



ORDINARY MEETING OF COUNCIL TO BE HELD ON TUESDAY, 17 DECEMBER 2024 AT 7:00PM LEVEL 3, COUNCIL CHAMBER

AGENDA

** ** * * * * *

NOTE: For Full Details, See Council's Website –
<https://www.krg.nsw.gov.au> under the link to business papers

The Livestream can be viewed here:
<https://www.krg.nsw.gov.au/Council/Council-meetings/Council-meeting-live-stream>

Disclaimer: All Ku-ring-gai Council Ordinary Meetings of Council are livestreamed for on-demand viewing on the KRG website. Although Council will do its best to ensure the public is excluded from the livestream, Council cannot guarantee a person's image and/or voice won't be broadcast. Accordingly, attendance at Council meetings is considered consent by a person for their image and/or voice to be webcast. Council accepts no liability for any damage that may result from defamatory comments made by persons attending meetings. As per clause 15.21 of Council's Code of Meeting Practice, a person must not live stream or use an audio recorder, video camera, mobile phone or any other device to make a recording or photograph of the proceedings of a meeting of the council or a committee of the council without the prior authorisation of the council.

In accordance with clause 3.23 of the Model Code of Meeting Practice, Councillors are reminded of the oath or affirmation of office made under section 233A of the Act, and of their obligations under the Council's Code of Conduct to disclose and appropriately manage conflicts of interest.

Please refer to Part 4 of Council's Code of Conduct for Pecuniary Interests and Part 5 of Council's Code of Conduct for Non-Pecuniary Interests.

The Oath or Affirmation taken is as below:

Oath:

I *[name of Councillor]* swear that I will undertake the duties of the office of Councillor in the best interests of the people of the Ku-ring-gai Local Government area and the Ku-ring-gai Council, and that I will faithfully and impartially carry out the functions, powers, authorities and discretions vested in me under the *Local Government Act 1993* or any other Act to the best of my ability and judgement.

Affirmation:

I *[name of Councillor]* solemnly and sincerely declare and affirm that I will undertake the duties of the office of Councillor in the best interests of the people of the Ku-ring-gai Local Government area and the Ku-ring-gai Council, and that I will faithfully and impartially carry out the functions, powers, authorities and discretions vested in me under the *Local Government Act 1993* or any other Act to the best of my ability and judgement.

APOLOGIES

DECLARATIONS OF INTEREST

DOCUMENTS CIRCULATED TO COUNCILLORS

CONFIRMATION OF REPORTS TO BE CONSIDERED IN CLOSED MEETING

NOTE:

That in accordance with the provisions of Section 10 of the Local Government Act 1993, all officers' reports be released to the press and public, with the exception of confidential attachments to the following General Business reports:

GB.6 RFT2-2024 Playspace Upgrade Lorraine Taylor Reserve

In accordance with 10A(2)(d)(i):

Attachment 1: RFT2-2024 Playspace Upgrade Lorraine Taylor Reserve - List of Submitters

In accordance with 10A(2)(d)(i):

Attachment 2: RFT2-2024 Playspace Upgrade Lorraine Taylor Reserve - Tender Evaluation Report

GB.7 RFT34-2024 Design and Construct - 25M Indoor pool refurbishment KFAC

In accordance with 10A(2)(d)(i):

Attachment 1: RFT34-2024 25M Indoor Pool refurbishment - List of Submitters

In accordance with 10A(2)(d)(i):

Attachment 2: RFT34-2024 25M Indoor Pool Refurbishment - Tender Evaluation Report

GB.13 Public EV Charging Proposals - NSW Kerbside Charging Program Round 1

In accordance with 10A(2)(d)(i):

Attachment 5: EVIE Networks Proposed Commercial Rates - April 2024

CONFIRMATION OF MINUTES

Minutes of Ordinary Meeting of Council

8

File: S02131

Meeting held 26 November 2024

Minutes numbered 212 to 232

MINUTES FROM THE MAYOR

PETITIONS

GENERAL BUSINESS

- i. The Mayor to invite Councillors to nominate any item(s) on the Agenda that they wish to have a site inspection.*
- ii. The Mayor to invite Councillors to nominate any item(s) on the Agenda that they wish to adopt in accordance with the officer's recommendation allowing for minor changes without debate.*

GB.1 **Code of Conduct - Complaint Statistics** **23**

File: S08447

To report statistics in relation to complaints as required by the Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW 2020 for the twelve months to 31 August 2024.

Recommendation:

That the report under Part 11 of the Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW 2020 be received and noted.

GB.2 **Ku-ring-gai Community Grants Program - Request to Reallocate Grant Funds** **31**

File: FY00432/15

For Council to consider a request from SHARE Inc. to reallocate grant funding, which was initially awarded for a Diwali celebration in October 2024, to a Holi Festival event proposed for February 2025.

Recommendation:

That Council consider the request from SHARE Inc and approve the reallocation of \$2,300 grant funding intended for a Diwali event in October 2024 to a Holi festival celebration proposed for March 2025.

GB.3 **Investment Report as at 30 November 2024** **37**

File: FY00623/7

To present Council's investment portfolio performance for November 2024.

Recommendation:

That the summary of investments performance for November 2024 be received and noted; and that the Certificate of the Responsible Accounting Officer be noted and the report adopted.

GB.4 **Project Status Report - November 2024** **45**

File: FY00621/7

To provide Council with the Project Status Report for August – November 2024.

Recommendation:

That Council receive and note the Project Status Report for August – November 2024.

GB.5 **Ku-ring-gai Traffic Committee Meeting Dates for 2025** **51**

File: CY00022/16

To determine the Ku-ring-gai Traffic Committee meeting dates for 2025.

Recommendation:

That the Ku-ring-gai Traffic Committee meetings for 2025 be scheduled quarterly between February and November as per dates specified and that meetings are held only as required.

GB.6 **RFT2-2024 Playspace Upgrade Lorraine Taylor Reserve** **54**

File: RFT2-2024/R

To consider the tenders received for RFT2-2024 Playspace Upgrade Lorraine Taylor Reserve St Ives and to appoint the preferred tenderer.

Recommendation:

In accordance with Section 55 of the Local Government Act and Tender Regulation 2021, it is recommended Council accept the Tender submitted by Tenderer 'A'.

GB.7 **RFT34-2024 Design and Construct - 25M Indoor pool refurbishment KFAC** **58**

File: RFT34-2024/R

To consider the tenders received for RFT34-2024 Design and Construct 25M Indoor Pool Refurbishment KFAC and to appoint the preferred tenderer.

Recommendation:

Based on the assessment undertaken, the Tender Evaluation Committee recommends the following:

- A. As a result of considering the tenders submitted for the proposed RFT34-2024 Design and Construction 25M Indoor Pool Refurbishment KFAC contract, and pursuant to Clause 178(1) of the Local Government (General) Regulation 2021 ("the Regulation"), Council declines to accept any of the tenders.
- B. Fresh tenders as referred to in clause 178(3)(b)-(d) of the Regulation not be invited due to the current deadlines and condition of the pool.
- C. Pursuant to clause 178(3)(e) of the Regulation, the General Manager enter into negotiations with any person (whether or not the person was a tenderer) with a view to entering into a contract in relation to the subject matter of the tender in terms acceptable to Council's requirements.
- D. The Mayor and the General Manager be delegated authority to execute all documents on Council's behalf in relation to any contract formed as a result of the above.
- E. The Seal of Council be affixed to all necessary documents.
- F. All tenderers be advised of Council's decision in accordance with Clause 178 of the Regulation.

GB.8 **Heritage Reference Committee meeting minutes of 7 November 2024** **63**

File: CY00413/12

To have Council consider the minutes from previous Heritage Reference Committee ('HRC') meeting held on 7 November 2024.

Recommendation:

That Council receives and notes the HRC minutes from 7 November 2024.

GB.9 **Ku-ring-gai Green Grid Draft Strategy** **69**

File: S12691

To provide an overview of the draft Ku-ring-gai Green Grid Strategy and seek Council's endorsement to place the draft strategy on public exhibition.

Recommendation:

That Council endorse the draft Ku-ring-gai Green Grid Strategy for public exhibition

GB.10 **Affordable Housing Options Paper and Draft Affordable Housing Policy** **146**

File: S12139-12

For Council to consider the Affordable Housing Options Paper and Draft Ku-ring-gai Affordable Housing Policy for public exhibition.

Recommendation:

That Council endorse the Draft Ku-ring-gai Affordable Housing Policy for public exhibition. The Affordable Housing Options Paper and Education Brochure will be made available as supporting documents to the exhibition.

GB.11 **Low and Mid-Rise Housing SEPP: Proposed Dual Occupancy Provisions for Ku-ring-gai Local Environmental Plan 2015** **252**

File: S14428

To seek Council's support to progress discussions with State government on the dual occupancy component of the *Low and Mid-rise Housing* reforms, namely on minimum lot sizes.

Recommendation:

That Council present the three minimum lot size Options within this report to the Department of Planning, Housing and Infrastructure to progress the next steps, including community consultation.

GB.12 **Draft Terms of Reference - Environment Committee and Smart Transport Advisory Committee** **284**

File: S14696

For Council to consider the draft Terms of Reference of the Environment Committee and the Smart Transport Advisory Committee for adoption and to make appointments to these committees.

Recommendation:

That Council:

- A. Adopt the Environment Committee and Smart Transport Advisory Committee Terms of Reference
- B. make any required changes to the Advisory and Reference Committee Guidelines.
- C. appoint a Chairperson and Deputy Chairperson to both committees for the 2024-26 Mayoral term; and
- D. note that community membership of both committees will be reviewed and recommendations brought back to Council by 8 April 2025.

GB.13 **Public EV Charging Proposals - NSW Kerbside Charging Program Round 1** **298**

File: S13127

This report presents the community consultation results for five (5) EVIE Networks site proposals that have been awarded Round 1 funding. This report also recommends which of these site proposals to progress through planning assessments, based on the community consultation results.

Recommendation:

- A. That Council progresses the necessary approval assessments and negotiation of commercial terms required for development and installation of the site proposals at:
 - o 9 Coonanbarra Road, Wahroonga
 - o 2-8 Turramurra Avenue and Gilroy Lane, Turramurra

- 1 Reading Avenue, East Killara
 - 2 Lord Street, Roseville
- B. Subject to assessment and negotiation of commercial terms, that Council approves the development and installation of the proposed chargers for the above sites.

EXTRA REPORTS CIRCULATED TO MEETING

BUSINESS WITHOUT NOTICE – SUBJECT TO CLAUSE 9.3 OF CODE OF MEETING PRACTICE

QUESTIONS WITH NOTICE

INSPECTIONS– SETTING OF TIME, DATE AND RENDEZVOUS

**** ** * * * * * ** ****

MINUTES OF ORDINARY MEETING OF COUNCIL HELD ON TUESDAY, 26 NOVEMBER 2024

- Present: The Mayor, Councillor Christine Kay (Chairperson)
Councillors M Devlin & J Pettett (Comenarra Ward)
Councillors I Balachandran & B Ward (Gordon Ward)
Councillors S Ngai & A Taylor (Roseville Ward)
Councillor M Smith (St Ives Ward)
Councillors C Spencer & K Wheatley (Wahroonga Ward)
- Staff Present: General Manager (David Marshall)
Director Community (Janice Bevan)
Director Corporate (Angela Apostol)
Director Development & Regulation (Michael Miocic)
Director Operations (Peter Lichaa)
Acting Director Strategy & Environment (Jacob Sife)
Corporate Lawyer (Jamie Taylor)
Manager Corporate Communications (Virginia Leafe)
Manager Governance and Corporate Strategy (Christopher M Jones)
Governance Support Officer (Eliza Gilbank-Heim)
- Others Present: Manager Urban and Heritage Planning (Antony Fabbro)

The Meeting commenced at 7:00PM

The Mayor offered the Acknowledgement of Country and Prayer.

212 **APOLOGIES**

File: S02194

The Director of Development & Regulation advised of an apology from the Director of Strategy & Environment, Andrew Watson, due to being on leave with Jacob Sife acting as Director of Strategy & Environment.

DECLARATIONS OF INTEREST

The Mayor referred to the necessity for Councillors and staff to declare a Pecuniary Interest/Conflict of Interest in any item on the Business Paper.

No Interest was declared.

DOCUMENTS CIRCULATED TO COUNCILLORS

The Mayor referred to the documents circulated in the Councillors' papers and advised that the following matters would be dealt with at the appropriate time during the meeting:

Memorandums: An explanatory memorandum for item GB.12 – Proposed redevelopment of St Ives Shopping Village involving adjoining Council land and road reserve – minor corrections/clarifications was circulated to the Mayor and Councillors on 12 November 2024.

Late Confidential Items: **C.1 - Land and Environment Court - Transport Oriented Development SEPP** - Report by General Manager dated 22 November 2024

Confidential Memorandums: A memorandum for item C.1 Land and Environment Court - Transport Oriented Development SEPP was circulated to the Mayor and Councillors on 26 November 2024.

213 **CONFIRMATION OF REPORTS TO BE CONSIDERED IN CLOSED MEETING**

File: S02499/9

Resolved:

(Moved: Councillors Spencer/Pettett)

That in accordance with the provisions of Section 10 of the Local Government Act 1993, all officers' reports be released to the press and public, with the exception of:

C.1 Land and Environment Court - Transport Oriented Development SEPP

In accordance with 10(A)(2)(g)

CARRIED UNANIMOUSLY

214 **CONFIRMATION OF ATTACHMENTS TO BE CONSIDERED IN CLOSED MEETING**

File: S02499/9

Resolved:

(Moved: Councillors Spencer/Pettett)

That in accordance with the provisions of Section 10 of the Local Government Act 1993, all officers' reports be released to the press and public, with the exception of confidential attachments to the following General Business Reports:

GB.3 Youth Advisory Committee

In accordance with 10A(2)(a):

Attachment 1: Youth Advisory Committee written submission combined

Attachment 3: Youth Advisory Committee selection panel members biographies

Attachment 4: Youth Advisory Committee Panel Selection Report

Attachment 5: Youth Advisory Committee Assessment Methodology

CARRIED UNANIMOUSLY

CONFIRMATION OF MINUTES

215 **Minutes of Ordinary Meeting of Council**

File: EM00043/8

Meeting held 8 October 2024
Minutes numbered 180 to 187

Resolved:

(Moved: Councillors Pettett/Spencer)

That Minutes numbered 180 to 187 circulated to Councillors were taken as read and confirmed as an accurate record of the proceedings of the Meeting.

CARRIED UNANIMOUSLY

216 **Minutes of Ordinary Meeting of Council**

File: EM00043/9

Meeting held 22 October 2024
Minutes numbered 188 to 207

Resolved:

(Moved: Councillors Pettett/Spencer)

That Minutes numbered 188 to 207 circulated to Councillors were taken as read and confirmed as an accurate record of the proceedings of the Meeting.

CARRIED UNANIMOUSLY

217 **Minutes of Extraordinary Meeting**

File: EM00043/11/2

Meeting held 30 October 2024

Minutes numbered 208 to 211

Resolved:

(Moved: Councillors Pettett/Spencer)

That Minutes numbered 208 to 211 circulated to Councillors were taken as read and confirmed as an accurate record of the proceedings of the Meeting.

CARRIED UNANIMOUSLY

MINUTES FROM THE MAYOR

218 **Vale Bill Jones, Dedicated Environmental Volunteer**

File: CY00455/12

Vide: MM.1

It is my sad duty to inform the Council and Ku-ring-gai residents of the passing of a dedicated community member and environmental volunteer, Bill Jones.

