p>
<p>NSW Government proposals would be more tolerable if they did not override existing planning controls such as those for heritage and environment.</p> <p>Yes we have a train station in Lindfield but for those who live outside of walking distance to the station there is very limited parking, roads are already congested, and the buses to the station come once an hour. The commuter parking is full before 8am, makes it impossible for some residents e.g. those parents who have children to drop off after 8am to ever use the parking.</p>
<p>Need proper town planing by experts, green areas, play areas for children, traffic control, control againts shoddy developers</p>
<p>I think dual occupancy should be considered where access etc is appropriate. There is no consideration of the impact on the local micro-climate, something this government is supposed to be mindful of. The apartments will simply be expensive ones, and destroy local character. This is ill thought through with no developer contributions to increased traffic, schools, we need open spaces and tree canopy to cool areas. No consideration of</p>

<p>drainage, sewage, what about parking at the train stations? Do the developers have to provide this for what will be lost to housing?</p>
<p>We need more social / affordable housing - I strongly support growth in Kur-ring-gai to support these families. I also think development could bring some much needed momentum for a restaurant / cafe / night life culture in the area, which is sorely lacking. However, the heritage and greenery of Kur-ring-gai must be considered for all development - it is why people love and value this area. I do believe sensible policy (not a blunt cookie cutter approach) can be achieved. Thankyou</p>
<p>TOD will destroy this area of natural beauty. This area is Sydney 's very own Hampstead Heath providing oxygen to a city starved of oxygen. The destruction of its built heritage would be the equivalent of bulldozing New York's Brooklyn Heights. Once destroyed, these priceless assets can never be restored.</p>
<p>While there are areas which lend themselves to greater density of the types proposed, I am greatly concerned at the adverse impact on the unique character and heritage of each community, with streetscapes becoming stretches of soulless repetition. Diversity in the built environment is essential for human well-being.</p> <p>I am concerned that the increase in housing density and the loss of backyards, kids will have nowhere to play and get exercise. Will this be compensated with more parks and playing fields?</p> <p>I am greatly concerned at the proposed loss of tree canopy. Already we are seeing an alarming loss of tree cover in Ku-ring-gai which is clearly to the detriment of our attempts to manage global warming. Studies have shown that temperature differences in streets with and without trees can vary by up to 10 degrees. Additionally, the loss of trees contributes to an increase in stormwater run-off, adding to the stress on existing infrastructure.</p>
<p>The proposed changes by the Minns Labor Government will irreversibly allow construction of apartments and other housing that will:</p> <ul style="list-style-type: none"> • damage the special character of our neighbourhoods; • destroy tens of thousands of trees in our local area and greatly damage our local wildlife and environment (Ku-ring-gai Council estimates up to 40,000 trees will be lost in its Council area); • overcrowd our public schools which cannot take more students - more than 50% of schools already have staff vacancies; • congest our local roads with traffic and parking; and • overwhelm our other local infrastructure such as hospitals, trains, buses, sewage and drainage facilities without any new infrastructure to accompany these changes
<p>There has been no community consultation regarding these changes, People are being crammed into existing suburbs because the NSW and federal governments have spectacularly failed to provide any urban planning. Very easy to squeeze more people into urban areas. At the same time we have regional and rural communities dying due to lack of services and the subsequent depopulation. Wake up politicians and do some work instead of constantly destroying our environment as you satisfy the greed of your developer buddies!</p>
<p>Ku-ring-gai is the lungs of Sydney and trees and gardens should be increased to combat climate change not inappropriately over developed leading to a hotter drier environment around our suburbs.</p> <p>St Ives does not have good Public Transport or roads, parking etc. to support higher population density.</p> <p>It is madness to seek a quick fix to the housing crisis in this area. The effect of the proposed changes would be the destruction of the leafy North Shore.</p> <p>We chose to own property and live in this beautiful area of Sydney and do not want to see it ruined. We hope the Government can be convinced of the devastating consequences of</p>

<p>their proposal Have larger regional centres been considered as an alternative?</p>
<p>We can't ignore housing pressures, this is very positive overall, major developments will occur along train stations anyway with wider radii which are already almost full of 5-storey buildings. Vast majority of houses are not suitable for subdivision anyway so overall impact is not as significant as said by council</p>
<p>I strongly support this initiative. Please see above comment on location (2 to 12 Blytheswood Avenue) that should be included for 6-7 storey mid-rise housing and multi dwelling units</p>
<p>I strongly support this initiative. Please see above comment on location (2 to 12 Blytheswood Avenue) that should be included for 6-7 storey mid-rise housing and multi dwelling units</p>
<p>The NSW government proposal is a crass, dystopian and unrealistic plan that will decimate the fragile and special nature of the north shore.</p>
<p>It appears to me that Federal & State Governments are tending to deploy cookie cutter solutions to issues which may resolve in the short term the perceived first issue (lack of housing) but does not look at the long term issues of providing the infrastructure to support the resulting population - like expanding hospitals, building new schools, better transport connections, adequate green space, utility connections etc as well as maintaining our heritage buildings. I am positive if the State Government provided incentives to local councils to develop their OWN unique solutions to increase the housing density that we could then build a better foundation for the next generation to enjoy.</p>
<p>I write with reference to the proposed rezoning in suburbs in the Ku-Ring-gai/Hornsby region. I have seen the impact of unregulated expansion of dwellings in South-western Sydney. My family members were long-time residents in those areas. The expansion of dual occupancies, and the like, has been devastating to traffic flow and the liveability of those that live in the area. In Ku-Ring-gai such practices will lead to the destruction of the natural environment as well as the lifestyles of all affected residents. These things are already under pressure. I urge you to reconsider your plans.</p>
<p>The peace and the settlement of Kuringgai will be ruined by more and more unplanned houses</p>
<p>The NSW government should not just be targeting certain areas. It should be looking right across the Whole of Greater Sydney. We need to preserve the character and heritage of areas in Sydney that still have this. It's already been shown that Ku-ring-gai Does not have enough tree canopy to cope with increasing temperatures. The proposed changes as they are will be a disaster in terms of heritage, general liveability, Parking, ease of moving around and Tree coverage. There needs to be a much more nuanced approach to solving the affordability/shortage of housing options in Sydney.</p>
<p>Having lived here for 61 years and raised a family of 5 children in a very good community, I can see that would change. As it is, the parking and through traffic is getting out of hand, and neighbourliness has changed a lot. We bought here for the reasons of nearness to shops, trains, back yard and playing area for children, and that will change.</p>
<p>Suggest the submission includes rates of occupancy of current apartments/multi-storey dwellings & average price i.e. will this actually help with housing affordability given the high median prices of the area?</p>
<p>We have to think about from a bigger perspectives - insufficient housing supplies for our young people and our following generations. Dual occupancy is a low cost low impact and effective strategy to create more housing in the Kuring-Gai council areas.</p>
<p>Chief economist at the Centre for Independent Studies, Peter Tulip, has just released a report concluding that restrictive planning rules add more than 40% to house prices in</p>

<p>Sydney and Melbourne. This is outrageous. Rather than paying \$700k for a house, first home buyers are forced to pay over \$1million. This cannot continue like this. These changes to planning laws are extremely modest. Of course those who are already comfortably ensconced in the market will oppose these changes, but let's call this view for what it is: selfish. I am an existing home owner who has done very well out of this outrage, but it is not fair. It is particularly not fair on the young, my children included. These modest changes to the zoning laws should be a first step.</p>
<p>Don't squeeze the living space.</p>
<p>These changes are cruel plunder, to current existing residents. The logo of Ku-ring-gai council should replace 5 trees with 5 unit blocks</p>
<p>Sydney will become more dense due to influx of migrants over time. Every suburb will need to absorb more residents. KuringGai needs to change</p>
<p>The survey questions are ambiguous. I oppose the proposals re 800m and 400m distance. For transparency for survey should mention distances rather than coming across as a blanket opposition to all development. I support development but not at the detriment of heritage and environment.</p>
<p>I wonder if people in this city understand why it is so difficult to buy a house. Particularly our children are all struggling with this challenge and it is unacceptable. Building more houses is the only solution. Increased densification of housing is not the only solution but it must be part of the solution. These changes will assist with this. Those lucky people who are comfortable with their existing houses (this includes me) must put up with some discomfort in order to achieve a better housing outcome for those city dwellers locked out of the housing market. And I would argue that there is no discomfort involved. A denser city is a more interesting city.</p>
<p>Traffic, schools, hospitals, parking, power stations, sewer, transport, dr surgeries, are already at breaking point. Kuringgai has over 150 years of heritage Do not destroy this. Vacant areas in Kenthurst, Dural redevelop there. Country towns, they are needing more work opportunities, start developing there as well.</p>
<p>The policy will require very detail planning to support increase in housing density - assessment on traffic, environmental and heritage impacts are critical. This policy should not be applied as a blanket measure from each station. Some stations, like Killara with no centre and high heritage value is unsuitable for such changes. There should be a set of principals to guide where high density housing could occur. Each council should have their say as the characteristics of their LGA could be very different from others in the Greater Sydney area.</p>
<p>No one has considered housing for animals. There needs to be a clear strategic plan for the environment, plants animals we have in Kuringgai.</p>
<p>There needs to be an environmental plan to sustain the animal live of Kuring Gai, for example allo new green strip planting, possum crossings above ground at streets. Artificial possum , bird nests. To increase housing accommodation for our animals, insects and lizards we need a similar plan.</p>
<p>The plan is not well thought through and will cause negative impact on traffic, parking and access to services. The brake speed of time frame and appalling lack of consultation is in direct opposition to the local government principles and authority,</p>
<p>Who is this for ??????</p>
<p>Proposals should have a dampening effect on insanely inflating home prices. Accommodation is critically short for local residents wanting to downsize and want to stay in our locality. Higher densities near railways will not negatively affect traffic flow further from railways. I've lived in our municipality and paid rates for</p>

<p>42 years. I love our environment as is. But the housing shortage is desperate and expensive. We must do our bit to expand densities around transport and retail/commercial hubs.</p> <p>Absolute no brainer and objectors can only be seen as incredibly selfish.</p>
<p>Pacific Highway is already choked and cluttered</p> <p>Public transport options are at capacity</p> <p>Adding more housing will be detrimental</p> <p>The significant level of development in the area that will be ongoing will take tears and the whole area will become unliveable taking away the very character of the Kuring Gai council / area</p>
<p>Irrespective of what eventuates, infrastructure planning with transportation requirements (parking near stations, traffic congestion etc) needs to be considered. Developers should be forced to incorporate adequate green space to any development.</p>
<p>We live in a Heritage Conservation Area because we value heritage. This policy will destroy all heritage and tree canopy in our area. It is not planning, it is desperate & wilful destruction of communities.</p>
<p>I hope these proposals are supported. I took the time to fill out this survey after being sent a petition by Alister Henskens. NSW has a major housing crisis. If we think don't support this proposal we aren't doing our part to solve the crisis. YIMBY to solve the housing crisis.</p>
<p>We moved to West Pymble over 30 years ago, due to the leafy surroundings, beautiful natural environment and sense of community. With the increasing development of mid to high rise unit blocks in the LGA over the last few years, we have seen the once beautiful surroundings slowly diminish through construction of monstrosities that look out of place and greatly reduce the sense of community. With more and more units and properties being leased, we observe transient residents who do not seem to take pride in their community (eg we regularly observe illegal dumping of rubbish around the apartment blocks on Pymble Ave). The infrastructure in the area has not been upgraded to match the commensurate increase in population due to mid-high rise apartments around trains stations along the upper north shore and this impact has been clearly observable. For example, current infrastructure is inadequate to support current population (see for example the very limited parking around Gordon station within 15 minutes walk after 7.30am) let alone if more high rise apartments were to be built under the proposed policy. Details have not been provided to explain how infrastructure will be improved. Traffic in the area is also currently extremely congested and extends beyond peak hours for example around Pymble station, Gordon Station, as well as in the broader community. You only need to try and navigate Comenarra Parkway to Yanko Road on a Saturday to get a feel for how impossible and unsupportable this proposed policy will be. Please fight for the residents of Ku-ring-gai to ensure that people who have chosen to live in these leafy surrounds can continue to do so.</p>
<p>This could bring new vigour to some of the tired areas along the current rail line. It has the potential to improve the number of shops, cafes and restaurants an available in the areas along the rail line. I think this would be a good improvement.</p>
<p>This area of Sydney is an aspirational place to live and we need these locations in a big city. I grew up in the western suburbs and aspired to live in Pymble. By making everything look the same you remove incentive for people to work harder to improve their living situation</p>
<p>The proposed changes will destroy the wellness of the local community many of which have spent their lives in this area first as children and now as parents, taking away the community we have developed and transferring that into the hands of big government</p>
<p>I strongly oppose the sacrifice of heritage houses and conservation areas. I support the proposal if it is limited to non- heritage sites and streetscapes.</p>
<p>It will affect the enviornment and life style of Kuringai. There are too many town house, apartments already.</p>

Disgraceful proposal by nsw govt. Stalinist.
Please allocate as much priority to maintain existing tree canopy and to increase tree canopy, to match increase in housing, in order to maintain character of our council
We bought here 11 years ago because of the trees and nature surrounding...please don't migrate the apartment and high rise into our area
A one size fits all approach will not work. In suburbs of Ku-ring-gai there are heritage conservation areas and stunning trees. These are important and should not be lost. Having said that recognise that housing affordability and availability is important so support the possibility of increasing density on Pacific Highway and locations that are not heritage conservation areas - and never at the cost of tree removal. These suburbs are quintessential Sydney - active transport, pedestrianisation and parklands are important. We can't allow developers to drive the agenda, there will be no increase to affordable housing and simply a loss of tree canopy and amenity.
Please don't turn our beautiful suburb into just another underserviced parking lot for flats. I will vote for whoever opposes this.
Badly thought through kneejerk policy with inadequate community consultation.
Insufficient infrastructure for proposed changes
The proposed State Government planning framework will have appalling outcomes. The worst of poor planning policies over recent decades have been rolled up and incorporated in this current approach. The unique and high quality Ku ring gai residential environment and the natural settings environments is to be lost forever. This is being imposed due to poor population policies and controls at both State and Federal levels; on one hand, resolution of one issue is being addressed, on the other, by equally poor policy of destruction and erasure. There appears to be no transparency; there appears to be no consultation; there appears to be no understanding of the complex issues involved and the need for intelligent responsive outcomes.
The proposals just focus on housing developments. They ignore the importance of services of all types and the ability for existing community to enjoy a more quiet suburb. In addition Pac Hwy will become (more of) a nightmare with traffic. 6-7 stories are too high. All up, short sighted with clear lack of planing
I support the ability for owners with large blocks of land to create more affordable housing with duplex and townhouse style housing. It's not always practical to be on so much land and not be able to build additional dwellings. Not everyone needs or wants to maintain such large blocks of property (speaking first hand we have a 1200sqm block and it is a lot of work to maintain and can be better utilised by creating additional dwellings) Traffic considerations are the biggest concern with poor planning and road bottlenecks. Also the additional cars on the road mean the already deteriorating roads in kuringai will be further impacted. The local councils need to have better road maintenance and planning and infrastructure to accommodate the additional cars on the roads should these projects get approved due to re-zoning
Please remove those who don't have proper visas.
Inability of storm water & other services to cope with additional population, roads especially
Strongly oppose any change
The biggest concern for this housing policies is there aren't enough infrastructure NOW in Ku-Ring-Gai area to support all these policies. You need to have your public transport, education, community service, environment and so on to ready for these changes. And I think we need another 20-30 more years to develop all these infrastructure to be able to support these changes.

<p>Parking and traffic is already impossible before 10.30am, and on Saturdays. My street is already impacted being close to the station by commuter car parking on the street. The sewage system is one of the oldest on the north shore and already fails regularly, storm water and water supply the same. There is already limited green space, and unless the council has the funds to purchase and develop more, there will be additional pressure on an already limited resource of recreational facilities. The general lack of green space will not be assisted by the effective changes to building to land ratios. Further, as evidenced by current developments, these units and developments will not be affordable, serving only to maximise profits for developers at the expense of the community as a whole.</p>
<p>Overcrowding in schools, hospitals, parking, traffic and looks ugly</p>
<p>Natural green aspect and heritage areas will be devastated with the higher density. We are already losing all our trees to new residents poisoning them. What has become of this neighbourhood .. its is becoming a gross high rise and high density unattractive place to live anymore. Strongly oppose to the proposed changes.</p>
<p>We do not know if the NSW govt has set minimum numbers for total population increase or total increase in the number of dwellings across the KRG. Or will it want as much as possible for both? Will it force property owners to sell, or compulsorily acquire properties? Will it demand infrastructure needs be addressed by developers? Or by KRG? Soon, Chatswood and further south will have both a rail and a metro service, we are stuck with what we have!</p>
<p>The Council has already allowed so many multi storey dwellings along the Pacific Highway, close to railways stations, creating windy canyons. The proposal wants to pack more developments in, which will result in the destruction of many trees which define the Council area, and make it such a pleasant place to live. These trees help the rest of Sydney breathe. There will need to be so much work to provide all of the infrastructure for the new dwellings, eg schools, transport and sporting facilities, or there will be much pressure in existing infrastructure. I expect that the housing will be built by developers who want to make money, so the building standards may not be quality, and the dwellings may be unattractive, and also unaffordable to young people anyway.</p>
<p>Hospitals, schools, are all ready over crowded.</p>
<p>Increased noise. Overcrowded schools. Overcrowded hospital. Overcrowded health services.</p>
<p>This will definitely help easing the current housing crisis.</p>
<p>This survey is defective in that it seeks global responses and does not differentiate between areas of high conservation and heritage value and those areas which are not.</p>
<p>The new proposal will cause severe traffic jam in these areas, which is significantly reduce the quality of life for existing residents. For example, the cross section of Ryde road and pacific Highway have traffic congestion very often. Can we please increase the current fundamental infrastructure first before developing new housing? Thank you!</p>
<p>We need to embrace this proposed change and work with the NSW Government and Developers to ensure controls are in place for sufficient space and greenery around proposed buildings. For the last decade plus KRG has resisted most development by making large swathes of area heritage conservation. The term heritage is thrown around but heritage is in the eye of the beholder. Certainly I can see value in certain individual houses being classified as heritage but not whole areas. This has wasted years of effort and resources when what we should have been doing is embracing much more higher density with good community controls such as set backs for paths and greenery and community/park areas particularly around transport and shopping hubs. The more we resist the more chance we risk having policy imposed on us without being able to influence the desired outcome. My preference is for terraces and bigger apartments (e.g. 4 bedrooms) but at a maximum of 4-5 stories. I am not in favour of duplexes. Higher density development is happening at a much more gathered pace around the rest of Sydney so it is inevitable KRG will need to also take on more of this. We should do so pro-actively.</p>

<p>Please do not destroy the character, biodiversity and liveability of this area by over-developing.</p>
<p>Why the rush?</p>
<p>Re - Overdevelopment of the North Shore I was recently advised of planned changes to planning and development laws for the North Shore. I wish to register my objection to such changes, as they will damage the amenity of the area and increase traffic and bushfire hazards of the region for both people and native fauna.</p> <p>Increasing the population of the area is not in the best interests of the current residents. Residents choose to live on the North Shore to avoid the congestion of other areas of Sydney. They choose to raise their children with access to green spaces and fresh air. Increased development in Ku Ring Gai would alter the entire ambiance of the leafy North Shore. Destruction of established and heretofore protected trees would denature the area. Subjugation of large heritage properties heretofore protected at great expense to the property owners would be urban vandalism. Trees and historic buildings give Ku Ring Gai its character and make it not only a beautiful place to be, but also a set of lungs for the smog and carbon dioxide emissions of the city. We have seen concrete jungles pop up through adjacent areas such as Meadowbank, Macquarie Park and North Ryde. I do not want Kuringai to become yet another treeless and ugly concrete jungle, riddled with hastily and poorly built structures.</p> <p>Increased population density would lead to increased traffic. This region already struggles with traffic congestion. The narrow and congested Pacific Highway would need a major upgrade to cope with any additional traffic. Chatswood is already a bottleneck in every direction, and would need major work to cope with additional traffic. There is already inadequate rail commuter parking in Kur Ring Gai, with residents having a daily struggle to find a car park near the railway station.</p> <p>Facilities such as schools, hospitals, nearby beaches are already bursting at the seams due to the increase in population of the last few years. School grounds are now covered in classrooms, leaving little green space for the children to play. The proposed changes will only make this situation worse.</p> <p>Lindfield has been subject to brutal bushfires. My area of West Lindfield is a dead end off a dead end. Higher density in this area has always been rejected because of bushfire evacuation concerns, and I'm sure the same applies to many areas of Ku Ring Gai. Increased development would also detrimentally affect the native animals that call this area home: turtles, echidnas, red-bellied snakes, pythons, possums, goannas, and osprey, but particularly increased population, pollution and traffic would adversely affect the shy swamp wallabies, that are just making a comeback in the area.</p> <p>Australians should not be expected to sacrifice their way of life for the great immigration/ visa sale pomzi scheme. Enough is enough. Please help us, and push back against the Federal Government. Immigration should not adversely affect every aspect of our lives.</p>
<p>I'm not opposed to the proposed new plans and support development to a maximum of two storeys. Developments higher than that would mean a large increase to the population of the proposed areas however there's no mention of how the growth would be supported by existing infrastructure eg roads, traffic control, schools, community services. The larger and higher developments would negatively impact the urban areas with little regard for tree preservation and green spaces.</p>
<p>Please allow sub divisions and developments on large land area properties, and remove and allow to remove all the big trees in Pymble, they are very dangerous, I am just waiting for a disaster to happen I will sue the council if someone dies, dangerous gum trees around and the roots are killing the plumbing, the council should take the responsibility.</p>
<p>Planning has been poorly handled by Ku-ring-gai for a long time, these charges are necessary.</p>
<p>As a long term member and current board member of the Killara Lawn Tennis Club, the ideas are most upsetting. There is nothing more special than looking at around at the</p>

<p>beautiful sky, watching the sunset, seeing the birds, the jacaranda trees and enjoying the serenity. The area has been like this for over 100 years. This WILL be destroyed if these laws get through. It is SO SAD.</p>
<p>We need to preserve our heritage for future generations. This is not a wasteland, or ex industrial land. It holds our history. The plan lacks thought to already strained infrastructure due to medium density development in the past decades . As a Roseville resident there is already a lack of parking at the station, transport options are limited. They should be encouraging less cars on the road not more. Our drainage system is struggling creating flooding in the area with heavy rains. Roseville Public School is overcrowded which had required staggered playtime disrupting children's learning inside classrooms. Greenspace is not only required for children but also the mental health of adults....something that we should have learnt from our Covid restriction days. This is a policy on the run which lacks any investigation in the planning process to address a host of issues such as heritage, infrastructure, mental health...</p>
<p>Ku-ring-gai will lose it's leafy character and traffic problems and parking will be extremely bad as the influx of new citizens who come to live in all the proposed totally over the top new housing in the Municipality.</p>
<p>Focus on the main transport hubs only for higher dwelling occupancy eg. Chatswood, St Leonards, North Sydney, Macq Park etc.</p>
<p>Total disregard for why people have move to, and purchased property in these areas. If I wanted be in the middle of developed area(eg. Chatswood) I would have purchased there.</p>
<p>Proposing high rise buildings within 400 metre of the railway station will be destructive to the character and heritage of Roseville and I strongly oppose it. I understand the need for everyone to embrace the urgent need for more housing in Sydney and support the proposal for low rise (up to 6-7 storey) buildings along the railway corridor but this should be only one block either side of this corridor.</p>
<p>In general we need to address housing affordability that's true. But KuRingGai is Sydney's green heart and we have to preserve that.. tree canopy is more important. I believe yes certain area should be earmarked for higher density through proper consultation but not in Ku-Ring Gai.. once this is taken away, you can't get it back.. look to non heritage areas like North Ryde and Ermington.. Dundas</p>
<p>I have the privilege of being in one of the few dual occupancies in our street in lindfield. It has made an amazing difference for us to afford intergenerational living in an area we grew up in. We didn't need to move away to afford</p>
<p>We do not currently have the infrastructure for these proposed changes. Traffic is already congested plus what about water. I certainly hope they do not go ahead.</p>
<p>Can't see how this change in policy can in any way, improve housing accessibility or affordability in this area.</p>
<p>Voters always ensure that governments never assume they have any right to reduce the value of their homes and/or decrease their physical and mental well being through environmental and social decline. These outcomes have always been the result of housing density programs - you only have to research it properly. Also, the recent referendum proves that governments cannot shift voters once they've made their minds up. So, the voters will always win, and politicians who support stupid ideas like this are forgotten.</p>
<p>Train stations are a community investment to benefit all, stop this NIMBY attitude. The current usage around train stations is not sustainable long term. If it doesn't happen now, next proposal might be for 20 storys! Be realistic, there is a housing crisis.</p>
<p>please leave us alone to have relatively peaceful life</p>
<p>Roseville, Lindfield, Killara, Gordon are areas long established with tree cover, tranquility. Government should look at areas which are wasteland and develop there, not disturb and rip apart this beautiful part of Sydney. It will take away the character of these beautiful suburbs.</p>

Sydney is not a consistent urban environment. Each area has its own unique characteristics such as the north shore. I don't see this same expectation around inner west railway stations and their uniqueness nor around eastern suburban centres like woolhara, rose bay. Why do they not have the same expectation put on them. The north shore is a unique part of Sysbey that in 100 yrs must be maintained rather than uniformly looking like so many other parts of Sydney. This is a travesty to our uniqueness.

Why are Australians going to be forced to live in high rise units in Sydney (filing cabinets for humans) many kilometres from the CBD? We live in such a large country with available land. The answer is incompetent politicians have not had the foresight to forward plan and provide decentralisation, fast trains, (that other developed nations have), hospitals, dams, infrastructure, etc in regional areas close to Sydney. The Federal Govt massive and stupid mass immigration program will lead the Labour Party to electoral defeat. Countries like Japan have a near zero immigration policy and yet their GDP still rises. Increasing immigration will only force up housing demand and prices. Australians don't want to live in crowded cities like Hong Kong and Beijing. That's why immigrants want to come here.

Not enough infrastructure for this proposal

We see trees cut down ALL the time for stupid and fabricated reasons. We MUST preserve the trees in Kuring-gai - these proposals have environmental impacts that will far-reaching and devastating.

THE ENVIRONMENT & NET ZERO PLAN: As per the public meeting held at Ku-ring-gai Council, planning staff projected that around 40,000 trees* could be cut down in our LGA under the NSW Government's proposed Transport Oriented Development' (TOD) plan and associated planned SEPP. How does the NSW government plan to achieve its objective of delivering a 70% cut in emissions by 2035 when the Premier's proposed housing plan and SEPP will irreversibly destroy the only carbon sinks in the Sydney metropolitan area, namely Ku-ring-gai and Hornsby, that are meeting the Government's own target of 40%?

*40,000 trees – up to 32000 in R2, and 8000 in TOD.

LOCAL PLANNING CONTROLS DISCARDED: Why does the State Government believe that local planning rules should be dismissed to allow developers to create medium and high density dwellings in heritage conservation areas which will, according to the Ku-ring-gai Council's "Proposed changes to NSW Housing policy Community Information Session January 2024" include developments with:

- No side setbacks
- Blank party walls to neighbours
- Apartments with no external windows
- No natural ventilation
- No minimum parking requirements, and
- 3:1 floor space ratio apartments.

The National Housing Accord, along with the Australian Local Government Association, was an initiative to address housing supply and affordability nationally. Its commitment was to work with local governments to deliver planning and land-use reforms that will make housing supply more responsive to demand over time. So why is the Minns Government's proposed Transport Oriented Development' (TOD) plan and associated planned SEPP preventing Ku-ring-gai council from doing its job? A task its been managing very well do date?

PROCESS: This proposed Transport Oriented Development' (TOD) and planned SEPP is lazy policy making. It gives no regard to biodiversity, infrastructure, heritage and indeed, whether these proposed new high density dwellings will be left empty, as are many dwellings currently in Ku-ring-gai. Why is the Premier taking such a lazy approach to affordable housing?

Why weren't community members in the 31 areas affected by the proposed Transport Oriented Development' (TOD) and planned SEPP consulted and given an opportunity to provide feedback to the NSW Government, especially since they may face 7 storey

<p>buildings adjacent to them without the opportunity to object or have Council step in to protect them? This State Govt proposal is lazy, reckless and must be stopped.</p>
<p>I am disturbed that the state government thinks they can railroad us and destroy our trees and historic heritage facades. Kuringai will be destroyed and become like Epping with those hideous skyscrapers. They only try to punish us because they think they will never get a Labor member for State government. I am appalled by these plans. Mature trees cannot be restored when destroyed, yet we need the canopies, given climate change. Shame on the Labor government. Go destroy some other area, not Kuringai!!</p>
<p>Gordon and Lindfield increased density is understandable given their status as town centres, but Roseville and Killara are only Villages and warrant a more discerning approach with less density than proposed.</p>
<p>My family moved to the Kuringai area from another local government area in southern Sydney that was destroyed by a multitude of unit blocks, town houses and dual occupancies. We hated living there so we moved. We fell in love with the beautiful heritage homes and gardens, the TREES and the sense of community in Kuringai. We do not want to be another congested Eastern suburbs. The Kuringai area must be preserved for future generations to enjoy. To destroy the beauty of Kuringai is to destroy the jewel in the crown of Sydney. Imagine if Paris, Rome and London replaced all their beautiful heritage buildings and gardens with high rises. And to think of our majestic TREES being cut down to make way for ugly unit blocks!! It is environmental vandalism.</p>
<p>Heritage listed homes should not be exempt from the rules impacting surrounding properties. It will have a devastating impact on the owners of these homes and the homes will look ridiculous sandwiched between apartments.</p>
<p>Traffic and Parking would be chaotic. Infrastructure is inadequate. Kuringai is not Chatswood, which is becoming like a ghetto complex. Destruction of fauna and flora Increased pollution from Traffic movement and NOISE AND DUST AND POLLUTION FROM CONSTRUCTION and the chaos it would cause for years. Affordability of living is due to the Government's policies of Money printing, subsidies and their energy policies. Let the governments fix these problems first so that living can become more affordable.</p>
<p>Significant impacts on heritage, trees, wild life, traffic, schools, hospitals, biodiversity, stormwater.</p>
<p>No loss of environment should be allowed to make way for housing</p>
<p>The Ku-ring-gai area and the North Shore in general has a unique character. A so called "green hub," with rapidly diminishing parks and space between buildings. Beautiful homes are being demolished to make way for high rise apartment blocks. Our streets have completely changed in their appearance. This in turn then changes the personality of our suburb. These changes will have a negative effect on community spirit and wellbeing. (I live in a boutique apartment block of only 12 units. 2 levels high from the street front.) In my opinion, high rise apartments of more than 3 storeys should only be allowed within 5 kilometres of the centre of Sydney. They are not suitable for a suburban area this far from Sydney central.</p>
<p>impact on local heritage and natural environment would be devastating. Plus, there are no shops in Killara - so why increase density? Where are the plans for increased services/schools/park maintenance/ gutter and leaf debris?</p>
<ol style="list-style-type: none"> 1. Heritage is our history, once it is gone you can not retrieve it back or rebuild it. The Rocks is a great example where it was saved from developers and State Government by individuals who had an understanding of the significance of our history and had the guts to do drastic measures to save it. Now Mundy is noted as a hero. 2. Infrastructure is already inadequate and it is hypocritical of the Government to want to over develop the area while taking away the \$9.5 million that was to build a commuter car park.

<p>3. The leafy canopy provides shade and oxygen not to mention a home for numerous native birds and wildlife.</p> <p>4. I challenge the Heritage Minister and Environment Minister along with the Minister for Planning to come to the area and answer the public. Maybe even actually set foot in the area that they so clearly have no idea about.</p>
<p>Too much traffic congestion on existing roads.</p>
<p>Please increase Floor Space Ratio for dual occupancy and houses.</p> <p>Also, the council should stop blocking removal of the tree in pest category (regardless of the height of tree) as they are not good for the environment and the houses.</p>
<p>I agree with the concept - affordable housing and increase housing stock. However this blanket change will decimate the area. There are ways of achieving the goals without destroying the biodiversity and heritage. There is unused residential land between the train line and the Pacific Hwy and Werona Ave. You could use the carparks near the railway stations and build in the airspace above the railway stations, like at Chatswood. We should retain heritage listed residences and heritage conservation areas and maintain biodiversity and trees. We should use the land on slopes to build high rise where it wouldn't affect the streetscape. This should be a part of a bigger discussion around vacant dwellings and transport. Also, query why being close to the CBD is relevant. We should be decentralising. We want affordable housing so that nurses, police, teachers and so on can live in the area and be part of the community that they serve.</p>
<p>Floor space ratio should be much higher than current ratio for dual occupancy & houses</p>
<p>I support increasing the floor space ratio much higher value than the current value which is 0.3:1</p>
<p>As a member of the Ku-ring-gai community, I strongly oppose the proposed changes to housing policies outlined by the NSW Government. These policies, if implemented, could have a detrimental impact on our local area and fundamentally alter the character and livability of Ku-ring-gai.</p> <p>The push for low and mid-rise housing threatens to disrupt the unique charm and suburban atmosphere that residents cherish. Ku-ring-gai is renowned for its leafy streets, spacious properties, and sense of community. Introducing higher density housing without careful consideration for infrastructure, amenities, and green spaces would strain our resources and diminish the quality of life for current and future residents.</p> <p>Furthermore, the timeframe for public feedback appears rushed and inadequate. Allowing just a few weeks for community input on such significant changes is not sufficient to ensure thorough consideration of the diverse perspectives and concerns within Ku-ring-gai.</p> <p>I urge the NSW Government to reconsider these proposals and engage in genuine consultation with the community. Any developments must prioritize preserving the character and livability of Ku-ring-gai, rather than simply accommodating short-term housing demands. Our council's submission should reflect the overwhelming opposition to these ill-conceived policies and advocate for sustainable, community-driven development that respects the values and needs of Ku-ring-gai residents.</p>
<p>A 'one size fits all' approach to housing reform is inappropriate, and especially so in areas with significant heritage, amenity and environmental values.</p>
<p>The proposed development changes take away from the heritage, history and biodiversity that makes Ku Ring Gai what it is. What concerns me the most is that heritage conservation zones will not be protected. It should be the local council that determines how heritage is protected - after all, the local council is the best representation of the voices of the local community. And it is ultimately the local community that needs to live with the consequences of planning changes. It is too easy for the state government to make sweeping changes at a distance as it does not have to live with the consequences of those changes day to day.</p> <p>Our roads are not equipped to absorb the large influx of traffic that follows higher-density development. Already, with the development of units near the Lindfield shops (east side</p>

of the Pacific Hwy), getting out onto the Pacific Hwy from Lindfield Avenue via Havilah Rd is unbearable, particularly during peak traffic times (eg from 7.30-10.00am). The roads are not equipped to take on the extra traffic.

Also, the housing crisis is not going to be solved by increasing housing density near train stations on the north shore. All it does is create opportunities for developers to earn profit from multi-million dollar developments. Developers - particularly those attracted to the north shore - are driven by profit, not housing affordability. There have been quite a few medium rise unit blocks built in Lindfield over the years (around 7 storeys). If you do a quick search of units for sale in Lindfield at present, you need at least \$1M, with many units quickly jumping up to \$2M+. I really do not think \$1-2M+ luxury apartments on the north shore are the solution to Sydney's housing crisis.

From an environmental perspective, there are fewer and fewer local councils that preserve the tree canopy as well as Ku Ring Gai. Despite this, our tree canopy decreases each year. Further development will eat away at this precious resource and biodiversity even further.

This proposal sets a precedent for the rest of Sydney. It is a short term solution for a longer term crisis. Density done disastrously NOT density done right at all.

I submitted the following via the NSW Planning portal, opposing both TOD and the Planning Controls, on 5 Feb 2024.

I do agree that housing density in the area needs to be increased. I have lived 10 years in a five-story block in Killara, so have nothing against such building when it is done thoughtfully. However, I view the combined effect of TOD and NSW proposals (to increase height, remove heritage buildings and greatly reduce tree cover) as a draconian over-reach. I do not see my reasons as NIMBY but as seeking to oppose a lazy approach to city planning that can unilaterally declare heritage items as suddenly disposable: as having no value in the history of Sydney.

As a unit owner I have had first-hand experience of how much NSW regulation over 30 years has been crafted to favour developers and to fail in protecting individuals and communities. These latest proposals continue the trend. They give no evidence that well-accepted city planning factors have been assessed at all: certainly not taken into account. Instead the government proposes to let rip the market forces with little control and obvious destructive intent.

As context, after 20 years of living in Roseville I moved to Killara 10 years ago. Over that decade I've observed a continual stream of 5-storey developments in Lindfield, Killara and Gordon. Many are good quality and I felt the suburbs were achieving a good balance to increase density but preserving the essence of what makes the area unique. The latter stems from heritage and pre-1950s houses plus large tree canopies and biodiversity-features the new proposals consider suddenly not worth preserving.

I am appalled to see any government, but notably a Labour one, thinking that introducing laissez-fair capitalism will prove a good solution to a complex problem. Market forces can be very valuable, but their deregulated failures are visible everywhere. Affordable housing is just a smoke-screen for NSW to hide behind, which is a dreadful hypocrisy when such housing is sorely needed. These proposals are not the solution and everyone knows it. What they will do is create a race to the bottom with few winners except the developers and some sellers of large blocks. Ah yes- and lots more stamp duty revenues per hectare for the government.

It is not good planning when a city chooses to destroy its history and heritage like this, particularly when there have been lost alternatives to convert unused industrial or land-banks to high density housing. As an instance my son lives near Kellyville where large tracts of land close to a new metro line have been developed. But the new suburban housing is many thousands of single [or 2-story] black-roofed houses. It was a perfect transport corridor for 5-8 story affordable housing, but nothing much is there. Why? No doubt vested interests once again trumped good city planning. Instead we knock down irreplaceable Federation houses and destroy trees that take decades to mature.

<p>I cannot wait to vote and hopefully find leaders who can take creative and collaborative approaches to the housing problem. The release of the proposals over the holiday period, plus the tiny timeline for 'consultation', both show the Government as having a weak case and disingenuous intent: not seeking to listen to anyone or anything. I oppose these current NSW proposals and the obvious rot in NSW Govt planning for the City.</p>
<p>The plan does not take into account the infrastructure limitations in Ku-ring-gai and issues with current road assess.</p> <p>If the plan is to go ahead then more parks are required. There should be a value on trees in the area which must be paid for if established trees are to be removed. Certain trees should be identified as not capable of being removed and a big fine should be incurred if such a trees is poisoned or removed. The current tree canopy will be lost.</p>
<p>We strongly oppose this development especially in Roseville which is already impossible to get in and out of onto the arterial roads. Two way streets have already become one way with all the cars from out of the area coming into the suburb and parking all day to use the train. The government needs to invest in transport infrastructure, not bulldozing the heritage areas and trees to replace them with concrete and high rise buildings to accommodate population growth. The environment and climate simply cannot sustain it. The schools are also already at capacity. It is a very short-sighted plan and absolutely should not be allowed.</p>
<p>The NSW Government does not stand by the Australian people anymore. This current policy is devastating to our Australian values, which encourages fostering a tight-knit local community, protecting the environment, and enhancing liveability for its citizens. Such a policy will also be catastrophic in regards to the practicalities of living in the area, as it will negatively affect transportation, access to local services and costs of living. This policy should never be administered.</p>
<p>Already lots of our neighbours are willing to sell (some had already sold to the developer) their heritage homes to developers who offer higher price than market price. Developers made the 6-7 storey apartment simulation plan along the Park Ave and Rosedale Rd to us. Our neighbours are happy to move out as they offers good money. Council need quicker action. Otherwise in the near future developers buy all the heritage conservation homes and we might not have a say anymore to keep this green looking beautiful area.</p>
<p>These changes will have an extreme negative outcome for losing the heritage homes in the council area not only for those that live here but preserving our history in general. Destruction to tree scape with very little vegetation left, many trees hundred of years old. Increased high density living without the infrastructure to support increase in population. Lack of parking, increased traffic, strain on water supply and run off, destruction of vegetation and heritage homes and heritage conservation areas that are precious to preserve for our own history. I understand that housing needs to be increased but feel a compromise would be to restrict development to a maximum of 200m from the train line and have green space provided such as the development at Lindfield station.</p>
<p>We strongly oppose this policy proposed by the NSW Government. This change will not only be devastating to our Ku-ring-gai community, but will be catastrophic for the environment, transportation, and a variety of other practical factors. Ku-ring-gai is famous, not only in the domestic sphere, but also internationally, for its environment and favorable living conditions for its residents. This policy will ruin the factors mentioned above and will contradict the values of Australia that revolve around protecting their citizens and the prized environment. Rather than ruining the lives of local residents who have developed a peaceful community over the years in their area, perhaps the government should consider previous policies that caused this housing issue, such as the irresponsible administration of immigration policies.</p>
<p>I completely oppose the NSW Governments policies here.</p>

<p>1. Proposed changes will not in any way improve affordability in Sydney but will only (and massively) benefit developers</p> <p>2. The needs of long term/existing residents deserve at least equal standing with the needs of newcomers. They are the ones who have paid taxes, built communities and contributed to the state, city and local area. They have worked hard for many years to achieve a particular type of home and amenity, and should not have this seriously degraded without a clearly defined and transparent benefit that outweighs the loss to people and environment.</p> <p>3. The government is responsible to all voters and must ensure that they work for the whole community - not just adopt lazy, populist policies in order to shore-up their vote. Developers have a disturbingly high and less than transparent influence in NSW which needs to be stopped.</p>
<p>Proposed changes will lead to the willful destruction of our existing desirable environment.</p>
<p>The proposed changes do not have any planning or strategic merit. The changes are a sledge hammer approach to the single goal of meeting housing targets, NOT protecting local character, heritage or residential amenity. While we need some more housing choice, it needs to be done properly with local decisions for the local community.</p>
<p>These proposals are set to destroy our neighborhood which is cherished by the existing residents. This proposal is completely inconsiderate of the social, financial and livability impact it will have to the residents.</p>
<p>There should be extensive co consultation and more big picture planning rather than a knee jerk reaction which will not increase or improve housing affordability.</p>
<p>The current policy has been adequate, we are seeing mid rise types still being built so we don't need to overdo it. The environment cannot cope with more canopy being destroyed</p>
<p>Only existing commercial / retail buildings near Pacific highway near station should be considered for redevelopment provided there is ample additional publicly available parking being in those developments</p>
<p>This housing proposal will ruin the heritage, liveability, safety and lose the title of "The leafy North Shore". I have lived here for 80 years and want it to stay as it is today.</p>
<p>I'm mostly concerned about significant loss of trees, public space and traffic congestion on Pacific highway. Also, this is unlikely to resolve housing affordability issue as feasibility does not work if developers simply reduce property price (revenue). Construction cost and financing costs are high and labour is expensive...</p>
<p>Australia is changing, the world is changing, people do not have enough places to live in, families can not afford the rent. I understand that Ku-ring-gai has a relatively well off demographic, however, the LGA can not distance itself from the nation-wide problems. Council should support the policy.</p> <p>Also, Council has sent misleading information in its email. According to the email: "No consideration has been given to the necessary infrastructure to support density such as schools, transport and community facilities" in the policy. This is simply untrue. Section 4.4 of "Explanation of Intended Effect: Changes to create low and mid-rise housing" provides an explanation that the developments MUST come with contributions to the infrastructure. I understand that this approach might be criticised by Council, and Council is welcome to share their criticism. But Council should not mislead their residents in the official emails. The Councils should present the facts, trying to avoid the bias.</p> <p>Also, clearly, the survey (and the official council emails) are intended to make the residents oppose the policy. I do not think this is a fair response to the initiative that tries to combat housing crisis. Sure, the policy might not be perfect (they never are), but it is not the reason to make your constituents oppose the way to achieve more housing supply</p>
<p>I have grave concerns for the existing trees and green spaces, impact to the heritage buildings that give Ku-ring-gai its prized character, and to future tree canopies / green spaces for all to enjoy. These are why I choose to reside here! I ONLY support additional development as listed IF these are NOT significantly impacted / can be retained.</p>

Our current living environment is the true highlight of Ku-ring-gai Council. It is the largest focal point of the entire community. We should protect it rather than disrupt it.
I expect variety of our society!
Why make all suburbs high density?! The current infrastructure doesn't support it at all. Already a lot of traffic on main streets, very packed trains, hard to find parking at shopping centers. The government should listen to local residents' voice.
Please don't destroy this leafy area.
It is hard to support council if your own assessments of DAs works against the aim of getting people into their own dwellings quickly and without undue delay.
The area is already way overly populated, with terrible traffic, not enough parking and most importantly no where near the right infrastructure to support! The area is already becoming ruined - don't make it any worse!
Some Ku-ring-gai Shire history... My parents purchased land in the subject beautiful shire in 1956. They raised three children (myself being one). As we grew up, we played with our friends on our 1/4 acre block of land & enjoyed exploring & enjoying the beautiful bushland surrounds that has made Ku-ring-gai the shire of envy for many families such as ours. My parents were pioneers & the legacy they left us children cannot be repaid. My father still resided in his home he & my dear late Mother built up until his passing @ 90 years of age & he always attributed his longevity to the lovely shire & location in which all our family were raised. This family legacy continues, as my son & wife & child (my grandson), are living in the very same home that my father & mother built in 1956. This legacy was made possible by way of significant financial commitment (mortgage wise) as they (my son, wife + child) made sacrifices to be able to live in this blessed shire, on a blessed garden block of land & to raise their child (as my parents raised myself & my siblings all those years ago (1958 onwards to our adulthood). This is why families choose to reside in Ku-ring-gai Shire & this is why Ku-ring-gai Shire planning policy must NOT allow our beautiful Shire to be turned into a high density ghetto.
It's not because developers have no land to build apartments in Sydney. It's because the apartment quality is too low and public lose confidence to buy them. The whole building industry is impacted by high interest and labour shortage to build more properties . Release land without carefully consideration is not the cure. Ku ring gai should maintain its value and position in development and it creates and maintains gold standard in development.
It is not appropriate for the NSW Govt to have a one size fits all for all suburbs. Each suburb is unique in community, layout and heritage so there should be local considerations when planning/designing / developing higher density buildings close to railway stations. In addition, there should not be an increase in higher density housing unless there are 1. sufficient funding to support infrastructure associated with the increased population (roads, parks, parking etc) 2. Controls over developers in quality of build 3. Recognition that assigned heritage areas should be protected / respected
I am angry about NSW government new housing policy
Stormwater is a big issues in kuringai. Taking the trees will impact this even more, the traffic is awful. Building more housing with no infrastructure additions creates more issues for everyone that already lives here and creating an environment for new residents that lacks roads, schools and drainage infrastructure to support what is already there.
The reality is we need to offer more housing for the growing population. I don't appreciate how this survey is trying to subtly put a negative spin on the proposed changes by asking questions that are obviously going to result in a negative response IF THE COUNCIL DOES NOTHING IN PREPARATION. Eg if the Ku-ring-gai council can do a much better job of planting and maintaining trees on the streets, you won't necessarily lose too much of those canopy. The capacities of

<p>existing roads and amenities are definitely important considerations, but rather than letting the tail wag the dog, how about taking a growth mindset and proactively start a discussion about HOW the council can accommodate the growing population as a result of these rezoning?</p> <p>We're not ignorant citizens who doesn't know better and can be blindly misled and manipulated, start doing your job.</p>
<p>Note, min lot width of 12 is not practical for dual occupancy. Not many lands in Ku Ring Gai are 24m wide.</p>
<p>Hopefully the plan is not to have houses with black roof with neighbor fence 1m from the window and charge tax to reverse the global warming?</p>
<p>We need to provide extra housing for the younger and ageing population and the suggestions made by the NSW government will aim for this.</p>
<p>Once change occurs it cannot be undone. Prudence dictates it should be gradual and not forced.</p> <p>Existing homeowners purchased property with the character of the area and the existing zoning in place. Their rights should not be disregarded.</p> <p>Would it not be better concentrate resources building residences at the new airport at Badgery's Creek? There is a need for development into the future there and the sooner it starts the better.</p>
<p>This will ruin Ku-ring-gai</p>
<p>The loss of trees under dual occupancy on 450 square metres would change the quiet and peaceful character of Kuringgai completely.</p>
<p>Feel fighting a losing battle So please put some thought into keeping it the ku ring gai we know Make it appropriate and tasteful</p>
<p>We strongly oppose the NSW government plans and are willing to contribute financially (in addition to rates) to any legal opposition proposed by KMC.</p>
<p>We moved to the Roseville area to enjoy its heritage quiet community. This will materially devalue this proposition and impact us negatively</p>
<p>Kuring Gai has been my retreat for the past 40 years. It will lose its heritage with the proposed changes.</p>
<p>This is a disgrace</p>
<p>I support low to mid rise housing near train stations like we have now, but not at the detriment of loss of tree canopy and heritage buildings. Q2 should be reworded to take that into account.</p>
<p>The proposed policy would drastically downgrade the quality of life of existing Kuring-gai residents and would be a betrayal to the local community. The current infrastructure is already struggling to support the already bloated population.</p> <p>The changes would turn a serene and beautiful LGA into a packed concrete jungle with monotonous apartment buildings blocking the skyline.</p>
<p>Highly oppose the change as it will fundamentally change the community in all areas outlined in the survey. A new way has to be found</p>
<p>I strongly oppose the proposed reforms.</p> <p>Dual occupancy and higher density living will change our highly valued community that so many of us rely on for our health and happiness.</p> <p>It would be a danger to the safety of our children and elderly with higher density traffic and so few footpaths, zebra crossings and traffic lights.</p> <p>Our health and well-being will be impacted by the destruction of more green space and green canopy in our back gardens. The positive impact of green space on our mental health is well documented and should not be taken at time of mental health crisis.</p> <p>The local wildlife will be seriously impacted by increasing the density and removing green canopy and gardens. The impact on our bird life and insects is of particular concern.</p> <p>The character, history and heritage of our "leafy suburbs" will be destroyed forever.</p>

<p>We do not have the infrastructure and services to support a greater population. The lack of infrastructure includes parking, footpaths, buses, trains, daycare and schools. This will seriously adversely impact the existing members of the community.</p> <p>The increase traffic is a concern, with increased frustrations with heavy traffic and bottlenecks, and increased pollution is a concern to our health.</p> <p>This change in policy which has the effect of reducing the potential value of my property (by vastly increasing capacity). This is unjust and unfair when we the residents, have made financial plans and property decisions based on the long est</p>
<p>All depends how it is done, architecture, remaining or new trees, remaining open spaces, mix of shops, housing.</p> <p>Important is parking near train stations too!</p>
<p>I won't be voting or supporting any government advocating any and all the proposed changes</p>
<p>What is proposed disregards the existing valued and valuable natural environment - the desirable green context. In other areas costly tree planting programs are being implemented for the positive environmental benefits that trees and vegetation provide that Ku-ring-gai already has see: https://lgnsw.org.au/Public/Public/Policy/Urban-Greening/Urban-Greening.aspx?5851ea8c2f49=3</p> <p>It is inconsistent, unacceptable, shortsighted and irresponsible to introduce this blunt so-called 'plan' that will destroy so much green vegetation which benefits places beyond Ku-ring-gai. Ku-ring-gai should be used as an example of an urban environment where trees and greenery already exist countering climate change issues.</p> <p>What is proposed will increase heat island effect, will greatly increase the release of embodied energy when existing dwellings are demolished and will destroy the habitats and wildlife corridors.</p>
<p>Jack Mundy saved heritage buildings in the city, which gives our city character and style, we need to do the same thru Ku-ring-gai .</p>
<p>The NSW proposed changes because of the nature of the Ku-ring-gai LGA in particular the cost of land will not improve availability of affordability housing or for young people wanting to buy their first home which seems the cohort the NSW Government is wanting to provide cheap housing for.</p> <p>The roads around the area are not suitable for a massive increase in traffic</p> <p>Numerous reports from the scientific world showing the importance of trees to help with climate change problems and yet the NSW Government are happy to clear the Ku-ring-Gai of our current tree canopy which the local council has fought for years to maintain</p> <p>I don't understand the NSW government current push for new homes around train stations for people to get into the city when the current trend after COVID is for a lot of people working from home & a lot of companies are providing this option so who are these people that the NSW Government need to get into the city?</p> <p>The Federal government are obviously proposing to make changes to negative gearing so purchasing property for investment purposes would no longer be viable option which could result in investors no longer interested in purchasing apartments so if massive blocks of units were to be built would these apartments end up not able to be rented out & remain empty. ?</p> <p>The council seems already to have provided extra housing in the area. There are already a lot of new appartments built around the North Shore stations & around St Ives shopping centre</p> <p>The Local council needs to work very hard to stop the state government imposing their current housing plan across every council area without looking at each LGA individually & modifying their plan accordingly to suit the LGA</p>
<p>There is a lot of wasted land along the Pacific Highway with very degraded apartments, poor shopping and business locations, dangerous old footpaths, lack of safety at night, desolate atmosphere that should be vibrant and</p>

<p>My responses to the survey are for the following reasons. There is a lot of wasted land along the Pacific Highway (Roseville especially) with very degraded apartments, poor quality shopping and business locations, dangerous old footpaths, lack of safety at night and as a result has many unoccupied residences and business places. It has degenerated over many years to a desolate, unattractive precinct that should be vibrant, peopled, welcoming and affordable that would befit Ku-ring-ai as a Local Government Area of Sydney</p>
<p>The proposed changes appear to make no provision for -</p> <ol style="list-style-type: none"> 1. environment (tree cover, biodiversity, open space, etc) 2. heritage 3. infrastructure (schools, transport, community facilities and services such as water, sewerage, electricity) <p>Local Councils should have discretion to apply planning controls and grant or withhold approvals that take account of the existing environment, heritage and infrastructure.</p>
<p>I strongly opposed this changes . The government must looking at alternative such as going out west near the second airport area . And and rouse hill, box hill area.</p>
<p>NSW government needs to consider waste water disposal especially in relation to North St Ives which goes by carrier to Warriewood Waste Water Depot and overflow out at cliff face to ocean. NSW government should also be looking at MLALC Aboriginal Council land grants to see how they will dually impact by their DAs in the Metropolitan area.</p>
<p>I chose to live in Kuringgai because the area suited my lifestyle which was clean and green, preserving its natural heritage</p>
<p>I have worked in local government for 25 years in rolls that work to improve the liveability of local government areas through improved public open space, encouraging walking and cycling, upgrading city centres and a huge part of that role has been to increase tree canopy. I have written strategy documents on liveability including walking and cycling strategies and these plans completely disregard everything we know about designing and creating liveability cities that respond to climate change and the increased heat, precipitation and dry spells that it brings. There is no consideration for shade and protecting the existing tree canopy that currently cools the environment through transpiration and carbon storing within the trees. Not to mention the habitat that these trees provide to our native wildlife. There is no planning for improving the walking and cycling options (of which shade is also critical) and there are no required setbacks to allow street trees to thrive and sunlight to infiltrate so that we aren't left with cold windy inhospitable streets in winter. I have lived on the north shore for 50 years, in this time I have seen enormous losses of canopy (all taking place more recently since complying development has come in) and it is now difficult to get around with streets busy with traffic, shopping areas at capacity for parking, doctor's surgeries full and sports fields at capacity for community sport. We simply do not have the infrastructure to support this enormous increase in population. I catch the train to work and the trains are full at peak times. At this point in history we should be prioritising adaptations to tackle climate change and heat, these plans do the opposite. I believe the proposal will significantly decrease the liveability of life on the north shore - decimating our heritage, our tree canopy and the ecosystems that they are part of and create a more stressful, unpleasant place for residents to live in. I strongly appose these plans.</p>
<p>I have been living in my current home which is about 150m from Gordon Railway station since 1991. I spent many years looking for a suitable property to live in Sydney which was close to work, that was a stand-alone house, on a medium size block, close to transport and amenities that had a garden, which I could live and maintain with my family. This area East of Gordon Railway station has a very small change of property owners. Property owners are happy to live here and are very proud to live here. They spend a lot of time and money maintaining their homes and gardens. The last State Government were voted out because of their arrogant policies, and the current Government are going down the same path. I could not vote for a party that do not support the local communities.</p>

<p>These zoning changes have been rushed through without any thought of the consequences. The transport, water, sewage, power, school, open space, supermarket / shop infrastructures are already at capacity for this area. These zoning changes will totally change every aspect of the local area, in such a way that I would not want to live here anymore. I would not want to live through any such development and the anxiety this has put on me and my family of not knowing what is happening to our home and where they may live in the future is detrimental to our health.</p>
<p>This just seems wrong to massacre the heritage and environment to meet or get near targets. With this being proposed and passing without consultation with the rate-payers, this government will not last long. It has to be asked, as the NSW government has a long history of inept and dodgy dealings - has the government already cut a deal with developers and is this why this has to be pushed through quickly and with limited input??</p>
<p>I feel that The State Govt's targeting of Roseville, Lindfield, Gordon & Killara is blatantly POLITICALLY MOTIVATED. These areas are Liberal heartlands, so are being punished for not voting for State Labour, which currently holds political power. There are MANY more railway stations along the North Shore Line that have been ignored by the current TOD plan.</p> <p>This plan has also been sprung upon us with no consultation or warning. There is scant detail & safeguards that the process will be well managed & not become a "no holds barred" opportunity for developers to costruct shoddy buildings, as happened in the ICON development. It hugely benefits developers & causes suspicions that the latter's lobbying of the current State Govt. might have included financial inducements. I voted for Labour in the last State Election & am not very sorry that I did so!</p>
<p>We already have a surplus of home units in our municipality and do not need more and certainly not more high-rise. The roads are already choked and infrastructure stretched to the limit</p>
<p>Australia's concept of Medium/High Density is absolutely ridiculous. For high density there are generally No facilities for residents. The reason it works in Hong Kong & Singapore, is because these apartments have facilities (having lived there) - including playgrounds, swimming pools, Resident's Clubs etc. It allows some escape for the residents. In addition, Hong Kong (as an area) is 40% Natural Park - so those residents are always close to some form of Natural Park (the centre of Hong Kong Island is all parkland) When you look at ALL the current highrise in Ku Ring Gai - they are simply blocks of flats. There is No escape for those residents. Maybe if there were such amenities then I would change my mind. The other BIG Issue is car parking and Pacific Highway Traffic. Sydney is so big, and the transport system is not good - so you cannot survive without a car (particularly with children who play soccer - there is only one bus service to NTRA - North Turrumurra, that runs every hour).</p>
<p>Some things I would support, such as dual occupancy but only with a minimum block size of 600sq.m. I am very opposed to reduction of tree canopy rules.</p>
<p>All you're doing is providing for the developers and the Chinese. Keep Ku-ring-gai green with normal housing blocks rather than an over crowded and lack of traffic management shit hole.</p>
<p>Too busy, no life</p>
<p>changed all of our local life style</p>
<p>If the federal government stops immigration these changes would not need to be made and we can live in the area we chose to live without interference by Council and Government</p>
<p>Infrastructure such as water, sewage and drainage needs to be improved prior to development, not afterwards. Residents need to be informed of their rights vs developers. New developments will probably of the more expensive type and may be snapped up by overseas investors and left vacant as happens now.</p>
<p>As above I think Ku ring Gai already has a nice balance of height as well as townhouses etc, more townhouses or duplex could be good to all young families to step out of</p>

<p>apartments for yard space however as is the case already the area of st ives is beyond most young couples budgets so not sure this plan is going to help. More apartments near railway makes sense but again we have it with out it becoming an eye sore. Frankly I think the government has no clue and is making it up as they go one thing is availability but affordability is another in Sydney and this will not help.</p>
<p>I have also reviewed the relevant NSW government documents and fully support the comments made in the council's draft submission in response to the TOD SEPP. I am particularly concerned about the lack of detail currently provided, the conflicts already identified between the governing documents (esp TOD SEPP wrt ADG) and the "open season" available to the developers between when the TOD SEPP would come into effect and when the council could catch up and produce its own strategic plans.</p>
<p>It's already beyond crunch time for inter-generational housing issues to be addressed in Sydney. Many blocks in ku-ring-gai are held in a tax advantaged manner that inhibits community support for change, and massive re-zoning could be used as a way to creatively diminish this inequitable advantage. Unfortunately, the changes described may be overly prescriptive and the survey seems designed to generate a groundswell of opposition. I'd like to see strong connections with nature, and strong connections with people, embraced when considering future changes. The Roseville to Gordon axis seems to be the best place to start with increasing, and making more equitable, the housing supply. Is Council up for this, or simply for a fight. I have deliberately not filled out the survey.</p>
<p>It is a gross abuse of power to apply a blanket approach to this rezoning without input, consultation or consideration of local issues. Of course if more housing is needed that's understandable, but it should not be achieved in such a arrogant authoritarian manner. It will completely ruin the ambiance of the area and is grossly unfair. If anything, have a narrower area designated at all train stations across the entire Sydney area to allow higher buildings. A redesign of the south side of the Pacific Hwy at Lindfield is an example of where more higher density housing should be. There are more areas along the Pacific Hwy that could be higher density without ruining suburbs 400m (800m in diameter) which almost completely overlaps every suburb. Anger breeds resentment and this wont be taken lying down.</p>
<p>There is a lack of critical infrastructure (including but not limited to schools , roads, sewage, storm water , public bus routes and public recreational facilities to support a substantial accelerated increase in population in the area. Local character and vital tree canopy is already being lost and this will suffer irreversible diminution with the loss of green areas and decreased land to building ratios. The potential general heat increase across the suburb causes increased reliance on air conditioning which has broader climate change impacts, at a time in which this should be a major consideration.</p>
<p>If the plans go ahead it destroy years of planning and development management in the Ku-ring-ai area. It will irreversibly destroy heritage and conservation areas . It will destroy the uniqueness of the suburbs More considered planning needs to be conducted to meet the housing goals, including modification of immigration numbers which is a key driver of these desperate measures.</p>
<p>Kuringgai municipality has a major transit line that runs directly through it that without a doubt should service more of the population. As long as the council has an oversight of quality of buildings - this progress has to occur for the benefit of the wider Sydney community.</p>
<p>It must be made clear that the parts of the area without access to trains should be considered for a station such as St Ives, St Ives Chase). Otherwise they're just adding to congestion.</p>
<p>My home is currently located in the endangered, blue gum, high forest. I am seeking reassurance that it will be protected subject to any changes in housing. I am very concerned about the Potential loss of biodiversity. Stop the trees of Ku-ring-gai Perform a</p>

critical role as the lungs of Sydney. I am also concerned about the impacts of climate change. An increase in hard surfaces, as proposed with an increase in Dwellings, will result in the Island effect. This will be disastrous in terms of the health and Well-being of new and existing residents.
understand that people need houses to live in and I support that housing should be accessible to all. The increase in density is not the way to go. Respectfully, please have a look at temporary migration, Building out, developing the regions, developing high speed quality infrastructure to link regional centres and towns. Re-think tax breaks for negatively geared investment properties. Australia, and indeed NSW, is a vast landmass where dwellings can be built without destroy our suburb's liveability by introducing excessive density.
Loss of tree canopy would be disastrous for the environment and terrible downgrade of the local landscape. Highrise development equates to more concrete hot surfaces, water run off problems loss of plant biodiversity and increase in temperatures in the local area. Where do you want to be on a hot humid day- on a concrete driveway or on the grass under a big tree?
Need for new developments to buy into existing infrastructure and fund extensions . Section 94 contributions.
Let us know what else we can do to help oppose the current proposal by NSW Govt.
By allowing multi residential development in the form of dual occupancy town house or multi storey construction the conservation of the municipality will be lost. This type of development will also have negative impacts on what the community hold in high regard. This includes negative impact on nature (trees and wild life), negative impact on current roads and services infrastructure, negative impacts of traffic and over population. This type of development will I'll cause excessive vehicle traffic creating dangers for children and pedestrian traffic.
The essential fabric of the Kuringai area will be destroyed and the biodiversity of the area and the green benefits it provides to Sydney as a whole will be lost. It is a great pity that what is proposed to be sacrificed at the alter of unabated development will never be capable of recreation and we will all be worse off.
Building higher density around existing transport corridors is an absolute must. Using extremely strict and prohibitive controls for heritage and vegetation are poor excuses for NIMBYs. Development just needs to be planed well as at community and precinct scales for it to be done well, and not done in a piecewise or cookie-cutter fashion. This includes upgrades to services and utilities that are invariably needed. All the current objectives and sense of place with tree canopy, and preservation of state significant heritage items of this council CAN be achieved at the same time as development, it just needs to have the right team and a master planned approach to it. Look at Macquarie Park Precinct plans, Sydney Science Park, Central Park Sydney, Rhodes for examples of density done well (and what's proposed here with low rise would be at a much lower scale).
People choose Ku-ring-gai because of the trees and the space. A sub-divided block will have no room for mature trees so the only trees left will be growing on the footpath. The footpath on one side is usually restricted by power lines, so a lot of mature trees will disappear as a result of the proposed changes. This will diminish the "look and feel" of Sydney as a whole, not just our suburb.
Impact on Pacific Highway traffic needs to be considered. Best to roll out the project in stages. For instance, allow for the changes to Roseville first, before they are rolled out to the rest of the council area in a few years.
Build high rise over the train line at train stations.
There isn't anything wrong with townhouses and dual occupancy within reason. Flats around railway stations are fine if limited to 5/6 stories. The tree rules in Ku ring Gai are stupid and outdated . Whilst trees are fine ... overhanging trees causing any property damage and life threatening to humans and pets

<p>risk profile is probable and urgent reform is required. No I am not a developer or investor. I am a resident</p>
<p>Some development is inevitable. However, this should be confined to a small area around railway stations.</p>
<p>Since 2020 we have done all th4e State Government requested - thousands of units have been built to the detriment of the community and biodiversity of the area. Many of these units and houses are owned by people who do not even live in Australia. prices in the area have been elevated dramatically by the \$5m spent for free entry to this country. We shifted to this area 40 years ago for the trees - nothing else - and every day we hear chainsaws and have seen the canopy of this beautiful area being decimated. Found wildlife homeless and dead when trees and large shrubs have been removed - most blocks now are clearfelled with no consideration for the habitat of wildlife. Trees are not replanted as specified under Council regulations. Flooding is occurring due to the amount of hard surfaces, water pressures are at times virtually non-existent, sewerage and stormwater drains overflow and leach into the roads and creeks when heavy rains fall. We need to cut migration until we can get housing under control, we need to ensure when properties are purchased that they are bought for living in - not as a way to launder or get money out of another country, we need to ensure that community is retained and we need to look after our wonderfully unique flora and fauna and trees are an integral part of this and the necessity to alleviate the heat, bring the rains and absorb the carbon dioxide to provide us with oxygen.</p>
<p>Sydney is undergoing expansion in terms of size. Therefore, this change is unnecessary to combat housing availability as the Ku-ring-gai has high housing prices due to high land prices. Flooding it with high density housing will only give these type of high density housing affordable only to the high income earners who already owns property. It is wiser to build on cheaper land where affordability is within reach of genuine home owners instead of wealthy investors.</p>
<p>Makes sense to allow development along transport corridors. But develop with landscape plan to allow for green spaces and tree canopy. Look At Singapore as an example of where we want to be.</p>
<p>I just don't see how this will make housing more affordable, the acquisition of current heritage area dwellings and subsequent construction of units will not be affordable to average income earners. Has anyone done those numbers?</p>
<p>Worried that existing restrictions in the St Ives Chase area due to single road access during fire emergencies are to be overturned. The proposed constructions are currently prohibited north of Dalton Road due to fire danger mapping!</p>
<p>The NSW Government plan will certainly lead to destroy the character and identity of Ku-ring-gai as Sydney's greenhouse which has been proudly established and maintained by generations of residents. It would be irreversible. It's sad and we need to do all we can to stop it.</p>
<p>The Ku-ring-gai area is characterised by its heritage, large space and natural environment. Ku-ring-gai was founded alongside the European settlements along Sydney's foreshore, it is surrounded by and includes National Parkland, and this residential, commercial and environmental land has been protected and preserved to date for clear and considered reasons. The area therefore holds just as much historical, Indigenous and environmental significance as those architectural and natural monuments across all of the city. We, as the residents of the area, of course believe in the positive impacts of increased affordable housing availability and understand that high density arrangements are often a suitable solution to achieving this. However, this is not suitable in an area where heritage and greenery have been prioritised for many years. The importance of protecting and conserving the heritage of this area's architectural history is paramount. Once it is removed it cannot be replaced. To change the residential and commercial arrangements of this area would be inappropriate to its architectural charm, it will inevitably result in removal of many native species of flora and fauna who inhabit the</p>

<p>area and irreversibly alter the iconic green space, tree cover and natural environment, a direct contradiction to its protection in the neighbouring National Park.</p>
<p>I am supportive of some increase in the amount of housing in the area, but in a planned and considerate manner that retains the beauty and conservation of the area. The current plan does not do this.</p>
<p>The proposed changes are do not allow for the major infrastructure upgrade to the area if it was implemental as presented. We can expect significant increase pressure on essential areas of our lives such as schools, roads, parking, medical services, transportation amongst others. We should oppose this proposal in our statement to the NSW State Government.</p>
<p>I support the goal to provide additional housing options, however I don't believe the current proposal properly takes into account a number of considerations. There are already issues in the local area - e.g. space in schools, public transport options, nearby hospitals and healthcare, road congestion, lack of footpaths and bike lanes. These issues need to be considered and addressed prior to further population growth in the area. Also as a resident that grew up in the area and then as an adult bought into the area - I am concerned that the reasons why I love the area will be impacted. While it makes complete sense to increase density around train stations, the smaller leafy streets with large blocks and close community feel will surely be impacted if development is allowed further from the transport hubs.</p>
<p>I strongly object to this proposal. The overriding of heritage and conservation zoning and controls represents a desecration of culturally significant homes and areas that generations have worked to preserve. The reduction in green canopy requirements will increase urban heat and impact wildlife habitats at a time when sustainability and climate management are of paramount importance to future generations. And the lack of committed investment in required local infrastructure - schools, transport, parks, services - means that this exponential growth in population growth will create under-served, traffic-choked and overcrowded suburbs. Population density should absolutely be increased to reduce urban sprawl and create housing. However this should be done in a targeted and balanced way that preserves quality of life and integrity of our communities. E.g. allowing for increases in low density (e.g. low-rise and townhouses) within 400m of stations is a great idea, if this does not impact heritage/conservation, and is supported by increased investment in schools, rail and roads. I strongly urge the Government to listen to constituents and communities and amend this proposal accordingly.</p>
<p>If this proposal is accepted I may have to leave the area. I bought this place as it was walking distance to the shops, quiet yet still good transport. I hated living in a townhouse too cramped and no privacy. This will push up prices of houses near the shops etc as developers rush to make money and these type of properties become rare. If I wanted to live on 450 m2 blocks I would have chosen another area to live.</p>
<p>This is panic mode policy formulation. Under a full policy adoption, failure is assured due to zero building capacity, chronic building materials shortages, inflation, and a long (years) time frame to realise any of the imagined benefits (presumably more housing supply). The short and medium term impact of the NSW economy and impact on Ku-ring-gai local area will be catastrophic. Policy makers need to think about years of predatory developers exploiting landowners, predatory real estate agents, illegitimate builders and years of construction, disruption and road works, congestion, overcrowding and total loss of amenity. Let alone the destruction of precious tree canopy and heritage space and buildings. Residents of Sydney's rail corridor should not have to pay for poor urban planning and</p>

<p>population management. The infrastructure was never designed to carry ever increasing loads, let alone have a catastrophic imposition of a rushed urban development policy.</p>
<p>Strongly Support new rules</p>
<p>Killara has NO shops, limited street parking, too much traffic on small roads, it cannot take more.</p>
<p>I specifically oppose the blanket overriding of environmental and heritage protections. An ORDERLY increase in units near stations, but only with large block sizes, is probably needed in Sydney. The current proposal is sheer vandalism though and I deeply oppose it.</p>
<p>I support increasing density close to station, which will increase business flows and deliver general community benefit. Suggest more community space to separate high rise from low rise building to preserve privacy. I oppose to 6-7 storey buildings as this will completely destroy the character of the suburban areas and cast strong shadows on neighbouring property. Suggest the high rises development be designed to complement heritage architecture for preserving the unique character of the suburbs. As population density increases, suggest accompanying legislation (and fines) to control issues such as littering, noise (is a form of littering) and smoking (eg. Legislation on non-smoking zoning/ building) to protect people with special needs (such as Asthma).</p>
<p>I appreciate the intention of Ku-ring-Gai council to represent the interests of its residents. I trust this will extend to all residents including those who see these changes to housing policy as sensible and very positive in providing improved housing options, utilising existing transport infrastructure, to enhance public amenity in a sustainable way.</p>
<p>The proposed changes to density within a 400m radius of various stations is ill-conceived and would cause chaos on the north shore's roads, bus and train networks. The infrastructure on the north shore is already stretched to capacity. Has anyone considered the impact on:</p> <ul style="list-style-type: none"> - demand for schooling? Where are all the new students going to be schooled?? - shopping, entertainment, dining out? Where is the supply going to come from? <p>The proposed changes will, in any case, have minimal beneficial effect unless there were also changes made to:</p> <ul style="list-style-type: none"> - restricting investment property ownership - winding back the inflow of immigrants, which is the major factor causing such an imbalance between supply and demand of housing - preventing foreign ownership of Australian property which then stands empty. <p>These changes would make a positive difference. The proposed rezoning will not.</p>
<p>As I am a young person I am concerned with shortages of housing, I would also like to see more affordable housing so I would like to see policies that mean I will not be locked out of the housing market with good availability of housing. I would not like to see tree canopy lessened so council should define priority areas for tree growth so housing does not damage our environments. I would not like to see spaces that can get extra environmental generation to go to waste. I think these policies can go a long way to improving housing availability and affordability but only if implemented in a sustainable way that the community can get behind and one that protects the local environments. I would like to see more frequent links between Hornsby and St Ives on the 591 bus, perhaps half-hourly rather than hourly. However I also recognise that Ku-Ring-Gai has a good track record of housing developments which should be considered in planning. I think some of these developments may be good for business based on their capacities.</p>
<p>ku ring gai area has its special culture and community style. Introduce more apartments do not fix the housing issues, that will just introduce traffic chaos. Reducing lot size for each house can be considered but firstly storm water pipe is not readily available. more concrete means less grass, hence storm water pipes and easement need to be implemented by council</p>

Where will the green spaces be?
The proposed new housing policies are extremely concerning. As long term residents of Lindfield, we have been monitoring developments in the suburb and surrounding suburbs. It is clear that the developments have reached capacity due to heavy traffic, particularly in peak hours, school drop off/pick up, and weekends. Public school capacities in the Ku-ring-gai area have reached near capacity with many children of families that live in the catchment unable to actually get a place in these schools, for example Lindfield Public School. In addition, the health system notably North Shore Hospital has been under substantial strain amongst heavy pressure on staffing. If these proposed new housing policies were to be implemented, it would put even more significant pressure on these aspects. Importantly, the beautiful character of these suburbs would be destroyed. Many families work hard to move to these suburbs to have the opportunity and privilege to reside in these beautiful leafy and peaceful suburbs. Further, we understand one of the key drivers of the proposed policy is to increase housing affordability. To propose to allow 6-7 storey apartments blocks or townhouses are NOT the answer to this crisis - it is a much broader issue. These streets have immense history and character. We anticipate that the type and standard of any development that would be built here would be upmarket and targeted at luxurious living. It follows that the cost of these apartment units or townhouses would be high for 1, 2 or 3 bedrooms, in order for the developers to have a return in these type of area. As such, this would not help the housing affordability crisis but rather, keeping the barriers to home ownership just as high, while at the same time destroying greenery and accessibility of the area. We, as long term residents of Lindfield, strongly oppose and are concerned about these new housing policies. We respectfully urge Ku-ring-gai Council to oppose these policies as well so that we can protect the beauty/character and habitat of this area. Thank you.
It is about time that we made the north shore more accessible to young families. It will also bring in more shops, support local business and add to restaurants that are lacking in the area. It is a sleepy and lethargic zone, bring in new energy and life to this area please!
NSW should develop along site of Sydney metro area Ryde, Hills area
NSW should develop along site of Sydney metro area Ryde, Hills area
Council should allow 9 storey Buildings on their and NSW govt. carparks at Gordon, Killara, Linfield and Roseville with commuter and shoppers parking underneath. The whole of Culworth Avenue from Powell Street to Stanhope Road should be reconstructed to allow 90 degree parking against the railway boundary for commuter parking. NSW govt. should cover this cost.
NSW should develop along site of Sydney metro area Ryde, Hills area
For those in the community to be directly impacted by the rezoning i.e. those being approached by developers, council should provide support in navigating their options, or support neighbours/neighbourhoods in how best to achieve the best outcome in negotiating with developers, rather than letting individuals get picked off individually by developers of a much more sophisticated, corporatised nature. There is a natural imbalance in negotiating power and the council should have a duty to support its constituents through the process, e.g. by referring people to trusted lawyers and real estate agents/advisors
NSW should develop along site of Sydney metro area Ryde, Hills area
We live in The Grove Roseville close to the station in a street with heritage homes. To destroy the heritage of this street would be tragic as the houses have been preserved as they were 100 years ago. Surely no Government would allow our wonderful heritage homes to be ruined! I support high rise in shopping areas near stations but not in our heritage streets.
All governments must engage in the increase in population. This council has wasted tax payers money for years on legal battles, and ignored the core responsibilities of council governance due to lack of funding caused by these ongoing disputes. This council is part

of Sydney as a whole, and is not an elite group of people immune to population change and housing to match. How do low paid workers ever afford to live in this community?
Townhouses and the like should be encouraged, however there should not be a blanket approval. Consideration needs to be given to the surrounding areas. There is a need for suitable housing for down-sizers who don't want to live in a flat, many of which are marketed as 'house sized proportions' - a townhouse with a small garden is suitable but they are not many options. The current plan of dual occupancies on 450sqm blocks will ruin the area, and exacerbate the loss of trees and increase the use of concrete which happens every time there is a rebuild. There will be no garden space left in KuRingGai if this is allowed to happen.
What happened to the "Activate Turramurra" plans. You spent a fortune developing them and then abandoned them. This behaviour by council is why the state government should be supported in what they are doing. Council lacks the courage to make the calls that are needed.
i CAN'T STRESS ENOUGH HOW MUCH THESE PROPOSED CHANGES WILL CHANGE THE CHARACTER OF OUR COMMUNITY. THE IMPACT ON THE TRAFFIC AND SCHOOLS AND SERVICES WILL BE CONSIDERABLE.
HCA and heritage items should be protected. State government has not addressed the increase demand on current infrastructure. And why the rush through without community consultation??
Destruction of a huge proportion of Kuring-gais traditional housing Allowing 6-9story apartment blocks on every single block of land within 400 metres of a station means enormous visual pollution and almost complete loss of tree cover Dual occupancy Why is it all 2story ? unsuitable for elderly. Why not villa units. and small houses in backyards?.
As a local resident for over 50 years, I strongly oppose the proposed changes, primarily due to the loss of heritage, impact to infrastructure, and local services.
As this changes, the destruction of community style is irreversible
Current heritage rules are out of touch, eg we, are not permitted by Council to have solar panels on the most efficient part of our roof, due to heritage cover.
Strongly oppose TODD SEPP Separate submission emailed to Council
Strongly oppose TOD SEPP and its heritage impacts
These changes would completely destroy the fundamental reason why so many families choose south turramurra to live, i.e. a spacious leafy community surrounded by trees and national park, clean air, quiet so that children can have freedom to be active outside without danger, low traffic and safe. These changes will irreparably damage the environment by significantly increasing housing density and removing trees. This proposal would be devastating for our community and I oppose it as strongly as possible.
Horrible changes! Please stop destroying the current environment which is already vulnerable, leave least peace to our communities, we don't need these changes!
Whilst I'm supportive of the principles and some elements of the policy I'm not in favour of the proposed drastic increases in site coverage (down for 50% currently to as low as 7%). This will be a disaster. A second concern is the lack of information or investment to update/improve infrastructure to support the increased population
The loss of amenability within Kuringgai is to be deplored. The total destruction of a cohesive neighbourhood is not at all warranted
Not opposed to development within existing Council policies and adjacent to the railway corridor but AGAIN within existing Council development guidelines
If state government wants to build high-quality, medium-density housing that fits in with existing neighbourhoods and infrastructure, the approach should shift from knock-down rebuilds of single plots of land and towards councils identifying a cluster of several properties and building either townhouses or apartment blocks of no more than three

<p>storeys. By developing a large plot, shared space and other amenities can be planned sensibly. Adopting something similar to the Nightingale housing model in Melbourne would be beneficial for the community and environment.</p>
<p>With the new hybrid approach to work - could current underutilised office space in the city become residential to achieve the same goals of housing and affordability without putting strain on public transport, roads, parking, sewers and environmental factors.</p>
<p>Reduce population and migration coming into Sydney as our infrastructure is not coping currently . Careful thought needs to be given to this issue. As heavy density of population does not contribute to prosperous, happy satisfied communities.</p>
<p>There are already problems with home owners in proposed areas for development being harassed by developers. Strata title problems, increasing strata levies to pay for building faults, shoddy builders and so on. My husband (now late) and I moved from our E Lindfield, 4 br,large garden home in 2006 to be close to the station, into a new apartment complex in Lindfield. It was promoted by Real estates as 'up-market' and many apartments are sold to o/s investors. There are already many faults occurring such water ingress, kitchen sinks dropping, shower screen shattering! And this in an up-market complex so I'm very concerned about the future of more apartments being built without due process and checks and in great haste. We all are aware of shoddy buildings such as Opal,etc. where owners have lost life savings and sometimes nowhere to live as a consequence. We need more green canopy, safe places fora children to play and people generally able to meet friends and neighbours. Living in a high rise or medium rise could lead to domestic disputes, violence and short-sighted children (already noted by experts). I'm fully aware of the need for homes but rushing in with 'ad hoc' buildings going up is not the answer. The need is for educated town planning.</p>
<p>Lack of primary school and secondary school facilities to support the number of proposed dwellings. Heat impact like Western Sydney if tree canopy reduced, and negative wildlife impacts</p>
<p>This change from the state government seems ad-hoc with no coherent planning. This proposed change will negatively impact the local character if the developers are allowed to have a free run!!</p> <p>Even if this type of changes are to be implemented, the local council should have the power to decide a coordinated approach to make sure that the local history and characters are maintained.</p> <p>In addition, who is to monitor and ensure the quality of development and who is responsible if the development fails or is defective?!</p>
<p>I'm supportive of adding more houses in Kuring-gai council area . However, these developments must respect the character of the area and a development blueprint must be prepared in consultation with the respective council which will help to minimise the damage done to the local environment, infrastructure and livability. The infrastructure upgrades first before development begins.The area will need more than the existing transport infrastructure than currently available. More must be done to improve public transport, making the area more cycling and pedestrian friendly on top of adding more infrastructure facilities such as schools, open areas, hospitals, sewer and storm water management.</p>
<p>Not opposed to development within existing Council policies and close to and parallel with the railway corridor but AGAIN within existing Council development guidelines</p>
<p>I was really annoyed with the map provided on p4 of the information paper delivered with our rates.</p> <p>Why didn't the map show street names so ratepayers can understand which areas apply to their homes?</p> <p>Why are the details in the key in jargon that everyday people don't understand eg floor space ratio 0.8:1?</p> <p>9.5m? How many stories is this?</p> <p>16.5m is 4-5 stories</p>

Please don't replicate the Rudy era reforms in Frankfurt or the high rise disasters of the UK. History has already shown us the outcome of this type of proposal, we don't need to learn the hard way. It will be bad enough with extra traffic, but the loss of 100 year old trees is something I won't see recover in my or my children's life. If you want more people, put it in areas with nothing to lose like inner west and other semi high density areas. They can have 50 story buildings as they already have the disadvantage of living in units. No need to destroy the last green urban bastion in Australia for a quick buck. The government is meant to stop market failures of allowing freeloading on beautiful spaces-they are meant to stop individuals from destroying it to minimise their cost while having access- not create laws which encourage it.

The NSW government acts as though we don't have enough space for people to live and settle outside Sydney. There are many regional areas that welcome investment and new residents, areas that are far more affordable than Sydney will ever be. Bob Carr said over a decade ago that "Sydney is full". Cramming more and more people into Ku-ring-Gai and other areas of Sydney will destroy the character and severely damage our cherished quality of life!

The 450 sqm duplex proposal in my view is a better option than having a 900sqm block and putting a granny flat on the block. You are effectively catering for families to move into the community.

I am concerned about the tree canopy impact around the stations. I don't want to see that level of density and see the percentage of the tree canopy in the areas around the rws significantly reduced.

The need for greater variety of housing is needed and Ku ring gai need to play their part but in a measured manner.

In my household we are all government employees and service the hospitals and law enforcement in the metropolitan area. Future options for workers are required rather than simply moving further out of Sydney and have a long commute.

I have resisted putting a granny flat in at this point on the current block our home is on. However a better option would be allowing blocks to have duplexes of a high standard with the setbacks and trees required to be planted in keeping with the area and whilst allowing for future generations i.e my children to also reside in the area in which they grew up.

I see that as a better option over a granny flat.

It's a family orientated suburb where I reside and I feel that should continue. The impact is far less by allowing duplexes over high density high rise 6-7 floors of living and impacting the tree canopy and overall feel of the area.

The buildings would change water run off. Reduce canopy would affect the flying foxes in Gordon. Our sewer system and power has huge issues already

Last hot day we were turned off for 6 hrs and again over night

Cars already park on Nelson st

This will only get worse as we know the trains are not reliable and often out on weekends & week nights for maintenance

Contain development to directly in front of train and Pacific Hwy

Away from heritage, tree canopy reserves

History is important

And these proposals will not be affordable. Units within 30 min of city will be 1.5 to 3 mil

Our shopping centres are non-existent. Hornsby hospital has been bed blocked for many months. There aren't enough nursing homes for our aging population but also no staff

Gordon shops has a Woolworth no fruit no butcher and that site is up for development.

The Turrumurra Coles is tiny and inadequate

The drive north from Gordon at 730am is faced by one lane of parents trying to get to PLC leaving only one lane. There is only 4 lanes over the bridge at Pymble ... total chaos

Turrumurra where they constantly move little poles to help traffic flow is a disaster and dangerous

<p>The fact that this development has had no vote in parliament No community notification No infrastructure planning (hospitals doctors schools shopping centres and so on) This is disgusting A 50 year plan is more achievable and leave historic established areas alone</p>
<p>northern suburbs can and should provide new and more forms of housing. retention of the quality of living must be protected. i grew up in Lindfield 1950/60s, spent 17 years at Killara with family 1980/2000 and as a retired couple 14 years at Turramurra. Now we share a property at Lindfield with a son's family.</p>
<p>No planning, community engagement, consideration of environmental and biodiversity impacts. Irreversible damage to heritage and community.</p>
<p>Increased density around railway stations is supported. Current utilities and services such water, road, and schools are insufficient to support the changes.</p>
<p>This is the destruction of the soul of Kuringgai This is so outside agreed Planning guidelines it must be bordering on illegal. Council please submit an alternate plan that leaves some of our heritage in tact.</p>
<p>To preserve the Natural environment and heritage of Ku-ring-gai for all future generations is of utmost importance. The sub standard of new apartment buildings in Roseville on Victoria Street is one prime example of pushing people to live in sub standard dog boxes at all costs , just so as to have greater density. A far higher bar MUST be set if any developer wishes to proceed. Once these suburbs have been destroyed we can never have the history and environment back.</p>
<p>This proposal is irresponsible government policy - there is no mention of how significant quality of life issues such as traffic, public transport, schools, hospitals, open spaces, community centres and services, sustainability and standards of new housing will be addressed. Gordon is already under are already under strain in all these aspects given the significant number of apartments on the west side of the Pacific Highway. Significant housing policy requires a holistic approach to plan for all these issues rather than taking a 'bull in a china shop' approach to addressing the shortage of housing issue in NSW. I appreciate that there needs to be more housing options available in Ku-ring-gai but it needs to be appropriate for the area. People choose to live in Ku-ring-gai for the quality of life it offers and the NSW Government proposal will irrevocably destroy this for existing and future residents.</p>
<p>The proposed changes are nothing short of vandalism and it's intended to solve the problem Labor created with excessive migration. There are vague and inadequate plans to address many of the problems the proposal and the intention appears to be to obliterate the character and community of the North Shore. It's hard to believe there is no political intention behind the excessive planning changes. Too many problems to list.</p>
<p>I strongly oppose the dual occupancy proposal in Ku-ring-gai, as it undermines the longstanding essence of our community characterized by low density, nature-centric living, and an exceptional quality of life. Once approved, this development represents an irreversible departure, jeopardizing the heritage and legacy painstakingly preserved by generations. Furthermore, beyond devaluing our distinct identity, the proposed dual occupancy poses a significant threat to traffic congestion in this central area, which serves as a crucial pathway to the northern, eastern, and southern suburbs. Let's safeguard Ku-ring-gai's unique essence while considering the broader implications on traffic flow in the surrounding regions.</p>
<p>This policy should be considered and applied based on the real situations of each suburb. The transport, schools, hospitals and environment cannot support the rapid resident increasing in Kuringgai council area.</p>

NSW Government should into expanding residential area in area where with more flat land available.
only Low rise dwellings can be acceptably.
The loss of tree canopy requirements run counter to the drive to increase tree canopy across sydney; There should not be a wholesale resining. There should be consideration of the environment - social and ecological - and response to that Increasing density without provision of infrastructure is short sighted Parking ratios are totally inadequate. One only had to look at existing apartments to know that inadequate parking is provided
1. re Q4 above: The proposed changes will not make housing any more affordable as purchasing a property in any development will still be expensive. To the extent some developments include 'affordable housing' (which given the bonuses that would apply creates even worse impact with higher buildings) in itself does not mean that the discounted rent will mean housing in this area is in fact any more affordable. 2. In addition to the potential adverse impacts discussed at the meeting, another serious concern with the proposed changes is the adverse impact on climate change. Developments across 39 metropolitan hubs of higher structures with more concrete and glass that retain and reflect heat, and reduction in tree canopy requirements, resulting in the need for higher use of air-con - all this would presumably result in increased temperatures. Is the State Govt serious about climate change or not? 3. I am not opposed to development but it must be carefully worked through and considered. No point having massive high rise apartments without schools and other facilities to support the increase in population.
The plan is too aggressive and completely fails to consider the different circumstances in various regions.
The leafy North shore will look like Rhodes , with it muit mass of units , very little landscaping at all, inability to park, let alone widen the pacific hwy!! what about the schools they are at capacity now! what about the infrastructure and the shopping centers they are struggling now to accommodate cars and parking.Chatswood Chase does not serve the whole community and is not inclusive to all, Chatswoo !! the lack of english on shops is increasing .There are vacant lands else where that could be put to good use.
Tree canopy & birdlife will be drastically affected
I strongly object to the proposed dual occupancy in Ku-ring-gai, as it threatens to devalue the area's long-held commitment to low density, nature living, and quality of life. This development jeopardizes the unique image that Ku-ring-gai has meticulously upheld, potentially eroding property values and diminishing the distinctive character that sets our community apart from others.
We are already struggling in terms of traffic, train service, availability of parking and public hospitals services. Unless the government promises to increase the infrastructure of Ku-ring-gai area, the proposed changes will cause more congestion. I am not against increasing housing supply and make housing more affordable. But the government just want to push more people living in an already congested area with no additional infrastructure to support it.
There are many people in this area looking for town houses with small gardens for their retirement. Six story apartment buildings will do nothing to meet this need. At present houses are being demolished and different houses erected, which does nothing for the lack of housing, especially if the owners are overseas and property remains vacant.
St ives is at capacity as far as infrastructure goes. It does not have effective transport hubs available. No rail and no effective bus interchanges. St Ives has many bush fire zones and these potential housing plans have medium density housing even in high flame zones which is absolute negligence. Most of the blocks have old growth gum trees and native forests and the amount of trees to potentially be cut down in St Ives is criminal with these potential new housing plans. More housing needs to be around rail corridors

including high rise but the current proposed setbacks are horrendous and need to be changed to have a lot more setback and tree canopy provided.
<p>St Ives currently suffers over-capacity in respect to the level of housing development compared with it's lack of infrastructure and effective transport.</p> <p>The presence of mid-rise housing has severely impacted the traffic, affordability, tree canopy and local natural environment, heritage, local character and sense of community. Due to the privatisation of the bus network, I routinely struggle to get to work due to bus cancellations as a resident of St Ives without a car. Thus, since commuting to the CBD and major universities is largely impossible from St Ives, mid-rise and medium density housing development zoning should be centred around railway corridors, with adequate walkability to stations.</p> <p>The level of housing development around train stations such as Pymble, Gordon, Killara, Lindfield and Roseville is abysmal when considering their proximity to the CBD. These areas would greatly benefit from 6-7 level mid-rise and shop-top development, provided minimum 30% deep soil zone/green space/tree canopy and a minimum 10 metre setback is mandated.</p>
Due to the lack of public transport (ie rail transport) and the ineffective bus routes, st Ives will not be able to support this possible influx of infrastructure. The residents and environment will suffer major consequences.
The proposed changes are misguided, reckless and will not deliver affordable housing at all. The natural beauty of these local communities will be destroyed solely for political gain without enhancing the lives of those remaining within decimated and vulgar surroundings.
Heritage conservation areas and heritage listed homes should be protected. Developing around railway stations with no other services available is strong opposed. Development around the Knox Grammar precinct is strongly opposed due to the already clogged and busy traffic conditions. The streets around the Warrawee railway station are already servicing those commuting to the city, childcare, aged care home, primary school and Knox Grammar. Its mostly gridlocked and there is limited parking availability as it is.
The NSW Government has spent very little on Ku-ring-gai roads in recent years resulting in frequent traffic jams. Extra residents and cars will multiply the problem to the point of total gridlock.
<p>Need to be able to extend 6-7 storey zoning beyond 400m if the residents want that.</p> <p>We live at 16 Wolseley Rd, Lindfield and this property is right on 'the cusp' of 400m from Lindfield station (depends on where you measure from on the station) and we would like to be zoned within the 6-7 storey boundary. This works out better for Council, Developer and Resident.</p> <p>Please let us know if this is possible and/or can be confirmed.</p>
KMC should be willing to be part of the solution to housing crisis - we have one of the best public transport corridors and it's under-utilised. Please work with State Govt to enable sensible medium density planning. None of our three children can afford to live close to us at present.
I live here because of the policy made the place how it is. If anyone want to change then they need to move somewhere else.
Current infrastructure unable to sustain development!
The current density levels in the kuringai area are appropriate given the infrastructure and roads. Increased density will negatively impact on the functionality and livability for residents.
<p>These proposals will have an extremely negative impact on the quality and liveability of housing in Ku-ring-gai.</p> <p>It will lead to significant tree loss across Ku-ring-gai and lead to significant reductions in deep soil planting.</p> <p>The propels have adverse impacts on heritage, trees, biodiversity, traffic and stormwater. There is also inadequate infrastructure such as schools, transport and community facilities to support the proposals.</p>

<p>The State/Federal Government should take a long, hard look at the amount of 'phantom' apartments in Sydney with no one living in them. The Government also needs to look at how Air BnBs are affecting housing supply.</p>
<p>It is outrageous to remove heritage restrictions and tree conservation restrictions. Part of the attraction of these areas is their strong connection to trees, native environments, consideration of Aboriginal sites and heritage, and the ability to breathe fresh air. Whilst I can appreciate having townhouses and even apartments near train stations this should be a max of 5 storeys. All heritage frontages should be accommodated in the new planning, and tree conservation maintained. And there will be no impact at all on housing affordability as the developers will ensure they get over \$1mill for every dwelling!</p>
<p>The proposed changes will completely change the local community and environment, significantly worsen already crowded public transport and traffic congestions. This is opposite to the factors I've moved in to this area and fall in love with. I'm strongly opposing this proposal!</p>
<p>Australia has enough space and such a low population, I will not support such a blatant political stunt/ attack on a part of Sydney that isn't overrun by tattooed degenerates. the only thing units attract is a less educated class of human being that statistics will support. this only helps the labor party and should not be allowed.</p>
<p>The Heritage areas are of cultural significance and create the wonderful green pockets which make Sydney diverse and attractive to others. When increasing the home density, reducing the tree canopy we are downgrading our city centres and Sydney itself. New external sub cities similar to Parramatta should be developed instead.</p>
<p>Trees and necessary infrastructure like schools and community facilities (parks, ovals etc) are very important and need to be a top priority when considering increasing population density. It would be very sad to make our suburbs hotter and less green concrete jungles overstraining existing infrastructure.</p>
<p>For Gordon in particular, the limit should be 200m from the train station, as there are SIGNIFICANT underdevelopment of old shop houses which should be addressed first, as well as open air and parking stations, that should be developed with significant underground parking. My suggestion is the 200m is higher (up to 10 floors above ground), beyond 200m, it should be medium density (town houses). Lindfield has shown a great example with the shops around the station and open space, yet have a mix of townhouse, and stand alone houses.</p>
<p>Please do not let our beautiful neighborhood to turn into another Lane Cove or Chatswood. The traffic congestion, and sense of any community is lost in those areas. Our natural habitat and trees is what makes Kuring-Gai what it is today - do not ruin it</p>
<p>Roads and infrastructure needs to be considered in any higher density proposal</p>
<p>Major beneficiaries will be developers and NSW Government with stamp duties. Quality of new developments would not be fitting with the community. Additional population will not have access to health and education services as they are already under strain. High rise requires a lot of air conditioning and lots of energy consumption. Removal of trees will increase temperatures in the area leading to more energy consumption in existing homes. People living in high rise own cars despite living near a railway station. Traffic along the Pacific Highway is heavy now. With additional high density dwellings, the arterial and back streets will be clogged with traffic.</p> <p>People want choice of housing and amenities. They don't want the whole of Sydney to be overdeveloped like they have done in the western and southern parts of Sydney.</p>
<p>Deeply concerned that the heritage of these areas will be lost to unconcerned town planners (destroyers)</p>
<p>the proposals would result in overloading of existing infrastructure such as congestion of roads ,and would destroy the character of Lindfield by removing many trees and houses</p>
<p>Reduce immigration and focus on building better regional communities</p>
<p>Developers door knocking have caused significant anxiety in local streets. I have had neighbours who are elderly in tears. My own children have also been in tears over the</p>

<p>prospect of loosing their home and changes to the neighbourhood. We are in the tod. Council should reccomend and strongly advocate for a licensing system and code of conduct for developers. It exists for door to door sales people and is being considered for renewable energy developers who have also created considerable anxiety in rural communities - see this Australian article https://www.theaustralian.com.au/nation/politics/renewable-energy-cowboys-versus-communities/news-story/cd04b96436c5bb670b77e75b022b9610?amp</p>
<p>The key reason we moved to Ku-ring-Gai was for the trees, heritage houses, gardens and native wildlife. The proposed changes , especially the destruction of trees, habitat and heritage houses will destroy our suburbs and communities. I support low rise development close to railway stations but NOT changes that will impact heritage and natural conservation. There are many other places to build including along the Pacific Highway that will have little impact and will be close to transport.</p>
<p>Veterinarian here - our practice sees a lot of native wildlife and recently the development from completely denuding properties of trees and replacing smaller houses with massive houses and apartments have lead to an increase in wildlife having nowhere to live and getting pushed out, not to mention that with less trees around, more power is needed to cool housing which affects the environment due to the impact of burning coal. Suburbs targeted for increased development should be areas that have already been cleared of greenery.</p>
<p>I also strongly oppose the strong arm tactic of making these applications exempt from refusal at local council level. This ignores democracy and paves the way for developers to destroy our sense of community and unique green belt environment so strongly fought for many years ago. More creative planning that develops business hubs outside Sydney and does not focus on cramming everyone into Sydney is essential.</p>
<p>I strongly oppose these proposals as I believe they will all negatively effect local flora and fauna. Many parts of Ku-ring-gai contain protected species and to degrade their environment with tree removal would seem to be in direct violation of the 2016 Biodiversity Conservation Act . As much of Ku-ring-gai Local Area should be declared an area of outstanding biodiversity as soon as possible because it seems we may fall under the Act e.g section 3.2 "Areas eligible to be declared</p> <p>(1) An area may be declared as an area of outstanding biodiversity value if the Minister is of the opinion that (in accordance with any criteria prescribed by the regulations)—</p> <p>(a) the area is important at a state, national or global scale, and</p> <p>(b) the area makes a significant contribution to the persistence of at least one of the following—</p> <p>(i) multiple species or at least one threatened species or ecological community,</p> <p>(ii) irreplaceable biological distinctiveness,</p> <p>(iii) ecological processes or ecological integrity,</p> <p>(iv) outstanding ecological value for education or scientific research.</p> <p>(2) The declaration of an area may relate to, but is not limited to, protecting threatened species or ecological communities, connectivity, climate refuges and migratory species.</p>
<p>All suburbs in Sydney, look like the cities in third world countries. It's need beautiful new houses and some affordable apartments .</p>
<p>There needs to be a lot more infrastructure built to support any level of density increase. The current infrastructure barely supports the current density. Further, the proposals show no regard to the heritage and character of the area. I completely oppose this proposal.</p>
<p>Heritage, once lost, can never be regained. Has NSW not learnt its lesson after the efforts to save the Rocks in the 1970s? Western Sydney is struggling to maintain liveable temperatures during summer and the NSW government proposes to decimate tree cover and accompanying biodiversity on the north shore in response to uncontrolled immigration and poor tax policy. Nor will this improve housing affordability. Since when are developers altruistic? The lack</p>

<p>of requirements imposed on developers around large scale developments regarding transport, amenities etc will create future slums. We have experienced the poor building controls and lack of regulation of builders in NSW and this proposal will push catastrophic consequences onto purchasers/consumers and local communities en masse. The NSW government will not survive this proposal.</p>
<p>Trying to get from north side of the highway by car to Kissing Point Road or Fox Valley Road is a major problem during peak times and Saturday mornings. This will become much worse as building concentration increases. The Heritage area around St James Church will be totally lost over time as semi detached housing will come to dominate the blocks. The loss of tree cover and groundcover will be dramatic and destroy the area that we enjoy as well as helping to create the disastrous heating effect being experienced in the western suburbs of Sydney. In our own situation we live in a Kuringai Council designated heritage property. We have worked closely with council officers to extend it in a sympathetic manner that we thought was giving it an assured future. As you would be aware this is an expensive undertaking. Hence we have been let down by this failure of planning procedures.</p>
<p>Strongly oppose these changes</p>
<p>I understand the need for additional housing across greater Sydney, and we live in a beautiful part of the world with parts that are quite accessible by the train line. While I'm cautiously supportive of low rise housing to facilitate more housing stock, I am concerned by the inevitable impact this will have on traffic and liveability. Despite the encouragement of public transport use, I don't believe there won't be an appreciable effect on road traffic as a result of increased population. The character of KRG will significantly change if dual occupancy dwellings are allowed in all low res areas. Perhaps this is what's required for Sydney to move forward but it will certainly mess with what attracted me to the area from another part of Sydney in the first place.</p>
<p>We have decided to live in Ku-ring-gai and love living here for the past 13yrs because of the leafines, the community, the gardens - the lifestyle that is not medium or high density. It is one of the few areas in Sydney that is vastly unique with heavy rail line access. It continues to be aspirational and livable all at the same time. With so much of Western Syd and the new 2nd CBD Parramatta yet to be developed at an housing and infrastructure level - why ruin this space with over crowding and diminishing the desired lifestyle community that many decades have contributed to .</p>
<p>I object to the council's housing policy as it intensifies population growth, leading to adverse effects on nature, widespread noise pollution, tree loss, heightened traffic, and inadequate infrastructure. Our peaceful and less populated community, known for its leafy and green environment, should be preserved rather than compromised by extensive housing development.</p>
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<p>Worried increase of population affecting school capacity in the areas.</p>
<p>The new proposals will alter, in a negative way, the reasons that make the Ku-Ring Gai area such a liveable and in demand area. The proposals to drastically reduce canopy area is also unacceptable, especially at a time of transition to "eco"</p>
<p>Current traffic level at Kissing Point Road and Pacific Highway is very crowded. The area will get even busier if more shopping centres and units are built.</p>
<p>A lot of shade would be created with the tall buildings, those with solar panels no sun. Visitors to buildings no where to park. Tall buildings overhanging existing houses. Traffic chaos in local streets.</p>

<p>Different areas of Sydney have different characters which is what makes Sydney so special. Please don't be the generation that destroys this character because you will never be able to get the character back and you will be looked poorly on in history.</p>
<p>Not enough facilities and infrastructure (eg. water, sewerage, wider roads, parks, schools,) to support such a changed population profile.</p>
<p>infrastructure in Ku-Ring-Gai unable to support the planned increase in residents</p>
<p>urban heat, natural systems, tree canopy/habitat/shade/cooling will be greatly impacted particularly in relation to R2 subdivision, heritage will be further eroded. Very much subject to planning and design standards and real environmental protections e.g. canopy protection, green corridors etc.</p>
<p>Why not start with the existing open space car parks in Turramurra and Hillview site for high rise close to station. HShops and parking underneath to provide better facilities and hopefully encourage use of public transport. Turramurra village has been degraded over many years. At present residents need to drive for shopping.</p>
<p>I am fully supportive of more townhouses and duplexes for the entire area, as long as big trees and heritage housing are preserved. I am however very much against having tall apartments surrounding town centres and train stations, as it would adversely impact on tree canopies, which are exactly what we need to preserve to help manage urban heating. I fully agree that all of Sydney needs to work out how best to absorb more people, and that higher density and going up are the best solution. But it's totally unacceptable to further increase our urban heat sink environment, and destroying our natural and historical heritage, both of which cannot be replaced.</p>
<p>There appears to be no town planning or consideration of infrastructure other than the train. People will need parking, schools, hospitals, improved sanitation and sewage disposal etc, etc. This will also create a devastating environmental impact, not to mention devastating financial impact to current residents who have invested greatly in their homes, gardens and the community. It will be another example of the government wrecking the beauty and charm of Sydney's suburbs. Why not focus on creating more beautiful and affordable places for people to live rather than ruining what is already here and thereby ruining Sydney's heritage? Surely the government can do better than this?</p>
<p>Such a proposal will only add to hugely strained infrastructure in the area, including drainage and flooding that needs to be presently addressed as the over development in the area in the past years have added possibly created this problem. Such developments in the area are made with no consideration to the wellbeing of children in particular. Overcrowding in schools where staggering of playtime is required, a distraction to those learning inside classrooms . Children now live in small apartments with no play areas in these developments. The affordability of these apartments comes into question and it is no wonder that we have couples now deciding not to have children themselves. We have historic homes which should be safeguarded and not destroyed. We should be preserving our history. Safeguarding our heritage is so important,as such history should be there for the generations to come. It's almost unbelievable that government wants to destroy our history .From a mental health point of view green space is essential. There appears to be no reference to this in the proposed housing policy. These are only a few but important points to be made. The policy may address the building of homes but the damage it will cause may be immeasurable and in some cases irreversible.</p>
<p>why wrecked the things that make sydney great - ie, suburbs with trees and space and roads that kids can ride bikes on for the sake of developers, who will be the only beneficiaries of this policy.</p>
<p>NSW labor have tried this before and now we have many, many units in tiny streets that cannot take the traffic. Our suburbs feel more and more like Hurstville. NSW labor have written a deliberately vague outline to allow their developer donors a free run to build whatever they want wherever they want. We locals pay for it in taxes and then have to pay again when our suburbs are made unliveable, unpleasant and all so crooked developers can make bank.</p>

<p>The current lack of infrastructure in terms of schools, hospitals, parks and roads does not lend the suburb to take on a higher density.</p>
<p>The types of housing need to change. The middle missing ring. We cannot expect families who cannot afford a free standing house alone to simply live in a unit. 450 sqm allows for a family home, family homes add to the sense of community.</p> <p>The already large free standing homes on blocks of 800 to 1000 square metres are not likely to be subject of subdivision due to their current condition (relatively new and or too small a block for subdivision) The older homes on circa 900 plus this creates an opportunity for family homes and adds to the variety. Families being housed adds greatly to community as it brings with it a wide range of age groups in the community in which the family seeks to work, grow and educate children. Additionally with variety there are different price points allowing a wider group of persons/families on a wider and varied incomes to enter the market and reside.</p>
<p>Having buildings up to 6 storeys high in our peaceful local area would completely destroy the nature of our community. Once this heritage conservation area is destroyed, there is no way it can be restored.</p>
<p>450m is too big. 400m would be more than sufficient. Look at the inner Sydney suburbs that are 130-300m sq. They have plenty of space.</p>
<p>This "proposal" is not a planned proposal, but a forcefull act against the will of the KRG residents, and is not taking into account the traffic, the environment, the services, schools, medical centres, and all components of reasonable, scared to say sustainable, living.</p>
<p>Let's be real, the only winners here are the property developers and real estate agents (the 2 groups of people least trusted by the public, except for politicians of course). I'd like to know how much the property developers are funding the Labor government! Also, there's been so many shonky and dodgy apartments built in recent times the reform should be on them - regulating and putting them more accountable for the homes they built. Which aren't just homes but also people's dreams and financial well beings on the line.</p>
<p>The last time I recalled, we lived in a democracy where rules are voted and legislated on. More and more it feels like we live under Chris Minns dictatorship! What happened to the roles of the local council and the existing heritage rules - yes they're annoying to be under but that's exactly why the north shore still carries its charm rather than losing its identity to mass produced and badly built apartments.</p>
<p>In the same way that art is created for the purpose to be enjoyed rather than commercial gains, why can't we leave parts of Sydney (like the north shore in this instance) the way they are - to be a tree canopy, famous for their cute heritage homes, aspirational homes and friendly community vibe. It would be a shame to throw this all away for the purpose of coming up with a band aid solution that doesn't fix the root cause of the housing crisis issue</p>
<p>This isn't solving for the real issue, in fact it feels like Labor attacking Liberal suburbs and creating a class warfare. The real issue is in negative gearing and the problem it's causing. I have colleagues who are 20-30 year olds with multiple investment properties in rural and regional Australia because they're priced out of Sydney and want to invest, but imagine how those people in rural areas feel about renting from a 25 year old Sydney sider - that feels wrong! Negative gearing was meant to help the renters but it's created the opposite problem</p>
<p>We can fight back, this is exactly what happened to Hunters Hills previously. https://www.dailytelegraph.com.au/newslocal/northern-district-times/hunters-hill-council-fights-back-against-nsw-labor-housing-attack/news-story/9ea8a35b3e5598fafa0d26506986d0a0</p>
<p>Preserving heritage and leafy suburbs is essential for maintaining community identity, environmental sustainability, and residents' well-being. Overdevelopment jeopardises historical charm, increases congestion, harms local ecosystems, and disrupts the sense of community. Smart growth and thoughtful urban planning are key to balancing progress</p>

with the preservation of what makes these neighborhoods unique and livable - the exact opposite of what Minns is proposing!
<p>This new plan will severely damage heritage, tree canopy, biodiversity, amenity, character, sense of community and quality of life in Ku ring gai. It damages everything that previous generations of residents and town planners have done to build and enhance the unique character and qualities of Ku ring gai. It also damages the diversity of wider Sydney's built and natural environments. This is a loss for all of Sydney.</p> <p>The plan does not contribute to good housing for future generations. The lack of proper design and building controls and the overriding emphasis on cramming as many dwellings as possible into even the smallest blocks, regardless of their character and constraints will result in cramped poorly designed high rise slums for the next generation. This plan will not deliver meaningful benefits in terms of affordable housing or diversity of housing options. The only benefits it will deliver are windfall profits for developers.</p>
<p>For any larger developments, I am in support of shop-top developments, similar to those done recently in Lindfield near the train station. Many of the commercial buildings in all north shore suburbs hold no heritage value and many are not well maintained. Replacing them with buildings with underground parking, commercial premises at street level, and housing above is highly preferable to destroying heritage or good quality homes along with the tree canopy and quiet streets. This will also help address parking issues and give better access to services. Having these at the areas of train stations makes it more likely residents will use train services to lessen impact on traffic.</p>
<p>Increasing housing density will ruin the unique character, heritage, environment and livability of Ku-Ring-Gai while only helping developers make money at the expense of Ku-Ring-Gai communities</p>
<p>HIGHER DENSITY IMMEDIATELY AROUND ALL STATIONS AND LARGER SHOPPING CENTRES. TAKE ADVANTAGE OF AIR SPACE ABOVE THE RAILWAY CORRIDOR. CONVERT EXISTING RAILWAY CAR PARKS INTO MULTI STOREY CAR PARKS WITH HIGH RISE LIVING [10 STOREYS PLUS] ABOVE.</p>
<p>The Gordon Railway carpark on both sides of the railway line could be redeveloped having 3 or 4 floors of community parking with high rise apartments above.</p>
<p>I agree with increased density around existing infrastructure, but should be undertaken with preservation of local character. Existing Town Centres eg Gordon, within commercial centres should have density / height significantly increased to save the HCA's and the lower density areas</p>
<p>It is interesting how the "Housing Issue" has taken front & centre of Government policy. This solution is is not the "silver bullet".</p> <p>Issues that need addressing are migration, which currently seems to exacerbate the situation.</p> <p>Affordability - like the Eastern Suburbs the Upper North Shore is un-affordable for most people (at the risk of sounding like a snob). We live here because we pay for the amenity and the surrounding environment. This comes at a Premium.</p> <p>Could you imagine a developer buying an expensive plot of land, develop it and then sell it on the cheap in this area. I don't think so. You get what you pay for. Just look at Hornsby around the Westfield Shopping Centre and a like.</p> <p>Parking & Traffic - If the legislation is to go ahead, many developments do not have sufficient parking space for residents/tenants and visitors. These users all seem to flow onto the street, creating issues for locals coming to an area to shop, medical appointments or dine etc. What will be done to address this with developers.</p> <p>Environment (net zero) - how does this play out? With only 20% tree canopy suggested we will be increasing are carbon footprint, rather than reducing it.</p> <p>Water - increase in population creates greater demand on water. Similarly with increased development. What steps are in place to address this. Nothing has been done since the "Carr Government" and subsequent governments were in office.</p>

<p>Transport - how will this improve. Currently the public system struggles to cope. How will this improve to shift people onto public transport, as at present there is inadequate parking facilities at railway stations for the day.</p> <p>This action is a "knee jerk" reaction by government. Always putting the "Cart before the Horse". Address the issues mentioned first to have everything in place to then be in a position to handle an increase in population and density.</p> <p>I am sure there are many other points that could be raised but I do not have the background of an urban developer. I hope this input helps.</p>
<p>Negative impacts of proposed plan:</p> <ol style="list-style-type: none"> 1. Loss of tree canopy > hotter homes>increased energy use (air con) less rainwater is absorbed > flooding of aged storm water systems. Impact on wildlife and pollinators. 2. Loss of Heritage homes>no history for area. As heritage homes are mainly on east side of railway, residents on western side may be more open to units? 3. Lack of infrastructure > schools are at capacity. <p>There needs to be open discussion from gov with residents and council. Hopefully, some form of compromise can be achieved.</p>
<p>Some development is obviously inevitable. Is it possible to argue for council to take back control by providing a commitment to increase density across the suburb in a way so that heritage, tree canopy , ecological loss, traffic flow, community et c, etc is minimally damaged? I e add a positive note to the inevitable negative reaction.</p>
<p>It is disappointing that the built & natural environment of the areas mentioned will be destroyed forever</p>
<p>Terrible approach to planning State Government, very disrespectful of Heritage and Community and ambience we love.</p>
<p>Please protect these heritage and conservation areas for the future. The north shore will be destroyed if we let the Govt pass these changes. It deeply saddens me we appear to live in a dictatorship vs a democracy. No-one I have spoken to, both within and outside the north shore supports this proposal!</p>
<p>Most infrastructure in Kuringgai has been designed for low density housing. So, as the proposed changes progress over time and the suburbs become more dense, that will cause flooding of the existing sewer and drainage systems and shortfalls in the electricity, gas, telephone and internet supply systems. But this government will be long gone by then so the future residents of Kuringgai will have to pick up the tab for upgrading utilities.</p>
<p>Infrastructure and facilities MUST be improved.</p> <p>Off street parking for more than 1 car per family unit MUST be provided - also adequate parking for visitors to the new housing particularly mid rise must be allowed for.</p> <p>The already limited parking around rail stations MUST be added to - at no, or maximum, nominal cost.</p> <p>Residential roads must be improved to allow better traffic flow than current in residential areas.</p> <p>Main routes (eg Mona Vale Rd) must be improved to allow greater movement of vehicles with less interruption than already currently exists (ie increase free flowing traffic) particularly at extended peak periods. This does NOT mean lower speeds, more traffic lights etc.</p> <p>Define "affordable housing"?</p> <p>Regulation must be introduced on owners to ensure these areas do not deteriorate over time and become 'slums'.</p> <p>Must avoid changing the nature of the suburb from a relatively green, peaceful suburb on fringe of National Parks to higher density concrete jungles - even if only mid-rise.</p> <p>Would welcome more development of Townhouses with garden access, not more than 1 floor above ground and space from townhouses alongside (ie privacy)</p>

<p>We do not want high rise development, loss of community, loss of trees and gardens in Wahroonga. We do not want multiple occupancy on housing blocks, we do not want to lose heritage structures. We do not want Wahroonga turning into another Hornsby ghetto</p>
<p>None of the multi story buildings are attractive plus lack of trees would make my area opposite of what I chose.</p>
<p>My concern is that creating higher density housing will change the village feel of the area. The village feel is the reason i moved my family here 39 years ago.</p>
<p>While recognising and accepting the need for more housing, the proposed typology is completely inconsistent with the local character built over a more than a century and existing residents have borne a financial burden to maintain (eg by obtaining heritage impact statements when completing relatively minor residential renovations). A one-size-fits all approach is inappropriate, the Government needs to take the time to better plan and consult local residents.</p>
<p>Following the Council TOD Information evening, several discussions amongst neighbours ensued showing heightened concern re: TOD impact to Roseville's liveability, especially traffic, parking, natural environment and distress to many elderly long time residents. While we understand the need to increase housing availability, the TOD should balance community impact and strong discontent amongst the voting public.</p>
<p>Significant loss of biodiversity and further damage to wildlife corridors</p>
<p>Traffic is already a huge issue in the Gordon area. There is literally a grid-lock during morning and evening school runs. The loss of green canopy will have ripple effects that will cost the government and tax-payers in the long-run. High density living in the suburbs along the train-line will make the areas cheaper, less desirable and lead to mass exodus of high-income earners, defeating the purpose of having improved shopping areas and changing the livability of the area. This whole proposal is so short-sighted. Why not stick to the plan of developing one suburb (Hornsby) and make that a northern Kuring-gai hub which is very accessible for everyone along the train line??</p>
<p>The proposed changes are alarming and are rushed and with no regard to the impact on special features of Kuringgai especially heritage, environment and biodiversity. It will destroy the character and liveability of our suburbs. This is short sighted, a kneejerk reaction and there are better ways of achieving needed increased housing stock. This is devastating. The infrastructure of the area will not be able to support such rushed and unplanned and adhoc development.</p>
<p>Without sufficient infrastructure and public resources be introduced, more houses will only result in poor livability and arise more issues.</p>
<p>Reduction in tree cover and biodiversity and heritage impacts is a serious issue for me.</p>
<p>The whole thing stinks, wrecking the beautiful environment of Ku Ring Gai. At least do development in the degraded commercial areas near railway stations, and industrial and commercial areas such as around Artarmon and the old ABC site. High rise and high density in Ku Ring Gai is acceptable immediately adjacent to and within a few hundred metres of railway stations not deep into suburbia thus destroying our precious environment.</p>
<p>There are a number of declared heritage areas that are not genuinely of heritage value so all these areas should be independently assessed and if determined to be of genuine heritage then they should be immune from these new changes.</p>
<p>Infrastructure issues not planned. Will not address affordability - many new units are asking 2.5 to 3 million dollars. Is this considered affordable? Rapid building of multiple units- in some areas of Sydney many defects in building already. Rapid building of mutple units a problem unless this is addressed. Traffic issues - already trains full to capacity on Northern line at many times. Roads not built for the heavy additional traffic or for the multiple lorries e.g. Mona Vale Road. (Also many accidents.) This is even before additional units suggested for ku-ringai. Will the supermarkets e.g. at St.Ives manage with the additional units- already struggle at</p>

<p>times. Parking issues - already at full capacity in St.Ives at many times. in the streets. Sustainability promoted and retaining natural environments are the future of the world. This will destroy it unless planned in a better way.</p>
<p>Australians don't want to live in mega cities. Time to decentralise. Build more infrastructure; dams, roads, power stations, hospitals and schools in regional areas with better communications.</p>
<p>We moved out to Wahroonga 12 years ago to enjoy the leafy natural environment, liveability and quiet family and community setting. The proposed high rise changes will change all that forever</p>
<p>Agree with increased development near railway stations but only low rise - but not in other local shopping centres. Trees and local environment and heritage and character of the area is too important. Also local roads are not capable of carrying the additional traffic.</p>
<p>The new policies will significantly and permanently change the green heart of Sydney, Ku-ring-gai council. From every aspect, we don't see there will be any improvement. Currently pacific highway and train line are already fully packed everyday, the NSW gov has no improvement plans on these critical items, not to mention the schools or hospitals and tree canopy. In all, this is not a set of feasible policies.</p>
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<p>The questions seem to be set up to encourage negative sentiment. At the end of the day, populations need to be housed, and focussing this near existing mass transport is by far the best way to achieve progress while protecting existing environment, traffic, etc etc</p>
<p>Yes In My Backyard but sensible targets for tree canopy need to be built into the framework. Trees are essentially and can work in balance with higher density.</p>
<p>It is an excellent initiative to add additional housing stock and enabling people that may not otherwise be able to afford it the ability to live in this wonderful community. In particular, it will enable our children the ability to buy property within the community that they grew up in. To me, this initiative demonstrates that you are thinking and planning for the future.</p>
<p>The Minns govt is setting out to vandalise a beautiful part of Sydney's heritage. Absolutely criminal!!!!</p>
<p>Reducing tree cover is a bad idea, will increase temperatures, require more energy for cooling, and is against the governments stated goals around emission reduction. I would be supportive of limited housing growth on existing building footprints (shop top or increased height of existing apartments) within walking distance of train stations, but with no loss of tree canopy.</p>
<p>Areas such as Wahroonga are congested and dangerous . There are a number of schools in the Wahroonga area and with the traffic from parents as well as the entrance to the motorway to central coast , the local area is dangerously congested. It is often dangerous to cross at the nominated crossing as driver hurry to get a break in traffic. This is jeopardising lives especially children and older people. The Wahroonga car park is overcrowded and also dangerous. Adding any additional buildings to this shopping centre would be negligent. I suggest the higher density building be placed further from railway stations with buses connecting people to stations. Removing heritage housing is absolutely appalling. Removal of trees is criminal and destroys the natural environment especially nearer to village given the volume of traffic. I think this needs to be looked at more strategically and long term not just a quick bandaid fix which really only seems to benefit developers not the community and the future. Please stop this plan and think about the longer term impacts.</p>

<p>The 'one rule fits all' zoning planning disproportionately affects heritage homes as they were the first house build on transport corridors. Surely there is room for area specific rules that respects the significance of such precious properties. Also, the assumption that the railway will absorb travel requirements of the extra population ignores travel to schools, sports, leisure activities, retail, and work locations not on the train line. If the train did this we wouldn't be suffering the current levels of congestion.</p>
<p>Heritage houses are naturally close to the stations due the era in which they were built. To ignore their significance is akin to knocking down the Art Gallery in the Domain to build apartment blocks.</p>
<p>I am extremely against this proposal. Kuringai is a beautiful area with lots of trees. I don't want it to become another concrete jungle filled with high rises. If development must be done, let it only be done over existing structures. We must preseve the natural beauty of the area at all costs. Please please please don't take away all the beautiful greenery and replace it with more steel boxes.</p>
<p>Ku-ring-Gai council and the north shore has so much space. Please stop using "heritage" and "local character" as excuses to lock in intergenerational housing inequality. I'm a local resident and a local home owner but my kids have no hope of ever living near me if we don't get past this regressive NIMBY attitude and get on with building a variety of housing types - especially the 3-4 bedroom apartment/townhouse type that cater to families. It's a family friendly suburb, let's keep it that way. This is an eminently reasonable proposal - density near public transport and infill housing. Watching this kind of proposal be blocked by local council is beyond frustrating.</p>
<p>I support dual occupancy and multi-dwelling housing but only if floor space ratio is reduced and tree canopy target be at minimum 30%</p>
<p>Concerned that the green spaces and natural habitats of fauna and flora will be negatively impacted. Parking spaces are already limited so increasing high density housing will only worsen this situation.</p>
<p>The mid rise buildings should also be allowed within 100m of bus stops.</p>
<p>This will detrimentally affect our amenity. Infrastructure is available. Schools, parking, medical facilities will all be affected. Not to mention affecting the character of our lovely leafy area. Development should be out in areas where needed. Western Sydney perhaps</p>
<p>The character and demographic of these suburbs will be irrevocably changed, losing connection with our history. Very poor outcome for global warming with no offsets for loss of canopy. Concerned about congestion and infrastructure and further open green spaces never keep up with the increase in residents. Who are the apartments really for? There are new apts on the Highway at lindifeld which are struggling to sell already. If developers make profits, do houses actually get more affordable or do we all suffer when too much stock floods the market. Significantly more resources are needed to improve strata legislation. Strata's are run by unqualified volunteers. One such member on a committee I am aware of where I am owner has early stage dementia. If he was on the board of a company he would have to resign! Strata are a major ticking time bomb in terms of management longer term due to their Adhoc random nature in mgmt. Many many stories abound of dysfunctional strata commuters and poor mgmt. I would suspect the vast majority.</p>
<p>Minimal development could take place at Roseville and Lindfield. In places where there is empty land, or unused carparks. The thing to bear in mind is the impact on traffic. As it is to turn onto the highway at a set of lights - Lindfield Avenue and Clanville Road, can easily take 15 minutes. There is not capacity for more cars in the area. The local public schools also don't have space for extra students. Plus you build more housing in this area and it is only purchased by non-resident foreigners who never live here. Ownership of any properties should be for citizen residents that live here permanently only, otherwise it</p>

<p>doesn't help anyone. No trees, beautiful old homes should be knocked down for big, ugly apartment buildings. Once it's gone, it can never come back.</p>
<p>The heritage houses and streetscapes that are at threat can never be replaced once they have been destroyed. I want an option to downsize that is not an apartment, but not at the wholesale cost of the lost of amenity that will mean with this proposal. Where is the NSW Government consultation and master plan?</p>
<p>The congestion on the pacific hwy and surrounding roads on the north shore is already terrible. Adding more housing will only add to further congestion. A lot of residents purchased property on the upper north shore for greater land size, nature and tranquility. All of this will be gravely impacted. Plenty of land out west where new housing can be further developed. Transport infrastructure is also being built further west of Sydney to allow for the growing population. Strongly opposed any development on the upper north shore.</p>
<p>But not at the expensive of heritage and environmental issues. Design guidelines and quality standards are critical to success. Concerns that there is no awareness of bushfire zones, egress and infrastructure requirements in general to support this level of development</p>
<p>Housing close to railway stations would reduce traffic and improve affordability</p>
<p>Extremely concerned and strongly oppose all changes due to the potential impact on heritage and character of local architecture, over crowding on roads and schools and potential health and safety concerns in emergencies such as bush fires due to over population and traffic gridlock. Located in the Wahroonga.</p>
<p>Trains are already overloaded without adding thousands more commuters. Traffic is a disaster even with the upgrades to Pacific Highway from Turramurra northwards. Trees and the environment will suffer, is this how we look after our precious environment? Schools are also overcrowded. Overall proposed changes are extremely negative for Kuringai.</p>
<p>Very foolhardy plan as Ku ring gai is like the Amazon for Sydney. Trees are a lifeline for Sydney with looming climate change. The flats are not going to improve anything-anyone seen the median price of a flat. This plan is going to create vertical ghettos.</p>
<p>More thought needs to be placed on infrastructure and the lack of green space. Schools are at capacity already. Traffic is already super busy and public transport needs to be greatly improved.</p>
<p>Maybe a good compromise would be to suggest which areas in Kuringai are suitable for development and propose these to the State Government.</p>
<p>Any changes must be sympathetic to the area and it's amenities. Erecting more of those ghastly tower blocks, as in Havilah Rd Lindfield is destroying the areas beauty and character. The infrastructure and anenity cannot support these developments. The construction of dual occupancy and manor house style buildings would more in keeping with the area.</p>
<p>Will negatively impact the whole amenity of Ku-ring-gai. It totally ignores infrastructure needs that are near capacity now. Roads and ensuing traffic chaos, irreplaceable loss of heritage, utilities unable to handle the massive increase in load, trashing of natural environment.</p>
<p>Ku-ring-gai would no longer be the green council! Have we not learnt anything or even listened to Sir David Attenborough with regards to climate change! What sense is there in chopping down trees, decimating the local wildlife (re posters in bus shelters about not chopping down trees for the local wildlife that's now irrelevant !!) Lindfield isn't even considered a travel hub because the local trains only stop there 5-6 times within the hour! And as for the local buses you wouldn't want to be in a hurry To be perfectly honest, developers and real estate agents have already been contacting people to ask if they want to have an update to evaluation of their property! It's a done deal and it won't matter how many signatures you get which is sad the government will do what the government wants 😞</p>

Proposed changes should provide for taller blocks of apartments near train stations - much more than 6-7 stories.
We can all appreciate the general housing shortage in Sydney however, simply picking a handful of 10-13 suburbs and forcing dramatic housing supply changes on just these handful suburbs is not the right solution unless they invest infrastructure spend in the local areas to support the increase in population from school, to increase rail frequency or parks. The state government recent withdrawal of their funding for Lindfield village hub is an direct contradiction to their new housing change for Lindfield itself. How can they expect an increase in apartment supply and therefore population in the area without any other investments in these areas. If they insist on the change then there needs to be a cap on the amount of apartments that can be built in each respective suburb unless further infrastructure spend across school, transport or general facilities is provided in these areas.
Dual occupancy should be generally permitted but only on much larger blocks. Just using a 400m radius around train stations is a very blunt instrument for permitting high-rise. Ku-ring-gai already has the right balance between housing development and protecting the environment and character of the area. We don't want to lose tree and other vegetation to be living somewhere that is hotter as a result.
Every time a new apartment or development is built additional green spaces need to be considered as well, parking and traffic.
I did not see clearer pictures from KRG Council's proposal.
Until I see clearer pictures I strongly oppose.
NSW Planning are doing what you as a council refused to do on your own, it is a breath of fresh air from your old outdated ways. Because of this new life and younger families will return to this old aging area that is in need of major change. Its time!
the TOD area should be reduced to an area more proximate to the train stations and determined on a station by station basis
Rezoning will destroy the beautify traditional community, histories and gardens.
Think the train stations can support some increased housing and 3/4 storey buildings. Heritage and tree canopy should be protected and more parking allocated.
Please build something nice and liveable. What is the point of building something that makes our suburbs look like slums (like some areas in Sydney) is not affordable so doesn't help the first home owner, small and poky so families can't thrive in them!
This will absolutely destroy Ku-ring-gai.
Sewerage, water supply, access to trains, and road would not cope with the additional residents.
While we live in a C4 zoning and therefore exempt, (North Turra) , I feel this will totally destroy what we have fought very hard to preserve. People walk into our house and talk about how cool(temperature) it is. The trees are responsible. We must keep them or this area will fry!
Our trees and green space are vital to the insects and animals so important to a healthy environment. We need to protect them.
It will ruin the north shore
Build more satellite communities much as Canberra has with a supermarket for each, high rise and other housing to maximize the number of people on smaller land and perhaps minibuses on demand to run people quickly to railheads. For example St Ives Village Green could have it's sporting facilities relocated elsewhere and be used for really high buildings.
All very well for state govt and local council coming up with these bright ideas but honestly if immigration was paused for a time this crisis wouldn't be happening and in such a poorly planned city like Sydney I can't see this ever being resolved - all very well putting more and more housing in but there is no infrastructure to support the huge number of dwellings

<p>you are proposing - no new roads (pacific highway is a car park at the best of times), no new schools - total incompetence and stupidity!!!!</p>
<p>over development, loss of gardens and trees. Government stressing climate change, we need trees and grass to keep the earth cool.</p>
<p>Re St Ives There are already massive traffic and parking issues. Homes here are expensive as people pay for the space and greenery. This will completely change the nature of the community and house prices will drop because people who want space will not want to be surrounded by developments. Along Pacific Highway: Parking will be a major issue. People do not just commute to work on the train, they drive to the beach, bush, shopping centres etc. Where will they park at home? Already unit owners park up all the spaces. There are seriously (not just nimbuing) better places in Sydney that could be developed. Or look at developing centres outside of Sydney.</p>
<p>I object to overriding heritage conservation zones because</p> <ol style="list-style-type: none"> 1. Building extra apartments etc along the north shore train line is unlikely to improve affordability for first home owners - the new bulk of new development will be priced such that the main purchasers are likely to be investors or downsizers, who will always outbid first home buyers 2. This will lead to the destruction of 100 years of Sydney's architectural heritage - a real tragedy that future generations will rue 3. Ku ring gai has been the last bastion of tree canopy in our city. Despite promises to the contrary, the canopy is never replaced after it is removed. Given that we are all witnessing the effects of climate change, de-forestation areas like this also seems counter intuitive
<p>Increased density is required to support population growth and ease pressure on both the rental and housing market. Additional density provides opportunities for existing residents to downsize within their existing neighbourhood.</p>
<p>ku ring gai is ku ring gai ,keep it low density</p>
<p>It's really important that young families and down sizers can have the opportunity to live amongst their community. not just older people owning massive properties that are financially inaccessible for a diverse population.</p>
<ol style="list-style-type: none"> 1. The proposal is short visioned, not considering the impacts in next decades and centuries, next generations. 2. Resolving housing shortage is to make more supplies, it must be supported with all relevant resources such as schools, roads, public transports and services, clinics and parking slots etc., the apartments/houses are not standing along overthere, rather requiring and utilising more resources. 3. It's so much better to build a much larger Sydney, widely spreading the housing supplies and resources, in the view of long-term perspective. Look at the good example of Parramata CBD, and achievement of development in Hills District, such as Castlehill and Kellyvill etc..
<p>As a young person with two kids, my wife and I are lucky we have been able to buy and live in an apartment at Lindfield. Many of my peers are not so fortunate. I find it unfathomable that housing density around Roseville, Lindfield and Gordon is not higher. Many people rave about the convenience of the services, cafes, supermarket and Harris Farm at Lindfield. They conveniently forget many of these would not be viable were it not for high density in the area.</p>
<p>i donnot like too much people live here,school is not enouht,and traffic is too busy now.</p>
<p>Shadowing and traffic movement needs to be considered carefully.</p>
<p>We have the land in South Turrumurra, but we are being forced out of S. Turrumurra and live on rent as our parents have been denied permission many a times to sub divide the land. Now, me and my family are forced to move out from S. Turrumurra to Western Sydney. Had council not been that rigid and rich skewed, people like me, would not have been</p>

<p>forced out from our own place affecting our children schooling and mental well being. I wish, the Ku-Ring-Gai council had acted judiciously and had considered the changing requirements with time.</p> <p>Because of the rigidity of council policies of not giving permission to sub-divide my land, my old parents are forced to live alone. If anything happens to them, I shall never forgive the inhumane attitude of the Ku-Ring-Gai Council.</p> <p>Please note, rich, middle class and poor, all are Australian citizens and have equal rights. The councils of north shores should not be favoring any class and should act judiciously by keeping requirements of all the classes.</p> <p>I strongly support the initiative being taken by the government. People have right to inhabit, inherit and live on the land owned by their parents. The land should be allowed to be sub divided so that the family units should remain intact.</p> <p>Allowing to sub divide land will have very positive long lasting effect on families. This will go a long way in raising mentally healthy Australians.</p>
<p>Refer back to Carr govt re primary fire zone re single dwelling housing re 1991</p>
<p>The only way that Ku-ring-gai council should consider the NSW Gov's proposal is NSW Gov shall commit to optimize and has really improved the traffic on Pacific Hwy first. What currently NSW gov doing is neither professional nor reasonable.</p>
<p>Consideration needs to be given to the heritage homes, tree canopy and traffic for any increase in development in Roseville, Lindfield, Killara and Gordon. Any reduction in the tree canopy should require the government to appropriately offset those carbon emissions for future generations. Traffic on the Pacific Highway between Boundary Street and Lane Cove has already been identified as one of the worse traffic corridors in Sydney. There is no room to widen the highway with all of the current development. So this will be gridlock and will be diabolical for emergency vehicles trying to get to the Royal North Shore Hospital. Once heritage is destroyed, you cannot get it back. The houses in the Heritage conservation areas in these suburbs are over 100 years old. Why not demolish heritage homes in the Rocks if you want access to public transport? All of these announcements across all of Sydney should be made by the electorate and should be taken as policies by the Labor Government to the next election. This is supposedly a democracy after all.</p>
<p>A disgraceful policy, with little or no thought provided on the impact of the local community, services and heritage</p>
<p>I do not oppose apartments along the highway and i do not oppose some increase in density (townhouses/terraces/duplex) but not at anywhere near the density proposed</p>
<p>We strongly oppose this proposal - in particular the TOD proposal. This is an attack on our environment, history and livability and feels like we are living in a dictatorship. The fact none of Council's rules and regulations matter to the state government is truly appalling. We live within the TOD zone and cannot imagine living next to an apartment block. This proposal is heart breaking and will take away everything my young family have worked for. Road and school network unable to support this proposed development.</p>
<p>Its been a very nice area, they can go somewhere else if want more buildings</p>
<p>Roads need to be widened and schools built as no new public schools have been built in Kuringai for over 20 years</p>
<p>Development near railway stations is necessary and can work as long as heritage guidelines are taken into account.</p> <p>Jamming extra houses ie dual occupancy onto smaller blocks is a disaster</p>
<p>Affordable house plan need to find the way in an affordable area. Ku ring gai is not the right place for the plan.</p>
<p>Strongly oppose. As a residence, I do not want to see these policies to take effects</p>
<p>I am a young person who is greatly concerned by the current state of the housing market, and therefore I am enthused to see efforts being made to create more affordable housing to meet the excess demand. That being said, I feel it is very important to make every attempt to maintain the greenery/tree canopy in the newly rezoned areas. For instance - in</p>

ku-ring-gai which is VERY green, the proposed changes allow drops in deep soil planting from 50%-7%. This is a massive change and will do harm to the community. There is definitely scope for increasing density whilst maintaining the greenery. I understand that makes it more expensive, but greenery and tree cover is important to reduce pollution, maintain flora and fauna ecosystems, protect residents from rising heat and maintain the beauty of our natural spaces. I hope you can take this comment under consideration. I am NOT anti-development, I just hope it can be implemented in an environmentally conscious manner with consideration given to the environment. Livability of cities such as Sydney is greatly influenced by access to greenery and it's beauty.

There are not the facilities or infrastructure to support this massive expansion in these areas. In addition, traffic is already impossible, and it would just make it worse. Very destructive to the area

Whilst I understand the need for more housing, is the NSW Government also going to build more public schools in Kuringgai to accommodate this increase in population? Public schools are over capacity at the moment. Are they going to increase the infrastructure in the area to accommodate this influx? You cannot increase one without the other.

This appears to be a policy proposal WITHOUT any indication of what it would do to the local area and residents. As it is greater Sydney is becoming hotter and by adding more traffic congestion without any detailed planning and lower tree coverage will exacerbate this issue, let alone destroying the heritage significance of Ku-Ring-Gai

The fact that the NSW Gov are quick to show images of the proposed heights but do not mention how you are going to put in infrastructure to enable traffic to flow is seriously concerning.

By allowing dual occupancy based on the proposed lot size means that some greedy owners could squeeze 3-4 homes on lots in this area. This will mean the loss of a huge number of established and highly valued trees that not only sustain life but provide shade to residents. It will also certainly turn Roseville and the surrounding suburbs into a new Chatswood - an ugly, soulless suburb and a traffic nightmare.

There is discussion on what you will be doing to increase the schools availability, available parking and how on earth you will prevent further traffic congestion in the area, especially along the Pacific highway corridor. It is already an absolute nightmare to get through the suburbs proposed for expansion along Pacific Highway. I am assuming none of the decision makers within NSW gov live or drive in the Northshore. Given the pay level maybe they can afford drivers or helicopters to get them around.

These areas are some of the remaining spots that actually have an abundance of wildlife. Your proposal is going to seriously impact that wildlife and the habitat needed to sustain them. Not to mention removing so much canopy will impact all of us.

Right now we cannot even get out of Pacific Highway/Shirley rd without dealing with 15 mins of waiting at the traffic lights. You think you will get the next light and then cars park across the intersection. We have congestion at Shirley rd, Pacific Highway, Clanville & Hill streets. There is nowhere else to go to get out since the only other way out of this location is to go via Lindfield Public school which is congested with cars coming from Lady Game Drive and commuters from Eton rd. Now, don't even get me started on the nightmare that is Lindfield Learning Village and the surrounding units that continue to be crammed in.

You do know this is a Flame Zone?? I cannot believe that the new units going up on Roxy were given a BAL 29!! Who is paying someone under the counter for that rating? There is one road in (Eton Rd) and the same road out of this location. You have the school students/parents/teachers. You have those who use the sports field daily. You have all the homes that you have crammed along the side streets (with hardly any parking). You have all these high rise units that all use Eton Rd to get to Pacific Highway. What will these people be doing if a fire breaks out. It will be absolute mayhem!!

Watching decision making by NSW Gov and our own Kuringai council is like watching an episode of Utopia. Toss out some nice brochures. Make it look like you are doing something for the country or the state, while making a bundle of money. NSW Gov is a

disgrace and we in the community will not sit by and watch you destroy this lovely area. I also find it ironic that decision makers pushing for this don't even live on the North side of Sydney. Maybe living in a location where you cannot even swing a cat without hitting your neighbour and where the state have cleared every bit of green space to create more housing...bottom line is more money for Gov and local councils. We all live in this country that we call home and want the best for everyone. Destroying this area with your push for over-development is not going to help. Maybe you need to think about creating ways to stop over-population. Oh, and where do you think all these new residents will be driving when they decide to drive to work - in spite of living near train stations where the trains barely run on time. They will be hitting the roads and the only one to get them anywhere is Pacific Highway.

Not enough schooling, Drs, shopping, parking. Why not develop Terrey Hills area?

My biggest concern is the destruction of the natural environment. Would like to find a way that keeps our trees and provides more housing.

KRG Council needs to look for alternatives which can increase housing but not destroy community, habitat and heritage.

Can the existing retail and apartments along each side of the highway and rail line be upgraded, intensified and improved?

What about public and private golf courses along through KRG. These areas are vast and can be properly planned out for roads, power, sewerage & waste water?

Surely there must be legal challenges to such sudden, and aggressive policies. Has KG Council engaged advice to look at this from all angles? This is not a dictatorship, residents have rights and the law is there to protect individuals who have done nothing wrong.

I am opposed to the planned proposal because of lack of environmental protections. Mature trees (particularly street planting in Lindfield and Roseville) should be protected; more money will be needed for stormwater infrastructure given the increase in hard surfaces and significant loss of garden drainage and the fact that we are on the edge of fragile national park. Obviously there will be negative impact on schools; train station parking; medical facilities etc. The Government needs to look holistically at changes in housing density and plan for it appropriately, not apply a 'one-size-fits-all' solution that will cost the environment, and environment already under stress.

The fact that the NSW Gov are quick to show images of the proposed heights but do not mention how you are going to put in infrastructure to enable traffic to flow is seriously concerning.

By allowing dual occupancy based on the proposed lot size means that some greedy owners could squeeze 3-4 homes on lots in this area. This will mean the loss of a huge number of established and highly valued trees that not only sustain life but provide shade to residents. It will also certainly turn Roseville and the surrounding suburbs into a new Chatswood - an ugly, soulless suburb and a traffic nightmare.

There is no talk about what you will be doing to increase the schools, available parking and prevent further traffic congestion in the area, especially along the Pacific highway corridor. It is already an absolute nightmare to get through the suburbs proposed along Pacific Highway. I am assuming none of the decision makers within NSW gov live or drive in the Northshore. Given the pay level maybe they can afford drivers of choppers to get them around.

These areas are some of the remaining spots that actually have an abundance of wildlife. Your proposal is going to seriously impact that wildlife and the habitat needed to sustain them. Not to mention removing so much canopy will impact all of us.

Right now we cannot even get out of Pacific Highway/Shirley rd without dealing with 15 mins of waiting.

We need more housing so in principle what is suggested is ok. Its the lack of space around the developments (set backs) and canopy loss that is so concerning.

I understand we need to fix housing affordability in Sydney but these blanket laws without concern for the environment and liveability will only create other problems. Also lack of

<p>building planning is opening the door to greed and ugly neighbourhoods that nobody wants to live in.</p>
<p>Tree canopy minimums must be set to at least 30% as we look to increase housing density and look to combat climate change. Heritage buildings must be preserved to maintain the character of our suburbs. Set backs must be enforced for all new builds and the dual lock needs to increase to 500 m². Additionally the timelines of this proposal were too fast over Christmas and totally blindsided the council which is absolutely inappropriate.</p>
<p>Oppose the changes due to it will negatively impact Ku-ring-gai local residents a lot.</p>
<p>I strongly oppose to the new housing policies. Its aim is to break the current living environment in Ku-ring-gai council.</p>
<p>St Ives can not support much more development as not part of a connected rail or bus network. Heritage, tree canopy, environmental considerations such as biodiversity needs to be considered and addressed so development around rail currently proposed has more tree canopy and greater set backs. Overall the proposed planning needs to be stopped and proper assessment and consultation considered and a massive reduction in development.</p>
<p>St Ives can not support much more development as not part of a connected rail or bus network. Heritage, tree canopy, environmental considerations such as biodiversity needs to be considered and addressed so development around rail currently proposed has more tree canopy and greater set backs. Overall the proposed planning needs to be stopped and proper assessment and consultation considered and a massive reduction in development.</p>
<p>The proposed changes would - Impact traffic congestion as train stations from Roseville to Wahroonga are all very close the Pacific Hwy which is already a car park. Removing say four houses to build 20 apartments means 5 times increase in cars/vehicles Impact bus timetable running Degrade tree canopies and impact climate change</p>
<p>The current policies of Ku-Ring-Gai Council are very negative. The State Govt housing plan is strongly supported.</p>
<p>Strongly oppose proposed changes to Ku-ring-gai council, influx of population requires adequate infrastructure to support, traffic condition of Pacific Highway is fairly poor as it. There are many suburbs in Sydney that have already adopted high density dwelling strategy, Parramatta is a good example, housing oversupply didn't make it a better place but very much the opposite. In fact there is sufficient affordable housing in the outer - ring of Sydney unfortunately people simply don't want to live there. It's not an affordability but attitude issue. Please note there is no reverse to this new proposal and potentially it can forever destroy heritage and beauty of Ku-ring-gai council. Not support!</p>
<p>We urgently need to address housing affordability in Sydney. That means building up. I recognise concerns around heritage, tree canopy, and infrastructure, however we cannot afford not to build more homes. I'm particularly in favour of high-density housing around train stations, because these allow more people to live in accessible locations. I'm not sure about rezoning in other areas but am willing to support the changes. While strongly supporting the proposal, I will note that the following must be addressed: (1) an equitable distribution of development across Sydney, not just the North Shore; (2) plans to provide the supporting infrastructure including schools, hospitals, buses, roads, commuter carparks etc. In particular, free parking must be provided for commuters, separate from any parking for residents of these new buildings. (3) the new dwellings need to be affordable. They need to bring prices down. (4) please try and preserve as many trees and heritage buildings as possible. If the government can achieve all of that, they'll have earned my vote for a couple of elections at least.</p>

I am concerned an increase in housing density without major upgrade to stormwater systems will increase the flood risk in the location where I live. We are downhill from the railway line and any increase in density around the railway line will increase stormwater runoff and increase flood risk.
It will totally change the look and feel of the area-As both tax and rates payers I bought specifically in this area to enjoy its great Heli and natural heritage. I understand the need for high density housing near transport, but the infrastructure in the area can hardly cope with the current situation, let alone anything more. This is the green belt, pls do not undermine this.it would be a tragedy.
Need to bring new amenities to Killara - Lindfield has been a hub - we don't even have a post office any more
Need new affordable housing for the next generation of Australians
For the TOP suburbs, Lindfield and Gordon make sense but Roseville/Killara do not. For the low/medium density, 800m seems too large an area, it should be 800m only for TOP suburbs and 400m for non-TOP suburbs.
The changes in housing policy must include consideration for accessibility on the main arterial roads for such a huge increase in population density, ensuring planned share green spaces, planned community spaces. Disappointed in such a ill considered plan
This policy has not accounted for the environmental impacts on local areas in ku ring Gai which include carbon emissions, biodiversity, tree canopy and liveability. Community services and green spaces have not been accounted for in the plan which are extremely necessary when increasing density and populations in council areas. The policy seems to have not accounted for any human factors and the impacts on communities but rather gain for developers and stamp duty increases.
Why only four railway stations? Why not every station in NSW but limit heights so that the impact is spread wider and is more acceptable. Safety of so many students will be a massive concern with the increase in traffic.
Consider the amount of heavy school traffic that currently exists in Wahroonga.
This questionnaire is designed to scare existing residents about the future changes. exist changes and municipality is getting older and losing its vitality. We need to embrace new
I understand the need for increased housing but at what cost? Ku ring gai works as is, but this proposal will negatively impact on infrastructure and climate change. Ku ring gais historical strong point on preserving trees has allowed for preservation of the natural environment, flora and fauna and local wildlife as well as temperature control, there fore allowing for natural cooling as opposed to the increase use of electricity etc in cooling if the trees will be cut down as proposed.
Please please dont destroy what is currently good and working.
Main concerns are if the is emergencies (bush fires / floods) in the local suburbs what happen with the bottleneck of traffic with many (south turrumurra and Wahroongha) only have 1 street in and out?
The potential increase in traffic would negatively affect access to many Ku-ring-gai areas
Tell them to think "Jack Munday". Some things are worth preserving and these four suburbs close to the stations are special and should remain so for many generations to come.
What an absolute disgrace
Disregarding heritage conservation without public consultation is a disgrace and the government's housing affordability plan of ripping down beautiful suburbs to build high rise apartments to house overseas migrants will spoil the country forever and not solve the housing issues
I understand the reasoning behind TOD but this initiative has been very poorly conceived
I was shocked at the presentation at Council on 31/01. The contrasting examples were misleading and borderline deceptive. We don't know how new high rise dwellings will look

like in reality so it's not right to present photos as though this is how TOD areas will look in affected suburbs
Does not reflect the needs of resident who chose this location far from the city centre because of the desire for low density housing abmnd trees. Having paid a high price for this area which I will continue to pay for the next 25 years the govt wants to move the goal posts to cover up the fact that they have failed to plan for city residents to find a place to live
Strong support for the proposal
Gordon is already congested. It takes umpteen changes of lights to access the Pacific Highway. On a Saturday morning it can take 15 minutes to get to the neighboring suburb, Pymble. Already, parking for the station stretches kilometers into the surrounding streets. It seems that the current government is hell bent on turning the suburb into the over-congested eyesore that previous governments have turned Chatswood into. Pouring more people into these areas is only going to worsen all the current infrastructure, environmental and liveability issues.
If the local suburbs that are surrounded by the bush need evacuation due to bush fires how do we all leave when we potential have double the housing and cars trying to leave at once?
Once government provide their clear plans to all residents on how they will be dealing with the traffic management, it would be very difficult to either support or oppose this.
While we support the initiatives to increase housing supply and allow for easier developments of property, keen to also see standards around livability of new housing stock and adding to the services and accessibility of the suburb to support the extra population. E.g. minimum apartment sizes, cafes, footpaths, walking trails, playgrounds, parking
It will destroy the natural beauty of Killara, we do not have the infrastructure for more people or apartments, traffic is already an issue with gridlock during peek times. I strongly oppose this proposal
Australia's current housing crisis has to be addressed at all three levels of government. I would like our Council to work co-operatively with the State government to achieve good planning outcomes while also meeting its obligation to provide the kind of housing and the quantity that the municipality needs. Currently house prices here and the range of housing are barriers to finding a home for key workers, older Australians, women fleeing domestic violence, young people who wish to live near to their parents and to where they grew up and in fact to most sydney people who would like to enjoy the treescape we love. There are wonderful examples overseas of mixed medium-density developments that protect the environment and enhance community.
Thank you for allowing residents to voice opposition to these changes. The proposed changes are not well thought out, and will ruin the character of many areas. My fellow residents and I strongly oppose more development outside train stations. In north St Ives (near the IGA on Mona Vale Rd) we have a beautiful peaceful area, we do not want it disrupted by units.
The idea of dual occupancies around local transport corridors and and town centres would reduce the need for high rise development in areas. This should be seen as a positive. However, the allowance for dual occupancy on all R2 zonings would significantly impact local infrastructure and services. I am a local Architect in Turrumurra and work throughout the Sydney Metropolitan Area. Local stormwater, sewer and nbn/electrical services can just about cope with the level of development currently being undertaken in established council areas. The use of dual occupancies should be very carefully considered within Council areas that have strong heritage and environmental characteristics. It would be a pointless exercise to allow dual occupancy legislation in Council areas which would destroy local streetscapes and vegetation. This will lead to cheap low budget dwellings being constructed, with no aesthetic, stormwater run-off or overshadowing consideration. I do support more townhouse and dual occupancy development in local town centres, that

<p>have local transport available for tenants/owners. There was a missed opportunity to follow this through when the Pacific Highway was developed in Kuringgai under previous State Legislation. Instead many apartment buildings were constructed which were out of keeping with the area and also built cheaply by overseas developers - hence the whole Building Practitioners Act.</p>
<p>Wish this proposal could commence ASAP</p>
<p>I was born and raised on the north shore. I am currently priced out, am not able to live near my family even as I plan to grow my own. I have to use my car more now to drive to family, clogging up Kuringgai roads. If there was more density in Kuringgai, there would be less driving, more walking, riding, and public transport, and a livelier community, making it more attractive for people from all generations to live. I'm sad to be locked out of family life in Kuringgai. More density is a good start.</p>
<p>It is very poor and desperate planning that will compromise heritage and environment without consideration or community consultation.</p>
<p>Support development along railway lines but that's it. Dual occupancy other areas and if totally unavoidable then townhouses but object as it will change the area and there are not enough support services</p>
<p>The NSW government new housing plan without simultaneously improving essential facilities will likely worsen living conditions. Neglecting healthcare, education, and transportation will create isolated communities and strain existing resources. I urge the government to reconsider its approach, emphasizing a balanced development strategy that ensures both housing and infrastructure upgrades for sustainable, thriving communities.</p>
<p>Any mid-to-high density housing that isn't in the vicinity of train stations must be well-serviced by buses and such housing must have adequate parking (in my opinion ≥ 2 parking spaces per dwelling) inside the lot to prevent spillover parking in the street, which clogs many of the already narrow suburban streets in the area.</p>
<p>I strongly oppose the proposed housing policies of NSW as they will destroy the local character and heritage value of houses in affected areas of Gordon.</p>
<p>To allow higher density near train station is good for community and improve housing affordability yet not increase the traffic</p>
<p>land mass is not going to change, but residents are. Thus, more affordable housing must be provided, subject to council sensitive and effective control and management of parking and services with its increase development levies/fees, instead of wasting it and blaming on development! I have 2 children and can't afford to buy another property for each. However they want to live locally! Current land and development controls disadvantaged younger generations.</p>
<p>Kuringgai will lose its character, and Sydney will lose its green heart, a green lung. Can the State government run a model and prepare some statistics? If the proposal is approved, how many mid-rise residential flats can be approved to build under the policy? how many multi-dwelling houses, such as terraces, duplex, manor houses? how many dual occupancies? how much trees/green areas will be lost as a result? what impacts will be on environment? These statistics can surely be produced by computer models. With these statistics, residents can make a much more informed decision to vote "yes" or "no". Can the government postpone the deadline for public comment on Friday 23 Feb 2024 till all these statistics are made available to public?</p>
<p>The reason people move to the Kuringgai area and have historically moved here is due to the lush greenery, small community feel and large housing blocks. To rezone Stives to be the same as the high density housing such as the developments in the west or northern beaches would completely ruin the character of St Ives. By bringing in high density apartments near stations would also be a mistake. If the people in the area wanted to live in high density housing they would move to those areas. Please note the re-zoning would give me great financial benefit. But government policy failure is the reason the current housing is in crisis mode at the moment. The changes</p>

<p>would result in the destruction of the culture of a place, clearing of a substantial amount of greenery and it would not be an areas I would raise my children in.</p> <p>Not only that the hospitals we have are currently already under the pump. The schools have a substantial waiting period. The roads are already getting congested. Considering due the fact a large amount of developers have acquired land banks and are holding off development due to the soaring prices of housing by trying to control the supply is also another failure of the government as developers have the monopoly of the housing supply. If the plan goes ahead and the houses get rezoned we are essentially doubling the population of kuringai when we already know we are nearing capacity with our public infrastructure.</p>
<p>This will destroy Kuringai</p>
<p>More housing at the expense of the environment and the unique character of Kuring-Gai. We need the trees for shade and protection of wildlife, such as the powerful owls, kookaburras and the array of magnificent parrots that inhabit this area.</p>
<p>While I think that allowing more townhouses and dual occupancies in Ku-ring-gai could have positive benefits, including reducing the cost of housing and allowing children to live near their parents when they leave home, I am totally opposed to the Government's plan to override all heritage and environment considerations within 400m of four of our stations, and Killara in particular. That means houses such as the Walter Burley Griffin designed house in Marian St Killara and Eryldene in Gordon would be knocked down and replaced with affordable rental apartment blocks up to 9 storeys high.</p> <p>Up to now Council has got the balance right around our stations - although it should permit more dual occupancies, terraces and townhouses within the LGA, as Hornsby and The Hills do - but replacing all the detached houses around our stations is an absolute no-no (and I live in an apartment complex near Killara station myself). There has already been a loss of tree cover in Ku-ring-gai over the last few years - what the Government is proposing will exacerbate this situation.</p>
<p>Pacific high way is already a very busy road. Adding more high density building along the road would impact heavily to the traffic conditioning which is essential for the commute of Ku ring gai residents. The land around local shopping centers are pretty much zoned R4 to R3 ready. The new high density building areas are suggest to locate along the other main street such like mona vale road - Ryde road.</p>
<p>Kuringai has an abundance of services compared to many other local areas that are taking the brunt of new houses,visit Marsden Park or Box Hill.No one would want to see an outcome like some of these suburbs.But House prices being what they are locally should mean that high quality housing can be built.There is a lot of drafty,poorly insulated50-70s builds which could be replaced with more thermally efficient designs on smaller blocks with little loss of amenity.For example living in Pymble im less than a 10 minute bus ride from Gordon or Pymble station,going the other direction less than 10 mon to the metro at Macquarie Park.</p>
<p>The character of Lindfield will be negatively impacted if this 450m rule goes ahead. It will become a mish mash of genres and designs.</p>
<p>A blanket solution, needs local consideration as to what is allowed. Immigration too high, can't house present numbers, builders tied up on re-builds & alterations so can't be building additonal housing. Need to same real heritage! Need GOOD planning! Need additional services - sewr, water, electricity, schools, playing fields, off street parking 2 car spaces min per new dwelling, competent building companies & builders. Need to implement decentralisation move people to country towns/new towns! Don't build slums! Ku-ring-gai needs high quality designs and safe buildings where additional housing is built. Councils must have a say in approvals (development & building). Don't wreck the country with poor planning!</p>
<p>This will have a major negative impact to all the considerations you note in this survey. Shocking to think the Govt actually believes destroying the North Shore is key to providing 'affordable housing'. Let's all get together to ensure this doesn't happen!</p>

The primary requirement in Ku Ring Gai area is for small homes for the aged and some socially disadvantaged (single parents)
Redevelopment will be luxury apartments, out of reach for front line workers, cleaners and retail workers etc. The infrastructure will need to be improved/update. There will be more cars on the roads.
Dual occupancy should be reintroduced for 900m2 blocks. It is badly needed by older downsizers who want to stay in the area and don't want to live in a unit.
Infrastructure can't cope now. We often have significant power blackouts centred around the main Gordon substation. Local water mains keep blowing. Road intersections can't cope such as Park Ave and Pacific Highway, St Johns Ave and Highway, Balfour and Highway and Werona Ave
I would prefer to see all of Ku-ring-gai's higher density housing placed on 1) the area of Roseville between Lowan Ave and McLeod Ave; and 2) Turramurra bounded by Ray St, Pacifica Highway and the railway line.
my concern is for services and public facilities to be upgraded (public transport, parking and, local parks (especially east of train line Gordon) to meet density demand. Rather than affordable housing, have housing for first home buyers. Too many properties are left vacant by absentee landlords. Consider also higher height limits within 400m or closer radius of stations to offset overall loss of canopy (e.g. so that the larger 900 sq metre blocks can be halved rather than quartered, keeping more canopy).
The Ku-ring-gai local area would be changed forever. The failure to look at bushfire zones would create dangers for the area. Heritage would be lost and traffic congestion would be unbearable. There is no mention of health and other vital services being increased. The destruction of the tree canopy would add not possible health problems and contribute to loss of native fauna and create global warming.
more traffic, more noise, more polluted air, lesser trees, less wildlife, more hot days, more dust, more residents getting sick, more health problems...destruction of long-existing quality of life in Turramurra.
The fact the council only provided some level of information around this recently and it has been kept a secret is disgraceful. In addition, only giving a short time frame to respond is not fair on the community and tax payers in the council.
Plans will decimate a leafy suburb with character homes that can not be replaced. Higher buildings in already built up areas like Chatswood and Artarmon could provide additional homes. No mention of additional schools, open space or transport to support these plans is a red flag and they must be stopped before irreparable damage is done to suburbs that we chose to purchase in because of their character homes and low rise living.
Traffic & accessibility to the highway is already a problem for the residents. There needs to much improvement in the services offered to the community eg affordable schooling plus more public parking for those using the trains.
This is a disgraceful, poorly thought through plan that will destroy the beauty of the North Shore that has been carefully preserved for decades. Please fight this Kuringai council!!!!
Concerned that approval for 6 story blocks can then be extended to 9 if affordable housing added. Traffic congestion is already a problem, eg Grosvenor and Shirley Roads. The term other areas is used a lot which is a concern that all areas of development could be extended. Heritage character will disappear. The municipality will have to agree to some of this. Should be limited to areas near railways as specified.
Fire zones apply to large areas of kuringai. These rules do not seems to consider this. Areas like south turramurra only have limited access points and a change from low density

<p>to medium would severely impact the safety of residents. It would also further congest roads that are already under congestion pressure at peak times.</p>
<p>A clear map of land zones E1 and MU1 would be helpful. same with R3. Its hard to envisage from the map supplied where the boundaries are - with no street names or parks identified. Is this intentionally unclear?</p>
<p>I purchased my house in this area to provide a home for my family and enjoy the large open spaces.</p>
<p>The proposed changes will ruin what is currently a pleasant, tree-filled area and family suburbs. There is already enough noisy and disruptive building going on (eg St Ives High School gym halls) and knock-down rebuilds all over Kuringai. Residents here do not want where we live to be turned into a dense urban concrete jungle!</p>
<p>This proposal will influence Ku-ring-gai council to a great extent in terms of every aspect mostly in a negative way. The plan will cause significant traffic problem especially for pacific highway, and safety concern brought by the high density population. There will be no enough public infrastructure including school, hospital, shops ect. This change will influence the tranquility, living quality, biodiversity, vegetation, and heritage for Ku-ring-Gai's as well as Sydney's cultural identity. Therefore, I and my family object to this proposal.</p>
<p>The proposed changes will completely destroy the characteristic of this council; reduced tree canopy and higher density will have a long term negative impact on the environment and liveability or quality of life in this neighbourhood.</p>
<p>Anti high rise. Prefer town houses with accent on heritage features and adequate area for tree and garden development.</p>
<p>Ku-ring-gai has a leafy north shore character that must be maintained. The federal government insistence on ever increasing population growth via high immigration is driving the housing availability/cost crisis amongst other issues like government incentives and tax breaks which boost demand when there is no supply. Simply increasing density with the usual disregard for infrastructure and amenity is not the whole answer. The re-zoning is also now being forced, against democratic process, where local councils act in the interest of their community. People haven't worked hard to establish their homes in the suburbs to be surrounded by poor quality, over-priced investor grade high rise apartment buildings. Ultra high density living is not what the people of Ku ring Gai want. And where does it stop. We have a federal government who is frankly lying to us and now local government is following suit.</p>
<p>Damages the natural of Ku-ring-gai. (Tree/biodiversity) this is the icon of our area.</p>
<p>“One-size fits all, bulldoze, build up, and they will come”, directed, municipal planning failed in the USA, Europe, and the former Soviet Union in the last century, creating unattractive and dysfunctional communities. Why would the NSW government now impose it on Ku-Ring-Gai and the Upper North Shore, particularly to obliterate the tiny 10,000 population communities of Roseville, Lindfield, and Killara? Government rightfully protects aboriginal sites for cultural reasons and future generations. Why would it not respect local communities’ choices about heritage conservation and how they want to preserve their communities for future generations? Sydney is a beautiful place for 5 million people to live because it integrates and supports a wide variety of housing types and price points with greenery, parks, and open spaces. Government is successful if it respects and protects the different long term development plans by and of the different neighborhoods and social communities, not by obliterating them. A 30-minute drive up Pacific Highway and around the train stations of Roseville, Lindfield, and Killara (as well as all other North Shore train stations) will reveal to the uninformed an unprecedented amount of apartment and new housing construction which has occurred over the last 10 years and is ongoing within current council development plans. These plans should be respected and supported, not ignored and bulldozed.</p>

<p>Instead, the NSW government might focus more on proper long-term transportation and planning, rather than individual community planning, including:</p> <ul style="list-style-type: none"> • Encourage construction of high-rise apartment buildings in more appropriate existing locations, including at Sydney Olympic Park, through better regulation and inspection of building and builders. • Fund the transportation and rail infrastructure required for Wollongong, Newcastle, and the Western Sydney Aertropolis, including high rise buildings in these locations (such as is done in Canberra) which are much less expensive than on the Upper North Shore. • Manage demand from international student intake and migration which is most of net population growth and new housing demand. • Highly penalize/Stop “land bank” investment in apartments and houses, which remain dark and unoccupied.
<p>It wonderful the way it it. You can clearly see the impact of high density in linfield. I am strongly opposed.</p>
<p>Broadly, I'm very supportive, though the loss of tree canopy is a concern. I'm less concerned about the various services issues as these can be gradually addressed over time by the relevant agencies as the population of the LGA grows.</p>
<p>There's not enough infrastructure to support more high rises in Lindfield, it's already hard enough to gain access to Pacific Hwy, being only one set of traffic lights in Lindfield , a shocking road system already.</p>
<p>It is inevitable that the density of housing will be increased in Kuringai. Council should get on the front foot and create a masterplan that accommodates the proposed increase in housing density but also incorporates open spaces and maintains the ambience of trees that Kuringai municipality is famous for.</p>
<p>Thanks for inviting us to comment on the proposed NSW Government Housing Changes and how it affects Ku-ring-gai.</p> <p>I always find it amazing that a country with so much wide open space in the rural areas needs to cramp more people into the City areas there by putting more pressure on the current infrastructure.</p> <p>Why are we not thinking ahead and creating more satellite towns that require more population to make them viable. In these areas it is more cost affective to provide infrastructure which will create jobs and economic growth for those communities. They can be connected by the proposed fast trains to connect our major cities.</p> <p>Established cities require the current ratios of open space to built up areas to maintain existing tree ratios that provide cleaner air. Open bushland spaces also protect native animals and provide them with a sustainable environment.</p> <p>Our existing roads into the Cities are already choked with trucks etc bringing in goods and services.</p> <p>Denser living will bring pressure on our existing already overloaded service facilities of roads, schools, hospitals, medical centres, public transport, sporting fields, sewerage and water, gas and electricity supply,</p> <p>Denser, cheaper housing will eventually turn into slum areas as communities that move into these areas will eventually not be able to afford the maintenance to keep the properties up to Council standards.</p> <p>The proposal by the Government is just a quick fix solution and no real plan for the future growth of this country.</p> <p>So I ask that all the councils are united in their firm stand to reject the Government proposal.</p>
<p>I find the Upper North Shore somewhat of a cultural dead zone and the proposed changes, if well planned and executed , can only make it a more vibrant and exciting place to live.</p>
<p>We have to fight this. Gordon is already incredibly busy at AM and PM peak hour with just current housing and the station. Pacific Hwy and surrounding roads cannot handle more cars trying to get where they need to go. It will take much longer for people to get to the</p>

station and park etc

It will destroy the peaceful atmosphere. Let alone the charm of Gordon will disappear. Please fight this.

Tree Canopy and Heritage will be destroyed, Schools are inadequate and have run out of space and Roads are currently gridlocked. While acknowledging the necessity of development, my primary concern centres around the potential ramifications on our already strained infrastructure, particularly in the realms of roads, transportation and education.

In light of this, I kindly request the Government to openly share its strategic approach in mitigating the challenges posed by heightened housing density.

The proposal for high-rises along the rail corridor (indicated by blue/yellow circles) and increased dwelling density in the orange areas has sparked legitimate concerns regarding the potential strain on our infrastructure. Our main thoroughfares, including Pacific Highway and Mona Vale Road/Ryde, are already grappling with substantial pressure. Furthermore, arterial roads such as Bobbin Head, Yanko, Kissing Point, and Killeaton are visibly struggling to meet the current population's demands. I am interested in understanding the Government's strategy to address these challenges, particularly in the realm of effective traffic management.

Of equal concern is the burgeoning pressure on our educational institutions. The utilization of demountables (Pymble Public, St Ives public and High Schools, etc.) as a temporary solution underscores the urgent need for comprehensive planning. The current limitations, exemplified by practices such as a playground access roster system, are disheartening for both parents and children (Pymble Public, etc.). It is imperative that the Government communicates its plans for new schools, outlining measures to accommodate the growing population and ensuring a continued commitment to a high-quality education for our children.

It is crucial for residents to gain insights into the locations earmarked for new educational institutions and the expansion of road networks, essential to accommodate the anticipated influx of residents. A transparent presentation of these proposed solutions is imperative for fostering a sustainable and harmonious coexistence within our community.

In closing, while I appreciate the imperative for progress and development, it is my firm belief that these should not come at the expense of the well-being and convenience of our existing residents. I place my trust in the Government to give due consideration to these concerns and engage collaboratively with the community to formulate balanced and sustainable solutions.

Thank you for your attention to this matter, and I look forward to gaining further insights into the proposed plans.

These proposed changes will ruin the Ku-ring-gai area for ever.

We need to protect heritage and conservation zones, not destroy them. One only needs to look at the development around St Leonard's station to observe the damage caused by apartments.

NSW Government will destroy these areas. We need to protect the heritage and conservation for future generations. One only needs to look at the damage caused around St Leonard's station to see the impact on the community from apartment development.

Destroy the amenity of the district

For years residents have been required to maintain the building and environment is preserved. Without due consideration of such matters as traffic and the environment, with a stroke of the pen the planning rules have been changed.

Development of infrastructure to support increased population will be limited and destructive to environment

We have the infrastructure from schools, hospitals, fire stations, water and sewerage supplies, why not utilize them. Many migrant families would like the affordability to live close to family support and this may allow downsizing of established families to enjoy family support.

<p>There is much more than these few words, but if trains ran more regularly we could take cars off the roads for workers to travel including the lowering of fare like all the big cities of the world, Cost of train from JFK to Manhattan is \$2.37 US. ask what Sydney travelers pay</p>
<p>Difficult. Population increase drives economic growth, something the country craves - but this this should not be achieved at the expense of heritage and the environment. These are things that we will lose forever and our grandchildren will never experience.</p>
<p>Housing needs to be more accessible. However, the NSW Government approach should also include the establishment of satellite towns rather than increasing density in Sydney metropolitan area.</p>
<p>Great policy to support housing affordability. Ku ring Gai should allow this new planning development to utilise the area.</p>
<p>I support an increase in medium density housing. This needs to be sympathetic to the heritage - both natural & human of the Kuringai area. There are other strategies available to the government- such as taxing empty residents. This is politically difficult. The slow burn of destroying an areas amenity looks like a better political strategy.</p>
<p>It would appear climate change has little or no interest to any changes being considered plus no inclusion of infrastructure to cope with changes. Green cover not at all considered</p>
<p>I support the proposal in principle. I object strongly to the reduction in tree canopy and the removal of decision making powers from council.</p>
<p>“One size fits all” approach is lazy policy. I would support increased housing density if it demonstrated a considered approach to local characteristics eg tree canopy, topography, green space, family services and facilities and traffic flow. It’s harder work and may require courage to make decisions but the long term payoff could be improved liveability.</p>
<p>I’m strong support Ku Ring Gai council.</p>
<p>Our area is known for its gracious federation architecture and its parks and gardens and our family has lived here for 52 years. We love our quiet street with beautiful heritage consevation houses and lovely trees and birds. But all of that is again under threat from the NSW Labor Government, with major changes to the planning system proposed. If passed into law these will have an enormous impact on our community in Killara. According to analysis by Ku-ring-gai Council, these changes will mean many more dual occupancies, townhouses, terraces and mid-rise apartment blocks throughout our area. Around train stations and possibly other local centres, there will be apartment blocks of up to seven stories permitted.</p> <p>The proposed new development controls will apply in Heritage Conservation Areas. The requirements for landscaping and tree retention will also be significantly reduced. This would introduce a blanket 6 to 7 storey height rule for unit developments near Roseville, Lindfield, Killara, and Gordon railway stations.</p> <ul style="list-style-type: none"> • Allowing dual occupancies (two dwellings on the same lot) in all low-density residential zones, with a minimum lot size of 450 square metres. Currently dual occupancies are generally not permitted in Ku ring gai. • Allowing terraces, townhouses and two storey apartment blocks near railway stations and possibly other local centres. Currently these multi-dwelling housing types are permitted in Ku-ring-gai to a very limited extent. • Allowing 6 to 7 storey mid-rise apartment blocks near railway stations and possibly other local centres. Currently mid-rise apartment blocks of up to 5 storeys are permitted in Ku-ring-gai to a limited extent. • Allowing affordable housing bonuses of up to 30% for floor space ratio and height, on top of the proposed new controls. • Overriding existing planning controls such as those for heritage and environment. • Introducing ‘non-refusal standards’ for the new planning controls by which development consent may not be refused. • There will be impacts on heritage, trees, biodiversity, traffic and stormwater. • Significant tree loss across Ku-ring-gai.