Bill and his wife Noela were longstanding locals and first became involved with the Bushcare movement back in the early 1980s, when they began volunteering for the 'Voluntary Bush Regeneration Group' formed in 1983 to work in reserves in Ryde, North Epping, Ku-ring-gai and Lane Cove National Park.

Enthused by this initial experience, Bill and Noela moved to West Pymble in the early 90s and immediately became involved with environmental group KuBES – or the Ku-ring-gai Bushland Environmental Society.

Bill was President for several years until KuBES merged with STEP (the South Turrumurra Environmental Protection Society Inc). Noela became the coordinator of Lane Cove National Park volunteers, and along with Bill led bushwalks for STEP and the Friends of Lane Cove National Park.

A former CSIRO scientist, Bill devoted his retirement years to working tirelessly as an environmental volunteer. He volunteered for Bushcare at Quarry Creek for decades, regenerating weed infested areas into healthy natural bushland alongside Noela.

Later he and Noela turned their attention to Bicentennial Park, to stop the balloon vine which was rampant there from spreading downstream. Another of the couple's favourite sites was Wallalong Crescent, where they persuaded Council to stop mowing to increase the recovery of several native grass species and boost the area's biodiversity.

Bill and Noela were trainers and educators for several Ku-ring-gai Bushcare groups. Their passion for the local environment and its wildlife was so inspiring that many volunteers they taught subsequently enrolled in TAFE to gain formal qualifications.

In addition to his Bushcare duties, Bill was an active member of the Australian Plants Society, North Shore Group. He gave advice on signage, led walks at the Ku-ring-gai Wildflower Garden and presented several talks each year on plant identification. Thanks to Bill, this program became one of the Society's most successful in informing residents about native plants and their identification.

In 2012 Bill and Noela were recognised with a Mayoral Award for their outstanding contribution to the Ku-ring-gai community. The citation acknowledged their 'dedication, passion and ongoing commitment' to environmental education and volunteering. "Without their passion the creek and surrounding bushland would be overrun with lantana and privet.... that strangle and pollute the beauty of our precious bushland".

The Council and our community have lost a dedicated and committed volunteer in Bill Jones - and his family have lost a much-loved man. On behalf of Council, I express our sincere condolences to his widow Noela and Bill's family and friends.

Resolved:

(Moved: The Mayor, Councillor Kay)

- A. That the Mayoral Minute be received and noted
- B. That we stand for a minute's silence to honour Bill Jones
- C. That the Mayor write to Bill Jones' family and encloses a copy of the Mayoral Minute

CARRIED UNANIMOUSLY

PETITIONS

Nil.

GENERAL BUSINESS

219 **Minutes of Audit, Risk & Improvement Committee Meetings held on 12 and 19 September 2024**

File: CY00458/12
Vide: GB.1

To provide Council with the minutes from the Audit, Risk & Improvement Committee meetings held on 12 and 19 September 2024 for adoption.

Resolved:

(Moved: Councillors Spencer/Pettett)

That the minutes from the Audit, Risk & Improvement Committee meetings held on 12 and 19 September 2024 be adopted.

CARRIED UNANIMOUSLY

220 **Youth Advisory Committee**

File: S04477
Vide: GB.2

To provide Council with recommendations for representatives to participate in Council's Youth Advisory Committee.

Resolved:

(Moved: Councillors Spencer/Pettett)

- A. That Council considers the selection panel recommendations and appoints 15 community members to participate in the Youth Advisory Committee.
- B. That Council considers the selection panel recommendations and appoints nine (9) reserves to the Youth Advisory Committee.

CARRIED UNANIMOUSLY

221 **General and Special Purpose Financial Statements for the year ended 30 June 2024**

File: FY00259/17
Vide: GB.3

To present to Council the Annual Financial Statements for the year ended 30 June 2024 and audit reports from the Audit Office of NSW, and to provide a summary of Council's financial performance and financial position at 30 June 2024.

Resolved:

(Moved: Councillors Spencer/Pettett)

- A. Receive the audited Financial Statements for the year ended 30 June 2024 and the auditor's report from the Audit Office of NSW.

CARRIED UNANIMOUSLY

222 **Ku-ring-gai Council Annual Report 2023-2024**

File: FY00561/13

Vide: GB.4

To seek Council endorsement of the draft Annual Report for 2023–2024.

Resolved:

(Moved: Councillors Spencer/Pettett)

That Council:

- A. Endorse the Annual Report 2023-2024, subject to final proofing, formatting and design.
- B. Note that the report will be published by 30 November 2024, and notified to the Minister (by providing a link to the Annual Report to the Office of Local Government).

CARRIED UNANIMOUSLY

223 **State of our Ku-ring-gai Report 2024**

File: S13319/3

Vide: GB.5

To present the State of Our Ku-ring-gai Report 2024 to Council for endorsement.

Resolved:

(Moved: Councillors Spencer/Pettett)

That Council:

- A. Endorse the State of Our Ku-ring-gai Report, subject to final proofing, formatting and design.
- B. Note that the report will be published with the Annual Report 2023-24 by 30 November 2024.

CARRIED UNANIMOUSLY

224 **Investment Report as at 31 October 2024**

File: FY00623/7

Vide: GB.6

To present Council's investment portfolio performance for October 2024.

Resolved:

(Moved: Councillors Spencer/Pettett)

That:

- A. The summary of investments and performance for October 2024 be received and noted.
- B. The Certificate of the Responsible Accounting Officer be noted and the report adopted.

CARRIED UNANIMOUSLY

225 **Analysis of Land and Environment Court Costs - 1st Quarter 2024 to 2025**

File: FY00623/7

Vide: GB.7

To report legal costs in relation to development control matters in the Land and Environment Court for the quarter ended 30 September 2024.

Resolved:

(Moved: Councillors Spencer/Pettett)

That the analysis of Land and Environment Court costs for the year ended 30 September 2024 be received and noted.

CARRIED UNANIMOUSLY

226

2024 - 2025 Budget Review - 1st Quarter ended September 2024

File: S09112/13

Vide: GB.8

To inform Council of the results of the first quarter budget review of 2024/25 and proposed adjustments to the annual budget based on the actual financial performance and trend for the period 1 July 2024 to 30 September 2024.

Resolved:

(Moved: Councillors Spencer/Pettett)

That the September 2024 Quarterly Budget Review and the recommended changes be received and noted.

CARRIED UNANIMOUSLY

227

Ku-ring-gai Council Meeting and Public Forum Dates for 2025

File: CY00368/14

Vide: GB.9

To set Council Meeting and Public Forum dates for 2025.

Resolved:

(Moved: Councillors Spencer/Pettett)

That Council adopt the following Meeting dates for 2025:

- February 2025
 - 11 February Public Forum
 - 18 February Ordinary Meeting of Council
- March

- 11 March Public Forum
- 18 March Ordinary Meeting of Council
- April
 - 8 April Public Forum
 - 15 April Ordinary Meeting of Council
- May
 - 13 May Public Forum
 - 20 May Ordinary Meeting of Council
- June
 - 17 June Public Forum
 - 24 June Ordinary Meeting of Council
- July
 - 15 July Public Forum
 - 22 July Ordinary Meeting of Council
- August
 - 12 August Public Forum
 - 19 August Ordinary Meeting of Council
- September
 - 16 September Public Forum
 - 23 September Ordinary Meeting of Council
- October
 - 14 October Public Forum
 - 21 October Ordinary Meeting of Council
- November
 - 11 November Public Forum
 - 18 November Ordinary Meeting of Council
- December
 - 9 December Public Forum
 - 16 December Ordinary Meeting of Council
- February 2026
 - 10 February Public Forum
 - 17 February Ordinary Meeting of Council

CARRIED UNANIMOUSLY

228

Policy Updates - Drone (Remotely Piloted Aircraft) Policy

File: CY00826/2

Vide: GB. 10

To update Council's Drone (Remotely Piloted Aircraft) policy.

Resolved:

(Moved: Councillors Spencer/Pettett)

That Council adopt the revised *Drone (Remotely Piloted Aircraft) Policy*.

CARRIED UNANIMOUSLY

229 **Post exhibition report for the draft Planning Agreement Policy**

File: S06198

Vide: GB.11

To report back on the Revised Draft Planning Agreement Policy 2024 following its exhibition for public comment.

Resolved:

(Moved: Councillors Spencer/Pettett)

That the draft revised Planning Agreement Policy 2024 be adopted and formally replace Planning Agreement Policy 2019.

CARRIED UNANIMOUSLY

230 **Planning proposal for 47 Highfield Road and 47a Highfield Lane, Lindfield**

File: S14225

Vide: GB.13

For Council to consider the private Planning Proposal for 47C Highfield Road and 47a Highfield Lane, Lindfield.

Resolved:

(Moved: Councillors Spencer/Pettett)

- A. That the Planning Proposal does not proceed to Gateway Determination as it does not demonstrate site specific or strategic merit, specifically:
- i. The Planning Proposal would enable the subdivision of the site in a highly irregular manner that does not reflect or reinforce the predominant subdivision pattern of the area, and therefore inconsistent with KLEP 2015 Clause 4.1(c) Minimum Lot Subdivision Size.
 - ii. The Planning Proposal will result in negative impacts on the heritage significance of the site and on the biodiversity and riparian ecological

values of the site and is therefore inconsistent with KLEP 2015 Clause 4.1(b) Minimum Lot Subdivision Size.

- iii. The Planning Proposal is inconsistent with the objectives of the C4 Environment Living zoning of the site which seek to ensure development does not have adverse impact on the ecological values and does not result in further fragmentation of the ecological communities, biodiversity or other significant vegetation and habitat.
- iv. The Planning Proposal will result in the fragmentation of the site, impacting on the heritage significance and biodiversity and riparian values and will put at risk the ongoing operation of the Vegetation Management Plan applying to the site.
- i. The Planning Proposal is inconsistent with the strategic objectives of the Greater Sydney Region Plan, North District Plan and the Ku-ring-gai Local Strategic Planning Statement and Ministerial Directions relating to conservation of heritage and the protection of biodiversity and riparian lands.

B. That Council advise the proponent and the Department of Planning, Housing and Infrastructure of its decision.

CARRIED UNANIMOUSLY

231

Land and Environment Court - Transport Oriented Development SEPP

File: S14468

Vide: C.1

In accordance with the *Local Government Act 1993* and the *Local Government (General) Regulation 2021*, in the opinion of the General Manager, the following business is of a kind as referred to in section 10A(2)(g), of the Act, and should be dealt with in a part of the meeting closed to the public.

Section 10A(2)(g) of the Act permits the meeting to be closed to the public for business relating to advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.

This matter is classified confidential under section 10A(2)(g) because it contains advice concerning a legal matter that:

- (a) is a substantial issue relating to a matter in which the Council is involved
- (b) is clearly identified in the advice, and
- (c) is fully discussed in that advice.

It is not in the public interest to release details of the legal advice as it would prejudice Council's position in court proceedings.

Report by General Manager dated 22 November 2024.

Resolved:

(Moved: Councillors Spencer/Pettett)

That Council accept the proposed mediation agreement detailed in this report.

CARRIED UNANIMOUSLY

232

Proposed redevelopment of St Ives Shopping Village involving adjoining Council land and road reserve

File: S14469

Vide: GB.12

To inform Council that E K Nominees Pty Ltd, the owner the St Ives Shopping Village has advised of its intention to redevelop and expand the shopping centre. The proposal is, in part, contingent on the acquisition of Council-owned local road at Denley Lane, Cowan Lane, and Durham Avenue St Ives, land at 176 Mona Vale Road St Ives, and a laneway to Denley Avenue St Ives.

MOTION:

(Moved: Councillors Devlin/Smith)

- A. That Council note the contents of this report.
- B. That Council staff commence the statutory road closure process in accordance with the relevant provisions of the *Roads Act 1993*.
- C. That following public exhibition for a period of 28 days (commencing in February 2025), a report be brought back to Council outlining objections to the application and how these objections are to be satisfied, before Council considers endorsing the closure of the roads.
- D. That the public exhibition include more detailed concepts of what is proposed by the applicant.
- E. That upon the issuance of the Certificate of Title, the land be classified as Operational Land.
- F. That Council note that a final decision to divest public land requires a formal and separate resolution of Council, which will be the subject of a subsequent report.

The Motion was put and declared **CARRIED UNANIMOUSLY**.

Resolved:

(Moved: Councillors Devlin/Smith)

- A. That Council note the contents of this report.
- B. That Council staff commence the statutory road closure process in accordance with the relevant provisions of the *Roads Act 1993*.
- C. That following public exhibition for a period of 28 days (commencing in February 2025), a report be brought back to Council outlining objections to the application and how these objections are to be satisfied, before Council considers endorsing the closure of the roads.
- D. That the public exhibition include more detailed concepts of what is proposed by the applicant.
- E. That upon the issuance of the Certificate of Title, the land be classified as Operational Land.
- F. That Council note that a final decision to divest public land requires a formal and separate resolution of Council, which will be the subject of a subsequent report.

CARRIED UNANIMOUSLY

BUSINESS WITHOUT NOTICE – SUBJECT TO CLAUSE 9.3 OF CODE OF MEETING PRACTICE

Nil.

QUESTIONS WITH NOTICE

Nil.

INSPECTIONS– SETTING OF TIME, DATE AND RENDEZVOUS

Nil.

The Meeting closed at 7:13pm

The Minutes of the Ordinary Meeting of Council held on 26 November 2024 (Pages 1 - 21) were confirmed as a full and accurate record of proceedings on <Insert confirmation date ...>

General Manager

Mayor / Chairperson

CODE OF CONDUCT - COMPLAINT STATISTICS

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To report statistics in relation to complaints as required by the Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW 2020 for the twelve months to 31 August 2024.

BACKGROUND:

Under the Procedures, a report on a range of complaints statistics is provided the Office of Local Government and reported to Council.

COMMENTS:

The relevant statistics are contained in this report.

RECOMMENDATION:

That the report under Part 11 of the Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW 2020 be received and noted.

PURPOSE OF REPORT

To report statistics in relation to complaints as required by the Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW 2020 for the twelve months to 31 August 2024.

BACKGROUND

Under the Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW 2020, a report on a range of complaints statistics is provided to Council and the Division of Local Government.

Part 11 of the Procedures provides:

- 11.1 The complaints coordinator must arrange for the following statistics to be reported to the council within 3 months of the end of September of each year:*
- a) the total number of code of conduct complaints made about councillors and the general manager under the code of conduct in the year to September (the reporting period)*
 - b) the number of code of conduct complaints referred to a conduct reviewer during the reporting period*
 - c) the number of code of conduct complaints finalised by a conduct reviewer at the preliminary assessment stage during the reporting period and the outcome of those complaints*
 - d) the number of code of conduct complaints investigated by a conduct reviewer during the reporting period*
 - e) without identifying particular matters, the outcome of investigations completed under these procedures during the reporting period*
 - f) the number of matters reviewed by the Office during the reporting period and, without identifying particular matters, the outcome of the reviews, and*
 - g) the total cost of dealing with code of conduct complaints made about councillors and the general manager during the reporting period, including staff costs.*
- 11.2 The council is to provide the Office with a report containing the statistics referred to in clause 11.1 within 3 months of the end of September of each year.*

COMMENTS

The statistics to be reported in accordance with the Procedures, in the form required by the Office of Local Government is **Attachment 1** to this report.

INTEGRATED PLANNING AND REPORTING

Leadership

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
L1.1: A shared long-term vision underpins strategic collaboration and partnerships and builds leadership capacity.	L1.1.1: The priorities of our community, as reflected in the Community Strategic Plan, inform Council’s policy development, decision-making and program delivery	L1.1.1.3: Provide regular reporting to the community on performance and progress against Council’s Delivery Program and Operational Plan.

GOVERNANCE MATTERS

The provision of this report and the provision of information to the Office of Local Government is a requirement of Clauses 11.1 and 11.2 of the Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW 2020.

RISK MANAGEMENT

Matters relating to the administration of Council’s Code of Conduct have potential to affect the reputation of Council.

FINANCIAL CONSIDERATIONS

The cost of dealing with Code of Conduct complaints is included in the report to the Office of Local Government.

SOCIAL CONSIDERATIONS

Not Relevant.

ENVIRONMENTAL CONSIDERATIONS

Not relevant.

COMMUNITY CONSULTATION

Not relevant.

INTERNAL CONSULTATION

Not Relevant.

SUMMARY

Under the Model Code of Conduct framework, a report on a range of complaints statistics is required be provided to the Division of Local Government and reported to Council. The relevant statistics for the reporting period of 1 September 2023 to 31 August 2024 are contained in this report.

RECOMMENDATION:

- A. That the report pursuant to Part 11 of the Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW 2020 be received and noted

Item GB.1

S08447

Jamie Taylor
Corporate Lawyer

Attachments: A1 [↓](#) Model Code of Code Complaint Statistics 2023-2024 2024/393719

Model Code of Conduct Complaints Statistics 2023-24 Ku-ring-gai Council			
Number of Complaints			
1	The total number of complaints received in the reporting period about councillors and the General Manager (GM) under the code of conduct from the following sources:		
i	Community	7	
ii	Other Councillors	2	
iii	General Manager	0	
iv	Other Council Staff	0	
2	The total number of complaints finalised about councillors and the GM under the code of conduct in the following periods:		
i	3 Months	3	
ii	6 Months	2	
iii	9 Months	2	
iv	12 Months	0	
v	Over 12 months	2	
Overview of Complaints and Cost			
3	a	The number of complaints finalised at the outset by alternative means by the GM or Mayor	1
	b	The number of complaints referred to the Office of Local Government (OLG) under a special complaints management arrangement	0
	c	The number of code of conduct complaints referred to a conduct reviewer	9
	d	The number of code of conduct complaints finalised at preliminary assessment by conduct reviewer	6
	e	The number of code of conduct complaints referred back to GM or Mayor for resolution after preliminary assessment by conduct reviewer	0
	f	The number of finalised code of conduct complaints investigated by a conduct reviewer	0
	g	Cost of dealing with code of conduct complaints via preliminary assesment	7,502
	h	Progressed to full investigation by a conduct reviewer	3
	i	The number of finalised complaints investigated where there was found to be no breach	9
	j	The number of finalised complaints investigated where there was found to be a breach	0
	k	The number of complaints referred by the GM or Mayor to another agency or body such as the ICAC, the NSW Ombudsman, OLG or the Police	

i	ICAC	0
ii	NSW Ombudsman	0
iii	OLG	2
iv	Police	0
v	Other Agency (please specify)	0
	nil	
l	The number of complaints being investigated that are not yet finalised	5
m	The total cost of dealing with code of conduct complaints within the period made about councillors and the GM including staff costs	7,502

Preliminary Assessment Statistics		
4	The number of complaints determined by the conduct reviewer at the preliminary assessment stage by each of the following actions:	
a	To take no action (clause 6.13(a) of the 2020 Procedures)	7
b	To resolve the complaint by alternative and appropriate strategies (clause 6.13(b) of the 2020 Procedures)	2
c	To refer the matter back to the GM or the Mayor, for resolution by alternative and appropriate strategies (clause 6.13(c) of the 2020 Procedures)	0
d	To refer the matter to another agency or body such as the ICAC, the NSW Ombudsman, OLG or the Police (clause 6.13(d) of the 2020 Procedures)	0
e	To investigate the matter (clause 6.13(e) of the 2020 Procedures)	3
f	Other action (please specify)	0
	<input type="text"/>	
Investigation Statistics		
5	The number of investigated complaints resulting in a determination that there was no breach , in which the following recommendations were made:	
a	That the council revise its policies or procedures	0
b	That a person or persons undertake training or other education (clause 7.40 of the 2020 Procedures)	0
6	The number of investigated complaints resulting in a determination that there was a breach in which the following recommendations were made:	
a	That the council revise any of its policies or procedures (clause 7.39 of the 2020 Procedures)	0
b	In the case of a breach by the GM, that action be taken under the GM's contract for the breach (clause 7.37(a) of the 2020 Procedures)	0
c	In the case of a breach by a councillor, that the councillor be formally censured for the breach under section 440G of the Local Government Act 1993 (clause 7.37(b) of the 2020 Procedures)	0
d	In the case of a breach by a councillor, that the councillor be formally censured for the breach under section 440G of the Local Government Act 1993 and that the matter be referred to OLG for further action (clause 7.37(c) of the 2020 Procedures)	0
7	Matter referred or resolved after commencement of an investigation (clause 7.20 of the 2020 Procedures)	0

Categories of misconduct		
8	The number of investigated complaints resulting in a determination that there was a breach with respect to each of the following categories of conduct:	
a	General conduct (Part 3)	<input type="text" value="0"/>
b	Non-pecuniary conflict of interest (Part 5)	<input type="text" value="0"/>
c	Personal benefit (Part 6)	<input type="text" value="0"/>
d	Relationship between council officials (Part 7)	<input type="text" value="0"/>
e	Access to information and resources (Part 8)	<input type="text" value="0"/>
Outcome of determinations		
9	The number of investigated complaints resulting in a determination that there was a breach in which the council:	
a	Adopted the independent conduct reviewers recommendation	<input type="text" value="0"/>
b	Failed to adopt the independent conduct reviewers recommendation	<input type="text" value="0"/>
10	The number of investigated complaints resulting in a determination where:	
a	The external conduct reviewers decision was overturned by OLG	<input type="text" value="0"/>
b	Council's response to the external conduct reviewers recommendation was overturned by OLG	<input type="text" value="0"/>
11	Date Code of Conduct data was presented to council	<input type="text" value="17-Dec-24"/>

KU-RING-GAI COMMUNITY GRANTS PROGRAM - REQUEST TO REALLOCATE GRANT FUNDS

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

For Council to consider a request from SHARE Inc. to reallocate grant funding, which was initially awarded for a Diwali celebration in October 2024, to a Holi Festival event proposed for February 2025.

BACKGROUND:

At the Ordinary Meeting of Council on 22 October 2024, Council approved a \$2,300 grant to SHARE Inc. for a Diwali celebration in Ku-ring-gai. Due to the timing of the Community Grants report going to Council, plus logistical challenges, the planned Diwali event could not proceed in October 2024, as originally intended. SHARE Inc has approached Council requesting the funding be reallocated for a Holi Festival event in March 2025.

COMMENTS:

The request from SHARE Inc to present a Holi festival event in March 2025 provides an opportunity for the community to celebrate this significant cultural festival. While Diwali celebrates the victory of light over darkness and good over evil, the Holi festival marks the arrival of spring. Holi, with its vibrant cultural activities, aligns with Council's goals of promoting cultural diversity and community engagement.

RECOMMENDATION:

That Council consider the request from SHARE Inc and approve the reallocation of \$2,300 grant funding intended for a Diwali event in October 2024 to a Holi festival celebration proposed for March 2025.

PURPOSE OF REPORT

For Council to consider a request from SHARE Inc. to reallocate grant funding, which was initially awarded for a Diwali celebration in October 2024, to a Holi Festival event proposed for February 2025.

BACKGROUND

At the Ordinary Meeting of Council on 22 October 2024, Council approved a \$2,300 grant to SHARE Inc. for a Diwali celebration in Ku-ring-gai. Due to the delay in the Community Grants report not going to Council until October, plus logistical challenges, the planned Diwali event could not proceed in October 2024, as originally intended.

SHARE Inc has approached Council requesting the funding be reallocated for a Holi festival event in March 2025.

COMMENTS

The request from SHARE Inc to reallocate funds from Diwali to Holi presents an opportunity for the community to celebrate a significant cultural festival in March 2025.

While Diwali celebrates the victory of light over darkness and good over evil, the Holi festival marks the arrival of spring and emphasizes joy, love, and the renewal of relationships. Holi, with its vibrant cultural activities, aligns with the goals of promoting cultural diversity and community engagement.

To assist Council in assessing the proposed reallocation of grant funds, additional information was requested from SHARE Inc regarding the Holi festival event. **(Attachment 1)**

Additional information from SHARE Inc included:

Planned Activities: A detailed outline of the event's key activities, such as cultural performances, workshops, or community engagement initiatives.

The HOLI event will include traditional dance performances, colour-play activities, cultural storytelling sessions, and music, offering opportunities for cultural appreciation and active community engagement.

Budget Allocation: A clear breakdown of how the grant funds will be utilized across various event components, including venue costs, performers, materials, and marketing.

The proposed allocation of the \$2,300 grant is as follows:

Venue and light refreshments: 30% (\$750)

Performers and cultural artists: 25% (\$625)

Materials (colour supplies): 20% (\$500)

Marketing and promotion: 15% (\$375)

Miscellaneous expenses (safety equipment, volunteer support): 10% (\$250)

Event Objectives: Defined objectives for the Holi event, focusing on its community engagement goals, cultural awareness initiatives, and anticipated audience reach, and how these align with the original intent of the Diwali grant.

The event aims to foster community engagement, enhance cultural awareness, and create an inclusive space for intercultural exchange. These objectives align with the original intent of the Diwali grant by promoting Indian cultural traditions and strengthening community connections.

While Diwali and Holi occur at different times of the year and celebrate different occasions, their overarching aims and outcomes are comparable. Diwali, being more familiar to many, contrasts with the Holi festival, which presents an opportunity to introduce the community to a lesser known yet equally vibrant cultural tradition. Celebrating the Holi festival has potential to broaden cultural engagement while appealing to a comparable audience and fostering similar community connections.

The request to reallocate grant funds from a Diwali celebration to a Holi festival event has been carefully reviewed by staff who assessed the 2024 Community Grants program. After taking into account the change in the timing of the event, the nature of the proposed activities, and the alignment with the original grant's intent, it is considered that the request is fair and reasonable.

Additionally, the Holi festival event offers an opportunity to showcase a vibrant cultural tradition and promote inclusivity and community engagement, which aligns with the overarching goals of the Community Grants Program.

INTEGRATED PLANNING AND REPORTING

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
C1.1 An equitable and inclusive community that cares and provides for its members	C1.1.1 Council’s policies, programs and advocacy address the social and health needs of all age groups, reduce disadvantage and address gaps in service provision.	Resource and support local initiatives and organisations through the Ku-ring-gai Community Grants program.

GOVERNANCE MATTERS

The 2024 Ku-ring-gai Council Community Grants Program is supported by adopted guidelines, funding categories, eligibility criteria and application and selection process information.

All community groups and organisations receiving funding from Council are required to complete formal Funding Agreements and *undertake* an acquittal process. They must also comply with the Terms and Conditions of the program. The acquittal process will apply to this grant regardless of the timing of the event.

The Conditions of Funding, outlined in the Funding Agreement, state that any request to change the purpose of the grant must be submitted in writing, detailing the reasons for the proposed change. Any significant variations are reported to Council for consideration and approval.

RISK MANAGEMENT

The Community Grants Program covers a range of projects and events and within each of these categories there are a variety of associated risks. There are measures in place including Funding Agreements and Terms and Conditions, to mitigate any potential risks.

FINANCIAL CONSIDERATIONS

The proposed reallocation of funding of \$2,300 from a Diwali event in October 2024 to a Holi festival event in 2025 does not involve additional expenditure and remains within the scope of the existing Community Grants Program budget.

SOCIAL CONSIDERATIONS

The 2024 Ku-ring-gai Council Community Grants Program is guided by priority funding areas that address identified social and arts and cultural needs in the Ku-ring-gai area. A change from a Diwali event to a Holi festival celebration offers a different opportunity for residents to participate in and engage with a vibrant cultural tradition.

Both events support the program's broader goals of fostering inclusivity, cultural diversity, and community connections. Cultural considerations and community interests have been considered in the evaluation of this request.

ENVIRONMENTAL CONSIDERATIONS

Projects funded under this program aim to contribute to a sustainable community, with some initiatives potentially incorporating elements that offer environmental benefits.

COMMUNITY CONSULTATION

Community consultation has not been required for this report.

INTERNAL CONSULTATION

Internally, relevant Council staff have reviewed the request to assess its alignment with the objectives and scope of the Community Grants Program. Feedback has been incorporated into this report to support Council's consideration of the proposal.

SUMMARY

At the Ordinary Meeting of Council on 22 October 2024, Council approved a \$2,300 grant to SHARE Inc. for a Diwali celebration in Ku-ring-gai. Due to the delay of the Community Grants report not going to Council until October, plus logistical challenges, the planned Diwali event could not proceed in October 2024, as originally intended.

Item GB.2

FY00432/15

SHARE Inc has approached Council requesting the funding be reallocated for a Holi Festival event in March 2025. The request from SHARE Inc carefully reviewed, taking into account the timing change, the nature of the proposed activities, and alignment with the original grant's intent.

The Holi festival event offers an opportunity to showcase a vibrant cultural tradition and promote inclusivity and community engagement, which aligns with the overarching goals of the Community Grants Program.

Financially, the reallocation remains within the scope of the existing program budget, without requiring additional expenditure.

Socially, the change offers Ku-ring-gai residents the chance to engage with a lesser-known celebration, fostering cultural awareness and enhancing community connections.

RECOMMENDATION:

- A. That Council approve the request from SHARE Inc to reallocate \$2,300 Community Grant funding for a Diwali event in October 2024, to a Holi festival celebration proposed for March 2025.
- B. That SHARE Inc be notified of Council's decision.

Danny Houseas
Manager Community Development

Janice Bevan
Director Community

Attachments: A1 [↓](#) Email from SHARE - Request to Reallocate Grant Funds for HOLI Event - 17 December 2024

2024/393149

From: Accounts <accounts@share.org.au>
Sent: Wednesday, November 20, 2024 3:06 PM

Subject: RE: Request to Reallocate Grant Funds for HOLI Event

Good afternoon,

Thank you for your response and for providing the specific requirements to support the reallocation proposal for the HOLI event. Here are the details in response to your three key points:

1. **Outline of Planned Activities:** The HOLI event will feature a range of activities designed to celebrate and share the vibrant cultural heritage of this festival. Planned activities include traditional dance performances, color-play activities, cultural storytelling sessions, and music showcasing the significance of HOLI. The event will provide opportunities for both cultural appreciation and active community engagement.
2. **Budget Allocation:** We propose to allocate the grant as follows:
 - Venue and Light Food/sweets: 30% (\$750)
 - Performers and Cultural Artists: 25% (\$625)
 - Materials -Color Supplies: 20% (\$500)
 - Marketing and Promotion: 15% (\$375)
 - Miscellaneous (safety equipment, volunteers): 10% (\$250)
3. **Event Objectives:** The primary objectives of the HOLI event are to foster community engagement, enhance cultural awareness, and provide an inclusive space where diverse community members can come together. Our goal is to reach a broad audience, promoting intercultural exchange and building awareness of Indian cultural traditions, aligning closely with the original intent of the Diwali grant.

Please let me know if further details are needed. I look forward to Council's consideration of this proposal for the December meeting.

Kind Regards

Operations Manager



P.O. Box 281 Kogarah NSW 1485 | 1A /124 Forest Rd Hurstville NSW 2220

P: 8580 0628 E: accounts@share.org.au | W: www.share.org.au

INVESTMENT REPORT AS AT 30 NOVEMBER 2024

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To present Council's investment portfolio performance for November 2024.

BACKGROUND:

Council's investments are reported monthly to Council in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005 and Council's Investment Policy.