<p>No consideration is currently given to the necessary infrastructure to support density such as schools, transport and community facilities. Tree canopy targets will be as low as 15% of the site area. Please reconsider protecting this unique residential environment.</p>
<p>Apartment height should be capped at 6 stories. Must include improved transport, infrastructure, green space and excellent environmental design</p>
<p>The current government's housing policy has been developed without proper care and consideration of the impact to existing communities & the environment</p>
<p>East side of Lindfield has had enough development. If we lose more historical homes, gardens & trees we lose all that is beautiful in the Northshore. It will become over populated, stress infrastructure, schools & Medical services. These changes don't prioritise local residents but service immigration. Prioritise increasing productivity & we all win.</p>
<p>As a long time resident, we are proud of the park like surroundings with trees. Strongly opposed to these changes. It's not fair to the locals. There will be too many people and the infrastructure is not keeping up</p>
<p>There are not enough places for people to live across Sydney and the proposals are a step in the right direction.</p>
<p>Whilst housing is an issue this is also due to affordability. The North Shore is known for its high cost and the families and people who need housing will not be able to afford the housing on the Upper or Lower North Shore anyway. Locations should be used which will result in a lower cost rental or sale price, which cannot be maintained along the North Shore. Further, with regard to Heritage, the State Government should not want to repeat the disaster that occurred in Parramatta with Heritage buildings and the local character of the suburb.</p>
<p>I think there are too many 6-7 story options that will go through and I would prefer two story/terrace/semi options.</p>
<p>Heritage and conservation needs preservation. This blanket approach will not improve affordability. It is a bandaid approach which lacks thought and consideration for why these areas are so special to Sydney.</p>
<p>Council please help us protect these special areas and strongly object these policies on behalf of the citizens and future generations that will live in these areas. Let's not let the Government be so short sighted!</p>
<p>Appalling to think our Government is willing to destroy the beauty of the North Shore line, in particular its conservation and heritage areas. You can always build a new apartment tower, but never an old home which preserves our history for future generations. They should be having regard to our level of immigration and foreign investment policies - we recently purchased our home from Chinese nationals who never lived in it, yet capitalised on significant growth in the property market over the past 5 years! We need to protect these areas, not ruin them!!!!</p>
<p>While I strongly support increasing housing density, like all change it's HOW it is achieved that really matters. The proposed permissible low tree cover levels shock me. It is possible to have both higher density and maintain decent green canopy, parking and other infrastructure to support the population increase. Other countries do it. Development needs to have higher 'green' requirements not lower, in this age of climate impact. Alt-Erlaa in Vienna proves development can achieve higher density while keeping open space and tree cover.</p>
<p>this plan will only result in luxury apartments and raise the prices and land values of existing homes as developers buy up blocks further enriching the already well off.</p>
<p>Lindfield, Roseville need more amenities near train station to support. Restaurants, shops, services (eg library, doctors etc) to support. No apartments without infrastructure.</p>
<p>Lack of parks and play spaces within easy walk of homes, minimal sporting facilities, no civic spaces, health risks and social isolation, loss of trees and gardens will affect our birds and wildlife</p>

I support most of the proposals but think buildings should be limited to 4 or 5 storeys
Should proceed asap
This will indelibly adversely affect the character of the area. Traffic issues will be terrible and heritage conservation areas should be retained.
The community DOES NOT want high rise, low rise or any medium density housing in the area. The current infrastructure can not support it (roads, schools and hospitals) and we love this area for the green, peaceful and low population.
Increasing housing without increasing infrastructure and services doesn't make sense - it needs to be a dual plan
As a resident of LINDFIELD for over 80 years it will a sad day when all those fine houses that have been here since the early settlers moved in to make a better lifestyle,sadly it will be another LOS ANGELES with shoddy buildings and future slums,so not the answer for all all these people who are coming in droves,which will unfortunately spoil this peaceful envirement we have now.
The tree canopy is already shrinking caused by white Chinese ma
NSW government are quite stupid. They want different suburbs to follow the same policy. Local suburb's infrastructure can not afford the double population. Don't follow their suggestions.
i'm concerned about the impact on the environment and pressure placed on the wildlife. Kuringgai is a beautiful area but every day you see trees being cut down, road kill and increased traffic on roads that need to be considerably expanded. All this results in an impact on the environment which then results in the loss of the overall beauty of the area. Squashing more people into an area that is a minimum of 450sq metres for dual occupancy with only one car space per dwelling results in crowded streets with parked cars and more traffic congestion. Already the local shops are a nightmare for parking and congestion and around school time it is dangerous for children. Happy to support expansion, but not at the expense of more congestion and traffic and the damage to the environment and cutting down of trees. I think development around stations and transport hubs is good and building on top of stations is also good, much like what is done overseas. But once you move away from the stations, it is hard to get around without a car which puts more pressure on the roads. Ask the Govt why they have canned the already begun expansion of Mona Vale Rd where all the trees have been removed and the project has now been cancelled. This is a perfect example of mis-management, and does nothing to garner trust with the public, so I am very skeptical of their ability to maintain what makes this area special and unique while juggling the 'housing crisis'
Please don't waste rate payers money by trying to fight this as Sydney needs more housing supply and we should be part of that solution.
Without massive infrastructure upgrades by the state government ie bigger schools , better roads, car parking etc, adding a huge amount of housing to ku-ring-gai will be a nightmare. The beauty of living on the north shore is having a home with a backyard and trees around. If this proposal was to go ahead the area would never be the same again. So many beautiful and historic homes would be bulldozed down. Plus for some their property prices will drop if units or big subdivisions were to go ahead.
Overly simplistic, typical bandaid approach, ignores the importance of conservation and heritage for future generations, lacks environmental considerations, and impact on surrounding infrastructure. This will destroy the beauty of the North Shore.
The North Shore should remain as a nice part of Sydney to line in. It is beautiful the way it is and should remain as being different to high density areas.
Heritage buildings?? Parking? Too much growth Loss of greenery. Cut down or die mysteriously

<p>Additional housing is inevitable and increasingly needed. One infrastructure investment that is crucial is additional parking (multi-storey or underground). Special attention also needs to be given to managing/upgrading traffic light systems along the Pacific Hwy to ensure the best possible traffic flow, particularly at peak hours.</p>
<p>Please help to support The liveability of this local area. We need more services, places to shop and eat. Please support the Lindfield hub, we need to support local business</p>
<p>Me and my family and my friends all think this proposal is absolutely acceptable. Increasing these kind of houses and storeys will decrease the value and heritage of these areas, including Gordon, Lindfield, Killara, and Roseville. People in these housing areas want and value their personal space and their privacy, as well as their local environment. These changes proposed to NSW housing will bring a terrible disruption to our local communities. Unlike CBD and Chatswood, these Northern suburbs have their own unique traditions and local controls. This proposal is absolutely horrifying and unacceptable. We're ready to do anything to stop this from happening. Please do not destroy our community and our homes. Please do not push this development. This housing policy is not what we want or what we will watch as it should never happen to our beloved Ku-ring-Gai. Furthermore, this development shows absolutely no respect to the heritage and the custodian of the land. We strongly oppose this proposal.</p>
<p>Amenity such as KuRingGai must be preserved for the future. To destroy what remains can be likened to the proposed destruction of The Rocks back in the 60's. It was "the answer" back then; but it's hard to think that anyone today would sanction 1960's buildings to replace the only "history" that Sydney had on the waterfront at the time. KRG must be preserved for similar reasons. Like our beaches, Blue Mountains, and parkland.</p>
<p>Why we chose to settle in Lindfield is because of its tranquility, harmony and tree-lined surroundings. Please don't spoil it.</p>
<p>There needs to be controlled lower and medium density in rail corridor areas and some higher density in these areas with preservation of the tree canopy a priority. Taking public transport needs to be encouraged by providing sufficient commuter carpark spaces.</p>
<p>We live within 400m of Gordon station so clearly will experience personal impacts. However, the reality is that this is needed for Sydney and we need to get our heads around it. Council needs to be super aware that its language on this issue is far from neutral.</p>
<p>To see the desecration of historic Kuringai by the NSW Labour Government is appalling.</p>
<p>Appears to be more political, an attack on 'Sydney's Green Heart' ... adding volume to traffic congestion and people in streets not designed for it.</p>
<p>We enjoy the current community environment and don't want Wahroonga to be full of people one day. People would rush into Ku-ring-gai suburbs if these changes happen.</p>
<p>Non refusal policy is absolutely outrageous! This will see existing elderly, less fortunate, and neurodiverse, residence bullied out of their homes. Developers will be able to offer whatever they want knowing damn well there is no option for refusal from residents.</p>
<p>I am strong oppose the proposed changes.</p>
<p>There is a sad lack of respect for heritage value in these proposals. Certain precincts are already devalued due to existing developments e.g. Gordon shopping centre on the Pacific highway is already very ugly due to the Gordon Centre and overhead walkway. However Roseville station retains its quaint 1920s character. It is a shame not to preserve the heritage values of intact neighbourhoods. Heritage conservation areas should be preserved. I think a 5 storey limit is the maximum that should be allowed in Ku-ring-gai as to maintain the leafy character of the area.</p>
<p>To get the additional housing in the government first has to make it easier for current landowners to sell. Dual occupancy and town house zonings in upper north shore will not be a good business case for development so no one will sell to developers and no new housing will be built. You have to work out what will make landowners sell and it unfortunately means higher densities. I would however as a tradeoff like to see heritage protected areas like Burns Rd have stronger laws.</p>

More people means better shops
The new houses being built in Ku ring Gai consume the whole block massive loss of mature trees. Regardless of the new rules ku ring Gai has changed. The council should be looking to adapt to a growing population. Rubbish public transport routes and reduced services at turrumurra station. Lack of cycle infrastructure. Maybe more people in the area will force these services to improve. Also increased population will allow local businesses or shops to open.
<p>1) You have not mentioned the "Affordable Housing" bonus - this will mean larger than 7 storeys.</p> <p>2) "Shopping areas" are not a good place for high density, while they may provide some services they do not typically provide good public transport. Without public transport residents will need more cars - see next point.</p> <p>3) In general public transport is poor in Ku-ring-gai (if you ignore to/from the city). So residents in these new high density developments are going to need cars to get to things like work, open space, sports, education, etc. There is already significant traffic issues in Ku-ring-gau and these proposals will make this situation significantly worse.</p> <p>4) Required infrastructure currently available will not be able to cope with the population increase. For example, we have already had water pressure reductions made due to old and failing supply - how will the water system cope with the proposed population increase?</p>
North shore especially Kuringgai is known as leafy suburb. There are very limited infrastructure available for traffic movement and amenities in the area. Increasing the housing density will loss the character of the area.
<p>Minimum lot sizes should be dropped for properties within 1.5km of the station and main shopping centres. Properties beyond 1.5km with street frontage >20m should allow Duplex development with a smaller lot size.</p> <p>Quality unit development on east side of Lindfield Station has proven to be sympathetic to the needs of community and environment. This is what should be repeated around other stations where there is limited unit development. Ensure green space, landscaping and trees maintain the ambience of the north shore.</p>
Yes to more high rise around a few train station, including some not listed in the plan. Not to "other local centres". That would creat traffic chaos and ruin communities.
I strongly oppose the "affordable housing bonuses of up to 30% for floor space ratio and height, on top of the proposed new controls". The 6-7 storey building should be the maximum density, regardless of the pricing structure.
Be strong on the green side of things and also on congestion and infrastructure issues please.
These changes are made way too strongly in reaction to lack of proper planning. We don't want our suburbs to turn into apartments factories like in many other paces in Sydney. Out of control immigration and lack of planning are not to be quickly fixed with long term and long lasting effects on existing communities that are operating without issues at the moment. If you want to destroy Sydney like other cities in the world and become unlivable then this is the right way. Coming from Europe i can tell you that this over development style will lead to lower standard of life for existing peaceful communities.
Some development is necessary but this should be concentrated within 200m of stations and along the highway so the rest of the area's unique character is preserved as much as possible, especially in heritage areas. Higher buildings in one or two precincts eg. Gordon could offset need for broader development.
This obsession with "the housing crisis" has already led to appalling issues in the building sector with unlivable units, but they are ramping things up to further expedite developer approvals for building more of those very same dwellings! Add to that their obvious love affair with those that live out west, read desire to target everyone else, and it comes as no surprise we are the focus of their stripping away the very rules that helped make our suburbs what they are today. Will they also start taking sections of the parklands and

rezoning them to further drive down housing prices so their beloved voters can move into areas they were previously unable to? Welcome to socialist Australia.
We thought climate change was the world's biggest issue. If these developments go ahead we will lose our tree canopy, there will be more cars, a greater population and the services required, loss of park space to enable healthy living for adults and children alike, we lose our heritage buildings and our sense of community. We have lived here for 47 years and have spent a lot of time building a beautiful garden. We are in our seventies and want to be close to the station for that time when we are no longer able to drive.
Peak hour traffic is at saturation point now. Greater density housing must add to this problem.
If implemented, these changes will negatively impact all the things that make Ku-ring-gai a beautiful place to live, work, and play...once gone, it will be lost forever. Destroying one of Sydney's "green hearts" will not solve an apparent housing crisis...but it will consign the Ku-ring-gai as we know it to the history books.
We oppose the proposed new housing policies in the current "one size fits all" form. If applied in this way the diversity of Sydney suburbs will be significantly reduced making them all look and feel the same. The policy needs to be changed to preserve built heritage areas, trees and open areas of vegetation. It must also consider if the increased population in an area has the infrastructure and facilities to support it ahead of the housing density being increased. This includes power, water and sewage services, not just schools and road infrastructure.
As a life-long resident of Turramurra, I am strongly in support of allowing more medium density housing to be built in Ku-ring-gai. I grew up in a house on a reasonably large block in Turramurra but that type of housing is completely out of reach for me due to the high property prices, even as a high earning, dual-income household. I recently purchased one of the few townhouses available in the area and this is the only way I'm able to remain in the area I grew up in and have a community in. There is a severe lack of housing that is affordable for first home buyers in Ku-ring-gai. In my opinion there are plenty of large blocks that could support duplexes, terraced houses, townhouses, and two-storey apartments while maintaining the character of the suburb. I think it would actually provide a benefit by diversifying the demographics and injecting some youth into the suburbs as these medium density properties are more affordable for young families. In saying this, I do strongly support the council's concern for the impact to the local environment and maintaining the bush aspect of the area. However, I would push for this to be managed as part of appropriate development, not used as an excuse to prevent all types of development.
These changes show no respect for the features which making living in Ku-ring-gai pleasant and amenable and no respect for the current residents who have made our area a good place to live. Crowding, noise, pressure on facilities and amenities, increased traffic and general ugliness will ensue if they are allowed to go ahead.
I understand the higher density zoning near the stations but the dual occupancy extension beyond is inconsistent with the planning approach and will have the effect of causing uncontrolled suburban sprawl.
The Northshore infrastructure can't support this. Even if this went ahead it wouldn't create affordable housing because the apartments would still be too expensive for the average person
The need to provide more housing is a challenge, but throwing out the current guidelines to squeeze in more seems reckless. Maybe population control and slow growth needs to be considered. We can't just keep growing, the world can only support so many people but we seem to cage everything we do on the economy. That's not sustainable.
No mention of disability housing. Developers need to be incentivised to build Special disability Accommodation ("SDA") on the north shore near amenities. Currently these are not being built because the returns are too small due to land values.

<p>Trains are crowded in peak times already so extra housing near the various stations will see more people use the trains. The North Shore line can't really be duplicated so it is unlikely the number of trains can be increased to cope with more passengers.</p>
<p>Impacts on infrastructure, particularly public transport and roads, must be addressed and changes implemented alongside any changes to housing policy. The roads are already overcrowded.</p>
<p>Doing this will ruin the whole feel and community of the ku-ring-Gai area. There's already too many units.</p>
<p>Very concerned about the expected adverse impact on the environment, the sig reduction in tree canopy and loss of character of Kuringai.</p>
<p>Housing affordability is very important to ensure that our community does not become an extended retirement village. It is up to us to ensure that young people and low-income earners can afford to live in the community they grow up in and contribute to. Medium density housing and transport oriented development has shown to be beneficial to happy and healthy communities, whereas car oriented, low density development trophies community bonds. I enjoy the hospitality and retail in our community, and I am aware that hospitality is only viable when the employees can afford to live close to their place of work.</p>
<p>Don't support these changes. Traffic will be worse and with the trees are lost, environment will be impacted badly.</p>
<p>Given council is a toothless tiger re cutting down of canopy why are you moaning about trees now? Start in your own backyard and prosecute those on large blocks destroying our trees.</p>
<p>We have learnt to accept development along rail corridors and in the St Ives area. While this has some impact it is strongly localised, is focussed on major traffic corridors and enables residents to have good access to public transport. It is worth noting that despite that development, there has been no investment in infrastructure in the Kuringai area in the last decade. Traffic movements have increased and the volume of trucks using the Pacific Highway has hugely increased as drivers seek to avoid the tolls that would otherwise be payable on NorthConnex. While traffic volumes are down on Pennant Hills Road, the reverse is true for the Highway. Dual occupancy development away from the areas it is currently limited to will have a significant negative impact on the leafy North Shore and detract from its character. Rampant development that cannot be managed or controlled by Council is a recipe for disaster for trees, wildlife and the local environment. I oppose this in the strongest possible terms.</p>
<p>This will completely ruin 'the Australian dream' for many families who have worked hard to afford these nice heritage homesteads in the local area. These small suburbs along the train line aren't made for mass population. If people want to live in an apartment they can piss off somewhere else. Where will all these new people go to school? Where will they park there cars? This solves no problems and only ruins our natural landscape and beautiful heritage homes to which some have large history in Australian architecture and you are saying you are able to just clear the heritage listing and be able to knock them down and put up shitty cardboard box townhouses for people who have no sense of community and don't know the area at all.</p>
<p>Environmental impacts. Remnant blue gum forest is already under threat by vandalism. Already terrible traffic. Schools over crowded. Warawee PS full of demountables.beautiful heritage homes demolished. Ruining flora snd fauna and sense of community. This is already ruined. Very disappointing stop immigration lookafyer those already residents. Kick put minns</p>
<p>The North Shore greenbelt being unique to the Sydney Metropolitan area should be preserved particularly as its green canopy is important to various bird and wildlife and is a counter to the apparent climate change. All great cities in the world have standout communities and not all for one and one for all. Of significance also is the fact that the</p>

<p>vehicular corridor north from central Sydney is over crowded almost day of the week and despite the pundits saying high rise near railway stations will not bring more vehicles onto the nearby roads that is a completion fallacy. Many heritage homes along the north shore have already fallen to developers and enough is enough. Nobody wants to see what's happened to Chatswood which looks more like Hong Kong every day, become the upper north shore's reality.</p>
<p>Lack of Trees and Increase in Traffic with no possible ability to increase roads. Lowering of level of access to schools, hospitals and other facilities</p>
<p>We do not support this housing proposal. The NSW government are coming in and pushing aside the Ku Ring Gai's local planning and zoning rules and clearly do not care about the local ramifications. Like some sort of dictatorship. Consequences of this proposal include congestion, damage to trees and animal species, increased traffic and pressure on local roads, parks and amenities and loss of heritage homes. Locals will also see a negative impact on property prices which, for those such as myself who have put everything on the line to purchase a home in Ku Ring Gai, will cause a total loss of lifetime earnings. I do not want to see every part of Sydney become some built up concrete playground and the beauty of Ku Ring Gai is that there are protection measures in place to avoid this happening. I strongly support ku ring Gai's zoning and strong focus on tree protection. This housing proposal is moving quickly and the lack of public awareness and request for input is truly disappointing. This proposal means families who remain in their homes are at risk of having 6~7 storeys worth of apartments looking into their backyards if they are within 400m of the train station. Very disappointing housing proposal.</p>
<p>'Non-refusal standards' Total loss of freedom of consent. Whatever happened to freedom of speech, discussion, expressions of thought. This goes against everything about what we as Australians believe in. A government run state! This not just about development but the total loss of our basic rights to Freedom of Speech. Impact on stormwater. In a changing climate ignorance of this major concern will be very disruptive, destructive and expensive. The loss of tree canopy cannot be underestimated. Tragic.</p>
<p>Destruction of heritage area will permanently alter the landscape, driving up prices of freestanding houses and in some streets completely destroying the cash asset of long cherished family homes and ruining many peoples retirements plans. Council should urgently review criteria allowing private certifiers to sign off on the demolition of any house in the council area without the demolition going before an open council meeting. If this is allowed to continue the erosion of older homes in heritage conservation areas will snowball only adding to the ease with which developers could buy, hold, destroy and enlarge the area into which further development would then be allowed.</p>
<p>We in this debate should balance the wishes not just of those lucky enough to live in Ku-ring-gai already but also the votes of those who would be the Ku-ring-gai residents of tomorrow if they could only afford to live here. Their voices deserve to be heard too. I'm distressed about new owners cutting down old trees too but banning duplexes doesn't do anything to save them! I sense I'm not the only one to suspect whether these regulations serve to control what buildings and trees can be built or ripped down and more about controlling which people are allowed to move in. If you care about the environment and not just the pretty leafiness of your street trees, consider the heating/cooling benefits of multiple dwelling and the pollution from electric trains versus endless cars choking the Pacific Highway. Families have to love somewhere and I'd rather they live here than out in the western suburbs in some former-bushland-turned-cul-de-sac with no trees, no trains, no walkability and endless black roofs</p>
<p>Developers should not be allowed to leave houses vacant for long periods of time deteriorating eg. near St Leonard's/Greenwich. They should be rented out pending development.</p>
<p>Our standard of living will continue to decline because the Commonwealth government allows floods of immigrants to come to Australia.</p>

<p>Housing has a significant impact on the environment, with urban sprawl leading to the loss of natural habitats, increased greenhouse gas emissions, and reduced air and water quality. The mass output of energy from heat, light and the burning of fossil fuels contributes to huge amounts of CO2 being produced every time a house is built. We need to make sure developer using green materials, minimizing waste and energy-intensive production of materials.</p>
<p>Developers buy whole blocks of properties by offering ridiculous \$\$ and don't rent them out, just leave them to vandals, graffiti and vermin until ready to build on the whole block which may be never. But housing completely wasted when it could be rented out for years.</p>
<p>St Ives do not have the road & transport infrastructure & services (such as sewerage & low water supply pressure), schools to support increased housing density.</p>
<p>Don't ruin green spaces. Very poor environmental decision. Will increase temperatures and increase electricity usage through air con etc. PLUS - unit and housing is expensive here. Building more units/town houses is unlikely to mean more affordable housing.</p>
<p>The HCA s will now not have any relevance as a local architect I believe they have been clumsily managed, creating 2 classes of housing ,one that the houses have been developed and a second where it it very difficult to achieve a similar level of accommodation</p>
<p>Before they start knocking down homes to build units they should start building along Monavale Vale RD and at Terry Hills where there is lots of open space, just need better public transport facilities. Also when units are built they do not allow enough parking on the site for residence and the streets become crowded and dangerous with cars parked by the unit residence in the local area.</p>
<p>There are lots of old houses on large block in Ku Ring Gai which allows mid density housing to be possible and more affordable for the local younger generations to stay in the suburb they were born and grew up in. It is certainly a positive move to solve the housing shortage.</p>
<p>This policy will completely destroy the beautiful trees and Heritage of the Upper North Shore and destroy beautiful heritage homes.</p>
<p>Kuring gai has always been an area where trees have been an important feature. Having more high rise buildings will deplete the area of this very important feature. There are already many high rise buildings in the area and any more will ruin the street scapes.</p>
<p>Higher density living will put further stress on the already busy road and rail networks. 6-7 story buildings in particular will place a huge burden on the above and will do irreversible damage to the character of our area.</p>
<p>This proposal is wrong for all reasons addressed in this survey. Traffic, livability, tree canopy etc. It will remove the sense of community and cause so much congestion. Property prices will plummet which for those families, like mine, who have in recent years purchased near the train line, will cause financial losses which have taken a whole lifetime to build. The state government have literally said their rules are more important and will override local council's zoning, protections, rules and regulations. A very 'our way or the highway' approach. Very disappointing Labour.</p>
<p>This will strain our local infrastructure and amenities including sporting facilities, schools and daycare and roads. It will destroy our sense of community, damage and erase heritage homes and local flora and fauna and cause a major increase in traffic and congestion. This is an awful proposal and shows the state government does not care about local zoning, rules and regulations as their rules and decisions take priority.</p>
<p>A long term vision is required re impacts on environment and heritage, livability and sense of place. Not just a NIMBY issue - I feel the same for other heritage areas.</p>
<p>Inadequate local infrastructure even at current stage.</p>
<p>I think St Ives Shopping Centre is unsuitable for 6-7 storey apartment blocks because it does not have good transport to the rail line.</p>

<p>I think 450sqm is way too small for dual occupancy. I don't think the proposed new controls should override the existing Heritage and Environmental controls.</p>
<p>For years you've put extreme restrictions on local heritage /conservation houses in Gordon and now you want to put 6-7 high rises and destroy the heritage look of the town? Put 3-4 stories on pacific highway but please don't ruin the look and quality of life for people in Gordon.</p>
<p>Gordon is one of oldest suburbs in upper north shore, and it is very hard to find a place like Gordon in Sydney today, where there are so many heritages, forests, birds and harmony between human being and nature. As it is an old suburb, the road and other facilities are not for big population and big community. We have seen the burdens on our community caused from recent years developments, heavy traffic, over population, safety concerns while walking around in the community. The government should consider to develop rural area instead of already heavy population area with limited roads, parks, shops and other facilities. We need to learn the lessons from China where they have knocked down everything in old town during the development, and now all the cities in China are the same: concrete cages, no community facilities, and no trees, no parks, but only concrete cages and cars. Will our suburb and community be like this in next decades? Will this be what we are going left for our next generations?</p>
<p>Increasing density in St Ives will create traffic jams at Mona Vale road and Killeton street in peak times.</p>
<p>I am all for this if the right sites are chosen. Check our the mass of land only 400m from the train station in Bloomsbury Avenue, Pymble. There are houses there sitting on up to 3000m of land with one dwelling on them.</p>
<p>There's been much publicity about of serious structural building faults, and rectification is worse for owners of strata (Opal Towers is the tip of this iceberg). The building industry is in crisis with many recently going bankrupt, due to fixed price contracts and shortages of building supplies. Forcing an industry to produce more at a time when players have left the industry is a recipe for more shoddy building work. Australia needs a stable population to STOP biodiversity loss. Immigration levels are TOO high and unsustainable. (600,000 in one year - greater than the population of Canberra - is outrageous). Despite this mass migration, we STILL have skills shortages in trades, teachers, carers etc. because we're importing rich business owners with deep pockets who outbid our young people for housing, adding fuel to the housing crisis. Circular and sustainable economy is only possible with ZERO POPULATION growth. Prioritise existing homeless by building affording, compact, low emission homes. Protect and repair the damaged land for our native animals, because if they thrive, we all thrive. Placing human life above all other has created a people plague, which threatens ALL life on the planet via global boiling.</p>
<p>Will only make housing more expensive and unaffordable, regardless of the plans. It's all about profit and selling expensive homes to cater for the population increase. For developers to profit. That is all what it is about.</p>
<p>Finally allowing access to more people to live in a beautiful area and access public transportation. Developers MUST abide by and contribute to green space and amenities</p>
<p>There is an aging population, particularly in the Kuring-gai area. Many people are being forced to move out of the area to downsize. There are very limited stock/options available in the area, other than units on the highway. There are also very few options for young family to stay in the area when they leave home. This will allow families to stay together in the community they love as there will be many more affordable options, particularly for younger people and downsizers. It is time to open up these huge parcels of land to make way for sensitive infill development.</p>

<p>I strongly feel that some consideration should be given to heritage values of local areas on a case by case basis rather than a blanket application - there are many streets in Ku-ring-gai with multiple heritage listed properties and it doesn't make sense to have 3-4 houses in-between those properties turned into high-rise apartment!!!</p>
<p>This is a lazy policy that the Labor government has put forward with short sightedness. The negative impacts on the environment, local schools, roads and unaccountable levels of other negative externalities have not been considered at all. Moreover the issue of addressing housing affordability and access needs to be addressed at a Federal level (being immigration thresholds and taxation/economic adjustments), not by destroying the environment, history, heritage and character of communities.</p>
<p>The whole feel of the area will change to the worst. Less trees mean more heat. More electricity used to cool, more greenhouse. gases. Where will the extra schools and open areas be placed?</p>
<p>the best change for North Shore</p>
<p>Current infrastructure does not support high density areas. This will impact our environments such as playground, park reserve area, heritage housing etc.</p>
<p>The proposals will have little impact on housing stock and affordability as they will essentially add expensive apartments around commuter train stations to the benefit of developers and to the detriment of the community, life, livability, heritage and tree canopy. By downgrading the urban landscape in a few key locations it will directly impact everyone who lives there the only benefit being for developers who will be able to sell \$2m flats next to a station in a leafy suburb - i.e. not affordable and not solving the housing problem. In addition the scant regard to tree canopy destruction is an abomination in the face of urban warming, deforestation and destruction of the habitat. In summary this is an ill conceived popularity idea for the benefit of NSW sound bites and the actual benefit of developers who see a lucrative opportunity to exploit a high value virgin area - I can only wonder at the voices the NSW politicians are listening to.</p>
<p>I am not opposed to proving a greater mix or housing or ensuring more affordable housing in the area. However I am against changes that will impact the feel of the community (which is already being negatively changed with previous developments, impact the precious natural environment, or the heritage of the area which needs to be protected. All are key elements which make Ku ring gai the special place it is. With no apparent plans in place for improvements to roads and public transport, or plans for increased school numbers (the current ones are at capacity) I don't see how the area can sustain a significantly increased population without negatively impacting the existing population (human and animal) or the area itself.</p>
<p>We understand progress and leveraging infrastructure - its important when considering these chnages to maintain street scapes, tree canopy and lot sizes... traffic on the pacific hwy is already congested ...what additional services and infrastructure will be provide to support these development changes ... as the train line alone wont cope with these changes</p>
<p>E1 Local Centres should not be subject to the SEPP. Heritage conservation areas should be excluded from the SEPP. The maximum FSR for dual occupancies should be reduced to 0.5:1. Manor houses should be limited to a maximum of 4 dwellings (as is currently the case) The maximum FSR for RFBs within 400m of station/centres be reduced to 1.5:1. A minimum of 15% deep soil should be required for RFBs. A standardised approach should be developed to calculate walking distance from a station or centre.</p>
<p>Where will all of these families send their children to school? Where are the plans for local infrastructure and amenity additions? The public schools are desperately underfunded and overcrowded as it is. Are the hospitals and other health and social services able to absorb the extra capacity? How will the road network and public transport be improved to accommodate these dwellings and extra capacity? I don't believe for a second that local</p>

families will get access to this new accommodation. Macquarie park is a good example of where Asian migrants have essentially dominated the apartment sector. Prices of apartments are driven up and up and once again, the locals do not have the cash to afford these places.

Does not resolve objective of housing affordability. Units will have market price well above median. No proposals on infrastructure to cope with population increase

Restrict the high density plans to near rail stations.

Thee proposed changed to permit development are mis guided and ridiculous. affordable housing cannot be achieved at the detreiment of the traffic/parking and public transport and also at the loss of significnat canopy. we cannot indulge having greater density at the cost of the last major remnants of natural bushland.

support of this is pathetic in nature and immature to believe that increasing density is the solution to permit affordable housing.

affordable housing is achieved where land value is affordable and new cities are created. think penrith, blacktown, norwest, oran park. damaging the north shore and the privacy that its residents afford is detrimental to all people and nature

I support more housing and diversity of housing types but my biggest concern is loss of heritage values, local character and the clearing of trees and vegetation.

I support the Government's intent to diversify housing types as I worry about where the next generation will live and also recognise older residents have limited options to downsize in the area, especially if they still want a small garden, have adult children living with them or want somewhere big enough for family or friends to stay when visiting. I am broadly supportive of allowing dual occupancy, manor homes and low rise apartment buildings especially if they are made to comply with high quality design templates consistent with local character, and these homes are designed for families to live in long term, not as investment properties. Council can do a lot to promote a diversity of well designed housing typologies, as it has previously done with its guidelines for residential flat buildings.

I am unsure how, given current property prices in the area, these measures will make housing any more affordable. Why would developers buy such expensive blocks of land and then not maximise the number of apartments they can develop on the site? The Government needs to be pressed to require more social and affordable housing as part of any reforms, and for these measures to be in perpetuity not just for short timeframes. The council should also strongly advocate for value capture to discourage rampant developers and to provide for necessary infrastructure.

I am strongly opposed to the proposal to allow local heritage conservation rules to be overruled and the blanket rules that would allow for 6-7 storey apartment blocks, without any consideration of their suitability and what is there now. Also, the retention of heritage, local character and trees/vegetation/environmental values must be required as part of any zoning changes. 12-14 Cecil St Gordon seems a good example of a recent redevelopment where the existing heritage homes were retained and additional dwellings were added to the rear. The conversion of large homes on Ku-ring-Gai Ave Turramurra to manor homes is also a good outcome. Homes on large blocks can easily provide for additional housing, without the developer being permitted to demolish the existing character homes and ruin the beauty of the area. This would also be far more sustainable as it would retain the embodied energy and materials already used to build these beautiful houses. It would also hopefully attract better quality developers who are responsive to the site/local area and are not just building the same housing everywhere. Just allowing many such smaller scale developments would provide significantly more housing choice and renewal without the high quality character of these suburbs being destroyed as a consequence.

I am also concerned about persistent reports that many new apartment developments in the LGA (and possibly existing houses too) are being sold to foreign purchasers and are left vacant. Please push the government to investigate and report on occupancy rates so

we can have a more fact-based debate about whether these factors are influencing the demand for housing in the area and Sydney.
Please leave St Ives out of this!
This will not increase affordable housing. The price of real estate in these areas is very high. Even if the government puts restrictions on price this will only benefit the first buyers. These first buyers will expect to make a profit from the sale of their property. The very expensive terraces at The Rocks, Summer Hill and other such areas were originally 'affordable housing' for factory workers. Any mid/high density housing built has to be family friendly not developer friendly. At least 3 bedrooms for families and walking access to open areas - parks, playing fields, bike tracks etc for both children and adults. If Covid lockdown taught us anything it is the importance of preserved communal open areas for recreation. The increasing global temperatures will only be made worse by the loss of trees. Tree canopy cannot be replaced by a developer planting some agave and grasses. We need proper planning from government not knee jerk reactions. It is impossible for every one to live on the eastern sea board. We need planning for infrastructure for families to live in country towns and other areas. These areas are fantastic. A wonderful sense of community and a great life style if they were supported by infrastructure and professionals - especially doctors and medical workers.
I believe this would be extremely beneficial for the community on the north shore. This is the direction Ku-ring-Gai council needs to take in order to keep up with the demand for housing. I am 22 and am currently trying to find a place to move. I have been rejected from 11 properties already due to the high demand. There is no immediate prospect of that changing...
Minns needs to consider if we have sufficient services to support thousands of more people. Look at our trains, our intersections at peak hours, our shops, our schools, our streets.
Reaching net zero by 2030 should be built into the plan. mandatory state legislation that all housing be 8 star NatHERS rating; solar power; rainwater tanks; no gas; heat pumps; induction cooking; large terraces; cross ventilation; rooftop green spaces; shared outdoor spaces as habitat not only decoration; EV charging stations etc. Under the current proposal tree coverage would be reduced dramatically obviously impacting our biodiversity.
Infrastructure is already lacking and further development will only compound the current issues. The State government is diminishing our quality of living that we value.
Sydney has to increase in-fill housing. The self interest of wealthy landholders is more well to do councils need to be curbed by decisions to assist the wider community. Designed appropriately, there is no reason why existing tree cover and natural areas should be compromised. Indeed, existing home owners in my area seem quite happy to remove established tree cover when there is a few extra dollars in it for themselves. Allowing dual occupancy in low density residential housing is an effective way of keeping families together and better utilises land which lies largely unoccupied under existing zoning which was appropriate for the 20th century but does not meet current community needs.
Kuringai council needs to consider making housing more affordable to younger families and this will assist. Many older people will resist as they don't want this in their backyard but Sydney needs to change and everyone needs to do their part.
Increased density around stations should be able to be achieved while maintaining existing controls around site coverage, tree canopy, heritage, parking etc.
We are not sure why the Govt is moving away from the accepted 5 storey maximum height. If the Govt proposal reduced the maximum height to 5 storeys we would be supportive of the Govt's proposal.
I support some of the proposed changes (dual occupancy, town houses and low density apartment blocks) but am opposed to the proposals regarding larger apartment blocks. My

largest concerns are the scale of the reduction in tree canopy, and infrastructure unable to meet the demands e.g. traffic issues.
No info given about additional infrastructure to support increased population. We need trees - reduction of tree canopy is utterly short-sighted given climate change impacts. We don't want to end up another Parramatta , which is a concrete jungle with no decent tree cover. There should not be any "bonus" height increase. Plan for 6 storeys maximum height and stick to it. Council should be able to veto any proposal not inline with resident preferences.
Based on the map showing proposed new housing controls in KuRingGai, there can only be wholesale destruction of tree canopy, local bush land environment destruction of fauna habitat; total change to community feel of neighborhood. This is an absolutely disgusting plan.
-Council should have the right to administer development in its own area in line with resident sentiment and have the right to veto policy demands that are out of line with the needs of the local community. -The NSW policy makes zero reference to infrastructure changes that would be required to support greater population eg additional roads, parking, transport, schools, shops, medical centres. You can't keep stuffing more people into the same space, with the same amenities. -Massive reduction to tree canopy is unacceptable in a time of climate change. -30% "bonus" height allowance is also unacceptable as there is no certainty over what the final building height will be and the negative impact to neighbouring properties eg light blocked and again impacts from increased population density.
Don't you bloody dare.
The infrastructure will not be able to cope with what the Government proposes!
There is inadequate infrastructure, ie, schools, childcare, community facilities and roads to accomodate this proposal
Very disappointed by this disgraceful and cynical proposal. I hope the Labor Party is thrown out at the next election. These are the same old pro development policies we've had from Labor before, submitting wholeheartedly to the interests of developers. One wonders why. Typical complete disregard for residents with no consideration of the profound adverse effects on environment and community, not to mention already over burdened infrastructure.
There is a demand for a range of housing types in our area eg attached housing such as terraces and duplexes, not just medium to high tide apartments. But It is yet to be demonstrated that increasing density will actually result in more affordable housing and I am concerned that it will just be a bonanza for developers and councils will be under resourced to meet the demand for careful planning and approvals. The cost of the proposals to liveability is a big concern. Liveability requires protection of trees and natural areas, safe spaces to gather and critical infrastructure such as schools, roads, health services and access to water and sewerage. These facilities are already under maintained. It is unlikely that the housing will be designed and built with sustainability in mind. Until the NSW government addresses these issues, I am concerned this one size fits all will change Sydney for the worse.
These proposals if instituted would totally change the character of Ku-ring-gai. People live here because they like the area, especially the space available to residents and the green environment. These proposals would destroy the character of the area. Has the government decided to ignore the environment and climate change in order to put money into developers' pockets? Maybe their own pockets.
The significant tree loss to this area must be stopped - there are plenty of areas in Sydney that are perfect for redevelopment please don't ruin this beautiful area.
I don't believe that building 37 luxury apartments will help people buy a house .

<p>An assessment of the number of empty residences should be made and acted upon before full scale agreement to the recommendations.</p> <p>With the exponential increase in proposed housing density around railway stations - do we have evidence that the railway system can cope with these numbers - particularly at school and work peak hours. This also applies to the frequent closure of the railways for track work.</p> <p>The environmental impact of the resultant loss of tree canopy particularly with our increasingly hot summers, as well as habitat loss need full assessment. This has already started with many new residents felling large old growth trees with no regard for the cumulative effect on Kuring-gai, (and often without prior approval).</p> <p>Infrastructure, particularly traffic, parking, SCHOOLS, usable and readily accessible greenspaces needs to be planned AHEAD of increasing housing density.</p> <p>This SHOULD NOT be driven by the developers who only have interest in their profits.</p> <p>The population has to be protected, both with ensuring current home owners receiving the appropriate price for their residences, and the QUALITY of the new builds being regulated by INDEPENDENT assessment.</p> <p>This all looks way too hasty , with the destruction of a very liveable area proposed, and being replaced too hastily by much poorer quality and less attractive, shoddily built residences.</p>
<p>These proposed changes are horrific. They fly in the face of heritage rules, they destroy local trees and protected inhabitants, and they are not part of a wider traffic management plan. Idiotic town planning.</p>
<p>Planning involves an holistic approach in order to preserve or enhance the quality of the amenity we enjoy in Kuringgai. Increasing the quantity/type of housing without considering infrastructure requirements and quality of life is unsatisfactory.</p>
<p>In view of climate change fewer trees are madness. Also no plans for infrastructure to handle the needs of population increase. This is seat of the pants policy making without thought to consequence.</p>
<p>The houses between Hill Street and Archbold Road are of great heritage value and are beautiful. They are part of our suburban built heritage. They should be left well alone.</p>
<p>There is already a significant amount of traffic in the upper north shore both through main roads and local streets. The more we allow now, the more the NSW government will continue to impose in the future, until we get to a point like the Cumberland Council, which approves every high-rise apartment building in the masses.</p> <p>The suburbs there now are concrete jungles which are at least 2-3 degrees warmer all year round, have streets littered with garbage all the time, have no sense of community, and yet continue to add more apartments which de-value the whole place.</p> <p>The Ku-ring-gai space is a very special and coveted area, that we will only be ruining for generations to come.</p>
<p>The roads in kuringgai are barely coping with traffic at the moment. Density will only make matters worse . This is nothing but slumification of a beautiful area and it is being imposed with out any say from residents .</p>
<p>I strongly support the proposed changes, and particularly if affordable housing is a major part of the new system. Lack of housing is a major problem which must be tackled even if current residents are adversely affected.</p>
<p>Traffic flow on Bobbin Head Rd being only two lanes!!</p> <p>Consideration must be foremost regarding Bush Fire traffic exiting.</p>
<p>Support the state government's change to provide more housing opportunities to younger generations.</p>
<p>no-one ever discusses parking whether it be on the street ,under buildings or around railway etc - there is not enough now let alone the congestion if implemented . why can't government take an holistic and real view</p>
<p>The loss of tree canopy when we are aiming to reduce global warming is hypocritical and makes no sense for ameliorating the issues we are confronting for future generations.</p>

<p>Areas like Killara do not have shops, parking or infrastructure to support these changes. Is there any evidence that all the existing highrise apartments in Gordon, Killara and Lindfield (and Chatswood) have made housing more affordable? Median prices for 2 bedroom units in Gordon for example are 994K and 1.5 million for a 3 bedroom, Lindfield 983K to 1.6 million, Chatswood (which has substantial high rise) approx \$1.1 million to 1.65 million. I have seen the character of areas in the Eastern Suburbs change irrevocably as result of these types of planning changes with intense overcrowding, lack of tree canopy, limited parking and loss of character etc. Chatswood and Gordon are major hubs and very dense with apartments and shops and are very different to quiet villages like Roseville and Lindfield (there is nothing to speak of at Killara). This should be acknowledged. This plan does not seem to have any long term policy approach for the environment, infrastructure or community. It doesn't reflect why people move to these areas as an alternative lifestyle to inner and more dense city living. It looks like a short term ad hoc political reaction and a quick fix without a well thought out long term policy which will create a lasting change with limited benefit.</p>
<p>Sydney is a growing city. Every train corridor could be developed to accommodate the growing number of citizens and encourage the use of public transport. Those very large blocks in areas such as Roseville in Conservation areas, could be subdivided, allowing for population growth, without impacting the green feeling of the area.</p>
<p>It's an absolute disgrace that Established heritage areas could be eliminated . Every country in the world has conservation and heritage protection for their built and environmental heritage and vandalism of this sort would not be tolerated. Certainly we need more housing but NOT at the expense of our history which can never be replaced!</p>
<p>Anything for a quick buck. This will devalue the area that we have all invested in for its primary difference to other parts of Sydney. People buy here because it is green and has space. If we wanted to live in a busy developed area we all would. I know every resident I personally know is strongly opposed to this. It's an absolute disgrace. This council doesn't work for the residents that pay their bills there working for whoever they are can get a back hand from. Absolutely disgraceful and short sighted planning . This city is going to end up like Hong Kong. Super sad day, whoever is driving this should be utterly ashamed and needs to start listening to the people instead of whoever is giving them the biggest ice cream.</p>
<p>It concerns me that the new rules will override heritage protections as this will hugely change the nature of our areas. I'm not against some development - 2-3 story shopping precincts with apartments for example. I also feel there are other ways to add housing into the market, for example making it financially attractive for older people to sell their large homes and put them into the market, instead of holding onto them until they die and restricting ownership of properties by overseas residents.</p>
<p>The development will be a great disturbance and risk to north shores unique ambience.</p>
<p>Units should remain within 400 metres of railway and highway access. retain heritage and conservation areas and conditions.</p>
<p>Please consider to fix the root cause of housing affordability issue such as negative gearing, foreign buyer and not work on short term fix. Our forefathers plans Kuringgai as it is now, pls appreciate the work of our forefathers and not destroy its beauty for short term pragmatic solution which dont address main causes i e. negative gearing and foreign buyers.</p>
<p>Retain Heritage and Conservation areas 400 metres only for new housing policy Too much impact on current water/sewerage system</p>
<p>800 Metres is TOO EXCESSIVE. Only 400 metres should apply. Heritage listed properties and Conservation areas should not be dismissed within the building guidelines. Disgusting how strict Heritage guide lines have been set for a purpose yet dismissed at the blink of an eye for the purpose of a supposed quick fix.</p>

<p>Major concerns: heritage buildings and places should be protected- we lose so must already open spaces need to be considered as housing density increases. There is too little provision of garden space at present as developers build on as much land as possible. Medium high rise should work provided people have the use of ample open areas.</p>
<p>The timeframe is too short.</p>
<p>I understand the need for more housing, but Kuringgai is so special for our nature, our trees, our community and space. By cramping more people in here completely destroys the fundamental principles of our community, our joy in living here, and our natural environment - an environment that has already been declining with increasing construction jobs around us. Instead of punishing our environment, regulate houses that are barely lived in eg international homes or holiday homes. There are many run down houses around that could be improved for large families, but don't wreck our suburb just for increasing our population and economy.</p>
<p>This whole scheme is an utter disgrace. The Sate Government is simply kow-towing to greedy developers. The whole aspect of community on the north shore will be lost in the rush to over-populate.</p>
<p>I am concerned with the impact on the local natural environment, street environment (street trees) and the size of the footprint allowed for the new developments. I am also concerned with who the developers are and where they originate from or are based. Do these developers have any concern or regard for our local Australian heritage? Or are they only concerned with making money and exploiting Australia. Be very careful and aware about this Minns Government and local government. If we are not careful, the North Shore will be irrevocably changed and not for the better.</p>
<p>I live in Killara (over 20 years now) which I had understood was set up initially as a garden suburb with little commercial development - is this aspect being bulldozed? One of the things we most enjoy is our tree canopy and the lovely tree lined streets so we are not looking forward at all to this aspect of proposed developments. Also on the idea behind it all i.e. housing "affordability", we have found that developers around here are really not offering affordability at all - house prices have rocketed so I can't see how they will be persuaded to actually provide affordable housing for the real people that need it. Our two sons and their wives have moved out of Sydney (Coffs and Sunshine Coast) as they cannot afford to buy a home here. For too long now wealthy foreign investors have been allowed to purchase locally which has pushed the house prices up - that is where the initial issue is.</p>
<p>Fully support</p>
<p>It will not increase affordability in these areas. These proposed new dwellings will cost a premium and likely be out of reach for low and middle income families. New schools will need to be built. Slow immigration and stop overseas buyers purchasing properties.</p>
<p>I note that something close to 90% of heritage areas would be effected by this proposal. I do not believe that these changes here will do much to bring down the price of housing in this area except where units are built with specific affordable ones included. Obviously that will be limited to the minimum by developers.</p>
<p>Trains, Trains, Trains, This is the future of freedom and connectivity. Commercial needs demolition and rethinking as work from home is so prevalent. Save the trees.</p>
<p>The north shore north of Chatswood, the infrastructure is already inadequate with one main road the pacific highway already at breaking point. Also to be building next to the always incapable old train line is absurd, it would be better to build high density and affordable housing around the new and proposed metro stations that can cater for mass transport. Building in the north shore here also will not improve housing affordability, you really think the developers will sell cheap apartments here? get real, look at the damn demographics and local housing market.</p>
<p>I am strongly opposed to the high density development of current Heritage Conservation Zones. I currently live in a Heritage Conservation Zone near the station that would be</p>

<p>affected and already traffic and congestion is high, it is impossible to get street parking every day of the week and the proposed changes would only make things worse. I cant see that there are also any changes being made to local schools to deal with more people needing them if we increase the number of people in the area. I dont see that that there are any plans to increase amenities and accessibility to these areas at all - traffic and congestion will just get worse. I am also concerned about the destruction tree canopy in the area - we have already reduced it compared to other areas. I am strongly strongly opposed to the development changes.</p>
<p>Agree that there can be more some higher housing density but needs to properly consider impact on local roads and tree canopy. Tree canopy is what makes Ku-ring-gai what it is and it would severely impact on the character and the unique local environment if that was no longer a consideration and large trees were able to be cut down. There needs to be a lot more information about what is and isn't allowed for new developments and more information about how local roads will be affected. There is already a crazy amount of traffic on key streets like Boundary Rd and Archbold at peak times.</p> <p>This proposal seriously impacts all the unique offerings of the north shore such as the peaceful setting, heritage homes and tree canopy. That is why I strongly oppose it in its current form. There is possibility for increased density but not at this level!</p>
<p>Additional housing is required however there needs to be serious consideration of the public transport, infrastructure and service impacts. Having lived in dee why during its boom in population, it was clear that services in particular were heavily impacted, leading to a significant drop in quality. I am very concerned about any established trees being removed, they are what makes this LGA unique and are irreplaceable</p>
<p>The local traffic conditions and infrastructure construction cannot afford this change. It will be a disaster for the local living environment.</p>
<p>If older residents (supposedly in the big houses to be bulldozed) move out, where will they go? Healthcare quality and availability deteriorates any further west than Liverpool, Westmead and Hills District due to good quality doctors not wanting to live or work so far from Eastern and Northern suburbs. Older people have chronic diseases and require MORE healthcare than the supposed younger families who would replace them in high density, poor quality apartments and townhouses. Has the government taken healthcare into consideration?</p>
<p>The proposals to allow a significant increase in population without any increase in public schools, transport or infrastructure is going to create significant disruption to traffic and parking in the area, as well as impact livability. Also, the proposal to allow significant reductions in tree canopy cover, at a time when climate change is increasing the duration and severity of heatwaves, is concerning. Studies have proven that tree canopy coverage is critical in reducing the urban heat effect, and the government's own monitoring shows the tree coverage means St Ives is up to 7 degrees cooler than it would be with 10-20% tree coverage https://www.nsw.gov.au/sites/default/files/2022-10/Average-tree-canopy-cover-heat-vulnerability-heat-islands.pdf</p> <p>A blanket proposal to allow such high density areas of housing with little consideration for the impact on traffic, availability of schools and other amenities, transport and the impacts on climate will significantly reduce the livability of the area.</p>
<p>The plan overrides the community (and the ability for local council to represent them) and shifts the power to developers. This is irresponsible government and silences communities. We did not elect developers to decide the future of our community. Developer are short-term profit motivated, which is incompatible with responsible development and addressing climate change. There is already a crisis of regulation regarding developers in NSW.</p> <p>Tree canopy and character are the reasons this area is liveable. The proposal sacrifices this for density. There is a Sydney-wide need for more trees - it is unbelievable that the plan does not prioritise tree protection and mandate more trees, instead it proposes heat islands. Developers are profit motivated and so must be forced to protect existing mature</p>

<p>trees (and not excavate so close to them as to destroy their root systems) and plant a much greater percentage of trees. Development must include enough set back from the road so that it is planted with large trees. The existing development along Tryon road, Lindfield is a good example of balancing density and greenery.</p> <p>Congestion - the plan has no regard for any practicalities that come along with density. Local public schools are already beyond capacity, there are traffic bottlenecks at Clanville, Tryon and Havilah roads.</p> <p>Design - any density should include design controls so that the apartments are sympathetic with the surrounding character of Ku Ring Gai.</p> <p>Dual occupancy - will this allow unchecked demolition of houses in the area, so that they can be replaced with two houses? This will destroy the character of our communities. Would this really create housing affordability or just opportunities for developers?</p>
<p>The lack of consultation by the NSW Government is extremely concerning. The livelihood of residents in this area have been ignored for political gain. The character and natural environment of the impacted suburbs will be forever and irreversibly impacted negatively by the inclusion and concentration of high density developments. Furthermore, the high land value on the Upper North Shore and the high cost of new housing will mean that this policy will have little impact on addressing housing affordability and will favour foreign investors.</p>
<p>Allowing urban infill is necessary, but it needs to be appropriately regulated, managed and supervised to ensure Sydney's beauty and liveability is not compromised, and that infrastructure meets the needs of an area's growing population. Future generations should not be left with a concrete jungle or uncoordinated developments that do not complement each other or the area where they are built. The NSW Government's proposal to provide sweeping permission to carry out significant developments without any review or coordinating approval process to ensure sympathetic and appropriate development is in no manner a desirable way to achieve urban infill.</p>
<p>Increasing density affect livability and in particular ability to get to work and other destinations. Adding more people only possible with adequate infrastructure:</p> <p>Commuter parking at railway stations - could be built above tracks. Recently defunded by State Government at Lindfield</p> <p>Build footpaths and repair stormwater drainage</p> <p>Playing fields and schools to meet increased population</p> <p>Road tunnel under Chatswood and longer term Gore Hill to F3</p> <p>Road tunnel under Macquarie Park following alignment of Lane Cove Road</p>
<p>The infrastructure in St Ives would not support increased density living. It is almost impossible to get around as it is. The shopping precinct also would not support significantly increased numbers. Losing the canopy coverage would be detrimental not just to the local wildlife, but to the character of the area. Please reconsider this plan.</p>
<p>The duplex idea would largely increase the population in Kuringgai and will then generate huge pressure on the local education and medical resources and traffic.</p>
<p>I strongly oppose the proposed changes as they would greatly harm the attraction of the Upper North Shore as a residential area which include a sense of community, a transport system that can just about cope with the current local population, lots of green space and tall trees, environmental diversity and a distinct local character with houses nestled in between greenery. High rise buildings amongst others would destroy the unique local character of this area and put immense pressure on local infrastructure and services which are already struggling. I strongly oppose these proposed changes and i will express this view also at the next election should the changes be successful</p>
<p>I strongly support high density living near railway stations, but not in other residential areas. The dilapidated houses along the Pacific Hwy in Lindfield, Roseville in particular are an eyesore and should be demolished sooner than later.</p>
<p>Parking and traffic is already extraordinarily dangerous in narrow old streets for residents! Streets overloaded and not improved with the recent developments over last 5 years.</p>

Near misses with children and elderly (particularly together when grandparents take children to schools!) only a matter of time! Who is liable for that if council doesn't improve it? Narrow, old , bad visibility roads death traps
Thw roads and traffic will not handle the extra traf parks and parking cannot handle the amount of people you will destroy the area
Total disregard to the significant heritage, architecture and natural landscape of the area, which will be lost forever.
There is a housing crisis and NSW needs to build more houses. Development need not be negative. For example the development at Lindfield which is a great an improvement on what was there before. There will be negative impacts of trees and natural environment but we are near to several National Parks which provide all of that.
Supoort but needs concurrent infrastructure - deal with East West traffic at Lindfield Railway bridge. More sporting facilities, improved cycleways. More amenity.
A lot of "unnecessary big land" in KRG council have big potential to solve housing affordability problems. The current housing price in KRG (esp. Roseville lindfield and Killara) is so unaffordable and unfriendly to most of the young promising couples who want to be part of the community and they would also make contribution to local character. To make Sydney a better place is the duty of each of council and each individual family.
I strongly oppose the seemingly rushed proposal to develop the area. More planning needs to be put in place to create green spaces for the expanding community, along with maintaining the tree canopy and 'green pathways' the area is well known for. The world is getting hotter, what we don't need is less trees that help keep it cool. The north west is known for its greenery and it should not be taken away. Height of buildings close to train stations should be considered but most in the area do already have some, to a degree. Expanding to other areas of the community (west pymble shops, as an example) feels very unnecessary. I'm not against modernising but it needs to be done with thought, not rushed, as this seems.
There's already a lot of traffic in the area and parking is not easy. These changes will ruin Ku-ring-gai.
- The proposed changes focus on R2-R3. However there are some existing R4 zones within 400m of the station that are currently far less developed than what existing planning rules allow. For example, the complex Cooinoo at 10 Kissing Point Road, Turramurra is zoned R4 (high density residential) but is currently only developed to a density level far less than that proposed for R2-R3. Suggest that R4 be included in the new changes with density changes commensurate with increases to R2-R3. In implementing these new planning rules, R4 zones within 400m of train stations should be prioritised for development.
If you want to see a case study of the negative impact of all these changes, especially dual occupancies - see how much the character of places like North Ryde and Eastwood has changed. Not to mention the existing roads and public infrastructure can't support a large influx of additional dwellers. It's already busy and packed since the high rise at Lindfield Harris Farm. This is a band aid solution to the real problem, which is negative gearing affecting affordability. This will severely change the character of these places and it would be such a shame to lose this because of a short sighted band aid solution.
We don't need more mid-high rise apartments, it's oversupply and causing parking and traffic issues. We need more duplex and townhouses near the station and centre instead
Road and transport infrastructure is already stressed as is commuter parking facilities and additional housing approvals will further stress road transport and exacerbate crappy parking arrangements. The whole suburb is likely to have regulated parking, and peak hour travel will commence at 5-30 am continue until 9-00 pm each night.
Strongly oppose any high rise development in heritage conservation areas except on streets directly facing train line. Heritage character should be preserved including for future generations not overrun my modern high rises not in keeping with the area which

will also be detrimental to nature of local communities and why people have chosen to live in these areas. Will also cause significant traffic issues
Strongly oppose high rise development in heritage areas aside from along the streets facing train line - will destroy the beautiful heritage character of those suburbs. Any high rise developments should be limited to non heritage conservation areas.
Pacific highway is already under enormous pressure. This would create an additional huge burden on traffic. Also, there are not enough schools. You will be negatively affecting our local community by removing our trees and allowing extra areas of people living on top of each other. The fact we don't have this already is what makes our area so nice. You will be running it by allowing this plan to happen.
I am supportive of an increase in high & medium density housing around town centres but not the heights and distance to town centres as proposed. In addition, there should be a requirement to increasing the tree canopy (not reduce) including more shady street trees.
Opening the floodgates like this places our community at the mercy of property developers, who could not care less about other residents or the ongoing effects of high density on the community
Lack of consultation and consideration of local opinion is disgraceful. Politics overshadows the decision and lack of understanding or care about the North Shore environment which is already under strain
<p>Here are some very basic notes/key points—</p> <p>—the approach is singularly focused on housing provision to the detriment of all other considerations required for sustainable development that is able to support long term sustainable communities.</p> <p>—it only considers an immediate provision of housing for increased population but fails to even conduct a SWOT or Cost/Benefits Analysis to determine the short, medium, long and generational term risks and benefits of the proposal. It appears to be the result of a desk top review rather than an analysis of land-use which requires the consideration of multiple factors affecting a land parcel, and delivering an intelligent outcome benefiting current and future generations, rather than a short term outcome (of solely housing provision) based on ignorance rather than evidence.</p> <p>—it appears to be a knee-jerk reaction to grab maximum federal funding instead of considering what is appropriate for the vast and different areas and towns of NSW. A blanket one size fits all approach to land-use is a blunt approach and has rarely delivered positive results, and this is why most first world countries have developed historical and considered strategic planning to ensure the continued preservation of cities and places - to ensure the unique values of land parcels are upheld and carried into the future, instead of being erased through denudation and ill reference to the locus and connectivity of places. This approach is the pre cursor to third world development attempting to house population increase with zero strategic planning consideration, including integration of infrastructure and service provision, including open space and recreation provision, including complete disregard for site attributes and constraints - such as Aboriginal heritage, topography, European heritage, biodiversity and flora fauna, vegetation and trees that are crucial to stability and reduction in climate change effects.</p> <p>—what consideration has the DPE given to the First Nations peoples and the Govt Architects “Designing with Country”? How is this proposal bridging the gap between First Nations and new settler populations? How does it demonstrate a respect for Country? Where is the consideration and balanced approach to land development that the western strategic planning system under the EP&A Act is supposed to deliver?</p> <p>-- Leaving consideration of fine grain development aspects of the land to the Development Assessment (DA) stage is too late- a DA cannot conduct strategic thinking and planning, it is only about one site, not about cumulative impacts nor generational impacts. In particular, including the “no grounds for refusal” if certain (basic) standards are achieved wipes out the ability for a DA to ensure appropriate consideration of site constraints and site attributes - this clause must be removed in any proposal. Further, the</p>

proposed standards are inappropriate for areas outside the inner city. The standards must enable integration with the locality, with topography, with site attributes such as trees and garden settings to the street, deep soil provisions to prevent erosion and land denudation that will result in downland pollution of creek and river systems. The standards should not apply to sites with heritage, biodiversity, riparian, bushfire, flood prone mapping.

—the proposal has made no commitment to provide parallel infrastructure to match the population increase from the proposed housing potential - for example where is the State Govt schedule of funding and land provision commitment for the expansion of schools, hospitals, retail, services (banks, medical centres, shops), provision of new/expanded facilities (open space and parks, libraries, leisure facilities)? We have already seen State Govt cancellation of funds for the Lindfield Hub proposal removing key infrastructure that supported the development.

—the approach is not democratic and fails to provide a reasoned, evidenced argument to the residents of NSW. Rather it is dictating an outcome that is unfounded and not in the interest of long term communities, and certainly not in the interest of the State's own policies on achieving Net Zero and liveable, sustainable communities.

—how does the Minister propose to ensure quality of life for the new residents - it takes more than just housing provision and access to public transport stations to create high quality communities reflective of first world countries? Media comments by the Minister comparing the proposed housing delivery to Paris or similar European cities is deceptive as the resultant development will not yield European outcomes in a European climate. The outcomes will be akin to Delhi and other third world cities where such infill development has occurred in response to population pressures as is now proposed here. Has State Govt looked at third world countries where centres have been developed with little to no strategic planning consideration and no actual modelling for land parcels to integrate infill development without destroying land features and quality of liveability, that have delivered the same Paris-like density stacked housing with no balanced consideration of strategic provisions (open space, vegetation, cooling, facilities etc) to ensure liveability? State Govt is naïve in its thinking, making unfounded romantic assumptions instead of doing the work to give certainty to the NSW population on the management of housing and infrastructure delivery. The lack of transparency and refusal of State gov't to show with transparency the modelling and groundwork for this approach is corrupt and indicates there is most likely no in depth foundation, only a notional desire for an outcome of dwelling numbers.

--the state gov't has not provided the most important information - dwelling targets for each LGA. How can their modelling be based in anything if they have no dwelling targets? A vague blanket approach again indicates a complete lack of actual strategic and intelligent planning to avoid setting up future slums and isolated mass communities. What studies have been made to look at population and demographic profiles to ensure housing typologies respond to them - for example cultural groups that live in extended families.

—it is suggested that State gov't retract its proposal for both the TOD and the widespread dual occ - and instead provide clear, finite dwelling number targets, and then direct Local Councils to map proposals that enable a considered and balanced approach to provision of the target dwelling numbers in a manner that will not completely wipe out the local values.

—involving Local Council, to conduct research and an assimilated approach including community consultation, will enable State gov't to deliver a better supported, democratic and considered housing delivery appropriate to each LGA.

—State Gov't has not mandated current dwelling number requirements which again questions how they have based their reforms. Providing this will enable Council to conduct absolute investigation and deliver preliminary proposals to State Gov't within an agreed timeframe. This will allow a balanced, considered and evidenced approach supported by communities.

--State gov't has abolished the Greater Cities Commission which was driving an integrated approach to housing provision, but State Gov't failed to mandate dwelling targets for each LGA to support the GCC work. Removal of the high quality thinkers of the GCC

demonstrated the dictatorship approach being taken by this government, replacing GCC with lower grade non-industry professionals in decision making positions to preserve their singular agenda of housing delivery, regardless of the consequences for NSW residents now and into the future.

—where is the modelling and evidence to demonstrate the viability of the proposal around the nominated stations?

--Where is the modelling and evidence to show allowing dual occupancies amounting to 4 houses per 900 sqm lot (standard in Ku-ring-gai) and 2 storey apartments (under the term manor house), and widespread terrace housing to all blocks currently allowing single detached homes- across all Ku-ring-gai? This is fine for inner city and inner ring suburbs, but completely inappropriate for middle and outer ring suburbs like Ku-ring-gai where it will wipe out the significant vegetation and large canopy trees, including threatened Blue Gum High Forest and Sydney Turpentine and all existing flora and fauna, wipe out street tree planting with increased driveways, wipe out local character of houses in established quality garden settings, wipe out areas of heritage significance preserved for future generations and integral to a society's history and identity, wipe out Aboriginal cultural heritage present on much private land, commence the process of landowners poisoning trees and destroying Aboriginal and other land features to prepare their land for dual occ, manor house, terraces, townhouses ;as is already being seen with landowners systematically clearing their site to enable Complying Development with its lesser standards to occur on their land.

-With the recent Parliamentary Inquiry into the planning system and climate change - where is the evidence to show the proposals are sustainable? How do they propose to reduce heat island effects, land denudation, loss of canopy, loss of trees and established vegetation integral in the stabilisation of soils in the current and expected frequency of deluge rains likely to cause serious soil erosion down the area's ridge topography washing soils and pollutants into creek and river systems. What investigation has been conducted into the impacts on flora fauna that will result from denudation and downslope stormwater impacts. The proposal does not model the intensity of development proposed, nor the lack of canopy and the resultant heat impact contributions. It is ill considered. Where is the consideration of hazard now understood to increase over time - bushfire prone land and flood prone land?

—where is the evidence showing how the proposed standards fit in with other legislated requirements of land development consideration - mapping under KLEP 2015 Biodiversity, Heritage, Riparian etc - is State Govt looking to scrap Planning legislation? If so, it needs to be clear in legal terms how the "orderly and economic" use of land will be managed in future. Further, a transparent timetable for the matter of removing strategic planning from the EP&A Act being tabled at Parliament needs to be made public, including examples of precedents for such an approach in countries with similar climate and constraints as NSW - NSW should not be used as an unfounded experiment in a federal money-grabbing exercise by State Govt under the guise of housing provision.

--Why is Federal Govt not removing incentives for investment properties to drive down housing prices? Housing will never be 'affordable' in Ku-ring-gai regardless of how many dwellings are delivered.

—this proposal is not orderly, nor is it economic - there is no feasibility nor analysis of the impacts of the proposal to show orderliness - traffic, loss of trees, loss of heritage fabric, increased demand in unmet services, facilities and open space must be considered in balance with the proposal. Where is the orderly consideration of impacts on threatened tree species and conflicts with the associated Threatened Species Act?

— it is highly likely that the proposal will result in economic pressures on the government (and in turn to citizens who have to pay for the gov't's poor decision making) in years to come, that stem from social issues arising from increased housing provision with zero provision of supporting structures; further economic pressures on government will also arise from environmental crises resulting from land denudation, loss of flora and fauna, downslope pollutants and extension of environmental impact beyond the built up areas,

increased extreme heat generation and changes to microclimate due to an imbalance caused by a lack of strategic consideration.

I have 2 main concerns:

The first relates to changing the local character of the area that I have chosen to live in - tree canopy, mostly detached houses - a leafy, green, garden suburb

My second concern is how are existing services going to cope? Sewerage systems, roads, electrical substations and schools. Realistically there will be a delay between the housing being built, the population increasing and the updated provision of services - so do existing residents have to suffer through the changes before the services are updated??

The proposed changes will destroy the very reasons that make Ku-ring-gai a desirable community to live in. It is incredibly negligent of the State Government to suggest these changes without explaining how they will manage and fund changes required to a number of other key infrastructure areas (schools, health services, public transport, traffic, sporting facilities, etc) that are necessary to support the proposed changes to housing. The changes should be opposed in their entirety.

I strongly oppose the proposed reforms.

Dual occupancy and higher density living will change our highly valued community that so many of us rely on for our health and happiness.

It would be a danger to the safety of our children and elderly with higher density traffic and so few footpaths, zebra crossings and traffic lights.

Our health and well-being will be impacted by the destruction of more green space and green canopy in our back gardens. The positive impact of green space on our mental health is well documented and should not be taken at time of mental health crisis.

The local wildlife will be seriously impacted by increasing the density and removing green canopy and gardens. The impact on our bird life and insects is of particular concern.

The character, history and heritage of our "leafy suburbs" will be destroyed forever.

We do not have the infrastructure and services to support a greater population. The lack of infrastructure includes parking, footpaths, buses, trains, daycare and schools. This will seriously adversely impact the existing members of the community.

The increase traffic is a concern, with increased frustrations with heavy traffic and bottlenecks, and increased pollution is a concern to our health.

This change in policy which has the effect of reducing the potential value of my property (by vastly increasing capacity). This is unjust and unfair when we the residents, have made financial plans and property decisions based on the long established and settled planning laws. In the medium term, this is likely to cause financial hardship to many, including older residents, who are relying on property value for retirement.

As a long standing resident of Ku-ring-gai council, I am firmly opposed to the proposal.

Thank you for your consideration of my concerns.

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<p>bottlenecks, and increased pollution is a concern to our health.</p> <p>This change in policy which has the effect of reducing the potential value of my property (by vastly increasing capacity). This is unjust and unfair when we the residents, have made financial plans and property decisions based on the long established and settled planning laws. In the medium term, this is likely to cause financial hardship to many, including older residents, who are relying on property value for retirement.</p> <p>As a long standing resident of Ku-ring-gai council, I am firmly opposed to the proposal. Thank you for your consideration of my concerns.</p>
<p>Absolute disaster of a plan. This will ruin ku ring gai. Please fight to retain the special character of this area.</p> <p>Devastation for local fauna - we are in the blue circle and host echidna, variety of birds, marsupials and insects. They will all die if you increase density.</p> <p>Move to hong kong if you want to live in a cardboard box!!!! Ku ring gai is a special place, lets keep it that way</p>
<p>How will the government decide which existing properties fall within the new areas to be developed? When measuring the distance from the railway stations, is this calculated as the crow flies or the path taken to walk from the property to the station.</p>
<p>These suburbs are unique and should be conserved. The tree canopy should be protected and heritage areas should not be impacted.</p>
<p>More housing is not the solution. Australia focuses its economic development too heavily on the property and housing sectors - this is not what should be the driver for Australian prosperity. The world is overpopulated and other more densely populated cities are not healthy. Quality of life is now about fresh air and clean water as opposed to the type of car you drive or size of television you have.</p>
<p>I support the need for additional housing but not at the great detriment to the local area and environment, in particular the destruction of beautiful heritage areas that should seen as a great asset to Sydney, together with natural environment and trees(canopy should be encouraged with climate change not reduced). The proposed policy has not been thought through or considered these factors and local opinion. development should be considered and limited to 400m from the key stations and max height 4-5 storeys.</p>
<p>If these changes go ahead they will not only have a negative impact on the local flora and fauna it will increase traffic and massively increase cars parked in the streets causing further congestion.</p>
<p>As far as I understand the provided information, it seems the proposed changes override existing controls such as those apply to heritage conservation areas. I do not support heritage buildings being knocked down/rebuilt and replaced with dual occupancies or multistorey buildings. I would rather most heritage properties remain untouched (im thinking particularly heritage housing in Roseville but know this would apply to the whole area.</p>
<p>The fact that this startegy is being put in place with no further plans for schools, transport and other uogrades of community resources is completely unacceptable. Public schools are already overcrowded and underfunded on the otherwise expensive north shore in case nobody noticed. There are just a handgulif public high achools servicing most of the areas up for ' development' that are bursting at the seams. Really short sighted.</p>
<p>The Govt's proposed changes rely on an 2011 report by Grattan Institute. Outdated, not representative of current attitudes or individual community or suburb sentiment. The report is poorly referenced and assumes a priority ranking of 5th ("whether house is detached") means we should simply accept it's not important. How were community attitudes obtained in 2011? Which areas, age groups, sample size were surveyed? Areas currently zoned as Heritage Conservation should be EXEMPT from the proposed changes. The Govt's plans are absurdly arbitrary of north shore stations which begs the question of political interference, class warfare, and or corrupt relationships with developers. There are many light industrial areas and land aplenty in outer metropolitan areas which are</p>

better suited to development. It is terrifying that after more than a century of heritage protection, the Govt now proposes decimation of history, community, character, lifestyle, streetscapes and quality of life in KMC areas. Impacting the vistas and skyline, land clearing, and significant pressure on roads, schools and infrastructure, train capacity etc, is NOT solving the housing affordability problem. New apartment starting price of \$1M is NOT affordable. Fast track development proposals and private certifiers have proven to be engaged in highly negligent and corrupt practices, with poorly designed and poorly built structures. Illegal tree removal is out of control and a national disgrace. How can Councils and Govt be powerless to control this issue? How have we let this issue persist, yet continue to allow developers free reign? How can we have confidence in the systems which have failed us, the tax payers. The “non-refusal standards” referred to in proposed policy is further evidence of intention to delegate planning and construction to developers. Why should the balance of power to determine these issue be on a “non-refusal” basis in a democracy? Disgraceful, shameful embarrassment and does not pass the “pub test”. The proposed FSRs and landscaping provisions are grossly inadequate and will not rectify or make up for the land clearing. Allowing 0.5 car space per dwelling is erroneous, adding to street parking, congestion etc. We submit that the Govt is desperate and opting for short term quick fixes at any cost.

Don't destroy heritage areas, don't destroy the environment.

Am strongly against the proposal. It would severely impact the community via adverse traffic, lack of services, loss of trees and animal habitat. The reason we live here is because of the green canopy and the beautiful street scapes. There are too few green spaces already and having 7/9 storey unit blocks would create shadowing and wind tunnels.

A wider area with lower heights would provide more amenity . Paris and Barcelona have reasonable heights and very good public transport which we no longer have in the district. More small parks near apartments needed also.

My main concern is related to impact on trees. It is a false economy to increase the amount of dwellings and reduce the amount of trees. Even the more modest proposals, of dual occupancy on 450sqm blocks, would significantly impact the tree cover (there simply wouldn't be room for large trees plus two dwellings on a block that size). Pack of trees impacts us all. Currently Kurringai is far more liveable than many other areas which are hotter due to loss of trees. It would be devastating to lose that.

Overriding of heritage conservation areas is unacceptable. People have renovated homes sympathetically (down to selection of colours and drive way materials) often at extra cost and now face having 6 storey buildings as neighbours. Traffic will be a big issue. Roseville and lindfield do not have connections to the pacific highway to support this level of population.

Build out over the ranges and do not let this place become like overseas polluted hell ghetto mecca-cities

It just seems completely idiotic to effectively more than double the population, cars, school children in an area where access beyond rail is constrained by surrounding national parks. Rail only gets you in one direction.

And to also create this much additional heating in a city that more broadly is already impacting liveability and environment from urban heat Island effects.

It's like Labors goal is to make every equally shit.

And presumably given proximity to beaches, national parks, the water and city the north shore will still be more desirable. So doubling the number of people that can pay a mortgage on each block of land, how can that do anything for affordability? Just means twice as much can now be borrowed per block of land. A win I guess for those who sell up and leave and the government for stamp duty.

I guess this will drive up prices in Belrose and Northern Beaches if they escape this madness.

<p>The thought of rezoning around the major hub should not proceed without upgrade to the road networks.</p> <p>The local heritage value will be adversely impacted , as well as social and tree retention. Higher density in local suburb such as Gordon , Pymble and turramarra will only deteriorate the traffic for the whole network.</p> <p>Schools will not be able to manage the increased demand</p>
<p>When I look at new homes in my area (Roseville Chase) I laugh at Council's phone recording of "Sydney's green heart". All the trees are being knocked down with these enormous homes being built on small blocks of land. It needs to stop!</p>
<p>Residential suburbs such as Killara (no shops) should have appropriate adjustments made to the blanket 400m/800m circles around the train station eg more area included near pacific highway and less extending east from station.</p>
<p>Without proper infrastructure and community consultation all this will do will create an unlivable area for locals who have spent their lives working to make the area a green space for residents to enjoy. Australia is big, why can we not build on empty land and leave us in peace.</p>
<p>It will impact ALL aspects of our community.</p> <p>We will have no history left if heritage homes and buildings are destroyed, traffic and parking infrastructure has not been implemented now with the new 6-7 storey apartments already built.</p> <p>It will be chaotic if new 'housing' is built without infrastructure.</p> <p>Traffic conditions need to be upgraded particularly when the population of the area grows significantly. Arrows at traffic lights need to be added to help with traffic flow from additional cars in the area.</p> <p>These are just a few very significant areas of concern to many people in our community. I strongly oppose the proposed changes to the housing policy.</p>
<p>It will impact ALL aspects of our community.</p> <p>We will have no history left if heritage homes and buildings are destroyed, traffic and parking - infrastucture - has not been put in place now with the new 6-7 storey apartments already built.</p> <p>It will be chaotic if new 'housing' is built without infrastructure.</p> <p>Traffic conditions need to be upgraded particularly when the population of the area grows so significantly! Arrows at traffic lights need to be added to help with traffic flow from the additional cars in the area.</p> <p>I strongly oppose the proposed changes to the housing policy.</p>
<p>I'm not against increased density on the North Shore line where it is appropriate and consistent with the heritage and amenity of the suburb. However it is notable that existing suburbs such as Chatswood and North Sydney are excluded in the proposed plans, particularly where high density living is already a feature of those suburbs and there is capacity to build on this high density within the envelope of the suburb, without destroying heritage. Demolishing 100 year old homes in Ku ring Gai to build the exact same housing type is particularly unpalatable as it will change the character of the suburbs forever and for the worse with overcrowding, increased pollution and reduced tree cover. The features that make Ku Ring Gai highly liveable and desirable will be lost.</p>
<p>There is no indication of the approach that council will take to ensure that new developments are build with sustainability and longevity in mind.</p> <p>Will the new buildings be affordable for anyone who is not a bazillionair?</p> <p>Will the new buildings fit with the current aesthetic or will they be allowed to build more hideous monstrosities like the new brick building in Lindfield which hurts my soul every time I drive past it.</p>
<p>The biggest concern I have is the lack of development around the train station, which will result in developers moving into the areas which it should not, and break up the community feel of Gordon, particularly on the west side of the station. The overriding of the heritage (e.g. why would you want to build something on where Sir Bradfield (architect</p>

of Harbour Bridge), and the community around it? Madness. Sort out the dilapidated shops and build shops + living buildings around the station. That would solve the problems rather than squeezing more buildings beyond that on the west side.

On the east side of Gordon, take a similar approach with the shop and vacant space. How about building up where the open car park is? That is a huge lost opportunity that the council should have done. We could have had a council carpark on the bottom, with apartments on top

While I am not against apartment development close to stations, it is not so simple as setting distances of 400, 600, 800m, etc from railway stations or transport nodes and saying yes to medium or higher density development. Within those areas you have some of the grandest heritage houses and heritage conservation areas. For instance in Killara you have Stanhope Road and some other streets within 400m of Killara station which will have huge negative impact, same with Roseville station where you have heritage conservation streets such as Bancroft Ave. There are also highly significant smaller isolated heritage conservation areas such as Ku-Ring-Gai Avenue Turramurra which is a great example of a turn of the century streetscape and has multiple individually significant heritage homes. These types of heritage conservation areas should remain as is/R2 and exempt altogether. There is also a further discussion of other streets like Church Street and King Edward Street Pymble which have some magnificent heritage homes which are about 400m from the station which should be exempt. There also needs to be a discussion where things are upzoned how will local heritage items be integrated into the medium density development whether 2, 6 or 9 stories? the local heritage item houses (the main sections) which comprise areas such as foyer/hall, reception rooms and their original detailing, many of which are very lavish should not be gutted or cut up into apartments. If any do fall within a medium or higher density zoning, the development could happen at the rear, detached from the local heritage item home and explore opportunities where it could be used in ways to make it community accessible. That is, if close to station, consider options for Bed & Breakfast, reception venues, cafe/restaurant, accessible for community events in conjunction with council, etc, where possible. There are some streets which have housing of no heritage value and certainly can be upzoned but this needs to be looked at very carefully, facadism of heritage buildings, including contributory items in heritage conservation areas should not be an answer to the solution. There needs to be a close look of what is where and consider alternate options where possible and a solid framework in a worst case scenario how to best preserve any heritage buildings in the context of medium or high density development where it does happen.

No indication as to the impact on C4 Zones.

As a council, hard fighting of government is probably impossible and will cost you/us tremendously! Your best bet is to get/commission experienced consultants urgently to negotiate hard, really truly. Most residents want to keep the green and heritage which is what makes Kuringgai special. That will be your desired outcome for the important heritage streets, nice residential streets & robust communities. Some residents don't though. They will be your negotiation chip, they are your 'sacrifice'. Development can happen which is aesthetically pleasing, provide space for residents to gather & community events (really needed), provide more services/shops & green space, without turning into concrete jungles/slums. Encourage creativity in world class urban planning. Even run contests, get your residents excited. Invite highly reputable architects & developers. Also make the developers pay for all the services needed! eg EV charging infrastructure, parks, recycling systems, solar systems, electric transport systems etc There is your cash cow. Your best bet is to truly let development happen in shopping areas but make sure the outcome is pleasing. Have fun with it, architectural urban planning wise. Also terrific opportunity to make all our shopping strips more wheelchair and elderly friendly. (Quite dangerous for them at the moment on Pacific Hwy & Ryde/Lane Cove Rd!) Lead your

residents to come up with where that will happen (mainly all train station shopping centres & community centres) to spare other areas. Residents will always oppose everything but as soon as people know where is what, they will adjust their location naturally. Please don't oppose everything government wants to do, will never work and we will just get policies stuffed down our throats. ps Dual occupancy at 450sqm is absolutely terrible as that is every block! Please negotiate that off the table.

Current infrastructure would not be able to cope with further accommodation.

Suburbs near to transport need to adapt. There is a housing crisis and our young people are suffering, however this development should be near rail hubs only and have controls in place to prevent over development.

I believe that my "neutral" and "negative" responses in the above survey match my "very negatives" to the worth of all the proposed housing development changes. It is obvious that, if the proposals eventuate, housing availability should increase. But affordability will be in the hands of the developers and they have too much of a hold over government and get carte blanche at the expense of purchasers on price. What they build is never cheap moneywise to purchase but, in more cases than not, the quality of building is very inferior, resulting in great expense paid in special strata levies to correct the defects, if that is humanly possible--look at the majority of bleeding balconies along the Pacific Highway. I am very sorry that I believe I am both cynical and correct and that the NSW Government should reconsider and check that policies coincide. For instance, it is absolutely contrary to the new planning that the NSW Government withdrew funding for the commuter parking in the contentious Lindfield Hub that was set to provide copious residences and, although ridiculously stewed over by Council for a suicidal length of time, was almost a going concern and now, presumably, can't happen? So now neither will the Lindfield Library site be able to be sold.

Ku-ring-gai paid its dues in the beginning by providing the timber to build Sydney and now what was left or has regrown and has escaped the recent attacks from disrespecting developers and selfish private citizens is the lungs of Sydney. More development that will fell trees and concrete the seed bank, will not only ruin Ku-ring-gai but deprive the whole of Sydney.

It is about time that the rail infrastructure be better utilised with a bigger local population. By having a higher density development it will boost the economic activities in Roseville.

Given the extent of the changes and their concentration on areas that have not been supportive of labour governments historically, these proposals appears punitive and politically motivated.

By overriding existing planning controls such as those for heritage and the environment, this proposal will lead to history and ecosystems being lost forever and is at odd with NSW publicised climate change and sustainability objectives.

More dwellings may be created as a result but it will be at the cost of the quality of life that made people wanting to move to these areas or even Australia in the first place.

Suburbs will be losing all beauty and aesthetics with adhoc building types, barren streets with loss of shade and trees and wildlife. It will lead to gridlock traffic particularly on the already dense Pacific Highway and will see lack of parking available in local streets.

Introducing 'non-refusal standards' for the new planning controls so that development consent may not be refused, will lead to significant adverse impacts on heritage, trees and biodiversity in the area and does not give consideration to traffic and stormwater impacts.

The proposal will lead to significant tree loss across Ku-ring-gai, which for documented environmental reasons should be avoided.

The proposal is excessive particularly allowing affordable housing bonuses of upto 30% increases in floor space ration and height on top of the proposed new heights.

The proposal has given no consideration to the necessary infrastructure required in Ku-ring-Gai to support such an increase in density such as schools, transport, road capacity and community facilities.

<p>I agree we need more housing options and as it stands now, we do have space around the rail corridor/main shops. Council has been talking of much the same developments for several years, to help revitalise local shopping precincts!</p> <p>Dual occupancies and low rise terraces are very similar to the large 2 storey homes that are being built all around Kur-ring-gai, as smaller original homes are demolished for new. I don't think that anything larger than low rise developments should be built in the smaller centres further from the rail line. Most local shops certainly do not have full line supermarkets or an abundance of restaurants.</p> <p>I love history and recognise its importance, and would hate to see heritage listed areas disappear. (Let's think about The Rocks!) But we also can't live without some change, esp. as population grows. Perhaps there can be some type of compromise, where blocks of heritage can be conserved, but at the same time build new SYMPATHETIC HOUSING. At the moment there is no say and the area is becoming very higgledy piggledy.</p> <p>However, infrastructure is not being implemented to keep up with these changes and it is only going to worsen as more people move in to the area. Roads are often grid locked along the same rail corridors, power supplies surge or cut off far more often than they used.</p> <p>With a reduction in green canopy targets, the area will become hotter and be less able to fight climate change. Wild life suffers and the Kur-ring-gai scape may no longer exist.</p>
<p>If there is no change to public transport, roads and cycling options, these changes will be difficult to live with.</p> <p>There are seemingly also no provisions for the environment.</p>
<p>Corrective implementation should be carried out prior to changing the housing policy to the Infrastructure to support the policy change for example:- Schools,Trnasport / Road community facilities, increased supply of Electricity, gas, water, sewerage and drainage.</p>
<p>I feel through this initiative the need for additional housing means that agricultural land and parks should not be impacted upon. The areas around railway stations have already been impacted by higher density housing, so is a clear precedent for his approach. I support the approach the government is taking as we have good infrastructure in place.</p>
<p>The heritage and biodiversity are a key part of the reason for moving to the Ku-ring-gai area. To build multistorey apartments and delete our heritage and trees is an enormous mistake that we will never recover from.</p>
<p>Please keep and protect the trees and the local environment at all costs! We can't afford to lose the few remaining trees that we have!</p>
<p>I am supportive of changes to allow dual occupancy however would like to see some council rules be implemented around facade type, colour etc. I think you can retain the local character and style. I see some very unusual designs which aren't sympathetic to its surroundings. Blocks of 1200 or more should be subdividable however the current rules are arduous and overly lengthy. Council make the process incredibly more difficulty than it needs to be. I also feel appropriate infrastructure needs to be added to cope with the increase in occupants that will come with these changes</p>
<p>We have a large block and currently it cannot be subdivided nor dual occupancy built on it, which is ridiculous when more housing is needed.</p>
<p>How far is your definition of "near"? I cannot find reference to this in the online documentation. Referring to multi storey dwellings "near train stations" ... Is it 1.5kms? 2kms?</p>
<p>I am very concerned about the impact on the natural environment. If we decrease our trees, we risk becoming like the western suburbs which higher temperatures. This would lead to a downward spiral of excessive energy use to cool our homes. What good is more housing in an uninhabitable environment?</p>
<p>Quality of life in the area will diminish due to over crowding. It will negatively impact access to schooling and healthcare and other services. Traffic congestion, reduce air quality and the local greenery. Why is the NSW labour government not investing in better</p>

transport and amenities in the outer regions of Sydney instead? This is lazy, short sighted governance.
Strongly oppose the introduction of this legislation. The suburb of roseville has a beautiful heritage character and showcases lovely Californian bungalow houses, this character will be destroyed by 7 story apartment blocks. The traffic is gridlock getting in and out of roseville currently, with accidents occurring on archbokd, boundary road and pacific highway as people try and drive through roseville. It is a ridiculous suggestion that the surburb could accomodate this amount of proposed development.
We have spent lots of time & money preserving a heritage house & maintaining tree canopy which could be bulldozed or severely encroached upon under these proposals. More consideration needs to be given to the negative impacts these proposals will cause.
I am alarmed that 'Non Refusal Standards' are to be introduced for the new planning controls where heritage and environment controls can be eliminated. Is this the first step towards communism in this country where individual rights and preferences are abolished by the government?
There should be additional high-density housing BUT not a blanket 400m from stations. 1. Heritage, natural environmental character and community areas should be identified and retained. 2. The services like road upgrades, traffic improvement, parking etc must be provided along with developments. 3. Larger, higher density (eg 10 storey) buildings closer to highways and stations (eg within 200m) and terraces/town houses etc which can retain current local features would be better (eg from 200m)
These changes are well overdue. Good work NSW govt in catering for growth.
Higher density in the transport corridors near stations is a good idea but the rest of the residential areas should remain unchanged
The natural and heritage environments of Kuringai and other Sydney councils will be destroyed with this carte blanche approach to development. It's just depressing actually. Heartbreaking.
I strongly appose all of the proposed changes!!!
Infrastructure such as schools, parking, roads, local services needs to be considered with increase in population. Concern about the natural environments, cleanliness. Cannot see anything about the planning of such. Council need to consider if we can respond to increased numbers in the community.
We seem to be the only country in the world that wishes to destroy its heritage and wipe out its history.
Poor governance of population growth by state government is now resulting in even worse policies that will destroy the neighbourhood quality of Kurringai and other similar LGAs. Please vigorously oppose these state government directives.
Conservation areas should not be overridden Reducing tree coverage will significantly increase heat with global warming
Infrastructure, schools and roads first, before increasing number of houses
Need train station connect St Ives to other suburbs.
They should not be able to override heritage listings
Consideration should be given to maintaining a suburb's heritage and environment so it retains its uniqueness balanced with the housing needs. Indiscriminate development adversely affects the liveability and character of an area. If affordable housing is the goal, limits should be placed on how much apartments can be sold for so developers don't make a killing from this policy. Few people can afford to pay \$2million for a two bedroom apartment. Before development is approved, an assessment of the local infrastructure should be conducted, especially sufficiency of commuter parking, so our roads are not grid locked with parked cars. In most areas in my locality, existing roads can only service the current

<p>single level dwellings not the numbers of cars pouring out of apartment blocks causing frustration and anger among residents. This is not good for maintaining a sense of cohesive community.</p>
<p>Lots of empty property in Kuringgai - so we are going to build more for investors to buy and leave empty now? And chop all our wonderful trees down too. Very poor environmental decisions.</p>
<p>So long as medium density residential zoning is accompanied by the provision of services such as public transport and public green space, cities the world over have proven that higher density and well connected suburbs are overall nicer places to live when compared to poorly connected urban sprawl joined by roads.</p>
<p>to protect our heritage and conservative environment.</p>
<p>Tree canopy has already declined in Kuringgai and council are not currently addressing this. Too many new houses are not being made to plant trees and council need to resume responsibility for identifying nature reserves that would be suitable for tree planting.</p>
<p>I'd like to see a bit more infor on the overall ratio to dev/block size. I think this meds to be reconsidered and houses smaller. Building materials and efficiency also need to be top of mind and insulation solar etc tree canopy needs to be held higher than 15-20%. This can be achieved with smart town planning Road offsets Need to be reset in this situation and the streetscape of other houses in street done away. Consider the USE of the land in this along with tree canopy and improves building efficiency and it's achievable for our next generation. We can't keep building shoeboxes in the far west</p>
<p>The Ku-Ring-Gai area without its tree scapes and heritage protection would be totally unrecognizable. We need more trees to help reduce the terrible effects of a changing climate. Trees cool down temperatures in homes and provide food and shelter to our special birdlife and wildlife. Any loss of their habitat would see a huge reduction In the plants, birds and animals we welcome to our area. Increased traffic will certainly be an outcome of the proposed changes. Blocked roads and a lack of parking will be inevitable. It is undemocratic for the government to have the ability to override our heritage and environment planning controls. I understand that more housing, especially affordable housing, is needed in our state but destroying our precious environment is not the answer. Providing work and better lifestyles in the regions would be a positive step to encourage people to live outside major cities. I love where I live, I have birds, wallabies, Goannas who visit me regularly and I feel honoured to share my area with them..</p>
<p>We should be going Up, not going Outward. Dont penalise people for wanting to be close. The council is out of touch in what they presented</p>
<p>This is an absolute disgrace from a corrupt state government looking to further the financial interests of developers. This isn't a case of "Not in My Back Yard" as this form of unprecedented development should not be occurring in any part of Australia. Poorly built houses and apartment complexes that don't adhere to any Australian Standards are not the solution to this country's out of control population growth. It is a band-aid solution which will not solve the housing crisis and it is at the cost of destroying the North Shore's heritage and environment.</p>
<p>From what I have observed in Parramatta, parking, footpath size. & road width all need to change as well.</p>
<p>Urgent need to redevelop areas near train stations to 6-7 storeys, i.e Gordon, Turramuura but should include shops and commuter parking as well as residences. Keep major developments within 500 m of train stations but MUST include parking. Due to the terrain not everybody cycles or walks to the station and buses are not always reliable.</p>

<p>I am opposed to high rise development and am concerned that tree canopy will be removed and heritage not considered. I am also concerned that council will have no ability to veto development. The current trend to build ugly, tall developments, with few 3 & 4 bedroom units is a travesty.</p>
<p>I'm concerned about the changes proposed as it will have a detrimental affect on local nature & wildlife.</p>
<p>We live here because of the high level of healthy living for the community. Trees give oxygen, space gives freedom. Change the density of the built environment and society changes too.</p>
<p>If you want to lose everything good about the North Shore do this but I strongly oppose every single idea this new government is bringing in. Affordable houses can be made closer to the city or where there are currently lots of duplexes already. The whole north shore would change and lose its character if this goes ahead</p>
<p>I strongly oppose the proposal to transform the upper northern shore into another area with medium or high population density. The upper north shore has long been recognized for its tranquility and expansiveness, situated far from the bustling metropolitan area, and I believe it should remain that way. Residents and visitors alike choose to be in this area precisely because of its peaceful environment.</p> <p>As a resident, I am concerned about the potential transformation of our home into a busier place. While I acknowledge the need to accommodate a growing population through building and development, I believe it's essential not to pursue this goal without considering the environmental impact. The strategy for urban development should take a more holistic approach, considering the distribution of people across various regions in Australia.</p> <p>I find it short-sighted to concentrate everyone in Sydney and convert every home into an apartment. This approach may not only compromise the unique qualities of the upper northern shore but could also have negative consequences for its residents. I sincerely believe that this proposal brings more drawbacks than benefits to the majority of residents, and I urge decision-makers to reconsider the plan in a way that preserves the character of our community and prioritizes sustainable urban development</p>
<p>Extremely concerned at the potential loss of the green treed environment. Very concerned for potential loss of heritage houses and the unique architectural character of the area</p>
<p>Higher density adjacent to stations should be the only change</p>
<p>I have prepared my response as both a resident of Ku-ring-gai and a qualified town planner.</p>
<p>In addition, I'm worried on its impact to my kids school. As no consideration was given to its infrastructure to support its increase in density.</p>
<p>Ku-ring-gai do not have the infrastructures to support the proposed extra residents.</p>
<p>unacceptable if apartment blocks are allowed near small shops such as South Turramurra, Wahroonga, West Pymble, Eastern Road, Bobbin Head Road</p>
<p>The dual occupancy will destroy our tree canopy. Urban planners are always noting that our summer temperatures are well below that of the west due to the canopy. With global warming our area will get much hotter.</p>
<p>Thinking about the house affordability, most people will support the relaxation. For the younger generations, they need cheaper, affordable homes; for the old generations like us, we have mortgaged house, when the interest rates are so high, we are on the brink to lose the house. As the house is Australian's biggest investment, you understand how frustrating will be to lose the house. So, we need a proper 'exit' from the current house. Subdivision of the current land is a way. Especially in Ku-ring-gai area, most house land size is above 900 m². Some are more than 1000m². By allowing subdivision of the land with 1000m² or above, people can sell one of the land for a return. To build a house on a land 500m² is very common in other councils. The house will still have ample floor space for a family with a decent backyard for children and pets. The houses will have very limited</p>

<p>impact on local characters or environment. I sincerely hope ku ring gai council will promote subdivisions.</p>
<p>Kuringai is blessed with large properties. It's difficult to justify retaining them on the basis of heritage when housing people is in crisis.</p>
<p>PLEASE - NO 6-7 story apartments!. No consideration to local character; ZERO trust in ability to deliver QUALITY, thoughtful builds; Rubbish, ugly apartments are rampant in Sydney. ZERO Trust that Heritage won't be completely eroded over time; Horrible plan...A better option for Minns govt would be to incentivise businesses to move to regional areas, and population will follow. Why keep packing them into Sydney?!?</p>
<p>It will destroy tree canopy at a time when other councils are increasing trees to reduce rising temperatures. Development will be largely uncontrolled in the TOD leading to shoddy building practices and poor quality buildings. No increase in infrastructure such as schools and open spaces at the same time as increasing population densities.</p>
<p>I understand the need for affordable housing, but there should not be a blanket approach for all of Sydney. Each area has its heritage and should be maintained.</p>
<p>The proposals will annihilate Ku-ring-gai as we know it. Thousands of critically endangered trees will be removed; heritage conservation areas will be smashed; wildlife and birdlife will disappear</p>
<p>We must not prevent provision of more housing availability near public transport</p>
<p>This is a disaster for Ku-Ring-Gai. We bought here to enjoy the low density housing, the tree canopy, the marvellous birdlife and the civilised lifestyle. All this is now at serious risk of destruction.</p>
<p>Additional housing will put enormous pressure on road networks, parking and other infrastructure.</p>
<p>These policies alone need to be put in the context of taxation treatment of housing and the problems created for local traffic. Some roads leading into main roads are already choked. For example, Kissing Point Road, Fox Valley Road, Ada Avenue, Telegraph Road. What controls will apply to schools expanding into adjoining residential areas. Knox, Abbotsleigh and Ravenswood have already reduced the number of residential blocks. Will they have the same freedom in Future?</p>
<p>I live in a heritage item house within 800m from Gordon station I have been restricted by what I can build, extend, colour of house. I live with cars parked all up the street for train access and sometimes over my driveway. So unfair economically to change when it suits the government Multi dwellings and units will still be expensive in this area and will not change the housing crisis The average apartment is \$1.5-2mil as near train. So appalled and disgusted Will my 6-7 mil property (which is my super and will support me in old age) now be compromised??? I would not of brought here 8 years ago if I knew this !!!</p>
<p>The proposed changes to housing density will increase housing availability but not necessarily affordability (where the assumption is that the affordability of housing pertains to owner occupiers and usually means first home buyers or younger buyers) given the trend in such properties being acquired by investors whose presence in the market increases competition for stock. The upper north shore (I reside in yeramba st, Turrumurra) is a sprawling suburban environment for which adequate public transport links are needed. There is no mention of improvements to such services. Alternatively, residents are dependent on private cars, where road networks are not necessarily able to accommodate increased demand (eg Yanko Rd/Commenara Parkway as single lane arterial roads). This does not appear to be part of the proposed plan. Public local schools and related infrastructure would also be under greater demand with no plan to increase such services.</p>

<p>prefer same height (eg, 21 meters, assuming 3.5 meters each level) across Ku-ring-gai; and not allow to remove any old trees, if possible. Similar to Lindfield, approve to build more apartments and open more retail shops, opposite to Pymble train stations.</p>
<p>I have serious concerns about the impact this will have on our natural environment and the pressure it will put on existing infrastructure.</p>
<p>I'm glad finally government acting on this important issue. It's very selfish to keep massive housing for elites. The space needs to be shared with community.</p>
<p>Need to review tree density throughout the LGA — current policy of encouraging growth of trees capable of reaching 80m (e.g, Eucalyptus saligna) with a propensity to drop branches will lead to more deaths and injuries and creates a significant bushfire hazard.</p>
<p>7 storey apartment buildings are not medium density They will dominate these areas because they make the land too expensive for other developments Similarly four 2storey houses on a standard block! This means the destruction of most of traditional and heritage kuringai as well as tree over. Are there any plans for more open space</p>
<p>About time should have been implemented earlier</p>
<p>The schools are currently at high capacity impacting the ability to educate children in what has traditionally been a family area. The location of multidwellings near trains fine, however, in the family based areas this will bring more traffic and population demands on infrastructure and schools. The transport system supporting schools already is broken. How will you handle increased traffic, parking needs with the current system. Diabolical.</p>
<p>Support low rise residential close to stations, that are sensibly planned and located that does not impact the heritage and natural character of Ku ring gai</p>
<p>Developments in the Hornsby (Asquith) area and Hills District (Box Hill) show how good intentions can go seriously wrong. With future slums in one area and social unrest to manage in the other. Be careful, you are changing how the current people residing here want to live. Nobody who chose to live here wants another Box Hill. Otherwise we would have bought there.</p>
<p>The roads in Kuringgai are already struggling with many single lane winding corridors. I commute through Killeaton St in St Ives that is often at gridlock in peak hours. The impact of packing more houses and people in has way more negatives than positives. An additional shop doesn't offset the inability to get there.</p>
<p>Destroying the whole makeup of the Ku-ring-Gai Council area It is very unique suburbs and to lose them, we will never have it back in Sydney. Why we want to live here is because of this uniqueness and to lose all the gardens is terrible.</p>
<p>What an absolute travesty. Killara is the only suburb in Sydney that has truly maintained its history and heritage for future generations and it is heartbreaking to think that the state government would take this away.</p>
<p>I'm concerned about loss of STIF to accommodate new residences. Not enough community consultation. Changes won't help affordability issues as houses and units will be too expensive. Not enough current infrastructure eg clogged feeder roads, and no thought given of how to improve public transport to allow new residents to get transport hubs. Not enough schools, public hospitals for so many new residents. Loss of amenity and sense of community. There are other areas of Sydney that are more suited to these changes eg Chullora, Greenacre, Wiley Park. I am strongly opposed to these changes.</p>
<p>I strongly support the NSW government initiative. Ku-ring-Gai local area is in severe need of more housing to allow our next generation ability to live in area they grew up.</p>
<p>Complete madness</p>
<p>I strongly support densifying near railway and shopping centres. There will be less development further out Sydney if we densify near us. It will provide many people with close access to work and transport.</p>

Rather than increasing density to areas other than those close to rail stations, I recommend allowing 10 storey apartment blocks close to railway stations.
Extra supply will improve housing affordability. Some reduction in local amenity is worth incurring for that.
Get your heads out of the ground
Increasing the density in residential blocks (new dwellings on 450m ²) will only increase housing supply by a fraction, thus does not solve the housing crisis. The negatives on our natural environment far outweigh any small benefits of this housing strategy. A much more effective strategy is for high rise along the Pacific Highway and train line.
I support low-rise housing near stations and local centres, excluding existing heritage areas, but not mid or high rise housing. I think Ku-ring-gai can support denser housing if approached sensibly and in building support services in conjunction: schools, daycare, much more PT, GPs, small shopping and restaurant precincts etc.
The government proposal is shortsighted and a blunt tool. It disregards environmental factors and does not provide any support for services such as transport, stormwater, schools, and childcare. While there is a need to increase housing density around rail lines, it needs to be done in a thoughtful way to preserve heritage areas, the environment, while ensure that the additional population is provided with adequate services such as childcare, schooling, additional medical access.
This is a natural evolution for our community. We have the opportunity to bring in vibrant young people and families who will enhance the quality of life for everyone.
This new policy seems to focus on housing affordability only without consideration to important key areas: from traffic & infrastructure management (roads, parking, public transport), growing population needs (access to shops, education, hospitals), protection of heritage listed sites, climate change impact and adaptability (temperatures warming up, sacrificing tree canopy will increase heat from building/roofs then more air co will be switched on), etc. At the end of the day, the developers will be pleased, they'll be able to build cheap buildings that can be fixed in 5 years. It's a disappointing plan that has poor ambitions when there is so much to do.
It should be noted in Council's submission that it is not acceptable to residents of Ku-ring-gai for NSW Government to ride roughshod and force these changes through without genuine provision for genuine consultation. HCAs in KMC protect not only the built heritage but also the natural environment. Some HCAs contain both as reasons for the classification.
Ku Ring Gai Council area is unique in that it sits adjacent to multiple natural bushland areas - one of the very few areas in the Sydney metropolitan area remaining with this character. It is not an area suited to greater density given constraints on infrastructure and impact to the natural environment here.
The NSW government didn't study the feasibility and the impact to traffic, life style, schools and environment. The proposal will only bring tragedy and higher living costs to Ku-Ring-Gai and permanently reduce the precious tree canopy and damage the Sydney's green heart.
These changes to housing policies will lead to widespread reduction in tree canopy and subsequently native wildlife. Reduction in shading and increase in concrete and roofs will have a dramatic effect on local heat and stormwater runoff. Traffic congestion will become unbearable on local roads. These proposed policies changes are disastrous for the "leafy north shore" and will drive many people out. Couldn't think of a worse situation, where we lose trees/shading, wildlife, and increase traffic and runoff!
The roads and storm water systems are already at breaking point. The public schools are full and there are no proposals to build any new primary schools. Residents have paid a premium price to live in this area because of the trees and heritage areas. This has already been impacted by the number of character homes which have been demolished to make way for apartments and town house. The population has grown by approximately 18000 since 2003 when the LEP brought five stories to our suburbs. Where will it end?

<p>The proposed changes do not consider any other infrastructure such as schools, health, transport, parking, shopping.</p>
<p>You need to mandate good landscaping and support for trees. Otherwise Ku ring gai will become a bland, hot suburb where no one will desire to live. Developers will not do good landscaping if they don't have to. Keep Ku ring gai leafy.</p>
<p>Our suburb is currently already too congested with a lack of corresponding infrastructure and other upgrade for the increased population and highrises built over the last decade. Allowing even more population is out of the question.</p>
<p>My biggest concern with these proposed changes is the loss of natural environment. Increased loss of tree canopy will result in a devastating loss of biodiversity in the Ku-ring-gai area. This unique natural environment defines Ku-ring-gai's character and sense of community; the absence of which will severely impact liveability.</p>
<p>Too many of the large trees and open green spaces have been lost already through developments and some new owners wanting no garden/tree maintenance replacing even lawn with concrete or artificial surfaces. Supposed protected trees have timber placed on them, roots get compacted and damaged during construction and the building is allowed to be placed far too close to them to survive long term or are lopped and die. eg. Development at rear of 4 Page Ave with construction access from the end of Grosvenor Street, tree(in rear of house) visible at Intersection of Page Ave with Curtin Avenue an Angophora costata.</p>
<p>Traffic congestion due to very large increase in population. Overcrowding in shopping centre parking. Huge strain on school population. It will not be more affordable housing. Cost of Current dual occupancy dwelling in Memorial Av is over \$3,000,000. Destruction of green canopy. Extreme evacuation concerns in the event of bushfires.</p>
<p>We are in a housing crisis because supply has been suppressed over two decades. Your question 4 above is a loaded. Obviously there are compromises on some things like traffic and parking, but the alternative is to leave the housing market in an unsustainable situation with shut people out of the market forever. That is not a healthy community in my opinion. We should compromise some aspects of life (such as those listed in your question 4) to remove obstacles to supply for the common good. Maybe Council have a role to advocate for those who do not yet own property in the Council area, who may wish to have that opportunity. It is frustrating for people to talk about the housing crisis in one sentence and then when asked about more density around their local shops to say they don't want it. Encouragingly, it is starting to sink in that these selfish perspectives, defended by Council, are the reason we are short of dwellings. Leadership please !</p>
<p>Heritage homes - should be allowed to be demolished if neighbouring properties are allowed to build multi-dwelling housing.</p>
<p>We have a high loan to value house that we bought at top of the market prices because of its proximity to the train station and protected heritage conservation area status. These changes will decimate our life savings and property value by allowing a 21m high (!) Apartment building adjoining our property. We have worked 20 years to be in this position and are gutted about the lack of concern and consultation in these unilateral and sweeping changes. This is bad for us and bad for the Gordon community. Strongly oppose!!</p>
<p>As a young person who has grown up in Ku Ring Gai, it has become a completely unaffordable place to live unless I am living with my parents. Without changes such as these, I have no chance of staying in the community I have grown up in and would be forced to move elsewhere. There is a clear housing shortage in Sydney and changes like these are necessary to stop thousands more becoming homeless.</p>

<p>Even with the increased density and reduced green area requirements for each plot, the council should still be able to ensure that there is plenty of publicly accessible green space available for the community. If Ku Ring Gai is to remain the welcoming, diverse place I have grown up in, then changes like these need to be made. Otherwise more and more young people will continue to be forced out of the area.</p> <p>I also feel increasing density near train stations and public transport hubs could help ease congestion and traffic, as it becomes easier and more accessible for people to use public transport.</p>
<p>trees make the north shore environment. we are losing tree cover now. this proposal will make it even hotter without our trees. hard to park now. this will make it worse. people get angry and frustrated.</p>
<p>Young people need to be able to afford to live near where they work. With the new State Government policy, this goal can be achieved.</p>
<p>Overall, feel this report is very negative and will change the character of Kur-ring-gai permanently.</p>
<p>My Lindfield street is a constant shambles with massive construction. It affects everyday living, driveways blocked, stupid Council parking zones.</p>
<p>I strongly support the additional housing measures. I hope this comes with the additional infrastructure to support the increased density. I have lived in the area all my life and currently live within walking distance of Lindfield station.</p> <p>I strongly support walkable cities and I hope that this is a key factor in the design process. I expect to see major roads become clear-ways at all times with the street parking replaced (and added to) by parking stations in the new developments.</p> <ul style="list-style-type: none"> * Pacific highway upgraded to three lanes both ways everywhere (mostly by eliminating street parking) * Improve Pacific highway traffic flow by extending the station concourses to become pedestrian overpasses over the highway. Similarly for Lindfield avenue and for all the stations along the north shore. Prefer overpasses or underpasses in high pedestrian traffic areas to keep Pacific Highway vehicle traffic moving without interruption. <p>Smaller thoroughfares that have been neglected should be upgraded to provide sufficient links, such as:</p> <ul style="list-style-type: none"> * Tryon road, eliminate street parking to make it two lanes each way, particularly the intersection at Archibold road * Lindfield road, eliminate street parking to make it two lanes each way <p>I expect there to be additional resources to increase the capacity of the local schools. I would like to see additional resources to develop open grass areas and parks. Require new developments to have electrical capacity for all residents to own electric vehicles and charge in their own bays</p> <p>Additional council-operated large halls such as that at East Lindfield for community hire by local business or private functions.</p>
<p>Strongly support development of 6-7 stories near train stations. The KU ring Gai area needs more housing available for the community.</p>
<p>Please give our children a fair go. Change is needed and we strongly support the positive change.</p>
<p>facilities and transport is already stretched with current housing arrangement. increasing density will only make things worse and create more stress, traffic. Current plan will not produce more affordable housing - apartments will still be at a premium price</p>
<p>The proposal is significantly detrimental to the State of NSW, particularly in overriding existing planning controls such as those for heritage and the environment. This will lead to history and ecosystems being lost forever. And suburbs losing all beauty and aesthetics with adhoc building types, barren streets with loss of shade and trees and wildlife. It will lead to gridlock traffic particularly on the already dense Pacific Highway and will see lack of parking available in local streets.</p> <p>Introducing 'non-refusal standards' for the new planning controls so that development</p>

consent may not be refused, will lead to significant adverse impacts on heritage, trees and biodiversity in the area and does not give consideration to traffic and stormwater impacts. The proposal will lead to significant tree loss across Ku-ring-gai, which for documented environmental reasons should be avoided.

The proposal is excessive particularly allowing affordable housing bonuses of upto 30% increases in floor space ration and height on top of the proposed new heights.

The proposal has given no consideration to the necessary infrastructure required in Ku-ring-Gai to support such an increase in density such as schools, transport, road capacity and community facilities.

Impact on the specific heritage conservation areas - particularly Roseville which has such an intact streetscape of federation/californian bungalow architectural style, its associated tree canopy.

I consider that it would be better to extend the proposed zone to be 800m parallel to the rail line thereby enabling the rejuvenation and upgrade along the Pacific Highway - allowing for 10% affordable housing content and the giving of a concession to developers that meet this requirement. This should be coupled with a lowering of the carparking requirements or only parking requirements for pooled/carshare operators for the residents I support the affordable housing proposal but object to the encroachment into the current heritage zoned areas.

There is still a lot of easy rejuvenation available without decimating our heritage.

I the TOD SEPP is enabled in its current form it will be viewed as environmental vandalism by the State Government in 20+ years.

They will have a fight on their hands from the local community if it is enabled.

Impact on the specific heritage conservation areas - particularly Roseville which has such an intact streetscape of federation/californian bungalow architectural style, its associated tree canopy.

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In an ever changing environment, more housing needs to be considered, if the greater Sydney area is to remain a prime choice of living.

6-7 storey apartments is far too high. 2-4 storeys near train stations may be ok. Certainly not in the suburban streets.

On a high level, I strongly object to the proposed changes because of some examples as below:

- * Increased traffics on existing quieter streets

- * Unacceptable burden on already congested existing roads such as Pacific Highway and some parts on Mona Vale Road and Lane Cove Road.

- * People are paying very high costs to purchase properties in the Ku-Ring-Gai area because of their quiet environments, fewer, well controlled traffics and general "quiet and privileged" lifestyle. It is their RIGHTS.

- * Increased noise and emission pollutions. Preventing Global warming effects must take precedence over other issues.

- * We must show leadership and set a good example of combating global warming issues, these proposes do not reflect our true commitments to showing care for the planet.

We strongly object this conflict.

<p>The government's plan to ignore heritage areas in Roseville to build 'quality' apartments close to stations will wipe out beautiful houses and gardens east of the station and replace them with ugly apartments with no green space. And worst they will not be 6-7 stories as the developers will get their greedy way - they'll be taller. I only hope the cost of the Roseville land will deter most developers.</p> <p>Stop donations >\$500 to parties and politicians now.</p>
<p>The housing policy will be a great improvement by providing more affordable housing and a more diverse community, the need for more local retail and increase council revenue to provide better services.</p>
<p>A block size of 450m is clearly not sufficient for two houses or dwellings of a style and feel similar to the North Shore houses such that this would completely change the feel of the neighbourhood.</p> <p>It will have the effect of reducing demand and therefore reducing property values to the detriment of residents who have made their decisions to invest in buying a home in the area. Therefore the changes would retrospectively financially punish all residents in a manner that is totally unfair. Those with large mortgages may be driven into insolvency and the aging population for whom their house is a large part of their super will be put at risk.</p> <p>Development of the blocks will require loss of almost all trees so impacting the leafy suburbs and wildlife generally.</p> <p>Double occupancy means double cars on the road, double the dangers for kids, pedestrians and cyclists.</p> <p>The infrastructure is insufficient.</p> <p>The only people this benefits is developers, a classic example of government putting money in developers pockets!</p> <p>Please ensure this disastrous policy does not happen!</p>
<p>Our reason for living in this neighbourhood was due to the low density of housing, amount of trees and parkland for everyone to enjoy. This proposal will remove all those reasons and put significant pressure on support services, transport and traffic. NSW has a lot of land in comparison to other countries and soils look at ways to use it. Government should invest more into infrastructure. That's what our taxes are for.</p>
<p>To be in line with the housing policy, more shops should be opened around the station area.</p>
<p>Don't mess it up. Don't put more apartments</p>
<p>Strongly oppose subdivision of land except around train stations and generally support other ideas. Also as the Metro line runs under Charles Bean Oval - we should consider a station there for Lindfield residents - it could also connect to Roseville and West Chatswood residents</p>
<p>Roseville Chase bowling club should be zoned as higher density housing to ensure more housing options are available to downsize within the local area and to stay close to family and community.</p>
<p>Something has to be done about the increased traffic flows & lack of kerbside parking close to retail & transport services. A major problem is caused by people driving from distant northern locations such as Central Coast & Hawksbury early & taking up kerbside parking to catch trains & buses to city & other near city workplaces.</p>
<p>strongly strongly disagree with the proposal which ignored the local resident living environment and custom.</p>
<p>Pacific highway is already extremely congested . It will affect schools doctors and dentists which are already short We desperately need the trees . No further development should take place .</p>
<p>Kur-ring-gai is made up of houses and some apartments in most of the suburbs along the railway line. What the government is proposing will completely change the face of this area. For the worse. I understand the government wants to create new housing for all the new immigrants, but since when have immigrants been able to afford \$1.5 million on a 2</p>

<p>bedroom apartment? That's how much new apartments cost in Kir-ring-gai. And if they sell for less than that, for less than \$1 million that means they will be shoddy, and badly made and badly finished, which will give an ugly look to what is at the moment a lovely, leafy part of Sydney.</p> <p>I am 100% opposed to what the government wants to do.</p>
<p>The proposals will impact greatly on the capacity of existing water, sewerage, stormwater, electricity and nbn services.</p> <p>There will be greater pressure on schools, hospitals, public spaces and recreational facilities.</p> <p>There will be increased demands for front line services such as SES, RFS, Fire and Rescue NSW, Police, Ambulance Service and Council.</p> <p>Currently overloaded roads will need to be upgraded.</p> <p>More garbage will require more garbage disposal sites.</p> <p>The local streams will become more polluted. The carbon dioxide levels in the local government will increase as the amount of photosynthesis is reduced.</p> <p>There will be a significant increase in demand for service industries such as, electricians, builders and plumbers.</p> <p>The proposals will have a serious adverse impact on Ku-ring-Gai.</p>
<p>These proposed changes will negatively impact the high level of heritage, amenity and natural environment which constitute the specific character of Ku-ring-Gai.</p>
<p>Schools and infrastructure has a huge importance in communities. Our public schools are bursting. The infrastructure is dreadful and there is too much demand on cars. The LGAs are all bursting. ENOUGH.</p>
<p>The housing shortage needs to be addressed urgently.</p> <p>Higher housing densities near stations is a sensible and workable solution.</p>
<p>Save the trees and St ives</p>
<p>We are strongly opposed to the massive proposed development of railway station precincts. Most of the classic heritage homes that form the unique character of the targeted suburbs are near the railway station and this architecture and charm can never be replaced.</p> <p>There are many other areas within these suburbs where development can occur.</p>
<p>KRG Council needs to ensure recreation space for new housing. There are not enough parks for kids.</p>
<p>The NSW government's proposed changes will negatively impact the wonderful leafy north shore. Whilst I know there needs to be additional housing - Sydney also needs green spaces and suburban blocks. It also doesn't take into account the parking, traffic and infrastructure needed for this to occur. Ku-ring-gai is proud of its natural environment, heritage housing and large blocks - that is why many people moved here. We will move away - either interstate or to the country if this occurs.</p>
<p>It is obvious that higher housing density needs sufficient infrastructure. In the Ku-Ring-Gai council, the existing infrastructure does not have the capacity for a higher population than the existing population.</p> <p>Traffic, public transport, access to services and shopping centres, schools, parking, hospitals & medical services, emergency services, water & waste water, power, waste management among other things are already at or below the needed capacity for the existing population.</p> <p>I might just single out traffic and public transport as example, while it doesn't mean that other issues are less critical. During the rush hour, it can take 45 minutes or more to get from Chatswood to Wahroonga by car. And that is in a sunny day with no accident along the Pacific Highway. Unfortunately due to lack of reliable bus services and insufficient/ no car park at the train stations, public transport is not viable for many people who live outside a 1km radius from train stations.</p> <p>There has been no serious planning to improve road capacity or to add train or metro lines for the North Shore area. A non-proportional part of the state budget (and federal budget)</p>

has been focused and spent on developing the infrastructure for the western and north western sides of the city. But the North Shore area has hardly received any strategic plan or budget, and has been left pretty much unattended.

Given that such multibillion dollar budgets are not even mentioned in case of North Shore, it would be fair to assume that the government has no intention to look at proper development at the same time as the proposed increase in the population density.

Ignoring the required investment, planning and execution of such infrastructure projects takes decades, as seen in case of Sydney Metro, whilst it is still going through "teething problems". These projects need to be started well before housing developments, because typically residential projects take much less time from initial plan to occupancy stage.

If densities are changed frantically with a firefighting mindset (only in response to housing shortage and house price increase) and without the required preceding planning and infrastructures, it will only lead to overpopulated suburbs without reasonable services and without a proper sense of community. It will expose the community and its most vulnerable members to unjustified hardship. It will create bigger problems than what the government is thinking to solve.

I have not even touched on the negative cultural, environmental, and community aspects of these changes. The intention was to highlight some of the less subjective aspects of the proposed changes.

Our 5-bedroom home in Turrumurra sits on a large R2 rated 930 sq. m block with a 25-meter frontage. We used to have 5 adults living here with their 5 vehicles.

We are now empty nesters and so just the two of us in this huge house.

We would prefer to downsize to a smaller home staying in this area but there are next to no options. We are not the type to live in a home unit or even a townhouse. It is all McMansions around here.

Under this new development proposal, as I read it, our block could easily accommodate a dual occupancy home - even our old home could be modified to suit the criteria.

The dual occupancy home would be no larger nor occupy any more space than our existing home - And no change to the trees or the existing gardens -- it's a win - win for everyone; - we get to downsize in our own area and another couple or small family have an opportunity to live here as well.

Our South Turrumurra area has all the amenities you need including shops, transport and schools and sports - with urban consolidation - changing R2 low density to medium density it will make better use of these huge blocks of land without changing the appearance or character of the suburb.

I cannot see what the difference would be - all the old cottages around here are being bulldozed to make way for huge ugly McMansions the size of small home unit blocks! So, the huge buildings are already larger than most dual occupancy homes already. So, any arguments about overdevelopment are therefore nonsense.

So yes, I am in favour of rezoning our area to accommodate dual occupancy or manor house developments.

However, I do strongly object to the same happening to our heritage homes and precincts. Ku-ring-gai has many homes and whole streets of period homes - California Bungalows, Art deco and Arts & Crafts & Edwardian period homes - these should be protected absolutely. We have already lost too many to greedy developers.

There are very few heritage homes in South Turrumurra so the character of our area will not change - Its already ruined with all these huge ugly McMansions you allow now so a dual occupancy house or manor house on the same block will not change the character of the district or the street scape. Time for a change so us retirees can stay in our preferred area.

The issue is not housing, it is jobs are all located in Sydney, if you improve the liveability of small towns, more people will be moving there. Don't turn our beautiful area to Chatswood.

Dual occupancy potential will be positive as long as environmental assets such as trees are not adversely impacted . Trees provide habitat for local wildlife and create the green atmosphere that ku ring Gai is known for and proud of.
Need to address Immigration Policy, NOT housing policy
It would change Kit-ing-gai for the worst! A lot less trees, ie "leafy Lindfield" would be no more! It's a beautiful area why change it!!
There are large areas of bush in Ku-ring-gai. Therefore careful consideration should be taken in relation to the impact of bushfires on where the housing is put - especially evacuation of residents and safe areas.
The population needs to maintain the ability to choose the style of area in which they live. A range of different styles of suburban areas must be maintained. The integrity of suburbs needs to be maintained for the quality of life chosen by Sydneysiders. Densification is appropriate only in areas where people already choose to live in more highly urbanised, dense suburbs.
I believe with correct oversight that having busier town centres improves their appeal. It brings liveliness to a centre. Lane Cove shopping area and Crows Nest are two areas that have been done really well and are great places to visit. Attracts younger people who are locked out of the community if we don't have more housing options. I'd like to see Ku-ring-gai develop more around those centres whilst maintaining the quieter streets / more low density living further away from major transport/centres. Gordon centre really feels like it is slowly dying and needs life brought back into it. With higher density comes more shops, restaurants etc. It is important to have green space however around these higher density areas. So important to have that balance and that is what will be challenging.
This will have nothing but a negative impact on the community and environment. This is against everything the council has been known for and supports and why residents choose to live in this council region. This would ruin an amazing community and the environment and people within it.
Low to medium development along railway line makes sense but no further than a street or two either side of the line. Other areas where there is no major shopping centres (St Ives Village is not a major centre) leave alone.
Tree canopy loss with very negatively effect temperature regulation and contribute to climate change and increased fire risk.
Ku-ring-Gai provides essential tree cover to offset carbon emissions, shading to provide relief from increasing temperatures and space to encourage physical activity with massive haealth benefits. Families also need different housing options.
Stop allowing huge mansions with minimal garden space being built. It is vital to maintain maximum tree cover, Clarify what is meant by the term "non refusal" applied to planning controls.
We are a council aim for Net Zero - putting more concrete structures, creating more waste, cutting down trees is not going to help achieve the target. Studies have shown that increase in crime, dysfunctional households start to emerge when the village atmosphere is taken away. Living in little boxes with no community is not good for mental health. Townhouse and duplex models are better than high-rise units. Road infrastructure does not keep up with expansion of population.
The proposed controls are unprecedented in terms of the extent and scope of change without consultation with the local community. I can only see these wholesale changes negatively impacting the character & live-ability of the area. In particular their applicability to Heritage & Conservation Areas and proposed 'no refusal standards' demonstrate a complete lack of sensitivity and are an appalling overreach of state planning powers.
The affluent north shore suburbs need to be open to supporting more accessible, affordable housing whilst reasonably incorporating tree canopies and environmental positive places for families.

<p>I'm very sceptical that the proposals will enhance the area or quality of life for existing residents. Rather it will put additional strain on infrastructure (trains/roads/services etc). Likely that property speculators/investors will buy many of the proposed properties, which won't necessarily help affordability.</p>
<p>We live in Kuringai for the very reason of space, less population density, tree canopy and environment. roads and infrastructure struggle already so all you are proposing is to ruin our environment and make it harder for our day to day living at significant cost.</p>
<p>All good with me</p>
<p>'Walkability' and public transport must be provided to accommodate increased population, so that traffic doesn't become an issue. Mona Vale Rd is used by many commuters to and from Terry Hills and Northern Beaches areas, so this through-traffic would also need to be managed if population were to increase around St Ives.</p>
<p>This would give access to great transportation and give house affordability a great support in local areas.</p>
<p>My main opposition is in the environmental impacts if these dwellings do not compromise Green, space and tree canopy etc then that would be a big step forward but if they are in place of Green space says then I am totally opposed and it will have a negative impact for not just now but future generations You never get the land back once it's built out</p>
<p>There are residential areas with land sizes above 1000 sm that could be developed with good quality town houses and two story apartments.</p>
<p>We need a change of government- the Minn's govt is insane as is the labour federal government- why are we allowing close to a million immigrants a year during our worst housing crisis- insane!!!!</p>
<p>Train stations, trains, train lines, parking availability for those not able to walk short distances, shops for the influx of people of all ages and needs will not be able to cope</p>
<p>Infrastructure in Turramurra wouldn't cope with these changes. The area barely copes as it is in peak times. Impact on environment would be very negative.</p>
<p>Government needs to build the infrastructure such as parking schools, roads, public transport before increasing high density areas.</p>
<p>There is no room now for the residents of Kuringai for parking around rail stations let alone if multi storey units were built like in Lindfield and Waitara. Tha area will be over-run with cars-people even worse then the grid lock morning & afternoon traffic we now have from communters and school pick ups.</p>
<p>Issued re traffic and parking in local areas near railway stations or local amenities has become very difficult - apartments bring many more people which will make this harder.</p>
<p>Significant concerns regarding quality of life standards as well as inadequate infrastructure to support such rapid development.</p>
<p>The SMH article by Geraldine Brookes says everything about a better policy: in brief, one size does not fit all. What is needed is various plans for various areas.</p>
<p>Govt needs to fix building defects before building more housing. Most recently built apartments in Gordon are significantly defective.</p>
<p>I did read in the SMH some weeks ago that West Pymble Village shops was being considered for "shop top apartments" as it was close to good transport. Transport is an infrequent bus to Gordon station. West Pymble shops should NOT be considered.</p>
<p>We moved here for the trees and the heritage houses . We recently had a heritage house demolished next door to us in a day . The trees have been killed too. I wouldn't trust developers to do a decent job . Look what happened to a new terrible block of blond brick units on Pacific Hwy Lindfield . They continue to not be occupied as they are very ugly . Most units around here are unappealing . I also have an issue with the new houses going up around here . They are of a style and somehow trees seem to just disappear . With the house snd trees going next door it has affected the bird life too . I hope our area doesn't turn into a little Chatswood . I think the government is making a shocking judgment error and is selling the soul of the area to make profit .</p>

Stop building 6-7 storey apartment blocks in Ku-ring-gai
Ku-ring-gai has always preserved its special and distinct character representing a unique harmony between nature and the built environment. Having grown up and lived here all my life, this is the essence of Kur-ring-gai that I along with long-term residents deeply cherish - I still remember the Killara Primary School school song contained the words "with tall trees that reach the sky". The proposed policies, if implemented, will certainly alter this essence by causing significant and irreversible loss of our local flora and fauna. Ku-ring-gai has staunchly protected our local heritage for as long as I can remember. It cannot allow these changes to happen in Ku-ring-gai to leave us at the mercy of developers. I am not normally an activist, however the prospect of losing our beloved local heritage and environment strikes so close to my heart that I cannot bear to do nothing. I wish to be part of the fight to resist these changes in Ku-ring-gai.
I think it is time for a new environment in the area where there is a more variety of housing available. I am not worried about the increase in density, I think it is a good thing as it will give us more options as downsizers and also create more housing affordability for our kids
Strongly support expanding the community and the services that would follow. Particularly interested in making it possible for young people and families to be here which is presently impossible due to excessively large, underoccupied houses
Assuming bad local road conditions, overcrowded schools and childcare, low power grid capacity, bad condition of sewerage system I am strongly negative about increasing population in existing during kuringai suburbs. Please fix existing issues first and then purpose to increase number of population. Not only money from developers should decide in council voting.
I believe kuringai council has done little in the past for the future, and as responce this happens. Older generation with large homes with no or little options to downsize in the area unless they want a unit . Why town houses or smaller units with small gardens have not been built in the past is beyond me. This could have been completed all round for example st ives village. To think state government wouldn't do the same as they did last time in power, is just narrow mindless.
This plan is crazy. Let's keep Roseville the way it was. Why over develop the area. The traffic will be crazy. Also, why bulldoze a heritage conservation area. What's next?
No more new developments
Need to accommodate older people want to downsize apartment/townhouses & have lower maintenance garden, close to public transport etc Keep the hertiage areas Keep the parks & green spaces Good local variety of shops in centre & facilties, making sure improve traffic flow & parking available. Not interested in real estate dominating the high street Consideration of subdividing some of the very large block of land for additional houses
Support higher density living near train stations and transport hubs as long as it is complimented with more amenities like sports facilities, supermarkets, dining etc and discourages car ownership. I am strongly against subdivision of homes further from the station!
Row houses or terrace type houses in keeping with the heritage of the area are good. Pity the proposal goes from 2 storey to 6-7 storey with nothing in-between. 3 storey could work. Good design and good certification and inspection of new builds is mandatory.
We have been through all this before. A Labor government makes these changes and then, when there is a change of government to the Liberal party, it is all cancelled. Hopefully this is what will occur again.
Voluntary lot splitting/ land buy backs (so property land sizes reduce but still with each property having its own area) is a preferable solution to allowing poorly regulated developers to build multiple dwellings on one lot. I have seen how the character and

demographic of Castle Hill has changed since the hideous and poorly built developments have sprung up, and I fear the same will happen to Kuringai
Roseville station does not have a supermarket or other amenities to support large apartment complexes and local schools are at capacity.
Major changes of this nature require major planning changes. We need better cycling infrastructure. Better public transport other than trains. Planning for improved arterial roads. Not all areas are catered for by trains. Provision for more off street public parking. Each apartment usually adds more cars being parked in the street. Arterial roads need to be cleared of parked cars. Council car parks for local street level shops are also needed.
Ku-ring-gai are the lungs of Sydney. We already see a huge loss of tree canopy in our beautiful green towns because of a large amount of knock-down/rebuilds, these proposed changes are going to be a huge negative impact on our environment, on the tree canopy, our already delicate balance with nature and wildlife. Please consider already built-up areas like train stations (and areas very close to them) for changes like this, and leave the residential areas green and wildlife friendly.
I am concerned about the quality of the proposed building structures and how it will fit in with existing infrastructure. I am also concerned about the impact on our natural environment, especially the tree canopy which makes this area so attractive to live in.
This money-grabbing has to stop!
Increased density will negatively impact existing utilities (stormwater and in particular sewerage with existing sewers already beyond capacity and often overflowing), negatively impacting local and through traffic on a road network already operating beyond capacity particularly in those local shopping areas not adjacent to rail stations.
Why would you want to destroy the beautiful tree canopy, community, impose more traffic, no parking, over populate schools, childcare when everything is already bursting at the seams
The local roads are not able to handle an increase in additional cars. Residents with multiple vehicles will mean street parking will be very difficult....which is the current position in many areas of the area now. Loss of heritage and local environmental living is unacceptable. Dual occupancy and townhouses are OK but not 4 /5 plus storey buildings
Traffic along pacific highway need to be reviewed
Roads are already overcrowded why is it necessary to destroy an area which provides a certain type of living which people choose when there is a huge number of areas near transport hubs which do not require the demolition of heritage properties and numerous green spaces
<ul style="list-style-type: none"> - Increasing housing without taking steps to increase infrastructure like transport, road care, schooling, access to medical facilities etc to match just creates a bottleneck of services for everyone and decreases quality of living for everyone involved. - Tree cover is a huge drawing point for the Ku-ring-gai area. This proposal will involve destroying a lot of the natural environment and character of Ku-ring-gai area. On top of that, it will also adversely affect the native wildlife in those areas. - What is the point of having Heritage listed areas (that have been listed as such for a while) if that is just going to get ignored on the whim of the Government.
We only have a housing shortage because of the large number of immigrants. I would prefer immigration was reduced rather than jamming more people into Sydney. Another alternative would be to develop regional centres such as Albury-Wodonga or Bathurst Orange
A short-sighted proposal that will do irreversible damage to the local area. Local council should have right to apply their own policies in their area which take account of local factors. There's a history of wide sweeping reforms such as this being disastrous in the medium to long term.
Plan for 10-15 storeys every railway station. 6-7 storeys in community hub areas in the whole of Kuringai. Have people walk to shops in their local area, not drive to Hornsby, Chatswood, Macquarie Park. Kuringai loses dollars. There is so much leakage of

<p>spending dollars outside of this council area, it has to be rectified, and now is the time for change. Rentals are up, solve the problem, or pander to the selfish land owners with an English garden next to the hundreds of acres of natural bushland. Let more people enjoy this large council area by filling the "missing middle" void of affordable choice of housing.</p>
<p>Good transport and recreational land is key to any increased housing density. Single family housing is a luxury and some may need to give way to parkland.</p>
<p>For all this to happen you will need local infrastructure to be installed first. Roads Services and Schools first and foremost. We don't want another Marsden Park scenario. Simply adding more houses only puts further pressure on strained services. Not where in the report does it state adding extra schools to cope with the extra children roads widened to cope with the extra traffic. This is a knee jerk reaction to solve a housing problem. We need to also solve the knock on effects of all those added people added to strained system. If we can do that first. Widen roads add schools and hospitals first, then housing last we do have a very good recipe for Success, But no govt has yet to do this.</p>
<p>Increased density should be at some stations only, with heritage areas close to stations being protected. There are not enough parks to service the rampant development already constructed, especially along the Pacific Highway many of which are occupied by families with small children.</p>
<p>My concern will be overcrowding of schools. Already we have staff shortages and over capacity in our local schools and i don't think our school system will cope with the introduction of more people. Wahroonga is grid locked now at school times. Is there are plan for more schools? Please don't allow this to go ahead.</p>
<p>I am writing to express my concern regarding recent government proposals that may pose a potential threat to the historic conservation buildings within our community. I understand that significant efforts and resources have been invested by both the government and residents in the past to legislate and protect these precious heritage structures. I believe the sacrifices made in safeguarding these buildings have been worthwhile. Not only do these structures serve as witnesses to our history, but they also form an integral part of our cultural heritage. However, I have heard that the latest government proposals may involve amendments or even overturning the existing legal protections. I would like to learn more about the details of these proposals to better understand their potential impact. As a member of the community, I am deeply invested in our environment and cultural heritage. I want to ensure that our community continues its commitment to preserving these significant historical structures without being jeopardized by new regulations. Given our past efforts, I hope our community can remain an exemplary model for historical preservation, rather than risk losing this achievement due to legal changes. I would appreciate it if you could share more information about these proposals and the government's long-term plans for the conservation of historical buildings. I am willing to participate in any efforts that contribute to protecting our heritage, and I hope we can collaborate to ensure our community maintains its unique historical charm.</p>
<p>Need to ensure: heritage protection; building standard compliance to avoid current high defects rate; affordability.</p>
<p>I oppose the proposed housing legislation in its current form However I do support many of the concepts as long as there were enhanced controls in place eg 1. Dual Occupancy should be a housing form considered by council on smaller lots but caveated with control on architectural merit, certain types of existing housing being protected from demolition and tree canopy converge. 2. Medium to high density within walking distance of railways is sensible I note Ku-rig-Gai has advanced this thinking considerably over recent years (and should be congratulated from moving from obstruction to constructive). I would encourage Council to be more timely and have a greater sense of urgency in timelines, perhaps this is a control that you</p>

<p>put forward as a trade on design and location with the State. I also urge you to more forcefully call out the hypocrisy of this blanket approach at the same time the State withdraws funding for the Lindfield Hub. (an example of density planned well all be it you took way to long to get there).</p>
<p>Our tree canopy needs to remain</p>
<p>I am happy to see shopping centres/shops/services be upgraded or perhaps additional townhouses/apartments in railway station area, but disagree material changes for other places, because of environmental reasons, cultural heritage (many aboriginal sites in close to bush area), and community security related reasons.</p>
<p>The Kuringai Council is known for preserving heritage sites and providing a low-density, relaxing living vibe for residents. This is also why residents chose to live here instead of other suburbs. Building apartments would greatly increase the density of the area and thus completely change the vibe of this suburb and the existing community would not be happy with this, we might just move to somewhere else. We don't want the crowd and the noise. In addition, with population density increasing, there would be huge demands of shopping centres. It would mean to the government that they would have to invest in building these centres at the same time, high risk investment, do not recommend. In addition, there is already a short of parking spots on weekdays around the train station. Increasing population density would only make it worse. Fewer people take the train because they are worried that they can't find a parking spot in the morning. Not good to the environment nor the traffic if everyone starts driving to work. I'm now looking out my window staring at the trees worried about how long this peaceful scene would last.</p>
<p>People have paid a premium to purchase housing in a green/leafy area.....we do not want this to change!</p>
<p>typical strategy arising out of the exponential growth paradigm we are all hooked on. You cannot have infinite growth on a finite planet.</p>
<p>Only support 6-7 apartments and shop top housing along existing shopping strips as has been undertaken in Lindfield with Harris Farm, etc, not within 300-400 metres of the railway stations. Heritage and trees should not be destroyed without serious consideration and strong community input.</p>
<p>The proposed changes will have a large negative impact on the environment. With no limitations on the removal of trees and mature vegetation, this will reduce shade and therefore temperatures will increase. There will be increased flooding with no trees to soak up the rainfall and there will be a reduction in the carbon absorption provided by trees. Trees absorb extraordinary amounts of carbon dioxide from the atmosphere, while also pumping out fresh oxygen across the NSW. They help keep the climate in balance, purifying our air, and enrich our soils and landscapes. Trees take decades to grow. This new policy will have many detrimental impacts on the environment for decades to come. In a time when we should all be striving to reduce our environmental impact and meet international targets to reduce our carbon footprint - this new policy is the opposite of what we should be implementing.</p>
<p>Why destroy our suburb to build housing for huge numbers of migrants? Why allow foreigners to buy real estate?</p>
<p>Stop developers ruining suburban environments.</p>
<p>Care needs to be taken - the risk is proposed changes will start turning the Ku-ring gai area into the exact opposite of what makes it currently as attractive as it. And once too much housing is crowded in, it's very hard to reverse the situation</p>
<p>This is a ridiculous plan; this kind of plan will not solve the existing housing issues but also destroy the living environment of our council area.</p>
<p>Strongly support further high rise development in the surrounding areas near Turramurra railway station.</p>
<p>Close to train lines, development is necessary to a point. Over development near small shopping malls that have minimal public transport and infrastructure is a terrible idea.</p>

Big concern for current infrastructure, tree canopy, natural environment and heritage areas
These changes to planning controls will see a more diverse housing product that Ku-ring-Gai so desperately needs, particularly to support young families who wish to stay in the area. Density can be done well, it needs good controls to ensure the right housing product is delivered in keeping with the communities. Density also needs to be supported by infrastructure which is why I don't support additional 7 storey plus development around local centres, only train stations and lower density product in other areas.
Our LGA has been heavily restricted in terms of permissible housing types for too long. The greater housing choice will provide older residents and younger residents far more housing choice. That can only be a good thing.
No infrastructure plan for parking or traffic congestion. Members of NSW planning department who are residents coercing neighbour to offer to sell based on it being a done deal and within 1 month of those discussions we are now being harassed by developers to contact them to sell our houses with neighbours. Also the existing council rezoning already allowed for more high rise high density development yet kept heritage. All prior heritage decisions are being overruled.
Housing Affordability is a systematic problem. The first thing the Government should attack is the negative gearing and tax on the vacant lands and properties. It is a terrible idea to add "Allowing dual occupancies (two dwellings on the same lot) in all low-density residential zones, with a minimum lot size of 450 square metres". It won't solve the problem quickly and significantly. This will only cause some bad quality duplexes to be built in a nice established suburb.
Main concern is that there are parks / green areas set aside near wherever the increased buildings happen. This did NOT happen re all the apartments on Fitzsimons Lane and Merriwa street at Gordon
1) Enforce or change ownership laws that apply to non-resident owners who are clearly 'land banking'. There are countless properties in our area that are vacant. -2) Prevent developers pulling down livable houses and not proceeding with development for several years.
I agree that some changes are probably needed. The 6-7 storeys (higher in some instances) is way too high. Four storeys is plenty. Account should be taken of landscape esp slopes where huge blocks loom over and block all sun from those below.
Removing local councils direct control over planning and protection of local designated heritage area and environmental sustainability zones is not designed to support the local communities interests. These changes are slanted in favour of developers interests. No more development before infrastructure improvements.
This is robbery
It doesn't work. High density should be planned in suburbs with holistic masterplans, with ancillary infrastructure supporting the population, not in a matured community with characters and natural vegetations. The nature has to be preserved.
I strongly oppose the proposed reforms. Dual occupancy and higher density living will change our highly valued community that so many of us rely on for our health and happiness. Children playing in the neighbourhood and gardens will be reduced with increased street parking, increased traffic and reduced garden space. It would be a danger to our children and elderly with higher density traffic and so few footpaths, zebra crossings and traffic lights. Our health and well-being will be impacted by the destruction of more green space and green canopy in our back gardens. The positive impact of green space on our mental health is well documented and should not be taken at time of mental health crisis. The local wildlife will be seriously impacted by increasing the density and removing green canopy and gardens. The impact on our bird life and insects is of particular concern.

<p>The history and heritage of our “leafy suburbs” will be destroyed forever. We do not have the infrastructure and services to support a greater population. The lack of infrastructure includes parking, footpaths, buses and trains. The increase traffic is a concern, with increased frustrations with heavy traffic and bottlenecks, and increased pollution is a concern to our health. As a long standing resident of Ku-ring-gai council, I am firmly opposed to the proposal. Thank you for your consideration of my concerns. This change in policy which has the effect of reducing the potential value of my property (by vastly increasing capacity). This is unjust and unfair when we the residents, have made financial plans and property decisions based on the long established and settled planning laws. In the medium term, this is likely to cause financial hardship to many, including older residents, who are relying on property value for retirement.</p>
<p>We need more homes in Sydney, as long as we protect the environment. Environmental living areas should be excluded from development</p>
<p>We need to take urgent action to solve the housing crisis, for the sake of our children, and for future generations. I am strongly in support of mid-rise apartments near train stations, but not in locations that rely upon vehicle transportation (due to traffic issues).</p>
<p>Allowing all this additional housing will greatly degrade the quality of life style of the local residents of this area. Too much traffic, roads are never widened to accommodate all these new housi d, hard to get to trains, schools will be packed, local parks ans other amenities will suffer too under this stress.</p>
<p>reduction of trees is of great concern, due to the positive effect of tree cover to our environment due to climate change. impact of extra cars will also be a negative factor. where are the schools, for extra children, where are the services for extra people living here. no forward planning is very concerning.</p>
<p>You have over developed Kuringai with apartments and multi dwelling residences for the last 15 years. No additonal infrastructures have been introduced which caused congestion and more pressure on the already compromised areas. You are allowing again developers to gain the upper hand -how about looking at the immigration levels and attacking the purchase of properties by overseas investors who are land banking and no residing in the residences. Thai is gory sited and destroying Australia.</p>
<p>The high gum forest is what makes kuringai stand apart from other areas. At a time when our trees are critical to protect against climate change, we should be actively protecting the existing trees and planting more. We have to protect our animals and the trees. This proposal will significantly affect our beautiful neighbourhood and destroy the fabric of the area. We need to preserve the heritage in this place, not destroy it as this will do.</p>
<p>Floor ratio not suitable for area.</p>
<p>The substantial changes proposed in planning policy will further destroy the character and amenity of Ku-ring-gai which is the garden suburb of Sydney and should be preserved. Suburban character is important and policies which treat all suburbs the same should be avoided. The solution to Sydney's housing problem lies in better planning to ensure infrastructure, facilities and services are in place on a timely basis for a realistic immigration policy. A kneejerk reaction to simply increase housing densities in existing areas because of an excessive immigration policy is irresponsible and destructive.</p>
<p>Limit policies to within 8km of the CBD. First do it in Mosman, Hunters Hill and Woolhara. These areas have failed to take their fair share of density. They have catch up to do. These policies will turn Sydney into Baghdad. No trees and slums. This government has no clue. May it be ended at the next election. Time after time, the Environment is downtrodden to the point of irrelevance. Why even have an Environment Minister. You wonder what they you...? Urge look at London. Inner city mansion apartments with courtyard gardens within. More exclusive and better</p>

<p>aesthetic. These policies will make Sydney much worse. History will judge Minns poorly.</p>
<p>The sense of community is highly valuable to so many of our lives in this neighbourhood. Increasing the density of living will destroy this. The green canopy of this area is the reason so many of us live here. Please help us protect our pocket of nature. The houses in this community are valuable heritage and history. Allowing people to knock them down for higher density living with mean we lose this history forever. These plans are short sighted and lack any respect for the residents of our community.</p>
<p>Increasing living density but not improving infrastructure, the traffic will be terrible, no matter peak time or non-peak time, especially the pacific hwy from Chatswood to Hornsby, always busy.</p>
<p>The proposals will destroy the fabric and heritage of the Roseville community. Roseville is one of the most intact heritage suburbs in the state and these proposals would significantly impact that character - never to return. There are alternative locations that would suit but heritage and community fabric should be respected.</p>
<p>The survey asked about shopping attached to housing that is not near transport. There are already shopping centres near houses that are not near rail stations, that were built in 1950s and 1960s and most of them are struggling to keep in business</p>
<p>Strongly support dual occupancies but they must not reduce the tree canopy. They will do no harm to the environment if Kuringai but will allow many people to get a foot in the housing market. In particular people with disabilities should be given special consideration in dual occupancy housing.</p>
<p>Responsible governance to preserve the environment and heritage and character of suburbs in the interest of the community. High rise buildings like in Hornsby lead to increased illegal dumping, attracts lower socio economic groups who then change the character of the neighbourhood and make it a less safe environment. Also the loss of trees leads to increased temperatures and polluted air.</p>
<p>See above.</p>
<p>Changes are completely out of character with the area. They lead to a severe change in density (incremental would be expected/acceptable). They threaten the heritage (which is actively ignored) and environmental appeal that the area is renowned for. Will have huge negative impacts on traffic, parking and will overload infrastructure including schools and transport. The changes also reek of being political and petty as they are almost solely applicable to Liberal party seats/geographies.</p>
<p>Bushfire Evacuation Risk pursuant to the EP&A Act 1979 s 146 [2] ,identified, mapped, certified by the Commissioner RFS and originally Gazetted by the Carr Labor Government in 2002 and the later exemption in these mapped areas from Dual Occupancies by Minister Planning Dianne Beamer for the written reason that young families with young children most likely to be occupants of this type of dwelling would be at increased risk. Successive Commissioners RFS and Governments of different complexions have acknowledged this risk to life and property and re- gazetted the Bushfire Evacuation Risk Maps. The last Government, ignoring and downplaying the Emergency Evacuation risks imposed by increased density and on road parking impeding egress in potential areas of nil visibility not only increased this risk and imposed, gazetted affordable Housing in Certified Bushfire Evacuation areas complicated evacuation, bushfire contagion and egress and overall public safety further by reducing water pressure and water supply to affected property compromising lives. Such apparent irresponsible and reckless action has already increased the risk and decreased the safety and survival prospects of all residents in these affected areas. Further, reduction in water pressure and therefore in water available for fire protection of life and property by State Government has compromised survival irreconcilably. It will not be good optics if yet further density goes ahead resulting in avoidable fatalities and injuries to not only residents but emergency workers, fire fighters, police and ambulance crews. That all previous gazettes have been</p>

legally effected by the Governments of the Day, deny any contention of ignorance of these material facts and the consequences could and would stand as evidence of intent by Authoritarian Government towards bushfire communities in Ku-ring-gai.
before building more house, we should ensure the one available are fit for purpose and if someone is not renting them for a long period of time, they should rent them. I see lots of empty houses around. In addition, if new building are built, we should follow guidelines for improving the impact on environment such as double glasses on windows and insulations. There are countries in Europe with amazing guidelines on this. It is getting too hot and we need to save energy (which by the way we get from coal, so electricity is NOT clean in Australia).
More and affordable options are needed in Ku-ring-gai. This is for both population increase but also those wishing to downsize and be very close to the rail system. Having said that it needs to be well managed and there will need to be additional schools, infrastructure upgrades and parks. Preferably the upgrades should precede any substantial increase in population.
I would only support the new housing policies if the traffic conditions, local services, etc. are improved to cater for the new housing.
With this proposed development, there seems to be no plans to build more schools or increase transport frequency or options. There is no consideration to traffic congestion which is already a problem.
Not strongly opposed to the suggestions to increase housing but very concerned about the infrastructure required to support this - transport, amenities etc.
There is inadequate infrastructure to support more housing.
The changes proposed would greatly impact the environment of the area, and therefore the community that has chosen to live here. We chose to live in Ku-ring-gai due to the environment and community that currently exists. We chose to live where there was more space (not living on top of each other), more conserved heritage and more natural greener. Had we wished not to have these things, we would have continued to live in the inner city. In addition to this, we have invested here financially, and the government plan devalues our investment. What is the governments compensation plan? These proposed changes are also one size fits all. There is no consideration relating to infrastructure in the area and whether it will be able to cope with the increase in population. Newly developed suburbs have infrastructure components integrated into them to meet the demands of the population. Lastly, reducing the greener and tree canopy in the area will have an adverse affect to the environment. It is important to strike the right balance between all the various competing elements. These imposed changes reek of a government who only care / govern for those who vote for them, not what is in the best interests of our state!
Having opposed the Lindfield Hub development why is Government now wanting to support an explosion in medium density housing in the area without additional infrastructure like roads, schools and parking? And the environmental impact appears to be disastrous!!!!
Having to decide who suffers the most from our extremely high level of immigration seems to be answering the wrong question. Why doesn't the state and national governments explain why we need to ramp up immigration when we can't even house the people already here and you can't build houses overnight?
Complete hypocrisy of any of the state labour government environmental policies in relation to climate change and habitat loss, this proposal will destroy old growth vegetation and wildlife habitat. The loss of heritage homes and the street scape is a crime.
If there are to be any higher density housing allowed, these should be restricted to areas that are CURRENTLY zoned for medium- or high-density housing (R3 or R4). Proposed changes to low-density (R2) allowances (eg dual occupancy, multi-dwellings near stations/local centres) should NOT be passed especially in heritage conservation areas, as this will open up the potential for severe and negative impact on the local character, heritage and environment of the Ku-ring-gai area. Smarter use of existing

<p>zones of higher density housing can meet the government's imperatives for greater volume, affordability and diversity of housing.</p> <p>If there are to be changes to R2 allowances for dual occupancies/multi-dwellings, then there should be additional strict controls on the types and designs of such dwellings to keep within the current character and amenity of existing local areas.</p>
<p>No confidence in the overall decision making of the state government to apply blanket changes. I strongly oppose these changes with major concerns on the dual occupancy changes. Look at the City of Ryde council and what dual occupancy has done.</p>
<p>There is already too much traffic trying to get out onto Pacific Highway from Lindfield , and only one set of lights. If more units are going to be built we need another set of traffic lights to access Pacific Highway, trying to turn right onto the highway is really dangerous.</p>
<p>Hands off Kuring-gai from NSW / Federal governments plan to make Australia a slum from over-population and over-immigration.</p>
<p>Very bad residential planning particular in various supporting aspects</p>
<p>Unless there is going to be be plans for new schools , high school and primary, medical, parks, playgrounds, improved transport facilities, parking then this will create further problems in our local community</p>
<p>increasing the density away from Rail corridors would need tram services to feed people to rail lines. Cars and Buses are already too congested on small roads all pointing to the highway. St ives is too chocked to say it's a success.</p>
<p>The area is know for green scapes, which will be greatly reduced when this plan is implemented. Trees have been shown to reduce ambient temperatures, yet this plan proposes the removal of trees. The high rise developments will only lead to more congestion in the area.</p>
<p>The proposed changes will destroy the community, character, and environment in the areas proposed. Very sad.</p>
<p>I support the dual occupancies in all low residential area given the minimum area of each lot is 500m2. and also support townhouses, terraces, two storey apartment blocks near railway stations. Without railways, the traffic will become horrible if multiple storey apartments are allowed.</p>
<p>Our climate is changing and road traffic is getting worse - yet this proposes reducing our tree canopy? Madness. We can see how treeless parts of Western Sydney bake in the summer heat, so much so that those councils are now trying to plant more trees. Build if you really must, but DO NOT CUT DOWN MORE TREES.</p> <p>Secondly, traffic and associated pollution around Wahroonga (where I live) is ridiculously heavy - the Sunday Telegraph recently revealed the Wahroonga interchange as one of the busiest in Sydney. Adding to this would just be foolish.</p>
<p>Cities around the world have their garden suburbs. If we lose our heritage and conservation areas, beautiful heritage houses will be gone forever. If we lose our tree canopy, our suburbs will be hotter, uglier, we lose habitat for our birds, mammals and insects like bees. Trees absorb carbon dioxide and emit oxygen - this is important in our crisis of climate change. We have remnant forests - once gone will never be replaced. We need the infrastructure for such population increase - like multistory carparks near all railway stations to enable people who do not live walk to rail, to catch the train and keep cars off the roads. Already it is near impossible to park near a railway station. Roads such as Pacific Hwy and Kissing Point Rd at Turrumurra are already at a standstill during peak hour. We need adequate investment in schools, green space and additional parks and places community can gather and health facilities for such growth. All new unit development must have adequate car parking given that most families have at least 2 cars. Otherwise street parking is the only option. We need livable suburbs not just densely populated suburbs. We need good town planning.</p>
<p>don't rush. do it right.</p>
<p>More affordable housing price and good looking ageing houses.</p>

Developers at present are dictating the character of our community. We rely on their sense of civil responsibility to deliver community appropriate places to live when their motivation is financial gain. We know that the only things which control a developers created living space is legislation; in the areas of design, quality of work and place where it can be developed. Our governments are pro developers and developers lobby strongly. This comes at the expense of existing residents because it's their lifestyle which is impacted. It is a concern that the number of 80 to 110year old homes being demolished has increased. The variety of period architecture reflects well on a suburbs livability but it is diminishing. We also live alongside mature tree canopies and animal habitats for a surprising diversity of creatures within the areas marked by the new map. We will see a decline in habitat and a decline in native animals. We will see an increased heating up of our urban environment. High rise on small suburban blocks is inappropriate for the reasons stated. The infrastructure is inadequate at present; parking, water and sewerage, schools, shops et cetera. Affordability in housing is not addressed by approving redevelopment and selling off single dwellings to multi dwelling developments. Units are the price of homes 30 years ago and remain unaffordable to many who this rezoning aims to target. It does however motivate developers because they can sell more units at the cost of the block plus building costs and multiply that to the number of units that can be legally fitted there. The motivation is clear and does not deliver the best urban environments. We can look to other countries for better ideas than are currently built here. There must be better controls with sensibilities towards livable areas. I hope that council maybe able to negotiate out of this generic geometric re zoning of areas proposed by the current NSW government.

Create infrastructure and most jobs .

Don't encourage construction not near railway lines as they are inefficient and encourage car use due to the local stigma against buses and the volatile supply of drivers

Ku-ring-gai need to have sensible policy to allow for dual occupancy as the current trend of the large Meadowbank style mansions being built are environmentally unsustainable and restricts the affordability of housing in the area.

Already traffic congestion- more housing more cars.

Tree felling/ poisoning already on increase - new plans would see further reduction affecting tree canopy and local environment.

Plans would not decrease housing affordability in this area; on the contrary it would only increase the already inflated prices as more people wanting to move into area.

There is already no sense of community in many apartment blocks; not sure how more 6/7 mid-rise shop-top/ apartment blocks would improve on this.

This will do nothing to help with housing affordability for young Australians and families. Apartments around Lindfield currently sell to a mostly foreign buyers at around \$3m. Creating more will just add to this supply, but won't do anything to reduce prices so they are affordable to people who currently can't afford to live in Lindfield. Developers won't go for that. The only way around would be the govt introducing pricing caps on those properties. Furthermore, sub division of larger 900 or 450 sqm blocks will just see developers and foreign owners (those who own from abroad or only intend on living in Australia for a short period) to prosper. Neither party is interested in the fabric of our community, the quality of housing that goes up, and they're just in it for the buck. This is a hastily pulled together plan, with zero vision, created to give the govt sound bites around housing affordability. I am have lived in Lindfield since I was five and I am now 50, and returned because of the green space, the quiet peace in a busy world, and functional access to things like transport and shops. Build better infrastructure and protect the greenery, then plan an affordable housing option around that rather than dismantle beautiful suburbs that have thrived for years.

Denser development at train stations is welcomed. The shopping precincts at train stations in Ku Ring Gai generally have little appeal and are ripe for redevelopment. redevelopment beyond train precincts will destroy the character of Ku Ring Gai.

<p>I am very supportive of providing more affordable housing. But it requires careful planning and compromise. It requires evidence that sensibility is being considered - flora, fauna, access. The technology and knowledge is there. Spend the time and money planning how negative impact can be offset e.g. purchase of more green space, better public transport and roads etc. The government is making plenty of money by development - it should be a neutral outcome - put the profit back into offsetting the impact.</p>
<p>In particular, I do not support that the changes can override existing heritage and other environmental protections, such as the tree preservation order. The changes also permit extremely disproportionate and immediate changes to some R2 areas to 7 stories, which is the highest in Kuringgai, that would destroy the character of those areas. Kuringgai has an existing strategy allowing for more measured development in town centres and along vehicular route of the Pacific Highway, and the 400 m radius development around stations considerably compromises the existing heritage area. Increased density in heritage areas can be achieved by allowing low rise, appropriately designed and sympathetic terrace type housing. The proposed overriding of protections to heritage areas would allow for almost complete removal of mature tree canopy.</p>
<p>We need to make housing more accessible to others and I think we can strike a balance rather than using planning rules to artificially reduce housing supply.</p>
<p>Infrastructure will not be able to handle the population. Sense of community and culture will be lost. It will become another Chatswood or Lane Cove.</p>
<p>Some areas need to remain as they always have been. In order to keep the balance within the city</p>
<p>St Ives has no connections with public transport other than minimal bus routes. No rail thus can not support these sort of density increases. St Ives Shopping Centre owners need to NOT have own financial agendas supported by politicians. The conflicts of interest need to stop being supported by local and State governments.</p>
<p>St Ives can not support these sort of density increases as not well connected with public transport and would increase traffic.</p>
<p>It needs to have the right infrastructure in place especially 8; 6-7 storeys are built near the rail including the parking and traffic as well as transportation. Right now, the proposal does not consider this and therefore it would have quite a negative impact to the surrounding community. Meanwhile, the proposed dual dwelling and townhouse / terrace can likely be considered as this will not have a significant impact to the community and this will not create too much stress on the surrounding infrastructure.</p>
<p>I think it is outrageous that any state government can kick born and bred Australians out of their own home. This smacks of the politics of class envy, divide and conquer. We couldn't have it so why should you. I have two uncles' names on the Roll of Honour at the Marian St Theatre. They did not serve and die to see their descendants sold down the drain like this.</p>
<p>Permitting Dual Occupancy in Low Density Residential Zones is fine, as it allows increased forms of occupancy such as multi-generational living or even siblings to inhabit their own separate homes, with family support close by. It facilitates the independence of each household and can be a tool against isolation in old age. If the households can be separately metered, it permits a clear delineation of expenses. What may be a concern is that a 900m² block might become 4 individual households. 450m² for one household with some lawn area is already quite snug. I am unclear about what exactly the subdivision entails - whether "dual occupancy" would remain on the one land title with separate households and would be sold under one title. I have seen around the Eastwood area, lots of duplexes / semi-detached houses with a common wall, that appear to be sold as 2 separate titles for 2 unrelated buyers. Developers have essentially copied and pasted their duplex model in neighbouring lots, and made it the housing typology of choice for their latest builds. It has increased supply by offering an additional home, but I'm unsure about whether affordability has improved as a result.</p>

<p>What worries me in the whole process, is the lack of information provided to the neighbours and the means of providing feedback to address any concerns. All drawings should be supplied and a means to communicate any concerns to exist. Builders can keep their drawings secret, build higher than their submitted drawings, then later submit an amendment that's just signed off by their private certifier.</p> <p>It's all good and well that people knock up buildings, but it appears the whole process has been neglected for the sake of expedience.</p>
<p>Part of the reason we chose to live in this area is because of the tree canopy, leafiness and low density housing/size of blocks etc. the proposed changes will negatively impact the very reason we love living here.</p>
<p>Allowing mid to high rise apartment blocks near the train station is the best idea among the proposed changes. It would significantly contribute to the solution of Sydney's chronic housing supply shortage, and help add to the provision of additional services such as supermarkets and restaurants for the community. Limiting densification to around the train station makes a lot of sense and will lessen overall traffic impacts from having greater population, and allow the vast-majority of Ku-ring-gai areas outside the train station precincts to largely maintain its current state.</p>
<p>Rubbish to expect to alter affordable housing ,only if mandated rent controlled or public housing,otherwise just further exploitation by developers to make certain minorities money.</p> <p>Happy for just further low rise community housing .</p> <p>Abolish foreign investment in residential property and only then can take social motives seriously</p> <p>Reduce hard surfaces and increase green pace should be priority.</p> <p>No more density without further schools ,green space or infrastructure.</p> <p>Local councils responsive and transparent to community is being removed</p>
<p>It would be ludicrous to build more housing on Telegraph Road - the traffic is already too heavy making it hard to leave home at peak hour.</p> <p>Too many new dwellings are built with total or inadequate open space for any trees - leaving only the occasional street tree. So-called 'protected' trees on building sites aren't given enough open ground for them to survive more than a year or so because they have lost all their roots.</p> <p>And why does every new build have to scrape the entire block back to bare dirt! More heritage houses could be converted to multiple dwellings (as was done with the old bank on Pacific Highway in Pymble), thus increasing housing while still preserving heritage</p>
<p>We love the Ku-ring-gai area the way it is. We need to preserve our heritage, parks, trees and biodiversity at any cost.</p>
<p>Medium density/dual occupancy fine. 6-7 stories around station ok but should be prevented from disturbing heritage zones and be within a couple of hundred metres of station rather than 400m. The real impact of the higher density apartments will be traffic and environmental loss - which of course will be left for council to deal with along with provision of services to a vastly increased population. We have lived in Gordon area for almost 20 years now and have seen the increase in parking issues/traffic generally already. This could be done in a far better way without destroying our lovely area</p>
<p>The government has to be symphatec to the older areas of Ku-ring-gai. It would be so out of character to have 7 storey unit monsters next to historic federation properties. At worst the building structures should taper down in height,size & type as they radiate out of the train stations</p>
<p>For down sizers this is good. Not enough options in Sydney between house and units. Terraces, Semis and Dual Occupancy will provide this currently not available option.</p>
<p>Ku-ring-Gai already fails to enforce planting any trees on replacement residential construction sites. There are at least ten of these sites in my immediate neighbourhood. Council currently does the bare minimum to care for green infrastructure so pot...kettle...black? What about increasing canopy even in parks where second</p>

generations of endemic trees are urgently needed. Street trees are failing or being poisoned and no replanting happens. Employ more staff and address the issue. We used to be a great tree Council, now we are just observing it all get removed. Lobby politicians.
Allowing these changes without giving any consideration to social, transport, education and amenity infrastructure is unacceptable. They will change the character of Kuringgai, and do little to relieve overall issues of housing affordability. Quality of life will decrease because of increased congestion and environmental degradation. (I recall a left wing politician remarking some years ago that the aim was to recreate Marrickville in Kuringgai - these changes will facilitate this aim.)
We already have crowded roads and poor infrastructure. With all the apartments and units that have already been build this proposal is ridiculous. Also not to forget what is going to have to land value when this is done. Up up and up.
Traffic and parking are huge problem areas. Tree cover is very very important.
The natural environment has already been hard hit in Kuringgai through development in recent years - the lack of respect for our local fauna and flora is disgusting and needs to be improved. Development at the expense of the natural environment isn't acceptable. While I recognise there is a "housing crisis", building more high density areas isn't the solution as we don't have the infrastructure or resources to support a significant population increase. The solution is to slow down and significantly decrease immigration numbers so we can adequately support the population we already have. Its not racist to say we need to cap immigration, its basic common sense to ensure you can support the people living in your country without decimating the resources and environment in the process. It might seem unpopular in the world stage but look at all the countries looking after their own population first and see it makes sense! It would be great if our politicians grew a spine and liked after people and the environment and not just economy and making more money. We have Horndon enough traffic at most times of day now and inadequate public tran, let alone electric and water supply challenges. Fix the infrastructure before bringing in half-cocked solutions which will result in sub standard living quality. This government will absolutely not be getting my vote ever again if they proceed with this proposal.
For decades people in this area have been bound by heritage , conservation and riparian controls , now through mismanagement of population growth all that HISTORY will be lost . Whilst the UK embraces its history , Australians either tear it down or burn it down with minimal consequence. It's an absolute disgrace .
not enough pople know about these changes the word has not got out
Ku ring Gai council is well renowned by its leafy neighbourhood, quiet and peaceful surroundings, and large land blocks. The proposed change raised by NSW government will not only destroy the current lifestyle of the people living here, but destroy the environment by initiating construction projects and cutting massive plants. The heritage and tradition of the area need to be respected and not disrupted.
Each suburb should have its own characters and that's what makes the suburbs liveable. By turning every suburb into the same is not the right decision to go. Government should consider tackling the challenge holistically. Re-zoning without considering other supporting facilities and environmental impact will eventually cause detrimental impact to the community, the price is too high.
What will be done to accommodate more children in terms of schools and public spaces for increased inhabitants? Homeowners have a lot invested and property values (including NSW land values) reflect this. Allowing up to 4 houses on a 900sqm lot will devalue investments, which is manifestly unfair.
Negative effect on storm water run off and drainage. These are already poor in parts of Kuringgai. The sewerage system would have to be upgraded. Water reticulation mains would need to be enlarged. Decrease in tree cover density of housing means the suburb becomes hotter and need for energy wasting air conditioning will increase
Really bad proposal without thoughtful consideration

<p>This proposal will largely eliminate the availability of street parking near train stations. Parking at train stations must be increased as part of this plan. If we are to incentivise public transport, people need to be able to access reliable parking options at train stations.</p>
<p>It is very difficult to reply to these questions in the abstract. My reaction as someone who has academic qualifications in transport geography/urban sociology/public housing/urban planning is not necessarily negative: I am not opposed to higher density occupancy: in fact it is the only way to solve Australia's housing crisis. My reactions will depend very much on the specific development proposals and results. I am concerned about the apparent lack of community consultation by the state government about the proposed changes and the possibility that state government, with federal government pressure, will apply pressure to local Councils to alter DA regulations or simply override Councils. I applaud K-R-G Mayor & Council for giving information to residents regarding proposed changes and the opportunity to express opinions. Thank you.</p>
<p>These are great initiatives to bring KC into line with the rest of NSW. The current setup results in great building companies refusing to building Kurringai Council. We all need to make sacrifices to help our children and fellow citizens buy homes. Only increased supply and innovation will reduce prices.</p>
<p>i strongly support Allowing dual occupancies (two dwellings on the same lot) in all low-density residential zones, with a minimum lot size of 450 square metres in ku - ring - gai area. Because most of the land size are more than 900 sqms. 450 square metres are very generous size for middle income earners, when comparing with the residences in lower north shore areas. As population is exploding, Australia young generations' dream to own a home will fade away if, we, ku-ring-gai people don't support them. These duel residence will not do much to change local characters. They are practical solution to the house shortages; they are still big lands with reasonable space. But if 6 storeys of apartments are allowed, then the populations brought by the apartments could be too much. the current infrastructure, including shopping centre, schools, kindgartens, hospitals and everything else will be overwhelmed. ku-ring-gai will become two busy.</p>
<p>It's better than getting rid of open space like the golf course and is an important progression in development, affordability, quality of services.</p>
<p>The damage to tree canopy and environmental degradation for our native animals will be tragic. Water pipes are already bursting regularly, transport and schools and medical services will be terribly inadequate. The huge risk of shoddy construction is a major concern . Businesses in "other targeted areas "would be lost with the construction of above shop housing</p>
<p>North shore could be a last place with big size lot of house for living, living with quite and peace. this is a good place for child living. we dont wish it becomes crowed , dity, and unsafy community.</p>
<p>Building more houses near transportation is a good idea but I do not support apartments building near shopping centers without sufficient transportation.</p>
<p>The appeal of living in Ku-ring-Gai is its beautiful tree canopy. This canopy is disappearing at an alarming rate (supported by SMH article 2/1/2024). Dozens of large trees have "disappeared" in my street alone. This severely impacts mental health, wildlife habitats and temperatures in both summer and winter, ultimately having a negative impact on climate change. Higher density housing will impact the loss of tree canopy even further. It also has a significant impact on power consumption, making passive solar heating and cooling almost impossible. High-rise apartments negatively impact a sense of community, mental health and the the local community's sense of well-being.</p>
<p>What should a suburb be? Should it be what the residents want, or what the governments want? Surely the answer to that question is self evident. Ku-ring-gai residents clearly do not want these changes to the planning regulations. Every city needs some quiet, leafy, suburbs to house people who value that kind of environment. The proposed planning changes would totally change the character of some</p>

wonderful suburbs, and I am sure they would accelerate the already substantial exodus of residents. I am part of a "curry club" of blokes who go out for dinner monthly. Three years ago the club comprised 5 guys. Of those five, one has already moved to Queensland and another to the North Coast. Another is building a house on the South Coast with a view to moving there next year. My wife and I intend to move to northern New Zealand or Italy when her elderly parents are no longer with us. That would leave one of five of the original curry club! THE city risks losing too many of the professionals that any city requires to function properly, such as doctors, accountants, bankers, financial managers, engineers and architects.

I understand that more housing needs to be built to overcome the current housing shortage, but really its not the current residents fault that the federal government has encouraged ridiculously high immigration rates. Housing commensurate with such high rates of population growth should be built in new suburbs, not by ruining existing residents lifestyles. If the infrastructure costs of building new suburbs are higher than would be the case by infilling existing suburbs, then the federal government should pay for that cost difference, as it is clearly the result of their immigration policy.

The potential replacement of heritage conservation area homes with modern ones will change the character and lose history of the area.

I will vote for people that oppose these changes.

Improved infrastructure should be the first priority, to enable the possibility of increased densities. Governments cannot be allowed to increase densities without out first having the infrastructure to accomodate the increases in population in the short and longer terms. Governments are notorious for promising improved infrastructure but then renegeing on those promises once the changes to housing densities are already in place. Any increase in densities should also look at the specifics of the area. What may be appropriate around train stations such as Hornsby where there already is significant development would be very inappropriate around train stations like Warrawee.

1. There are not enough schools to cater for the extra population
2. Destroying tress and the natural environment will adversely affect climate change and destroy the habitat of our birds and wildlife
3. The roads are narrow and many with no gutters to accommodate extra traffic
4. There are no parks close by
5. The history of our local area will be wiped out with the demolition of heritage homes

1. There are no schools within walking distance. 2. Our roads are narrow and unable to cope. 3. Destroying trees and greenery and erecting concrete towers will adversely affect the climate. 4..There are no parks close by. 5. The last 20 years have demonstrate extreme negligence on behalf of Developers in constructing well built units/townhouses and it is proposed now that present development limitations are lifted which is a reckless proposition.

This is ridiculous! This is the North Shore of Sydney. We live here and pay hefty prices for the privilege of living in suburbs with gorgeous trees and nice homes. Turning us into a mini-slum, which is what this will do, goes against the character and heritage of this area. Go to the Central Coast and go crazy with this... but leave our beautiful suburbs alone! Developers all wanting to make money and lobbying the government. It's insane!!

The current government's flagrant disregard for Heritage Conservation will create an unchangeable smear on the character of kuringgai. I support the need for more affordable housing near existing infrastructure but not at the cost of the integrity of the streetscape; high rise apartments already line at least one side of the railway in Lindfield and Killara, our community shouldn't be forced to open ourselves up to removing more of our history to salvage poor government planning.

This will be great for shopping in the area

After spending half my life in China, I came to Australia for a promised better life and freedom. Yet, the proposed changes by the NSW government strike me with a disturbing sense of déjà vu – it feels like I'm back in a communist-run country. The proclaimed plan,

supposedly aimed at benefiting the majority in NSW, actually appears to dismantle the rights and well-being of the “minority” within the Ku-ring-gai community.
Strongly support the property development
We love KuRingGai the green heart character. We have the rights to keep our characters and being what KRG is.
Killara needs to be well planed and developed.
The North Shore used to be a quiet green area with beautiful historic homes. The Minns Govt is trying to turn it into a congested, built-up ugly area. Shame on them
Giving developers the ability to build extra storeys if they provide affordable housing would have to be strongly supervised. I see this as an area open to unscrupulous developers. I strongly support affordable housing done in an honest and ethical manner.
KRG has suffered from the "missing middle" with very little medium density like townhouses available - it is either high density or large houses on large blocks. This dispalces large numbers of people who perhaps grew up as kids in KRG but cannot afford the freestanding home on large blocks that is typical of the area. We need more density - especially the low rise residential style. (ps. not a fan of large apartment blocks)
Present Heritage conservation zones should remain as is.
This area is renowned for its green space, canopy of trees, lush gardens, the new proposal will take away this and will end up with concrete jungles.
we chose to live in this area for its space, the beautiful gardens, nature and the canopy of trees and all the greenery that surround us. The new proposal will take away this and we will end up with concrete jungles.
I do support changes to allow better choice of housing near railway stations but not other centres. I am opposed to 6-7 storey developments, we have enough already. Any changes to respect our heritage areas. I worry that developers will use these changes to develop more ugly insensitive properties. Sydney is very poor at blending old and new developments
While in support of the new housing policies, I would like the council to be much more proactive in tree planting and protection and to make sure adequate green space remains available.
The latest NSW Government Proposed changes to NSW Housing Policy are a recipe for planning chaos in Ku-ring-gai. There have been multiple government planning policy changes for rezonings and increased housing densities in Ku-ring-gai over the last 30 or more years. The cumulative loss and degradation of the built heritage and natural environment, not least Ku-ring-gai's unique treasured tree canopy, are now plain for all to see. The reaction of returning visitors is always the same: shock, horror, and dismay. Ku-ring-gai is becoming unrecognisable. Far from enhancing or even contributing in some way to our heritage values and streetscapes, these latest proposed changes, given their extreme nature and scope, will destroy Ku-ring-gai's remaining heritage and environmental setting. Diversity across Sydney's various residential areas will be erased. The famous “green heart” of Sydney and its vital environmental and climate contribution will be sacrificed - to developers who outbid buyers looking for the progressively disappearing family home. All of this is being imposed with scarcely any information or consultation with local communities. The Government needs to urgently reconsider its current Housing Policy course, provide proper information, and engage in meaningful consultation. Government must work with local communities, not against them.
Would have been a whole lot better if planners looked long term at countries such as USA, France, England, Germany etc. where fast rail connected cities throughout those countries, instead of the continuing urban sprawl or worse the build up of existing urban

<p>areas with resulting traffic congestion and impact on services like schools, medical and centres lack of recreational areas.</p>
<p>We would like the government to reconsider the \$9.8m funding for building Lindfield Community Hub. This is what the residents need, a proper car park and community service centre rather than less trees and higher population density.</p>
<p>It's not that we lack housing options in kuring-gai, it's that those options are left vacant on purpose by foreign investors. I live next to two such properties - how about council does a survey based on vacancies in kuring-gai - I'll nominate most of our newly built apartment complexes.</p>
<p>I support around the train station BUT not in heritage areas or near shops (without that transport).</p>
<p>The proposals have been made without any input from residents and if implemented would have a very negative impact on the ways of life of many long time residents, including us, we have lived in Roseville for over 30 years!</p>
<p>About time Ku-ring-Gai reverses its previous policy of opposition to any development, even most beneficial</p>
<p>nothing done to improve roads or parking for existing A big increase in road users makes it difficult for everyone Build a new city .Do not spoil the existing one we have</p>
<p>People bought into and moved into Ku-ring-gai because there was plenty of room and few apartment blocks. If you like close living, high density buildings, little parking and traffic jams, then move to Mascot or Macquarie Park.</p>
<p>The proposed changes to the housing policy will only encourage abuse & profiteering by developers who don't care about the local environment, liveability & community of the area. We just have to take a look at the Opal Tower & all the other building deficiencies that have been recently identified by the NSW Building Commission to know what developers will focus on (\$) when the rules are relaxed. And what about planning for infrastructure & utilities to cope with the increased population resulting from the additional housing. Our systems can't cope adequately now, how will they cope with increased population. Unfortunately the NSW government is trying to respond to the Federal Govt's policy of substantially increasing the Australian population. They all need to go back to the drawing board, take a considered approach, not a knee jerk reaction approach to policies.</p>
<p>It is about time that we evaluate the size of the conservation zones relative to the current housing needs. Specific properties with heritage significance should be individually listed rather than have blanket conservation zones where it is expensive and often not possible to meet the housing and energy efficiency needs of our times. Many of the current conservation zones are in fact the very areas which have easy access to amenities and these should be the areas which need to be developed to provide affordable and energy-efficient housing especially in light of the increasing cost of living pressures for the young, those in the work force, working families and retirees on fixed incomes.</p>
<p>State government has no right to change our life style with some politician's imagination. Please show some respect to current residents or owners. There are plenty of space or land in north-west or South-west area, especially area new airport located. Why not to make the development easier, but trying to destroy our community? Ridicules proposals</p>
<p>These proposed changes are popular with and instigated by nobody other than the business and construction/real estate lobbies, people with \$ to earn whilst not caring about them worsening the city. We should pursue a sustainable (constant) population that does not require new developments all the time but rather maintenance and renewal.</p>
<p>Survey unclear re high rise near railway stations. What is "near"? Pacific hwy should be targeted.</p>
<p>We've seen many changes over the years (40 in our case) but never such a shocking one as this. The proposed changes would destroy Ku-ring-gai, Why would anyone want to live here if the changes are implemented. If the govt. wants more housing get an open block of land and start there, instead of destroying the 1000s of residents who have worked for</p>

years to pay off mortgages and improve gardens here. My husband and I are appalled y the thought of this propped nightmare.
Having an older residence in Holmes St Turramurra on large 1800m2 block with no capacity to develop is wasteful given the current and future housing crisis facing Australia.
Infrastructure needs to be built to support the proposed increase in density of housing.
There is currently not sufficient medium density housing in Kur-ring-gai to allow for downsizing or for people outside the area to afford to move into Kur-ring-gai to access the lifestyle and schools etc. The proposed changes would help facilitate this to happen.
Kuring-Gai does need to think about its aging population and how to house them in the area not in units and NOT in large houses
This problem in Ku-ring-gai, in which I have been a resident for over 60 years, is a result of small, vocal, fringe, NIMBY groups influencing Council to resisting any and all change for at least the last 20 years. The last proposal, defeated a few years ago, was generally well conceived and focused on town centres, but left vast conservation areas untouched. I support selected conservation of true heritage properties but vast areas that serve only to prevent development in the most needed areas close to stations. Conservation has been abused in Ku-ring-gai. I support and encourage increased development in close proximity (say 250 metres) of minor town centres such as in West Pymble, North and South Turramurra, East and West Lindfield, North and South Wahroonga etc. Ku-ring-gai need to take their share of the burden to increased housing in Sydney.
I think it will be a good thing if the North Shore becomes less insular in terms of housing population income skillset education etc. The North Shore needs to open up.
Thank you for the opportunity to provide feedback. My view is that the concept proposed by the NSW Labor Government to put it simply, is outrageous. My feedback is briefly itemised below: 1. The existing infrastructure (sewer, power, water, comms) in these areas are already at capacity will not be able to support the development. I speak from experience of living in the area for 16 years and having experienced frequent power blackouts, sewer mains at capacity and surcharging in the streets and waterways, and roads that are only designed for local traffic. 2. Traffic - The Pacific Highway is already at a level of service which is unacceptable and does not meet current standards. The level of service of the of the highway and surrounding streets will not be able to cope with the additional residents. All you need to do is look at Gordon on a school morning, the traffic is already diabolical and will only be made worse by a significant factor with this high density proposal. 3. The people who reside in Kuringai have made a life and financial decision to move to and live in Kuringai to get away from people, have some space, enjoy the tree coverage and live amongst architecture that is heritage in its form. This life choice is being taken away by the NSW labor Government by their proposal to rezone and go high density. The proposal is simply outrageous in its aim and scope. 4. The North Shore has always been a place of refuge for professional, middle income families. At no point in the original planning of the various estates in the early 1900's was there contemplation of "affordable housing". 5. There is no Metro service to Gordon. With the proposed changes to density living and with the influx of the additional vehicles, the existing public transport systems would also falter 6. I strongly object to the proposal.
This will wreck the leafy nature of Ku-ring-gai forever.
NSW Government tried this all ready and it was a failure. What is definition of insanity? Trying the same thing again? Did they not learn. They value their jobs - well the last time NSW government was voted out on this issue and Ku-ring-gai council also was changed.