COMMENTS:

The net return on investments for the financial year to the end of November 2024 was \$4,390,000, against the budget of \$3,464,000 giving a year-to-date favourable variance of \$926,000. The favourable variance will be reflected in the 2024-25 December Quarterly Budget Review.

RECOMMENDATION:

That the summary of investments performance for November 2024 be received and noted; and that the Certificate of the Responsible Accounting Officer be noted and the report adopted.

PURPOSE OF REPORT

To present Council’s investment portfolio performance for November 2024.

BACKGROUND

Council’s investments are reported monthly to Council in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005 and Council’s Investment Policy.

COMMENTS

Investment Portfolio Performance Snapshot

The table below provides the investments portfolio performance against targets identified in Council’s Investment Policy as well as other key performance indicators based on industry benchmarks.

Performance Indicator & Policy Targets	Indicator	Details
Portfolio Performance vs. Benchmark	✓	Council's investment performance aligned with the Industry benchmark
Monthly Investment Income vs. Budget	✓	Council's income from investments exceeded monthly budget
Investment Policy Compliance:		
Legislative Requirements	✓	Fully compliant
Portfolio Credit Rating Limit	✓	Fully compliant
Institutional Exposure Limits	✓	Fully compliant
Term to Maturity Limits	✓	Fully compliant

Cumulative Investment Returns against Budget

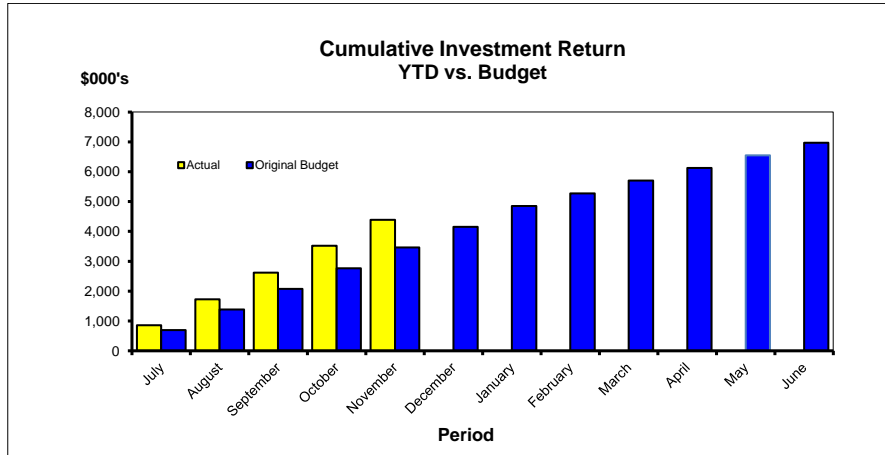
The net return on investments for the financial year ending 30 November 2024 was \$4,390,000, compared to the budget of \$3,464,000, resulting in a favourable year-to-date variance of \$926,000, due to a higher average interest rate than originally budgeted and a larger investments portfolio than anticipated. The favourable outcome will be reflected in the 2024-25 December Quarterly Budget Review

\$000's	Nov-24	Nov-24 Year To Date
Investment Return	871	4,390
Budget	694	3,464
Variance	177	926

Item GB.3

FY00623/7
3 September 2024

A comparison of the cumulative investment returns against year-to-date budget is shown in the chart below.



Cash Flow and Investment Movements

Council’s total cash and investment portfolio as at 30 November 2024 was \$224,619,000 compared to \$217,307,000 at the end of October 2024, a net cash inflow of \$7,312,000 mainly due to the second instalment of the rates income and contributions.

During the month, three investments matured, and one new investment was made.

Investment Name	Investment Rating (S&P)	New/Re-Investments \$' 000	Investments Matured/Sold \$' 000	Interest Rate %
Bank of China 3 Month Term Deposit	A	0	9,800	5.00
Bank of China 1 Month Term Deposit	A	0	5,000	4.54
MyState Bank 3 Year FRN	BBB+	0	2,000	90 DAY BBSW + 1.00
Bank of China 3 Month Term Deposit	A	9,800	0	5.02
TOTAL		9,800	16,800	

Investment Performance against Industry Benchmark

Overall, the investment performance in November was above the industry benchmark.

The benchmark is specific to the type of investment and the details are provided below. AusBond Bank Bill Index is used for all Council’s investments.

Table 1 - Investments Performance against Industry Benchmarks

Investment Type	Annualised NOV 2024 YTD Return %	Annualised Industry Benchmark %	Variance %
At Call/Cash/Term Deposits/FRNs (Benchmark is AusBond Bank Bill Index)	4.87	4.51	0.36

Item GB.3

FY00623/7
3 September 2024

Table 2 below provides a summary of all investments by type and performance during the month.

Table 2 - Investments Portfolio Summary during November 2024

Investment Name	Investment Rating	Invested at 30-Nov-2024 \$000's	Month Return (%)	Annualised YTD Return (%)	Total Invested (%)	Market Value at 30-Nov-2024 \$000's	Maturity
At Call/Cash Account**							
Westpac At-Call	AA-	2,373	0.00	0.00	1.06	2,373	At Call
Westpac Bank Deposit Max-I Investment	AA-	20,752	0.48	6.30	9.24	20,752	At Call
Westpac Bank Deposit Transport NSW Grant (LCH)	AA+	62	0.10	1.34	0.03	62	At Call
AMP Bank EASYSaver Account	BBB+	393	0.25	3.19	0.17	393	At Call
Sub Total		23,580				23,580	
Term Deposits							
Northern Territory Treasury Corporation Bond 4 Year	AA-	2,000	0.09	1.10	0.89	2,000	Dec-24
Bank of China 3 Month Term Deposit	A	5,000	0.41	4.99	2.23	5,000	Jan-25
Bank of China 3 Month Term Deposit	A	9,800	0.41	5.02	4.36	9,800	Feb-25
MyState Bank 1 Year Term Deposit	BBB+	5,000	0.42	5.15	2.23	5,000	Mar-25
ING Bank 1 Year Term Deposit	A+	5,000	0.42	5.21	2.23	5,000	Apr-25
Northern Territory Treasury Corporation Bond 4 Year	AA-	3,500	0.09	1.10	1.56	3,500	May-25
Rabobank Australia 1 Year Term Deposit	A+	5,000	0.43	5.31	2.23	5,000	May-25
Rabobank Australia 1 Year Term Deposit	A+	5,000	0.43	5.31	2.23	5,000	May-25
ING Bank 2 Year Term Deposit	A	5,000	0.44	5.41	2.23	5,000	Jun-25
Rabobank Australia 1 Year Term Deposit	A+	5,000	0.45	5.50	2.23	5,000	Jun-25
Rabobank Australia 1 Year Term Deposit	A+	6,000	0.44	5.38	2.67	6,000	May-25
National Australia Bank 1 Year Term Deposit	AA-	5,000	0.44	5.37	2.23	5,000	Jun-25
Bank of Queensland 3 Year Term Deposit	BBB+	4,000	0.36	4.40	1.78	4,000	Jul-25
Bank of Queensland 3 Year Term Deposit	BBB+	4,000	0.37	4.50	1.78	4,000	Aug-25
National Australia Bank 1 Year Term Deposit	AA-	6,000	0.41	5.00	2.67	6,000	Aug-25
Bank of Queensland 3 Year Term Deposit	BBB+	5,000	0.40	4.95	2.23	5,000	Feb-26
ING Bank 3 Year Term Deposit	A	5,000	0.43	5.30	2.23	5,000	Jun-26
P&N Bank 3 Year Term Deposit	BBB	5,000	0.45	5.50	2.23	5,000	Jul-26
Westpac 5 Year Term Deposit	AA-	4,000	0.21	2.50	1.78	4,000	Feb-27
Rabobank Australia 3 Year Term Deposit	A+	5,000	0.42	5.12	2.23	5,000	May-27
Macquarie Bank 5 Year Term Deposit	A	1,000	0.37	4.55	0.45	1,000	Sep-27
Macquarie Bank 5 Year Term Deposit	A	1,000	0.37	4.55	0.45	1,000	Sep-27
ING Bank 5 Year Term Deposit	A	5,000	0.42	5.13	2.23	5,000	Feb-28
ING Bank 5 Year Term Deposit	A	5,000	0.42	5.20	2.23	5,000	Jun-28
Rabobank Australia 5 Year Term Deposit	A+	5,000	0.42	5.20	2.23	5,000	Feb-29
Rabobank Australia 5 Year Term Deposit	A+	6,000	0.42	5.15	2.67	6,000	Feb-29
ING Bank 5 Year Term Deposit	A+	5,000	0.42	5.13	2.23	5,000	Feb-29
Rabobank Australia 5 Year Term Deposit	A+	3,000	0.44	5.35	1.34	3,000	Apr-29
Rabobank Australia 5 Year Term Deposit	A+	6,000	0.40	4.85	2.67	6,000	Aug-29
Sub Total		136,300				136,300	
Investment Name	Investment Rating	Invested at 30-Nov-2024 \$000's	Month Return (%)	Annualised YTD Return (%)	Total Invested (%)	Market Value at 31-Oct-2024 \$000's***	Maturity
Fixed & Floating Rate Notes (FRNs)							
Westpac Fixed Rate Senior Medium Term Notes	AA-	3,200	0.23	2.77	1.42	3,200	Mar-25
Royal Bank of Canada 3 Year Fixed Cover Bonds	AAA	4,600	0.31	3.79	2.05	4,583	May-25
Mutual Bank 1 Year Floating Bond	BBB+	3,000	0.46	5.55	1.34	3,000	May-25
NAB 3 Year Fixed Senior Bond	AA-	4,599	0.33	4.08	2.05	4,659	May-25
UBS 5 Year FRN	A+	1,300	0.44	5.43	0.58	1,305	Jul-25
Commonwealth Bank 3 Year Fixed Senior Note	AA-	3,499	0.35	4.32	1.56	3,520	Aug-25
Suncorp Bank 3 Year Fixed Senior Note	A+	2,000	0.37	4.50	0.89	2,015	Aug-25
Mystate Bank 3 Year Senior FRN	BBB+	1,500	0.48	5.86	0.67	1,500	Oct-25
Suncorp-Metway Ltd 3 Year Fixed Covered Bond	AAA	2,200	0.41	4.96	0.98	2,206	Oct-25
Bendigo Bank 5 Year FRN	BBB+	1,700	0.41	4.99	0.76	1,715	Dec-25
Suncorp-Metway Limited 5 Year FRN	AA-	4,500	0.43	5.34	2.00	5,603	Jan-27
Commonwealth Bank 5 Year Fixed Senior Note	AA-	3,494	0.37	4.55	1.56	3,508	Aug-27
AMP Bank 3 Year FRN	BBB+	3,400	0.47	5.82	1.51	3,436	Aug-27
ANZ Bank 5 Year Senior FRN	AA-	800	0.46	5.62	0.36	800	Mar-28
Bank of Queensland 5 Year Floating Covered Bond	AAA	1,750	0.47	5.71	0.78	1,797	May-28
Bendigo Bank 5 Year Floating Covered Bond	AAA	2,800	0.46	5.66	1.25	2,840	Jun-28
Suncorp Metway 5 Year Floating Covered Bond	AAA	3,000	0.46	5.60	1.34	3,035	Jul-28
Commonwealth Bank of Australia 5 Year Senior FRN	AA-	5,000	0.44	5.42	2.23	5,097	Aug-28
ANZ 5 Year FRN Senior	AA-	4,200	0.45	5.43	1.87	4,235	Sep-28
Rabobank Australia 5 Year Fixed MTNs	A+	4,000	0.42	5.15	1.78	4,067	Feb-29
Suncorp Metway 5 Year Fixed MTNs	AA-	1,597	0.40	4.89	0.71	1,599	Mar-29
Rabobank Australia 5 Year Senior MTN	A+	2,600	0.44	5.44	1.16	2,613	Jul-29
Sub Total		64,739				66,333	
Total Portfolio		224,619		*4.9	100.00	226,213	
Matured/Traded Investments - Weighted YTD Average Return (%)				4.72			
Weighted Average Overall Return Year To date (%)				4.87			

* Weighted average returns.

** Funds in at-call/short term accounts are working funds kept for the purpose of meeting short term cash outflow requirements. Large balance for the month is due to planned property acquisitions. At-call investments portfolio is being monitored on a regular basis to ensure funds are reinvested at higher rates when opportunities arise, whilst also keeping an adequate balance for short-term cash outflows.

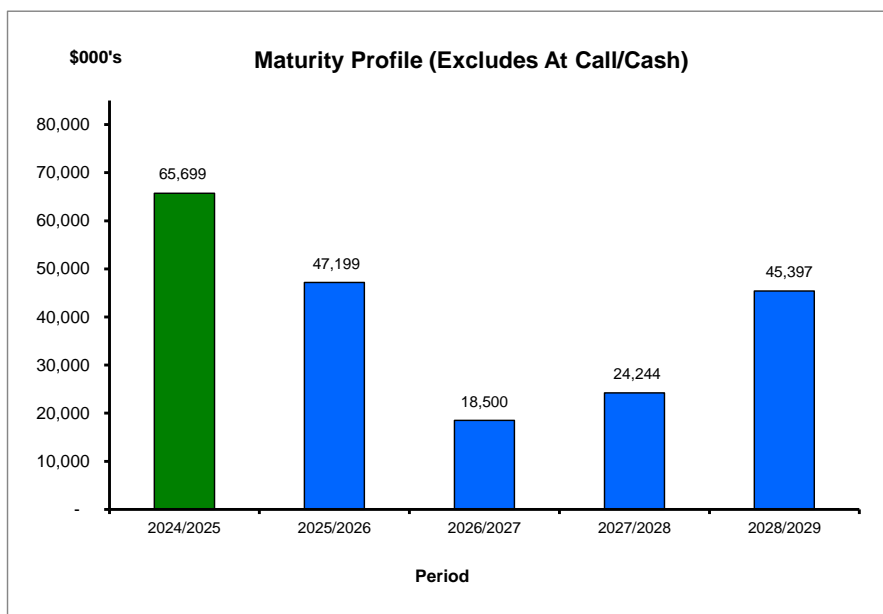
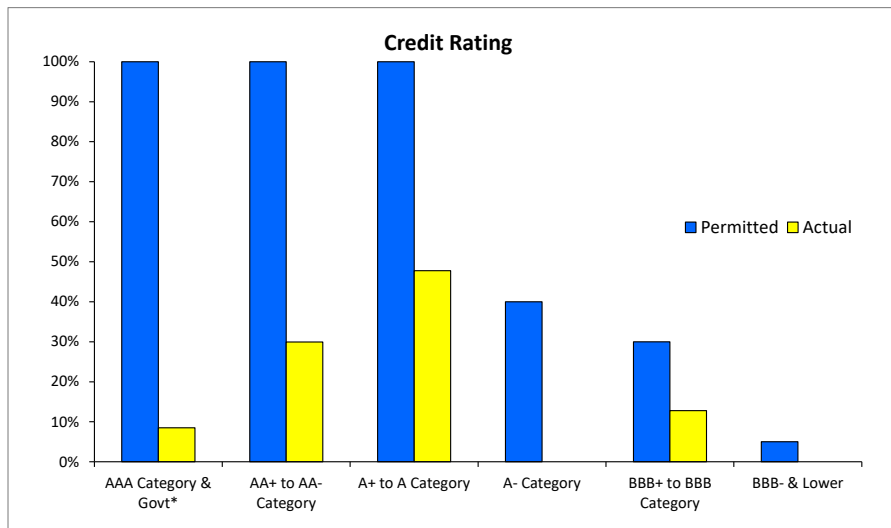
*** Market Values as at 30 November 2024 were not available at the time of writing the report.