<p>this is a hot topic do not underestimate the people. You should also know that the developers have already started contacting residents about selling their homes.</p>
<p>Two residents per block is long overdue. Housing types have been absurdly limited due to personal agendas as in council. Try being a downsizer and experience all the problems caused by council.</p>
<p>The zone for these changes should include near schools in the area</p>
<p>Don't reject the plans but rather come up with better alternatives that can protect areas with lots of trees and lots of heritage. Areas such as Turramurra represent the perfect area to redevelop rather than heritage in Killara</p>
<p>I've witness in many other councils how this type of housing proposals have disrupted people's living standard. With increase in criminal activities and change of environmental elements and ultimately a change in culture. Kuringai is know for its pleasant neighbourhood and greeneries and with this proposal I see a major change to our community which is not welcomed.</p>
<p>Changes are a "surprise attack", which has undermined our sense of security in our home of over 20 yrs. We are in our 70's and do not want to spend the next decade in a noisy, disruptive building site. There will be minimal affordable housing in Roseville as a result, just expensive "luxury" units. It will not provide any help for young people to buy a home. Traffic congestion is already a serious problem, as is parking, which will only get worse. No provision seems to be made for improvements or the availability of green space for the families moving into the proposed new developments. The tree canopy will be further eroded - it is already decreasing in Kuringgai - a major worry with accelerating climate change.</p>
<p>Ku-ring-gai is a very special area within the Sydney suburbs. We are proud of our heritage, which is very unique (most other areas have been demolished) and consists not only of heritage buildings or zones, but also of wide tree canopies formed by very old trees and vegetation. People living within Ku-ring-gai identify themselves strongly with this "special heritage". They either have been living here since generations (and are very proud of that) or have moved into this area because they do appreciate heritage and tree lined streets and gardens. Once destroyed it will be impossible to revive. We don't want to become another Chatswood!</p>
<p>Let's do our bit to help provide the housing the country needs.</p>
<p>More residents means more people paying rates, means council can provide better services. Seems like a no-brainer.</p>
<p>It's too hard to get on the ladder in KuRingGai. A greater diversity will help people to stay in the area they have grown up in</p>
<p>There isn't enough variety of housing stock to allow downsizers to move to. New Townhouses and duplexes are a fantastic addition to the housing mix</p>
<p>The existing infrastructure; roads/traffic, parking, public transport, recreation/sports fields, hospitals& schools are already struggling to cope with recent increases in density & population.</p>
<p>The biggest impact on roads will be traffic that flows through KuRingGai not from local traffic.</p>
<p>The Ku-ring-gai area is becoming more and more of a sanctuary to a variety of native species, both wildlife and flora and fauna, that need to be protected. We are already seeing kangaroos, echidnas, bandicoot and other native animals being pushed out of their native habitat and into our backyards. This has largely happened in the past 20 years and was something I never encountered in my childhood. The environmental impact that comes with development needs to be considered and prioritised. Additionally, the Ku-ring-gai area is one of the few remaining places in the Sydney region that largely remains leafy with beautiful heritage housing. I believe this needs to be protected as other areas in Sydney have been grossly impacted by over-development with cheap, ugly housing options that benefit developers and not the greater community.</p>

<p>I believe the Mayor has communicated the will of the community well in her letter to the community, above.</p> <p>fear for the people that may purchase apartments built in the future in a massive over development by developers in search of a "quick buck" who have been shown to be allowed to erect poorly constructed, hastily approved and built slums of the future, to the great detriment of the community.</p>
<p>As a long-term (40 yrs) resident of Kur-ring-gai LGA we have benefitted from Council's conservative policies. However, time moves on and we need to accommodate population growth, so not opposed to progress, but this should not be at the expense of the benefits we currently enjoy in this LGA. I worry that State Government wants to be seen to simply "tick the box" and won't take the time or invest in getting it right. Once it's done, it can't be reversed. Please, please impress on the idealist government planners that local input is essential before making irreversible decisions impacting current and future generations. Thank you for the opportunity to participate in the conversation. Good luck!</p>
<p>I feel the changes will greatly affect the traffic, parking, shopping centres and the greenery of our suburbs. Heritage homes should remain with a heritage order.</p>
<p>Our transport system couldn't possibly support these outrageous proposals we barely survive the traffic chaos atm!</p>
<p>I think 6-7 storey developments are a terrible idea. They are an absolute eyesore and destroy the skyline and feel of the neighbourhood. I recognise the need for more affordable housing options but I really do not feel this is the solution. Thank you.</p>
<p>Lands sizes in ST IVES area are too large and can be divided to smaller size and affordable.</p>
<p>Allowing dual occupancies (two dwellings on the same lot) in all low-density residential zones is a sustainable decision for the community and the country - minimize the huge cost of creating new residential areas and therefore the taxpayer's burden and ratepayers' burden.</p> <p>However the minimum lot size needs to increase to between 600 to 800 square metres. 450 square metres is too small and may cause parking and environmental issues.</p>
<p>Many residents in Ku-ring-gai apartments are down sizers who wish to stay in the area close to family & friends plus maintaining familiar surroundings. This includes the environment of a village atmosphere with relative low rise development. KMC has a town plan that recognises this but allows some mid range development near railway stn. The traffic issues around the transport nodes in Ku-ring- gai are bad now further high rise will only exacerbate the situation. Residents have purchased in these areas with the knowledge of what can be expected given existing planning codes. To change the living soundings and the environment to the extent that is being proposed has little respect for the residents who have paid large sums to live in an area of low density. Image if this was proposed for municipalities such as Mosman & Hunters Hill. Chatswood, North Sydney & St Leonards and to a lesser extent Gordon & Hornsby are already high rise so perhaps these town centres could be looked at.</p> <p>Other big issues to consider is what this will do to Ku-ring-gai heritage and the green canopy the municipality promotes.</p>
<p>Inconsistency is the problem - many people suffer from the Council Heritage policies (sympathetic renovations) but now these will be completely over-ridden and 6 storey blocks will be allowed nearly everywhere!</p>
<p>We have seen the disaster that St Ives and Turramurra have become with medium high rise. Character all but gone. Also KCC have long been against tree removal but suddenly our tree canopy's are an open target. Unacceptable.</p>
<p>Sydney already is a heat sink. KMC has already lost lots of canopy. Loss of more trees over time will make the entire metro more exposed to heat. These plans oppose sustainability and liveability. Instead of this knee jerk reaction the govt shld reduce immigration levels to more sustainable levels. This proposal will wreck fabric of KMC and</p>

Sydney as a whole. The city will become an ugly concrete ghetto esp as private certification has proven to be a disaster eg Zetland and now Macq Pk.
This will increase younger Australians being able to afford housing in these areas.
We moved here for the space, trees and ambience. The Pacific Hwy can't cope with the traffic as is. Look at the band aid way the Turrumurra Pacific Highway lanes are manipulated for peak our traffic as is. No change in infrastructure for roads, schools and hospitals as is
Concern of overcrowding in an otherwise sustainable community. Concern of buildings becoming tomorrow's future slums.
The NSW Government should be encouraging regional development throughout the state, rather than further overcrowding in Sydney.
With climate change it is important to have trees around houses, apartments and it is crucial to put in place green places in all Sydney and suburbs and not to build excessively to get concret jungle. Australia please AWAKE
This proposal goes against Australia's climate green commitments and targets
Apartment / shop buildings "near to railway stations" needs stronger definition - ideally that means adjacent to, on top, or along the Pacific Highway
Allowing dual-occupancy on land zoned R2 and multi-dwelling housing on R2 land within 800m of stations and town centres will substantially degrade liveability all the way up the train line. This is far more significant than just the TOD-related changes that are limited to within 400m of selected stations and over time will create an unbroken wall of development either side of the highway. This will overwhelm transport and other social infrastructure in the area. Even if the NSW Government commits substantial funding to improve infrastructure, the topography of the area (a single ridge line carrying the train line/highway bordered by gullies and cliffines down to rivers/National Park on either side) will turn the area into a parking lot.
This will easily turn into a developer's picnic. They don't have interests in local community. Our community will no longer be able to sustain our living standards.
Kuringai needs to maximise the density if existing built on land. This limits the encroachment into green space, it does impact negatively on tree canopy.
I've moved out of a high density area due to traffic noise, parking issues to Gordon, because of lesser density. My street is generally quiet.....this new proposed housing development will completely alter the charming characteristics of living in Gordon.
A plan that puts developers interests ahead of the community is without merit. We already have apartment buildings that are faulty and require rectification due to the lack of oversight on developers to maintain standards. This plan will just exacerbate this problem. Across Ku-ring-gai planning applications and approvals are proceeding at pace already. Builders remain the stumbling block on already approved plans. Now there are overtures from 'new and untried' developers to residents in an effort to build more unsustainable, poorly insulated and environmentally inefficient buildings in the area. Leave the mandate in terms of location of new housing, medium and high rise, to Council in order to not destroy the character and liveability of the area. Do not make this a scenario of winners and losers, a heavy handed approach to planning has never resulted in a good outcome for residents, neither new or existing. It only serves developers profits.
While I understand the need for additional housing, there is not currently enough infrastructure in Roseville to support the proposed changes. The shopping strip around Roseville bears absolutely no resemblance to the Enmore Road precinct and the Government's approach appears to be a one size fits all. Unlike Lindfield and Gordon, Roseville does not currently have its own supermarket and there are significant issues already with traffic flows from Pacific Hwy, Archbold, and Boundary. I am particularly concerned about the impact on heritage listed homes on Bancroft, Lord and Roseville Ave. While I am unlikely to ever be able to afford one of these houses, they contribute significantly to the character of the area and should be preserved as a reminder of our heritage. There does appear to be a shortage of terraces and single story houses

<p>on smaller blocks in the area, which could encourage downsizing and heritage facades could be maintained while allow for annexes out the back of properties. Another concern I have is that many apartment buildings are visually ugly, not in keeping with the character of the area, and there have been horror stories in recent years of buildings with structural defects (e.g. Opal towers). The plan proposed by the Government appears to want to turn Kuringai into a concrete jungle, with significant impacts on the environment and green space. Western Sydney is regularly 5 degrees hotter for a reason, and I don't think destroying the tree coverage in Kuringai is something which we should aspire to. Finally, I am also concerned that the Government's changes are likely to have impacts on the dynamics of the housing market in Kuringai. While apartments may become cheaper, the cost of a house on a <700m2 block may skyrocket as developers bid up the price of land, and remaining freestanding houses on larger blocks are scarcer and therefore even more expensive.</p> <p>A more nuanced approach is required in order to protect our heritage and environment, and ensure quality control over new developments. The bolstering of infrastructure and services including schools and supermarkets, and upgrading of roads to support increased traffic needs to occur BEFORE the area is completely destroyed.</p>
<p>We feel lucky to live in this gorgeous area, we don't want more people, crime, traffic, shops. It would ruin the area and the reason people love it is because there aren't crowd of people. Do we really want to turn Ku-ring-gai into another Chatswood! No more units!</p>
<p>the 4 storey apartment should also apply to R2 in 400-800m area.</p>
<p>I am in support of limited medium-rise development in public transport hubs, sensitive to local environment and character including heritage listings. From the details I have read, these changes to housing policies would severely negatively impact the local character, environment and amenity of Ku-ring-gai. I am particularly concerned about protection of open spaces, natural areas, native bushland habitat, and heritage buildings. These are integral to the beauty and character of Ku-ring-gai and one of the reasons I chose to live here. More attention must be paid to the environmental and social sustainability of proposed developments and only control by local councils will be able to inform these aspects.</p>
<p>This is absolutely abusive to Ku-ring-gai residents, it's not fair , as a local resident we lost our environment, our community, our safety, our life style... we will fight for our human being's right!</p>
<p>Traffic will be getting worse. NSW government needs to consider wider the road, build more communities car spaces around station and shopping centre in proportion to the extra population added to the local area. Apartments will solve the housing problem faster than duplex and townhouse and less impact to the overall local communities.</p>
<p>It would be useful if the NSW Govt. could arrange for a policing regime for Strata schemes ASAP; the current debacle where perhaps some decent individual has to attempt remedies via NCAT etc. make for slum type developments. Another issue which doesn't seem to get publicity is that of sewage being blocked and coming up through the toilets of the nearest units eg ground floor; has a design change occurred to deal with this issue - probably associated with tenants unaccustomed to the facility of flush toilets who are those likely to be among the dwellers - particularly of "affordable"units.</p>
<p>This is absurd, we will lose the green environment and peaceful life, will NSW government pay for our damage such as: shortage of public service facility, traffic problem, low security surrounding, healthy issue due to bad environment, mortgage risk etc? as a resident, I strongly require NSW government to respect our human being's right.</p>
<p>Stay to our branding of garden shire</p>
<p>Council needs to be campaigning now for Gordon to be included on the future Sydney Metro line from Hurstville/Kogarah to Macquarie Park identified in planning documents - this will open huge connectivity from the area to the rest of Sydney</p>

<p>the current State Labour Government is vindictive towards the residents of Kurringgai as it has never voted Labour. They know this policy will be greatly opposed by Kurringgai residents. This is usurping the powers of Council elected by the people of Kurringgai</p>
<p>Better to have high density hubs, like Chatswood and Hornsby and then leave the suburbs for those wanting more space, community, green living.</p>
<p>it would be a disaster and huge loss of the 'green heart' of Sydney if Ku-ring-gai gets over developed. We love our trees, they are irreplaceable. Too many trees are being lost to new buildings, so much illegal cutting is also happening, the council is not doing enough to protect our trees. It will be even worst if they get less power// decision making abilities. leave ku-ring-gai alone and keep it unique and green PLEASE!!!</p>
<p>Housing affordability is a major issue. Most young people cannot afford to buy in the area anymore. Other areas of Sydney are addressing housing affordability by increasing supply. We need to do our part. I would love to hold on to our large green plots but where do we expect our children to live? They cannot afford to live in Ku-Ring-Gai. In terms of tree canopy, would be great for the Council to get ahead of the challenge and actively work with developers to build in green / community spaces for the betterment of all.</p>
<p>I am in favour of some housing density like townhouses and small unit blocks but not huge blocks and not at expense of heritage and environment and as long as there were services to provide for extra population</p>
<p>I am against these proposed changes</p>
<p>My family and neighbours in West Pymble are strongly opposed to the proposal and see this as likely to lead to over development or an area with a green/bushland character and high biodiversity values. The impacts to biodiversity and the character of the area are considered unacceptable. We are deeply concerned.</p>
<p>There should be more townhouses and dual occupancy options and less apartments. People are not forced to sell or change their properties. We have an 1870 metre property and the council changed the zoning preventing us from having dual Occupancy. Which is A real waste of land when there is a land shortage.</p>
<p>Ku-Ring-Gai council is a precious and unique area in NSW which has an elegant nobility. That is why many families choose to live here permanently and let their children educated and grow up in this community. I strongly oppose to the policy because increasing housing density can alter the character of the neighborhood by introducing taller buildings, reducing green spaces, changing the overall quality of peaceful life and destroy the safety of the whole community. Ensuring a peaceful and safe community is the vital responsibility of Ku-Ring-Gai Council, rather than economic growth!!!</p>
<p>Ku-ring-gai is an area of exceptional natural and built heritage. To replace family dwellings with medium and high density modern highrise will destroy an essential part of the history and character of suburban Sydney. The loss of trees, gardens and greenery will have a horrendous impact on our native wildlife, increase street temperature and negatively impact the local Carbon sinks and thus increase Climate Change. This is a dreadful idea, not only the present but also future generations.</p>
<p>Subdivision is highly recommended. We are sitting on land that is not used due to restrictions on subdivision. It's unfair that the council only thinking of heritage while we can't make use of land</p>
<p>Conversation areas are a joke, and the colours choices are not correct. Council in heritage are ignorant. Property are affected by conservation negatively no matter what cmc website claims.</p>
<p>Plz don't let our home become the next Eastwood</p>
<p>Infrastructure and roads do not support proposed changes. Mental Health issues from living in boxes. Tragic loss of heritage character and tree canopy. Negative effect on climate change in reducing green canopies. Greedy developers only people who would support reckless destruction of this unique environment.</p>

<p>We have been penalised under heritage rules for many years and had to pay a premium to ensure no alterations to the character of our home or trees. Now wholesale changes are being proposed which could drastically devalue our property and ruin the Heritage appeal of the Wahroonga area.</p>
<p>As with all development proposal, there is absolutely no provision made for improving infrastructure. Existing roads are too narrow to cope with inadequate parking provisions in new developments. Pacific Highway can't cope now - what will happen when population increases so dramatically?</p>
<p>keep current policy , no changes</p>
<p>Two of the main factors that gives Ku-ring-gai it's charm - tree canopy and heritage homes - will be lost should the Government be allowed to build multi storey units around train stations. I have seen evidence that shop-top living ends up being in a state unfit for the Ku-ring-gai area with little or no care to the area by residents/tenants. The shops are usually empty as well - just look at some of the shop top new builds in the Northern Beaches.</p> <p>I understand Sydney must provide more housing options, but 6-7 storey apartments in a heavily heritage-listed area is not the way. Townhouses would be good and the ability to subdivide but not at the expense of beautiful old homes that MUST be preserved.</p>
<p>I support high rise apartments around train stations as long as all trees are saved. Or each tree removed is replaced double or triple with high canopy trees. It is crucial that trees are saved as it keeps street temperature low and therefore the suburban atmosphere pleasant. Also, without trees and green space it wouldn't be the same.</p> <p>Secondly, major thought needs to be out into parking. It means if NSW government is ready to put all these apartment building up. They need to guarantee each apartment a parking spot and each 3< bed apartment should have 2 parking spots. I know they will argue that train should be main method of transportation but unfortunately it is not an option for everyone. And streets are congested already.</p> <p>Lastly, I don't think there is infrastructure to support influx of people. More schools/ parks and medical facilities needed. Gordon medical centre is too expensive to attend and I personally go to Chatswood where is bulk billed gp available.</p> <p>So overall, I am neutral for the proposal. If NSW government will keep the trees and guarantee enough parking spots, then go ahead.</p> <p>If trees go and they won't put parking requirements for new apartment buildings, I am strongly against proposal.</p>
<p>we should not be destroying the character of the area or the trees for increased development. The government should be looking at decentralisation to encourage residents to live in the country towns. Infrastructure should be improved in these towns. The infrastructure in our area is already not keeping up with the increased population in the area and this should be addressed BEFORE more apartments etc are built. There should also be restricted immigration since we do not have the housing available. Or they should be encouraged to live in less-populated areas of this and other states The local residents have made the choice to live in the area as it is and to change it so radically is not allowing them to live in the way they have chosen</p>
<p>Significant tree loss and biodiversity will occur, heritage buildings will be destroyed, infrastructure will not be able to cope with this. I STRONGLY OPPOSE THIS RIDICULOUS SCHEME.</p>
<p>Considering the current density and traditional standing alone houses in this area, I am completely not supporting this policy.</p>
<p>Chief concern is the ad hoc nature of development that will occur. Council will not be able to plan precincts in order to ensure that streetscapes and tree canopy can be maintained that contribute to livability of our suburbs. Will developers be able to simply find willing sellers and launch in with a new development anywhere on random small blocks without any consideration of surrounding housing. It would be preferable to be able to plan redevelopment that combines several blocks so that character, community space and tree</p>

<p>canopy can be saved. Some heritage areas of a decent size must be retained. Styles of new housing should be consistent - not terrace house then manor house 650sqm is much too small for a residential flat. The prescribed trees would not fit or survive. Planning needs to allow for bushfire risk, steep streets, endangered ecological communities such as stands of turpentines in both private and public property.</p>
<p>This proposal will destroy our community, heritage, and environment - for the benefit of developers and investors.</p>
<p>There are too points to write here but it's extremely disappointing, unrealistic and "cheap" planning by the Government and individuals.</p>
<p>Greater density. Development at TODs is entirely appropriate. If DCP objectives can be satisfied re tree canopy and habitat protection. Existing visual character of parts of the LGA greatly varies as it is. Council needs to ensure that new infill development responds to the predominate visual character. We must allow for a range of dwellings. It is only fair that we share the objective as other LGA are required to accommodate more housing. There is a housing crisis and our children can not afford to buy and live in this lga with us. Development can be high quality, redo dive to its setting, stepped in height, well articulated etc etc to reduce the effects of bulk and scale, improve public perception of new development etc. it happens n be fine. This should be seen a an opportunity to create new great places across kuringai.</p>
<p>I believe the proposed changes are positive for our area as they will provide more housing choice and diversity, especially around train stations, and potentially improve housing affordability. People, especially the younger generation, now have different housing preferences - not everyone wants to live in a big house and backyard today so I think it's great that these changes will allow more medium density developments to be built in the area. These level of density of developments seems to be able to work well in other leafy areas of Sydney such as Lane Cove, Waverton, Neutral Bay, so why can't they be introduced in Kuringgai too? From the Government's proposals, it seems to me that there has been good consideration to maintain a high level of liveability and amenity alongside these changes and that it is possible for these changes not to dramatically change the local character and greenery that our area is known for. While impacts to the environment including tree canopy can never be fully avoided when carrying out new development, from my reading of the Government's proposal, I understand that Council's existing current controls around tree canopy and deep soil will continue to prevail over the government's proposed new landscaping controls as these controls are not proposed to be non-refusal standards. Council should therefore still retain control in ensuring their stronger tree canopy controls are met in future DAs to minimise impacts on existing canopy and future canopy cover I think as a council and a community we need to be more open to change for our area, especially for our younger residents who have grown up this area but can no longer afford to remain in this area due to a lack of housing supply and diversity, but also to give the opportunity for other people to enjoy living in this beautiful area of Sydney. Thank you for considering my comments.</p>
<p>Mostly afraid to lose green areas and green heritage by new constructions... Also, local school education would not support and fit bunch of new people. Hence quality will be decreased. Also, traffic will be increased significantly which will coz our amazing nature smell become fuel smell of big cities.</p>
<p>5 stories at stations would be ok - not 6-7 there is no mention of mandating open space, green belt, green passive space, social housing has been rorted with "social housing" been left vacant for the initial period and</p>

<p>simply not used community services need to be included in this dialogue (eg libraries, free meeting places, I would love to see a mix of residents in Ku Ring gai - negative gearing is not helping we need to use local developers and not big business walkability - need a mix of services, shops, parks, schools etc that are close and easily navigated</p>
<p>Ku-ring-gai does not have the infrastructure, schools or general public facilities for this development. It would lead to untenable over crowding of the environment.</p>
<p>A thoughtless, bad government policy in an attempt to solve the thoughtless, desperate Government policy of trying to populate Australia too quickly. Short term policy made like this will have long term negative impacts across the community. Building standards will fail the community continuing to see individuals loose their life savings because of lack of good government tegulations. There are no suggestions as to how government intends to handle infrastructure needs, much of which is already inadequate.</p>
<p>Good luck with proposals.</p>
<p>New density building should not be encouraged</p>
<p>Parking and transport are already an issue in St Ives. You just have to drive down any of the streets that have had apartment blocks built and see that the streets are effectively 1 lane due to residents parking on both sides of the street. For people who don't work in the city and are unable to catch the 194 there are limited public transport options to get to Gordon station (1 bus every half hour in peak and every hour outside of peak doesn't really cut it).</p>
<p>Gardens, trees, and open spaces are not always seen as valuable to those moving into this area, as those of us who have chosen to live here.</p>
<p>This is a sensible approach to accomodating population growth and increasing demand for housing in suburban areas. Instead of facilitating negative feedback to the NSW Government with its lead-in background and questions for this survey, Kurringgai Council would do well to focus on how to provide the necessary infrastructure and facilities to support the increased population in the area without decreasing liveability. With proper consideration, planning and funding, it can and must be done.</p>
<p>No nimby please we all have to accept more density in housing to solve the massive shortages</p>
<p>none of this shit, I dont want to live above someone</p>
<p>Affordable housing? I think \$100,000 a unit and \$200,000 a townhome would be affordable considering how low wages are and how expensive degrees are. Would that mean it would be unaffordable for developers to build? Oh well they mostly build sub standard units for much more than my suggested price. Just look at the examples in Lindfield, those poor people bearing the cost of bad builders. Do we really want more of that rubbish?</p>
<p>There are a few positives, such as allowing a greater variety of dwellings, especially ones suitable for downsizing. Overall, it would end up a traffic nightmare, especially on the Pacific Highway.</p>
<p>It makes sense to have higher density housing around rail and metro stations. This has been thought through and planned for many years but the recent proposals to build higher density living beyond that corridor has been hastily put together without any consultation. At what point does the NSW Govt decide that the density of Sydney has reached capacity? It's short sighted to re-zone all the existing land in suburban Sydney. Housing development comes at great risk to individuals and corporations that take it on and they don't always succeed financially but all levels of government benefit from local, state and federal with all the taxes and fees payable at every step of the way. Houses should have a life beyond 20 years; to propose the rezoning of the majority of</p>

<p>Sydney is encouraging mass demolition of houses that have many more years of being viable and requiring an enormous amount of materials to build the new housing. There's not the manpower to undertake such a task. Plus with the rental shortage and high costs, where do people live while re-building?</p> <p>These proposals mean that we are potentially rebuilding Sydney one house block at a time to increase the number of residents living here with ageing infrastructure, crowded roads, lack of services etc</p> <p>We will lose our tree canopy so that every suburb in Sydney looks like Oran Park with no trees, a more built on environment that absorbs more heat that requires more air conditioning. This is a recipe for the destruction of our amenity and make living in Sydney impossible to navigate.</p> <p>When will governments take on the hard decisions that take longer than the 3-4 year election cycle to achieve. We need the decentralization that was proposed in the 1980s with fast trains connecting towns with viable transport and build new towns along the rail corridors.</p> <p>It's of great concern that the State Govt is taking away all planning powers from our councils and that most DAs are done as a complying development with Service NSW, leaving the Council out of any decision making or consultation.</p>
<p>very supportive for the pymble and north shore</p>
<p>We have maintained our area in happiness and peace. We look after our environment and care for others. This proposal would destroy the amenity and community we live in. Australia for Australians. Ku-ring-gai for existing residents and their families young & old. Infrastructure and natural environment cannot support more population. Excessive growth is non sustainable. We cannot cope now with waste, water use, health and education services and traffic/transport. Air & water pollution. Excessive sewerage and NOISE.</p>
<p>I cannot imagine the negative impact on this kind of planning. I would like to see an environment impact study done on this.</p>
<p>RNSH is already over capacity this season with patients having to stay seated with appendicitis for over 16 hours before finding a bed. Hornsby is the same. Our population is aging and we do not have the infrastructure to access emergency health as it is. Furthermore in 2023 trains were unreliable, people will not use trains when they do not provide consistent services. I live in an apartment of 6 apartments 1 minute from the station and NOONE else uses the train.</p> <p>The environment will be negatively impacted. The privatisation of building had created defective buildings in our area already (see meriton pymbles roof issues).</p> <p>I would adore to have a townhouse near my current home but the government can barely handle our current capacity and it is a joke to think they can handle more with such poor planning.</p>
<p>High-speed rail is still the only viable long-term solution to expand Sydney to allow for high population growth. With high-speed rail in place, anyone within 200km of Sydney can easily commute without killing the reason people want to live in Sydney in the first place.</p>
<p>I am mostly supportive of reducing the minimum block size to build more houses in our area at a sustainable rate, rather than increasing multi dwelling buildings which can destroy the feel of our beautiful leafy communities, away from the city. There needs to be a balance. For example, beautiful old character houses that have been lovingly cared for should not have to be subject to brand new high rises next door, blocking light and reducing privacy. Privacy, maintaining the streetscape and managing traffic are paramount when making decisions but ultimately how people feel is they don't love high rises or want to live near one, but could come around to townhouses for over 55's and more houses near them. Everyone knows we need to increase housing so houses and over 55s dwellings (that may be converted later on potentially to all population) are a good option. Thank you</p>
<p>The logistics of building above centres like Kendall Street Shopping Village will be a nightmare: the entire centre would have to be rebuilt as the current structure is unsuitable</p>

<p>for 6-7 storeys above it. Where would these businesses go while work is being done???</p> <p>The traffic increase with the increase in population will be horrendous. Plus the impact on the natural tree canopy (which is decreasing anyway thanks to recent buildings) will be extremely negative.</p>
<p>It's observed that Ku ring Kai areas have been getting busier and busier over the last 3 years. The amount of littering in public area esp around local shops have become noticeable with increased human activities. I hope Ku Ring Kai remains its leafy and historical character.</p>
<p>Dual occupancy is needed in this area</p>
<p>The Ku-ring-gai area I believe will be very negatively impacted if these ideas were forced through and not looked at on a case by case basis. I understand the need for change and growth but you cannot "Tar everything with one brush" the idea seems very impulsive and not thought out from the NSW Gov and they should be ashamed of trying to remove this power from the council who are an important voice of the people. Why have them if you are not going to listen to them. It seems like they do not take into account the history and heritage of this area and it would make this area undesirable to live in.</p>
<p>In the current climate, we do not have the environmental stability to build more housing in already developed areas.</p>
<p>The shortage is making housing unaffordable. Opposition to more housing is selfish.</p>
<p>Best way to stimulate the economy at the moment!</p>
<p>We chose to buy a house in Kuringgai because of its natural environment, low-density residential area, good neighbors, and good school resources. However, this proposal would destroy these advantages of the council. Then this desirable council would be no different from other high-density councils. I think the government should fully consider the original character of this area when increasing density. All residents moved here for these advantages, which need to be preserved. I strongly oppose this proposal, as it would ruin this council.</p>
<p>Long overdue, current Ku Ring Gai council DCPs are forcing young families to move 50km from employment centres leading to extreme underutilization of residential land in Ku Ring Gai</p>
<p>I don't think these changes will be 'affordable' in any sense of the word for the average person. It will be a boom for property investors only.</p> <p>The impact on the existing infrastructure will not be good, these developments will only cause more problems with our already struggling infrastructure on so many levels.</p> <p>The loss of our tree canopy will also cause more stress to our electricity system. Let alone how the loss of the canopy will affect the wildlife etc... it will be devastating!</p> <p>It will also affect the liveability of our suburbs for everyone.</p> <p>I agree that something needs to be done to help the housing crisis but any decisions made now in haste will affect our environment on so many different levels long term.</p> <p>Please for the sake of our children's future please reconsider the decisions put forward and try to figure out a more sustainable suitable long term plan that will benefit everyone just not a select few.</p>
<p>Allowing dual occupancy in particular will put significant pressure on natural areas/bushland in Ku-ring-gai with irreversible ecological degradation from increased stormwater, soil disturbance and tree clearing.</p> <p>This policy will lead to rampant speculation amongst developers/builders as they compete to obtain development opportunities.</p> <p>Without commensurate investment in new schools, transport capacity and other essential infrastructure, Ku-ring-gai and other municipalities subject to these knee jerk proposals will suffer from a suite of unintended consequences that will materially affect residents' quality of life.</p>
<p>Our local schools, such as Killara High School, is already at the maximum capacity. The proposed new housing policies would greatly increase the population density of our community. This would result in our local schools in overcrowded.</p>

<p>We hope this policy will be reconsidered, otherwise the area will be flooded by new buildings of small sizes. Traffic will be ruined, the environment will be ruined. Especially in St Ives, there are no train station, the only way for transport is probably buses and by private vehicles.</p>
<p>state government and local council say they want to conserve the tree canopy, but are striving hard to destroy it. I find this immoral, obscene and totally undemocratic.</p>
<p>Please provide full town planning. It is difficult to say if this is good or bad. I would support more affordable housing and more business in local area. But I concern about the congestion in the area after more people are moving in. Also, concern about the rubbish created from increase number of residents.</p>
<p>Thanks for the survey</p>
<p>Protecting the trees should be a main priority along with restructuring traffic along our quiet streets. I am supportive of the development however instead of a blanket circle radar for the 400m zoning perimeter it should be by street for example in gordon the entire street of st johns ave should be included with the cut of section to be the vale street round about. I feel this would be fairly to residents looking to develop, and those who arnt for example a small house wont have a towering block of units right next door at these there will be a street or round about divide. I also feel this would help with traffic</p>
<p>This rides roughshod over a precious & irreplaceable natural resource where a sensitive urban environment is in harmony with nature Once destroyed it can never be replaced</p>
<p>Proposed plans make a total mockery of the stance the council has taken in regards to DAs, heritage and tree protection.</p>
<p>Any new housing should be done on a case by case basis by council taking into account how it will affect the community, services etc. Doing a blanket approach like you are suggesting is ill thought out. Destroying any heritage areas is criminal!</p>
<p>In particular it will lose what makes Ku Ring Gai special i.e. the nature proximity, the green spaces. We will turn the whole north shore into St Leonards or Alexandria, without the proximity to the city element. It will be a very negative impact for the north shore.</p>
<p>The planning approach is one dimensional from a transport perspective. A number of suburbs (willoughby, Northbridge etc) have fast bus options into the city with limited stops. The obsession with a train only mindset is limiting at best. On top of this, areas of historical significance will be obliterated. The plans remove ~80-90% of heritage conservation area housing in Kuringgai. The tree canopy reduction impacts the environment and liveability as temperatures rise, with less tree cover. A more balanced approach is required. I'd also like to understand the compensation plans for properties negatively impacted. The revenue generation for local government from the housing, will be significant. An offset plan needs to be put into place that's fair and equitable for all.</p>
<p>Biodiversity and liveability in Ku-ring-gai have decreased dramatically in the 20 years since I have lived here. Given the existential threat to humanity posed by the past cumulative effects of humans on the worldwide environment I can only regard continued environmental vandalism as proposed in these changes as sheer stupidity.</p>
<p>Kuringgai is already ruined with poisoning of trees. Toomuch traffic. Loss of community. Too many foreign investors. Alot of empty homes.</p>
<p>The traffic would be horrendous, the roads would have to be improved. The traffic is bad enough now, imagine how it would affect the residents already living in the area. There are so many empty shops now, we do not need more empty shops. Parking is nowhere to be found if using public transport, this would have to be improved. More schools would have to be built if adding to the population of Ku-ring-gai as you cannot go out of your area for public schooling.</p>
<p>The heritage character, the tree canopy, the gardens and open spaces of Kuringgai have made an enormous contribution to the diversity and character of Sydney for generations. Overdevelopment of Kuringgai will only profit developers and do very little to deal with the</p>

issues of housing affordability and rental affordability in Sydney. These issues have their roots in demographic changes and economic changes of the last 50 years; they are not going to be addressed by pillaging the existing homes and gardens of Kuringgai
I'm very opposed to having Ku-ring-gai stripped of it's character, heritage and tree canopy
3-4 Storey developments (e.g. around Turramurra) are acceptable but 6-7 storey developments (e.g around Lindfield) should not be approved - they destroy the character of residential preccincts.
More affordable residential products need to be provided in this area. Multiple cultures and people can live here and increase the activity of the area.
This is abundantly ill considered, with now trying to create a shortcut to a solution, that will obviously have long lasting negative effects. Schools, roads and medical facilities are already struggling with the existing populous. So add such a proposal to units already created will only further create stress and anxiety for locals. There is so much land in greater Sydney, and this should be explored, our local student s are already being taught from temporary rooms, and grass areas for play continue to reduce at a time when physical activity of our youth should be encouraged
Kur ring gai needs a positive plan to accommodate the housing crisis that is very real and impacts everyone, diversity of housing is important. I strongly value the cultural and heritage issues which need to be accommodated but in particular and pragmatic ways rather than blanket nos that do not meet the strategic needs of the community.
The Pacific Highway through Turramurra does not cope now, and they want to put more traffic on the road???
It's not all about money. Let's keep Kuringai as green and spacious as it is.
Tell the NSW Labour government we don't live in a dictatorship and we look forward to getting rid of them for another twenty years!
Different suburbs have different styles and functionalities. Ku-ring-gai should not lose its attractiveness, built from years of preservation, to this non-reversible process of overcrowding. This is also destroying the diversity of housing in NSW and profiting the large landlord at the expense of residents' quality of life.
I am also concerned about the loss of tree canopy in the St Ives area.
Increasing residential density near to the train line makes sense, but the road infrastructure will need bolstering. I would recommend linking Telegraph Road to Avon Road via a new bridge across the railway line; this would utilise the existing traffic lights on the Pacific Highway at Telegraph Road, and take pressure off the intersection at Livingstone Avenue.
People living in the council areas have purchased and paid high sums so as to enjoy the green aspects, security, low traffic and sense of community. There is also an expected negative impact to property values. Further higher traffic with increase in population would be expected (already an issue) in the area, what feasibility studies have been undertaken in the areas mentioned above? Frankly more questions than answers so far.
Keep the tree canopy and natural environment as close to its original condition as you can. Avoid unnecessary deforestation - remember, tree canopy is necessary for sufficient shade, especially in heatwaves. Also, please be aware of the impact on the natural flora and fauna - with many endangered species in Australia, they need the opportunity to build their populations to sufficient numbers. More biodiversity, fewer extinctions, please! Thank you.
Can't have blanket policy applying to all areas. Heritage and characters of areas must be protected
Strongly in support of these vital policies to increase the liveability of our city as opposed to continual sprawl
keeping Kurringgai pollution free with less population and fewer cars to maintain a healthy eco system for our wild life, flora and fauna to thrive in a village atmosphere. Thanks

People should be encouraged to plant trees where possible after building. A green space needs to be provided to unit blocks to maintain the natural environment and provide some outside area for unit dwellers.

The biggest thing here is the loss of tree canopy. We already have ppl moving here, no doubt for the schools, with no connection to our environment or community who are wilfully poisoning and illegally chopping our old growth trees and building houses up to the fence lines, laying down tennis courts and massive heat retaining car spaces. These trees are vital to maintain our biodiversity for our kids and kids' kids. The nesting hollows vital for many birds & critters take 100-200 years to develop so "tree replacement" is honestly laughable. Often i get the feeling that those at council feel this is a done deal and are not concerned.

The other thing is traffic! Try moving around anywhere near PLC on a weekday am and pm. Traffic jams everywhere (one child/car in most cases). If we are to have higher density housing we must first have the necessary infrastructure so we don't need to be so car centric. Bike paths, safer pedestrian walkways, smaller, more frequent electric buses looping around to shops, stations and other hubs etc. And dogs to be allowed on this public transport. Basically we need a much more European outlook on this.

The units should have it legislated that there is solar, roof top gardens, EV charging and water tanks. And on every corner a bus stop, a shop, green space etc. It's the lack of decent planning and kow towing to greedy developers that make the developments so terrible most of the time. And the use of black roofs, parkingspaces & driveways needs to be heavily curtailed.

The 10/50 rule re trees has been a disaster also as has given folk open slather to chop down trees at will.

I have seen some awful things on the local FB pages lately at how trees are being decimated and I cannot tell you how distressing this is.

The government proposal will enhance our shopping, service, and community centres by integrating diverse residential options with increased density. These new dwellings should not necessarily include car parking facilities to avoid significantly increasing traffic. Prioritising areas with excellent public transport and active mobility access can help preserve and even restore local green spaces. This approach addresses the physical isolation in the suburbs of Kuringgai, ensuring residents can access essential goods and services within a comfortable 15-minute walk. Reducing reliance on car ownership – a financial burden for many and a contributor to traffic congestion – is crucial. Furthermore, promoting active mobility can lead to improved health outcomes for the community. This strategy not only supports population growth but also enhances the quality of life for our residents.

We need more over 55 town houses and villas to satisfy those wishing to downsize but not go to multi story appartments

As a resident of St Ives, we have seen rapid increase in number of people moving to the area in recent years. The shopping centre is overcrowded over the weekend and public schools are overcapacity and understaffed. However, there is lack of supporting services and facility in the area, e.g. hospitals, government department service centres, reliable public transport. If the government only focuses on increase supply of housing, not improving the services required for the area, St Ives will soon become overpopulated and residents will find hard to access essential government services.

Dual occupancy policy drives housing prices up as people seek to capitalise on subdivision of their blocks, selling one and living in the other or selling both at inflated prices compared to selling one home. It increases traffic to the area on roads that were never intended for that volume, commute times, congestion and accidents are thus also increased especially as those high traffic roads do not have traffic lights. People choose to live on the north shore to avoid such issues - even councils out west eg Bankstown are now reconsidering dual occupancy because of the issues it has caused. It is assumed that people living on the north shore are wealthy - this is not necessarily the case - many

<p>people have grown up in the area and have family here - they do not choose it because of status and can be struggling to make ends meet - increasing housing prices and hence mortgage and rents will only exacerbate cost of living crises and force people out of the area.</p>
<p>Infrastructure in the area can not handle any further multi type development. Roads, parking and existing shopping centres are already at capacity.</p>
<p>We chose to live in this area due to its current conditions. We don't want duplex, apartments and high rise where we built our home</p>
<p>The Gordon area in particular should have a Development Plan akin to Hornsby LGA - it is well overdue for a comprehensive Planning Instrument</p>
<p>Strongly support more dual occupancy, townhouses and two storey apartment buildings</p>
<p>The community, flora and fauna are being sacrificed.</p>
<p>I am very concerned with how these changes will impact the tree canopy and local natural environment in the Ku-ring gai area. Even now we are seeing developers routinely poisoning and removing trees with disregard for consent and public opinion. The tree canopy and natural environment make this area a nice place to live and enhances well-being for all who live and work here. The proposed changes will degrade that sense of well-being. In addition, trees reduce the local heat-island effects of paved areas and therefore removal of trees will increase the heat stress experienced by all residence and will especially affect older residents.</p>
<p>Fifty years ago, school students studied the-then planned State decentralisation of Sydney to Bathurst-Orange and Albury-Wodonga Growth Centres. That concept died decades ago and the only growth in those centres has been organic, rather than the result of any deliberate policy. The concept of forcing more and more inhabitants into the already-bloated and non-functioning Sydney metropolitan area, was known to be unsustainable half a century ago. Now that it's a dramatically worse situation, what will the State Government do to actively build regional growth centres and return to the concept of decentralisation?</p>
<p>We definitely need more affordable housing and easy access to services, transport, shops, schools etc, my real concern is unsympathetic and ugly new building and also the need for good regulation of standards</p>
<p>Many families are hard pressed when their children require independent housing. To support family cohesion the ability to opt for a dual occupancy provides an option to support this need by parents being able to utilise the capital they have in their home which may be older and need renovation and too big for ongoing life needs. Their children are priced out of the market completely. To this end consideration should be given to allowing dual occupancies but on a larger minimum lot size that works with the current average lot sizes.</p> <p>Many block sizes are in the 900m² to 1000m² range and it would be more appropriate for a minimum lot size of 500m² so that on the typical block supports only one set of dual occupancy dwellings being built. Eg block size less than 1000m² = two dwellings; block size 1000m² but less than 1500m² = 4 dwellings and so on.</p>
<p>I think it will be a good thing if the North Shore becomes less insular in terms of housing population income skillset education etc. The North Shore needs to open up.</p>
<p>NSW government withdraw of funding to Lindfield Village Hub is extremely disappointing which has acted against the state government new policy and the will of Ku-ring-gai residents.</p>
<p>The proposed changes will destroy the character of Kuringai, an area steeped in history and culture. I am particularly concerned about the loss of trees and destruction of the natural environment. Our cities need green spaces, the lungs of a city; we already have them here - an environment that our council has fought tooth and nail to protect. This proposal is a slap in the face for residents, councils - and our native wildlife. As the signs say - 'Don't destroy our homes to build yours.' The negative effects of these changes far outweigh the positive.</p>

No Duplex for Ku ring Gai council
<p>While I appreciate the government's efforts to address the housing shortage and create additional housing capacity, I am concerned about the potential impact of these changes on our community in Ku-ring-gai. Our choice to live in this area is based on its tranquillity, excellent green spaces, and overall high quality of life. I fear that the proposed policy changes could jeopardize these essential aspects of our community.</p> <p>The prospect of increased building density, particularly with taller structures, raises concerns about noise, congestion, and the strain on local resources. Our current serene living environment may be compromised, and the charm of our suburb could be lost. Additionally, I am worried that the existing infrastructure may not be sufficient to accommodate the increased population density that these changes could bring.</p> <p>I understand that each local council has its own rules for determining the types of homes that can be built in their area, and I am hopeful that our council shares our commitment to maintaining the unique character and quality of life in Ku-ring-gai.</p> <p>I urge you, as our elected representative, to carefully consider the potential consequences of these proposed changes and to advocate for the preservation of our community's values. I believe that it is essential for our council to resist these policy alterations, ensuring that our way of life is not compromised for the sake of increased housing capacity.</p>
It will change the area in a very negative way. Too much traffic, too little parking, destroy the beautiful environment of our suburbs.
Destroying heritage areas would be a massive loss. I see it as similar to when the government wanted to destroy the historic Rocks area in the 1970s but the Unions recognised the value of the area and refused to knock it down. The Heritage areas are also valuable and once destroyed they cannot be rebuilt. This is short term thinking that destroys value for future generations.
<p>We need infrastructure to support additional residential dwellings in the areas - ie. improved streets, more free public parking near stations to accommodate additional commuters, more capacity in public schools, more services eg.libraries, aged and youth services.</p> <p>The new development should not be at the expense of the environment. The "green" appearance of Kur-Ring-Gai is one of the area's chief attractions. The existing natural ecosystems should be maintained as much as possible.</p>
Without associated plans for new schools, aged care and electrical/road/public transport/shopping/water/ parklands/social amenities/entertainment by the STATE government and full funded by them Im opposed.
We are living here for the upper north shore lifestyle. Best environment, best capacity, not in a crowded place to wait everywhere.
Parking is already an issue in the area around Gordon and other stations. Once the heritage and tree canopy is gone it will not come back. It shows lack of foresight regarding the knock-on effect of large increases in numbers of people living in the area without the infrastructure to support it. Strongly opposed!
<p>Go for it.</p> <p>My wife and I are raising a family in a unit. The unit cost us over a million dollars when we bought it in 2015. We're both uni graduates with good jobs. We've worked ourselves into the ground for nearly 25 years and we're still paying down the mortgage. We're priced out is the market for a stand alone house so we'll be raising our kids in the unit.</p> <p>A unit 15 km from the CBD should not cost a million dollars. It's perverse. There's no reason that the supply of units and townhouses should be so limited that the prices are so high. We need to build more.</p> <p>My family and I will be ok. But pity the young families trying to establish themselves today. The population is growing. We NEED TO increase the supply of properties.</p> <p>When you ask about heritage, the first thing I think of is dilapidated, abandoned, vandalised buildings that no one can touch because they're heritage listed. Remember the</p>

<p>3M eyesore in Pymble where a nice new Bunnings stands now? Look at Hillview in Turramurra and tell me it doesn't need development.</p> <p>When you ask about tree canopies, I wonder about all the trees that'll need to be cut down out at Dural or Windsor if our solution to a growing population is to keep building out into green fields rather than just building up a bit.</p> <p>And when you ask about community and character, I fear what happens if we don't build more accomodation. The north shore will price out anyone except uber-rich migrants who, themselves, will probably wonder where the community went.</p> <p>If I were being completely selfish, of course I'd say "don't build anything". I own a property. It's against my selfish interest to increase supply, particularly of units. But I've got kids. And when they're older, I want them to have a shot at buying a property too, and I'd rather they have the option of buying a unit in a 7 story apartment block than to have no options at all.</p> <p>Build. Build. Build.</p>
<p>A very knee jerk reaction by the Minns government that will have long lasting effects on the quality of life and environment in the suburbs of Sydney.</p>
<p>the proposal is essentially a rezoning without any proper analysis of the impacts</p>
<p>We live in the northern suburbs of Sydney because it is leafy, has character, has space, has heritage homes and buildings, local and independent shops in what is a village feel. We have paid for housing that represents this and have mortgages for housing that takes into account all of these factors.</p> <p>This proposal will negatively impact all the above and turn the north shore into Western Sydney.</p> <p>What has been done to Asquith and Waitara is bad enough.</p> <p>Please do not destroy what we have left.</p>
<p>This will sabotage the community and sense of belonging to it.</p>
<p>If this could be done with a very conscious awareness of creating community spaces and maintaining the leafy character of the North Shore then it would be fantastic. Last thing we want is for this to happen and the North Shore becomes barren and loses its leafy character - it would just be another Eastern Suburbs without the beach.</p>
<p>We have opposed 6-7 storey development because in reality, it will be at least 8 storeys once you include affordable housing.</p> <p>6-7 storey development including affordable housing within this limit would be ok.</p>
<p>I think that KC Council with its heritage policies has restricted new and innovative housing for too long. More creative types of housing will increase supply, reduce cost and can still maintain the traditional character of Ku Ring Gai - also allow my children to buy a home in the Ku Ring Gai area.</p>
<p>We have to have much more housing to give our kids somewhere close and affordable to live</p>
<p>I have reservations about the potential negative impacts of increased mid-rise housing, particularly for railway stations on/near Pacific Highway. While I don't mind low-rise housing, I am concerned that mid-rise developments will have substantial adverse effects on traffic, local character, and greenery.</p>
<p>The increased population & traffic will lead to more environmental issues with a negative impact on habitat of local animal & bird species</p>
<p>Broadening accommodation options along Ku ring gai's main public transport routes - Pac Hwy and rail corridor - while preserving existing residential footprints and heritage, would strike the appropriate balance.</p>
<p>I understand the need to prepare and create more housing but the local Ku-Ring-Gai area has a character built up over many years that already makes it highly sought after and already unaffordable. The tree canopy is one of its iconic characteristics. This is essential to protect. There are already areas of Sydney where the new policy has taken its effect. The policy must not be allowed to negatively affect this particular area.</p>

<p>Limit the number of people needing housing in Sydney for work: provide employment in regional centres and housing there. Protect and enlarge the tree canopy at all costs.</p>
<p>I think it will be a good thing if the North Shore becomes less insular in terms of housing population income skillset education etc. The North Shore needs to open up.</p>
<p>Six-seven story apartment complexes will deplete sunlight, light and privacy from adjacent smaller developments and severely alter the natural environment. Lack of parking will create chaos in the local streets. Many of the roads are narrow and unsuitable for present traffic flow. Several areas have restricted access for either access or exit due to the flow of traffic along the Pacific Highway and the train line.</p>
<p>Public transport on most of the north shore is already appalling. This will only make it worse</p>
<p>Lindfield has been the subject of significant housing development in the past. Areas were preserved then for biodiversity and heritage. Further development on the eastern side of the Pacific Highway and in heritage conservation areas will diminish the value for future generations. Development needs to be planned carefully to ensure existing infrastructure can support (roads, sewerage, schools, hospitals, etc). A capacity assessment of existing infrastructure is essential to support future development to ensure sustainability.</p>
<p>Please don't consider the heritage listed areas and buildings. It's all we have left of our pioneering past.</p>
<p>Allowing all this additional housing will greatly degrade the quality of life style of the local residents of this area. Too much traffic, roads are never widened to accommodate all these new houses, hard to get to trains, schools will be packed, local parks and other amenities will suffer too under this stress.</p>
<p>We are in a climate crisis and it is perplexing to read that there are policies being considered that would impact our tree canopy. Roads around the area are already severely congested, public transport is overloaded and there is little parking available. Health care services eg: GP's are hard to access. We have a beautiful heritage in our area which we should protect, not rip down and replace with eye sore buildings. I am deeply concerned for future generations and the impact these proposed changes would make</p>
<p>While I am all for increasing housing affordability, this is not the way. We are in the middle of a climate crisis, destroying the existing "green heart" of Sydney is not the way. The photos including in the newsletter are from Meadowbank, which is somewhere I have lived recently - this should definitely not be the aim. There are numerous overpriced and vacant apartments with building defects, the shops are constantly vacant and barely survive (probably facing high rents themselves). It's incredibly hot in summer and soulless. We all know the capital gains tax is what needs to be looked at, the privatisation of development and increasing greenspaces and working with the apartments and built up areas that already exist. These changes will destroy Kuringai and the reason people want to live here.</p>
<p>This is a knee jerk reaction to a long existing problem. Local heritage had already been ripped up all along the Pacific Highway and streets off the Highway, Kuringai is losing its character and will become another boring, featureless unattractive area under these proposals.</p>
<p>It's already increasingly crowded most of the time, like difficult to find parking near train stations and find parkings in shopping centers. Sometimes even caused arguments because of parking shortages. In addition, the road traffic is becoming crowded and worse. Before making changes to the house policy, please improve those infrastructure first (more parkings, more shopping centers, more supermarkets, more playgrounds, more tennis courts etc. I understand it might come with financial stress to make this decision, but isn't it a good idea to build some commercial complex along A3 from Gordon station to St Ives shopping center instead?). Otherwise feel like KRG would become not that comfortable area any more. The consequences of this policy may force people moving away to other LGAs. We love the LGA now, people, environments, trees, wild animals around us but it's becoming more crowded which is unpleasant. I believe that most people</p>

<p>chose to live here is because it's nature environment and low density which make KRG special and lovely and disthingish us from other areas, please don't change this and drive people away. thanks!</p>
<p>Serious concern regarding tree canopy, we are a leafy green area, serious concern regarding infrastructure, our schools are bursting and the roads are so busy. Limited park availability for so many people</p>
<p>Dual occupancy should be encouraged, as it encourages community and family to stay together and 4-5 storey apartments near the station should be encouraged for ease of transport . Efficient public transport and bike tracks will reduce car usage Tree canopy must be kept and not compromised on..that is intrinsically important Local Heritage properties should be allowed more flexibility for dual occ.</p>
<p>Links to transport are the key. We live in North Turrumurra and we don't have the transport links from here to increase density. But along the Pacific Hwy where the trains and buses run regularly the density should be increased. Perhaps using low rise townhouse style development (2 - 3 level max) around bus routes in current low density areas could work well. Reducing block sizes to 450m2 would be a negative though I believe - Hornsby is a good example of what this looks like and it isn't good</p>
<p>My major worry is new housing going into bushfire prone areas where increased numbers would be a problem if evacuation was needed. Also the loss of tree numbers (which is already a major problem) would continue and ruin the beautiful Ku-ring-gai environment for both residents and our wildlife.</p>
<p>There is too much traffic and too many people at the shops. This will affect the amount of greenery and trees that make our suburbs lovely.</p>
<p>Ku-Ring-guy is not CBD. Living in a high density means noise, discomfort, traffic.</p>
<p>Further development in the Kuringai ouncil area should only be encouraged around train stations for two reasons 1. Streets cannot cope with traffic, and public transport away from train stations is inadequate/ too infrequent. 2. Bushfire evacuation routes cannot cope with additional population. In the face of a fire storm, residents could die. There hasn't been a catastrophic bushfire in recent times to test the population. Allowing population growth in the nooks and crannies of Kuringai will inevitably increase deaths during a firestorm.</p>
<p>The proposed new housing policies will have a completely adverse impact on the whole area. The amenity of the area, which has been developed, nurtured and protected by generations of residents, will be destroyed permanently. The natural environment - especially the wonderful tree cover - will be substantially adversely impacted. The government has no mandate for such a profoundly destructive policy.</p>
<p>Please don't destroy the bush around our home. The community will look like a ghetto with the proposed changes.</p>
<p>Without the concrete plan for necessary infrastructure, public services, education resources etc, in place, this policy is an embodied symbol of the state governer's recklessness, ignorance, and incapability of holistic thinking. Dreadful policy with but impracticality and millions of flaws.</p>
<p>Government should improve infrastructure before starting these policies. Traffic and livability will get worse.</p>
<p>I strongly oppose these changes. How can we speak about climate change and reduce the tree canopy in areas like this that is known for it and not expect things to get worse? We have red king parrots and rainbow lorikeets that visit on our back deck thanks to this beautiful tree canopy we have here. These are things to protect surely. Not destroy! We have a strong sense of community here, neighbours know and care for each other, the trees, the residential areas, the old homes that retain character make this suburb a place I value and have invested to live in. To consider making changes and increasing housing around the station is one thing, to make changes like this to the whole suburb, is just awful to conceive and I imagine will have a significant impact on people's physical and</p>

emotional well-being. Please NSW government reconsider these sweeping broad and awful changes to the beautiful leafy upper north shore!
Leafy is one of the most significant characters of Ku-ring-gai. The new housing strategy would inevitably incur dense development at the expense of losing trees and parks.
We have already seen how badly planned development results in critical negative environmental impacts out west. The proposals go against everything being learned out west and are contrary to the directions the majority of the population want with respect to combating climate change and reducing the future negative impact of such. Taller buildings (especially away from train hubs) means significant impact to peoples privacy from overlooked gardens and dwellings Nothing can be done to protect or reduce such implications and the resulting impacts on mental health and stresses caused would be detrimental to peoples' livelihood potentially putting even further strain on our mental health services which already cannot cope post Covid.
New residential development should be confined to areas close to the railway corridors. The village atmosphere of suburbs such as Wahroonga must be retained. Development must consider the environment, including sustainable housing options. People must be at the forefront. The new developments must be planned for livability rather than developer profits. Buildings must be of a high standard. No more cookie cutter apartment blocks.
These changes directly undermine the main reasons people choose to live in these areas which will result in a complete change of the suburbs and associated health benefits to living in the area.
Roads are already very congested. Hospitals, schools, shopping Centres are already congested
The proposed changes should also apply to the HCA within the Ku ring gai council area.
I live in Lindfield in a Heritage Conservation Area in a house that is now 103 years old. We have recently applied for a DA to add additional living space and garaging. We are now working through 51 imposed conditions to get our Construction Certificate, because of the Heritage nature of the surrounding streetscape which is seen as important to protect. To find out now, that the State Government is intent on building 6 to 7 story buildings across the street from our house would ruin the streetscape, devalue our house after all the years, effort and very large \$ poured into making our house a lovely place to live is outrageous and unfair. The solution to the housing crisis is very simple. All the new land being opened up for housing should be forced to have mixtures of 6 -7 storey buildings and these other house types for all the new people wanting houses and leave the older established and historic suburbs alone. That gives true choices as to where and how people what to live. The other factor to the crisis is the over investment by foreigners into houses in Sydney (and elsewhere), who hold these as investments and DO NOT OCCUPY THEM. This forces up prices, decreases supply and only makes the problem worse. This concept of increasing population density ignores the real culprit of the housing problem. STOP OVERSEAS INVESTMENT IN HOUSING. If an owner is not an Australian citizen, they shouldn't be allowed to own a property here. They should be forced to sell it within 2 years or it should be compulsorily acquired. This alone will solve the problem and protect Heritage. Something that without protection will be lost forever, and the choice of housing types will eventually be small high-rise boxes. Certainly not something I have worked my whole life to live in. My husband and I worked very hard to be able to afford the lovely historic house we have, and we will stand against anything and anyone who tries to take this away from us. Our home is our Castle!
Traffic is a major issue in Wahroonga. It is ridiculous that money was spent and it didn't fix the traffic issues.
Too much housing, not enough infrastructures, poor quality of new built house, loss of trees, loss of north shore character, loss of heritage housed
Traffic already a nightmare as it is with Pacific hwy worse than ever

<p>Make sure you spread it out as having it all in one area near the station could cause more congestion esp in pymble near PLC. You need to make roads wider and more accessible. But utilise areas near local shores like west pymble or west Gordon shops and South Turramurra etc</p>
<p>Some suburbs in Ku-ring-gai are already over-developed, pack of people and deteriorating traffic jam.</p>
<p>We need greater housing affordability</p>
<p>Reducing the amount of trees, adding congested cement building will negatively impact upon the environment.</p>
<p>East Killara/East Lindfield/East Roseville etc are all too close to bushland (fire hazards) and too far from trains so not suitable for more development - it would only add to traffic. There are only a few places where there are underpasses so congestion for cars trying to cross pacific hwy (or join pacific hwy) is a problem already. tree canopy provides habitat for much birdlife, possums etc.</p>
<p>This is a great step forward to activate ku ring gai's dated town centres and help families of local residents live closer to their pre-existing families in ku-ring-gai</p>
<p>High rises within the highway is fine and I guess needed. However leave the house blocks alone. Can you quickly convert all R2 zones to C4? That might solve that issue.</p>
<p>The reason people love to live in Kuringgai is the leafy suburbs , bush and parks , beautiful houses and gardens and heritage where residents care about their surroundings , community spirit , clean air and space , safety , low traffic , no noise and bright lights and not crowded . Bringing in high rise buildings and chopping up plot sizes to fit in more people to make it affordable changes the entire dynamic of why people choose to live in Kuringgai in the first place . We dont want characterless buildings , heritage trees and fauna being destroyed ,, wildlife dying and having no place to go , crime rate and super crowded roads and schools and people who dont care about kuringgai life and values . It is unfair for those who have lived here for generations to be forced to see our area being destroyed . Do we Australians not have a say because afterall , to be very blunt , these buildings and destruction is for all the immigrants . The Australian Govt should put their Australian people first where their opinions and great outdoor Australian lifestyle matters .as they tout .</p>
<p>Policy on the run with no thought to how to support the increase in living density and the additional infrastructure required to support it. Government high schools are already beyond capacity and roads are already choked Local services are already near or at capacity. Improve infrastructure first then density will follow. Quick fixes do not work !!! Zetland is a disaster as greed and poor planning met head on. Stop trying to do things on the cheap !</p>
<p>We have already experienced the wrath of poorly approved rogue CDC of single dwelling impacting KMC streetscapes and tree environmental canopy. How can we expect to protect suburban space that all of us who live here enjoy without the sacrifice of progress and it's swell of density. Our bushland council needs to stand firm.</p>
<p>The infrastructure, roads, services and community facilities simply do not allow for the proposed development.</p>
<p>Strongly support single-storey detached dual occupancy with Torrens Title after subdivision. Ku-ring-gai has an army of senior citizens who would like to downsize, while staying in Ku-ring-gai, but refuse to live in apartments or townhouses.</p>
<p>Traffic and parking is already a major issue for existing residence the proposed changes will make Kuring Gai unliveable.</p>
<p>Ku-ring-gai has become so overgrown that people do not know who they are living next to these days. Ku-ring-gai is like a huge McMansion where members do not know who is living in the next room. A little snug and clean up will be great.</p>
<p>If Kuringgai really cares about environment, we must stop building new suburbs and use existing suburbs closer to CBD to house more people.</p>

<p>This is a great proposal. Our children and future residents in Sydney can live closer to work/school in established suburbs at lower cost.</p> <p>Today we force them to move away into new suburbs which are 80-100kms away from CBD and these new suburbs are more destructive to environment than adding density to Kuringai.</p>
<p>It seems to be designed arbitrarily without any consideration of particular sites it is clearly not a planned decision but a political decision</p>
<p>So much for democracy. It's no wonder everyone seeking quality of life are moving out of Sydney.</p>
<p>I am particularly concerned about the State Government proposal to override local heritage controls. Suburbs like Roseville, Lindfield, Killara and Gordon have most of their character federation houses close to railway stations. Allowing developers to demolish these after they have been preserved for over 100 years would be a tragedy. By contrast, redeveloping along Pacific Highway and local shops seems logical and I would support this.</p>
<p>Elimination of arbitrary heritage conservation is a positive thing.</p>
<p>Broadly supportive of the intent behind TOD. Don't want to see it come at the expense of our greenery including tree #s, canopy cover, wildlife and other wellbeing factors.</p> <p>Similarly, an uplift at town centres needs to include amenity uplift, like more medical facilities, schools and community centres.</p> <p>Would be great to see an increase in building heights around stations whilst seeing an increase in canopy cover and native tree #s in low density areas to offset it.</p>
<p>I know that it's going to change what we've always been used to, but there are generations of young people suffering because of protectionistic thinking. I've lived here all my life, but believe that people must come first - all people, and not just those who 'have'. Yes there will be costs, but they are costs we need to be willing to pay for the greater good of everyone.</p>
<p>Happy to increase housing as long as we are not chopping trees down. Our bushy and leafy area is what makes Ku-ring-gai so unique and we must do everything we can to preserve that.</p>
<p>Sadly this may end up again with current residents living in peace get driven out again with no choice or a one-way land grab from residents without any choice. Hopefully the goal of this survey is not another tickbox only show that feedback was obtained</p>
<p>The NSW government is killing the hens to get eggs!</p>
<p>Pushing more people into areas not designed to accommodate for large populations is absurd. Chris Minns, you have an opportunity to lead by example. Invest in building the necessary infrastructure to cope with the population growth planned for and then present your housing proposal. Progress is necessary but so too is protecting as much of our tree canopy as possible and ensuring that our council has a vision for this areas. No more square buildings cheaply built with no character that start to age as soon as they are erected. We should do better than that</p>
<p>No other comments.</p>
<p>The policy is only for houses and does not address amenities, schools, traffic and transport. One cannot plan for housing without addressing the other issues</p>
<p>It will be a disaster for Ku-ring-gai. The Pacific highway is already congested at peak morning and evening times and other roads around St. Ives shopping Centre and Turrumurra Station are already too busy. Telegraph Road in Pymble is very busy with cars banked up for hundreds of metres waiting for the traffic lights to change. This is a very bad decision.</p>
<p>Ku-ring-gai suburbs are already congested, NSW gov can release lands in the greater Sydney area where plenty of land is available for new housing.</p>
<p>Loss of tree canopy would be a disaster What a terrible vision for Sydney</p>

Please define areas near transport hubs that are affected more clearly
We don't want to live on top of each other. Bring in a law to stop people owning more than 2 properties. That would free up many dwellings thus requiring fewer new places to be built. Many properties in Kuringgai are not being lived in. Owners absent often living overseas. And ease up on migration. We came to live in Kuringgai for its lovely homes, tree canopy, good services. Sadly it has deteriorated over the 30 years we've lived here. Ugly, poor quality apartments especially along the highway. Town centres looking tired. I'm in favour of two storied townhouses with a small garden but a maximum of around 6 adjoining. Not like Asquith where there are rows of tiny boxes.
This is a very short sighted town planning policy which indicates these policy makers have very little knowledge of similar scenarios in our countries. This plan would only be in developers favour. Good quality apartment units in the upper Northshore cost similar to the houses in the area and the low quality units are either vacant or have high turnover. This policy has to be backed up by the public facilities such schools, hospitals, parks, transport and recreation centres which all demand for even more infrastructure to supply electricity, water, sewerage etc....
We pay a premium price on property and LG services yet the lifestyle and environmental beauty will be downgraded despite living on the leafy north shore. People pay top \$ to live here yet it will be no different to other areas of Sydney
High density housing is supported, only if the infrastructure would grow with the development.
Excessive planning control is the main problem for housing affordability
Why the obsession to put so many people into Sydney and get rid of as much heritage homes trees and beauty as you can. Modern apartments are all ugly and have many problems at least keep the heritage north shore and inner city areas otherwise what a soulless city well end up with.
This area is special particularly because of the tree canopy. It absorbs carbon dioxide, reduces heat and provides shade for the community. There is also very little parking already, and more hi-density housing means more cars on the road. I don't mind low-rise housing that holds more people but keeps the character of the area. I think that would be a good solution. But any developments would need to include parking spaces, keep the full tree cover and allow for walking/play areas. The horrible box-like examples are a disgrace.... Lindfield, for example has unattractive high rise buildings where apartments cost the same as a home, and you cannot find parking anywhere and the cafes and restaurants are impossible to find seating. This is not anything to aspire to.
There are no forward projections for population needs re infrastructure in this time frame to April. Gordon has one tiny school and x2 tiny parks. No central green space for community events at all in Gordon yet it will quadruple its population No hospital in Kuringgai for medical needs causing complete overload of RNSH and smaller hospitals nearby. Plus Where will the extra ambulances come from.? Significant loss of streetscapes and heritage that create liveability. These ghettos built with no new parks will cause antisocial behaviour and mental and physical health problems HEALTH should be a major feature in your submission No new school in Gordon?? No recreation Gridlock traffic already.
Please adjust policies to reflect contemporary housing demand.
First thing to note! Ku-ring-Gai was just put on a list of areas where LESS trees are now planted! And where we are NO LONGER seen as leafy green! And you're about to let more of it go!?! Insanity! And i say that as I believe more than enough of you in this

council are all about development! And we all can see the government have only one agenda.. MONEY!

As a family who live near to Warrawee station and had to watch the last round of developments thrust upon us, We are extremely AGAINST this current development proposal!!! It is beyond belief that this is what is being attempted to be forced into any area of Sydney let alone our own backyard! Word on the street -Sydney is now a horrible place to live! Character has gone from nearly every suburb! I have lived all over Sydney and it has not changed for the better... I have first hand knowledge of how the department of planning works... and the Government depts! And it's all about making money and bringing in more migrants to work cheaply for them! That's what it boils down to with this shambolic plan! That's why they are NOT focused on fixing roads, hospitals, overcrowded schools, environment... they could care less...How can any government or council be ok with this unless they are morally corrupt! Residents of Sydney can barely afford to live here let alone migrants! ... You will absolutely see a rise in crime and slum like conditions if this comes to life! Anyone agreeing with this barbaric plan does NOT live in the real world or read the newspapers! Not the relevant articles anyway!... We as a family will be absolutely livid and wholeheartedly oppose any more developments that resemble dual occupancy/high rise! that come into the street and our neighbourhood! It would be an absolute travesty for not just the community but the environment!... On top of that our street felt the full impact of massive parking problems pre COVID! It was a dangerous nightmare! The road rage witnessed was scary out of control, and the roads around here are not equipped for it... Kur-ring-gai council you built a skatepark in St Ives that already has a bad reputation as a rough place for kids to hang out! ..And you NSW want to put a laughable spin on changing the street scapes of suburbs with a view of parisian style housing and a vibe equal to Newtown! Have you been to Newtown!?! Yeh, it's fine to visit and great to live if you're a student, but that's where it ends! I know I used to live there... Now for my biggest fear! I watched the DECLINE of native animals during the last round of badly built defected developments ... We lost trees, many many trees! We lost birds, many many birds! Hardly seen any in our street for a while after that! and all other wildlife that we had also disappeared! It was extremely devastating to watch! We moved to this area of Ku-ring-gai for the nature aspect, and it's within a decent drive to Sydney, it was the leafy green nature we moved here for... but not so much anymore.. If any of you care to actually read the relevant news, then you will know that bird population is very much declining and our native animals are suffering immeasurably from all this development ... every day I can open the newspaper and read another handful of stories about it... In our street we actively sought to bring back the native animals., and that has been achieved! And now the government and, yes you Ku-ring-gai council, want to come along and kill it all off again! As if these animals don't suffer enough injustices in this world... here you all come again rezoning areas they just moved back into! These animals have no where to build their nests or burrows anymore! If you ignore this then shame on you all and your heartless ignorance!

Here is a list of animals that I currently have visiting my backyard throughtout the week, many daily!! And some just live out there full time! They come and go all day, as we actively sought to make our garden one that fosters their ability thrive! As did majority of households in our street. All it's going to take to kill that is a big fat bulldozer knocking down houses in the street and building a structure with no trees or outside space for a yard! And a reminder I live near Warrawee station! That should give you some idea of how close to surburbia these animals have had to move! As many have moved in within the past 3/4 years! Here's a list, hopefully it's not lost on you all why this is relevant!... if it is you need to pull your head out of the sand...

Sulphur crested cockatoos, Family of red wattle birds raising babies, family of Magpies currently raising many babies, rainbow lorikeets , Native noisy minor birds, grey butcher birds, crows, kookaburras, group of brush turkeys, galahs, corellas, collared hawk, whip birds, king parrots, crested pigeons, masked lapwing, fairy wrens that live in the hedges, long billed corella, small corella, crimson rosella, pied currawongs, tawny frogmouth...

common koel and channel-billed cuckoo.. Now that's just the birds... here's a list of the other animals! Blue tongue lizards, various other small lizards, dragonfly's, butterflies, possums, Echidnas! Yes we have a family of echidnas! Many frogs, native bush rats, lace monitor lizards, native bees and honey bees.. I won't go into further detail re:insects as I fear you would likely stop reading if you have not already..and how do I know that all these animals and more live within my street and local neighbourhood? As I have participated in a study for the past few years on this exact thing... and am well up to speed with how life is changing for these forgotten animals, while you all are bickering about chairs on street corner and charging on with developments.. So know this! It does NOT take much to upset the natural habitats for these animals! Most come back to where they were born yearly... and some spend their whole life in one spot! This government want to give permission for people to chop down more trees and habitats making it harder and harder for theses animals to survive! What kind of society are you building for future generations when looking after nature is not part of your plan!?! I am aware that it is government enforced, but I do not believe they have any right! We pay our taxes, so we absolutely get a say in what should happen in this city! And absolutely within our own streets! We a family of 6 and are absolutely against all you have laid out in your plan for our local neighbourhood! You will have a fight on your hands if you come into the street we live on! This government run by men are a joke.. only ever proving how greedy they are! Yes this is a very angry bit of writing! And it should be! The state of which Sydney has gone and what you want to turn it into is absolutely heartbreaking.. for all of us now and for future generations! Absolute disgrace of a government!

Whilst I believe 450sqm is too small for dual occupancies, KuRingGai has brought this upon themselves with their current subdivision rules which are too large. I believe 600sqm would be acceptable.

We desperately need more variety of housing and I think terrace style homes and dual occupancies with a small bit of land is a huge plus.

I find the current style of appartments where there is common grounds around the edges which is used by nobody, is a result of poor planning laws. This land should belong to the ground floor units facing onto it, improving the livability those choosing to live on the ground floor.

The biggest risk to higher density housing is the nuisance caused by residents who smoke and vape. Strong, uniform laws are required to have a blanket ban on smoking and vaping on all housing including apartments, terraces, townhouses, manor houses and dual occupancies. If we are to live closer together, we should be able to do so with our windows open and without neighbours antisocial vices impacting on us. Smoking / vaping should not be allowed anywhere on the property, inside or outdoors.

It is ridiculous that large blocks in kuringgai cannot sub divide, given we are in a housing crisis

I live in an existing apartment block close to Lindfield Station. It is five storeys high. To have eight or nine storeys emerging & contrasting with existing apartment blocks is outrageous. Some consistency in heights is preferable.

I strongly against the idea of increasing population density in Ku ring Gai council. I live to the leafy environment and the low population density in Ku ring gai. The population increase will creat more trafficjams and increase the crime rate.

You can't build in areas like Kurringai which doesn't have the shops, transport infrastructure or ability to increase population and general traffic in an area like this. You have to build in places like south of Gosford and create a new "parramatta" there for Sydney

Would the amalgamation of adjacent properties allow for a better building ratio if the land size was within the guidelines?

Housing shortage due to increased number of people coming into Australia for work opportunities. Increasing types of accommodation without attention to sufficient provision of health services, arterial roads into and out of the area and parking (without relying on

street parking) is critical. Already Kuringai is under pressure around Burns Rd, Eastern Rd, Boundary and Junction roads, Turramurra Avenue and Bobbin Head. Traffic lights currently do not manage traffic at peak times. Any development of apartments above shops should ensure pedestrian walkways are implemented above the road to allow traffic flow up and down Pacific Highway without the impediment of pedestrian crossings. Currently Gordon has 2 pedestrian crossings (slowing traffic) plus a skywalk which is not used because easier to use pedestrian crossing

I am in support of dual occupancy, townhouses and 2 story apartments in areas other than centres not near a railway station. Parking at railway stations and other amenities will need to radically improve/ expand if the proposed changes are going to maintain standards of liveability in our area. Population growth will require extra services, better roads, retail centres, hospitals, schools, police stations, sporting grounds and parks. All these things are currently stretched. Kuringai has lost a massive amount of it's tree canopy in a short space of time. How will the state govt ensure their changes can happen without losing more? This is my absolute biggest concern. Maintaining heritage and historical values is a close second.

The area's infrastructure already cannot support housing at the existing level - roads and traffic are chaotic, not to mention the state of the road surfaces which are poorly maintained. The tree canopy is part of what makes this area liveable and increased housing to the proposed level means the canopy is lost, never to be returned. Privacy of residents is compromised with overlooking. The values of properties, which used to be more valuable because of proximity to the railway station, is now devalued because of the large multi-storey unit blocks built right next door to 1 or 2 storey houses, with no stepping down. Council needs to consider sympathetic development with graduated heights and a variety of housing, so that older residents are not forced into living in a soul-less unit block without their gardens and sun. Overcrowding and the ability of residents in multi-storey buildings to get on is an issue. The poor standard of the building work in many of these buildings means they will not last 100 years and will become the ghettos of the future. High standards similar to the existing housing in the area should be maintained, rather than whatever makes the most money for developer and council. Developers should also be given a time frame in which to complete a DA once approved - rather than leaving abandoned blocks of weeds and rubbish unfinished because the developer cannot proceed - this devalues all the houses in the street not to mention creates a weed problem for surrounding gardens. People were not meant to live on top of each other in cramped shared spaces.

Strongly support multiple dwellings in general if KMC has legislated power to determine an architectural style. This is common in other countries as consistency reduces visual pollution of buildings out of character.

Strongly support low-rise multi dwellings (terrace, 2 storey buildings) over a much larger area than proposed, and reduction of 6-7 storey buildings.

6-7 storey buildings irrespective of social housing. Other schemes such as stamp duty concessions at completion only are better to prevent bad faith developments.

Increased tree coverage to ensure space for at least 1-2 large trees per block - rather than percent based.

The policy may present if managed correctly a great opportunity for developers & corporates (Coles, Woolworths, Aldi, Harris Farm, etc) to fund the Turramurra Hub. The Turramurra station business area east and west is sadly in a state of neglect and its about time something is done about it before its too late!

This is a very bad idea for the area, it will ruin the sense of community, increase traffic, decrease the level of education in the public schools as the area does not have infrastructure to support that, ruin the nature cutting down trees and many others. There is nothing positive in this decision and people in power, elected by citizens that don't even leave in this area will ruin our community.

The only people benefiting from this approval are the greedy developers who will buy big

<p>block of lands, develop these blocks into 3 or 4 townhouses and walk away with a huge profit in their pockets. Our family is totally dissatisfied with this and we hope something can be done to avoid such a decision.</p>
<p>As the citizens of NSW, we should take our responsibilities to improve the housing affordability for the young people.</p>
<p>the transport and road systems in Ku ring ai will not cope with any extra development. The local tree canopy helps with climate change</p>
<p>Suggested areas where unwelcome development could go are much too large. If there is to be such dense development it should be tightly constrained - such as a few hundred metres around the major shopping centres. At least just a smaller part of the locality is destroyed rather than unwelcome development across the entire area.</p>
<p>We do need more affordable housing for both young professionals and older women in particular.</p>
<p>I support the proposed changes should a proper consideration and planning be carried out addressing transportation, amenities and community spaces for young families and their children. I strongly oppose govt subsidised housing for non-essential workers.</p>
<p>We have something special in Kuringgai. We talk about global warming and we just can't really get to the point. There are too many people.</p>
<p>people need shelter, Government suppose to help people.</p>
<p>The buildings are destroying the trees local native animals, bushlands around St.ives because of the level of development</p>
<p>As a resident, I am not inclined to support the proposed changes as mentioned - unless there are committed changes in other infrastructure such as healthcare, education to cater to the increased population.</p>
<p>If allowed this will deal a death blow to ku ring Gai forever. The lungs of Sydney and heritage would disappear forever. There is acres of land out west and south doing this is just lazy and dimwitted</p>
<p>I am confident that you will object to these proposals in the strongest possible way. We may have to accept higher density at the railway stations. The proposal for dual occupancy on 450sq m will destroy Kuring gai.</p>
<p>While Kuring-gai is serviced by a rail line there is insufficient supporting infrastructures like carparking to support those currently using the rail so it will be impossible if population density increases. Local streets are already blocked with traffic.</p>
<p>DO NOT DO IT. YOU WILL RUIN EVERYTHING. STOP</p>
<p>As the municipality with the greatest canopy loss in NSW can we afford to lose more?</p>
<p>Enhanced development around train stations could be positive such as shop top apartments. As long as community services are also upgraded at Alsans time to support extra people. Over development will ruin this area, small, poorly constructed apartments as seen in recent years is not an improvement. I moved here for the space, the natural beauty and I would like that retained. Instead of crowing everyone into one city, build and develop satellite cities. We have so kuch land in nsw why cram everyone in. Develop other cities with job Ms and infrastructure and build housing there</p>
<p>Units are not liveable for families. Build more units that families can live in otherwise why destroy houses to make way for more units?</p>
<p>Sadly I think our opposition will not stop the NSW Government ftom imposing their will and overriding any local concerns.</p>
<p>Important to keep trees as they keep the area far cooler than areas where developers have cut down everything. Drainage is also important. Too much paving means ground isn't absorbing rainfall so guidelines should be strict and monitored. Council has allowed too many macmansions to detriment of vegetation.</p>
<p>Any development that reduces tree canopy should be strongly opposed - aside from degrading the character of Ku- ring-Gai this would have detrimental environmental</p>

<p>impacts and greatly increase temperatures further as we already face disastrous and dangerous weather conditions from the climate crisis.</p> <p>On the subject of terraces or two storey apartments near railway - should this be approved strict guidelines must be enforced to ensure the quality of new developments with proper insulation, sound proofing and sustainable construction. Better public transport connections (i.e. more buses, better bus routes, higher frequency of trains) MUST also be provided for Ku-ring-Gai as a whole, as increased population density near railways will still have an impact on public transport availability for other areas within the council.</p>
<p>We need tree canopy and the vital biodiversity that currently kurringai supports. We understand need for increased housing but current developers are not out to make affordable sustainable housing but to make a profit. Our infrastructure is not are able to support this- our quality of life will diminish and only pockets of multinational international developers will profit. What Kurringai council has supported already in development is enough. Leave heritage listed areas well alone !!</p>
<p>My wife and I have lived in KuRingGai since the early 1970's. When Greiner was Premier, he started the rot by allowing two residences per block. A sop to developers who could build dwellings without having to pay for infrastructure. Now the State Government is at it again, but even more aggressively. We will get a large popuation increase with no increase in infrastructure, and gross overcrowding. Long term residents paid high LG council rates to get good infrastructure, which is now being given to new residents for free, and leading to overcrowding. There is already enough division in the community. We do not need an influx of low-cost housing, and the people who often come with it, to further increase social division and put increased demand on Council for subsidised welfare and community support programs. Please oppose these measures in the strongest possible terms and find a way to make implementation very difficult for developers if the government persists.</p>
<p>More choice of housing is vital for all ages so it's important to support the proposals. Hopefully change can be managed re tree canopy, natural environment, parking and getting around the municipality. I would like Council to help manage these things rather than simply opposing the proposals.</p>
<p>Such a policy should also include the preservation of ALL existing green spaces as higher population density will mean more requirements for green spaces</p>
<p>I support an increase in low rise housing near railway stations or similar areas if it increases affordability. I think it is doubtful that affordable housing will be provided in this area. Overall the affect on heritage areas will be extremely detrimental to character and historical significance of the area if existing houses are resumed for the proposed development.</p>
<p>I can't afford to live in areas such as Springvale St killara yet I love the beautiful houses and other such local streets and landscaping, it's so terrible to think they will impact character housing in our area.</p>
<p>Ku-ring gai council area either has apartment blocks or big McMansions. Enabling the construction of semidetached dual occupancy houses on large blocks (900m2) will enable more affordable housing. This will attract families who can afford mid priced family homes and add diversity to the area making it more of a community. Unless you purchased your house many years ago, at present you have the very rich in McMansions, singles and couples in apartment blocks and seniors in retirement villages. There is a need to offer more affordable family homes. At present the area is a building site for McMansions. Building very large apartment blocks will only cause additional strain on the roads, schools and other infrastructure. There is a fine line between adding more affordable housing and too many that will seriously negatively impact the area.</p>
<p>Pacific Highway and major roads across Ku-ring-gai are already a disaster, especially through Turramurra. Rush hour trains already completely overloaded. Crime is rising. And then there are the climate change implications - we need MORE trees and tree cover not more concrete, apartments, people and cars. And much better storm drains well before</p>

adding more “prison” blocks and their inhabitants. Its a moronic proposal in the Ku-ring-gai context.
Losing more of the natural surrounds in Ku Ring Gai would be severely detrimental. Pacific Highway and the other infra structure including public transport and schools are already struggling to cope with the current increased population in the area. We should be supporting local businesses to grow, create a greater sense of community and vibrancy rather than allow corporate profits and dollars to be the deciding factor. In a world facing dire climate change, cutting down more trees and replacing them with a concrete jungle is NOT the solution.
Our community should do its part to help those that need housing support through provision of more affordable housing opportunities (as opposed to social housing). Improving density and accommodation options at stations makes sense allowing for lower parking ratios to be implemented.
Any increase to housing density near non-train-station centres would need to have an increased bus supply
Ku-rung-gai has only itself partly to blame for stalling on the development of vibrant town centres with affordable housing on land it owns in town centres. The Lindfield town centre on the west side of the highway is lifeless and will benefit immensely from regeneration. Finally one layer of government is doing something to support housing affordability. The only ask of the State govt is to please, please make allowances for extra infrastructure like parks and schools. Grab the public golf course land and convert half of this into sports fields and infrastructure the community actually uses vs a handful of wealthy golfers while you are at it!
I choose to live in this area for the tree canopy and tranquility. I have seen how developers have been able to remove trees and have little faith that with this level of proposed development tree canopies can be retained. It would take decades to grow newly planted trees to 15-20 m heights.
As we learn more about the importance of tree canopy and green space for mental health, rising temperatures, storm water management, heat stress management etc it seems inconceivable to reduce green space and tree canopy in a suburb that has it - why not look at areas that have already lost their green spaces.
Take a look at rooftop city across Kellyville etc to see how ruinous this policy would be to the environment. Not a tree in sight, super hot, nil native wildlife. Please don't have the whole of Sydney become like this.
Increased heights would destroy our leafy heritage community Look at the bland characteristics of the unit's surrounding Gordon council chambers, not to mention the parking nightmare
There should be more ability for the council to plan a co-ordinated increase in dwellings rather than the proposed ramrod approach. I recently moved with my family to Roseville on the basis of the community and the ability to bring up children in a safe environment. I believe the proposed changes will result in a lot of cheap, poor quality apartments being built, significantly increase traffic and therefore decrease child safety on roads. In addition there isn't the school capacity and other infrastructure to satisfy an unco-ordinated massive increase in apartments in the area.
The local traffic and parking is already horrendous putting more housing in over populated would be a disaster for the community and environment
North shore already has hubs near stations that are congested
We do not need any more residents in Kuringai. It has reached saturation point already.. The traffic is terrible . The roads are in bad condition and services are already stretched. There is insufficient infrastructure now and it will only get worse with more residents . I've lived in Kuringai for 75 years and do not intend to move or be pushed out by further development and construction. It's already changed enough and we simply DO NOT need or want any more people living here

Subdivision should be made available to heritage and conservation blocks as well, noting these block are closer amenities and larger.
I think the Government should be looking at the amount of housing they are allowing to be bought by O/S buyers and then left vacant eg. "Ghost Houses" for months on end, this is just disgusting, BOTH partners should be Aust Residents/Citizens before they are allowed to buy in this country. We need to preserve our Culture and Heritage for our future generations, Aust is fast loosing the value of itself, the Heritage Order is on houses/buildings for a reason, KEEP IT. We are too overpopulated as it is, we need more medium size buildings with character, not the sky scrappers which become the "future Slums". We have to stop thinking about "quick fixes" and rushing into things, lets ask the people what they want/need and then go from there
Climate change - loss of green space
These areas are impossible for first home buyers to afford and this housing will do something about it. I find this survey very biased, clearly looking for community to find any reason to exclude people who can't afford 5 bedroom mansions.
I strongly oppose to change low density zone to mid/high density zone. It will have negative impacts to the local community and environment.
Ku ring-Gai is leafy area with beautiful old houses in decent block of land, if this is approved will become a cookie cutter houses , overpopulated and destroyed our wildlife and green areas. our infrastructure will not support this type of development, the benefit will be only in the pocket of the developer.
Ku ring gai people need to get over themselves, too set in their ways, we are all part of NSW. Need to move on.
State Govt did not take this policy to the recent polls
We need housing. These developments are already happening in Lindfield, and they are great. We don't all need a quarter acre for our families of two.
Too much high rise destroys all the amenities - trains and roads are too crowded now
With careful planning to include infrastructure to support the population increase, infrastructure such as increased parking availability near stations and centres, increased subvention to public schools, increased funding for wear and tear of roads, Increased and reliable public transport in the area, and added maintenance of public amenities such as parks, sports fields, playgrounds, libraries.
Thank you for vigorously addressing our concerns with the State Government
Ruining the beautiful natural tree garden environment of this area. Traffic congestion a nightmare.
I oppose to change low density zone to mid/high density zone in Ku-ring-Gai council.
Ku-Ring Gai has many wonderful high achieving schools including special schools for children with disabilities. Good connecting train system and medical and hospitals. Good business opportunities. Lots national parks for recreation and sports. It is attractive to live, play and work here.
This over development will not address the intended outcomes of adding to affordable properties for lower income earners. It will only add to increased congestion of existing infrastructure and decreased accessibility to services such as medical facilities & shopping outlets.
Kuringai has one of the few tree canopies and bush lined streets that is still significant compared to other councils in the greater sydney area and the proposal significantly impacts the likelihood of protecting this feature. THis would be detrimental to flora, fauna and residents.
Instead of constantly adding to the density of Sydney living, I believe we need to develop other parts of the Australian Eastern Seaboard. Ku-ring-gai was developed with the idea of creating a suburban utopia of modern garden suburbs with large land allotments, quality building construction, minimal shops and apartments, whilst preserving and even adding

to the natural tree canopy. This is what makes it such a beautiful place in which to live today and why we must do our utmost to preserve its beauty for future generations.
With climate change we need more trees not less .What about resident wildlife that will be displaced , loss of heritage ?
Any such dramatic change as is proposed will have a devastating effect on the present green cover in Ku-ringgai. The tree cover needs to be increased rather than decreased in this climate change emergency. The extra noise, traffic, loss of gardens, birds, fresh air and sense of space, all the reasons people have chosen to live here will be lost. These elements keep people healthy physically and mentally. The beauty of these areas will be lost forever.
For far too long Ku-ring-gai has "held out" on providing a range of affordable living options - especially for we downsizers. We don't need/can't afford to buy a 900sqm block but don't want to live in a small apartment on top of the station. We want the option of terraces and townhouses which is currently all but absent. It also makes a lot of sense to have multi-storey shop-top living near the stations as per much of Europe.
Allow Dual occupancies as a maximum. Do not allow Townhouses and double-story apartments. This will destroy the st ives heritage and local community aspect. Allow dual occupancies in zones not only closer to railway stations but bus stops from main roads
great the government want to create more ghetos like Alexandria,central station area ,etc etc,take away the village feel you create large urban,dence living and no one talks to each other etc ,i should know i have been in the building game for 50 years ,people change when you put them in dense package living
The traffic is already dense around shopping centres this would increase Tree canopy would decline and alter the environment
PEOPLE WHO HAVE BEEN LIVING IN THESE HERITAGE AREAS DO NOT WANT THE CHANGES MADE..AFTER ALL, WHY DID THEY BUY HOMES HERE IN THE FIRST PLACE..BECAUSE THEY WERE IN AREAS THEY LIKED
A 450 sq mtr block is too small for dual occupancy, needs to be 900 sq mtr minimum. This is not the Inner West!
I'm in support of key areas increasing in density through this proposal across Ku-ring-gai yet this proposal is blunt in its approach without accounting in impact to community, infrastructure and environment. Until these are addressed I can't bring myself to support this proposal. On a second note it would be good to have more a single minded focus of increasing density in this proposal and have goals/pillars that support future thinking and improve the area for existing and new residents.
Current infrastructure inadequate How can it support many more people?
High density tree coverage is a positive factor for liveability, climate change, temperature control, air quality etc - which makes Kuringgai special. I don't think we can afford a reduction in tree coverage for the sake of humanity.
The Kuringgai district is already loosing control of tree conservation with numerous examples of developers cutting away trees with minimal council consequences. The increase in the number of privately certified builder has resulted in awful over the top properties being built to sell that dont reflect the local area architecture and disregard for community input. The sheer number of apartment blocks being constructed without any serious design or respect for local community is just embarrassing. The local precincts around Pymble station, Gordon main street are looking very tired and run down. Best of luck to council trying to maintain any of the above issues let alone when the state government bulldoze their plans in. Obviously some larger conflicts if interest at play.
I appreciate that we need more affordable housing, and understand the transport infrastructure is already in this area, but the traffic, parking and general population increases will RUIN this amazingly natural area.

This will destroy the character of Ku-Ring-Gai.
Kuringai council should not accept the NSW Housing Policy
Ku-ring-gai has already been significantly developed over the last 2 decades. It did not lead to more affordable housing, and has contributed to destroying our leafy natural environment. Not to mention, our trains are already full in peak hour, there are many bottle necks on our main roads and in town centres. It is a disgrace that they are proposing to allow the demolition of large heritage homes that generations of people have worked to maintain for high rise buildings and townhouses. They will not be affordable by any stretch of the imagination, it is simply not feasible for developers to make them affordable in the long-term. This is just a punitive change from a government who has sought to destroy an electorate that historically does not vote for them.
there are plenty of areas to our west and south being developed for housing- we should be maintaining the heritage and amenity of the north shore- it will be a historical crime to damage this!
The Fabric of Ku Ring Gai's historic character will be lost through the proposed changes. A mature community protects and saves these features for future generations.
I have lived in Ku-ring-gai area for almost 14 years and purchased a home in the area. I chose the area because it is leafy, quiet and not densely populated. Why should I now be forced to have to live as I have not chosen. Surely the NSW government can target new areas to house additional people or accept that the population of Sydney has reached capacity based on current infrastructure. Already we have a lack of infrastructure in Ku-ring-gai and adding more people will only exacerbate the situation. Pacific Highway is a joke with no attempt made to widen the street before building apartments right on the road. So we are now more gridlocked than before. Burns Road is a nightmare at peak traffic times. No effort made to improve the situation. St Ives North primary school has ballooned in size and the streets surrounding are wholly inadequate to deal with the parents clogging the area at drop off and pick up times. The NSW government is obviously trying to make Sydney unliveable. Who will want to live in an expensive concrete jungle with poor infrastructure?
I support well designed increased density near stations and shopping areas. I also support dual occupancy on land size greater than 600m2. I would like to see strong town planning direction controlled by planning authorities rather than a block-by-block approach controlled by developers (including mum-and-dad developers)
Sydney is full. Decentralisation is necessary to prevent further traffic chaos and destruction of the natural environment. No thought is given to providing extra green space for a bigger population. A plan for a stable population is desperately needed.
The amount of heat generated in the areas that already have large building infrastructure around train stations (Artarmon, Chatswood) provides very negative liveability to those areas. Yes, there will be more affordable housing for some people, but all the people from the whole neighbourhoods will suffer due to increased traffic (the infrastructure is already struggling to handle the current traffic), increased pollution and reduced green spaces.
Why stuff-up what we have going for us when the extra housing is required much further afield ? New arrivals will find it much easier to get work away from the CBD and immediate surrounds. Newer areas have far more opportunities for trades people, qualified or not and providing affordable housing for them is easier and cheaper starting from scratch when infrastructure can be planned into the developments. Established roads are already over-crowded in most local council areas. Water, sewerage, electricity and gas can't cope with any greater use. Schools, hospitals and the like are similarly already "full". This sort of infrastructure can be planned and incorporated into new housing developments in more regional areas.
I don't think they should allow more housing without giving us more shops and schools!
The absolute worst is dual occupancy. Look at the housing in any area which allows them currently. They are always dreadfully designed and poorly constructed. They detract from

<p>the overall residential landscape and are just a money making venture for builders. I understand we need affordable housing but in areas far from a railway station it is inappropriate. People move to Ku Ring Gai for the large blocks- do not destroy the lovely environment with ugly and cheaply built duplex's which are not in keeping with the architecture of the area.</p>
<p>ASAP</p>
<p>Why stuff-up what we have going for us when the extra housing is required much further afield ? New arrivals will find it much easier to get work away from the CBD and immediate surrounds. Newer areas have far more opportunities for trades people, qualified or not and providing affordable housing for them is easier and cheaper starting from scratch when infrastructure can be planned into the developments. Established roads are already over-crowded in most local council areas. Water, sewerage, electricity and gas can't cope with any greater use. Schools, hospitals and the like are similarly already "full". This sort of infrastructure can be planned and incorporated into new housing developments in more regional areas.</p>
<p>Increasing the density of housing must to take into account the increased adverse impacts to services i.e. medical, recreational, transport and traffic as well as addition degrading of our natural environment.</p>
<p>totally inappropriate for KuRINGAI</p>
<p>Changing the house policy is generally a positive thing to the area, but please limit the policy near the train station only. Please refer to Lindfield as a good example, and do not disturb the green spaces and peaceful environment of the area that is far from the public transport.</p>
<p>This is a significant and important initiative - especially for first home buyers. It will enable older home owners (eg, baby boomers) to downsize and have some extra money to live on.</p>
<p>Such dense infill of higher density housing would be detrimental to everyone as it is impossible to cram more people into existing spaces when roads & schools remain the same. Trees are absolutely vital to a healthy environment - in fact the whole planets, so should not be removed in favour of apartment blocks.</p>
<p>If you want to increase density, you need to increase services and infrastructure. Make the area more like inner-city / inner-west and allow more bars, restaurants, transport facilities. You can't just build new houses and apartments. Just look at how bad Waitara is. So badly thought out.</p>
<p>Ku-ring-gai desperately needs more housing, with a greater variety of housing types. Close proximity to railway transport will make this a very important and valuable addition to Ku-ring-gai's stock of housing.</p>
<p>We have made choice to live in leafy environment not high density fabricated housing slum.</p>
<p>The absence of additional infrastructure to support the increased density is really concerning. More housing should come with more infrastructure as well as adequate planning to preserve heritage and tree canopy.</p>
<p>Proposals will completely destroy what the north shore is famous for which is a green space for people and fauna and flora in what should be preserved area harking back as close can be to the original look of the forested area</p>
<p>This survey does not ask about some important topics. I'd expect diversity of housing to attract a wider diversity of residents for example which I see as a strong positive. Increasing the population may require better infrastructure which also isn't covered in the survey.</p>
<p>Tree canopy in ku ring Gai must be increased. We have lost 8% last year and future development must include effective tree protection, preservation and augmentation plan.</p>
<p>The government should bring in new infrastructure before or at the same time of the proposed changes. I strong oppose to the proposed changes without additional infrastructure.</p>

<p>We live in an impacted heritage-listed area near Gordon station. Even though it would potentially impact us (and we've already had developers reach out), we strongly believe this is the right thing for the city and the area. We are attracted by the idea of improved sense of community, vibrancy and so forth. We can't all be NIMBYs when housing affordability is one of the biggest issues facing Australia.</p>
<p>We need to do something about housing supply. We have a large ageing population in Ku-ring-gai many of whom are looking to downsize into smaller lower maintenance homes, but there are very very few options in the area if you want more greenery than a pot plant. The tree canopy is at risk and with the tree canopy going the suburb becomes hotter. In the last 10 years, the tree cover has already been reduced significantly as it appears that the council's planning guidelines have changed - massive new houses are being built with more that 60% of the property covered by the house and hard landscaping and not a tree in site, so terrace houses and dual occupant will not reduce the tree canopy any more, but it will provide the benefit of more accommodation that is so desperately needed.</p>
<p>I greatly prefer higher density housing in centralised locations near existing services. Lower density housing should remain in the existing environment of trees. Bushland and parkland that supports native animals and birds should be disturbed as minimally as possible.</p>
<p>Council needs to grasp these changes as opportunities, and develop centralised communities. Look at the brilliant work done in the centre of Lane Cove and Rhodes as examples of the benefits of moving with the times. The community will wear the financial and opportunity costs if council fights this. Loss of tree canopy is a destructive factor. Tree canopy cover can increase if council chooses.</p>
<p>It all makes sense</p>
<p>I think more terraces, townhouses, manor houses (two storey apartment blocks) throughout the area should be allowed as a trade off to having max 3 or 4 story apartment blocks</p>
<p>There are many beautiful heritage homes near the station in Roseville, these will be compromised if the proposed plans go ahead. Trains don't stop regularly at Roseville, Killara and Pymble, this will cause more congestion on station platforms. Parking is already at maximum, Pacific Highway is already at full capacity. If apartments on top of shops, Roseville will lose its character and charm. Preservation of the cinema is a must and the older style apartments on the highway. Too many heritage homes are lost, Ku-ring-gai needs to keep it's heritage home and shopping strips and should enhance them and not demolish them. It's a part of our history and already so much has been lost.</p>
<p>Large population growth is not inevitable - it is self-inflicted by policies. Fix the cause, not the symptoms</p>
<p>We have so little natural canopy left in this municipality, we cannot lose too much more. Getting on trains in peak hours is difficult enough now from people living up the line without adding so many more people to the mix. Large apartment blocks have no community sense at all, too many people never get to meet and know each other. Any development no matter how big or small must have adequate leisure spaces, not a token. Also, how affordable will this housing be, just another excuse for a developer to make more money? Intelligent design is a must, not ugly boxes.</p>
<p>I am supportive of housing density where there is a strong case for it and it doesn't destroy relevant heritage or character. I believe terrace housing is a beautiful way of delivering quality housing with amenity for families that is more affordable. Council should double down on this solution as has been effectively delivered in Warriewood and Cabarita. Terrace housing also allows for planting of taller shrubs and trees to support a green canopy, continuing the healthy environment in which we currently enjoy. Destruction of heritage properties would be a devastating disrespect to the history of our</p>

<p>community but having heritage houses surrounded on all sides by 6 stories is likewise unacceptable. Balance is required in this argument.</p> <p>If these changes are allowed, it is incumbent on government and council to ensure the developments proposed are sympathetic to the area, developers are mandated to provide beautiful gardens and amenities + contribute to building new green spaces and redeveloping shopping precincts such as Gordon (disgrace) St Ives (completely inadequate and stuck in the 1960s) and Killara (create a Killara village shops at the station).</p> <p>Sense, sympathetic architecture, quality developers and robust collective region (council) planning are critical to ensure everyone who lives in Kuring Gai now and in the future is proud of their environment.</p>
<p>The labor govt. loaths the north shore. look what happened when minister Sarter allowed the seventh day hospital to build some 4 towers of units. traffic now is chaotic</p>
<p>While increasing diversity and quantity of housing is positive it also brings increased negative impacts which should then be addressed with planning. Ensuing high quality builds with adequate infrastructure & services, ensuring building companies do not just put cheap structures in that only serve to create their profits and in time become poor forms of accomodation for those who live within and around these buildings. Housing on highways does not attract long term residents which intern does not strengthen the community. Denser housing such as at the old UTS site in Lindfield with good public transport provides a better quality of living within the environment and more likely to create communities.</p>
<p>We need to build our share. This community is no more special than any other area.</p>
<p>While i strongly support the need for more housing, i would encourage the government to better connect the communities with infrastructure (transport) reducing the need for vehicles. Yes we all like vehicles and we need them but we want reliable transport connecting communities - i encourage the government to think outside the norm.</p>
<p>The heritage and natural green canopy of the area will be irreparably destroyed. Heritage-listed homes and heritage conservation areas are traditionally located near railway stations.</p>
<p>The community needs more housing, and more variety (to accommodate all age groups). What is critical is for the Council to engage proactively and constructively in how this is achieved - as it appears to be doing!</p> <p>The blanket opposition and negativity of previous Councils was not helpful - we have to face reality and make the best of it!</p>
<p>Our very unique area has already been eroded to a very high degree. Traffic is heaven crossing rail line. Parking is difficult and restricted. Schools overcrowded. The green canopy is being chipped away at an alarming rate. Storm water is not sufficiently draining additional water from overdeveloped blocks and neighbouring properties receive the water. Private certifiers have already allowed negative impacts. Councils have lost their ability to govern their municipalities sad sad sad for what has been and is being lost for future generations. For what? More people coming into our beloved country at a huge cost and loss of everything we love as Australians. Shame on the governments</p>
<p>We like our trees. Please don't turn Kuringai into concrete jungle</p>
<p>I moved into the area to get away from medium and high density neighbourhoods with very little tree canopy. If this is removed this will become another generic area of Sydney. In addition the supporting infrastructure needs major consideration if density is to be increased in the area particularly Pacific Highway</p>
<p>Whilst I generally support the changes by state government to build more housing near public transport I am concerned that the standard of design, construction and landscaping may detract from the existing character of our area. The urgency expressed by the state government concerns me in that inappropriate developments will be approved to satisfy a state imposed KPI.</p> <p>Further, I believe there should be some tapering of heights radiating from the station so</p>

<p>that existing housing doesn't abut tall apartment buildings. The introduction of hi rise should enhance the amenity of our surrounds and not be a blight to our local community.</p>
<p>Density should not be increased whatsoever within Kuringai. The appeal of the area is one of the last in NSW where large blocks with beautiful mature trees and canopy remain. Please do not change this unique community and neighbourhood atmosphere.</p>
<p>As long as increased community facilities including, shops, roads, parking and tree preservation are provided, to accommodate the population increase, the Ku Ring Gai LGA should follow and embrace the NSW government guidelines on new housing developments.</p>
<p>autocratic government agenda</p>
<p>I am most concerned about lack of parking - already car parks eg in Gordon near shops and station are overcrowded , and as elderly residents (of whom there are many in many suburbs in kuringgai) we worry for our safety on the roads and pavements and lack of access to disability parking spots (as users will increase progressively)</p>
<p>The entire look, feel, community, heritage and attractions of living in Ku-ring-gai will be compromised/destroyed by the proposed changed. Strongly oppose. A way to increase housing affordability is to curb illegal foreign investment in Australian property, introduce an asset test for pension eligibility (coupled with stamp duty exemptions or other inducements for older generations to 'downsize), consider other financial/tax incentives for home buyers, new developments in greater Sydney (with moves of businesses to support jobs etc)</p>
<p>This is a suburb and should not be treated as the cbd. We moved to the area for peace and tranquility and not traffic and congestion</p>
<p>Ku ring gai is built around character, heritage and history. Allowing this allows a large amount of houses in this corridor that have heritage be knocked down in favour of shoddily built apartments that will probably need to be rebuilt less than 20yrs from now. They'll significantly grow population numbers in areas that already have significant parking issues, like train stations (lindfield and gordon in particular) and local shopping areas that you can never really get a park at anyway like West pymble shops. Adding 6-7 storey apartment buildings will significantly negatively affect current residents ability to continue to use these areas. Ku ring gai is built around tree canopy and housing blocks that allow kids to play in their own gardens and pools etc. Allowing high density housing will significantly affect Ku ring gai culture and turn the area to a place similar to western Sydney with small highly dense blocks and no trees. This not only impacts upon families and lifestyles but also upon temperatures with low tree canopy significantly impacting on temps. Rezoning these areas, even saying that it doesn't need to do anything will end up with all if not most of the houses in the rezoning being demolished to turn into "cookie cutter" houses that take up entire blocks rather than helping families enjoy the heritage and space that the beautiful homes that have been there longer than the train line in most cases. Please don't allow this. Areas around lindfield that have even 4 story apartments on the train line have never ending traffic problems, no available parking and significantly impact upon the lives of the families that lived in the surrounding houses both in lifestyle and housing price. This would replicate and double the issue of already traffic locked roads adjacent to the highway and trainline having 6-7 story blocks. Even if they change the zoning, please think about the projects you approve, think about how they would work aesthetically with the suburbs they would be put in with appearance, height and size wise. Ku ring gai is built to be family focussed, we shouldn't be changing our suburbs to be like western Sydney, see how that impacts upon crime rates, family cohesion, family focus. Please do not allow this to happen. It will ruin one of the only remaining council areas that has managed to maintain nature and space, both things necessary to positive human experience.</p>
<p>Need to build infrastructure to support new housing, I can already feel the increase in traffic from exist housing, it can only increase with the new builds</p>

<p>I am against further urban sprawl, but concentrated housing should ONLY take place along the transport corridor (railway/Pacific Highway) and DEFINITELY not in HCAs or areas of critical bushland. Not all areas in Sydney can be treated the same. Ku-ring-gai is a unique area for its important native habitat and heritage conservation. This must be taken into account.</p>
<p>The existing infrastructure can't cope... let's not do another roselle interchange and destroy ability to live and get to work Council hasn't progressed development on pacific highway/ bent street plus lindfield library... do these developments with priority first</p>
<p>Other zoning (R1, C4) should be more developer friendly in keeping with the proposed changes. Substantial differences will only result in an enormous price hike for larger lot size properties. For instance, C4 minimum lot size is 1500sqm and FSR is 0.2:1. This cannot work. Not suggesting minimum lot size should be 450sqm but at the very least we must implement a more reasonably minimum lot size of say 600sqm and 1000sqm for Baddalax blocks.</p>
<p>Increased population density in or near high fire danger zones should be strongly opposed</p>
<p>Ku ring gai centres around train stations are looking like dumps (Particularly Roseville, Gordon and Pymble). Encouraging this development would help fix this. NSW has a housing crisis and Ku ring gai needs to play their part. Yes, it will come at a "cost" of extra people and loss of a few trees, but we as citizens of NSW can't say "Not in my backyard". Especially when we are so privileged. Saying No, we reject this and don't like it without offering an alternative is not acceptable either.</p>
<p>Dual occupabcy in ryde has led ti nightmare traddic and parking issues.</p>
<p>Regional communities around NSW are dying because there is a lack of services provided outside of Sydney. There is so much space in NSW that we could accommodate a huge growth in overall population if the government could think a little differently. People don't really want to actually live in apartments, they would prefer the space of a house and a garden to play in. Everyone just wants an affordable house close to jobs, schools, hospitals etc. Squeezing everyone into a tight space as close to the Sydney CBD is not a sustainable solution. Redirecting resources to regional areas would improve everybody's standard of life and open up affordable options for people to live and work in one area. It would also allow areas to preserve their heritage and environmental beauty.</p>
<p>Ku-Ring-Gai has been my home for my entire life. It was also my fathers home for his entire life, growing up in Killara and creating a home in Gordon for our family to live in. A year ago my father tragically passed and I know that seeing these changes to our beautiful environment would break his heart as much as it is mine. The canopies of the plane trees and background of national parks are what make this place so wonderful to live in. If the proposed changes were put forth these suburbs would become a concrete jungle of apartments. The government claims to have high priority for climate issues. This is very conflicting to believe when they want to destroy the natural landscape and add to the pollution in the area. This would undoubtedly have an impact on Ku Ring Gai national park. Furthermore, there simply is not the infrastructure in place to substantiate these changes to the zoning of my community. I strongly appreciate the efforts of the Ku-Ring-Gai Government in opposing these changes. I truly hope that we will be able to keep the heritage and environment of our community safe from developers.</p>
<p>I strongly support dual occupancies, terrace and town house developments in Kuringgai. It provides housing for older people and affordable housing for younger people and first home buyers. Why do the alternatives have to be expensive stand alone housing and big ugly apartment blocks. If council had been more flexible it would not have come to this.</p>
<p>Without consideration of the already tough traffic conditions and the tree cover, the proposal is poorly considered.</p>
<p>Tell the Government to go stick it</p>

<p>Its a simple reality that a "Big Australia" policy requires a rethink of existing housing norms and Ku Ring Gai must play a role in facilitating increased densities within the LGA</p>
<p>A blanket approach to increase density without having a thought to the pressures on local infrastructure is negligence.</p>
<p>There is a lack of infrastructure for additional housing, roads are busy with traffic, parking is limited.ited, trains don't stop at all stations therefore increasing traffic. Kuringgai is an expensive area and won't address the issue housing affordability, people will only get richer. The heritage and open space will be at risk and ready too many grand homes have been lost to developers.</p>
<p>The focus should not be MORE housing, but better quality housing that are designed to be functional and useable by families, as opposed to housing that predominantly maximises profits for developers. Further, it is irresponsible for the government to only seek to improve housing supply (and therefore encourage population growth) without providing any other funding / support / plans for similarly increasing essential services in the same area (such as health care, social services, schools, transport, and parks). This singular focus by the government will only result in lower quality of living for existing residents.</p>
<p>Given Australia's housing crisis, where our children are unlikely to be able to afford to buy a property (unless they are fortunate enough to have help from their parents), we must take bold action to improve the supply & diversity of good quality and affordable housing. I am fully supportive of this.</p>
<p>Tell the State Government to keep their grubby hands off our suburbs.</p>
<p>People want to live in Kuringgai because of the peace and quiet. If you turn it into another concrete jungle, you push people out of NSW to other states and cities like Canberra.</p>
<p>Th infrastructure around Killara station cannot support large apartment blocks.</p>
<p>Make more affordable</p>
<p>Having witnessed the higher density in other LGAs, this has actually led to higher house prices (as developers bid up land values), dual housing costing as much as the previous standalone and overcrowding at local schools and local infrastructure (healthcare, parking, transport etc). Defeating the objective of what allowing increased "housing supply" is mooted to achieve. Furthermore, housing supply could be tackled with other policies such as having greater disincentive for investment properties to be left unoccupied. In our suburb from observation many, many houses are left vacant (ostensibly from overseas buyers). We should be tackling this before tearing down more trees and heritage housing. NSW govt should explore developing regional hubs and not just making Sydney bigger. Or slowing immigration.</p>
<p>Deforestation and the removal of trees is simply not acceptable. In Ku-ring-gai we are proud of our green, leafy suburbs with beautiful parks, well-maintained bushland that supports native wildlife and spaces for residents to enjoy. We don't need to sacrifice our beautiful bushland and parkland to cram in new housing, to the detriment of our LGA. Our tree canopy is one of Ku-ring-gai's best assets. It reduces the effects of Climate Change. It provides habitat for our precious native wildlife, including endangered species of frogs, birds, pygmy possums and flying foxes. Trees sequester carbon out of the atmosphere. They benefit our communities in more ways than most people know. Trees filter the air and provide us with oxygen to breathe. Destroying bushland and other green spaces is completely unacceptable in this day and age of climate change. We should be protecting these areas at all costs, for the sake of the planet. Our local natural environment deserves to be saved. I also object to new housing as we don't have the infrastructure to support such an influx of residents and cars. Our roads are already incredibly jammed with traffic. Our supermarkets are already packed with customers. You have to agree that to provide additional housing to what already exists in Ku-ring-gai</p>

<p>would put pressure on many different parts of our society. We definitely cannot have more housing built in Ku-ring-gai. Think about the future. We are experiencing a climate emergency! We need to maintain all our forested areas at all costs. NO MORE HOUSING.</p>
<p>I support this so that more Australian citizens can afford to live in their own country. However, this needs to be hand in hand with legislation that prevents foreigners with bottomless pockets being able to buy Australian property, much of which is left vacant. This is also responsible for the high prices that few Australians can afford. No point building new apartments if no one is living in them or they cost more than \$1 million to buy...</p>
<p>The changes make sense to improve affordability and diversity of population, however ensure enforceability of affordability and impact provisions is essential, otherwise they will be ignored. Whilst some impact to tree canopy and natural environment can be anticipated, I strongly suggest provisions for approval should include robust requirements for good design that mitigates this impact or even improves natural environment. With sufficient governance and incentives this is very possible for developers to do.</p>
<p>It is reactive and has not shared the required infrastructure that will accompany new population such as schools doctors medical support parking and transport</p>
<p>I moved to Turramurra because I grew up locally, and because of the high quality of life in our part of Sydney. But it's disappointing that this area is so car-dependent and difficult to walk around with my young children. Adding additional density near Turramurra Station would create a critical mass of foot traffic, driving that foot traffic to local businesses rather than large shopping centres only accessible by car, meaning I'll have better access to amenities like high quality restaurants. In turn, that foot traffic will make it more cost-effective to invest in infrastructure for walking like footpaths, parks and so on, as well as public transit which will make the whole area much more pleasant to live in. Furthermore, while I'm lucky enough to have been able to buy a property for my own family in Turramurra, my friends are not so lucky. Most of my friends - mostly educated professionals in good jobs - are priced out of Sydney when it comes to having enough bedrooms to have a family. These people would love to live in a place like Turramurra, but they don't have that option. If we create a diverse range of different property types, we'll be able to attract people in all life stages, making our area a vibrant place to live.</p>
<p>Need to make suburb more affordable</p>
<p>Increasing density without the commensurate infrastructure is an appalling lack of forethought.</p>
<p>I recognise the concept of greater density around transport hubs and close to the city but not everyone wants to live in apartments or in medium to High density environments. I grew up in Kuringgai then spent over 20 years living in a terrace house in Surry Hills. We made the deliberate choice to return to Kuringgai to have greater private open space, peace and quiet and greenscape. I'm a 15min walk to the station. Having made that move, I don't want to return to medium density. I'm also concerned about the potential impact on the tree canopy which as recently reported is already in decline. It's one of the key benefits of living in Kuringgai and should be preserved.</p>
<p>While increased density may be desired by the government their unwillingness to spend on improving and increasing infrastructure to support the plan is the main issue which has not been addressed at all Already local Infrastructure is at capacity if not beyond capacity and adding more people will just cause further breakdowns and stress. A poorly thought out reaction that will do nothing to improve house prices. It will in fact see prices increase</p>
<p>This is not a change that is going to be beneficial to the community as whole or the general environment. There are already a number of Highrise buildings that have been built and do not suit the aesthetics of the community or the legacy infrastructure that now struggles to handle the</p>

<p>amount of traffic that trying to move around the suburbs. I can understand the idea of trying to create more living spaces in the area but these areas were never designed for this type of development and is going to change the natural beauty and ecosystems and such a way that will have a negative impact for the whole community.</p>
<p>I am all for people of all walks of life being able to live in the area we live in, and families being able to afford to live in this area - specifically West Pymble.</p>
<p>Basically I do not wish the present village like atmosphere to be changed. In particular any reduction in tree canopy/park habitat I strongly oppose.</p>
<p>People choose to live in the community of Ku-ring-gai for many reasons but most of all it is a safe, local community that enjoys a clean, natural environment in which to live with access to services for growing families to live and thrive and contribute to society. The community has worked hard over many years to retain the natural beauty and heritage of the area while creating an aspirational place for families to live. How can knocking down beautifully restored and maintained homes and trees be the right decision for the environment and for the health and well being of families. How does this policy align to the government's climate change agenda. These changes will dramatically change the demographic of the community, it will become even more congested, and it will not be a place hard working, educated people will want to live. The property developers are already circling - distressing anyone who lives within 400m of a railway station or local area.</p>
<p>Need to make suburb more affordable</p>
<p>I strongly oppose the NSW government proposals as the high dwellings will have gross negative implications for the schooling, traffic and livability of the North Shore.</p>
<p>I strongly oppose the NSW Govt proposals, this will severely damage the current livability of the North Shore</p>
<p>These housing proposals will lead to an overdevelopment of the LGA and the removal and destruction of the urban tree canopy and native wildlife. Further, it will add an increase burden and strain on public schools, parking availability, public transport, water and sewerage use, and other critical infrastructure resources. There is also the destruction and removal of the urban canopy and bush that is home to an array of flora and fauna.</p>
<p>I am personally of the view that we need more low-density housing options (townhouses, terraces, semis/duplexes) in Ku-ring-gai area, but there is already an over supply of mid rise / high rise apartment blocks in the area.</p>
<p>The special point of Ku-ring-gai council area is leafy and low density. The new policy will destroy the speciality and damage the symbol of the council to the market. Strongly opposite!!!</p>
<p>Loss of green space n native habitat...more concrete means more rise in temperature Less absorption of rainwater n more trolleys left around streets n apartments</p>
<p>I strongly oppose increased population density in KRG. I paid a lot of money to move to a quiet peaceful area and I do not want the traffic to get worse, access to services to get worse and essentially turn my suburb into an inner city concrete jungle.</p>
<p>NSW Govt can't allow population density and growth without adequate infrastructure first. Our roads hospitals and schools are already over crowded. The policy of the Federal government and NSW government to have substantial increase in immigration and population is causing negative environmental and social outcomes. I strongly oppose such moves</p>
<p>Loss of green space n native habitat...more concrete means more rise in temperature Less absorption of rainwater n more trolleys left around streets n apartments</p>
<p>It is important to ensure that new developments incorporate parking so that additional pressure is not placed on on-street parking. Also important to ensure that tree canopy and natural environment are cared for in the process.</p>

Increased traffic and loss of tree canopy is main negatives as this destroys the lifestyle choice of living in the north shore
I am most worried about the lack of planning around the climate crisis with apparently no consideration being given to green canopies. Also losing the heritage of the area is very concerning and it would be a loss for the whole city. It all seems to be about facilitating developers with no consideration being given to residents.
These proposed dwellings/apartments are likely to be extremely small with low ceilings and unhealthy for human wellbeing.
We desperately need more medium density and ability to build homes on much smaller blocks, especially near the railway stations.
Ku-ring-gai council is known for its tree cover, heritage and local community. All that would be destroyed by this proposed move. Personally, I vehemently oppose this move. The reason we chose this suburb and council is because of its quiet and tranquillity. If the proposed changes were to be implemented, we would definitely move out of this suburb as it would have lost its charm and appeal by then
proposed changes will destroy the local identity of the area & the look of the area which we came to live in more than 20 years ago, trees will be lost & wildlife will suffer, this is all to do with developers & money, absolutely disgusting!
The new planning proposals will completely ruin the long held heritage character of Ku-ring-gai council area which the existing residents have paid a fortune for.
Firstly, the surge in apartment constructions is likely to exacerbate traffic congestion in our already crowded streets. Increased vehicular activity not only contributes to longer commute times but also poses a significant threat to pedestrian safety. The strain on existing infrastructure could lead to a decline in overall transportation efficiency, impacting the well-being of residents. Furthermore, the prospect of extensive apartment complexes raises alarm for the preservation of our green spaces. Trees, vital to the ecological balance of our community, are at risk of being removed to accommodate these developments. The reduction in greenery not only diminishes the aesthetic appeal of our neighborhood but also disrupts the delicate balance of the local ecosystem. Environmental factors must be taken into account, and sustainable building practices should be prioritised to mitigate the potential negative impacts on air and water quality. I urge the council to consider alternative solutions that promote responsible urban planning and prioritize the conservation of our natural environment. In conclusion, while acknowledging the need for growth, it is essential to strike a balance that ensures the well-being of both residents and the environment. I implore the council to thoroughly assess the potential consequences of the proposed apartment developments and explore alternatives that prioritize sustainability and community welfare.
Council can't complain about losing tree canopy when they are doing NOTHING to prosecute tree vandals already. The penalties are far too low and council is ignoring complaints about people who illegally remove trees.
Why does the State government want to destroy Australia's heritage and suburban character and replace with nondescript ugly monoliths? There is no consideration given to provision of / funding of concomitant services - eg extra hospital/ medical services places, educational institutions places, wider roads, improved public transport, better sewerage etc. It will only benefit greedy developers and shoddy builders.
Issues such as parking, tree canopy and traffic can be addressed with appropriate planning, transport infrastructure etc. importantly we NEED more housing density. We NEED a better mix of housing types in the suburbs we want to live. We can't all live in houses, especially as we age and we NEED to make housing more affordable. All this should help improve services available locally.
This area should not be over developed. The governments lack of vision and complete disregard for green space, the environment is appalling. When developing towards the

Blue Mountains and the south coast no thought has gone into fundamental services, planting vegetation and seem intent on destroying the only natural green spaces in this area. Spend more time looking after and investing in the areas that need protection from climate change rather than destroying another area.
Strongly oppose these developments in shopping areas where the infrastructure is already inadequate for the current population, for example North Turramurra shops - Bobbin Head Rd is a single lane and would not cope with more traffic, or increased density of population especially in the case of evacuation for a bushfire.
Ku ring gai was changed for the poorer with the last NSW Govt intervention and this would destroy the area for good if allowed to happen. We need to fight this as Albanese's pathetic immi9gation policy is stuffing this Country and is becoming unliveable and soon to be the unlucky Country
Access to affordable housing is a real issue in Sydney - and while we need to balance development with availability to services, transport infrastructure and protecting the natural environment, I don't think it is helpful to fear monger residents into feeling that more housing in Krg is going to destroy our local area. It is all about balance - and so I think any submission made should support a balanced viewpoint that promotes housing access and affordability with appropriate infrastructure and natural environment preservation.
Include E2 zoning in the proposal
The wording of this survey is hardly neutral. I have lived in Roseville for over 40 years and there is a complete lack of diversity of housing. These proposals at least give alternatives that the NIMBY has denied. Look at Brighton and Kew in Melbourne where there is a broad mix
Please ensure you consider, balance and emphasise responses from busy residents like me and others who would like to live here as well as the under-occupied and elderly current residents who usually respond to such surveys.
The fundamental problem in this part of the North Shore is lack of infrastructure, and this will not change as the main roads (Pacific Highway and Mona Vale Roads) are already congested and there is no room for expansion, unless you plan on a double decker road proposal? Furthermore there are already not enough schools to accommodate the new influx of residents. Our schools are already choking. There are not enough parks/playgrounds for all the kids that live in apartments. There are not enough busses and trains to accommodate existing residents. This area is already choked out! STOP IT!!! As a resident PLUS a worker in the Pymble business park/Bridge Street area, it is becoming more and congested daily. If you can put a Metro under the Mona Vale Highway, then maybe traffic will become easier to handle, DO NOT add to our increasing burdens daily!
This proposal is strongly opposed. Kurungai council is known for its green cover. The proposal above is going to increase lot of traffic and remove the green cover. Current traffic is already in a unmanageable situation.
If this results in trees being removed and wildlife habitats being destroyed, would developers be expected to provide publicly accessible parklands to encourage regeneration of our natural surroundings.
I'd like my children, and their children, to be able to live in our area. Stopping these changes means they will likely never be able to afford to live in this area. Having more options like apartments, means there is greater chance they can afford to live in this area.
I'm all for more affordable housing, especially near hospitals etc, but the govt has failed to consider current infrastructure restraints in putting this policy together. We should be building infrastructure first (ie/ beaches link, bus lanes, tram ways) along the major transport corridors, before considering increasing the population to those areas
Dedicate say Gordon or St Ives to high rise like Chatswood to meet housing requirements
Nsw government did not take consideration of residents living environment

APPENDIX B

Opinion Hill Thalys Architecture + Urban Projects

Hill Thalís

Architecture + Urban Projects

16th February 2024
Project No. 10.34 PT/ST/KH

Hill Thalís opinion –

TOD SEPP: Transport Oriented Development Program

Explanation of Intended Effect: Changes to create low-and mid-rise housing

Ku-ring-gai Council

Attn: Craigie Wyse • Team Leader Urban Planning

Email: cwyse@krg.nsw.gov.au

Dear Client,

We write in response to Ku-ring-gai Council's request for Hill Thalís to prepare a written opinion on Planning NSW's *TOD SEPP: Transport Oriented Development Program* and the accompanying *Explanation of Intended Effect: Changes to create low-and mid-rise housing (December 2023)* associated with Part 2 of the TOD program.

Hill Thalís supports the government's primary objective to increase the range of housing types and the need to increase densities within the Greater Sydney and Six Cities existing urban footprints.

We support sound policy founded on evidenced-based testing that demonstrates high-quality urban outcomes essential for realising the vibrant cities intended; and promotes healthy living environments that are critical for all people that our cities house.

We support inclusionary zoning and a levy to provide affordable housing. However, blunt policy mechanisms that are poorly aligned, or inconsistent with evidence-based testing is considered a poor public policy approach. An approach that historically has demonstrated poor urban outcomes and generates adverse public reaction.

Hill Thalís agrees there are opportunities for low- and mid-rise development for the 31 TOD precincts.

However, the TOD SEPP and EIE is not supported given the significant improvements to the policy settings and mechanisms required to support appropriate building typologies consistent with essential human amenity – natural ventilation and cross-ventilation, solar access and daylight, deep soil and canopy landscape required by successful NSW and local policies and expected by communities.

Need for government to introduce value capture for all upzonings

Australia has been a laggard in capturing adequate public benefit available through the privilege granted to develop land. This is wide-ranging from mining natural resources to land development. Australia has failed to introduce policies that benefit future generations such as have countries like Norway and UAE with the sovereign future funds and effective tax and royalty settings.

Urban development policy continues to direct financial benefits to a few, with private individual land-owners receiving disproportionate monetary gain of any uplift. This is poor public policy in our view.

The TOD SEPP and EIE for low- and mid-rise development marks a turning point of opportunity for government (the public) to share some of the monetary gains through direct value capture of all land sales arising through this policy.

While the intent to increase supply is welcome, there remains a little discussed obligation on government to direct fund public housing. This policy could present opportunities to help source the needed funding.

It is unrealistic and unreasonable for the housing crisis to be dependent on the private sector solving it. The sectors long-known to be failed by the market will not be served by continuing along the same path. This is not best practice when compared to many overseas examples.

We urge government to introduce a mechanism for value capturing that over time changes the expectations of all stakeholders so public housing again can be seen as critical infrastructure as it is in many European and Asian jurisdictions.

Objects of the Environmental Planning and Assessment Act 1979 No 203

We draw attention to the fundamentals of what these policies must demonstrate:

1.3 Objects of Act

The objects of this Act are as follows—

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (c) to promote the orderly and economic use and development of land,*
- (d) to promote the delivery and maintenance of affordable housing,*
- (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- (g) to promote good design and amenity of the built environment,*
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*
- (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
- (j) to provide increased opportunity for community participation in environmental planning and assessment.*

As proposed, significant work is needed for a final policy to be consistent with these objectives.

Our focus on sound city-making is the alignment between building type, FSR, Height, and deep soil landscape.

The following response should be understood in context of most of the detail and implications arising from the TOD: SEPP information provided by the Department, are located in the EIE: Changes to create low-and mid-rise housing. Our opinion therefore is structured that way.

This letter provides comments on the following:

TOD SEPP: Transport Oriented Development Program:

Non-refusal standards and mechanisms

EIE: Changes to create low-and mid-rise housing:

Chapter 2

Chapter 3

Chapter 4

TOD SEPP: Transport Oriented Development Program:

Non-refusal standards and mechanisms

What will the SEPP include?

From April 2024, new planning controls will apply within 400 metres of 31 well located and well-connected stations and town centres.

The changes will allow:

- Residential apartment buildings in all residential zones (R1, R2, R3, and R4) within 400m of identified stations
- Residential apartment buildings and shop-top housing in local and commercial centres (E1 and E2) within 400m of identified stations

Proposed changes to planning controls:

- Maximum building height 21m (approx. 6 storeys)
- Floor space ratio 3:1
- No minimum lot size or lot width
- Minimum active street frontage controls in E1 and E2 zones
- Maximum parking rates

It also proposes to introduce new design criteria for mid-rise residential apartment buildings:

- Building separations
- Setbacks
- Vehicle access
- Visual privacy
- Communal open space

In our experience, these combinations of proposed non-refusal development standards are simultaneously enabling very poor outcomes with no prospect of facilitating high quality urban outcomes.

They are incompatible with residential building types needed to deliver fundamental resident amenity – natural ventilation and cross ventilation, solar access, daylight and outlook; and any meaningful deep soil landscape and canopy. They result in excessive, large building footprint types that evidence continues to demonstrate delivers very poor amenity on those metrics.

The combination of proposed building height with excessive, misaligned FSR results in outcomes contrary to best practice, and the Objects of the EP&A Act.

In our experience the proposed mechanisms are not supported by research and urban testing previously carried out by the Department, GANSW and numerous professional urban studies. Based on our experience, the ADG amenity standards will be very difficult to achieve on all but a few sites (likely corner sites). We consider this to represent poor policy outcomes.

As a general comment, the proposal to relax any ADG provision is not supported. While we support in principle, opportunities to improve policies, the ADG remains an exemplar and the most effective public policy in Australia for delivering residential amenity in apartment development. It should not be weakened to reduce the *minimal* amenity objectives and metrics it currently delivers in delivering the proposed housing.

Ku-ring-gai's existing LEP controls for FSR in R4 and R3 zones are exemplars for consistency with ADG, NSW urban canopy protection and targets and should be the model from which the TOD SEPP allows local Councils to deliver the intended housing. The community should expect that councils' regular required reviews of local controls will equal or improve on urban and amenity outcomes, they should not decrease these outcomes.

Hill Thalys notes that the TOD SEPP definition Height - inclusions and exclusions need to be based on floor-to-floor heights to satisfy the requirements of the ADG, NSW Building Commission, building envelope waterproofing, and AC plant plus an allowance for accessible communal open space roof gardens to accommodate the lift over run, planting, and waterproofing. (Also see Hill Thalys's height study excerpts Figures 1 to Figure 4 conducted for the City of Sydney at Appendix 1).

TOD SEPP fails to include a mandated requirement of approval that the development must demonstrate the design is founded on proper place and site analyses, and that the design response is appropriate for the site's specific conditions. In Hill Thalís's opinion, a requirement to demonstrate design excellence should apply to any policy of such reach and urban scale.

However, the requirements for competitions should be waived.

Merit assessment pathway needs to prevail for all apartment proposals/applications so that appropriate due diligence is carried out by developers conducting their feasibility studies in land purchases; and the community can be confident all housing is demonstrating appropriate typologies that achieve the essential fundamental high-quality amenity expected. In this regard the TOD SEPP and its proposed controls fail the public. See EIE opinion on implications of the non-refusal standards.

The proposal to further reduce amenity provisions covered by the Apartment Design Guide for mid-rise apartment development should be understood in context of former SEPP 65 (now SEPP Housing Chapter 4) and continuing application of the Apartment Design Guide:

- a) The Apartment Design Guide objectives and metrics have been the most effective and successful of development policies nationally in delivering residential amenity over the past two decades (since its inception as the Residential Flat Design Code)
- b) The existing provisions with the Apartment Design Guide are *minimum* amenity standards.

Weakening a highly successful and exemplar policy by lowering performance metrics represents poor public policy and cannot be supported. Implications of reduced building separation goes to deep soil, outlook, solar access and overshadowing, visual and acoustic privacy, urban scale and is not supported.

There already exists a strong pathway within the *Environmental Planning and Assessment Act 1979* enabling 'flexibility' with the effect that all development standards and controls within SEPPs, LEPs, DCPs and the Apartment Design Guide may be varied through individual planning justification and merit consideration of a development and its specific circumstances. The proposed SEPP should retain the application of the ADG with its existing performance metrics and enable the existing mechanisms to operate if departures are sought. This requires a merit assessment pathway which in our experience is essential for good public policy and achieving higher density urban outcomes that make a positive contribution to the cities we make and provide the amenity needed to house the population.

EIE: Changes to create low-and mid-rise housing

The proposed non-refusal standards for residential flat buildings and shop top housing in the station and town centre precincts are:

In the inner part of the precincts within 400 metres of the stations/centres:

- Maximum Building Height: 21m
- Maximum FSR: 3:1

In the outer part of the precincts from 400 to 800 metres of the stations/centres:

- Maximum Building Height: 16m
- Maximum FSR: 2:1

The non-refusal standards will apply to any residential flat building and shop top housing development on land in station and town centre precincts (with the exception of land zoned R2). For residential flat buildings, the non-refusal standards apply to land where this land use is currently permitted or proposed to be permitted. For shop-top housing, the non-refusal standards apply where this land use is currently permitted.

Station and town centre precincts

The Station and town centres precincts are proposed to be:

- within the Six Cities Region; and
- 800m walking distance of a heavy rail, metro or light rail station; or
- 800m walking distance of land zoned E2 Commercial Centre or SP5 Metropolitan Centre; or
- 800m walking distance of land zoned E1 Local Centre or MU1 Mixed use but only if the zone contains a wide range of frequently needed goods and services such as full line supermarkets, shops and restaurants.
 - The Department is seeking input from councils to determine which E1 and MU1 centres contain an appropriate level of goods, services and amenities to be included.

EIE: Changes to create low-and mid-rise housing

Chapter 2 The Housing Crisis

2.3 Well-located infill housing

We support the government's intent recognising the key to successful increased density is that it is located in areas with high amenity. As a statement of principle, we believe that higher densities should always be located in areas of higher amenity and environmental quality.

The failure of housing policies to date has resulted in perverse outcomes, focusing the highest density where there is the lowest amenity – primarily along noise corridors often with poor existing urban structure and essential supporting amenity – such as dysfunctional block sizes incompatible with walkability, no public open space network, little opportunity for tree canopy, poor pedestrian/cyclist amenity, and inadequate focus on critical urban repair to support the densities or building types to address challenging conditions.

NSW has the opportunity to make our cities fabulous places, but it is critical that public policies are well-aligned to deliver them. Historically, too frequently this has not been communities' experience and continues to instil distrust of public planning and creates avoidable conflict.

The Government's intent to align the currently disparate quality of LEPs is logical, but critically must be founded on the findings of evidence-based urban studies and testing; and must work with communities rather than inflict what may appear easy or lazy policy solutions to address crises conditions.

Blunt, poorly conceived mechanisms, not informed by evidence will be doomed to fail.

Enabling additional supply of itself will not equate to delivery nor desirable outcomes.

Enabling supply by poor quality mechanisms is not acceptable for public policies that have such wide reaching impacts to the look and functioning of our cities for decades to come.

The Objects of the Act demand proper planning that enables our cities to grow to support the health and well-being of all residents and is economic and orderly.

Delivering the intended housing targets needs the community to support it.

Ku-ring-gai remains an exemplar of well-aligned FSR, height and landscape controls amongst its suite of LEP and DCP policy.

It has very successfully delivered all the state's housing targets within its existing local control mechanisms. Ku-ring-gai's high- and multi-density development controls continue to deliver high- and medium- density housing with critical high-quality amenity, urban canopy and deep soil landscape outcomes.

We agree there are opportunities in Ku-ring-gai for increasing high-, mid-rise and low-rise multi-dwelling housing that can be supported by commensurate open space, walkable distances to schools and services in neighbourhood centres, located on bus routes with frequent transport to heavy rail/Sydney city centre, existing or potential for walkable blocks and understanding subdivision, topography and the like.

We do not support the proposed non-refusal development standards have the effect of voiding councils' ability to define their Desired Local Character and the policies to deliver them under the Act. The local character established for where they choose to live is aligned with the specifics of the place and rightly is highly valued by communities.

We do not support the approach to heritage (discussed elsewhere) that fails to value heritage with mechanisms that appears are intended to enable ill-considered wholesale demolition.

The expectation that the uptake will see development applications for apartment development lodged within months is also unrealistic. Feasibility studies, planning analyses, acquiring sites, financial institutions' lending requirements to developers (including the limitations of who qualifies for finance), the time needed to engage consultants and prepare designs to DA stage is highly unlikely to be completed in 2024.

EIE: Changes to create low-and mid-rise housing

Chapter 3 What's preventing more low-and mid-rise houses being built

3.1 Mid-rise housing

Much is made in the EIE of the R3 and R2 zones 'preventing' certain housing types as the root cause of the housing crisis.

We consider this to be a flawed contention, not sufficiently supported by either data or place specific analyses.

The purpose of these different residential land use zones is deliberately intended to identify different urban outcomes matched to the population needs of a city by enabling housing to be delivered by specific building types. Low density detached dwellings inevitably will play a role in all cities. The effect of the EIE essentially removes this housing type through the inclusion of blanket application of dual occupancy to the zone. Should this occur, local controls must prevail for lot size and requirements that both dwellings provide a minimum street frontage. Poor amenity and deep soil outcomes are continuing to result with subdivided battle-axe dual occupancy lots types.

The problem is not the 'zonings' restricting housing supply per se, but the need for land to be rezoned to align with the types of housing desired, and intended, to increase density as dwellings per hectare enabled by a different land-use zone.

Local councils have the ability to identify areas with the highest amenity. They have the critical local knowledge regarding available city-making infrastructure – including green, blue and cultural networks; open space; topography; schools and hospitals; transport; and urban structure of street patterns/types and subdivision patterns to identify opportunities for change that will deliver high quality housing with excellent amenity.

This level of detailed, holistic consideration is fundamental to bringing less expensive types housing along with the proposed scale of changes that will need to be met. This recognises cities must deliver housing for younger generations that will sustain them over their lives and retain the mix and vitality of neighbourhoods.

The TOD SEPP and wider proposed low- and mid-rise housing in its current form cannot deliver=.

Where building heights above 4 storeys and FSR is higher, intended to deliver apartment types, these should be delivered through the R4 zone mechanism rather than changing mechanisms throughout R3 zones. This does not shy away from nuanced consideration of R3 housing types or the intent of the EIE but uses the right mechanisms to deliver the right urban outcomes.

Hill Thalys points to the excellent research carried out by McGregor Westlake and Redshift AA for GANSW as regards mid-rise and low-rise medium density housing. The following link provides an overview of this work. (Copy and paste to browser if link not directed):

<https://www.redshiftaa.com.au/research-advocacy/what-is-the-missingmiddle>

Hill Thalys also points to the submission prepared by Redshift AA in response to this EIE.

It provides an excellent explanation of reasons why the mid-rise and low-rise housing typologies have not been delivering. It details the importance of well-aligned FSR, height, site coverage and deep soil landscape controls, and identifies the unintended outcomes where controls are poorly aligned:

https://redshiftaa-my.sharepoint.com/:b:/g/personal/angelo_redshiftaa_com_au/EawvK-koUfZBr2wdSh-13ZsB91oS33UuegDHmcFYGgpRLA?e=bgKnZc

3.2 Low-rise housing – multi-dwelling housing

There remains a current pathway with the effect of enabling multi-dwelling housing in low Density R2 zones is via the Housing SEPP – Chapter 3 for Housing for seniors and people with a disability.

The continuing failure of the Housing SEPP remains in all its residential non-refusal landscape controls.

The EIE is also self-contradictory as the non-refusal development standards and their proposed mechanism of non-refusal prevent any merit consideration that simultaneously is claimed can occur. Failure to mandate a requirement to address constraints of a site prevents any fact-based assessment of development potential of individual sites and appropriate design response founded on the specifics of a site facilitating and favouring poor design outcomes rather than promoting best practice urban outcomes. Experience of existing SEPPs with non-refusal development standards demonstrates this facilitates inadequate due diligence in land purchases that becomes embedded at concept design as a pathway to poor urban outcomes.

We return to one of the tenets of the Act being:

(g) to promote good design and amenity of the built environment,

Landscape

SEPP one-size-fits-all non-refusal controls with no mandated provisions for merit assessment over-riding effective local controls are not fit for purpose in delivering the needed deep soil and canopy that must be protected and delivered to meet NSW canopy targets and address urban heat. There remain cumulative impacts of existing SEPPs resulting in the constant loss of canopy and deep soil. The proposed TOD SEPP will accelerate deep soil and canopy loss.

The combination of inadequate settings and non-refusal consideration further limits the ability to replace lost canopy and prevents urban repair where it may be critical for sound city-making and managing essential green infrastructure over the long term.

We consider this to be unsustainable outcome across NSW.

The notable exception to this has been SEPP 65 (now SEPP Housing – Chapter 4) that has been such a success specifically because the SEPP enabled landscape controls to defer to local policies. The Apartment Design Guide sets a helpful guide for Councils without well-developed landscape and deep soil controls, however, the ADG deep soil and landscape provisions are accepted by most stakeholders and urbanists as far too low. See further comments on Ku-ring-gai's deep soil at Appendix 1.

In our opinion, SEPPs would deliver improved and sustainable deep soil landscape and canopy outcomes across urban areas where landscape provisions are elevated within LEPs, supported by local DCPs, and SEPPs enable local landscape policies to prevail similarly to mechanisms currently successfully operating under the former SEPP 65, now SEPP Housing Chapter 4.

Heritage

Ku-ring-gai's pattern of settlement has produced areas of high heritage significance of a particular character - with large blocks, large lots comprising deep soil and canopy landscape as the setting for dwelling houses. These areas have not prevented development yet successfully retain the high values of significance through considered, and effective local controls. State policies should be supporting and encouraging the recognition and celebration of heritage in all council areas throughout NSW that balances with well-aligned development policies.

Blunt rezonings in combination with non-refusal development standards promote demolition rather than retention and adaption as a priority. Re-use must be encouraged and supported by policy.

There is scope for a review of heritage conservation areas so that genuine high quality values are retained, to ensure there remains the vibrancy of development types as well as provisions that can encourage more retention and adaption.

The approach assumed by the TOD SEPP around stations and town centres is wholesale demolition. This is the effect of the combination of non-refusal development standards and inability for a merit assessment that considers heritage. The proposed form of the policy is incompatible with heritage conservation and contrary to sustainability and climate policies that need to promote retention and re-use of existing buildings. Hill Thalys considers this represents poor public policy.

Affordable housing

a) TOD SEPP

Hill Thalys supports the intent for inclusionary zoning for affordable housing.

The targeted 15% affordable housing in the 8 TOD SEPP Accelerated Precincts is a positive inclusion. However, the qualifying statements that this maximum is subject to feasibility testing is concerning. The EIE does not specify who will undertake the feasibility studies and represents a failure of the intent. The proposed upzonings should mandate the affordable component as a condition of the development.

All affordable housing must be held in perpetuity to prevent the constant leakage of supply continuing to be enabled by inadequate settings in SEPP Housing. Hill Thalys does not support policy that limits the time affordable housing is held before being released back to the market as private housing.

Delivering affordable housing for key workers should be a paramount to the housing targets. Supply alone is not the solution despite some dominant voices in the public debate.

There is a primary responsibility on government to invest in direct public funding to supply the specific areas so well identified in all studies of which we are aware as being failed by 'the market': public housing, crisis housing, domestic violence, single parents with families, older women, disability housing, and key workers.

b) Low- and mid-rise development

The proposed commencement of a mechanism to include affordable housing is supported in principle.

The 2% target is far too low and will not deliver any meaningful contribution. This is inconsistent with good practice outcomes in our view.

As a general principle, we consider any proposed up-zoning in NSW should be mandated to commence for all development types at 15% increasing to 25% over the next decade. This is consistent with overseas practice and redresses previous decades impacts of diminishing public investment.

All affordable housing must be retained in perpetuity.

The avoidance of all governments to direct public investment into delivering public housing, treated as essential infrastructure - as Australia has done so well in previous decades – remains disappointing.

EIE: Changes to create low-and mid-rise housing

Chapter 4 Proposals to build more low- and mid-rise housing

4.1 Mid-rise housing

As a statement of principle, we believe that higher densities should always be located in areas of higher amenity and environmental quality. This includes town centres with high quality parks and open spaces and provides councils with opportunities to identify the potential to create more vibrant smaller local centres with smaller scaled increased density to complement the transport node precincts.

Further clarification and detail around the application of this component of the policy is required. The EIE lacks clarity as to the size of E1 or MU1 and definitions around exact types and scale of services as well as supporting infrastructure such as high quality open spaces and parks in walking distance (which should be no more than 200m). Outcomes where one or two mixed use developments may have a tokenistic retail/commercial use at ground floor to 'tick a box' as mixed use development should not be permitted as being sufficient to trigger the 800m walking distance provision.

Previous comments in this letter regarding the non-refusal development standards and mechanisms that prevent merit assessment to achieve the maximum permitted FSRs apply to this component of the proposed SEPP.

The proposal lacks essential local knowledge to deliver well-located housing and needed supporting infrastructure. There is no capacity for local strategic planning and represents a failure of the TOD SEPP and EIE in our opinion.

Achieving economic and orderly development of land is facilitated by rigorous, well-considered and integrated strategic planning that councils are best placed to deliver.

4.2 Low-rise Housing

Further clarification and detail around the application of this component of the policy is required. The EIE lacks clarity as to the size of E1 or MU1 and definitions around exact types and scale of services as well as supporting infrastructure such as high quality open spaces and parks in walking distance (should be no more than 200m). Outcomes where a one or two mixed use developments may have a tokenistic retail/commercial use at ground floor to 'tick a box' as mixed use development should not be permitted as being sufficient to trigger the 800m walking distance provision.

Previous comments in this letter regarding the non-refusal development standards and mechanisms that prevent merit assessment to achieve the maximum permitted FSRs apply to this component of the proposed SEPP.

Villa Housing

While it is noted villa housing is not specifically identified in the EIE, by implication, we consider it may be a housing type enabled because it falls under the Low-rise Housing Diversity Code (LRHD).

Villa type housing must be removed as a permissible housing type with the LRHD Code. Urban outcomes are unacceptable due to the impacts of driveways, vehicle swept paths and at-grade parking. Impacts continue to devastate existing urban canopy, prevent replacement canopy, result in poor resident amenity with poor daylight, natural ventilation, open space, landscape provisions.

Dual occupancy

Permitted types of dual occupancy should be defined by councils. Battle-axe types are not supported as they facilitate poor urban outcomes with the loss of canopy trees, too much of a site being given to hardstand accommodating rear access and swept paths.

Dual occupancy types must require both dwellings directly address the street main entry to the dwelling and vehicle access. Garages and car parking must not dominate the frontage, which requires a site frontage greater than the proposed 12 metres in the Ku-ring-gai context.

In principle, Hill Thalys supports reduced car parking – limiting to 1 x car space per dual occupancy - to reduce the dominance and negative impacts of garages in street frontages.

Local councils are best placed to identify and manage locations for dual occupancy consistent with their delivering their Desired Local Character, tested and directly tied to delivering their housing targets.

Minimum lot size, Site frontage and FSR

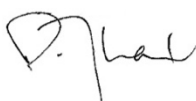
To achieve positive urban outcomes appropriate to, and well-aligned with, Desired Local Character, both minimum lot size and site frontage requirements need to be set in LEP controls. Blunt one-size-fits-all development standards proposed through the TOD SEPP and EIE do not allow for the nuance of existing subdivision patterns, urban structure, or adequate consideration of deep soil. All essential for sound city-making

Minimum lot width of 12 metres is not clarified as being per sub-divided lot or the parent lot. If a parent lot, 12 metres is considered inadequate in Ku-ring-gai context and conducive to poor urban outcomes with vehicles dominating the street frontage and no provision for meaningful side setback landscaping as is the experience of council with provisions that currently enable dual occupancies with poorly-aligned landscape controls.

FSR and maximum site coverage provisions need to be well-aligned with deep soil provision that should be a minimum 40% for dual occupancy types in Ku-ring-gai given the larger lot sizes and noting current multi-dwelling housing already achieves this as does apartment development ranging from 40% to 50% dependant on lot size.

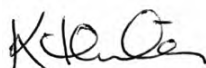
See Appendix 1 for further comments on deep soil in Ku-ring-gai.

Yours faithfully,



Philip Thalys LFRAIA

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See Appendix 1 - City of Sydney – Height, FSR and Deep Soil Alignment Study

See Appendix 2 – Hill Thalys residential housing types matrix

Appendix 1

City of Sydney – Height, FSR and Deep Soil Alignment Study

Evidence Base

Last year Hill Thalys was engaged by the City of Sydney Strategic Planning and Urban Design, to prepare a Height & FSR Alignment Study. Our focus was on the alignment of height and FSR and deep soil landscape outcomes.

The work and recommendations were founded on evidence comprising:

- A suite of 24 exemplary projects were showcased to demonstrate design integration of key values, and report on key site characteristics and graphically demonstrate the ability of the project to incorporate Council's proposed deep soil landscape controls.
- Built proposition site studies were prepared for 21 sites with 33 propositions. The studies tested the existing LEP FSR, LEP HOB, DCP storey height controls, draft deep soil landscape controls, requirements for noise barrier buildings on heavily trafficked streets and the requirements of the Apartment Design Guide (ADG).

We found that most sites required additional LEP building height to achieve the LEP FSR.

LEP HOBs were reviewed to anticipate appropriate floor-to-floor heights to satisfy the requirements of the ADG, Building Commissioner, building envelope waterproofing, and AC plant. Accessible communal open space roof gardens required an additional allowance to contain the lift over run, planting, and waterproofing.

Section drawings were prepared to demonstrate necessary inclusions. The impact of flooding, differing from site to site, needed to be excluded from HOB. (See excerpts on following pages.)

Two tables were prepared, one for mixed use buildings and one for exclusively residential buildings. (See excerpts on following pages)

Flooding

We note that HOB needs to be measured from the flood design level. When flood design levels are forced into HOB, without loss of FSR, less optimal layouts with increased building footprint, built site coverage and building depth compromises design quality.

Height, FSR, and Deep Soil Relationship

The exemplars and site studies demonstrated that to satisfy the requirements of the ADG, Building Commissioner, building envelope waterproofing, roof top AC plant, HOB needs to be calibrated to FSR. This is evident in the Height and FSR relationship tables on the previous page.

In the study, we concluded that FSR of 2.5:1 required a base building height of HOB 27m for 7 storeys.

The study also demonstrated that it was not possible to consistently achieve design quality and amenable apartments, across a grouping of neighbouring sites for FSRs of 3.0:1. Site exceptions were on corner sites.

Accessible communal open space roof gardens required an additional allowance to contain the lift over run.

Consistent with achieving deep soil landscape and high apartment amenity, non-residential ground floor uses - generally need to approximate the residential footprint above.

Deep soil Landscape

Ku-ring-gai Council actively promotes deep soil landscape with controls for building footprint (40% max), deep soil landscape (40% min), supported by effective definitions, which intentionally values and protects the existing urban tree canopy. This is consistent with the Greater Sydney Commission's target for urban tree canopy in order to temper increasingly frequent climate extremes. As well as making an amenable city, urban tree canopy will moderate the loss of life during heat waves, reducing ground temperatures by 10-15 degrees on excessively hot days.

The Hill Thalys studies tested a 15% deep soil landscape proposed by the City of Sydney, significantly less than Ku-ring-gai's controls while being directly relevant to the relationship of FSR, height and amenity. The report findings proposed a *minimum* 25% deep soil landscape control in proximity to well served centres, consistent with Sydney's amenable eastern suburbs and LGA's of Randwick and Woollahra in context of their lot sizes and subdivision patterns.

It is noted in recent media reporting on 2nd January 2024, that Ku-ring-gai has suffered one of the greatest losses of canopy of LGAs in Sydney (8.2% loss). However, Council's own audit demonstrates this is incorrect.

The following is a summary of Council's calculations provided to the media to correct the figures:

Our data considered 'Total Canopy' meaning all vegetation >3m. We also considered "Urban Canopy" which is all vegetation >3m but excluding National Parks (Zone C1).

- *In 2020, Total Canopy (vegetation >3m in height) was 51.4%, and the Urban Canopy (excluding land zoned C1 – National Parks) was 44.8%.*
- *In 2022, Total Canopy (vegetation >3m in height) was 50.0%, and the Urban Canopy (excluding land zoned C1 – National Parks) was 43.6%*

As per the above, from 2020 – 2022 we [Ku-ring-gai] lost 1.4% of Total Canopy and 1.2% of Urban Canopy. Noting the slightly different time period (Council's data is from 2020-2022 as opposed to the SMH article which is 2019-2022) the results are still very different.

Total Canopy and Urban Canopy display a downward trend which is something we want to turn around. Our Urban Forest Strategy seeks to increase canopy cover to 49% by 2036. In order to achieve this increase in Urban Canopy, based on an average crown area of 70m² per tree, an additional 44,043 trees will be needed.

Ku-ring-gai's experience has been that this loss has been a result of existing SEPP policies and their interactions with other policies with inadequate deep soil, site coverage, and tree protection controls that override Ku-ring-gai's well-modelled local DCP controls. It is noted that the exception was SEPP 65 (now Chapter 4 of SEPP Housing) where local deep soil and landscape policies continued to apply.

The TOD SEPP proposes to override effective local controls and will result in significant further canopy loss where it is critically needed in major local centres and fails to recognise the value of urban character as a public asset in an evolving city.

Attention is drawn to Ku-ring-gai's well-established outcomes for residential apartment and medium density developments where the local DCP controls prevail, that continue to deliver on all state housing targets while protecting the LGA's landscape character and critical canopy assets.

The proposed TOD SEPP fails to aspire to this achievement.

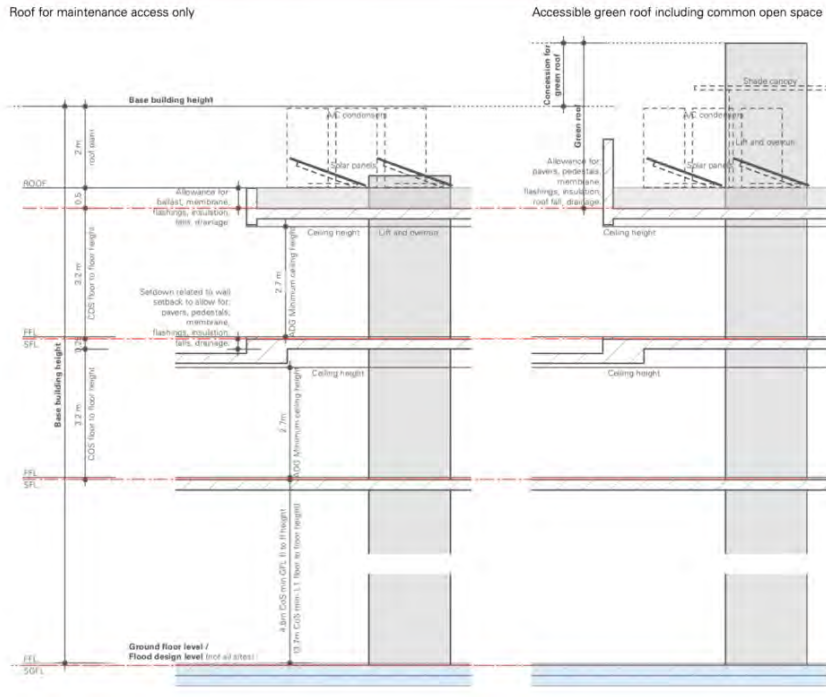
We support Ku-ring-gai Council's ambition for deep soil landscape and urban tree canopy. The controls protect the green character of the LGA and critically needed urban canopy, contribute to the ecology of the place, promote public health and well-being, and promote points of difference across the metropolitan area.

We understand that the City of Sydney has shared Hill Thalys's report with Planning NSW. They have given permission for us to share the report, which can be found at this link:

<https://cloud.hillthalis.com.au/index.php/s/8KHAnkfd2XztRFg>

Excerpts of the report in Figures 1 to 4 following.

RECOMMENDATIONS
Base building height **4.2**



The site studies inform appropriate LEP HOB.
The drawing opposite describes inclusions and allowances to establish base building height as indicated on the site studies.

- A Inclusions in Base building height**
- The following are included in the Base building height:
- Roof top building plant
 - Roof top water resistance
 - Structural floor set downs
 - Storey height
- B Exclusions from the base building height**
- The following are excluded from the Base building height:
- Flood affectation; and
 - Green roofs

Figure 1 - Section demonstrating base building height

RECOMMENDATIONS
Building height **4.3**

Issue
Building height controls need to align LEP HOB in metres with ADG & DCP floor to floor heights and DCP storey heights.

Commentary
The calculation of appropriate building height in this study is based on residential buildings with non residential ground floor uses such as retail or community, in zones which permit a mix of uses. These studies show:

- Limited residential building depth;
- DCP floor to floor heights at ground and first floor levels; and
- On sites with the same floor space ratio, these building heights would also be suitable for most commercial buildings.

Table 8 Calculation of HOB - Mixed use

recommended SDCP H (storeys)	allowance for wall set back (m)	base building height (BBH) (m)	recommended LEP HOB (m)	LEP HOB (m)
10	3.20	38.58	37	0.58
9	3.20	35.38	34	0.98
8	3.20	32.18	31	1.08
7	3.20	28.98	27	1.98
6	3.20	25.78	24	1.78
5	3.20	22.58	21	1.48
4	3.20	19.38	18	1.38
3	3.20	16.18	15	1.18
2	3.20	12.98		

Roof plant 2.00
Roof allowance-fall+ballast 0.50
Set down for wall setback 0.25
Ground 4.50

Zoning In Site studies MU1 B2 B7

Legend
- new LEP HOB designation may be required

The calculation of the base building height is derived from the required minimum DCP floor to floor heights with the addition of an allowance for buildability and roof plant. HOB is derived from base building height. New whole metre increments may need to be added to the existing LEP HOB increments.

Some sites may not enable achievement of ADG solar access requirements, requiring non residential uses at ground and first floor levels.

Table 8 Calculation of HOB - Mixed use buildings table has been prepared for buildings in mixed use zones including MU1, B2, B4 and B7.

There are several R1 General Residential Areas in the south of the LGA in proximity to Botany Road Study Area with FSR of 1:1 and 12m HOB. Other parts of the LGA have 3:0:1 FSR paired with 25m HOB (North of Crescent Street at South Dowling Street). A comparative table for Apartment buildings in R2 zones would require 1.0 - 2.0m less height. Refer to Table 9 Calculation of HOB - Apartment buildings. New LEP HOB increments are shown in red text.

Table 9 Calculation of HOB - Apartments

recommended SDCP H (storeys)	allowance for wall set back (m)	base building height (BBH) (m)	recommended LEP HOB (m)	LEP HOB (m)
10	3.20	34.78	30	0.78
9	3.20	31.58	27	1.48
8	3.20	28.38	24	1.68
7	3.20	25.18	21	1.98
6	3.20	21.98	18	2.18
5	3.20	18.78	15	2.28
4	3.20	15.58	12	2.38
3	3.20	12.38	9	2.48
2	3.20	9.18		

Roof plant 2.00
Roof allowance-fall+ballast 0.50
Set down for wall setback 0.25
Ground 3.20

Residential zoning in Study area R1

- Recommendations**
- Adopt HOB in mixed use zones based on Table 8 Calculation of HOB - Mixed use.
 - Confine ground floor uses to the building footprint above, to enable achievement of deep soil landscape, unless significant other uses (such as retail or community) serving the local area are proposed.
 - Adopt alternate HOB in R1 zones based on Table 9 Calculation of HOB - Apartments.

Figure 2 - Tables calculating appropriate HOB for Mixed Use and Apartment buildings.

Appendix 2

Hill Thalís - Residential housing types matrix – Excerpt

Public Domain	Dwelling/ha NET <small>based on site area (excludes allowances for public space)</small>	FSR		Height		Building Footprint	Building Typology	Deep soil landscape
		Residential	Commercial	Storeys	Metres			
30%+	A 25 - 60	0.5 - 1.0	-	Up to 3	11m	30 - 35%	Paired Housing Terrace/ Courtyard Walk-up Apartment	30 - 40%
35%+	B 60 - 100	0.9 - 1.3	-	4 - 4.5	14 - 18m	35 - 40%	Terrace Walk-up and Lifted + Garden Apartment	20 - 35%
40%+	C 80 - 125	1.2 - 1.8	-	5 - 5.5	14 - 20m	40 - 45%	Walk-up and Lifted + Garden Apartment	20 - 35%
40%+	D 120 - 160	1.2 - 1.8*	0.5 - 1.0**	5 - 5.5	14 - 22.5m	100% max 2 storeys 45 - 50% above 2 storeys	Shop Top Housing Town Centre	0 - 10%
45%+	E 150 - 200	1.8 - 2.4	-	6 - 6.5	17 - 22.5m	50 - 55%	Lifted Apartment Street Wall/Park Front Garden Apartment	20 - 30%
45%+	F 200 - 250	2.2 - 3.6	-	9 - 12	20 - 30m	Max footprint 600m ²	Point Towers Lifted Apartment Park Front Ensembles	20 - 30%



Note: Noise attenuated building design required for all Canterbury Road frontages

Source - Hill Thalís

hill thalís
ARCHITECTURE + URBAN PROJECTS PTY LTD

RE IMAGINING CANTERBURY ROAD
City of Canterbury Bankstown

APPENDIX C

Independent Heritage Advice Lisa Trueman



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8 February 2024

Mr Antony Fabbro
Manager Urban Planning
Ku-ring-gai Council
818 Pacific Highway
Gordon NSW 2072

Re: Independent Heritage Advice – Proposed changes to NSW Planning System – Implications for Ku-ring-gai’s heritage

1. Background

Ku-ring-gai Council (Council) has engaged me to provide independent heritage advice about the impacts of the proposed changes to the NSW planning system on heritage items and heritage conservation areas in Ku-ring-gai. This independent advice has been prepared to assist Council to understand the implications of the proposed changes to the heritage of the Ku-ring-gai local government area (Ku-ring-gai).

I am a heritage consultant with over 30 years’ experience in heritage conservation, including 15 years as a heritage adviser in local government. I have qualifications in architecture and specialise in providing design advice and statutory guidance to local and state government agencies in order to facilitate outcomes based on heritage best practice. I have extensive knowledge of conservation practice and heritage legislation at both local and state level. I also have over 20 years’ experience as an independent expert witness on heritage issues in the Land and Environment Court of NSW (LEC). I am a member of several Local Planning Panels and the State Heritage Register Committee of the NSW Heritage Council.

In preparing this advice, I have reviewed the publicly available information in relation to the proposed changes, and the heritage context of the areas of the Ku-ring-gai that would be impacted by the changes.

The NSW Government is currently proposing widespread changes to the existing planning system in an effort to increase housing to address a shortage of housing across the Sydney area. The changes are contained into two separate proposals:

- Changes to create low and mid-rise housing; and
- Transport Oriented Development (TOD)



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2. Proposed changes to create low and mid-rise housing

The Department of Planning and Environment (DPE) document 'Explanation of intended effect: Changes to create low and mid-rise housing' (December 2023) provides the background and details of the proposed changes to the current planning system to increase low and mid-rise housing. The proposed changes aim to create more diverse, well-designed low and mid-rise housing near established town centres and in areas where there is good public transport. The proposed changes aim to provide more housing choice and '*promote vibrant, sustainable and liveable communities.*'

The proposed changes are summarised as:

- Allow dual occupancies (two dwellings on the same lot) in all R2 low density residential zones across NSW.
- Allow terraces, townhouses and 2 storey apartment blocks near transport hubs and town centres in R2 low density residential zones
- Allow mid-rise apartment blocks near transport hubs and town centres in R3 medium density zones across the six cities region.

The proposed changes will apply within heritage conservation areas and to heritage listed sites.

2.1 Mid-rise housing

The proposed planning changes include changes to allow mid-rise housing (residential flat buildings and shop-top housing) in station and town centre precincts. The proposal includes non-refusal standards for mid-rise housing which will overrule LEP or DCP provisions where the current standard is less permissive than the proposed standards. The proposed non-refusal standards for mid-rise housing residential flat buildings and shop-top housing in station and town centre precincts relate to maximum building heights and floor space ratio for sites within 400 and 800m of railway stations and town centres.

The proposal will apply to heritage items and conservation areas within the identified areas. Current LEP and DCP heritage and environmental considerations will continue to apply '*to the extent that they are not inconsistent with these provisions.*' In addition, the proposal involves '*turning off*' local LEP controls for minimum site area and widths.

2.2 Low-rise housing

The proposed planning changes include changes to make multi-dwelling housing (terraces) and manor houses (two storey residential flat buildings) permissible in low density residential zones within 800m of train stations and town centre precincts. The number of dwellings in a manor house will not be limited. The proposed changes also propose to expand the



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permissibility of dual occupancies to all low density residential zones in NSW, including heritage conservation areas.

As with mid-rise housing, non-refusal standards will apply to building height and FSR. Additional non-refusal standards would apply to minimum site area, minimum lot width and minimum car parking, over-riding current LEP and DCP controls. Current LEP and DCP heritage and environmental considerations will continue to apply *'to the extent that they are not inconsistent with these provisions.'*

3. Transit Oriented Development Program (TOD SEPP)

The DPE is also currently progressing the Transport Oriented Development Program (TOD), which aims to fast track rezoning in 8 key precincts and introduce new planning standards in 31 identified station precincts. The TOD includes new permissibility settings, built form controls, social and affordable housing provisions and heritage arrangements. The TOD changes will be included within a new State Environmental Planning Policy (TOD SEPP). The TOD SEPP would work in tandem with the changes to low and mid-rise housing described above. However, the TOD SEPP will prevail over the low and mid-rise controls where the controls overlap.

The TOD program focusses on identified areas located within 400m of railway stations. In Kuring-gai, four such locations have been identified for these changes: Roseville, Lindfield, Killara and Gordon. The TOD SEPP will switch on new planning controls including making residential flat buildings (RFBs) permissible in R1, R2, R3 and R4 residential zones and RFBs and shop top housing in E1 and E2 zones. The proposed development standards are:

- Max building height: 21m (six storeys)
- FSR 3:1
- No minimum lot size or width
- Minimum active street frontage controls in E1 and E2 zones
- Maximum parking rates

The TOD SEPP may also include design standards for building separation and setbacks, landscaping, privacy etc. Until these standards are provided, the ADG remains the guiding document for RFBs. The TOD SEPP will eventually be supported by a 'pattern book' of endorsed housing designs.

The TOD SEPP will apply in Heritage Conservation Areas (HCAs) and the supporting document states *'that the proposed changes will result in significant change in these locations as additional housing is delivered'*. A merit based assessment will apply to developments in



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HCA's and, as with the low and mid-rise planning reforms, local heritage controls will apply 'to the extent that they are not inconsistent with the new standards'

4. The Heritage of Ku-ring-gai

In NSW, heritage items and heritage conservation areas are protected through statutory listing because they have been assessed as having significance to communities. Heritage listings are the subject of thorough assessment to determine their level of significance and supported by detailed strategic planning and community consultation. The heritage of each local government area in NSW is special and unique, representing the historic development of the local area and defining local character. Heritage places are significant to and highly valued by local communities.

Strategic planning since the start of the current planning system has acknowledged the special value and significance of heritage places and provided a planning framework that ensures these places and areas are retained for current and future generations along with our understanding of the history and development of our cities and suburbs.

According to Ku-ring-gai's Local Strategic Planning Statement, '*Ku-ring-gai has a strong legacy of heritage fabric including items and places of strong historical, social and architectural value. Both European and Aboriginal heritage is respected and provides a sense of living history and a physical link to the work and way of life of earlier generations.*' In Ku-ring-gai there are over 950 heritage items, 24 of these are recognised on the NSW State Heritage Register, and there are 46 heritage conservation areas, covering some 627 hectares or 7% of Ku-ring-gai. The heritage of Ku-ring-gai comprises a rare blend of fine domestic architecture within a landscape of indigenous forests and established gardens.

Ku-ring-gai's heritage is distinguished by the uncommon consistency, quality and integrity of its primarily twentieth-century residential development. Ku-ring-gai's conservation areas and heritage items are characterised by largely intact single and two-storey houses from the Federation and inter-war periods, mature garden settings and original subdivision patterns. Many listed buildings are designed by architects and display quality of craftsmanship and detail. These historic buildings, sites and areas represent the historical development of Ku-ring-gai and its suburbs, development that followed the construction of the train line with residential proclamations restricting other uses and land covenants commonly requiring high quality construction, well ahead of contemporary town planning or zoning.



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All statutory heritage listings, including heritage items and HCAs, are underpinned by their significance. Ku-ring-gai DCP Section N Part 19 provides the following **Statement of Heritage Significance for Ku-ring-gai**.

The heritage significance of Ku-ring-gai lies in:

- i) The evidence provided by its rich history and all its sequential layers - from Aboriginal occupation, very early timbergetting, the long period of relative isolation from built suburbia, orcharding and farming followed by the rapid growth of suburban development in response to elevated topography, “clean air” and the establishment of the railway.
- ii) The outstanding quantity, quality, depth and range of its twentieth-century architecture. It contains houses designed by many of Australia’s prominent twentieth-century architects and these have in turn influenced the mainstream of Australian domestic architecture.
- iii) The evidence it provides of twentieth-century planning and conservation philosophies: the segregation of residential areas from other urban uses, subdivision patterns which reflect a range of suburban aspirations, the use of residential district proclamations to create and retain domestic environmental amenity, street tree planting and post-war neighbourhood planning.
- iv) The evidence offered by its built landscape and garden design incorporating a variety of horticultural styles and in harmony with the natural landscape, such as those in the large estate private gardens, the gardens at railway stations and well designed gardens of cultivated botanical species such as at Eryldene.
- v) The evidence of the area’s natural heritage retained in its surrounding national parks, along its creek lines and in its public and private gardens, remnants of the original Turpentine, Blackbutt and Blue Gum forests and associated woodlands, under-storeys and dependent fauna.

5. What is a Heritage Conservation Area?

HCAs are streetscapes, suburbs, areas and precincts that are recognised by a community for their distinctive historical character. HCAs most often provide evidence of the historical development of an area through their high proportion of original historic buildings. HCAs are protected through statutory listings because they demonstrate a distinctive identity, a particular sense of place and character that is valued by the community. The significance of an HCA is usually demonstrated in its subdivision layout and street pattern, and buildings that share common periods of development, with historical associations, and consistent typology,



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form, scale, materials and details. They often include trees and landscaping, and public domain elements.

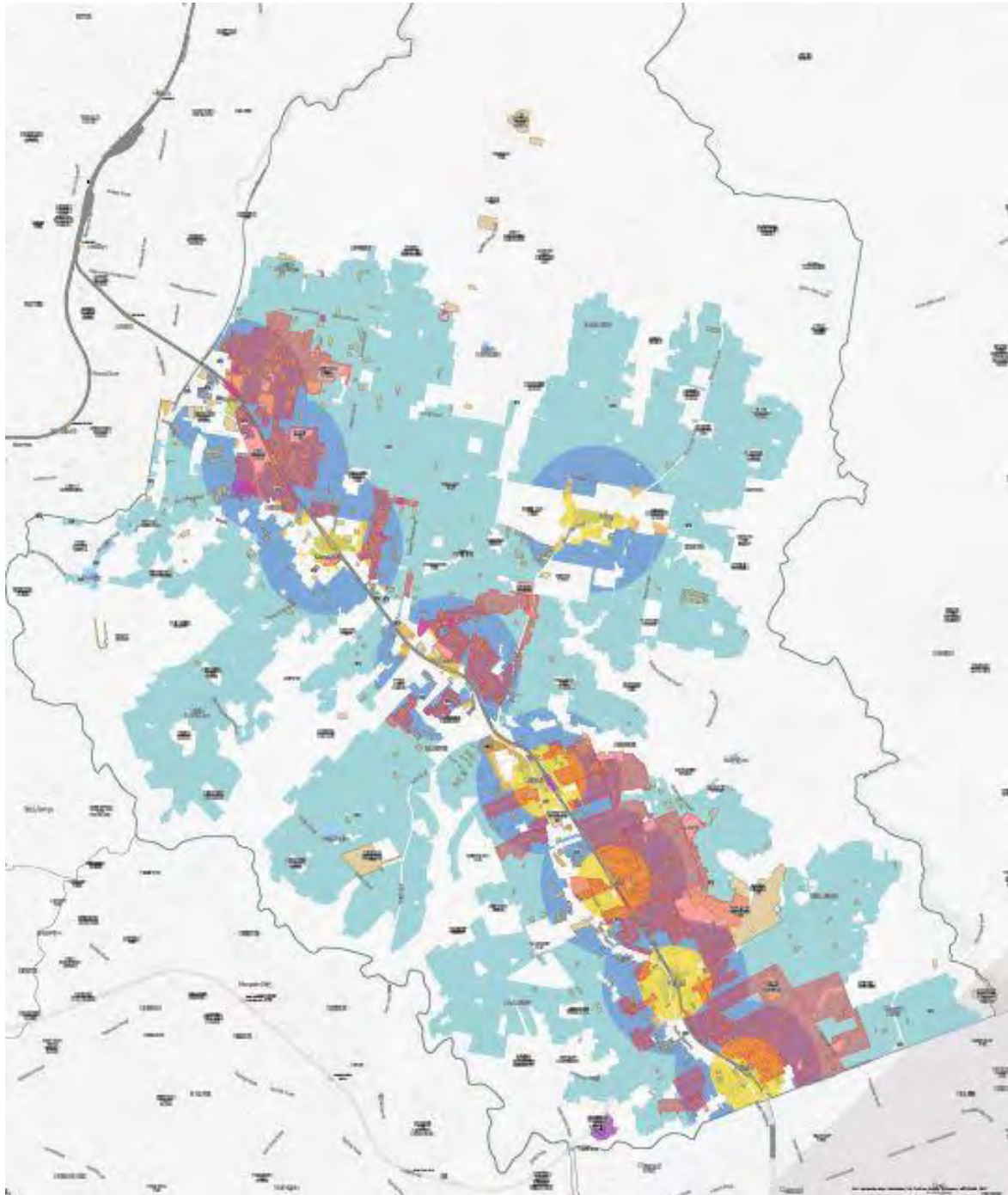
Heritage Conservation Areas are listed within Schedule 5 of Local Environmental Plans. This statutory listing is underpinned by detailed heritage assessments against the NSW standard criteria for heritage assessment and supported by thorough strategic planning and extensive community consultation. They are highly regarded by communities and visitors and provide NSW with historic layers that are evident for current and future generations. Without heritage conservation areas, NSW would lose its layers of history and the understanding of how our city and suburbs have developed over time. New layers of development are important, but not at the cost of the historic layers of development that are identified and assessed as being significant, for which they are afforded statutory protection.