Investment by Credit rating and Maturity Profile

The allocation of Council’s investments by credit rating and the maturity profile are shown below:

Rating Group	Permitted	Actual	Permitted Less Actual
AAA Category & Govt*	100%	9%	91%
AA+ to AA- Category	100%	30%	70%
A+ to A Category	100%	48%	52%
A- Category	40%	0%	40%
BBB+ to BBB Category	30%	13%	17%
BBB- & Lower	5%	0%	5%

* Government guaranteed ADI deposits (first \$250,000 investment that Council holds with any bank, credit union, and building society)



INTEGRATED PLANNING AND REPORTING

Leadership & Governance

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
L2.1 Council rigorously manages its financial resources and assets to maximise delivery of services	Council maintains and improves its long-term financial position and performance	Continue to analyse opportunities to expand the revenue base of Council

GOVERNANCE MATTERS

Council's investments are made in accordance with the Local Government Act (1993), the Local Government (General) Regulation 2005 and Council's Investment Policy.

Section 212 of the Local Government (General) Regulation 2005 states:

- (1) *The responsible accounting officer of a council:*
- (a) *must provide the council with a written report (setting out details of all money that the council has invested under section 625 of the Act) to be presented:*
 - (i) *if only one ordinary meeting of the council is held in a month, at that meeting, or*
 - (ii) *if more than one such meeting is held in a month, at whichever of those meetings the council by resolution determines, and*
 - (b) *must include in the report a certificate as to whether or not the investment has been made in accordance with the Act, the regulations and the council's investment policies.*
- (2) *The report must be made up to the last day of the month immediately preceding the meeting.*

RISK MANAGEMENT

Council manages the risk associated with investments by diversifying the types of investment, credit quality, counterparty exposure and term to maturity profile.

Council invests its funds in accordance with The Ministerial Investment Order.

All investments are made with consideration of advice from Council's appointed investment advisor, CPG Research & Advisory.

FINANCIAL CONSIDERATIONS

The budget for interest on investments for the financial year 2024/2025 is \$6,973,300. Of this amount approximately \$3,664,300 is restricted for the benefit of future expenditure relating to development contributions, \$1,299,200 transferred to the internally restricted Infrastructure & Facility Reserve, and the remainder of \$2,009,800 is available for operations. The budget will be adjusted in the 2024 – 25 December Quarterly Budget Review to reflect the favourable performance.

SOCIAL CONSIDERATIONS

Not applicable.

ENVIRONMENTAL CONSIDERATIONS

Not applicable.

COMMUNITY CONSULTATION

None undertaken or required.

INTERNAL CONSULTATION

None undertaken or required.

Certification - Responsible Accounting Officer

I hereby certify that the investments listed in the attached report have been made in accordance with Section 625 of the Local Government Act 1993, clause 212 of the Local Government General Regulation 2005 and Council's Investment Policy.

SUMMARY

As at 30 November 2024:

- Council's total cash and investment portfolio is \$224,619,000, an increase of \$7,312,000 from the previous month.
- The net return on investments for the financial year to the end of 30 November 2024 was \$4,390,000 against the budget of \$3,464,000, resulting in a favourable year-to-date variance of \$926,000, due to a higher average interest rate than originally budgeted and a larger investments portfolio than anticipated. The budget will be adjusted in the 2024 – 25 December Quarterly Budget Review to reflect the favourable performance.

RECOMMENDATION:

That:

- A. The summary of investments and performance for November 2024 be received and noted.
- B. The Certificate of the Responsible Accounting Officer be noted and the report adopted.

Tony Ly
Financial Accounting Officer

Angela Apostol
Director Corporate

Mette Kofoed
Acting Manager Finance

PROJECT STATUS REPORT - NOVEMBER 2024

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To provide Council with the Project Status Report for August – November 2024.

BACKGROUND:

On 22 May 2018, a Notice of Motion was considered by Council regarding the development of a monthly Project Status Report.

On 14 May 2019, Council resolved to extend the reporting timeframe from monthly to a quarterly.

COMMENTS:

The Notice of Motion noted that while projects are reported to Council and the community through a number of other reports, the frequency of reporting is a more reliable and recurring method to update Council and the community.

The report will be placed on Council's website following Council's resolution.

RECOMMENDATION:

That Council receive and note the Project Status Report for August – November 2024.

PURPOSE OF REPORT

To provide Council with the Project Status Report for August – November 2024.

BACKGROUND

On 22 May 2018, a Notice of Motion (NOM) was considered by Council regarding the development of a monthly Project Status Report. As a result, Council resolved the following;

- A. That a Capital and Operational Projects Report is to be tabled at an ordinary meeting of council each month. The reporting will commence in FY19 with a report for the period of July 2018.*
- B. That the report should include any progress made in the month as well as a progress summary for the financial year to date. Where there has been no progress in the month, it is acceptable to acknowledge that nothing has progressed. And where a project has yet to commence, it is acceptable to note the expected start date.*
- C. That council staff may use their discretion in deciding whether any additional columns of information should be presented.*
- D. That the reported projects should include, but are not limited to, those that are mentioned in Council's Delivery Program and Operational Plan. For brevity, council staff may choose to aggregate some projects or set a reasonable threshold for reporting purposes.*
- E. That the current and historical monthly reports should be easily found on the Ku-ring-gai Council website (i.e. not just through searching council agenda items). One possibility is to create a page for the monthly Capital and Operational Projects Reports under "Current works and upgrades".*
- F. That after the first six months of the report, the Councillors and Directors should discuss whether the frequency of the report should be adjusted.*

On 14 May 2019, Council resolved to extend the reporting timeframe from monthly to a quarterly report:

- A. That Council receive and note the Project Status Report for April 2019.*
- B. That the Project Status Report be placed on Council's website.*
- C. That the reporting timeframe be changed from monthly to quarterly.*

In accordance with Part C of the resolution of 22 May 2019, the attached report is for the period August - November 2024 (**Attachment A1**).

COMMENTS

Reporting on projects is currently undertaken through:

- Quarterly Financial Reports;
- Bi-annual reports on the progress of the Delivery Program & Operational Plan; and
- Annual Report.

The NOM noted that while projects are reported to Council and the community through these statutory reports, the frequency of quarterly reporting is a more reliable and recurring method to update Council and the community.

The NOM guided the report structure and content for the Project Status Report which Council staff has prepared based on the following criteria:

- Capital projects delivering community/public infrastructure;
- Threshold applied to total budget per project – greater than or equal to \$250k;
- No operational projects are included; and
- Any specific project that Councillors wish to be included in the report.

The report will be placed on Council’s website following Council’s resolution.

INTEGRATED PLANNING AND REPORTING

Leadership & Governance

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
The organisation is recognised and distinguished by its ethical decision-making, efficient management, innovation and quality customer service.	Council's Governance framework is developed to ensure probity and transparency.	Business papers and associated minutes are published in an accurate and timely manner for public scrutiny and to encourage community participation.

GOVERNANCE MATTERS

The Project Status Report will be submitted to Council the first meeting following the end of each quarter.

RISK MANAGEMENT

The Project Status Report is not generated through Council’s corporate information and financial systems. As such, it is reliant of key staff to provide input and to critique.

FINANCIAL CONSIDERATIONS

There are no financial implications associated with this report.

SOCIAL CONSIDERATIONS

The project status report will be placed on Council's website following Council's resolution.

ENVIRONMENTAL CONSIDERATIONS

Not applicable.

COMMUNITY CONSULTATION

Not applicable.

INTERNAL CONSULTATION

General Manager and Directors, along with staff from Corporate, Operations and Strategy & Environment have contributed to the structure and content of the Project Status Report.

SUMMARY

On 14 May 2019, Council resolved to extend the project status reporting timeframe from monthly to quarterly.

The Project Status Report has been prepared based on the following criteria:

- Capital projects delivering community/public infrastructure;
- Threshold applied to total budget per project – greater than or equal to \$250k;
- No operational projects are included; and
- Any specific project that Councillors wish to be included in the report.

In accordance with Council's resolution the attached report is for the period August - November 2024.

RECOMMENDATION:

- A. That Council receive and note the Project Status Report for the period August - November 2024.
- B. That the Project Status Report be placed on Council's website.

Louise Boxall
Senior Administration Officer

Attachments: A1 [↓](#) Project Status Report August - November 2024 2024/393219

ATTACHMENT NO: 1 - PROJECT STATUS REPORT AUGUST - NOVEMBER 2024

PROJECT STATUS REPORT - August - November 2024							
Dept	Category	Program	Project Description	Suburb	Project Phase	Proposed Project Completion Date	Project Update Comments
Strategy	Cat 1 (\$250k-500k)	Planning Policies and Guidelines	Affordable Housing Strategy and Policy	LGA	planning	Jun-25	Consultants have been engaged to prepare a Housing Affordability Study as per Council resolution, Councilor workshop held and matter being reported to OMC December 2024 for public exhibition.
Strategy	Cat 3 (>\$1m)	Capital Building Works	St Ives Indoor Courts	St Ives	M5 - Construction	Dec-25	Delivery by others. Construction of the new sports facility has begun. Issues with wet weather and latent conditions have been impacting the timeline. Completion extended to December 2025
Strategy	Cat 3 (>\$1m)	Land Sales	Lindfield Library Site	Lindfield	Design Documentation	ongoing	Work on the Sydney Trains deferred commencement conditions has progressed. A Section 4.55 (1A) application has been lodged in relation to closing out deferred commencement conditions imposed by Sydney Trains.
Strategy	Cat 3 (>\$1m)	Local Centres Roads Improvement Program	New traffic at signals intersection of Pacific Highway and Strickland Ave and modifications to traffic signals at intersection of Pacific Highway and Balfour St/Havilah Road	Lindfield	Design Documentation	May-25	For the intersection of Pacific Highway and Strickland Avenue, detailed design and documentation has progressed to the pre-50% stage but is on hold while contractual matters are being resolved. For the Pacific Highway and Balfour Street/Havilah Road intersection, an RfQ for detailed design/documentation services for the modification of traffic signals recently closed and the submissions have been evaluated and a preferred consultant has been identified. Detailed design will commence once a design consultant has been appointed.
Strategy	Cat 2 (\$501k-\$1m)	Water Sensitive Urban Design (WSUD)	Stormwater harvesting and reusing Project	Local Government Area	Concept development and Construction	Jun-25	This includes construction of harvesting components through ongoing sportsfield upgrade projects (please note this includes projects reports separately). The Roseville Oval upgrade water harvesting works are complete and smart recycled water metering is online. The Lindfield Soldiers Memorial wicket oval has water harvesting drainage and irrigation installed but couldn't install the sand/silt drainage due to budget and time constraints. Will be programmed in the future. The Glade masterplan was adopted and includes stormwater harvesting with potential to install a net positive Stormwater Harvesting system. Water harvesting re-use system at Primula oval now completed and smart recycled water metering is online.
Operations	Cat 3 (>\$1m)	Open Space Acquisition Program	Bedes Forest Upgrade	St Ives	M3 - Documentation	Jul-26	Tender Package currently undergoing review and alignment to the available budget. Environmental approvals being finalised.
Operations	Cat 3 (>\$1m)	Local Centre Streetscape Improvement Program	Streetscape improvements to Lindfield Avenue and Tryon Road Precinct.	Lindfield	M3 - Documentation	Dec-26	Expecting the draft tender package December 2024.
Operations	Cat 3 (>\$1m)	Local Centre Streetscape Improvement Program	Streetscape Improvements to Pacific Highway, Fitzsimons Lane and adjoining streets (north of McIntyre Street)	Gordon	M3 - Documentation	Jul-26	Expecting the draft tender package December 2024.
Operations	Cat 1 (\$250k-500k)	Play Space Upgrade Program	Eldinhope Green - Local Playground Upgrade	Wahroonga	M6 - Completed		All works complete and the park is open.
Operations	Cat 2 (\$501k-\$1m)	Open Space/Recreational Assets	Ibbitson Park Upgrade - Stage 1 Park and Playspace Upgrade	Lindfield	M2 - Concept	Feb-25	The development at the corner of Wolseley Road has seen a need for a staged approach to the project to be implemented. Stage 1, incorporating the park and playground upgrade Concept Plan has been finalised, the plan will be released to the community for comment in late January 2025. Stage 2, incorporating works adjoining the Wolseley Road development will be undertaken following.
Operations	Cat 2 (\$501k-\$1m)	District Parks Upgrade Program	Robert Pymble Park - Stage 2 MP Implementation works	Pymble	M2 - Concept	Feb-25	Procurement package has been developed for the engagement of a consultant, package to be released in early 2025.
Operations	Cat 1 (\$250k-500k)	Neighbourhood Centres Revitalisation Program	East Turramurra - Neighbourhood Centre Upgrade	Turramurra	M2 - Concept	Dec-25	The revised concept plan to be released for community engagement in late 2024. The revised concept plan factors in feedback from the previous community consultation and also a new High Pedestrian Activity Area (HPAA) proposal.
Operations	Cat 1 (\$250k-500k)	Traffic Facilities	Telegraph Road Safety Upgrade	Pymble	M3 - Documentation	Jun-25	Currently finalising the design for construction proposed for March/April 2025.
Operations	Cat 2 (\$501k-\$1m)	Traffic Facilities	Installation of Traffic Calming Infrastructure	Various	M5 - Construction	Jun-25	Works ongoing on the Various TNSW grant funded traffic calming devices are currently being designed and installed - Culworth Ave Wombot Crossing to be installed in the December/January School Holiday period.
Operations	Cat 1 (\$250k-500k)	Sports Courts	Sports Courts Redevelopment Program	Various	M5 - Construction	Jul-25	Works have commenced at various locations for the 24/25 FY program. Warrimoo Tennis Courts and Loyal Henry Tennis Courts works ongoing. Turramurra Cricket Nets reconstruction works programmed for completion by end of May 2025.
Operations	Cat 3 (>\$1m)	Footpaths	Construction of New Footpaths	Various	M6 - Completed	Jul-25	Footpath program for 24/25 FY well underway with works already completed at numerous sites - Collins Rd - St Ives, Crown St - Killara, Grayling Rd - West Pymble, Allambie Ave - Lindfield and with works programmed to commence shortly at Eustace Parade - Killara and Nulla Nulla St - Turramurra.
Operations	Cat 2 (\$501k-\$1m)	Sportsfields	New Club House including amenity facilities at Bannockburn Oval	Pymble	M3 - Documentation	Mar-26	The concept plan has been finalised and community consultation planned for early 2025. Additional funding will be required.
Operations	Cat 2 (\$501k-\$1m)	Building Works & Maintenance	Refurbishment of Pymble Town Hall.	Pymble	M5 - Construction	Feb-25	All external works complete. Internal painting works in progress.