The maps on the following pages indicate the extent of the proposed planning reforms on heritage conservation areas in Ku-ring-gai:







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-  HCA - Heritage Conservation Areas
-  State Heritage Register Item (NSW SEED)
-  Item - General

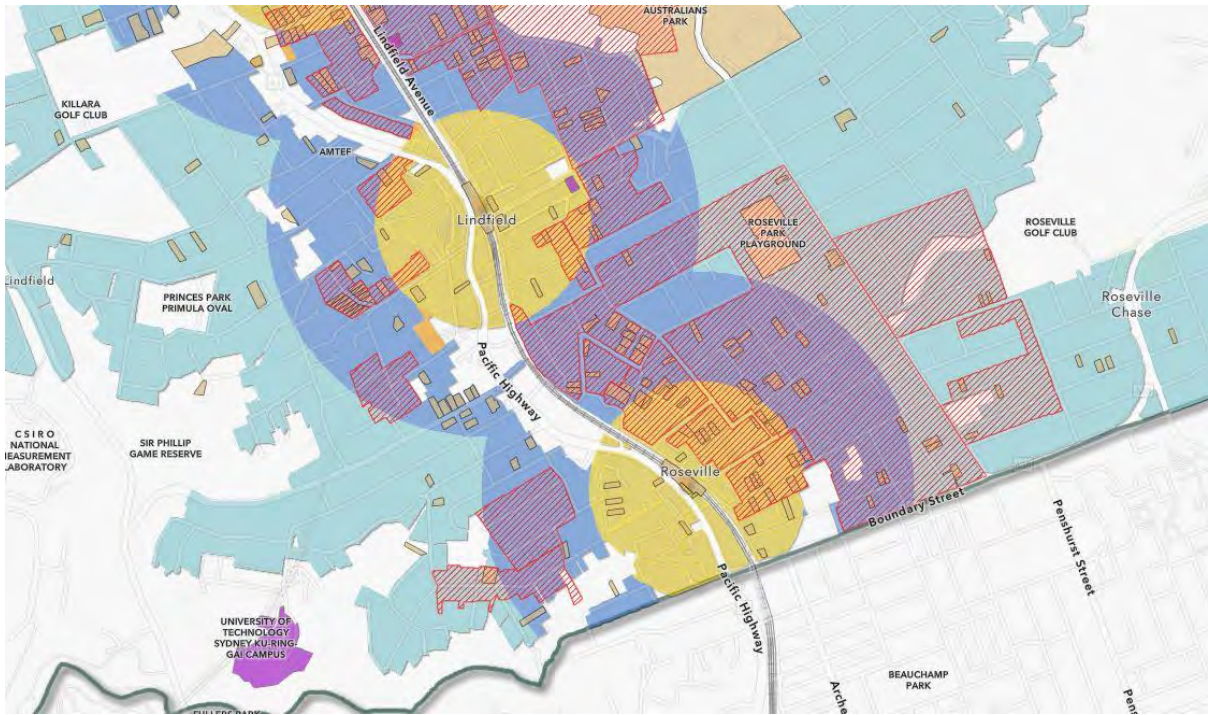
Selection layer [circle] - Development Type

-  Residential apartments and shop top housing up to 21m high (approx 6 to 7 storeys) and floor space ratio 3:1
-  Residential apartments and shop top housing up to 16m high (approx 4 to 5 storeys) and floor space ratio 2:1
-  Multi dwelling housing (terraces and townhouses) up to 9.5m high at floor space ratio 0.7:1, plus manor houses up to 9.5m high and floor space ratio 0.8:1
-  Dual Occupancy up to 9.5m high and floor space ratio 0.65:1 (minimum site area 450 sqm)

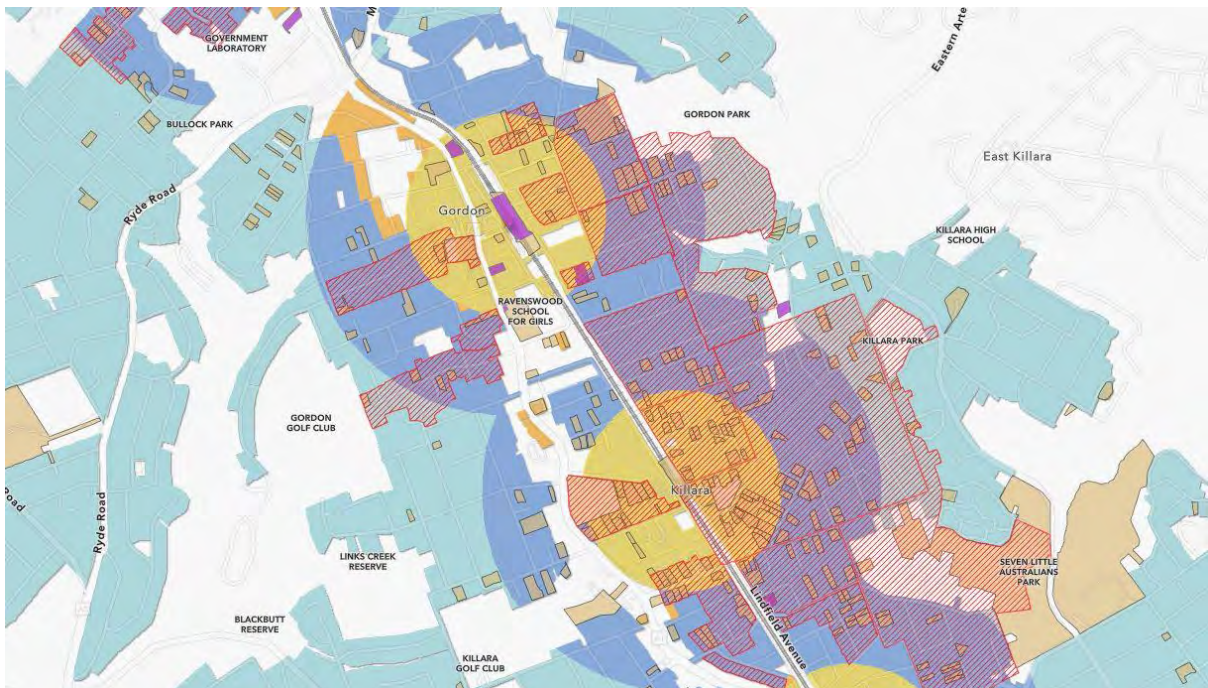


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Above: Roseville and Lindfield stations and some surrounding affected R2 land

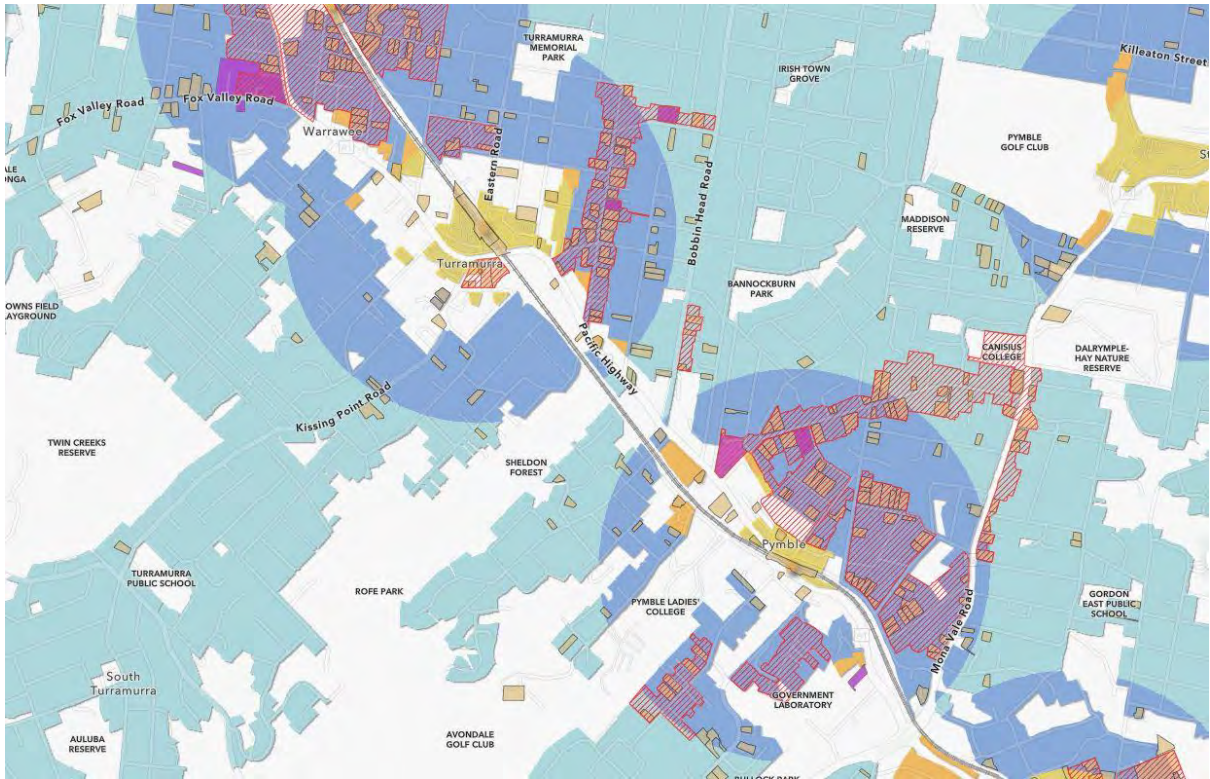


Above: Killara and Gordon stations and some surrounding affected R2 land

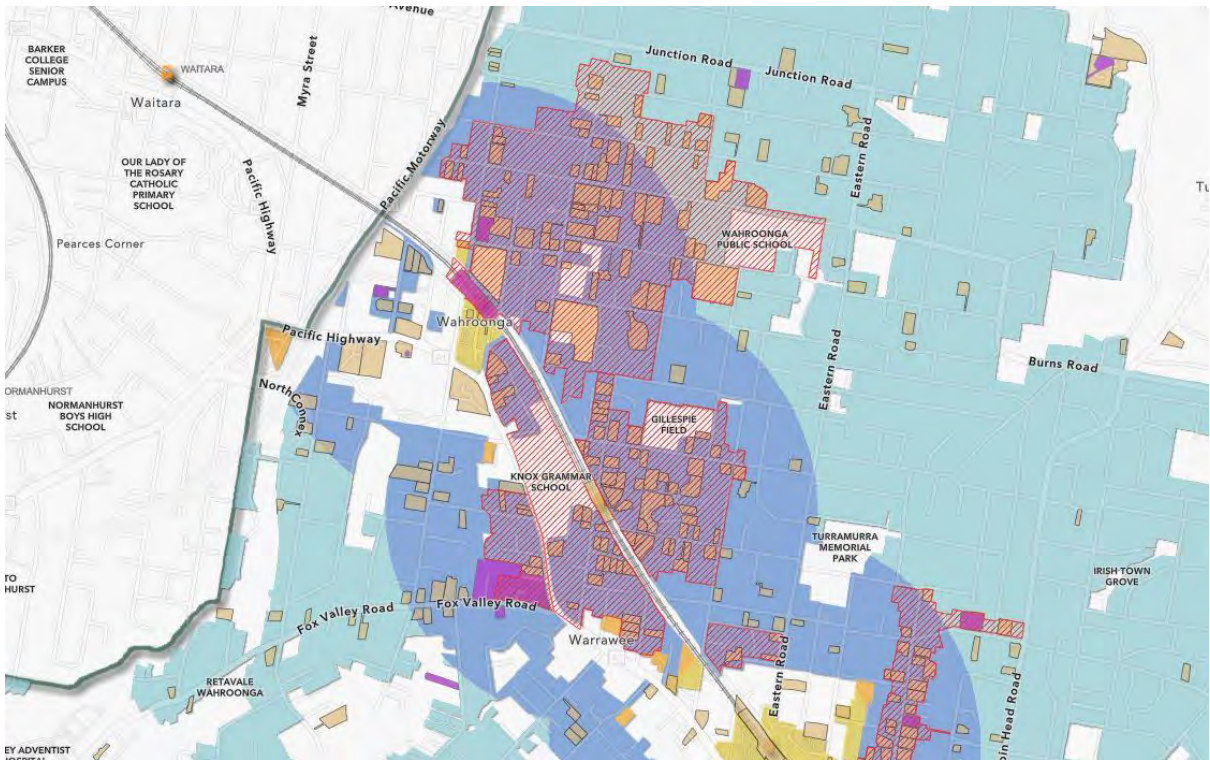


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Above: Pymble and Turramurra stations and some surrounding affected R2 land



Above: Warrawee and Warrawee stations and some surrounding affected R2 land



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Above: St Ives and some surrounding affected R2 land

6. Impacts of the proposed changes on the heritage of Ku-ring-gai

As noted previously, the proposed TOD SEPP and changes to low and mid-rise housing apply to all heritage items and heritage conservation areas across Ku-ring-gai that are located within an 800m radius of a train station or local centre. The proposal directly affects all of Ku-ring-gai's 46 HCAs.

Council estimates that 40% (over 4,000 properties) of the properties impacted by the proposed planning changes are currently protected by an individual heritage listing or listing within an HCA. More than 530 listed properties are within the proposed highest density areas designated for uplift under the TOD SEPP, including more than 100 individual heritage items. This increases to more than 2,000 individual heritage items within 800 metres of the same stations which would be impacted by the low and mid-rise housing proposal. In Killara, 83% of properties within 400m radius of the station, and subject to the TOD SEPP, are heritage listed.

Although the proposed changes indicate that local heritage controls and Clause 5.10 of the LEP would apply, that would only be *'to the extent that they are not inconsistent with the new standards.'* As the new standards seek height and density that is entirely inconsistent with the



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significance of each of the HCAs, it is very unclear how Clause 5.10 could be applied to protect the heritage values of Ku-ring-gai's HCAs.

As with other local government heritage controls, the local heritage controls in Ku-ring-gai seek to conserve and retain heritage fabric, setting and views, as required by Clause 5.10 of the standard instrument LEP. For heritage items, this includes individual buildings and their curtilage, which is usually their lot boundary, and setting. For HCAs, it includes contributory buildings, subdivision patterns, scale, setting, form and character.

As the new standards seek specifically to increase density, they will lead to substantial changes to scale, subdivision patterns, landscaping, streetscapes, building typology and character within HCAs. As such, the proposed planning changes are entirely inconsistent with Ku-ring-gai's LEP and DCP heritage controls.

Given the non-refusal policies of the new controls, it seems likely that local heritage controls will be unable to be enforced, with irreversible loss of heritage. The proposals, if implemented without further consideration, will have a devastating and irreversible impact on the character and significance of large numbers of individual heritage items and HCAs across Ku-ring-gai.

Furthermore, the proposal is silent on how the new controls will interact with the Heritage Act and National Parks and Wildlife Act. As such, the potential impacts on heritage items of State significance and Aboriginal places are unknown and could be similar to the impacts on local heritage items. It is also uncertain and unclear how development for increased density in the vicinity of State heritage items will be assessed and how the settings and views of these items will be protected.

Owners and residents of heritage items and properties in HCAs have a reasonable expectation that the heritage significance of their property will be maintained through well considered urban planning, as provided for in existing LEP controls for heritage items, conservation areas, development in the vicinity of heritage items and conservation areas, zoning and development standards.

The current proposals give no consideration or evaluation of the impact of the increased density on the heritage significance of those areas and sites to which they apply. This is inconsistent with the NSW government's local planning direction for heritage conservation and the heritage objectives of standard planning instruments across NSW. The blanket approach to density does not allow for the consideration of local context and heritage significance or consider alternative locations for increased density with lesser environmental impacts. If implemented without proper consideration, large areas of heritage significance across NSW will be irreversibly changed and historic layers of development will be permanently lost.

In planning for increased housing in NSW, proper consideration should be given to retaining significant heritage properties and heritage conservation areas. Alternative approaches and



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locations should be sought for increased development in areas of lesser environmental impact. A more nuanced and well-planned approach is needed for HCAs, where significant places and contributory elements are retained, and non-contributory elements may be allowed to be sensitively redeveloped. Detailed, strategic investigations should be undertaken to inform how housing density can be increased in these areas without loss of heritage values.

7. Conclusion and Recommendations

The planning changes as proposed in the TOD SEPP and for low and mid-rise housing will have a devastating and irreversible impact on the character and significance on all 46 of Ku-ring-gai's heritage conservation areas and up to 900 individually listed heritage items, and a major adverse impact on the heritage significance of Ku-ring-gai as a whole. The proposed changes would see widespread loss of significant buildings and their settings, loss of historic subdivision patterns, changes to scale, form, character, landscaping and significant streetscapes.

The proposed changes are entirely incompatible with the local heritage controls and Local Strategic Planning Statement, which have been informed by robust strategic planning and community consultation. The proposed planning changes, if implemented, could see historically significant buildings and areas that are highly regarded by the community removed and replaced with new buildings of unknown value or appeal.

The proposed reforms have not been supported by an evaluation or assessment of their heritage and environmental impact. An understanding of local context is essential to good urban planning and the creation of sustainable cities. Detailed strategic investigations, with input from Council and an understanding of local context should be undertaken to inform how housing density can be increased in Ku-ring-gai and NSW without extensive, widespread and irreversible loss of heritage values and connection to the past.

Yours sincerely

LISA TRUEMAN

BSc(Arch)BArch(Hons) M. ICOMOS, M.PIA, Associate RAIA

APPENDIX D

Independent Assessment of Potential Ecological Impacts Land Eco Consulting



6/02/2024

www.landeco.com.au

Independent Assessment into the potential ecological impacts associated with the NSW Government Planning reform: the TOD SEPP and the Low-Mid rise Housing Policy (v1.0)

To whom it may concern,

The NSW Government is proposing new housing policies called 'Changes to create low and mid-rise housing' and 'Transport Oriented Development Program'.

Land Eco Consulting (Land Eco) was engaged by Ku-ring-gai Council to conduct an independent assessment into the potential ecological impacts associated with the NSW Government Planning reform: the proposed Transport Orientated Development ('TOD') State Environmental Planning Policy ('the SEPP') and the Low-Mid rise Housing Policy ('the Housing Policy'). The SEPP and Housing Policy area is here forward referred to as the 'impact area.'

Under the proposed 'Changes to create low and mid-rise housing', dual occupancies will be allowed in most residential zones in Ku-ring-gai on minimum block sizes of 450sqm. Terraces, townhouses, manor houses (two storey apartment blocks) and 6 to 7 storey mid-rise apartment blocks will be permitted within walking distance of Ku-ring-gai's railway stations and possibly other local centres. The proposed new development controls will apply in Heritage Conservation Areas. The requirements for landscaping and tree retention will also be significantly reduced. The proposed planning control would reduce requirements for deep soil planting and tree targets from 50% to 7% of site area for mid-rise housing. This will result in net loss of trees, and revegetation (native vegetation replacement) over the whole of Ku-ring-gai.

Of the 31 stations announced in Part 2 of the TOD program, four are in Ku-ring-gai LGA being Gordon, Killara, Lindfield and Roseville. This would introduce a blanket 6 to 7 storey height permissibility for unit developments within the area mapped 'TOD SEPP' (**Figure 1**) near Roseville, Lindfield, Killara, and Gordon railway stations. Part 2 of the TOD program is intended to deliver '138,000 new homes over 15 years.' The chosen TOD areas are described 'within 400m of the station' and is aimed at allowing people to be able to live within walking distance of public transport.

The areas affect by the proposed TOD and Housing policy is presented (**Figure 1**).



Date: 5/02/2024

Coordinate System: GDA2020 MGA Zone 56

Imagery: © NSW Public Imagery

Legend

- Low and Mid-Rise Housing
- TOD SEPP



This map was produced for this report only.
 It is indicative, not survey-accurate
 and should not be used for design or
 construction purposes.

Figure 1. Location of the TOD SEPP Area, and Low and Mid-Rise Housing Area

In recognising the importance and potential benefits of government-endorsed housing initiatives, we do hold concerns that introducing significant changes to state planning (as proposed) will not allow appropriate planning input from the appropriate experts and stakeholders to ensure development targets can be achieved in a manner that avoid and minimise impacts to important biodiversity.

If biodiversity impacts are not properly considered in the proposal, there is potential that this NSW Government be facilitating significant and irreversible loss of biodiversity across northern Sydney, including Ku-ring-gai, at rates not seen since early European colonisation. The proposal will likely result in significant loss, and possibly even extirpation of threatened species and ecological communities across the Ku-ring-gai Council local government area, New South Wales, and Australia as a whole.

Land Eco are Ecologists, our expertise lies in analysing the potential effects to ecology/biodiversity from development. We understand the need for more affordable housing in our community, and we understand the role that private developers have in helping NSW meet this demand. Further to this, Land Eco acknowledges the NSW Government’s ambition to leverage Sydney’s existing transport networks to create more sustainable, connected and accessible living environments for the growing population.

Key Potential Impacts to Ku-ring-gai Council Biodiversity

Impact	Explanation
<p>Loss of Tree Canopy</p>	<p>Within the impact area there are many high value, mature trees with significant canopy cover. Ku-ring-gai Council is iconic for its high tree canopy cover. The tree canopy contributes significantly to the liveability of the Council Area. It provides protection from over-exposure to UV radiation, improves air quality, cools local environments and supports wildlife habitat. Much of this canopy is comprised of Critically Endangered Ecological Communities (CEEC) including:</p> <ol style="list-style-type: none"> 1. Sydney Turpentine Ironbark Forest CEEC, and 2. Blue Gum High Forest CEEC. <p>If the proposed SEPP and Housing Policy fails to allow mechanisms that ensure protection of these canopy trees, the character and biodiversity values of Ku-ring-gai will be lost forever.</p>
<p>Impacts to Threatened Ecological Communities</p>	<p>Ku-ring-gai Council is home to a diverse suite of vegetation communities including CEEC, most notably:</p> <ol style="list-style-type: none"> 1. Blue Gum High Forest (BGHF), and 2. Sydney Turpentine Ironbark Forest (STIF) (Figure 2). <p>The Ku-ring-gai LGA is one of the largest holders of both BGHF and STIF. The majority of such communities in existence occurs on private land, outside of the reserve estate.</p> <p>Using geographical information system (GIS) software, we performed an analysis whereby we overlaid the proposed TOD and Housing Policy proposal areas on top of NSW-government threatened ecological community (TEC) mapping (Department of Planning and Environment 2022).</p>

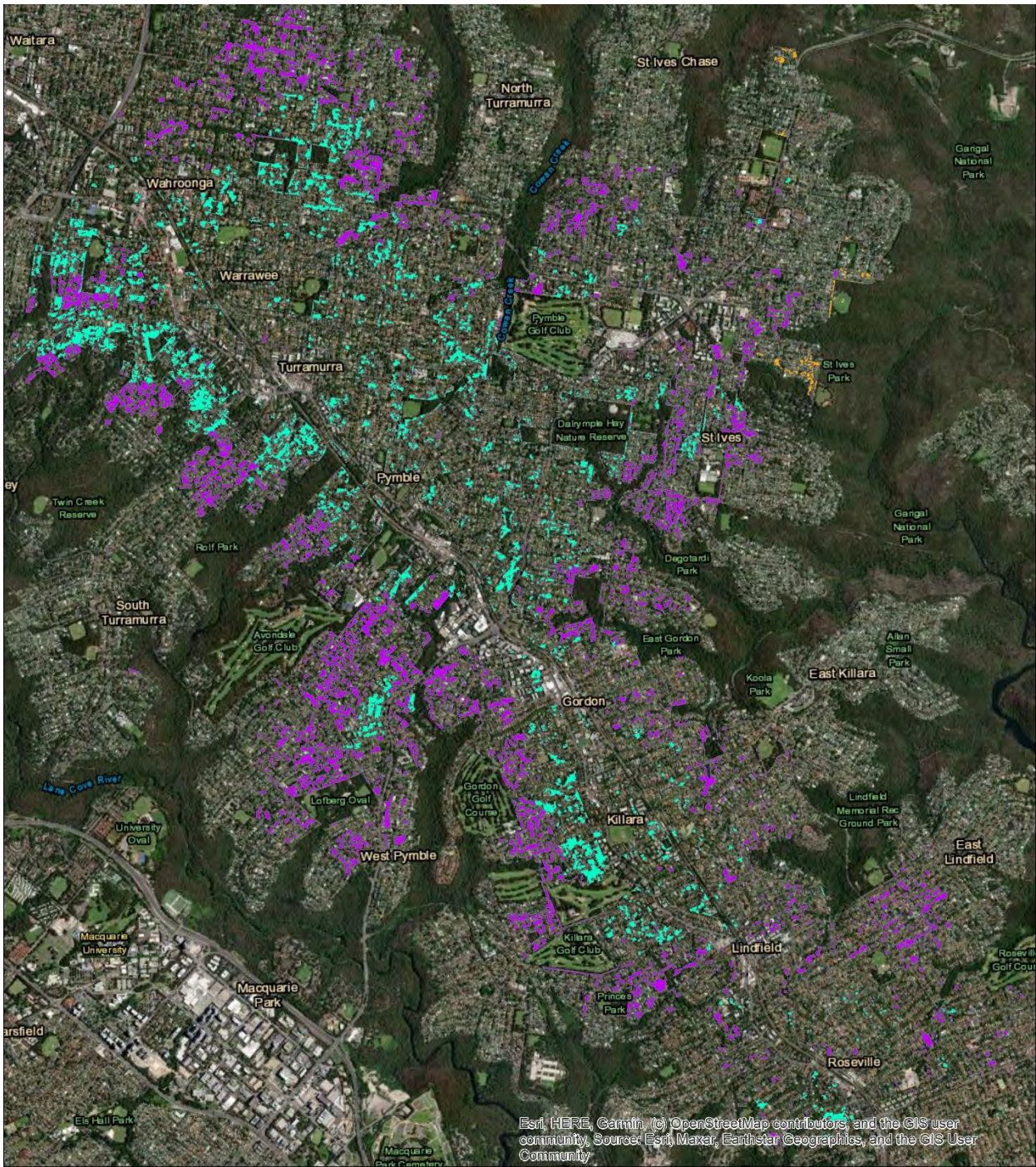
Impact	Explanation
	<p>Assuming a worse-case scenario, where the SEPP and TOD Housing Policy permit clearing of all vegetation within the proposal area, our analysis shows this could result in permanent loss of:</p> <ol style="list-style-type: none"> 1. approximately 162 ha of BGHF, 2. approximately 217 ha of STIF (Figure 3). <p>We hold serious concerns for the on-going survival of these two CEEC, since the proposal area holds one of the largest remaining extents. It is considered likely that a proposal which results in such high levels of BGHF and STIF clearing will contribute to the functional extinction of those TEC.</p> <p>Further, since the proposed planning control would reduce requirements for deep soil planting and tree targets from 50% to 7% of site area for mid-rise housing. This will result in net loss of trees, and prevent adequate compensation/mitigation that is currently afforded through the DA process through condition-enforced deep-soil revegetation landscaping including tree, shrub and groundcover replacement.</p> <p>As these TEC are both listed under NSW (<i>Biodiversity Conservation Act 2016</i>) and Commonwealth (<i>Environment Protection and Biodiversity Conservation Act 1999</i>) legislation, any planning decisions that contribute toward their extinction is a problem of not just local, but of state and national concern.</p>
<p>Loss of Habitat Connectivity Essential for Migratory Native Fauna Species</p>	<p>There is the potential that the developments associated with the SEPP and Housing policy will interfere with flight paths of some protected animals, including migratory species. These species utilise the vegetated ridgeline (where the current Pacific Highway, and trainline spans) as they migrate north to south. The loss of the vegetation along this ridgeline could have a significant impact on migratory species through loss of foraging and sheltering resources. Many protected, and declining obligatory migratory birds such as Yellow-faced Honeyeater (<i>Caligavis chrysops</i>) and White-naped Honeyeater (<i>Melithreptus lunatus lunatus</i>) rely on the canopy that spans this north-south corridor to navigate, rest and forage. The biannual honeyeater migration, including the above species, and also, occasionally the Critically Endangered Regent Honeyeater (<i>Anthochaera phrygia</i>) follows the vegetated belt. The proposed planning changes could result in permanent loss of this important resource for migratory birds.</p> <p>Other threatened, migratory and nomadic, nectivorous species which are known to utilise this canopy as a stopover for foraging and temporary shelter include the Critically Endangered Swift Parrot (<i>Lathamus discolor</i>), Vulnerable Little Lorikeet (<i>Glossopsitta pusilla</i>) and the Grey-headed Flying-fox (<i>Pteropus poliocephalus</i>).</p> <p>The nomadic, vulnerable, Yellow-bellied Sheath-tailed Bat (<i>Saccolaimus flaviventris</i>) relies on tall trees on ridgelines, particularly those that contain hollows, or decorticating bark, including remnant Sydney Blue Gum (<i>Eucalyptus saligna</i>) and Sydney Red Gum (<i>Angophora costata</i>) to shelter as it migrates north and south.</p>
<p>Increased Risk to Native Fauna from Building Strike</p>	<p>The proposed SEPP and Housing Policy will involve the construction of tall buildings many of which will be taller than those that currently exist in the Ku-ring-gai LGA.</p>

Impact	Explanation
	<p>It is likely that increased numbers of bats and birds, especially those that fly at night will succumb to window strike because of the proposed increases in building height centred around the ridgeline that supports the Pacific Highway and train line. Species that are already known to suffer from this impact in the urban-Sydney region, include migratory birds such as cuckoos, kingfishers, fruit-doves, whistlers, pittas, quails, snipes, bitterns, crakes and rails. Impacts to these sensitive native bird groups will increase as a result of the proposed changes.</p>
<p>Loss of Native Fauna Habitat Connectivity between Conservation Areas</p> <p>and</p> <p>Loss of Native Fauna Foraging Resources</p>	<p>The urban sprawl has led to a highly fragmented landscape across Greater Sydney and beyond, with small patches of suitable bird habitat surrounded by highways and buildings that frequently act as barriers, even for mobile creatures such as birds (Isaksson 2018). It is expected that the SEPP and Housing Policy will significantly increase fragmentation and isolation of populations of animals across the Ku-ring-gai LGA and beyond.</p> <p>If not properly planned, the SEPP and Housing policy could result in the loss of such substantial numbers of trees from the private properties of Ku-ring-gai ('the green matrix') that native wildlife, especially bird species richness and abundance could decline.</p> <p>Habitat corridors that connect sensitive native bird population centres in Lane Cove National Park, Ku-ring-gai National Park and Garigal National Park could be severed by the proposal, isolating these birds to those parks, and preventing their occurrence in the suburbs, and potentially impacting upon population viability through reduced access to foraging resources and gene flow.</p> <p>The loss of tree canopy cover and vegetation as a whole will also support, an environment that is more suited to urban-adapted and non-native birds such as Common Myna (<i>Acridotheres tristis</i>), Feral Pigeon (<i>Columba livia domestica</i>) and the overabundant Australian Raven (<i>Corvus coronoides</i>).</p> <p>We expect that the following, sensitive, canopy-dwelling birds will suffer most from the proposal, these species hold strong populations in the green-matrix across the private landholdings of Ku-ring-gai, but are rare, if not absent, from more urban local government areas (LGA) such as those in the more urbanised inner-west suburbs of Sydney, which underwent levels of urbanisation similar to that proposed. Beautiful native bird species, many of which are iconic to Ku-ring-gai, including the Crimson Rosella (<i>Platycercus elegans</i>), Australian King-parrot (<i>Alisterus scapularis</i>), Spotted Pardalote (<i>Pardalotus punctatus</i>), Dollarbird (<i>Eurystomus orientalis</i>), Sacred Kingfisher (<i>Todiramphus sanctus</i>), Yellow-faced Honeyeater, White-naped Honeyeater, Eastern Spinebill (<i>Acanthorhynchus tenuirostris</i>), Scarlet Honeyeater (<i>Myzomela sanguinolenta</i>), Pacific Baza (<i>Aviceda subcristata</i>) and Little Wattlebird (<i>Anthochaera chrysoptera</i>).</p> <p>The large amount of vegetation within Ku-ring-gai LGA provides foraging resources to an array of species including many threatened fauna species.</p> <p>The two threatened species most at risk from the SEPP and Housing Policy are the Powerful Owl (<i>Ninox strenua</i>) and Grey-headed Flying-fox. Both species are listed as vulnerable under NSW legislation, and the Grey-headed Flying-fox is also listed as</p>

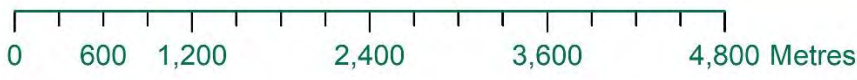
Impact	Explanation
	<p>vulnerable under the Commonwealth EPBC Act. These species rely heavily on the tree canopy across the Ku-ring-gai LGA for foraging, and local and regional populations could be detrimentally impacted by the proposal as it is likely to result in extensive loss of both their shelter and foraging resources.</p> <p>Both the Powerful Owl and Grey-headed Flying-fox are important ecosystem engineers and foraging resources will be impacted for a range of species if these two species are absent or significantly declined from ecosystems. The Powerful Owl is an important component of urban ecosystems, due primarily to the top-down regulation as an apex predator they exert on their prey which include rats and possums. The Grey-headed Flying-fox is a critical pollinator and seed disperser of many south-eastern Australian trees and plays an essential role in the survival and regeneration of Australia's native forests.</p> <p>The proposed planning changes could also result in loss of foraging and movement resources which could result in local extinctions of sensitive native mammals such as the beautiful Sugar Glider (<i>Petaurus breviceps</i>), Ring-tailed Possum (<i>Pseudocheirus peregrinus</i>), and the tiny Feather-tailed Glider (<i>Acrobates pygmaeus</i>).</p>
<p>Loss of Breeding Resources</p>	<p>A large amount of specialist breeding habitat is at risk due to the SEPP and Housing Policy, including hollow-bearing trees.</p> <p>One of the key threatening processes listed under Schedule 4 of the NSW Biodiversity Conservation Act is the 'the loss of hollow-bearing trees'.</p> <p>The proposed planning changes will enable more development that will result in direct loss of old mature trees containing hollows. Particularly large Sydney Blue Gum, Sydney Reg Gum, Sydney Peppermint (<i>Eucalyptus piperita</i>) and Blackbutt (<i>Eucalyptus pilularis</i>) trees.</p> <p>Multiple beautiful, iconic, native birds that characterise the Ku-ring-gai area rely on tree hollows, such as those within the proposal area, for breeding and shelter. This includes the Crimson Rosella and Australian King Parrot, as well as the Laughing Kookaburra (<i>Dacelo novaeguinea</i>), Rainbow Lorikeet (<i>Trichoglossus haematodus</i>), Musk Lorikeet (<i>Glossopsitta concinna</i>), Eastern Rosella (<i>Platycercus eximius</i>), Sulphur-crested Cockatoo (<i>Cacatua galerita</i>), Galah (<i>Eolophus roseicapilla</i>), Long-billed Corella (<i>Cacatua tenuirostris</i>), Little Corella (<i>Cacatua sanguinea</i>), Sacred Kingfisher, Dollarbird and Australian Boobook Owl (<i>Ninox boobook</i>).</p> <p>On top of this, several threatened species also utilise tree hollows for sheltering and breeding, including the vulnerable Powerful Owl . There are several known breeding pairs within the locality including in Gordon, Killara, Lindfield, Roseville and Turramurra. Powerful Owls are well known to occur within the urban sprawl habitat including those within disturbed urban environments. For example, Powerful Owls were found to be breeding in a mature Sydney Red Gum in Chatswood High School in 2011. The nesting site has been in use from at least 2011 (except for 2019/20) and it would appear it was currently in use for the 2021 breeding season (Willoughby Environmental Protection Association 2021). At least 11 chicks have successfully fledged from this nest over the last decade or more. There are multiple</p>

Impact	Explanation
	<p>large hollow-bearing trees in the proposed Ku-ring-gai impact area that are suitable for use, if not actually used by breeding pairs of Powerful Owl. The proposed planning changes could result in permanent loss of these breeding habitats.</p> <p>Hollows generally form in Eucalyptus trees that are between 120- and 150-year-olds. If the developments allowed under the proposed SEPP and Housing Policy fails to protect these hollow-bearing trees, there will be a significant reduction in breeding and shelter for an array of species including threatened species. It is imperative a conservation strategy such as hollow replacement through augmented hollows or nest box installation is implemented.</p>
<p>Permanent Change in Native Bird Assemblages</p>	<p>Urban habitats and landscapes that will be created by the SEPP and Housing Policy will be markedly different to the natural habitats that are currently seen across the Ku-ring-gai LGA. Natural green areas with native vegetation will be transformed into anthropogenic structures and impervious surfaces. To survive in the urban habitat, native species including birds are forced to either accept or avoid the new conditions. These altered conditions have dramatically changed avifauna diversity in other areas, with many species vanishing once an area is urbanised. This in turn results in a significant loss of local biodiversity. Among the over 10,000 recognised bird species in the world, only around 2000 (nearly 20%) occur in cities (Isaksson 2018). Most of the bird species that flourish in the urban environment are exotic species such as the Feral Pigeon and Common Myna along with the native but aggressive Noisy Miner that is identified as a key threatening process under the Biodiversity Conservation Act. A large amount of sensitive native species immediately vanished when an area is urbanised, leading to a species-homogenizing effect and a general lower species richness in the urban areas (Issakon 2018).</p> <p>A clear example of the homogenisation of species in urban environments can be seen through comparing eBird (The Cornell Lab 2024) checklist totals. For example, at Gordon Train Station (a heavily urbanised environment) a total of 18 bird species have been recorded, at Gordon Golf Course (a cleared and managed landscape) a total of 33 species have been recorded, whereas at Gordon Flying Fox Reserve (remnant bushland) a total of 96 bird species have been recorded.</p> <p>The proposed intensity of urban development, and loss of trees and vegetation from private land in Ku-ring-gai will result in loss of movement, foraging, shelter and breeding habitat for native birds.</p> <p>The proposed planning changes will place Ku-ring-gai Council LGA on the cusp of a significant and permanent avifauna species decline. This will change the character and atmosphere of Ku-ring-gai forever.</p>
<p>Increase in Density of Native Fauna Predation by Roaming Pet Cats</p>	<p>With an increase in high density housing, the Ku-ring-gai Area will see an increase in the ownership, and density of cats. Cats are often preferred companion animals in apartments as they require less space than dogs. Cats are often left by their owners to roam freely, and when doing so, are likely to hunt and kill native animals, particular birds.</p>

Impact	Explanation
	<p>Although, pet cats are valued as a companion animal, they are a major threat to wildlife. Collectively, roaming pet cats kill approximately 546 million animals per year in Australia alone (The Biodiversity Council 2023). One third of Australian households (33%) have pet cats, therefore it is expected a significant portion of the new residents will introduce more cats to the area. Although, some of these cats may be kept indoors 24 hours per day, previous studies have revealed that approximately 71% of all pet cats in Australia are able to roam free outside (The Biodiversity Council 2023). On average every roaming pet cat kills more than three animals every week, these numbers will significantly add up if thousands more residents come to the area with pet cats. Individual pet cats have been known to drive the decline and complete loss of native animal populations in their area before.</p> <p>The Biodiversity Council (2023) reported several documented cases of declines from cats in native animal populations including a feather-tailed glider population in south-eastern New South Wales; a skink population in a Perth suburb; and an olive legless lizard population in Canberra. Anecdotally, many people have experienced that native birds become scarce or absent in their gardens once a pet cat (their own, or that of a neighbour) takes up residence.</p> <p>Cats are also known to indirectly result in population decline by reducing the time that animals can spend feeding themselves or their young, or resting, as these animals spend more time hiding or escaping. The significant loss of vegetation from the developments associated with the SEPP and Housing Policy will also exacerbate these indirect impacts from cats as there will be less vegetation for prey species to hide in. The Biodiversity Council (2023) reported that in Mandurah, Western Australia, the disturbance, and hunting of just one pet cat and one stray cat caused the total breeding failure of a colony of more than 100 pairs of fairy terns that are commonwealth listed as vulnerable under the Environment Protection and Biodiversity Conservation Act.</p> <p>The proposed planning changes will result in irreversible, on-going impacts to native wildlife populations, from this threat alone.</p>
<p>Increased Risk of Indirect Impacts related to Bushfire Mitigation and Hard Surface Runoff</p>	<p>The urbanisation of these parts of Ku-ring-gai will result in encroachment into bushfire prone lands. Not only will the proposed development intensification result in direct loss of vegetation, trees and habitat for construction footprints, the requirement for bushfire hazard clearing (Asset Protection Zones) will lead to further clearing beyond the direct impact footprints.</p> <p>The increased levels of hard surfaces that replace larger gardens and canopy, will result in high volumes of stormwater runoff which will enter surrounding catchment at higher velocity and volume than under the current, high-permeability vegetated lower density residential landscape. This will cause permanent impacts upon the aquatic ecosystem of the catchment, including Lane Cover River and Cowan Creek. Some of these creeks contain conservation significant fauna species, including potential habitat of Platypus (<i>Ornithorhynchus anatinus</i>) and Rakali (<i>Hydromys chrysogaster</i>).</p>



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community. Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Legend

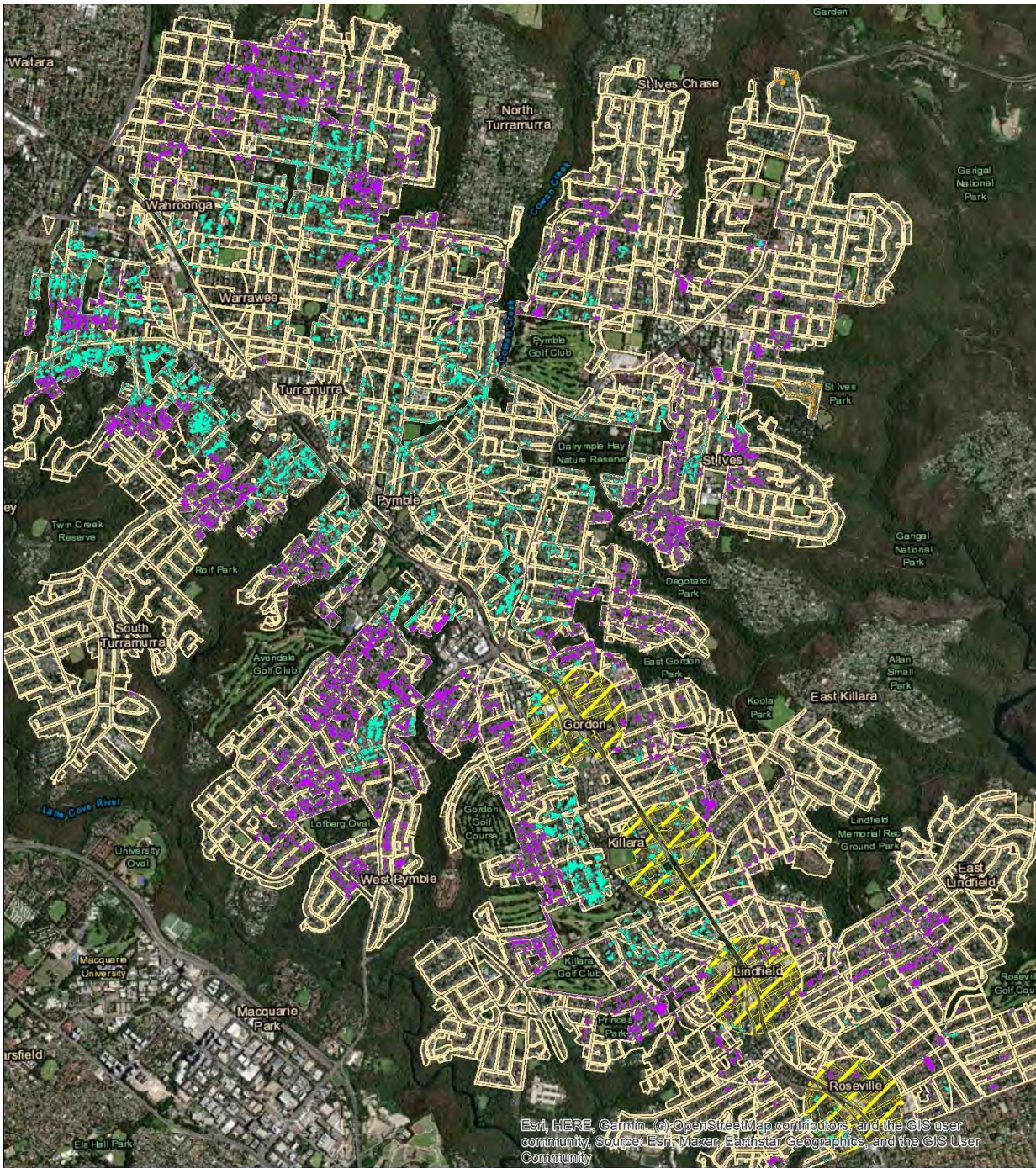
- Threatened Ecological Community**
- Blue Gum High Forest CEEC
 - Coastal Upland Swamp EEC
 - Duffys Forest EEC
 - Sydney Turpentine Ironbark Forest CEEC



Date: 5/02/2024
 Coordinate System: GDA2020 MGA Zone 56
 Imagery: © NSW Public Imagery

This map was produced for this report only.
 It is indicative, not survey-accurate
 and should not be used for design or
 construction purposes.

Figure 2. Threatened Ecological Community Mapping within the Impact Area (DPE 2022)



Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community, source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

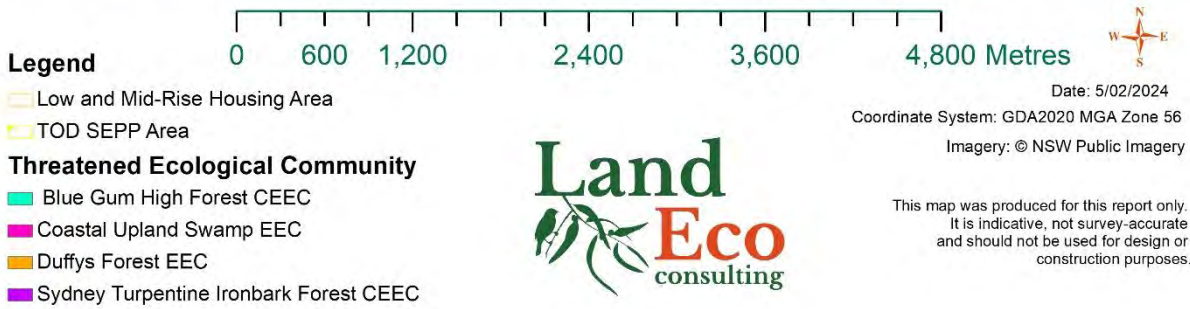


Figure 3. Threatened Ecological Community in reference to the TOD SEPP Area, and Low and Mid-Rise Housing Area (DPE 2022)

Concluding Remarks

By approving the SEPP and Housing Policy, as proposed, without sufficient planning for biodiversity protection, it is expected that the Ku-ring-gai LGA will experience unprecedented losses in biodiversity in vegetation, plants and animals.

Important development assessment processes that are afforded by current NSW and council planning controls including the principles of avoidance, minimisation, offsetting, and mitigation (e.g. replacement planting, and habitat replacement such as fauna nest hollow installation) are enabled through the development application and associated biodiversity impact assessment process (e.g. Flora and Fauna Impact Assessment or Biodiversity Development Assessment Report) on a case-by-case basis. The current development planning process in Ku-ring-gai enables a more appropriate level of resourcing required for Council planning officers, delegated planning panels and, where relevant, the state government (in the case of State Significant Developments) to make informed decisions about whether or not developments should proceed, and if so, whether appropriate modifications are required to maximise biodiversity protection.

From what we have seen to date, there has been little to no consideration of biodiversity matters in the planning for the proposed SEPP and Housing Policy. We emphasise the need for any proposed planning changes to adequately accommodate biodiversity values, through in-built procedures to avoid, minimise, offset, and mitigate impacts to biodiversity from proposed development intensification.

To ensure sensitive native biodiversity of Ku-ring-gai LGA can be sustained while enhancing much needed housing, appropriate biodiversity planning (demonstration of avoidance, minimisation and offset) on a precinct-wide scale through the master planning process, before any new development SEPP and policy is introduced.

The NSW Government must learn from and demonstrate improvements on previous biodiversity planning successes. The Western Sydney Growth Centres strategic assessment's goal was to provide 181,000 new homes, and support about 500,000 new residents in Sydney's growth centres. Although, this involved a significant amount of vegetation removal and habitat loss, the strategic assessment considered the impact of developments on biodiversity through a strategic Biodiversity Certification process whereby thorough, precinct-wide biodiversity assessments were undertaken for native vegetation, threatened ecological communities, and threatened species. Important populations/habitat areas were avoided/protected and other areas proposed for development after assessment of impact and offset through the BioBanking scheme. Councils and other stakeholders were invited to comment and/or contribute to the planning of the protection and development areas. While no without its challenges, this strategic Biodiversity Certification process enabled protection of high value biodiversity, while enabling development, in a manner that provided more certainty and reassurance to Council, developers and community.

The proposed TOD SEPP and Housing Policy has not demonstrated anything that resembles a strategic biodiversity assessment process. To the date we write this letter, Council and the people of NSW have not been made aware of any strategic biodiversity planning process to ensure this proposed TOD SEPP and Housing Policy will not have significant and irreversible effects on the natural capital of NSW as a whole.

Conclusion

In conclusion, Land Eco acknowledges the ambition of the NSW Government to help combat the ever-increasing housing crisis that is facing NSW residents. However, in its current state the SEPP and Housing Policy poses substantial concerns related to its environmental impacts on the biodiversity of Ku-ring-gai including threatened species such as the Powerful Owl and Grey-headed Flying-fox, and threatened ecological communities such as Blue Gum High Forest CEEC and Sydney Turpentine Ironbark Forest CEEC. It currently appears that the NSW Government has prioritised the density of housing at the expense of biodiversity conservation, and there is strong need for more research and planning before such a significant planning policy change is implemented.

Yours sincerely,

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Kurtis is a leading Ecologist in NSW with over 15 years experience in Ecological (both flora and fauna) assessment for development planning and approval. Kurtis was raised in Ku-ring-gai where he attended both primary and secondary schooling. Over his lifetime he has lived in the suburbs of Lindfield, Killara, East Killara, Pymble, Turramurra and Wahroonga. Kurtis is highly learned in the Ecology of Ku-ring-gai and has been involved in multiple community projects and organisations. He leads a team of Ecologists who have delivered Ecological/Biodiversity impact assessments for multiple developments across the Ku-ring-gai LGA, including for private developers and public authorities.

Kurtis understands the importance of both development and environmental conservation and constantly strives to ensure a balance between biodiversity conservation and development outcomes for the benefit of the the community of Ku-ring-gai and NSW as a whole.

Serene White BSc, BNatSc, MRes

Serene is an Ecologist with over 3 years of experience in the ecological field, with a strong passion in fauna conservation and a working knowledge in flora ecology. She has experience in conducting ecological surveys in a range of urban and rural environments. She also has experience in biodiversity assessment, monitoring, and reporting across the Greater Sydney Area. Serene has helped to assess, monitor, and manage a variety of developments including council projects such as footpaths to residential dwellings to large scale State Significant Developments. She undertook her university studies at Western Sydney University including a Bachelor of Science (Zoology)/Bachelor of Natural Science (Animal Science) with a major in Environmental Consulting along with a Master of Research. Her Masters thesis specialised in the recovery of Koala habitats after bushfire within the Sydney Basin using wildlife camera monitoring, acoustic recording, scat surveys and vegetation surveys to study potential koala habitats after fire. She also has extensive volunteer experience volunteering for wildlife sanctuaries, marine centres, and community groups.

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APPENDIX E

Submission to Transport Oriented Development Program Ku-ring-gai Council



Ku-ring-gai Council Submission

on

Transport Oriented Development Program
(Department of Planning and Environment - December 2023)

Endorsed by Council 20 February 2024

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Appendix 1 - Community Engagement Report

Appendix 2 – Hill Thalys Architecture + Urban Projects Opinion

Appendix 3 – Lisa Trueman - Independent Heritage Advice

Appendix 4 – Land Eco Consulting - Independent Assessment of Potential Ecological Impacts

Council Resolutions

At an Extra Ordinary meeting on 5 February 2024 Council considered a Notice of Motion from Councillors Smith and Wheatley and resolved, in part:

(Moved: Councillors Smith/Wheatley)

That Council:

- A. *Condemns the State Government for its irresponsible approach to planning for the future of the built and natural environment in NSW.*
- B. *Rejects the proposed changes to planning controls and demands that they be withdrawn with genuine consultation to be undertaken with councils and their communities, as intended by the National Housing Accord 2022.*

CARRIED UNANIMOUSLY

At the Ordinary Meeting of Council on 20 February 2024 Council considered a report on draft submissions on the *Transport Oriented Development Program* and the *Explanation of Intended Effects: Changes to Create low and mid-rise housing*.

(Moved: Councillors Smith/Wheatley)

- A. *Due to the multiple issues cited and the highly destructive outcomes that would result from the proposal, Council does not support the EIE- low mid-rise housing proposal, nor the TOD proposal.*
- B. *That Council resolve to forward submissions on the TOD Program and the Low and Mid-Rise Housing SEPP provisions at **Attachments A1 and A2** to this report respectively to the DPHI, noting that the TOD submission is unchanged from that version was been forwarded to the DPHI as a draft on 31 January 2024.*
- C. *In addition, Council resolve to forward the specialist reports at Attachments **A5-A8** (inclusive) to this report to the DPHI to be considered as part of Council's formal submissions to both SEPP initiatives.*
- D. *That Council request the NSW Government to work in collaboration with local councils as per the intention of the National Housing Accord to deliver additional housing in line with strategic planning processes under the NSW Environmental Planning and Assessment Act 1979.*
- E. *That Council communicate to the NSW Government its willingness to provide for additional housing through a consultative planning process that delivers high quality urban outcomes and respects the built and natural environment.*
- F. *That the Acting General Manager be authorised to make minor changes to the submissions on the TOD Program and the Low and Mid-Rise Housing SEPP provisions where they are of a minor or editorial nature and otherwise progress the interests of Council consistent within this matter.*

CARRIED UNANIMOUSLY

1 Executive Summary

The TOD Program presents an ambitious vision for shaping Sydney and surrounding cities. Council acknowledges the Government's ambition to leverage Sydney's existing transport networks to create more sustainable, connected and accessible living environments for the growing population. While Council recognise the importance and potential benefits of increasing housing close to transport and amenities, we have concerns that the changes are being pursued in a manner that undermines local councils and communities and will place the long-term liveability of our cities at risk.

Of the 31 stations announced in Part 2 of the TOD program, four are in Ku-ring-gai LGA being Gordon, Killara, Lindfield and Roseville. As such, this submission focuses on the issues and concerns Part 2 of the program only.

Whilst there is capacity to increase density within the TOD zones in Ku-ring-gai (Killara, Lindfield, Gordon and Roseville) infrastructure capacity, schools, open space, tree canopy cover and local services, which are vital elements of more liveable and sustainable communities do not appear to have been appropriately considered. The proposal also has a disproportionate impact on Ku-ring-gai's heritage by placing the highest density on land containing the largest concentration of significant historic development in the area with 40% of land within 400 metres of four stations is listed as a heritage conservation area or a heritage item.

These significant elements of environment, sustainability and heritage should not be sacrificed for unspecified housing density targets.

The proposed changes are massive and sudden in town planning terms. The document describing the changes, at just 4 and a half pages, does not contain sufficient detail to understand and respond to changes of this magnitude. The timeframe to provide comments is too short. The timeframe before implementation in April 2024 is unreasonable.

This submission has been prepared by Ku-ring-gai Council staff, with the assistance of external independent consultants, and is responding to document *Transport Oriented Development Program* dated December 2023 as well as briefings with Council staff (16 Jan 2024) and Councillors (24 Jan 2024).

A summary of Council's main issues and concerns are outlined below. This information is supplemented by letters of support from the following independent consultants:

- Hill Thalys Architecture + Urban Projects– Urban Design (**Appendix 2**)
- Lisa Trueman - Heritage conservation (**Appendix 3**)
- Land Eco Consulting – Ecology (**Appendix 4**)

1.1 Relationship to Strategic Planning Framework

- The introduction of new State Planning Policies which override local planning controls are of concern, particularly at a time when broader Regional and District strategic planning required by the EP&A Act is well progressed. This is severely undermining the existing statutory strategic planning framework in NSW.
- There are no local government area housing targets that have been set for the TOD program. This makes incredibly difficult plan and deliver on the infrastructure requirements to accommodate this future growth.

- The proposed Part 2 of the TOD Program is clearly in breach of governments commitment under the National Housing Accord commitment: to **‘working with’** local governments to deliver planning and land-use reforms that will make housing supply more responsive to demand over time. What is being proposed is a top-down approach, imposing planning controls on local government.

1.2 Identification of Stations /Definition of TOD area

- 31 stations to deliver '138,000 new homes over 15 years'. If evenly distributed, Ku-ring-gai will receive 17,808 dwellings, or 4,452 per station.
- Stations selected on the basis of 'enabling infrastructure capacity close to transport station'. Only infrastructure assessed appears to be 'water and wastewater capacity'
- The document describing the changes does not contain sufficient detail to understand and respond to changes of this magnitude and the government will not release evidence base on which the decision was made claiming "Cabinet-in-Confidence".
- For Council to undertake any proper master planning process for these precincts, any estimates made of net dwelling yields for each of the TOD areas in Ku-ring-gai and the assumptions around take-up rates for residential apartments and shop top housing need to be released.
- The 400m distance should not be measured ‘as-the-crow-flies’ (a simple circle around the station) as this does not reflect the street layout and pedestrian accessibility.
- The 400m should be measured using its definitions of ‘accessible area’ and ‘walking distance’ ('ped-shed' methodology).
- The suggestion by DPHI in the staff briefing that the SEPP should include clear maps of affected land is supported.

1.3 Proposed built form and local character

- The 31 train stations subject to Part 2 of the TOD SEPP are within different LGAs with different local characters and physical attributes. The proposed set of uniform blanket pre-eminent controls for all of these areas, contain no apparent recognition of local character and no provision for the local character to be preserved.
- The TOD Program and the Low and Mid-rise SEPP purport to continue to allow “merit assessments”. However, where any local (LEP & DCP) controls preclude or constrain realization of the 3:1 FSR and/or the 21m height non refusal standards then they would be of no effect.
- Most controls in the Ku-ring-gai LEP and DCP that are designed to protect local character, amenity, heritage, biodiversity and other special environmental areas, and therefore will reduce or preclude realization of the new height and FSR non refusal standards under the TOD SEPP.
- Any claim that there will continue to be opportunity for genuine merit assessment, taking into account those heritage, biodiversity and heritage matters that the residents of Ku-ring-gai have long said are important to them, is disingenuous at best.

1.4 Proposed changes to Planning Controls

The proposed building typology is not consistent with NSW Government's Apartment Design Guide

- The proposed TOD SEPP building controls (height 21m and FSR of 3:1) are inappropriate for an established suburban context with a single street frontages & no rear lanes.
- The proposed TOD building controls appear to borrow from the perimeter block apartment typology referenced in the Apartment Design Guide (ADG) on page 168 which in the ADG's own words are suitable for a "Former industrial area under transition into urban neighbourhood".
- The (ADG) provides example schemes for apartment typologies suitable for suburban areas undergoing transition from detached dwellings to residential flat buildings.
- The ADG examples are notably lower in building height and density than the TOD SEPP (FSR 1.0:1 & height 3-4 storeys), provide front setbacks consistent with established pattern in street, and deep soil provisions of 35-40% (ADG page 158 & 160).
- Council's analysis demonstrates that the building typology is inappropriate and should be reviewed to be consistent with the ADG.

The proposed controls represent a mismatch in maximum FSR and maximum building height.

- Council has undertaken modelling to demonstrate that the proposed controls cannot be made to work on typical blocks within the TOD areas in Ku-ring-gai.
- It will result in residential flat buildings containing apartments very low amenity that cannot comply with the ADG as well as a very a poor urban form.
- Council's analysis indicates that architectural modelling was not undertaken to inform the decision to adopt this combination of development standards.
- Council's analysis demonstrates that the 21m and 3.0:1 combination cannot work in a straight residential flat building typology and the FSR should be reduced with reference to the ADG

Implications for good design across NSW

- The ADG been crucial in improving the design quality of apartments in NSW.
- The proposal to amended ADG provisions to 'reflect the unique design challenges of mid-rise buildings' is of great concern.
- The ADG will continue to apply to all apartment design across NSW and not just within TOD areas or areas proposed under the Low and mid-rise housing EIE.
- Lowering the design standards in the ADG to accommodate this flawed mid-rise housing model will result in a decreased design quality for all new apartment across the State.
- If the Department must include variations to ADG design criteria to accommodate mid-rise housing, the changes should apply to TOD areas only.

1.5 Development Constraints

- The TOD SEPP ignores a best practice planning methodology. Council has undertaken exhaustive constraints analysis for its local centres including Gordon and Lindfield. The studies show that the Ku-ring-gai local centres are constrained with large areas within the TOD SEPP area having no potential for new housing.
- There is no evidence that a constraints analysis was undertaken by the Department to inform the decision to adopt this combination of development standards.
- As a result, dwelling yields could be significantly over-estimated.
- The TOD SEPP covers areas that are highly constrained and require careful master planning to accommodate any increase in density.

1.6 Urban Forest and Tree Canopy Impacts

- Existing Canopy cover across the residential zones within the TOD areas is currently between 29% and 32%.
- Ku-ring-gai's Urban Forest Strategy has a target to increase canopy cover percentage in residential zoned areas up to 40%.
- This target was set based on the NSW government target and recognises the importance of canopy in improving the liveability and amenity in residential areas.
- Based on the modelling undertaken by Council the proposed development controls will result in significant loss of tree canopy.
- The proposal as it stands make it impossible to meet these canopy cover targets across the LGA.

1.7 Heritage

- The proposal has a disproportionate impact on Ku-ring-gai's heritage by placing the highest density on land containing the largest concentration of significant historic development in the area.
- 40% of land proposed for highest density redevelopment within 400 metres of four stations is listed as a heritage conservation area or a heritage item. For Killara station, 83% of the affected land is heritage listed.
- This proposal directly impacts more than 530 listed properties, including more than 100 heritage items. More than 2,000 listed properties are impacted by the parallel proposal within 800 metres of these four stations.
- The heritage impact of the proposed density is heightened in Ku-ring-gai because of its distinct local history and heritage, where Ku-ring-gai's listed buildings are concentrated along the train line and are primarily low-scale houses in garden settings.
- The proposed increased density will irreversibly degrade the heritage significance of both the heritage items and heritage conservation areas because of the disparity to the existing low-scale historic built form and proposed removal of Council's capacity to refuse detracting development.

- Lacking any requirements to retain heritage significance, fabric or setting, the proposed increased density will instead incentivise partial or complete demolition of heritage buildings, over-scaled infill development and loss of garden settings.

1.8 Environmental impacts

- The proposed TOD SEPP raises substantial concerns related to its alignment with Ecologically Sustainable Development (ESD) principles and potential impacts on Ku-ring-gai's biodiversity, water management, and local environmental controls. Notably, the SEPP appears to prioritize housing density at the expense of biodiversity conservation, presenting inconsistencies with crucial state Acts, such as the *Biodiversity Conservation Act 2016* and the *Water Management Act 2000*. The lack of detailed environmental assessments further amplifies concerns about potential adverse effects on biodiversity and waterways.
- Scepticism surrounds the TOD SEPP's reliance on one-size-fits all planning which is inappropriate for Ku-ring-gai. The blanket application casts doubt on its ability to meet the desired standards for "good design" and liveability. To address these concerns, it is recommended to:
 - explicitly state that local/site-based controls and merit-based assessments will remain applicable.
 - Increase the deep soil provisions
 - reducing floor space ratio (FSR) in the TOD Sepp
 - Ensure protection of all biodiversity/greenweb mapped areas
 - Prioritise tree retention over replanting and offsets.
- These measures would help foster a balanced approach to increasing housing that upholds local environmental values, ensuring the proposed development aligns with environment and sustainability goals and safeguards the distinctive character of Ku-ring-gai inline with community expectations and Government policy.

1.9 Affordable Housing

- It must be emphasised that the delivery of additional medium to high density housing delivered in the Ku-ring-gai Local Government Area will not create affordable dwellings simply by reason of their existence. Existing land costs for the established houses that will be targeted for redevelopment range from approximately \$3,000 to \$4,000/sqm (rounded) at their current R2 zonings without any adjustment for the proposed significant uplift. While it is understood that the Productivity Commission is keen on "filtering" to address social and affordable housing, the unaffordability of housing for Key Workers will remain. This only serves to emphasise the need for direct Affordable Housing targets.
- While the proposed 2% affordable housing contribution is welcomed, it should be significantly increased to capture greater public benefit given the windfall profit to land owners that will be delivered through the provisions of TOD SEPP (for instance R2 0.3:1 increasing ten-fold to 3:1).
- The mandated Affordable Housing provision in the Part 2 areas must also be in perpetuity in the same manner as for the Stage 1 areas and formally dedicated to well-established Registered Community Housing Providers.
- The proposed 2% is inadequate to deliver any meaningful provision of affordable housing, especially of in-kind dedication, noting that only in-kind provision will have any timely impact on

local needs. It is essential to incentivise in-kind provision, rather than effectively encourage the payment of a monetary contribution. As such, any alternative monetary contribution must be reflective of the actual land and property values contained within the catchment map pertaining to the specific station area in the TOD SEPP.

- The proposed 2% Affordable Housing component is too limited to reflect appropriate value-capture of the immediate and significant uplift in development potential in the targeted areas. This represents a major missed opportunity to increase the stock of Affordable Housing.

1.10 Infrastructure - Traffic and Transport

- The Transport Oriented Development (TOD) program offers no transport impact assessment from proposed increases in residential dwellings.
- Preliminary assessments by Council suggest traffic generation impacts from the potential additional residential dwellings (excluding impacts from any additional retail/business/community floor space) would be substantial, and there may not be capacity for further road network improvements over and above those foreshadowed in the Ku-ring-gai s7.12 Contributions Plan.
- These effects are likely to be exacerbated in the Gordon, Lindfield and Roseville centres, due to the close proximity of Pacific Highway and the T1/T9 North Shore Railway line presenting a constraint to local access, with limited crossing opportunities of the railway line and the Highway.
- The Low and Mid-Rise SEPP would result in a large number of new dwellings with poor access to transport, shops and services, resulting in cumulative traffic impacts to the TOD centres that have not been quantified.
- Maximum residential car parking provision is supported in principle but there is no information on the threshold or rate of provision, to be able to comment further.

1.11 Infrastructure – Open Space and Recreation

- Ku-ring-gai is characterised by natural areas and bounded by National Parks but historical development patterns around the oldest areas around the local railway stations provided for relatively fewer local parks in the areas where densification has already been occurring and will be significantly increased under the TOD SEPP.
- Targets identified by the Award-winning Ku-ring-gai Open Space Acquisition Strategy are being realised through s7.11 contributions with the delivery of seven new open space but the significant new development will give rise to even greater unmet demand. Ku-ring-gai already designs all new parkland for intensive usage within a compact space at much higher cost than baseline embellishment because the cost of land at \$3-4,000/sqm metre prohibits acquisition beyond 2.75sqm/capita of additional residents – less than 1/10th of the established standard of 28.3sqm/capita and half of the prevailing provision of local parks (5.83sqm/p) at the time of the 2010-2012 rezonings. This programme of local parkland delivery must be supported to continue to cater for even more demand.
- The recently completed Ku-ring-gai Recreation Needs Study will guide delivery of Ku-ring-gai's open space and recreation needs and support a review of the s7.11 Contribution Plan, however, the

growth predictions may now be significantly under-estimated as the implications of the TOD SEPP could be a potential increase in the resident population of up to 30% as compared to 5.1% between 2016 and 2021.

- The importance of local open space in supporting community well-being was firmly established during the recent COVID19 pandemic, consistently supported by Council's Community engagement. The provision of new parks in areas of new unit development fosters the creation of new local communities and becomes a local focal point.

1.12 Infrastructure – Community facilities and Social Infrastructure

- Council is concerned about the potential strain on existing social infrastructure, and the impact of a lack of coordination between State and local governments.
- Based on the findings of the Ku-ring-gai Council Community Facilities Strategy 2018 and the dwelling figures used in the Government's TOD SEPP Program document, Council's existing undersupply of libraries and community facilities by a further 4,500sqm to a total of 14,500sqm.
- Typically, about 1/3 of the total costs of new facilities can be funded by section 7.11, leaving Council with a significant funding gap.
- Under the assumption that the program aims to deliver 17,800 new homes in the LGA, this equates to around 5,200 primary and 2,300 secondary places. While private schools would be expected to take some of these students, many would need to be accommodated in new or upgraded public schools.
- Proper planning and collaboration between state and local agencies will be required to ensure growth reflects the capacity of the area, and that schools and other social infrastructure are expanded alongside housing development.

1.13 Local Infrastructure Contributions

- Support for intensive redevelopment requires the funding and delivery of supporting infrastructure. The existence of railway stations does not mean that all supporting infrastructure is present or adequate. Community support for intensive redevelopment is reliant on the provision of adequate infrastructure and the concept that existing residents must subsidise new development while suffering a reduction in accessibility to road-based transport and parkland has long been a major barrier to new development.
- Ku-ring-gai's current s7.11 Contributions Plan, which is under review, levies for the provision of just 2.75sqm/capita of local parkland and that is possible only because of the cap exemption in the existing higher density Local Centres areas. Ku-ring-gai's s7.12 Contributions Plan which was reviewed in 2023, does.
- There has been no background data on the infrastructure assessments undertaken for the TOD SEPP provided to council. The review of s7.11 contributions plan relies on extensive supporting documentation and a fully costed works programme with demonstrable nexus to the increased demand to derive an appropriate defensible contribution rate that will be able to deliver adequate supporting infrastructure including local parks, community floorspace, intersection upgrades and

public domain works that cater for increased pedestrian, cyclist and vehicular activity in the same limited spaces.

- Ku-ring-gai Council is extremely concerned that the local infrastructure contributions arising from the immediate uptake of higher density redevelopment will result in inadequate provision for supporting infrastructure due to the lack of adequate time and resources to review the s7.11 Contributions Plan properly supported by accurate infrastructure impact assessment, the introduction of higher density in areas outside the existing exemption areas that are already zoned R3 and R4 and Business areas and the inability of s7.12 contributions at 1% to fund the acquisition of additional open space land in areas where land acquisition costs for even R2 zoned land average \$3-4,000/sqm without factoring in the uplift from the greatly increased development potential.

1.14 Alternate Council led strategies.

- For Council to undertake any proper strategic/master planning process for these precincts, the department must release their estimated net dwelling yields for each of the TOD areas in Ku-ring-gai and the assumptions around take-up rates for residential apartments and shop top housing. This makes it incredibly difficult to plan and deliver on the infrastructure requirements to accommodate this future growth. Council requests the Government provide the housing targets and supporting planning, economic or other analysis for these targets.
- The required master planning process for the 4 TOD precincts in Ku-ring-gai will be a significant and resource intensive undertaking for Council. Unlike the eight precincts covered in Part 1 of the TOD Program, there is no State Government funding or planning resources on offer to assist Council undertake this significant strategic planning exercise.
- There is no suggestion that an alternative would be implemented any other way than via a Planning Proposal in the ordinary manner. This would leave open a significant period (18-24 months) within which DAs under the TOD SEPP could be lodged, approved, and commenced.
- Council strongly recommends that the proposal is deferred to allow Council to put forward an alternative proposal after due consideration of local constraints, needs and community input.

2 Introduction

2.1 Information Reviewed

This submission is responding to document *Transport Oriented Development Program* date December 2023 as well as briefings with Council staff (16 Jan 2024) and Councillors (24 Jan 2024).

Of the 31 stations announced in Part 2 of the TOD program, four are in Ku-ring-gai LGA being Gordon, Killara, Lindfield and Roseville. As such, this submission focuses on the issues and concerns Part 2 of the program only. It is noted that the documentation only contains less than 5 pages of information on Part 2. While high level information on the selection process is provided in document, the detailed analysis has not been provided to Council.

As the TOD Program documentation provide little information on the proposed planning controls, Council has relied on the further detail on the 'Mid-rise housing model outlined in the document *'Explanation of Intended Effect: Changes to create low and mid-rise housing'* to inform this submission, as advised in the briefing with DPHI.

2.2 Context of planning in Ku-ring-gai

Ku-ring-gai has historically placed a strong emphasis on protecting the natural environment as well as the built and heritage character of existing urban areas and a measured approach to accommodating additional urban growth and development.

Covering 85 square kilometres, Ku-ring-gai is surrounded by three national parks (Ku-ring-gai Chase, Garigal and Lane Cove), giving it a distinctive natural geographical character and position. It is defined by its unique biodiversity and beauty with significant urban forests and tracts of local bushland as well as a visually significant tree canopy across both natural and urban areas.

Without the tall tree canopy and diversity of fauna, the Ku-ring-gai area would be indistinguishable from the many Sydney areas which have already been cleared of natural habitat.

The physical appearance of Ku-ring-gai, the connectedness of green leafy areas encompassing both public and private lands and the physical location of urban areas within a well-defined geographic boundary, have been critical contributory factors to the area's distinctive character and the Ku-ring-gai community's sense of place.

The most recent results from Council's community satisfaction survey (2021) found that 88% of residents believed it was important/very important for Council to maintain Ku-ring-gai's unique visual character and identity. Residents reported the area's natural environment and open spaces and sense of community the greatest strengths of the local area.

Ku-ring-gai is the birthplace of the National Trust of Australia (NSW) and Council and the community place great value on its significant built and natural heritage through heritage programs and policies to identify and protect Ku-ring-gai's heritage.

Managing new urban development and growth has been focused, well researched, applied and monitored – to protect the treed landscape character of the area and create an acceptable urban form, with a transition to adjoining lower forms of urban development emphasising quality architecture and urban design.

The high standard of development in the Ku-ring-gai area has been recognised through several design awards and commendations by the Australian Institute of Architects and the Urban Development Institute of Australia. Award winning policies such as *Thinking outside the Box* and the *Ku-ring-gai Open Space Strategy and Open Space Acquisition Strategy* demonstrate innovative approaches to managing urban growth and underpin the existing historical and traditional values of Ku-ring-gai. Best practice community consultation and land use planning have led to a robust planning framework to deliver quality design outcomes and maintain the identity and character of Ku-ring-gai.

In response to the release of the NSW Government Housing policy documents, Council has undertaken an extensive process of communications and engagement with the Ku-ring-gai community to raise awareness on the state government housing policy which will have a significant impact on Ku-ring-gai and its community. This report is included as **Appendix 1** and provides a summary of these activities, specifically detailing community feedback captured via the survey.

2.3 Collaboration and consultation

To ensure that the program delivers its intended outcomes, we emphasise the need for cross-government collaboration. Under the Local Government Act 1993, councils are expected work co-operatively with other councils and the State government to achieve desired outcomes for the local community. Local governments, with their direct knowledge of communities and the constraints and opportunities for sustainable residential development, must be actively involved in the planning and decision-making processes. The State government should work closely with councils on planning that addresses the issues resulting from increased housing density, such as traffic congestion, green space preservation and access to essential services.

Community opposition is one of the major barriers to boosting housing supply through medium-density infill (1). Residents rightfully worry about infill harming their neighbourhood's character, eliminating green spaces, reducing privacy and increasing traffic. We urge the NSW Government to engage in meaningful dialogue with councils and communities, refine the policy to prioritise liveability and affordability, maintain robust planning processes to ensure local communities are consulted, uphold environmental and heritage protections and ensure that development is tailored to local contexts and needs. The policy changes will have an irreversible impact on the shape and character of our city. Whether it delivers on the intended outcomes or creates further problems for state and local governments depends on the Government's willingness to engage councils and local communities to address risks and concerns.

3 Key Concerns and Recommendations

3.1 Relationship to Strategic Planning Framework

The introduction of new State Planning Policies which override local planning controls are of concern, particularly at a time when broader strategic planning is well progressed. Division 3.3 of the *Environmental Planning and Assessment Act 1979* sets out the legislative framework for strategic planning in NSW. This framework provides a clear line of sight from the regional level to planning and delivery at the local level.

The Act requires the development of regional, district and local level strategic plans that include or identify: the basis for strategic planning in the region/district/LGA, having regard to economic, social and environmental matters; a vision statement; Objectives consistent with that vision; Strategies and Actions

for achieving those Objectives; and an outline of the basis on which the implementation of those Actions will be monitored and reported.

A key component of this framework is the local strategic planning statement, which provides the local response to the higher-level planning matters and objectives. The local strategic planning statement is also required to be consistent with a council's community strategic plan prepared under the *Local Government Act 1993*. Under this framework, local planning is supposed to be supported by NSW Government funding for implementation and infrastructure. This includes funding that accelerates planning processes for Councils and State infrastructure funding programs that align to growth.

Under recent amendments to the EP&A Act, the Planning Secretary is required to review the current Greater Sydney Region Plan—A Metropolis of Three Cities as soon as practicable after 1 January 2024 and submit a draft regional strategic plan that applies to the whole of the Six Cities Region to the Minister. This will then trigger reviews of the existing District Plans and Local Strategic Planning Statements.

The EP&A Act requires District Plans to include housing targets for the number of net additional dwellings required for each local government area in the district for the next 5, 10 and 20 years. This would in turn guide the development of Local Strategic Planning Statements and local planning responses for the provision of the required housing numbers.

While it is acknowledged that the EP&A Act allows the Planning Secretary to issue housing targets for a district before a draft district strategic plan is publicly exhibited, or change housing targets before the district strategic plan, no such local government area housing targets have been set for the TOD program. This makes incredibly difficult plan and deliver on the infrastructure requirements to accommodate this future growth.

It is of major concern that the proposed Part 2 of TOD Program is that it is being rolled out at a time when the review of existing strategic plans is imminent. This is severely undermining the existing statutory strategic planning framework in NSW.

The TOD Program is being driven by Housing Policy objectives rather than a the fully integrated economic, social and environmental vision and objectives contained in the regional, district and local strategic land use plans. The Department claims that TOD Program is being driven by and in response to the *National Housing Accord*. The Housing Accord contains a number of commitments for state governments including the following (p2):

*'Commit to **working with** local governments to deliver planning and land-use reforms that will make housing supply more responsive to demand over time, with further work to be agreed under the Accord.'* (emphasis added)

Part 2 of the TOD Program is clearly in breach of this commitment. What is being proposed is a top-down approach, imposing planning controls on local government.

3.2 Identification of Stations /Definition of TOD area

3.2.1 Selection of stations

Of the 31 stations announced in Part 2 of the program, four are in Ku-ring-gai LGA (Gordon, Killara, Lindfield and Roseville). This represents 12.9%, or just more than one eighth, of all development proposed under this Part.

Part 2 is intended to deliver '138,000 new homes over 15 years' (p2). If these are evenly distributed, this means that Ku-ring-gai will receive 17,806 new homes, or 4,452 per station without any commitment from the State Government for the infrastructure required to support this huge increase.

It is unclear how the (average) 4,452 homes per station been calculated — is it an ambition to be achieved or the outcome of capacity analysis? Each new home will require approximately 92m² of GFA (based on an 80m² average unit size allowing for slightly larger mix plus non-NSA GFA items such as corridors and party walls. 4,452 new homes will require 409,584m² of GFA. At 3:1, this will require 136,528m² of site area. This results in a density of over 300dw/Ha (326) net on-site. A single typical residential lot (20m x 50m = 1000m²) could be expected to accommodate approximately 30 units.

Stations for Part 2 of the TOD program have supposedly been selected on the basis of 'enabling infrastructure capacity close to transport station'. However, the only infrastructure assessed appears to be 'water and wastewater capacity'.

The document describing the changes does not contain sufficient detail to understand and respond to changes of this magnitude and the government will not release evidence base on which the decision was made claiming "Cabinet-in-Confidence". For Council to undertake any proper master planning process for these precincts, any estimates made of net dwelling yields for each of the TOD areas in Ku-ring-gai and the assumptions around take-up rates for residential apartments and shop top housing need to be released.

3.2.2 Definition of TOD Area

The station precincts are described as being 'within 400m of the station.' The method of measurement is unclear. The physical extent of the proposed precinct is an essential spatial factor to understand. To relate to actual pedestrian accessibility and allow people to 'be able to live within walking distance' (p4), the 400m should be measured in a similar way to SEPP Housing using its definitions of 'accessible area' and 'walking distance' (SEPP Housing Schedule 10) ('ped-shed' methodology). Additionally, as railway stations are large structures, clarity should be provided on which part of the station is the 'public entrance' — is it the first structure associated with the station (for instance, a ramp), the first point of signage, the first point of pedestrian cover, or the first tap-on point? The 400m distance should not be measured 'as-the-crow-flies' (a simple circle around the station) as this does not reflect the street layout and pedestrian accessibility and could conceivably include land which is much further than 400m walk from a station. The 400m circle approach is not supported for these reasons.

The suggestion by DPHI in the staff briefing that the SEPP include clear maps of affected land is supported. However, these maps should be provided upfront so proper analysis of potential impact can be undertaken.

Ku-ring-gai has had the benefit of long-term strategic planning. Three of the four nominated stations (not Killara) can be characterised as having a core of E1 Local Centre surrounded by R4 High Density Residential. Many E1 and R4 sites have been developed relatively recently under KLEP2015 (and precursors) and contain many larger buildings in strata ownership. Previous development will act as a constraint to new development under the TOD SEPP and reduce the number of sites that are available to be feasibly redeveloped.

3.3 Proposed built form and local character.

3.3.1 Inappropriateness of a “one size fits all” approach

The proposed building height of 21 m and FSR of 3:1 within a 400m radius of the nominated train stations in Part 2 of the TOD SEPP will likely result in a building footprint covering a very high proportion of the site (70-75%) meaning no front or side set backs and minimal rear setbacks:

- Producing a continuous urban building form
- Severely constraining on-site tree planting & landscaping opportunities
- Constraining provision of communal open space
- Resulting in minimal or zero building separation
- Resulting in privacy impacts
- Producing poor internal amenity, with resultant buildings unable to comply with ADG or Housing SEPP Chapter 4.

The above issues will be further compounded by the absence of any minimum lot size or lot width/frontage controls.

The 31 train stations subject to Part 2 of the TOD SEPP are within different LGAs with different local characters and physical attributes. The proposed set of uniform blanket pre-set controls for all of these areas, contain no apparent recognition of local character and no provision for local character to be preserved. While the proposal will continue to allow “merit assessments”, this will not include any local DCP or LEP control that departs from the Government’s mandated non refusal standards. Most in Ku-ring-gai will depart given that in most cases such local controls feature significantly lesser height and FSR outcomes compared to the non-refusal standards proposed in the TOD SEPP.

Further analysis of the proposed built form controls and their impact on the local character of Ku-ring-gai is contained in section 3.4 below.

3.3.2 Non refusal standards and conflicts with existing local controls

Whilst it is stated that new design criteria will be introduced for mid-rise residential apartment buildings, such as building separation, setbacks and communal open space provision, in light of the above, it is difficult to see how these will be achieved given the volumetric outcome and limited un-built upon site area that would result from a combination of 3:1 permissible FSR and a 21 m permissible height.

Should any local (LEP & DCP) controls preclude or constrain realisation of the 3:1 FSR and/or the 21m height non refusal standards proposed in Part 2 of the TOD SEPP, then they would be of no effect as they would be inconsistent with these new standards. It is considered that most controls in the Ku-ring-gai LEP and DCP that are designed to protect local character, amenity, Heritage, biodiversity and other special environmental areas, will reduce or preclude realisation of the new height and FSR non refusal standards and will therefore not apply as they would be inconsistent with the new controls. This will mean that the scope of merits assessment will be greatly reduced, if not, completely negated.

At the very least, a Practice Note with further guidance, definitions and examples should be provided, particularly to address the concept of ‘not inconsistent with’ as this term creates a substantial grey area that will introduce issues of interpretation and tension within the approvals process

3.4 Proposed changes to Planning Controls

3.4.1 Proposed Planning Controls

The changes will allow:

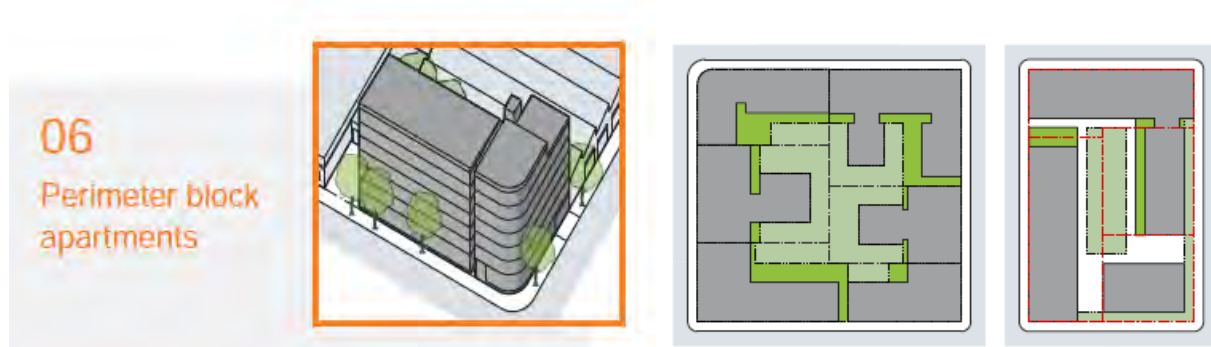
- Residential apartment buildings in all residential zones (R1, R2, R3, and R4) within 400m of Roseville, Lindfield, Killara and Gordon stations
- Residential apartment buildings and shop-top housing in local and commercial centres (E1 and E2) within 400m of Roseville, Lindfield, Killara and Gordon stations.

Proposed changes to planning controls:

- Maximum building height 21m (approx. 6 storeys)
- Floor space ratio 3:1
- No minimum lot size or lot width

3.4.2 Proposed building typology inconsistent with Apartment Design Guide

- *The Apartment Design Guide - Appendix 4 – Apartment Building Type* provides example schemes suitable for different contexts.
- The proposed TOD building controls (height 21m and FSR of 3:1) are consistent with the perimeter block apartment typology referenced in the ADG on page 168.



- The ADG notes this typology as appropriate for a *“Former industrial area under transition into urban neighbourhood; the site is located on a street corner and surrounded by industrial sheds and several new apartment buildings”*.
- Council has identified examples of this building typology at Meadowbank, a former industrial site, which are 6 to 7-storeys with an allowable FSR of 2.5:1 (image below)



Meadowbank, Sydney - HOB 6-7 storeys, FSR 2.5:1

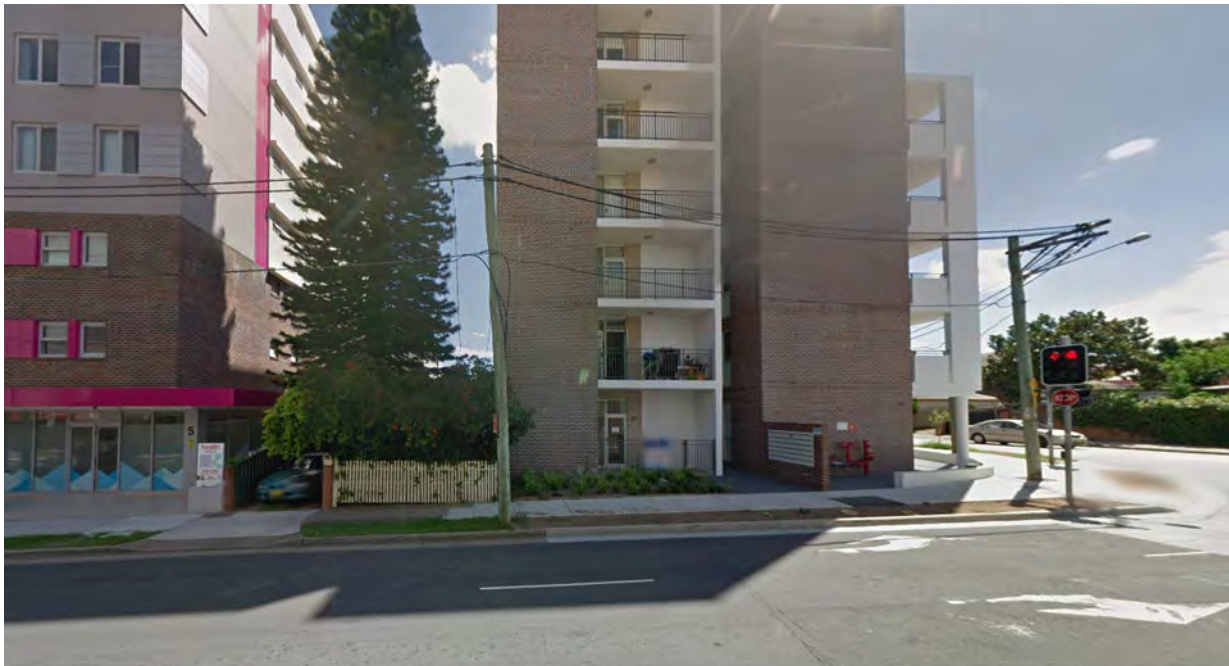
- This typology is not suitable for suburban streets such as Khartoum Avenue, Gordon (image below) Lynwood Ave, Killara or Roseville Avenue, Roseville (image below)



The lack of a minimum lot size provision will allow incremental and piece meal development in these streets resulting in single houses being left adjoining or surrounded by 7 storey + buildings as can be seen in the following examples on Wilga Street in Burwood.



Wilga Street, Burwood – single dwelling with development adjoining development built to property boundary



Wilga Street, Burwood – single dwelling with adjoining developments built to property boundary

3.4.3 Proposed building typology inappropriate for suburban infill context

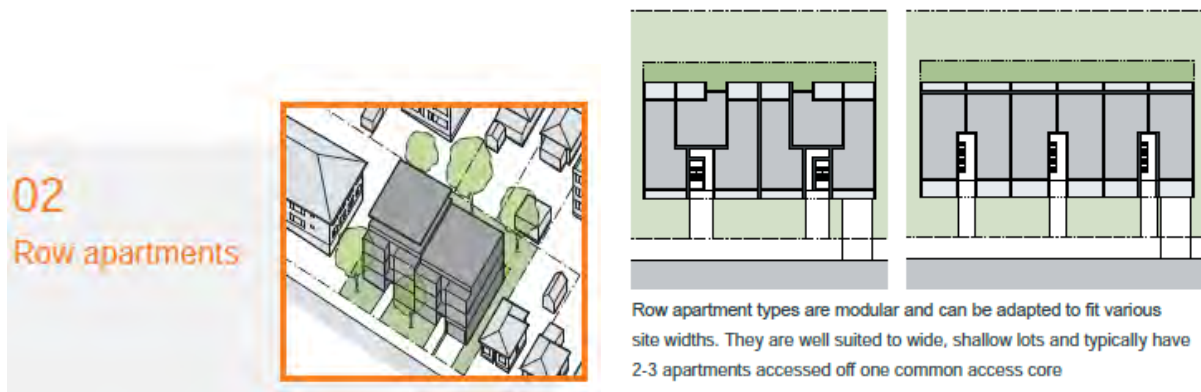
The Apartment Design Guide - Appendix 4 – Apartment Building Types provides example schemes for apartment typologies suitable for suburban infill sites in locations with a single street frontage (no rear lane).

These examples are notably lower in building height and density than the TOD SEPP. Both typologies provide front setback consistent with established pattern in street; side setbacks of 3-4m; and rear setbacks of 6m-10m. (ADG page 158 & page 160).

Both examples have deep soil provision of 35-40% (ADG page 158 & 160).

3.4.3.1 Row Apartments

- FSR 1.0:1 & height 3-4 storeys (ADG page 160)
- ADG identifies this typology as suitable for a context where “a consolidation of three narrow residential lots, located in a suburban area undergoing an increase in density with a mix of detached, duplex, terrace and apartment buildings” (ADG, page 160)



3.4.3.2 Narrow Infill Apartments

- FSR 1.0:1 & height 3-4 storeys

- ADG identifies this typology as suitable for a context where “Suburban infill site in an area undergoing transition from detached dwellings to residential flat buildings; the site is a consolidation of two detached housing lots” (ADG page 158)

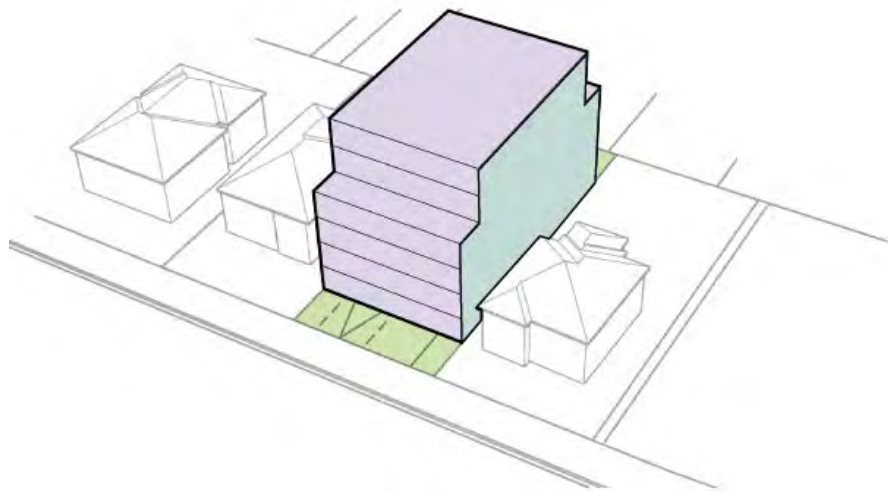


ADG Apartment Case Studies – Narrow Infill – 4-storeys & FSR 1.4:1

<https://www.planning.nsw.gov.au/sites/default/files/2023-04/watermark-apartments-huskisson-case-study.pdf>

3.4.4 The proposed controls represent a mismatch in maximum FSR and maximum building height and context

Council has undertaken modelling to demonstrate how the proposed controls may work on typical blocks within the TOD areas in Ku-ring-gai (images below)

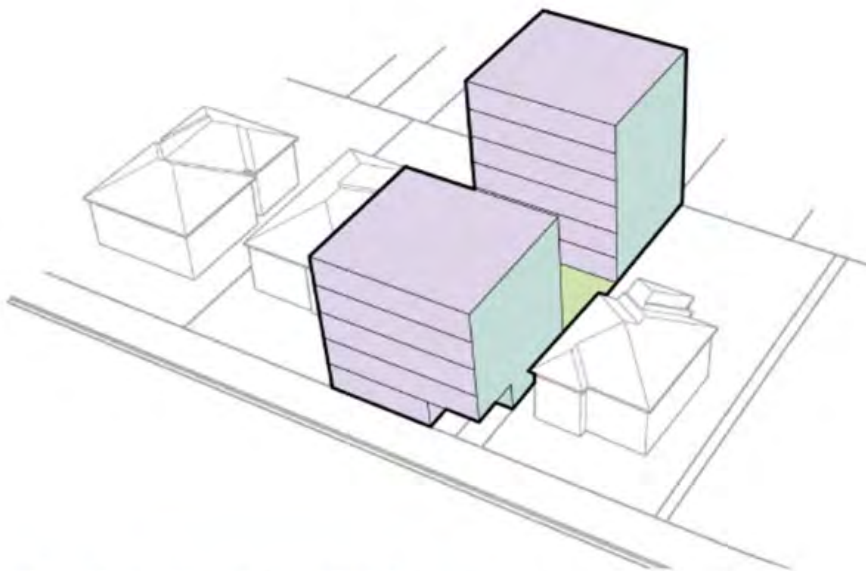


Option 1c - Front and Rear Setbacks Only 3:1 FSR 6 Storeys

Example 1 – two party walls

This option achieves FSR 3.0:1, the development would be built to side boundaries with blank walls, with 6 metre front and rear setbacks. Such a development is not currently feasible because:

- Not ADG compliant.
- A 32m deep building would result in high proportion of apartments located internally with no external windows.
- Would rely on internal lightwells for natural light and ventilation.
- Lot width would make it difficult to accommodate basement parking.

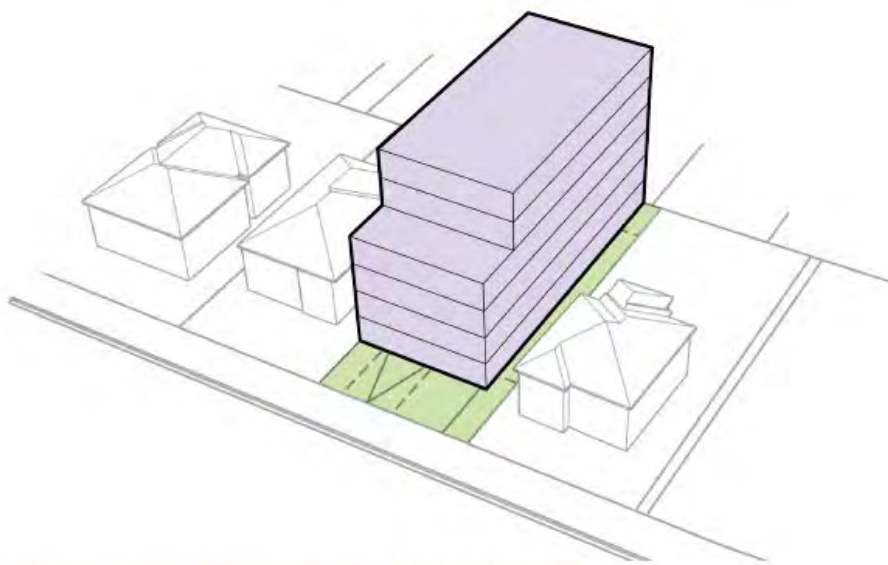


Option 1e - 12m Central Setback Only 3:1 FSR

Example 2 – four party walls

This option achieves FSR 3.0:1 and provides ADG compliant development solar access and ventilation with a 16 metre building depth. It would be built to side boundaries with blank walls, and 0 metres front and rear setbacks. Such a development is not currently feasible because:

- Lack of rear setback would sterilise future development on adjoining site to rear
- Complete loss of existing tree canopy cover across the site;
- Lot width would make it difficult to accommodate basement parking



Option 1f - 8m Front Setback and 2.5m Side Setback Only 3:1 FSR

Example 3 – one party wall

This option achieves FSR 3.0:1 and may provide ADG compliant development solar access and ventilation with a 15.5 metre building depth. It would be built to side boundary on one side with a 2.5 metre setback on the other side with blank walls, and 8 metre front and zero rear setbacks. Such a development is not currently feasible because:

- Lack of rear setback would sterilise future development on adjoining site to rear
- 2.5 metre setback on one side would require adjoining site to provide a 10-metre setback for ADG compliant building separation
- Lot width would make it difficult to accommodate basement parking

3.4.5 Implications for Good design

The analysis above of the proposed mid-rise apartment model demonstrates that there is a disconnect between with a height of 21m and an FSR of 3.0:1. It will result in residential flat buildings containing apartments very low amenity that cannot comply with the ADG as well as a very a poor urban form. Council would be very interested in seeing the architectural modelling the Department undertook informing the decision to adopt this combination of development standards.

The 21m and 3.0:1 combination may work for shop-top housing in a town centre setting with ground floor commercial floor space and active street frontages. However, it cannot work in a straight residential flat building typology and should be reviewed.

The ADG been crucial in improving the design quality of apartments in NSW. The Department's proposal to amended ADG provisions to 'reflect the unique design challenges of mid-rise buildings' is of great concern. The ADG will continue to apply to all apartment design across NSW and not just within TOD areas or areas proposed under the *Low and mid-rise housing* EIE. Lowering the design standards in the ADG to accommodate this flawed mid rise housing model will result in a decreased design quality for all new apartment across the State.

If the Department must include variations to ADG design criteria to accommodate mid-rise housing, the changes should apply to TOD areas only and should be located in the SEPP only. A precedent for how this could work is along the lines of SEPP Housing Clause 75 for build-to-rent. The SEPP could even nominate numerics where required (building separations, communal open space and landscaping). The ADG should not, and does not need to be, amended for SEPP TOD to operate.

3.5 Development Constraints

During preparation of Council's draft Housing Strategy planning and development constraints were analysed and mapped for Gordon and Lindfield Local Centres.

Mapping for Killara and Roseville was not undertaken as these did not form part of Council's staged Housing Strategy.

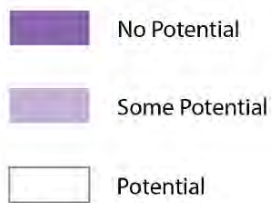
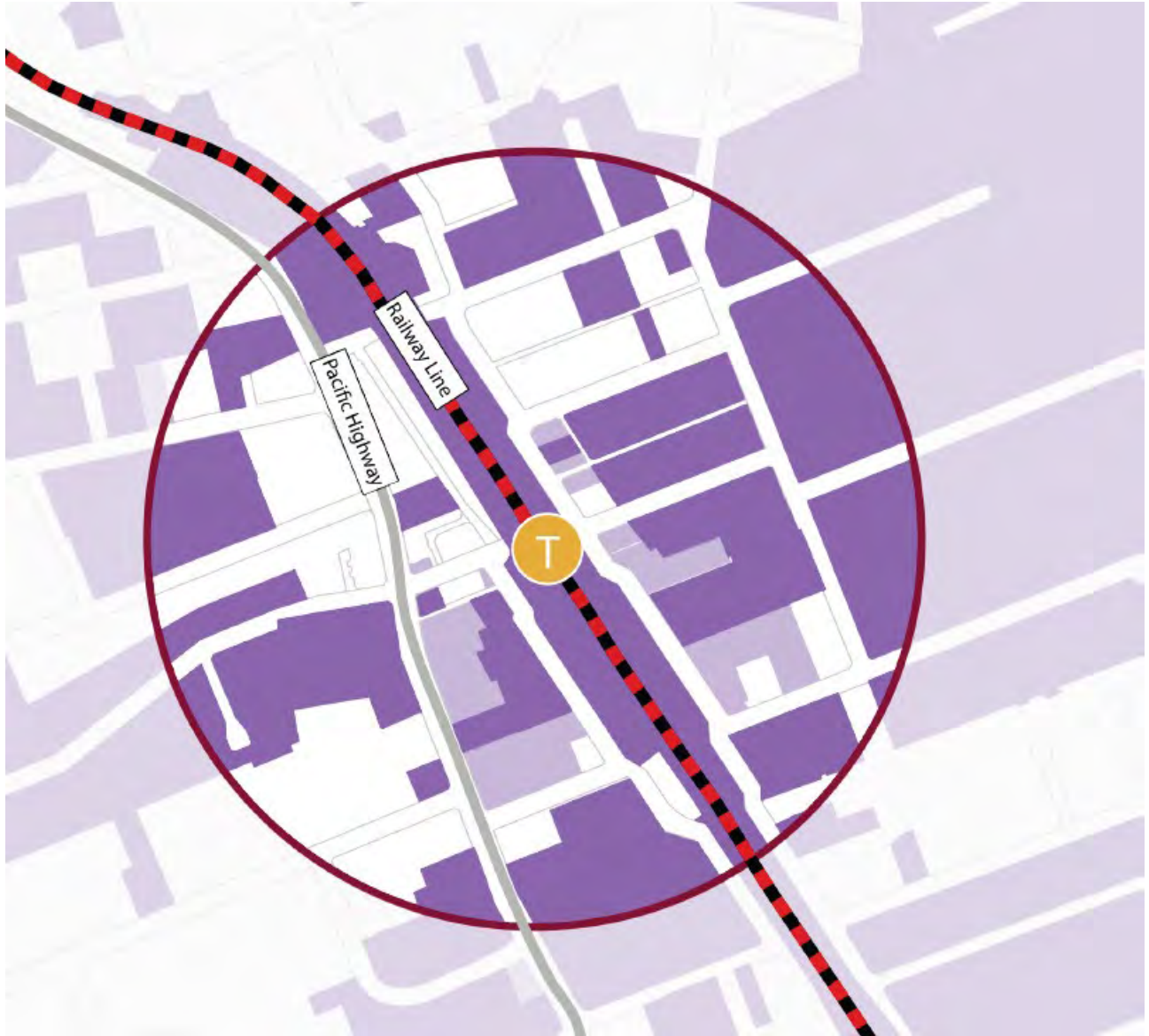
The diagrams below summarise the development constraints for the Gordon and Lindfield TOD areas, the key points to note are:

- No potential for new housing – these areas include all properties within HCAs and all heritage items; riparian lands, slope & bushfire constrained land; strata title properties less than 25 years old; core biodiversity lands, and land use constrained land.
- Potential for new housing - includes properties with 20% or more of the land area with support for core, landscape remnants and/ or biodiversity corridor. This category also includes strata title properties older than 25 years on the basis that there may be some potential for redevelopment subject to the suitability of the location and financial feasibility assessment.
- Potential for new housing - land with capacity for new housing including all areas not identified in one of the categories above. Subject to ground-truthing and site-specific design controls

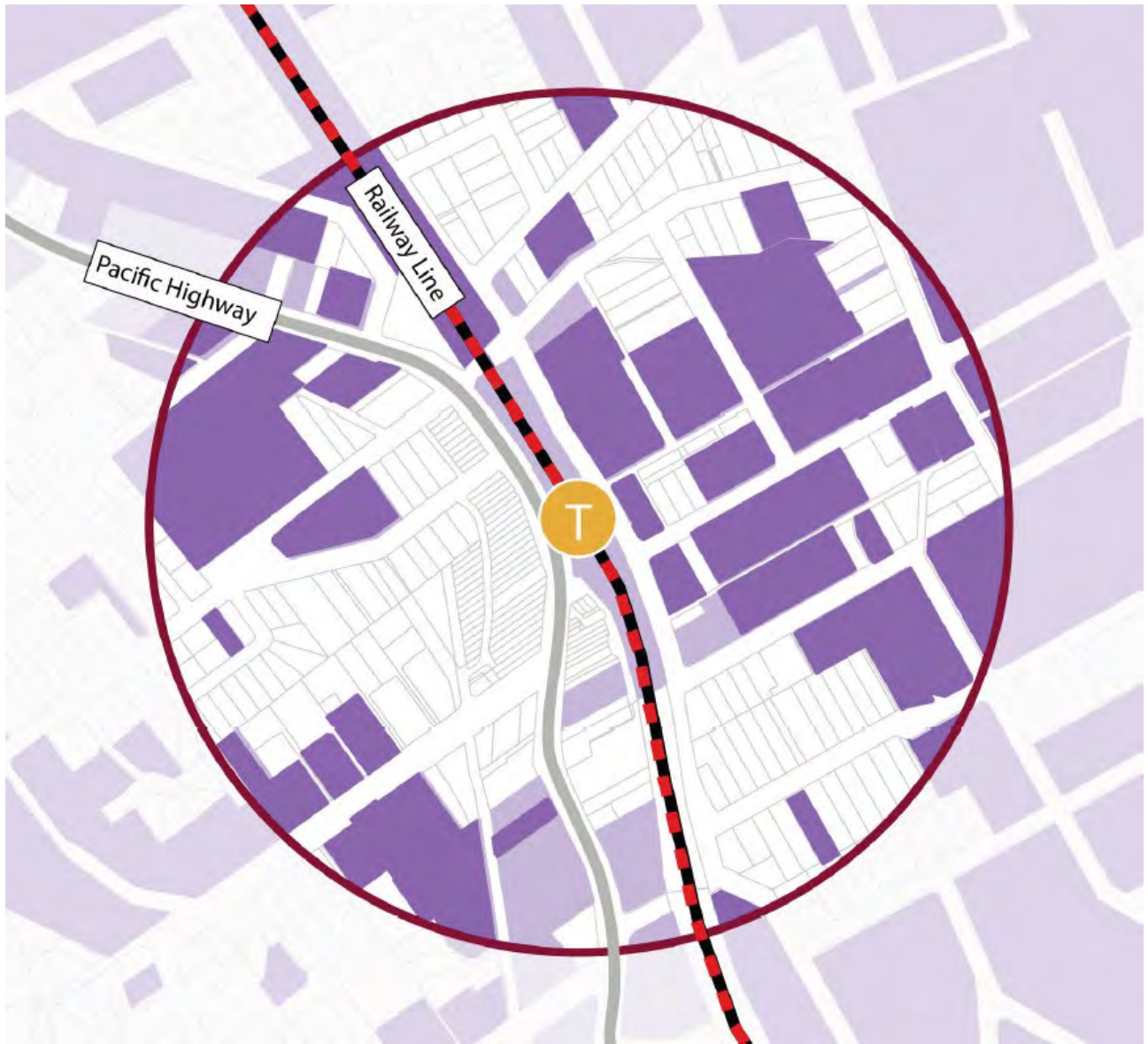
The key points to note are:




- Many sites within the TOD area are development constrained by one or more of the following:
 - biodiversity
 - riparian
 - bushfire

- steep land
- land use zone eg RE1
- strata title
- heritage
- The TOD SEPP covers an area that is highly constrained and requires careful master planning to accommodate an increase in density.



Gordon TOD Area – summary of constraints



-  No Potential
-  Some Potential
-  Potential

Lindfield TOD Area – summary of Constraints

3.6 Urban Forest and Tree Canopy Impacts

Existing Canopy cover across the residential zones within the TOD areas is currently between 29% and 32%, as outlined in the table below.

Ku-ring-gai’s Urban forest strategy has a target to increase canopy cover percentage in residential zoned areas up to 40%. This target was set based on the NSW government target and recognises the importance of canopy in improving the liveability and amenity in residential areas. The proposal as it stands make it impossible to meet these canopy cover targets across the LGA.

The TOD documentation does not indicate that retention of existing mature trees vegetation will be a requirement, nor does it specify any canopy cover or deep soil targets. However, reference is made to deep soil requirements outlined in the Apartment Design Guide, that contains a minimum requirement of 7% of site area. Given the proposed height and FSR, any canopy on site will be limited to the approximate deep soil area. Depending on the property size, this area may not even provide enough space to support the large, significant trees required to benefit highly urbanised areas.

Assuming that Tree retention will be treated as an environmental control that only applies to the extent that it is not inconsistent with the new standards, there is potential for a significant loss of canopy, up to 78% of the existing canopy across the TOD areas may be at risk.

TOD Centre	Urban Forest canopy target ‘R’ zoned land (%)	Current average canopy cover ‘R’ zoned land (%)	TOD Canopy Target (%)	TOD indicative Deep Soil Target (%)
Gordon	40	32	N/A	7*
Killara	40	32	N/A	7*
Lindfield	40	29	N/A	7*
Roseville	40	31	N/A	7*

*minimum current Apartment Design Guide deep soil % of site area

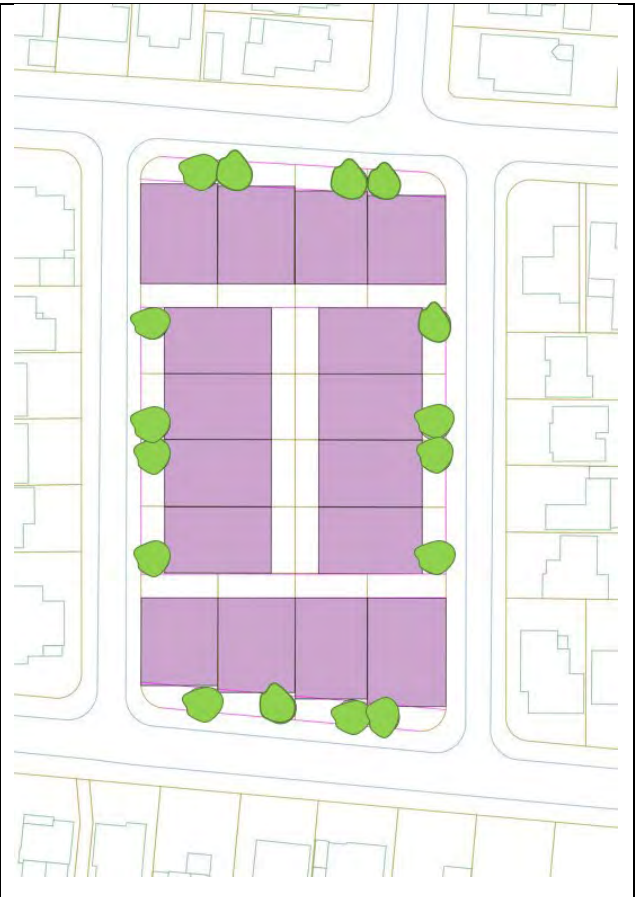
Based on the modelling undertaken by Council the proposed development controls will result in significant loss of tree canopy.

- The proposed density will make it impossible to retain existing trees on the site
- New development will have minimal landscape areas and deep soil
- There will be no room for large canopy trees within the development
- Frequent driveway crossovers accessing basements will result in loss of street trees

The diagrams show a typical residential block pre-development with an average 30% canopy cover and the same typical residential block post-development with 7% canopy cover.



Typical residential block – pre-development with 30% canopy cover



Typical residential block – post-development with 7% canopy cover

3.7 Heritage impacts

3.7.1 Heritage issues - Overview

Ku-ring-gai's heritage is distinguished by the uncommon consistency, quality and integrity of its primarily twentieth-century residential development. Ku-ring-gai's conservation areas and heritage items are characterised by largely intact single and two-storey houses from the Federation and inter-war periods, mature garden settings and original subdivision patterns. Many listed buildings are architect-designed. These historic buildings, sites and areas represent the historical development of Ku-ring-gai and its suburbs that followed the train line at a time when residential proclamations restricted other uses and land covenants commonly required high quality construction, well ahead of contemporary town planning or zoning.

The NSW Government is proposing widespread planning changes to increase housing in Ku-ring-gai and more broadly through the state. These are in two proposals for 'transport oriented development' (TOD) and 'low and mid rise housing', currently on NSW Government exhibition for Council-only or community comment. These NSW proposals for increased housing density have serious implications for the conservation of heritage in Ku-ring-gai, outlined below.

3.7.2 Direct heritage impact

The largest proposed increase in both building density and height is near train stations and local centres. This is where Ku-ring-gai's conservation areas and most significant historic development is concentrated. The distribution of the proposed density increase in relation to the heritage conservation areas and heritage items concentrated along the train line is shown in the map over the page.

This NSW proposal directly impacts the future conservation of all of Ku-ring-gai's 46 conservation areas and nearly 900 heritage items. The impact is two-fold by increasing densities that exceed existing built form, and removing Council's capacity to refuse development that detracts from the heritage significance of listed buildings and their setting.

The impact is in three tiers of proposed increased density across the council area. In areas currently zoned primarily for low density residential, the proposal is to permit: dual occupancies (locations shaded pale blue in following map), three-storey multi-dwelling developments (locations shaded blue in following map) and 6-7 storey apartments or 9 storeys with bonuses (locations shaded yellow in following map). Ku-ring-gai's listed heritage buildings in these areas are primarily single one or two-storey residences with established garden settings.

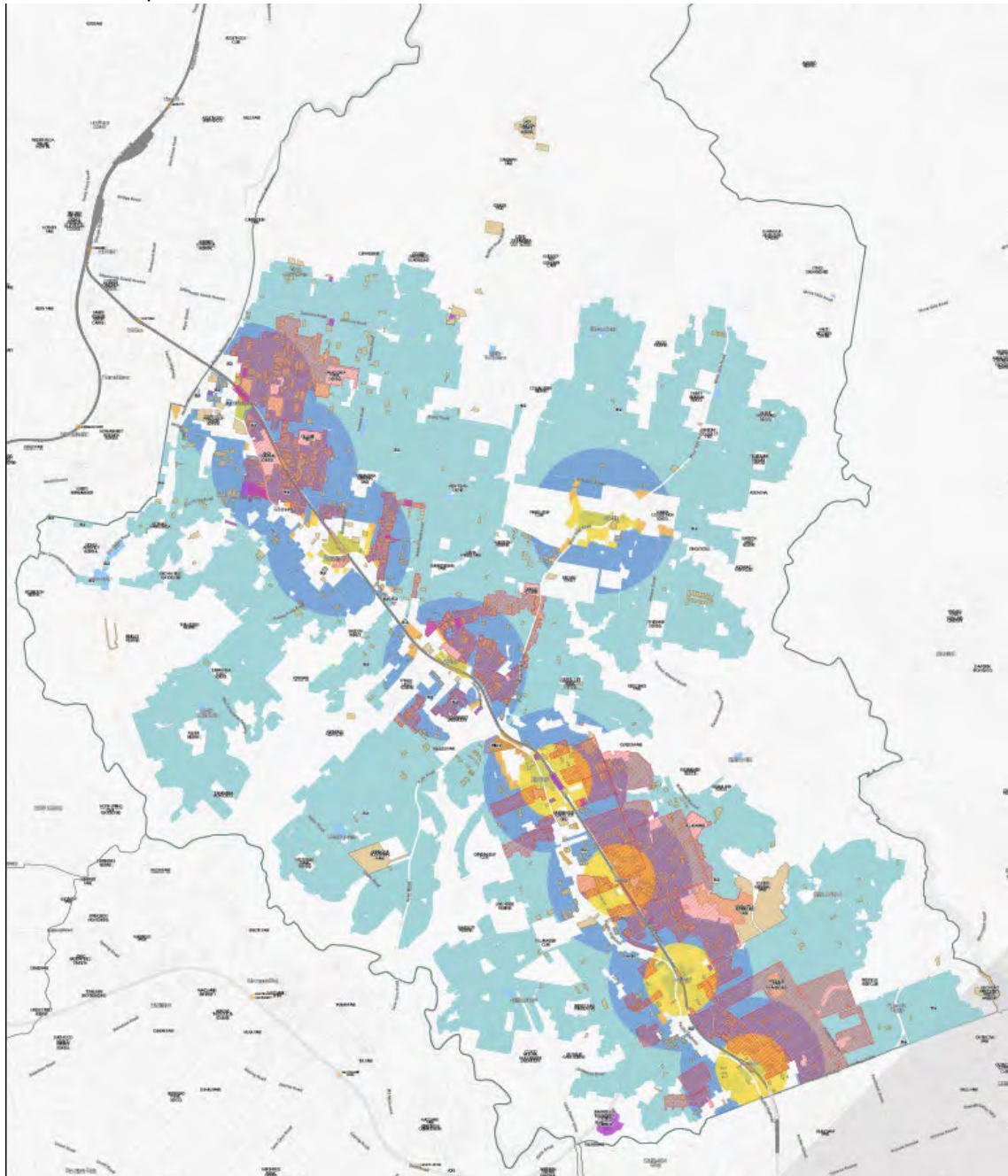
3.7.3 Scale of heritage impact

The two NSW proposals for 'transport-oriented development' and 'low and mid-rise housing' together endanger **more than 4,000 properties** in the Ku-ring-gai local area listed as a heritage item or within a heritage conservation area. This includes nearly 900 properties listed as heritage items. The term 'properties' here are counted land parcels.

More than 530 listed properties are within the proposed highest density around four stations designated 'transport-oriented development' alone, including more than 100 listed as heritage items. This increases to more than 2,000 impacted heritage listed sites within 800 metres of the same stations under the 'low and mid rise housing' proposal.

The proposal will have an excessive impact on heritage listed sites within Ku-ring-gai, including heritage conservation areas and heritage items. **40% of land proposed for highest density redevelopment near stations and local centres is listed** as a heritage conservation area or a heritage item.

The proportion of impacted sites that is heritage listed is as high as 83% for the 400 metre radius around Killara station, where 6-7 storey apartments are proposed. The Killara proportion of listed land is shown in the detail map below.



LEP - Heritage

HCA - Heritage Conservation Areas



HER - Heritage Items

Item - General



TOD - buffer 400 metres



TOD - buffer 800 metres



Other centres - buffer 400 metres



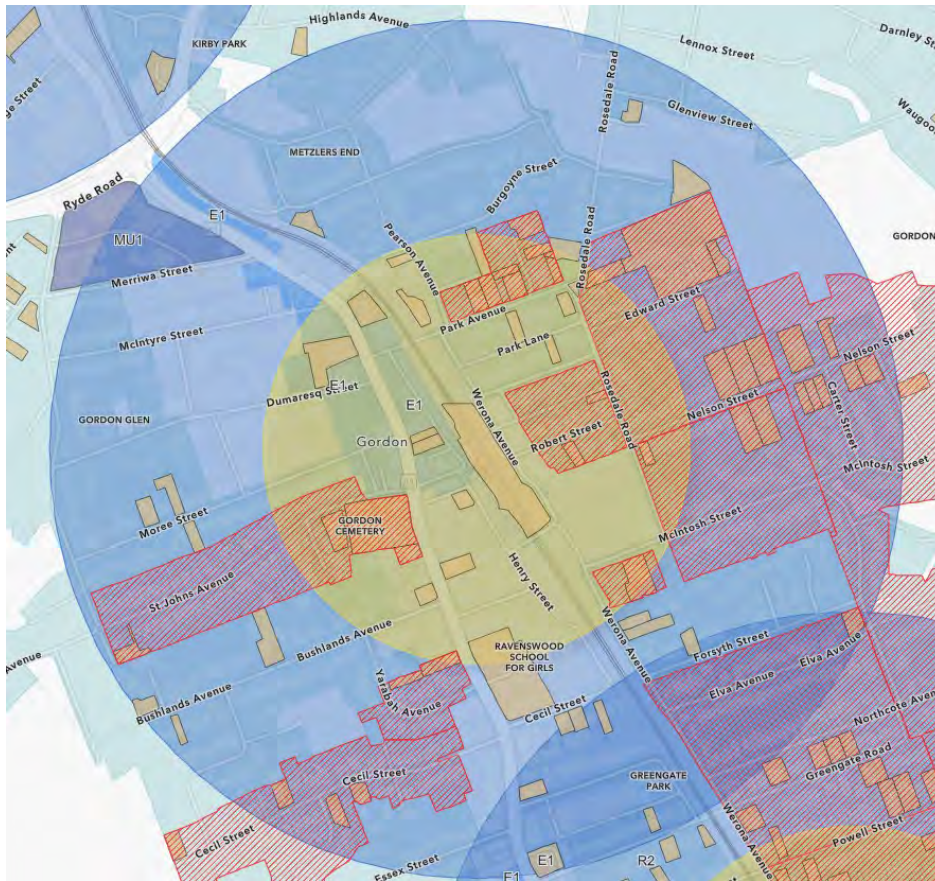
Other centres - buffer 800 metres



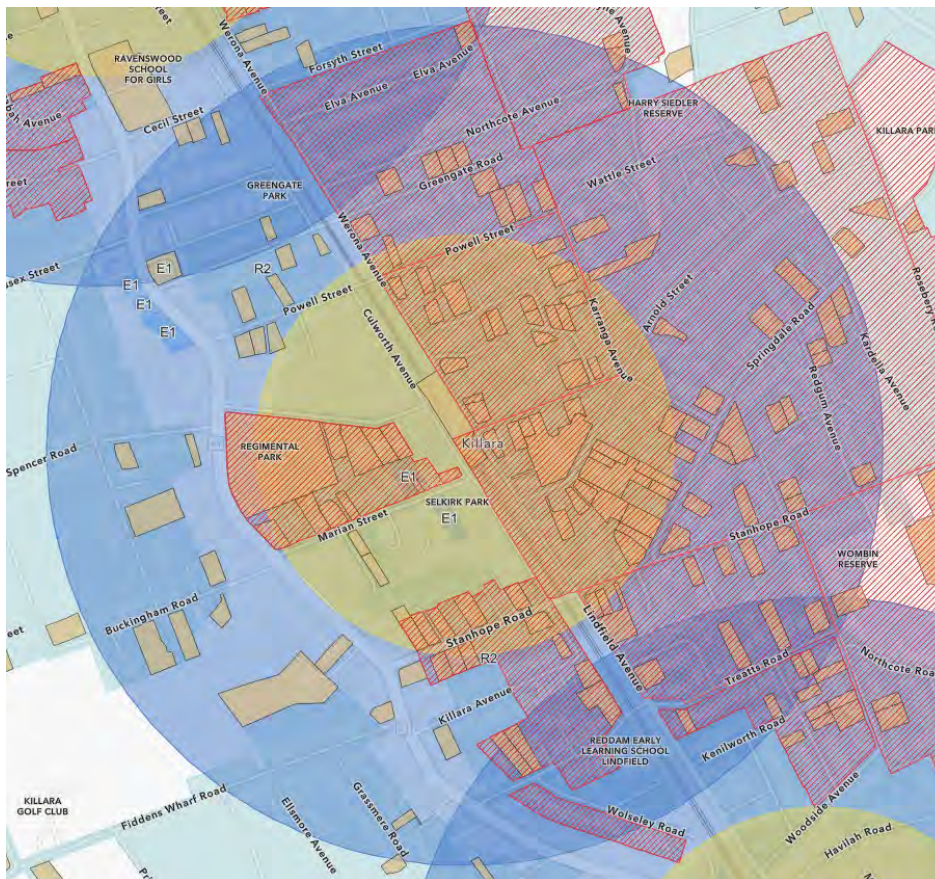
LEP - Land Zoning

R2 - Low Density Residential

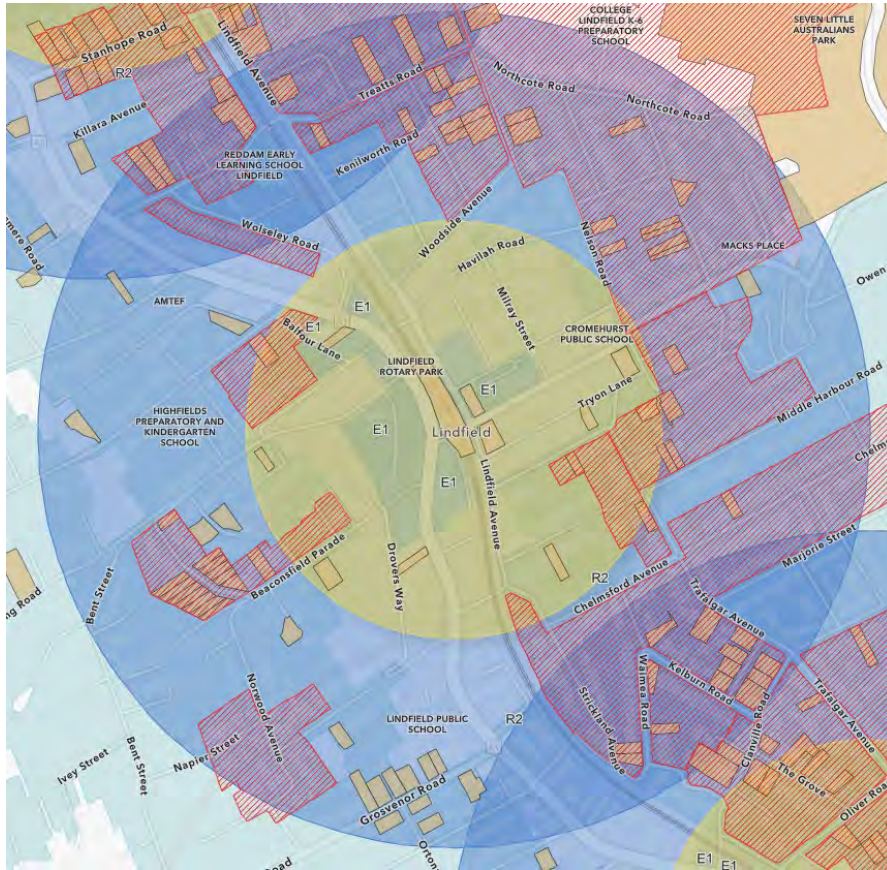











Above: Gordon station

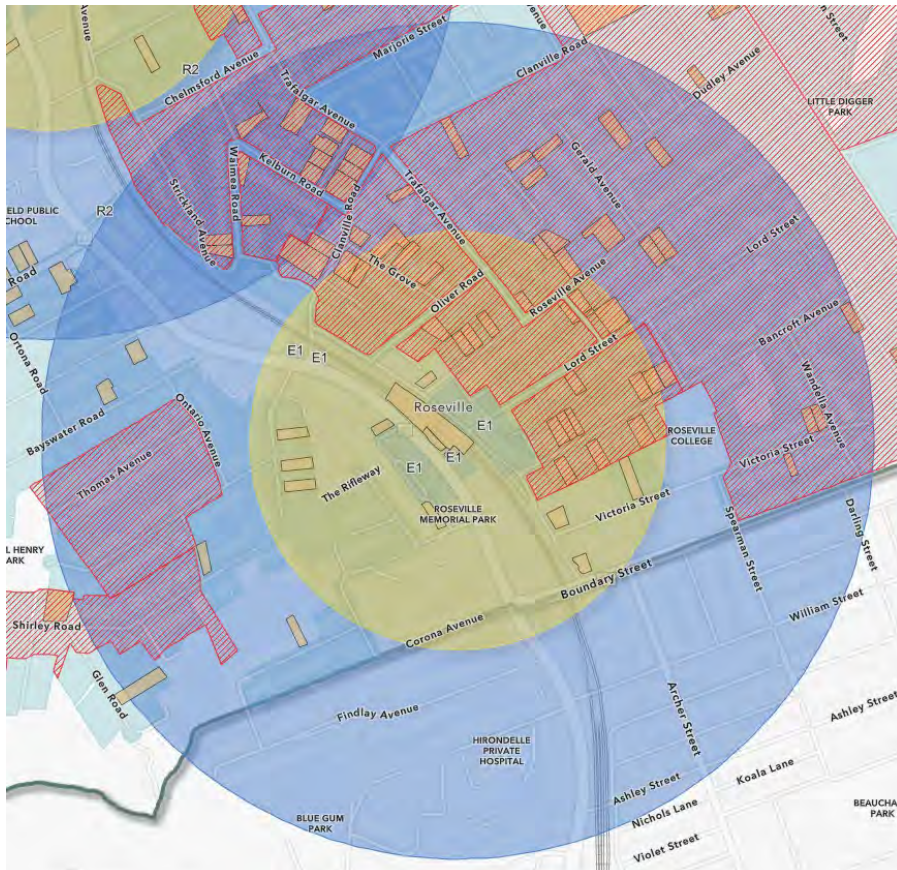


Above: Killara station



- LEP - Heritage
- HCA - Heritage Conservation Areas
 -  Hatched
- HER - Heritage Items
 -  Item - General
- Other centres - buffer 400 metres
 -  Yellow
- Other centres - buffer 800 metres
 -  Blue
- TOD - buffer 400 metres
 -  Yellow
- TOD - buffer 800 metres
 -  Blue
- LEP - Land Zoning
 -  R2 - Low Density Residential

Above: Lindfield station



Above: Roseville station

3.7.4 Undermining orderly planning

Housing supply is not the only purpose of planning. Conserving heritage is also important to the community. Since contemporary town planning began with NSW laws in the 1970s, as a result of community unrest and 'green bans', the fundamental purpose of town planning has been to provide for orderly development and community certainty. This is achieved by strategic planning that considers and balances all community needs of development for the environment, society and economy.

3.7.5 Costly development

A Government decision that one community interest (housing) is more important than another (heritage) does not eliminate the community need to protect heritage. A Government decision to dismiss heritage does this remove legal and planning systems in place to manage heritage.

The proposed increase in housing density (FSR, heights, dwelling numbers and reduced minimum lot sizes) is far in excess of existing significant built form. This will embed a contradiction in the planning instruments between permissible housing density and heritage conservation. Rather than delivering more housing, this risks increased community conflict, NSW Land & Environment court cases, and associated delay and cost for housing supply.

3.7.6 Removing community certainty

Owners and residents in listed heritage areas and sites have a reasonable expectation that the heritage values will be maintained through new and adjoining development, as provided for in existing planning instrument controls for heritage items, conservation areas, development in the vicinity of heritage items and conservation areas, zoning and development standards.

The proposal includes no measures to maintain this certainty of appropriate conservation. It provides no evaluation of the impact of the increased density on the heritage significance of these areas and sites. This is inconsistent with the NSW government's local planning direction for heritage conservation and the heritage objectives of standard planning instruments across NSW.

3.7.7 No local consideration

Heritage impacts of this proposal are heightened in Ku-ring-gai, compared to inner city or less established residential areas, because of the distinctive consistency, location and low scale of its heritage areas and items as a result of its historic pattern of development. Ku-ring-gai's early development is concentrated along the railway line and primarily single storey houses in garden settings.



Above: St Johns Avenue, Gordon conservation area proposed for 6-7 storey apartments



Above: Trafalgar Avenue, Roseville conservation area proposed for 6-7 storey apartments



Above: Clanville conservation area, Roseville Avenue, proposed for 6-7 storey apartments

3.7.8 Inappropriate controls

The proposed 'one-size-fits all' development standards across Sydney do not recognise differences in local physical constraints of street patterns (such as no rear lanes for car access for terrace development) and land parcel size that will produce greater impacts in areas like Ku-ring-gai.

Distance from a station or local centre is a narrow and inadequate basis for increasing housing density in established areas with major impacts as a result, particularly in areas like Ku-ring-gai with a distinctive and protected heritage in these locations.

3.7.9 Blanket increased density is not appropriate for heritage

The proposal is for the same density for heritage listed and unlisted sites despite different site constraints and conservation requirements.

Increased density or adaptive reuse in a sensitive heritage conservation area or item requires a site specific design response and considered merit assessment. A merit development assessment for heritage needs to demonstrate that the proposal will retain the heritage significance of the affected item or area, in terms of fabric, setting and views. This has not been provided in the current NSW government proposal.

The proposed blanket increase in density eliminates capacity to properly evaluate and mitigate heritage impacts before this impact is irreversible.

Rather than a blanket increase as proposed, the existing site-specific planning proposal exercise is the appropriate mechanism for sensitive increases in density in heritage conservation areas and heritage items.

3.7.10 Irreversible heritage loss

The proposal will incentivise partial or complete demolition of heritage buildings, over-scaled infill development and loss of garden settings though the disparity between existing and permitted density and inability to refuse detracting development. Once existing building fabric is demolished or a setting is degraded with over-scaled infill development, this impact on heritage significance is irreversible.

Case law in the NSW Land and Environment Court has established that the appeal process will permit a heritage impact, such as demolition or degraded setting if the proposal is within the maximum density set by planning controls. This assumes that relevant environmental issues have been taken into account in forming these controls, which has not been demonstrated in the current proposal.

3.7.11 Absent heritage protection

The proposal contains no requirement to protect the fabric and garden setting of listed heritage conservation areas and heritage items. While sympathetic adaptive reuse of a listed building can be achieved, the proposed substantial increase in density without any conservation requirements makes no provision for this outcome. The removal of council's capacity to refuse unsympathetic development will instead invalidate current incentives and guidance for sympathetic adaptations and conservation in the environmental planning instrument and development control plan.

3.7.12 Detracting development

The proposal appears to assume that facadism or over-scaled infill development is appropriate conservation for listed heritage items and conservation areas. This will have an irreversible impact on the heritage significance of conservation areas through loss of both fabric and setting. This outcome does not satisfy the standard planning instruments objectives to conserve heritage significance of conservation areas, heritage items and adjoining sites (in the vicinity) specifically in relation to fabric, setting and views.

3.7.13 Devaluing conservation areas

The proposal implies that conservation areas have less value than heritage items and therefore do not warrant the same degree of conservation. However the planning protection and systems for both types of heritage listing are the same externally where they seek to retain the heritage significance for which the areas and items are listed.

Conservation areas have collective value as cohesive precincts, not less heritage value than a heritage item. Heritage item and conservation area listings together manage change to buildings, sites and cohesive areas as a whole because these embody their heritage significance as living local history and place-makers, not just facades or fragments.

Where conservation areas are significant for their cohesive history, form, subdivision pattern and low scale, as found in Ku-ring-gai, these areas arguably have less capacity than some heritage item sites to accommodate more density without unreasonable loss of significance.

3.7.14 Degrading the significance of conservation areas and heritage items

As an example of the heritage impact of the proposed 6-7 storey apartments at 21 metres height within Ku-ring-gai's listed heritage conservation areas and heritage items, the following illustrates the scale of a typical listed street at Locksley Street, Killara, as currently and proposed.



Above: existing street view of a typical heritage conservation area in Ku-ring-gai (Lockley Avenue, Killara)



Above: Reference example of built form resulting from proposed building height and lesser floor space ratio less than proposed (21 metre height, 2.75:1 floor space ratio).

Locksley Street forms part of two contiguous conservation areas in Killara for Lynwood Avenue and Springdale Heritage Conservation Area. These areas are identified as significant as evidence of Killara's early layout and subdivision, for its highly significant buildings, gardens, mature trees on private property and street planting. The area demonstrates a high degree of intact and cohesive early twentieth century development of mostly Federation and inter-war houses, many of which were architecturally designed. This street also includes individually listed heritage items of a consistent period and scale.

The proposed 6-7 storey or 21 metre building height (increased to 9 storeys with bonus, not shown), 3:1 floor space ratio and density of the proposed apartments would not retain these significant built and

natural features for which the areas are significant. Even if existing buildings are retained with new infill development, the proposed scale and density of these buildings would dominate and degrade the garden setting, integrity and consistency of these heritage conservation areas.

3.7.15 Heritage listing is pro-conservation and appropriate development

The underlying assumption that heritage listing is ‘anti-development’ is not supported by the process or measures for listing. Instead, listing and heritage conservation are based on impartial State Government measures of heritage significance from the NSW Heritage Council. These measures establish what is worth retaining for current and future generations and eliminate the bias of anti-development reaction or amenity concerns. Further, the listing of existing heritage items and conservation areas have been approved by State Government as meeting these impartial conservation standards.

In the planning system, heritage listing operates principally as a demolition control and trigger for development merit assessment. The purpose of both is to retain heritage significance. As such, heritage listing operates more as an anti-destruction or pro-conservation mechanism for those places worth keeping. This process can and does accommodate sensitive development that respects the qualities of the listed place and/or area.

The existing planning system has appropriate capacity to assess additional density and changes for their impact on heritage significance through either a planning proposal or development application.

3.7.16 New density done well in existing low density heritage areas

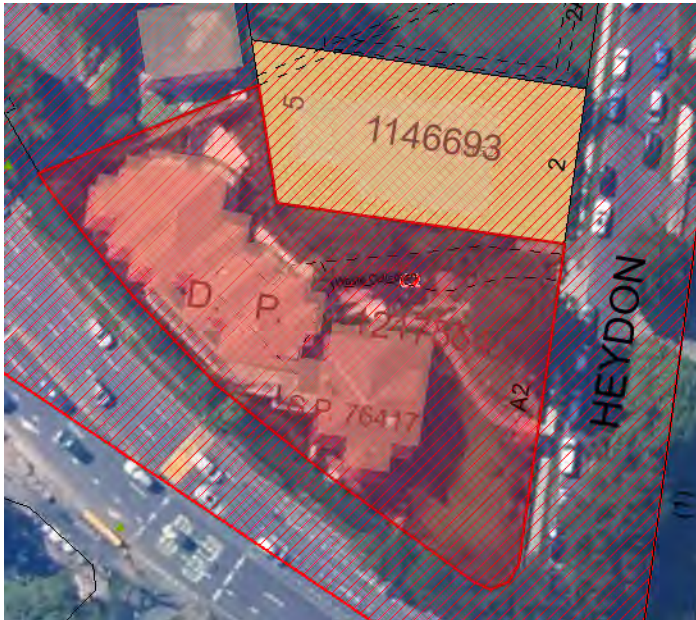
Ku-ring-gai Council and the existing planning provisions have permitted increased density in its heritage conservation areas where site constraints permit acceptable heritage and other environmental impacts, utilising existing conservation incentives.

An example is at 2B Heydon Avenue, Warrawee, pictured below, located in a heritage conservation area, adjacent to a heritage item. At this corner site zoned for low density residential (R2), with an FSR of 0.3:1 and 9.5 metre building height, additions to a single dwelling delivered 8 dwellings. This retains the historic building, front garden, scale and setting for the area and adjacent heritage item.

The proposed blanket increased density will compromise these good heritage and density outcomes. This outcome was only achieved with existing low development standards, conservation incentives for more where conserving heritage significance and capacity to refuse detracting development.

Existing low development standards facilitate viable development by not inflating land value costs from the outset. Council’s dual capacity to refuse detracting development and approve further sensitive development as conservation incentives ensures the consent authority can maintain the significance of the subject site and area. The lower starting development cost and negotiated density increase also incentivises an exchange of public good for the extra development, such as appropriate building and garden conservation.





The above is just one example. Other existing heritage sites will have different site constraints such as land area, levels and street access, existing building forms, gardens and adjoining context. Prescribing a single design response for all without capacity to refuse detracting development and incentivise better, will degrade heritage items and heritage conservation areas. Instead, lower existing standards and incentives for more density where this retains heritage significance is more likely to deliver further appropriate density in a heritage context as demonstrated above.

3.7.17 Heritage significance differs to character

The proposal is lacking consideration or protection for ‘heritage significance’ for which sites are listed under planning law, instruments and government policy. This differs to ‘character’ that can change. More than ‘character’, the protected heritage significance of heritage areas and items is core to local identity and links to history. Unlike ‘character’, ‘heritage significance’ is embodied in existing building form, features and setting that once lost, cannot be replaced.

3.7.18 Unjustified heritage loss for uncertain economic gain

The economic incentive to demolish for increased density will incentivise heritage loss, but does not guarantee improved housing affordability. The economic evidence that permitting increased housing will increase affordability has not been provided in order to justify the degree of heritage loss.

Economic drivers have more impact on supply and affordability than planning, such as taxation and negative gearing. While the planning system approves housing supply, it does not secure supply. Delivery is determined by developers, associated land value and market forces to maintain profitability, which do not benefit affordability. The proposed standards for higher density that conflict with other planning objectives and community needs may in fact slow and increase the cost of housing, as noted above.

3.7.19 Endangering unlisted heritage

The proposed increased development potential will impact on the capacity to heritage list and conserve further places of justified heritage significance. Not all significant sites are already heritage listed. Sites worthy of listing is a matter under regular review through heritage studies and the like because community understanding and values will change over time.

3.7.20 Alternatives are available

Conserving heritage and supplying housing are not mutually exclusive needs but can both be achieved through careful consideration and placement. There is no mandate to place the highest density in the most heritage-rich locations, as currently proposed. There is a community mandate, state government law and approved listings for protection of heritage conservation areas and heritage items.

Further investigation is required to find alternative locations with less heritage or environmental impacts.

3.8 Environmental impacts

3.8.1 Urban Heat

The perils of urban heat are evident, with average temperatures in large cities 1 °C to 3 °C higher than in rural areas, leading to various impacts on human health, economic productivity, the environment, and critical infrastructure. Australia, for instance, has experienced more deaths from major heatwaves since 1890 than from combined natural disasters like bushfires, cyclones, earthquakes, floods, and severe storms. The 'urban heat island' effect, exacerbated by sealed surfaces and a lack of green infrastructure, intensifies the heat in urban areas. Urban heat islands contribute to the severity of climate change effects, making higher temperatures and extreme weather events more challenging to manage.

Inappropriate development compounds the urban heat island effect as impervious surfaces replace natural vegetation, hindering heat absorption and dissipation. This phenomenon not only creates discomfort and health risks, especially for vulnerable populations, but also strains urban infrastructure. Mitigating urban heat from inappropriate development requires a comprehensive approach, including sustainable urban planning strategies, prioritisation and maintenance of tree canopies, and promoting green infrastructure like parks and tree-lined streets and ensuring deep soil capable of supporting mature trees is a requirement within private development.

The preservation of tree canopies becomes a crucial aspect of reducing the urban heat island effect by providing shade, enhancing evaporative cooling, and fostering natural cooling processes. The TOD SEPP information raises concerns of an increasing urban heat island effect and a reduction of the mitigating factors.

Community engagement and education are crucial for fostering sustainable development practices and preserving green spaces. Addressing the root causes of inappropriate development through nature-based solutions can lead to a more resilient and sustainable urban environment, ultimately minimizing the adverse impacts of urban heat. Again, the one-size-fits all approach proposed through the TOD SEPP overrides well thought out and appropriate local controls and considerations and risks exacerbating negative impacts on liveability and biodiversity.

3.8.2 Lack of ESD principles and inconsistency with State Acts

Ecologically Sustainable Development (ESD) is a goal that requires environmental protection to be taken into consideration effectively when making development decisions. Four recognised principles inform that process. First, the precautionary principle. Secondly, the principle of inter-generational equity, which incorporates the notion of intra-generational equity. Thirdly, the principle of conservation of biological diversity and ecological integrity. Finally, the principle of improved valuation, pricing and incentive mechanisms, which emphasises the internalisation of environmental costs.

The TOD SEPP does not adhere to the principles of ESD.

The TOD SEPP appears to place increased housing density above other considerations including canopy retention, biodiversity conservation, infrastructure and storm water capacity, heritage, liveability and sustainability. This is inconsistent with government policies and strategies. For example, the Environmental Planning and Assessment Act (1979) lists as an objective, “to encourage ESD”. It therefore follows that any planning instrument developed under the EP&A Act should be founded on the principles of ESD.

The TOD SEPP is inconsistent with state Acts, including:

- **Biodiversity Conservation Act 2016**
 - *Part 1, 1.3 (a) to conserve biodiversity at bioregional and State scales, and*
 - *(b) to maintain the diversity and quality of ecosystems and enhance their capacity to adapt to change and provide for the needs of future generations, and*
- **Water Management Act 2000**
 - *Chapter 1, 3(a) to apply the principles of ecologically sustainable development, and*
 - *(b) to protect, enhance and restore water sources, their associated ecosystems, ecological processes and biological diversity and their water quality, and*
- **Environmental Planning & Assessment Act 1979** act objectives: Noting that this SEPP has been developed in response to objectives 1.3(c) and(d), it is not clear how it aligns to the controls in this SEPP
 - *Part 1, 1.3(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State’s natural and other resources,*
 - *1.3(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment*
 - *1.3(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats*

3.8.3 Loss of biodiversity and tree canopy

Within the TOD zones are some high value, mature trees with significant canopy, many of which represent remnant stands of Blue Gum High Forest and Sydney Turpentine Ironbark Forest Critically Endangered Ecological Communities. The SEPP Should be implemented in a way which allows for retention of significant mature trees. Currently, these trees significantly contribute to the skyline and character of TOD areas. These trees are important as habitat stepping stones for many animals which use the urban areas, feeding resources for nomadic blossom feeders like parrots and Grey-headed Flying-Fox, numerous invertebrates and other species. Removing these trees from the urban areas will reduce habitat and prevent many species from moving across the landscape.

As the TOD zones identified are along the ridgetops, these trees provide the connectivity between more vegetated zones on the east and west. Losing these trees could impact the mobility of species and gene flow, significantly adding to issues of fragmentation and isolation of populations of plants and animals.

Very old/ Mature large trees are not able to be replaced within a human lifespan and as such, retention should be prioritised over replanting. If development fails to protect these trees they will be gone for good, and the animals, plants and community will be worse off.



Figure 1 Swamp wallaby seen in urban area of Ku-ring-gai



Figure 2 Powerful Owls are listed as Vulnerable in NSW and utilise the large old trees throughout the Local Government Area

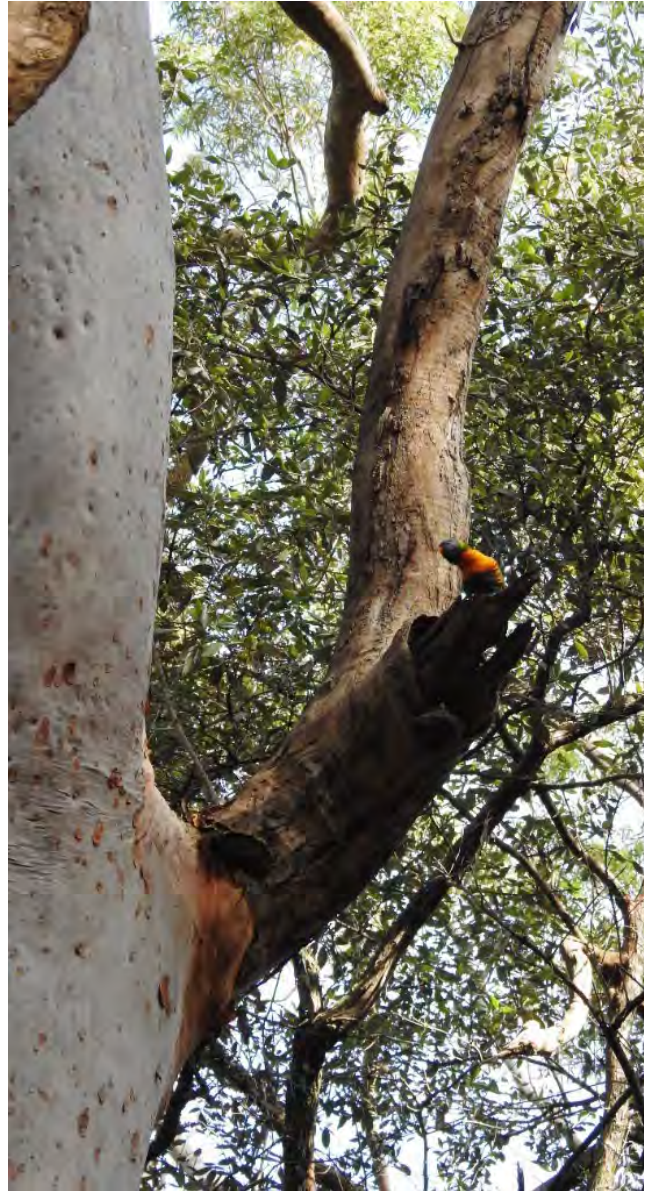


Figure 3 Rainbow Lorikeets and other birds use hollow in old growth trees within the Urban areas.

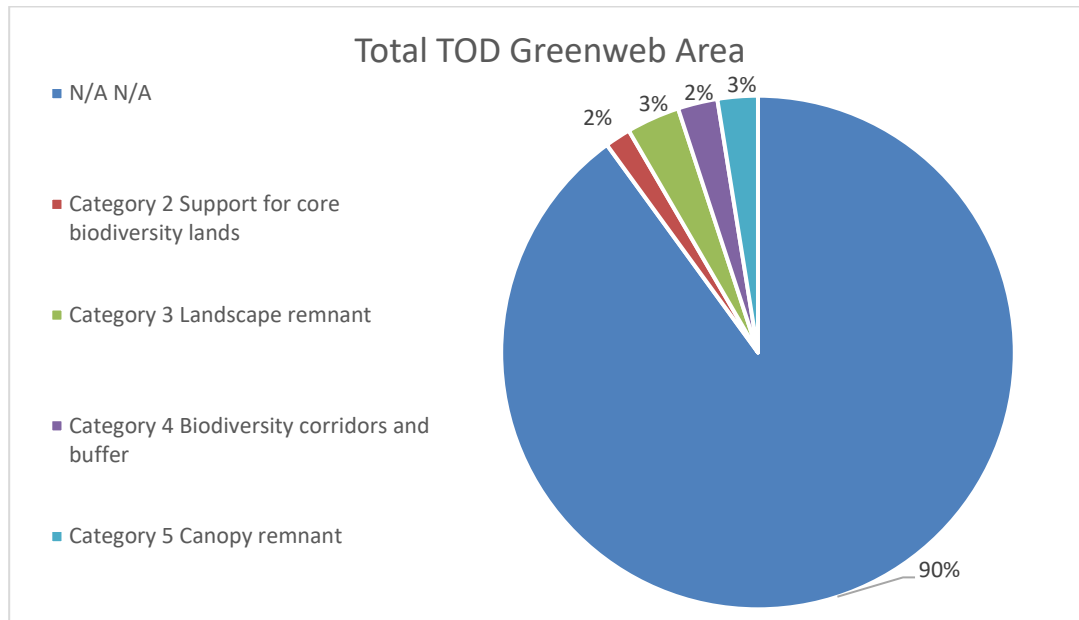
Merit based assessment and non-refusal

The Transport Oriented Development Program states on page 10, that a merit based assessment and relevant environmental controls will continue to apply “To the extent they are not inconsistent with the new standards”. Additionally within the departments briefing notes it states “Existing planning controls greater than those in SEPP will continue to apply”

These statements could be interpreted to indicate that environmental or local controls which are inconsistent with the increased density are not to form part of a merits based assessment or form the basis of a refusal. The SEPP should clearly articulate that implementation is not to override other local constraints/protections.

The SEPP should articulate the no-net-loss of biodiversity as an objective. This will not prevent increased density but will require high quality design which considers site constraints and local environmental values.

Across the TOD zones in Ku-ring-gai, only 10% of the land area covered by the TOD SEPP is identified on Council’s Greenweb map, which helps to protect Endangered Ecological Community remnants, riparian land, corridors and significant vegetation. As such, excluding this higher biodiversity land will only have minimal impact upon the implementation of the SEPP but will provide recognition and protection for the high biodiversity values within the areas covered.



Reliance of the proposed TOD SEPP on the *updated* Apartment Design Guide as the principle guiding document for the “further 31 precincts” is unlikely to meet the desired “good design” and “excellent amenity and liveability” outcomes for residents and local neighbourhoods, based on the currently proposed 3:1 FSR.

For example, the minimum deep soil area in the Apartment Design Guide (ADG) is 7% of the site area, in comparison to Ku-ring-gai’s minimum of 40% for sites up to 1500m² (50% for sites greater than 1500m²). Ku-ring-gai’s deep soil and planting requirements have been shown to get excellent outcomes on RB sites, allowing the retention of existing vegetation, waterways and riparian land whilst providing for the establishment of tall canopy on sites that provide enhanced liveability and amenity to residents over time. Further limitations with application of the ADG in Ku-ring-gai are evident where smaller sites are only required to plant small trees – due to the fact that a smaller minimum deep soil area is provided. This is a clear example of why deep soil areas need to be increased to both allow for the meaningful retention of existing vegetation and allow for the potential increase in canopy in an area of increased density.

If these controls are to apply to the proposed TOD areas – 6-7 story developments will tower over the small trees in the limited deep soil areas, limiting their growth and ability to contribute to local amenity. Even in areas where large trees can be established, their growth will be restricted by the building height and canopy will not have the potential to extend above roof lines. The high FSR proposed for these sites will likely result in a canopy area roughly limited to the deep soil area. A canopy coverage of 7% - 10% across these TOD precincts, that currently sits between 29-39% canopy cover, is a huge reduction that will have devastating biodiversity, liveability and amenity impacts.

Ku-ring-gai’s current RFB developments, that address biodiversity, riparian and deep soil requirements provide a clear demonstration that density can be increased without having to override environment and biodiversity controls. These should be used across Sydney as an example of how development density within TOD areas can be increased whilst maintaining environmental values.



Milray St, Lindfield – Riparian Land and Canopy retained on left.

Without the master planning process that the 8 primary precincts receive, the application across the further precincts is likely to fail a number of key state and local environmental and biodiversity objectives, particularly if “non-refusal standards” do not allow for the protection of existing environmental and landscape assets. In particular, there will be issues in relation to areas of biodiversity significance, trees and vegetation.

References to non-refusal standards and statements such as *“Relevant environmental controls will apply to the extent they are not inconsistent with the new standards”* give the impression that the SEPP will completely ignore local planning provisions and objectives. These are well established communities where existing residents value their local amenity and environment and these communities should not be ignored and negatively impacted through this SEPP.

The TOD SEPP needs to recognise and make provisions for the hap-hazard development that will result in these areas. Local amenity and environmental controls should be retained and adhered to minimise negative impacts on the environment, liveability and amenity of local residents.

3.8.4 Impacts on Liveability

Council’s Urban Forest and Water Sensitive City policies both emphasise the importance of liveability and the benefits that natural biodiversity and environmental assets provide. These should be used as opportunities to enable provision of a high standard of liveability through the proposed development. Often where controls are ignored, developments do not reach liveability expectations, for example, damp and mould have been issues in ground floor apartments where riparian land setbacks are not adhered to.

3.8.5 Water management

No information on potential impacts to water management systems has been provided. Although it can be assumed that high level assessment of water supply and sewerage system capacity was included in feasibility investigation for the TOD areas, there is no information on required upgrades and how any such requirements will be rolled out with the SEPP. The sewerage system in Ku-ring-gai experiences frequent

overflows, particularly along the waterways in our natural areas and national parks during wet events, and such a significant increase in population will add further pressure to the system.

The 4 areas identified in the KRG LGA all have stormwater capacity limitations that cannot be addressed through the application of on-site detention measures (OSD) alone. Detailed Assessment of stormwater infrastructure condition and upgrade requirements need to be determined before wide-spread development is allowed. The ridge top development nature of the areas targeted means that the runoff will also impact downstream environments, particularly the waterways within the surrounding National Parks. Garigal and Lane Cove National Parks are both downstream of these areas and only best practice water quality and flow management will protect these receiving environments from the proposed development.

Council's Water Sensitive City Policy and Strategy outlines clear aims and objectives for water management including to Integrate water infrastructure within the urban landscape to enhance the liveability of Ku-ring-gai, including stormwater treatment, flood risk management, heat mitigation, ecological health, microclimate and landscape amenity. In order for these new development standards to meet these adopted expectations, it is essential that they incorporate best practice management and adhere to all of Council's planning controls for riparian land and water management.

Understanding the extent and scope of stormwater management upgrades required in response to the proposed growth will also significantly impact on the contributions plans and may conflict with other required infrastructure improvements.

3.8.6 RECOMENDATIONS

- Need to define within the proposed SEPP that local/site based controls and merit based assessment will still apply.
- Increase the deep soil provisions beyond the minimum outlined in the current apartment design guide – retention of Ku-ring-gai's current deep soil requirements will ensure consistency across the area and provide for amenity and biodiversity benefits.
- The FSR needs to be reduced – the currently indicated FSR of 3:1 is unlikely to allow for setbacks, communal open space and deep soil requirements to be achieved. This will have a significant impact on amenity and protection of biodiversity in the area, with multiple demands limiting the biodiversity and ecological benefits that will be provided by the small amount of deep soil areas retained on site.
- Exclude the greenweb areas from the SEPP.
- Tree retention should be prioritised over replanting.

3.9 Development Assessment implications

3.9.1 Inappropriateness of a “one size fits all” approach

The 31 train stations subject to Part 2 of the TOD SEPP are within different LGAs with different local characters and physical attributes. The TOD SEPP proposes a set of uniform blanket pre-eminent controls for all of these areas, with no apparent recognition of local character and no provision for local character to be preserved, apart from through “merits assessments” which will not include any local DCP or LEP control that derogates from the Government's mandated non refusal standards and most in Ku-ring-gai will derogate given the in most cases such local controls feature significantly lesser height and FSR outcomes compared to the non refusal standards proposed in the TOD SEPP.

3.9.2 Non refusal standards and conflicts with existing local controls

Should any local (LEP & DCP) controls preclude or constrain realisation of the 3:1 FSR and/or the 21m height non refusal standards proposed in Part 2 of the TOD SEPP, then they would be of no effect as they

would be inconsistent with these new standards. It is considered that most controls in our LEP and DCP that are designed to protect local character, amenity, HCAs and special environmental areas, will to some extent reduce or preclude realisation of the new height and FSR non refusal standards and will therefore not apply as they would be inconsistent with the new controls. This will mean that the scope of merits assessment will be greatly reduced.

A Practice Note with further guidance, definitions and examples should be provided, particularly to address the concept of 'not inconsistent with' as this term creates a substantial grey area that may introduce issues of interpretation and tension within the approvals process.

3.9.3 Accelerated approval pathway

Reference is made in the Department's explanatory brochure on the Transport Oriented Development Program to an "accelerated approval pathway" as opposed to the regular approval pathway for developers that adopt the Government's endorsed pattern book designs. Clarification is sought on what precisely is meant by an accelerated approval pathway and what would be expected of local councils in terms of this pathway.

3.9.4 Impacts on development assessment resources and capacities

The TOD SEPP and future changes to create low additional low-rise housing will generate a significant and on-going increase in development applications. At this point, there is no indication from the State Government that any assistance will be provided to councils that have for some time been impacted by an acute shortage of development assessment resources. Additional development assessment resources will be a critical component in the implementation of the Government's housing targets.

3.10 Affordable housing

3.10.1 Provision by way of inclusionary zoning

The Ku-ring-gai LGA includes four of the thirty-one Part 2 railway station precincts. There is a different approach to Affordable Housing in these 31 Part 2 precincts compared to the eight Part 1 priority precincts. The difference is not just in the percentage, but in the tenure.

Ku-ring-gai Council supports the provision of Affordable Housing in perpetuity – and this is explicitly stated for the Part 1 precincts. It is not explicitly stated in the Part 2 Two locations. This apparent oversight should be addressed and made explicit. It is inferred that they are intended to be in perpetuity since one of the stated criteria for the Council's strategic planning processes intended to ultimately supersede the TOD SEPP is "long-term affordable housing in perpetuity".

While the proposed 2% affordable housing contribution is welcomed, it should be significantly increased to capture greater public benefit given the windfall profit to land owners that will be delivered through the provisions of TOD SEPP (for instance R2 0.3:1 increasing ten-fold to 3:1).

With an Affordable Housing provision at just 2%, it must be pointed out that it will be logistically difficult to deliver affordable housing in-kind at that percentage. It is also unclear precisely how the 2% is to be calculated – is it 2% of the gross floor area which is how affordable housing provision is measured under the December amendments to the Housing SEPP that permit floorspace bonuses for the provision of time-limited provision. Or is it 2% of the CIV of proposed development in the form of a flat rate levy?

In the case of the floorspace example (converted to units for ease of analysis), a proposed development would need to be a minimum of 50 units in scale in order to be able to dedicate one complete unit of average floorspace for affordable housing. Provision of affordable housing units of at least average floorspace must also ensure the dedication of units of a variety of floorspace layouts to include provision for families.

Given the scale of development required to support in-kind provision as just 2%, provision must also be made for the alternative of a monetary contribution to be held in trust for the provision of affordable housing by a Community Housing Provider that is active in developing direct supply. However, this should be as a fallback to the provision of complete units as direct dedication will have a more timely impact on the need for social and affordable housing as well as retaining a direct link to the geographic area in which the contribution was made with all the benefits of public transport access. To incentivise provision in kind, it is essential that any alternative monetary contribution is reflective of actual land and property values (per square metre of gross floor area) in the immediate geographic area of the construction as mapped by the TOD SEPP proposal.

3.10.2 Inter-relationship of Multiple Affordable Housing Provision Mechanisms

It is unclear whether the Affordable Housing provisions in the TOD SEPP are intended to override and negate the 30% floorspace bonus for time-limited provision of Affordable Housing for just 15 years. To have both systems operating in the same space will add considerably to confusion as to the permissible development controls, the quantum of contributions and the system of management of in-kind dedications. Certainty is essential for the development industry, the local community, Community Housing Providers and Government alike.

3.10.3 Management of Affordable Housing

Ku-ring-gai Council has not shortlisted or appointed a preferred provider for affordable housing so it will be necessary to mandate that the developer undertakes the legal processes to hand over these dwellings to a registered provider (in perpetuity). Any facilitation that could be provided by the Department would be most appreciated.

Recent research into the best tenure for Affordable Housing providers supports ownership as well as management by Community Housing Providers. Benefits of this model include:

- Cost-effective maintenance processes;
- Capacity to build community among tenants;
- Capacity to recycle housing nearing the end of its economic life with minimal disruption to existing tenants;
- Capacity to manage existing tenants transitioning from low income to social housing (due to age or advancing disability);
- Scope to negotiate for a better deal from utility providers (and capacity to opt-out of developer-mandated providers) to reduce management costs.

This list is not intended to be exhaustive and should be cross-referenced with submissions by Community and Affordable Housing Providers.

3.10.4 Summary of Key Points for Affordable Housing Provision in the TOD SEPP areas

- Mandated provision in Stage 2 areas must be in perpetuity.
- Consider whether 2% makes adequate provision for in-kind provision.

- Consider whether 2% is reflective of the appropriate value-capture of the immediate uplift in development potential.
- To incentivise in-kind provision, any alternative monetary contribution must be reflective of the actual land and property values in the catchment map pertaining to the specific station area in the TOD SEPP.
- DPHI will need to manage Affordable Housing Trust Accounts for Councils that do not yet have an Affordable Housing Strategic Plan and Contributions Plan in place.
- Developers will need to enter into agreements for handover of completed units to registered Community Housing Providers where LGAs have not yet determined a preferred provider.
- Preference of Registered Community Housing Providers for monetary contributions vs geographically scattered assets should be taken into account.
- Note that additional medium to high density housing delivered in the Ku-ring-gai Local Government Area will not become affordable simply by reason of its existence. Land costs for established houses that will be targeted for redevelopment range from approximately \$3,000 to \$4,000/sqm (rounded). While it is understood that the Productivity Commission is keen on “filtering” to address social and affordable housing, the unaffordability of housing for Key Workers will remain. This only serves to emphasise the need for direct Affordable Housing targets.

3.11 Infrastructure provision

3.11.1 Infrastructure - collaboration and consultation

To ensure that the program delivers its intended outcomes, we emphasise the need for cross-government collaboration. Under the Local Government Act 1993, councils are expected work co-operatively with other councils and the State government to achieve desired outcomes for the local community. Local governments, with their direct knowledge of communities and the constraints and opportunities for sustainable residential development, must be actively involved in the planning and decision-making processes. The State government should work closely with councils on planning that addresses the issues resulting from increased housing density, such as traffic congestion, green space preservation and access to essential services.

Community opposition is one of the major barriers to boosting housing supply through medium-density infill. Residents rightfully worry about infill harming their neighbourhood's character, eliminating green spaces, reducing privacy and increasing traffic. We urge the NSW Government to engage in meaningful dialogue with councils and communities, refine the policy to prioritise liveability and affordability, maintain robust planning processes to ensure local communities are consulted, uphold environmental and heritage protections and ensure that development is tailored to local contexts and needs. The policy changes will have an irreversible impact on the shape and character of our city. Whether it delivers on the intended outcomes or creates further problems for state and local governments depends on the Government's willingness to engage councils and local communities to address risks and concerns.

3.11.2 Infrastructure - Traffic and Transport

3.11.2.1 Transport Infrastructure Assessment'

Notwithstanding access to heavy rail stations, intensive multi-unit redevelopment also generates additional demand for pedestrian, cycle and private vehicle infrastructure.

When Council undertakes housing strategies, there is a requirement to assess the transport impacts of proposed residential dwellings (as well as associated increases in retail, business uses and community facilities) in order to plan for any new transport infrastructure or upgrades that may be required. This includes extensive road network simulation modelling undertaken in collaboration with Transport for NSW and other transport stakeholders.

Part 2 of the TOD program offers no transport impact assessment from proposed significant increases in residential dwellings, and unlike the 8 Stage 1 stations the state government will not be providing funding or resources to Councils for the required traffic impact assessments or other technical studies. Council does not have the resources or budget to undertake any suitable analysis.

Additionally, Local Infrastructure Contributions under s7.11 require extensive supporting documentation in the form of transport studies based on development potential and likely take-up rates. The TOD SEPP is slated to come into effect in April 2024 without any time or resources to commission any such studies let alone develop and cost an evidence-based works programme and a funding strategy inclusive of an IPART-reviewed Contributions Plan. Fundamental pieces of the jigsaw are absent with councils being denied access to any of the analysis or reasoning that led to the identification of these areas and the associated impact assessment, if, indeed, any fine-grain impact analysis has been done.

Preliminary assessments by Council suggest traffic generation impacts from the potential additional residential dwellings (excluding impacts from any additional retail/business/community floor space that would be commensurate with population growth) would be substantial. For example, the PM peak traffic impacts could be equivalent to approximately 2 new full-line supermarkets in each centre, but there is no transport planning or network modelling to assess the impacts. These effects are likely to be exacerbated in the Gordon, Lindfield and Roseville centres, due to the close proximity of Pacific Highway and the North Shore Railway line presenting a constraint to access with limited crossing opportunities of the railway line and the Highway.

Examples of recent housing and integrated transport planning around TOD stations in Ku-ring-gai include:

- A development scenario in the Gordon town centre was assessed independently for Council that comprised approximately 2,500 new dwellings and modest increases in retail GFA. The road network simulation modelling revealed that key parts of the road network became congested even with planned road network upgrades in the Ku-ring-gai 7.11 Contributions Plan.

TOD dwellings in Gordon likely to be much greater than 2,500 (excluding additional retail/business/community uses to support it) which will cause further congestion and will likely require further road network improvements, and there may not be capacity for further road network improvements over and above those foreshadowed in the Ku-ring-gai s7.11 Contributions Plan. Furthermore, the Low and Mid-Rise SEPP would result in a large number of new dwellings in the broader Gordon area with poor access to transport, shops and services, resulting in cumulative traffic impacts to the Gordon town centre that have not been quantified.

- A detailed Transport Impact Assessment (TIA) was conducted in 2020 for the Lindfield town centre, as part of the Lindfield Village Hub Planning Proposal. The assessed the effects of the proposed Lindfield Village Hub (158 dwellings, retail, community facilities and commuter car park) and 2% annual background growth (representing residual LEP development and other background growth). The study found that upgrades were necessary at key intersections along Pacific Highway and on local roads (in addition to those already identified in the Ku-ring-gai Contributions Plan) to reduce the deterioration of road network performance to an acceptable level.

As with Gordon, the number of TOD dwellings in Lindfield are likely to be much greater than those assessed in the Lindfield Village Hub Planning Proposal (excluding additional retail/business/community uses to support it), which would have impacts that would need to be assessed. Due to the constraints

of the Highway and the North Shore railway line so close together in Lindfield, there may not be capacity for further road network improvements over and above those foreshadowed in the Ku-ring-gai s7.11 Contributions Plan and those approved part of the Lindfield Village Hub Planning Proposal. In addition, the Low and Mid-Rise SEPP would result in a large number of new dwellings in the broader Lindfield area with poor access to transport, shops and services resulting in cumulative traffic impacts to the Lindfield centre that have not been quantified.

3.11.2.2 Maximum parking rates

The Ku-ring-gai DCP specifies a minimum and maximum rate of car parking provision in high density residential developments and mixed-use developments within 400m from railway stations. The lower end of the range in the Ku-ring-gai DCP somewhat aligns with the rates of car parking provision in the RTA Guide to Traffic Generating Developments for high density residential land uses in metropolitan sub-regional centres. In the Ku-ring-gai DCP, any spaces provided which exceed maximum rate are included as gross floor area, so as to discourage excessive car parking provision.

Therefore, maximum car parking provision is supported in principle but there is no information on the threshold or rate of provision to be able to comment further.

3.11.3 Infrastructure – Stormwater and sewage

There is a total length of 294 km of stormwater drainage pipes within the LGA within the road reserves, council land, and private land via council drainage easements. The stormwater network is on average approximately 60-70 years old. In addition to the council controlled network there are additional private drainage systems through inter-allotment drainage easements, where responsibility of these assets lie with the private owner/s.

Approximately 69% of the network rated as "poor" to "satisfactory" condition, or approximately 87% of the network rated as "failed" to "satisfactory" condition.

The network in its current state is significantly under capacity when compared to current design standards, resulting in a number of flooding locations across the LGA reported by resident complaints and identified through the results of catchment studies undertaken over the last few years. Council's existing drainage system was designed to accommodate a 1 in 5 year rain event, whereas the current design standard recommended by the NSW State Government is the more intense rain fall event of 1 in 20 years.

Ku-ring-gai is still in the process of completing flood studies and identifying areas of overland flow. Flood mapping data is not yet available for all parts of the TOD areas (noting flood studies are currently being undertaken for the Lane Cove Catchments south of the Pacific Highway).

With regards to sewer, Council records that indicate the system was installed by MWSDB (now Sydney Water) circa 1930's. Records also show Sydney Water have self-reported 50 sewer leaks since Jan 1 2023.

Stations for Part 2 of the TOD program have supposedly been selected on the basis of 'enabling infrastructure capacity close to transport station', including an assessment of 'water and wastewater capacity'. However, no information has been provided on the impacts that the potential development under the SEPP will have on wastewater system capacity.

3.11.4 Infrastructure – Open Space

The provision of adequate new Local Open Space is a key focus of Ku-ring-gai's strategic planning practice. The award winning Ku-ring-gai Open Space Acquisition Strategy 2006 is regularly benchmarked to guide priorities for new open space in areas of rapid redevelopment.

Ku-ring-gai is characterised by natural areas and is bounded by National Parks and Crown Reserves. However, in the oldest established areas around the railway stations where the most densification has occurred and where even more is proposed, historical development patterns around the local stations on the northern line (late Victorian/early Federation) resulted in many of these areas being poorly provided for in terms of local open space within walking distance. Extensive analysis over the past 15 years documents this deficiency and the subsequent efforts of Ku-ring-gai Council to address this deficiency the rapidly developing areas around the local stations funded by s7.11 contributions, with seven new local open spaces, including a Village Green and six parks (Lindfield Village Green; Greengate Park, Killara; Cameron Park Turramurra; Boyds Orchard Park, Turramurra; Lapwing Reserve, St Ives; Curtilage Park, Warrawee and Balcombe Park, Wahroonga).

The current s7.11 contributions plan levies pro rata per capita to deliver new local open space at the significantly discounted rate of 2.75sqm/capita for local parks – less than a tenth of the generally accepted standard of provision of 28.3sqm/capita for open space provision (including sportsfields). The high cost of land in this area means that neither a s7.12 contribution rate nor a capped s7.11 rate could be capable of delivering anywhere near this already heavily discounted rate – just for local parks. There is no capacity for Ku-ring-gai to increase the number of sportsfields and can only focus on site-specific works that increase possible usage. In context it is important to remember that over 90% of the notional greenspace in Ku-ring-gai comprises natural areas rather than structured or active recreation areas.

The TOD SEPP is expected to facilitate a significant increase in new residents in the areas around the four affected stations of Gordon, Killara, Lindfield and Roseville with concomitant demands for additional open space and the upgrade of any existing spaces for much more intensive use. Inadequate time and resources has been provided for this analysis and for the preparation of a revised contributions plan.

3.11.5 Infrastructure Supporting Recreation

Council has recently completed the Recreation Needs Study for the Ku-ring-gai LGA. The purpose of this Needs Study is to inform Council's future Open Space and Recreation Needs Strategy. The Open Space and Recreation Needs Strategy will provide a roadmap for how Council will deliver open spaces and recreation facilities that meet the needs of the current and future Ku-ring-gai resident, worker and visitor populations.

This Needs Study will provide the evidence base to inform the development of Council's policy and strategy in relation to the open space and recreation needs of the Ku-ring-gai LGA, now and into the future. This Needs Study uses population projections for 2041 to demonstrate anticipated changes in demand over time for these spaces and facilities.

The COVID-19 pandemic has significantly intensified the use of open space for recreation and relaxation across the world, including in the Ku-ring-gai LGA. A recent survey by the NSW Department of Planning and Environment shows a dramatic increase in activities in public spaces and local neighbourhoods, with 71 percent of respondents appreciating local parks more. This has highlighted the importance of having to access to open space in proximity to all residents within their local area.

At the time of the 2021 census, the Ku-ring-gai LGA population was 124,075 (Usual Resident Population). Ku-ring-gai LGA's population grew by +5.1%, or +6,023 persons from 2016 to 2021, the implication with the introduction of the TOD it's an approximate 30% in residential population close to transport hubs.

The NSW Government states that open spaces are important public spaces where people can relax, exercise, play, and enjoy the natural environment:

- Walkable, accessible, well-designed open spaces are integral to the character and life of local towns and cities. They promote healthier lifestyles and provide relief from our built environment.
- Green open spaces help to mitigate climate change impacts, provide habitat for wildlife, and improve environmental conditions such as air and water quality.

Ku-ring-gai currently has a total provision of 3,170 hectares of public open and green space. However, 91% (2,895 hectares) of the total network is natural areas, with only 6% (90 hectares) classified as sports spaces (or 1.5 hectares per 1,000 people above Council's 1 hectare per 1,000 person benchmark), and only 2.4% (76 hectares) is classified as parks (or 0.6 hectares per 1,000 people lower than Council's benchmark of 1 hectare per 1,000 people). Many parks are also small (1 in 4 are under 0.5 hectares), limiting their uses and capacity.

There is a below-benchmark provision of local and few district parks within Ku-ring-gai's open space network, but they are the most-loved open spaces by the community, with 43% of survey respondents wanting to see more investment in them. Parks also provide the spaces for participation in high demand, informal recreation activities.

Priority locations for new parks are along the train line where provision and access is lowest and there is the highest population growth and density.

Growth under the TOD SEPP will significantly impact the provision of open space and increase the demands on the limited open spaces within close proximity of high density living.

There is a need to provide more parks closer to high-density developments.

67% of the Ku-ring-gai LGA community live in single dwellings, but an increasing proportion of the community are also living in apartments, growing from 19% in 2016 to 25% in 2021. Supporting higher-density communities means providing open space that meets a range of recreation needs; is within easy walking distance of home; and also functions as a "backyard" for residents living in apartments that have little private open space.

The introduction of the TOD will have significant impact on the capacity of Council to provide suitable open space for recreation purposes, where a potential of up to 30% increase in population will impact Council's capacity to provide open space.

Ku-ring-gai Council has developed an award-winning Open Space Acquisition Program to provide additional public open space for community use. Since 2010, Council has been actively acquiring land in the LGA, to convert this land into new parks and civic/urban spaces for community use.

Council has set a goal to acquire and deliver 50,000m² of additional public open space within the LGA. To date, Council has already acquired over 25,000m² of public open space.

Given the increasing costs of purchasing land and the limited availability of large parcels of land in urbanised areas, it can often be difficult for councils to secure enough land to provide new public open space and recreation facilities.

The introduction of the TOD has now significantly impacted the purchasing capacity of Council to provide suitable open space within high density areas thus impacting Council capacity to create liveable town centres.

3.11.6 Infrastructure – Community Facilities and Social Infrastructure

3.11.6.1 Community Facilities

Ku-ring-gai Council completed a Community Facilities Strategy in 2018. The study audit found council currently has about 9,000sqm of library and community floorspace. It assumes growth of 30,000 people to 154,000 in 2036 (based on NSW Department of Planning 2016 NSW population projections), resulting in a projected demand for about 19,000sqm of community centre and library space in 2036. This represents a shortfall of about 10,000sqm by 2036. Council is planning to deliver these facilities through the various hub projects.

Based on the dwelling figures used in the Government's TOD SEPP Program document, this would add an estimated 37,000 people not previously accounted for increasing, the undersupply by a further 4,500sqm to a total of 14,500sqm.

Funding for community facilities is limited under development contributions (S7.11). Typically about 1/3 of the total costs of new facilities can be funded by section 7.11, leaving Council with a significant funding gap

3.11.6.2 Other social infrastructure

Council is concerned about the potential strain on existing social infrastructure, and the impact of a lack of coordination between State and local governments.

As an example, school location and capacity are crucial factors in planning for housing growth. Uncoordinated development will strain existing schools and supporting infrastructure. The NSW Productivity Commission (2) estimates that adding 2,500 new households would add an immediate demand for over 733 additional primary school students and 325 secondary school students. Under the assumption that the program aims to deliver 17,800 new homes in the LGA, this equates to around 5,200 primary and 2,300 secondary places. While private schools would be expected to take some of these students, many would need to be accommodated in new or upgraded public schools.

These increases would also impact on traffic congestion and safety around local schools, increase demand for bus and train services, access to parks and recreational facilities, libraries and other services for students and young people. Proper planning and collaboration between state and local agencies will be required to ensure growth reflects the capacity of the area, and that schools and other social infrastructure are expanded alongside housing development.

3.11.7 Impacts on community and emotional wellbeing

The impact of increased housing density on the social and emotional wellbeing of residents is complex and nuanced.

The research shows that well-designed high and medium density environments can support vibrant and active lifestyles. Walkable neighbourhoods with mixed-use development encourage physical activity, reduce reliance on cars and promote healthier lifestyles. Quality shared spaces and community hubs can cultivate community connections, belonging and social interaction. However, poorly planned development can breed social isolation and disconnected communities. Apartment blocks with limited access to natural light and green spaces may contribute to poorer mental health outcomes. Traffic noise and crowding may contribute to stress and anxiety. Concerns about safety and limited play areas may hinder childhood development. Older and more vulnerable may be more susceptible to the negative aspects of higher-density living, requiring additional supports.

The success of these environments requires responsible planning and development that puts the needs of residents at the centre, ensuring access to adequate green spaces, fostering a sense of community through well-designed places and spaces, and prioritising noise reduction through design considerations and traffic management strategies.

3.12 Development Contributions

3.12.1 Current Status of Local Infrastructure Contributions Plans

Ku-ring-gai Council has both a s7.11 Contributions Plan and a s7.12 Contributions Plan. Both apply to the entire LGA so that they operate in the same geographic space. However, each applies to different types of development in such a way as to ensure the plans are mutually exclusive. Importantly, all development proposals that result in a nett increase in dwellings are subject to the s7.11 Contributions Plan and explicitly excluded from the s7.12 Contributions Plan. An overriding direction to the contrary would result in significant confusion in the affected precincts.

3.12.2 The s7.12 Contributions Plan

The s7.12 Contributions Plan was reviewed in 2023, replacing the former s94A Contributions Plan that had been in effect since 2016. The indirect “fixed percentage levy” contributions system has been specifically drafted to cater for comparatively small-scale redevelopment in the form of single dwelling alterations and additions and knockdown rebuilds. It provides an income stream that funds infrastructure that is also local and small scale in nature such as intersection treatments, local cycleway access and additional facilities in local parks to cater for increased and changing demand.

3.12.3 The s7.11 Contributions Plan

The s7.11 Contributions Plan is currently under review however, in the absence of any published dwelling targets to date on which comprehensive studies such as traffic studies could be based, the review is at a preliminary stage.

This Contributions Plan is especially complex because Ku-ring-gai has an exemption from the \$20,000 threshold in the existing Local Centres catchments – areas which were upzoned from 2010 & 2012 – which also include many of the areas within 400m of Gordon, Killara, Lindfield and Roseville Stations (but only those areas which were upzoned at that time). These areas are partially, but not entirely, redeveloped as they were based on prospective growth until 2031.

The \$20,000 threshold – or “cap” – was first established in 2009 and has not ever been inflated over its nearly fifteen years of operation. Land acquisition costs have increased significantly since that date so the exempted contributions now exceed the \$20,000 threshold by a much more significant amount than when they were first adopted. Had the NSW Government also inflated the cap by both a land value index (land) and a Producer Price Index (works), it would likely be between \$30,000 and \$40,000 in 2024, fifteen years after it was first published.

The low density areas around these stations that are zoned R2 are outside these identified catchments. This means that they are subject to the \$20,000 cap and, as a result, multi-unit housing in these areas will be contributing comparatively less towards the cost of providing essential supporting local infrastructure than the areas that are already zoned for higher density redevelopment that is currently underway. This is inequitable and undermines the adequate provision of supporting infrastructure.

However, mandating a blanket contribution rate in these precincts that was less than the current contributions rates, including within the existing Local Centres catchments, would result in a significant discount of contributions from sites that have already been identified and included in the current s7.11

contributions plan, impacting and destabilising cashflow for works long-since committed to and in an advanced state of planning and delivery.

As such, the review of the current s7.11 Contributions Plan will either need to retain the benefit of the exemption from the cap or be an IPART-approved contributions plan. Ku-ring-gai Council is preparing the groundwork for the current review to be an IPART plan in the expectation that the threshold and any associated exemptions, will ultimately be phased out. However, it must be appreciated that this is not a quick process, and it is extremely important that the current contribution rates be “grandfathered” in the identified precincts until a revised Contributions Plan can be brought into effect.

3.12.4 Key Points concerning Local Infrastructure Provision in Ku-ring-gai

- Both s7.11 and s7.12 Contributions Plans are in effect in the Ku-ring-gai LGA.
- The s7.11 Contributions Plan is the plan that applies to all development that involves a nett increase in the number of dwellings on the site (excepting secondary dwellings which cannot have separate title).
- Areas already zoned for higher density redevelopment are in Local Centres catchments that have an exemption from the \$20,000 cap.
- The \$20,000 cap applies outside the current Local Centres catchments.
- The TOD SEPP will have the effect of extending the catchment areas that are subject to higher residential development potential.
- The cap exemption is critical for infrastructure delivery in Ku-ring-gai because of the high cost of land acquisition that could not be accommodated within the cap or via a s7.12 Contributions Plan.
- Despite this exemption, the s7.11 Contributions Plan can still only provide for new local parks at the rate of 2.75sqm/person which is less than 1/10th of the accepted standard of provision of 28.3sqm/person and approximately half of the then prevailing rate of provision at the time of the last major rezonings.
- Ku-ring-gai Council actively delivers new local parks explicitly designed for highly intensive use of relatively small spaces, having delivered seven so far over the life of the plan.
- The inability to acquire more land for new local open space provision is also addressed by the provision of public domain works within the existing road reserves to enhance pedestrian use by way of wider footways and the opportunity for parklets and outdoor dining.
- The current s7.11 contributions also provide for traffic and transport related works including several new link roads and intersection upgrades.

3.13 Alternate Council led strategies

For Part 2 Precincts, the proposed TOD SEPP is intended to commence in April 2024. The amended planning controls will then in place until councils have completed and delivered a new strategic vision and rezoning for these areas... with uplift equal to or exceeding SEPP controls’.

The TOD SEPP appears to place increased housing density above other considerations including canopy retention, biodiversity conservation, infrastructure and storm water capacity, heritage, liveability and sustainability. Blanket controls such as those proposed are not suitable for places with multiple real environmental constraints. Ku-ring-gai would benefit from being able to shape the controls in an

alternative and specific way (for instance, higher at the stations taking advantage of unconstrained and flatter land, and lower at the perimeter acknowledging multiple constraints and transition to surrounds). However, there is no suggestion that an alternative could deliver an outcome of lower yield than that notionally calculated for each individual TOD Station with yield reallocated to other TOD and non-TOD locations.

For Council to undertake any proper strategic/master planning process for these precincts, the department must release their estimated net dwelling yields for each of the TOD areas in Ku-ring-gai and the assumptions around take-up rates for residential apartments and shop top housing. This makes it incredibly difficult to plan and deliver on the infrastructure requirements to accommodate this future growth. Council requests the Government provide the housing targets and supporting planning, economic or other analysis for these targets.

Given the potential significant dwelling increase in each of the 4 TOD precincts in Ku-ring-gai, the required master planning process will be a significant and resource intensive undertaking for Council. Unlike the eight precincts covered in Part 1 of the TOD Program, there is no State Government funding or planning resources on offer to assist Council undertake this significant strategic planning exercise.

Also, there is no suggestion that an alternative would be implemented any other way than via a Planning Proposal in the ordinary manner. This would leave open a significant period (18-24 months) within which DAs under the TOD SEPP could be lodged, approved, and commenced.

Council strongly recommends that the proposal is deferred to allow Council I to put forward an alternative proposal after due consideration of local constraints, needs and community input.