2024/222202 (P100621/1)

ATTACHMENT NO: 1 - PROJECT STATUS REPORT AUGUST - NOVEMBER 2024

Operations	Cat 2 (\$501k-\$1m)	Roads Renewal Program	Resurfacing Council Roads	Various	M6 - Completed	Jul-25	Roads program for FY 24/25 underway with significant upgrades already undertaken at various locations and remaining works programmed for completion prior to the end of FY.
Operations	Cat 1 (\$250k-500k)	Open Space & Recreational Assets	Sequoia Close - Playspace Upgrade	Wahroonga	M2 - Concept	Jul-25	An updated concept plan has been developed to address environmental concerns raised initially will be provided to the community for comment April/May 2025.
Operations	Cat 1 (\$250k-500k)	Open Space & Recreational Assets	Lorraine Taylor Reserve - Playspace Upgrade	St Ives	M4 - Procurement	Jun-25	Tender for the construction has closed and will be reported to Council in December 2024 allowing for construction works to commence on site early in 2025.
Operations	Cat 2 (\$501k-\$1m)	Parks Development	St Ives Showground Upgrade Works - Main Carpark Upgrade	St Ives	M4 - Procurement	Dec-25	Tender for the works to be released shortly with works expected to commence mid 2025.
Operations	Cat 3 (>\$1m)	Parks Development	Hassall Park - Stage 1 - Implementation of Masterplan	St Ives	M6 - Completed		All works completed and park opened September 2024.
Operations	Cat 1 (\$250k-500k)	Public Toilets	Auluba Oval Amenities Renewal	Turrumurra	M4 - Procurement	Jun-25	Quotes under evaluation with works to commence on site early in 2025.
Operations	Cat 3 (>\$1m)	Sports fields	Norman Griffiths Oval Upgrade	West Pymble	M5 - Construction	TBC	Extensive delays ongoing due to contractual issues with the appointed contractor. At this stage it is difficult to confirm an expected completion date however Council is working to finalise the project mid-2025.
Operations	Cat 3 (>\$1m)	Community Partnerships	St Ives Cultural and Environmental Education Centre	St Ives	M3 - Documentation	Jul-26	Work ongoing in re-engaging with lead consultant to bring the package to tender readiness inclusive of all LBC requirements.
Operations	Cat 2 (\$501k-\$1m)	Parks Development	Hassall Park - Stage 2 Masterplan Implementation Works	St Ives	M3 - Documentation	Dec-25	Procurement package complete for the amenities upgrade with construction likely to commence March/April 2025. Documentation being finalised for the cricket net upgrade with construction likely to commence June/July 2025.
Operations	Cat 1 (\$250k-500k)	Open Space & Recreational Assets	Comenarra Oval Playspace Upgrade	Turrumurra	M3 - Documentation	Sep-25	Documentation being finalised. Tender to be released in early 2025, construction planned to commence May/June 2025.
Operations	Cat 1 (\$250k-500k)	Open Space & Recreational Assets	Mimosa Oval Playspace Upgrade	Turrumurra	M3 - Documentation	Sep-25	Documentation being finalised. Tender to be released in early 2025, construction planned to commence May/June 2025.
Operations	Cat 3 (>\$1m)	Open Space & Recreational Assets	Caley's Pavilion - Boardwalk Replacement	St Ives	M4 - Procurement	Jul-25	Construction scheduled to commence early in 2025.
Operations	Cat 3 (>\$1m)	Open Space & Recreational Assets	Wildflower Garden - District Playspace Upgrade	St Ives	M3 - Documentation	Dec-25	Documentation being finalised. Tender to be released in early 2025, construction planned to commence May/June 2025.
Civic	Cat 3 (>\$1m)	Town Centre & Urban Design	Lindfield Village Hub	Lindfield	Procurement	Dec-23	Procurement of Development Partner is ongoing as resolved by Council at OMC November 2021.
							CHART KEY
							Project Stage
							Overview
					M1 - Initiation		Project is passed to Operations to commence. There may be a lag time between M1 and M2 as the project is bought into the current programme of works for teams within operations.
					M2 - Concept		Project is assigned to an appropriate office to begin site analysis, planning, undertake internal/external consultation tasks leading to the development of a finalised concept plan.
					M3 - Documentation		Following approval of Concept plan which for most projects above \$250,000 would include public exhibition the project is moved into the documentation phase. This phase includes additional internal consultation/external notification and the gathering of any applicable approvals required to undertake the works.
					M4 - Procurement		Project is handed to the projects delivery team to undertake the procurement of the works through Council's Minor Works Schedule, an RFQ process or via an open tender.
					M5 - Construction		Following appointment of a contractor works are scheduled for construction. The date supplied is the date the contract was awarded as opposed to the date works began on site. This stage is complete at handover back to the relevant Assets team within Council.
					M6 - Completed		The Project is then capitalised against new or upgraded assets and completed. There are usually still defects liability periods associated with projects still in place.

2024/222202 (P100621/1)

KU-RING-GAI TRAFFIC COMMITTEE MEETING DATES FOR 2025

EXECUTIVE SUMMARY

HI PURPOSE OF REPORT:	To determine the Ku-ring-gai Traffic Committee meeting dates for 2025.
BACKGROUND:	Meeting dates are scheduled to suit Council's meeting cycle and time constraints for the preparation of Committee meeting minutes for Council's agendas.
COMMENTS:	Determining meeting dates in advance assists both internal and external stakeholders. The proposed meeting dates for 2025 are: <ul style="list-style-type: none">▪ 26 February 2025▪ 28 May 2025▪ 27 August 2025▪ 26 November 2025
RECOMMENDATION:	That the Ku-ring-gai Traffic Committee meetings for 2025 be scheduled quarterly between February and November as per dates specified and that meetings are held only as required.

PURPOSE OF REPORT

To determine the Ku-ring-gai Traffic Committee meeting dates for 2025.

BACKGROUND

The Ku-ring-gai Traffic Committee (KTC) meeting dates are proposed to suit Council’s meeting cycle and time constraints for the preparation of the meeting minutes for Council’s agenda.

Meeting dates may change during the year, however, all KTC minutes must be referred to the Ordinary Meeting of Council in the subsequent month.

COMMENTS

Scheduling meeting dates in advance assists both internal and external stakeholders. As the majority of matters are now considered by delegation, with Ward Councillor input, fewer matters need to be referred to KTC meetings.

Some KTC meetings during 2025 may be altered, postponed or cancelled with advance notice provided to all members. Where urgent matters arise, an additional meeting may be called to address the matter in a timely manner.

INTEGRATED PLANNING AND REPORTING

Local Road Network

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
T2.1: The local road network is managed to achieve a safe and effective local road network.	T2.1.1: Safety and efficiency of the local road and parking network are improved and traffic congestion is reduced.	T2.1.1.2: Implement the 10 year Traffic and Transport Program.

GOVERNANCE MATTERS

Not applicable

RISK MANAGEMENT

Not applicable

FINANCIAL CONSIDERATIONS

Not applicable

SOCIAL CONSIDERATIONS

Not applicable

ENVIRONMENTAL CONSIDERATIONS

Not applicable

COMMUNITY CONSULTATION

The report constitutes the consultative process with external stakeholders and within Council.

INTERNAL CONSULTATION

This report process allows input from internal stakeholders and Council's decision will inform them of approved meeting dates.

SUMMARY

The report recommends the schedule of Ku-ring-gai Traffic Committee meetings for 2025 are held on the last Wednesday of every quarter as per the recommendation.

RECOMMENDATION:

- A. That the Ku-ring-gai Traffic Committee meetings in 2025 be scheduled for the dates as follows:
- 26 February 2025
 - 28 May 2025
 - 27 August 2025
 - 26 November 2025
- B. That Ku-ring-gai Traffic Committee meetings are held only as required.

Deva Thevaraja
Manager Traffic and Transport

Peter Lichaa
Director Operations

RFT2-2024 PLAYSPACE UPGRADE LORRAINE TAYLOR RESERVE

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To consider the tenders received for RFT2-2024 Playspace Upgrade Lorraine Taylor Reserve St Ives and to appoint the preferred tenderer.

BACKGROUND:

Council has approved the funding for the Playspace Upgrade Lorraine Taylor Reserve. An appointment of a contractor is required to commence the construction.

Tender documents were released through Tenderlink on 13 August 2024 and closed on the 10 September 2024.

COMMENTS:

Council received eleven (11) tender submissions. The tenders were assessed using agreed criteria which identified the best value for money to Council.

RECOMMENDATION:

In accordance with Section 55 of the Local Government Act and Tender Regulation 2021, it is recommended Council accept the Tender submitted by Tenderer 'A'.

PURPOSE OF REPORT

To consider the tenders received for RFT2-2024 Playspace Upgrade Lorraine Taylor Reserve St Ives and to appoint the preferred tenderer.

BACKGROUND

Council has approved the funding for the Playspace upgrade Lorraine Taylor Reserve. An appointment of a contractor is required to commence the construction.

Tender documents were released through Tenderlink on 13 August 2024 and closed on the 10 September 2024. As the cost of the works was estimated to be over \$250,000, Tenders were called using Tenderlink in accordance with the tender requirements of the Local Government Act and Regulation 2021.

COMMENTS

Eleven (11) tenders were received and recorded in accordance with Council’s tendering policy. A Tender Evaluation Committee was formed to assess the eleven (11) tenders received.

At the conclusion of the tender evaluation, Tenderer ‘A’ was identified as providing the best value for money to Council.

Confidential attachments to this report include:

- List of tenders received (**Attachment 1**),
- Tender Evaluation Report and recommendation (**Attachment 2**)

INTEGRATED PLANNING AND REPORTING

Places, Spaces and Infrastructure

P6: Enhancing recreation, sporting and leisure facilities

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement – 3 year	Operational Plan Task – Year 1
P6.1: Recreation, sporting and leisure facilities are available to meet the community’s diverse and changing needs.	P6.1.1: A program is being implemented to improve existing recreation, sporting and leisure facilities and facilitate the establishment of new facilities.	P6.1.1.1: Deliver Council’s adopted Open Space Capital Works Program.

GOVERNANCE MATTERS

Tender documents were prepared and released through Tenderlink on 13 August 2024 and closed on the 10 September 2024. At the close of tender, eleven (11) tenders were received. All submissions were recorded in accordance with Council’s tendering policy. A Tender Evaluation Committee was formed to assess the eleven (11) tenders received. The evaluation considered:

- Conformity of submission.

Item GB.6

RFT2-2024/R

- Lump sum fee.
- Capacity, capability with suitably qualified staff.
- Experience.
- Availability – Start Date, methodology and estimated duration of work.
- Work Health and Safety (WHS) and Risk Management.
- Environmental.
- Performance and Financial Assessment.

Confidential attachments to this report include the list of tenders received and the Tender Evaluation Report and recommendation. The attachments are considered to be confidential in accordance with Section 10A (2)(d)(iii) of The Local Government Act as they are considered to contain commercial in confidence information.

RISK MANAGEMENT

Three (3) key areas of risk were identified in relation to the proposed work:

- That the construction be carried out by a contractor with the ability to provide a full range of services with suitably qualified staff.
- Work Health and Safety (WHS), Risk Management and Environmental.
- That Council should not be exposed to financial risk - as part of the evaluation process, tenderers were assessed on providing all information and costs requested within the tender document. An independent Performance and Financial Assessment was carried out on the preferred tenderer to ensure that they were trading responsibly and had the financial capacity to undertake the work as detailed within the tender documents.

FINANCIAL CONSIDERATIONS

The construction of the Playspace Upgrade Lorraine Taylor Reserve is funded by \$7.12 Levies.

SOCIAL CONSIDERATIONS

On completion, the proposed work will provide a facility which is in line with Council's Community Strategic Plan, Our Ku-ring-gai 2038 and the Plan's long term directions including recreation, sporting and leisure facilities are available to meet the community's diverse and changing needs.

ENVIRONMENTAL CONSIDERATIONS

An Environmental Review of Environmental Factors Assessment (REF) has been undertaken and there were no significant impacts identified.

COMMUNITY CONSULTATION

Council has undertaken a community survey through an online platform and a mail out to residents within a 500m radius of the reserve.

Following that, Council sought further community comment on the concept plan prior to finalising the design of the play space. Council will undertake a before and after quality of play space survey with the community.

INTERNAL CONSULTATION

All relevant departments were consulted.

SUMMARY

Tender RFT2-2024 Playspace Upgrade Lorraine Taylor Reserve St Ives was released through Tenderlink on 13 August 2024 and closed on the 10 September 2024. Eleven (11) tenders were received. All tenders were recorded in accordance with Council's tendering policy. A Tender Evaluation Committee assessed the submissions.

Following the evaluation and an independent performance and financial assessment, it is recommended that Tenderer 'A' be appointed on the basis of providing the best value for money to Council.

RECOMMENDATION:

That:

- A. Council accepts the tender submission from Tenderer 'A' to carry out the Playspace Upgrade Lorraine Taylor Reserve St Ives.
- B. The Mayor and General Manager be delegated authority to execute all tender documents on Council's behalf in relation to the contract.
- C. The Seal of Council be affixed to all necessary documents.
- D. All tenderers be advised of Council's decision in accordance with Clause 178 of the Local Government Tendering Regulation 2021.

Craig Roberts
Project Manager

William Birt
Acting Manager Technical Services

Attachments:	A1	RFT2-2024 Playspace Upgrade Lorraine Taylor Reserve - List of Submitters	<i>Confidential</i>
	A2	RFT2-2024 Playspace Upgrade Lorraine Taylor Reserve - Tender Evaluation Report	<i>Confidential</i>

RFT34-2024 DESIGN AND CONSTRUCT - 25M INDOOR POOL REFURBISHMENT KFAC

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To consider the tenders received for RFT34-2024 Design and Construct 25M Indoor Pool Refurbishment KFAC and to appoint the preferred tenderer.
BACKGROUND:	Council has approved the funding for the 25M Indoor pool refurbishment. An appointment of an external contractor is required to commence the construction. Tender documents were released through Tenderlink on 17 September 2024 and closed on the 8 October 2024.
COMMENTS:	<p>Council received four (4) tenders. The tenders were assessed using agreed criteria which identified the best value for money to Council.</p> <p>The approved evaluation plan has been followed and the award of a contract has been put on hold due to three (3) Tenderers not demonstrating suitable experience in commercial pool refurbishment and one (1) Tender submission being non-conforming.</p> <p>The Tender Evaluation Committee is recommending to reject all tenders under Clause 178(1) of the Local Government Regulation 2021 and negotiate under Clause 178(3)(e) of the Regulation to ensure Council has secured the most suitable contractor at the best value for money.</p>
RECOMMENDATION :	<p>Based on the assessment undertaken, the Tender Evaluation Committee recommends the following:</p> <ol style="list-style-type: none"> A. As a result of considering the tenders submitted for the proposed RFT34-2024 Design and Construction 25M Indoor Pool Refurbishment KFAC contract, and pursuant to Clause 178(1) of the Local Government (General) Regulation 2021 ("the Regulation"), Council declines to accept any of the tenders. B. Fresh tenders as referred to in clause 178(3)(b)-(d) of the Regulation not be invited due to the current deadlines and condition of the pool. C. Pursuant to clause 178(3)(e) of the Regulation, the General Manager enter into negotiations with any person (whether or not the person was a tenderer) with a view to entering into a

contract in relation to the subject matter of the tender in terms acceptable to Council's requirements.

- D. The Mayor and the General Manager be delegated authority to execute all documents on Council's behalf in relation to any contract formed as a result of the above.
- E. The Seal of Council be affixed to all necessary documents.
- F. All tenderers be advised of Council's decision in accordance with Clause 178 of the Regulation.

PURPOSE OF REPORT

To consider the tenders received for RFT34-2024 Design and Construct 25M Indoor Pool Refurbishment KFAC and to appoint the preferred tenderer.

BACKGROUND

Council has approved the funding for the 25M Indoor pool refurbishment.

As the cost of the works was estimated to be over \$250,000, Tenders were called using Tenderlink in accordance with the tender requirements of the Local Government Act and Regulation 2021. Tender documents were released through Tenderlink on 17 September 2024 and closed on the 8 October 2024.

COMMENTS

Council received four (4) tenders. The tenders were assessed using agreed criteria which identified the best value for money to Council.

The approved evaluation plan has been followed and the award of a contract has been put on hold due to three (3) Tenderers not demonstrating suitable experience in commercial pool refurbishment and one (1) Tender submission being non-conforming.

The Tender Evaluation Committee is recommending to reject all tenders under Clause 178(1) of the Local Government Regulation 2021 and negotiate under Clause 178(3)(e) of the Regulation to ensure Council has the best value for money.

Construction is scheduled for March 2025 and going through the negotiation process should still allow for construction as planned.

Confidential attachments to this report include:

- List of tenders received (**Attachment 1**),
- Tender Evaluation Report and recommendation (**Attachment 2**)

INTEGRATED PLANNING AND REPORTING

P7: Enhancing community buildings and facilities

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement – 3 year	Operational Plan Task – Year 1
P7.1: Multipurpose community buildings and facilities are available to meet the communities diverse and changing needs	P7.1.1 The condition and functionality of existing and new assets is improved.	P7.1.1.1: Implement a prioritised program of improvements to community meeting rooms, halls, buildings and facilities.

GOVERNANCE MATTERS

Tender documents were prepared and released through Tenderlink 17 September 2024 and closed on the 8 October 2024. At the close of tender, four (4) tenders were received. All submissions were

recorded in accordance with Council's tendering policy. A Tender Evaluation Committee was formed to assess the four (4) tenders received. The evaluation considered:

- Conformity of submission.
- Total Lump sum fee totalled from the range of services to be provided.
- Resources provided to complete services.
- Organisational suitability in providing quality resources.
- Risk Management/Environmental and Work Health and Safety.
- Performance and Financial Assessment.

Confidential attachments to this report include the list of tenders received and the Tender Evaluation Report and recommendation. The attachments are considered to be confidential in accordance with Section 10A (2)(d)(iii) of The Local Government Act 1993 as they are considered to contain commercial in confidence information.

RISK MANAGEMENT

Three (3) key areas of risk were identified in relation to the proposed contract:

- That the design and construction be carried out by a contractor with the ability to provide a full range of services with suitably qualified staff.
- Risk Management, Environmental and WHS.
- That Council should not be exposed to financial risk - as part of the evaluation process, tenderers were assessed on providing all information and costs requested within the tender document. Prior to awarding a contract, an independent Performance and Financial Assessment will be carried out on the preferred contractor to ensure that they are trading responsibly and have the financial capacity to undertake the contract as detailed within the tender documents.

FINANCIAL CONSIDERATIONS

The design and construction of the 25M indoor pool refurbishment at Ku-ring-gai Fitness and Aquatic Centre will be funded through Council Infrastructure and Facilities Reserve general funds.

SOCIAL CONSIDERATIONS

On completion of the refurbishment, the 25M indoor pool will be a safe and enjoyable leisure facility for the whole community to enjoy which is in line with Council's Community Strategic Plan, Our Ku-ring-gai 2038 and the Plan's long term directions.

ENVIRONMENTAL CONSIDERATIONS

There is no significant environmental impacts due to the works.

COMMUNITY CONSULTATION

The Ku-ring-gai Fitness and Aquatic Centre lessee the "Y" has been consulted.

INTERNAL CONSULTATION

All relevant departments were consulted.

SUMMARY

Tender RFT34-2024 Design and construction 25M indoor pool refurbishment KFAC was released through Tenderlink on 17 September 2024 and closed on the 8 October 2024. A Tender Evaluation Panel assessed the submissions. Council received four (4) tenders. All tenders were recorded in accordance with Council's tendering policy.

The approved evaluation plan has been followed and the award of a contract has been put on hold due to three (3) Tenderers not demonstrating suitable experience in commercial pool refurbishment and one (1) Tender submission being non-conforming.

The Tender Evaluation Committee is recommending to reject all tenders under Clause 178(1) of the Local Government Regulation 2021 and negotiate under Clause 178(3)(e) of the Regulation to ensure Council has the most suitable contractor at the best value for money.

RECOMMENDATION:

That:

- A. As a result of considering the tenders submitted for the proposed RFT34-2024 Design and construction 25M Indoor Pool Refurbishment KFAC contract, and pursuant to Clause 178(1) of the Local Government (General) Regulation 2021 ("the Regulation"), Council declines to accept any of the tenders.
- B. Fresh tenders as referred to in clause 178(3)(b)-(d) of the Regulation not be invited due to the current deadlines and condition of the pool.
- C. Pursuant to Clause 178(3)(e) of the Regulation, the General Manager enter into negotiations with any person (whether or not the person was a tenderer) with a view to entering into a contract in relation to the subject matter of the tender in terms acceptable to Council's requirements.
- D. The Mayor and the General Manager be delegated authority to execute all documents on Council's behalf in relation to any contract formed as a result of the above.
- E. The Seal of Council be affixed to all necessary documents.
- F. All tenderers be advised of Council's decision in accordance with clause 178 of the Regulation.

Craig Roberts
Project Manager

William Birt
Acting Manager Technical Services

Attachments:	A1	RFT34-2024 25M Indoor Pool refurbishment - List of Submitters	<i>Confidential</i>
	A2	RFT34-2024 25M Indoor Pool Refue rbishment - Tender Evaluation Report	<i>Confidential</i>

HERITAGE REFERENCE COMMITTEE MEETING MINUTES OF 7 NOVEMBER 2024

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To have Council consider the minutes from previous Heritage Reference Committee ('HRC') meeting held on 7 November 2024.

BACKGROUND:

Council is required to consider and receive the minutes of the Heritage Reference Committee and to make them publicly available via Council's website. HRC minutes are confirmed by HRC prior to being presented to Council.

COMMENTS:

The Heritage Reference Committee minutes under consideration are attached.

RECOMMENDATION:

(Refer to the full Recommendation at the end of this report)

That Council receives and notes the HRC minutes from 7 November 2024.

PURPOSE OF REPORT

To have Council consider the minutes from previous Heritage Reference Committee ('HRC') meeting held on 7 November 2024.

BACKGROUND

Council is required to consider and receive the minutes of the HRC and to make them publicly available via Council's website. HRC minutes are confirmed by HRC prior to being presented at the OMC. The minutes from the HRC meeting were circulated to HRC members by email following the meeting for confirmation.

COMMENTS

The Heritage Reference Committee minutes under consideration are at **Attachment A1**.

INTEGRATED PLANNING AND REPORTING

Theme 3: Places, Spaces and Infrastructure

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
Ku-ring-gai's heritage is protected, promoted and responsibly managed.	Strategies, plans and processes are in place to effectively protect and preserve Ku-ring-gai's heritage assets.	Implement, monitor and review Ku-ring-gai's heritage planning controls and Heritage Strategy. Promote local heritage in consultation with key stakeholders.

GOVERNANCE MATTERS

Consisting of seven members, the Heritage Reference Committee includes Councillors, heritage practitioners and community members. The Committee provides advice on heritage matters and assists with the promotion, understanding and appreciation of heritage. While not a decision-making body, the Committee plays an important function in shaping Ku-ring-gai's future. This Committee is also an important link in Council's communication strategy with the community.

RISK MANAGEMENT

The Committee provides advice on heritage matters and assists with the promotion, understanding and appreciation of heritage. While not a decision-making body, the Committee nevertheless plays an important function in shaping Ku-ring-gai's future. This Committee is also an important link in Council's communication strategy with the community.

FINANCIAL CONSIDERATIONS

The costs of running the Heritage Reference Committee are covered by the Strategy and Environment Department's budget.

SOCIAL CONSIDERATIONS

The aims of the Heritage Reference Committee are to provide advice to Council on heritage matters and to provide assistance to Council in promoting an understanding and appreciation of heritage, including matters of social heritage significance.

ENVIRONMENTAL CONSIDERATIONS

A role of the Heritage Reference Committee is to support Council in identifying and managing Ku-ring-gai's Cultural Heritage.

COMMUNITY CONSULTATION

The Heritage Reference Committee meets on a monthly basis or as required and notification of meetings is provided on Council's website.

INTERNAL CONSULTATION

The Heritage Reference Committee includes Councillors and heritage practitioners and is facilitated by Council staff. Where relevant, consultation with other Departments may occur in particular with Council's heritage advisors in Development & Regulation.

SUMMARY

Council is required to consider and receive the minutes of the HRC and to make them publicly available via Council's website. HRC minutes are confirmed by HRC prior to being presented at an Ordinary Meeting of Council. These minutes are now being referred to Council.

RECOMMENDATION:

That Council receive and note the HRC minutes from the meeting held on 7 November 2024.

Claudine Loffi
Heritage Specialist Planner

Antony Fabbro
Manager Urban & Heritage Planning

Jacob Sife
Acting Director Strategy and Environment

Attachments: A1 [↓](#) HRC Minutes of 7 November 2024 2024/379691

**MINUTES OF HERITAGE REFERENCE COMMITTEE
HELD ON THURSDAY, 7 NOVEMBER 2024**

Present: Councillor K Wheatley (Chairperson) (Wahroonga Ward)
Councillor I Balachancaran (Deputy Chairperson) (Gordon Ward)
Mr Robert Moore – National Trust
Ms Lorna Watt – Ku-ring-gai Historical Society
Ms Margaret Skilbeck – Australian Institute of Architects
Ms Zeny Edwards – Local Historian and Community Member
Mr Chris Bluett- Community Member

Staff Present: Manager Urban & Heritage Planning (Antony Fabbro)
Team Leader Urban Planning (Craig Wyse)
Heritage Specialist Planner (Claudine Loffi)
Strategic Planner Heritage (Philippa Hayes)

Others Present: Mayor C Kay - Ku-ring-gai Council (St Ives Ward)

Apologies: Nil

The Meeting commenced at 12:30 PM

DECLARATIONS OF INTEREST

Nil.

MATTERS ARISING FROM PREVIOUS MEETING

NOTING OF MINUTES

Minutes of Heritage Reference Committee

File: CY00413/12
Meeting held 6 June 2024
GB.1-GB.3

RESOLVED

The Committee notes the adopted minutes from the meeting of 6 June 2024.

GENERAL BUSINESS

Her-story project update

File: S13598

Vide: GB.1

The Committee noted the project update and the heritage items and conservation areas with inventories uploaded to the NSW Government's online State Heritage Inventory from January to October 2024. The Committee discussed Council's past heritage study process and documentation predating the internet, and the current process of Council research, prioritising and the NSW Government system for updating online inventories. The function of the online State Heritage Inventory, online access and searching, and differences to the statutory planning process for listing were also discussed. The public and private benefits from improved online inventories including research cost savings were noted. Committee members enquired about the process for any factual corrections and were invited to forward these to staff.

RESOLVED

That the Heritage Reference Committee receives and notes the report.

Southern Heritage Conservation Areas update

File: S14571

Vide: GB.2

The Committee noted the update, attached Ministerial correspondence, Council studies and reference. The Committee commended Council's initiatives. Issues discussed included the development assessment process for heritage items and areas, the status of guidelines in development assessment, and uncertain outcomes in these circumstances. The Committee also commented on the cross-over between Ku-ring-gai's heritage areas and tree canopy as a result of its garden suburb history. Staff further advised the Committee about Council's October resolution to exhibit five housing scenarios for public feedback and these do not adopt or propose listing changes.

Regarding existing listings, the Committee noted the HCA review confirms the 28 conservation area listings with some recommended variations and further item assessments. Council's past listing process for the existing areas and items was discussed. It was noted that the NSW Government TOD changes to permitted development retained heritage listings unchanged. Regarding delisting requests, the Committee noted the required process for a proponent to submit a planning proposal and heritage assessment. The Committee was advised that no such planning proposals have been received; just one heritage assessment to date. The Committee was advised that the address for delisting requests was not public until Council adopted a planning proposal for exhibition. For delisting requests, the Committee agreed to consider submitted heritage assessments for comment.

RESOLVED

That the Heritage Reference Committee receives and notes the report, commends Council's initiatives and will consider submitted heritage assessments relating to listing changes.

OTHER BUSINESS

The Committee discussed next meeting dates and rescheduling the February meeting.

The Meeting closed at 1:50pm

KU-RING-GAI GREEN GRID DRAFT STRATEGY

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

To provide an overview of the draft Ku-ring-gai Green Grid Strategy and seek Council's endorsement to place the draft strategy on public exhibition.

BACKGROUND:

The Sydney Green Grid project is a metropolitan wide strategy with projects to be delivered by local authorities to connect Sydney's green spaces. In simple terms it can be described as "a network of corridors to connect green spaces and centres". These corridors are made up of paths, bike lanes, trails, and vegetation. This means they serve the dual purpose of allowing people to walk or use active transport to get between open spaces and centres and serve as ecological corridors to promote biodiversity. These green spaces can be public open space such as parks or recreation areas and bushland.

COMMENTS:

The draft strategy has been developed by Council staff in parallel with the Urban Forest Strategy and as an output of the LSPS. The development of the network has included collaboration with external stakeholders.

RECOMMENDATION:

(Refer to the full Recommendation at the end of this report)

That Council endorse the draft Green Grid Strategy for public exhibition.

PURPOSE OF REPORT

To provide an overview of the draft Ku-ring-gai Green Grid Strategy and seek Council's endorsement to place the draft strategy on public exhibition.

BACKGROUND

The aim of the Ku-ring-gai Green Grid is to facilitate the connection of key areas of public and private open space, national parks and bushland, suburbs, key local and neighbourhood centres and adjacent Local Government Areas (LGA's).

The purpose of this strategy is to prepare a Ku-ring-gai specific local Green Grid as outlined in the Local Strategic Planning Statement (LSPS). This includes:

- Reviewing and assessing the practicality and feasibility of the Sydney Green Grid Projects identified for the Ku-ring-gai LGA;
- reviewing and assessing the practicality and feasibility Ku-ring-gai walking trails as identified within the *Ku-ring-gai Destination Management Plan 2017 -2020*;
- reporting on how the Green Grid may support potential biodiversity connections and corridors as per the *Ku-ring-gai Biodiversity and Riparian Lands Study Version 5*;
- articulating a vision, goals and actions for the strategy;
- recommending a preferred network for the Green Grid; and
- defining a staging and implementation plan.

Ku-ring-gai's Local Strategic Planning Statement (LSPS) adopted in 2020 gives details of the framework for our Ku-ring-gai green grid which will deliver on both the metropolitan network and our own local grid.

The Local Strategic Planning Statement Priorities that are relevant to the Ku-ring-gai Green Grid Strategy are summarised below:

- K32. Protecting and improving Green Grid connections.
- K33. Providing a network of walking and cycling links for leisure and recreation.

Since the adoption of the LSPS we have been developing our Green Grid Strategy in conjunction with the Urban Forest Strategy adopted in 2022.



COMMENTS

Country

Underpinning the Green Grid is the long history of first nations peoples’ care and connection to the land. Whilst much of this knowledge has been lost through dispossession, displacement and death, evidence remains of the cultural relationships with the land that can be embraced and acknowledged through the Green Grid.

Establish and build relationships that are ongoing

Relationships - Aboriginal Heritage Office (AHO) and exploring further opportunities. Council has a key stake in the AHO and will continue to foster this relationship. Reaching out to engage and build new relationships with other cultural contacts and community members will be ongoing.

Seek knowledge - co-design and co-manage

Walking Country - walking is fundamental to the Green Grid. Walking on Country during the analysis phase assists in building understanding of the land and determining appropriate routes. As part of relationship building, opportunities for doing this with first nations people will be investigated throughout the life cycle of the project.

Protect and respect heritage

Working towards maintaining the integrity of significant sites by either providing interpretation opportunities, or discouraging access to them.

Objectives

These objectives articulate the overarching vision for what Council wants our Green Grid to deliver.

Increased canopy cover across the LGA

Ku-ring-gai benefits from a well-established and extensive urban tree canopy. Pressures from development, climate change and risk mitigation all impact on how this can thrive and expand. Clear targets for the delivery of an improved urban forest canopy are essential for ensuring the longevity and success of our urban forest. Green Grid projects are fundamental to achieving this.

A consolidated active transport network providing comfortable walking and cycling routes

Active transport is critical in sustainable progress towards meeting climate change mitigation targets. Council is pursuing opportunities to develop the best possible links that provide the infrastructure to support both walking and cycling transport options. Integral to the comfort of these routes are shade and an aesthetically pleasing environment, which co-ordinated street tree planting as part of the Green Grid can deliver.

Walkable connections between points of interest in the LGA

Local Centres, historic sites, parks and recreation facilities all provide points of interest within the LGA which residents want to access. The Ku-ring-gai Green Grid will endeavour to make walking the preferred way to get to, from and between these points by improving green infrastructure interventions along these routes, ensuring they are shaded, pleasant and accessible.

Enhanced biodiversity and riparian corridors

Fundamental to the Green Grid is the enhancement and protection of our existing natural systems. These need to be supported and expanded wherever possible. The balance needs to be struck between creating new connections to re-link patches of bushland, and allowing the appropriate level of access to sensitive areas.

Approach

The high-level plan developed for the LSPS gave the overarching locations for potential routes.

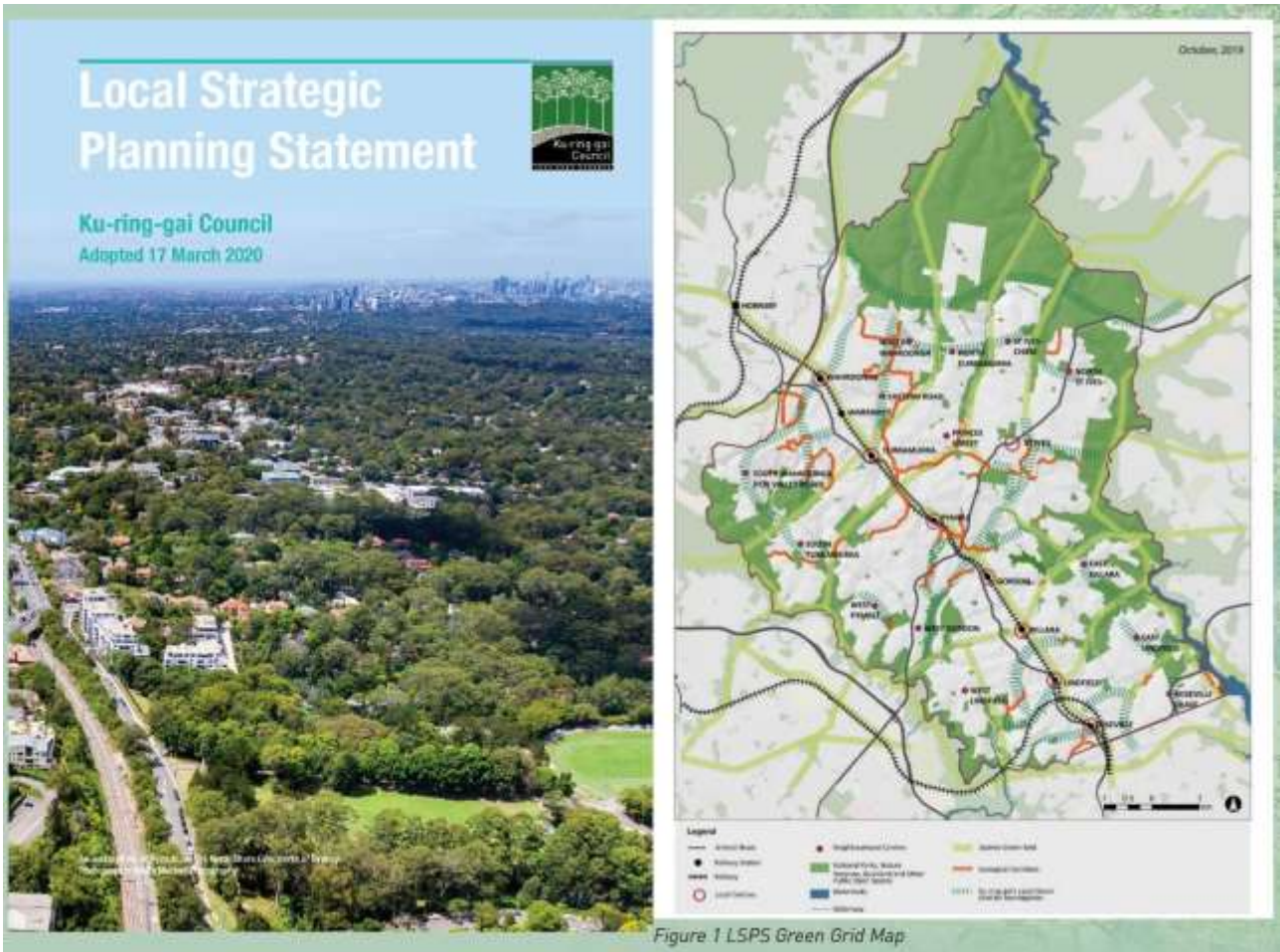


Figure 1 LSPS Green Grid Map

The high level proposed routes identified in the LSPS as:

- Ku-ring-gai Green Grid
- Walking Grid
- Ecological Grid
- Hydrological Grid



Figure 2 LSPS Walking Green Grid Map



Figure 3 LSPS Ecological Grid Map

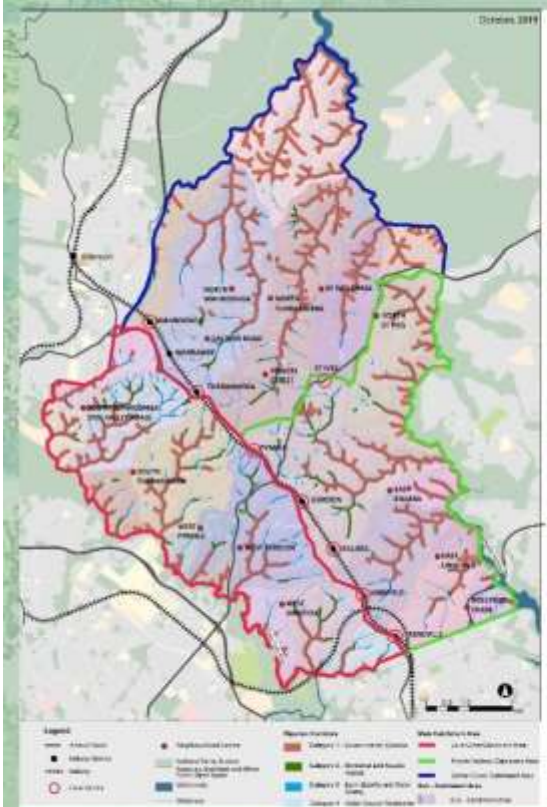


Figure 4 LSPS Hydrological Grid Map



Figure 5 LSPS Active Transport Map

Layers

Recreational Grid - our recreational grid incorporates open space such as parks, sports fields, reserves and play spaces, along with bushland including nature reserves and National Parks.

Ecological Grid - the ecological grid captures areas of environmental significance encompassing existing and remnant bushland. It identifies a range of vegetation communities shaped by the local soils and topography including those that have been fragmented by development.

Hydrological Grid - rivers, creek and waterways including those encapsulated in grey infrastructure constitute our hydrological grid.

It is important to note that these layers are interconnected with some elements inherent to all layers, particularly our extensive areas of bushland characteristic of Ku-ring-gai.

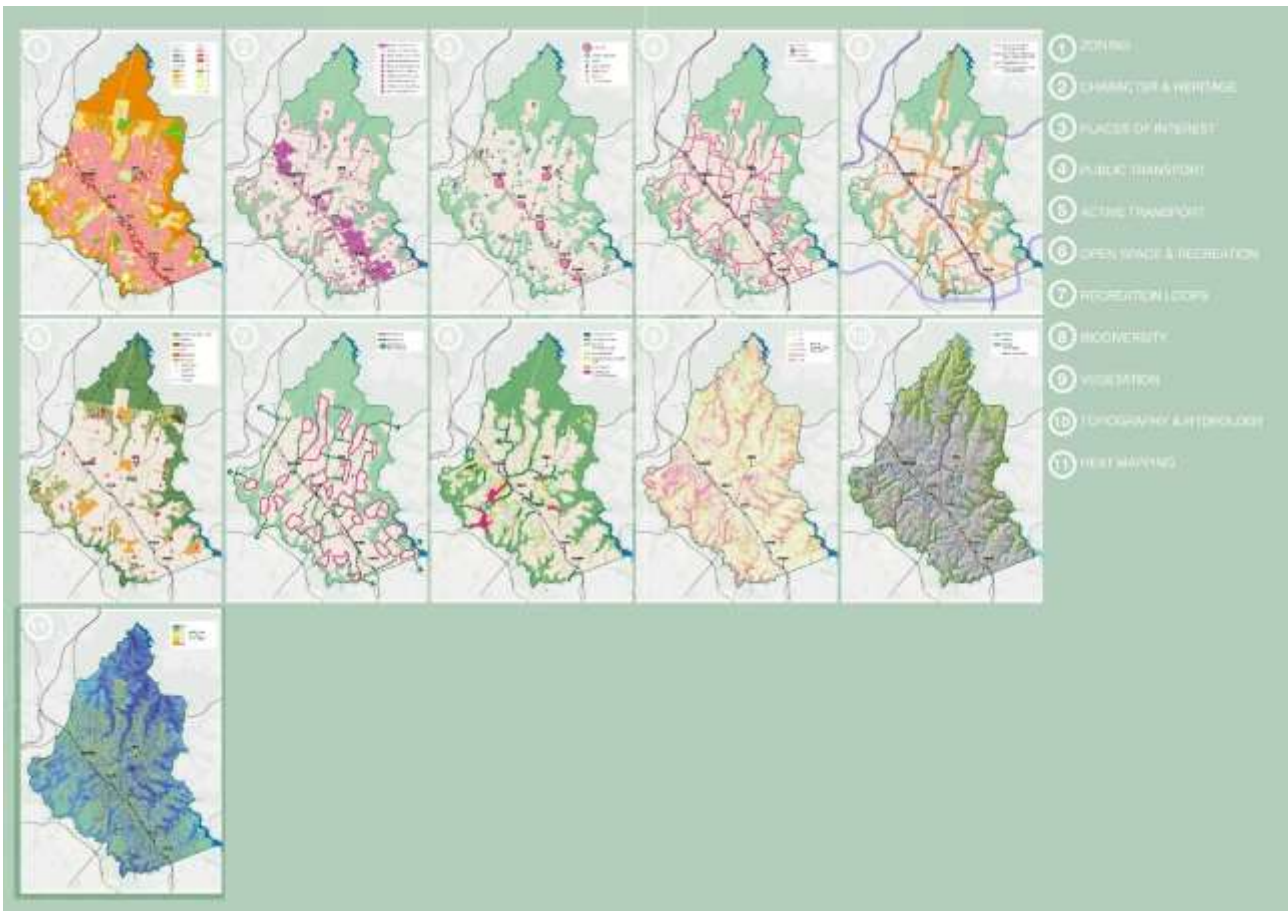
The initiation of the strategy has been a staged approach. The Stage 1 background studies report has provided the foundation for our exploration of the network, allowing us to examine precedents and our own opportunities and constraints.

Stage 2 has included our in-depth mapping and analysis. We have examined the range of data that will influence the network, including physical, climatic, cultural, governance and movement considerations.

The analysis has led us to develop and refine the network that was established as part of the greater Sydney Green Grid and the Ku-ring-gai Green Grid. The network is now defined down to street level based on compilation of the data. The selection of all the routes regardless of scale have been guided by an accumulation of features, existing infrastructure, and accessibility.

Opportunities and constraints were analysed at an LGA wide level for the following focus areas:

- Density and Zoning
- Local Character
- Heritage
- Key Destinations and Attractions
- Transport
- Open Space
- Heat Mapping
- Canopy
- Biodiversity
- Hydrology
- Topography



The base data has been overlaid to identify cumulative features that provide the most opportunities and least constraints. This broad-brush approach aimed to produce corridors of activation for further analysis.

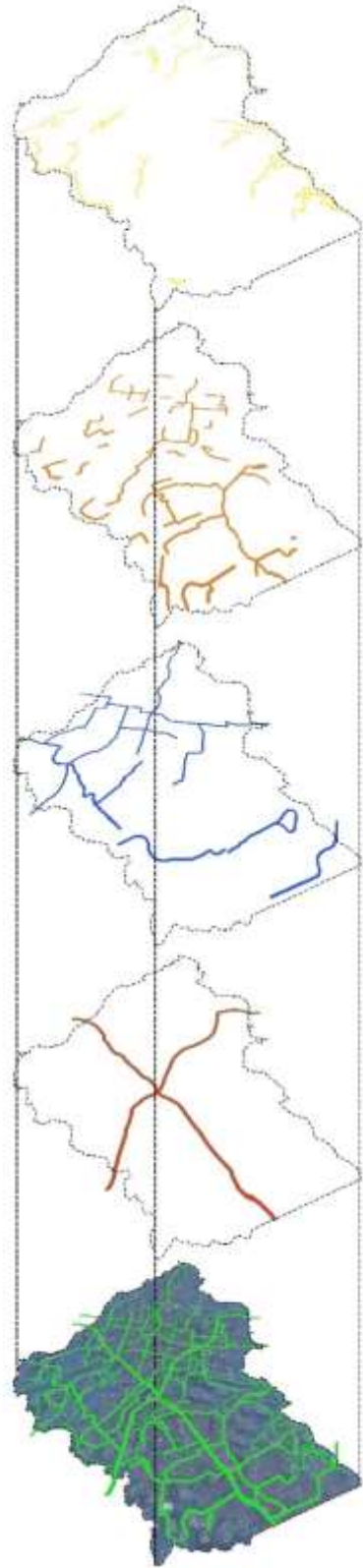
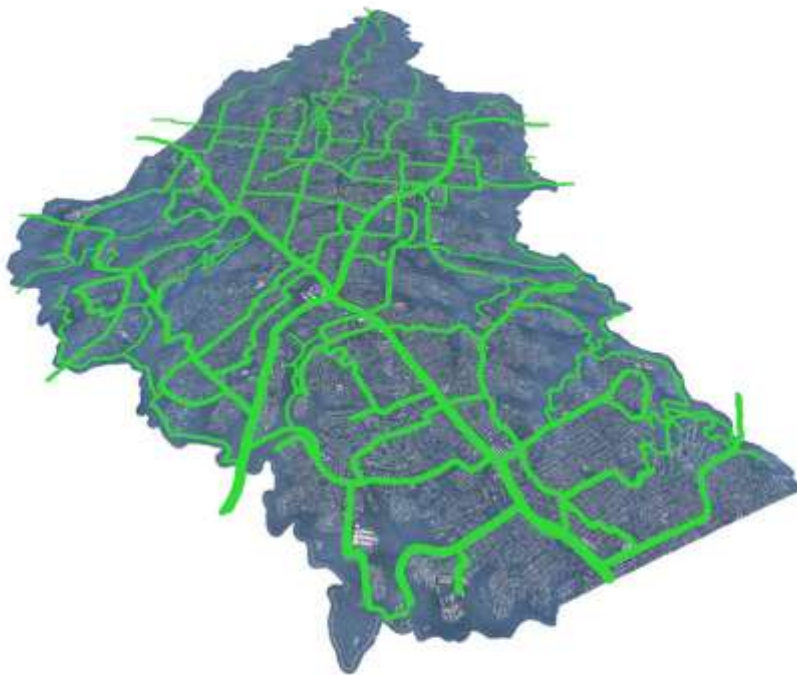
Opportunities

The key opportunities relate to ease of access relating to topography and existing infrastructure, and those routes that incorporate the most significant points of interest and destinations.

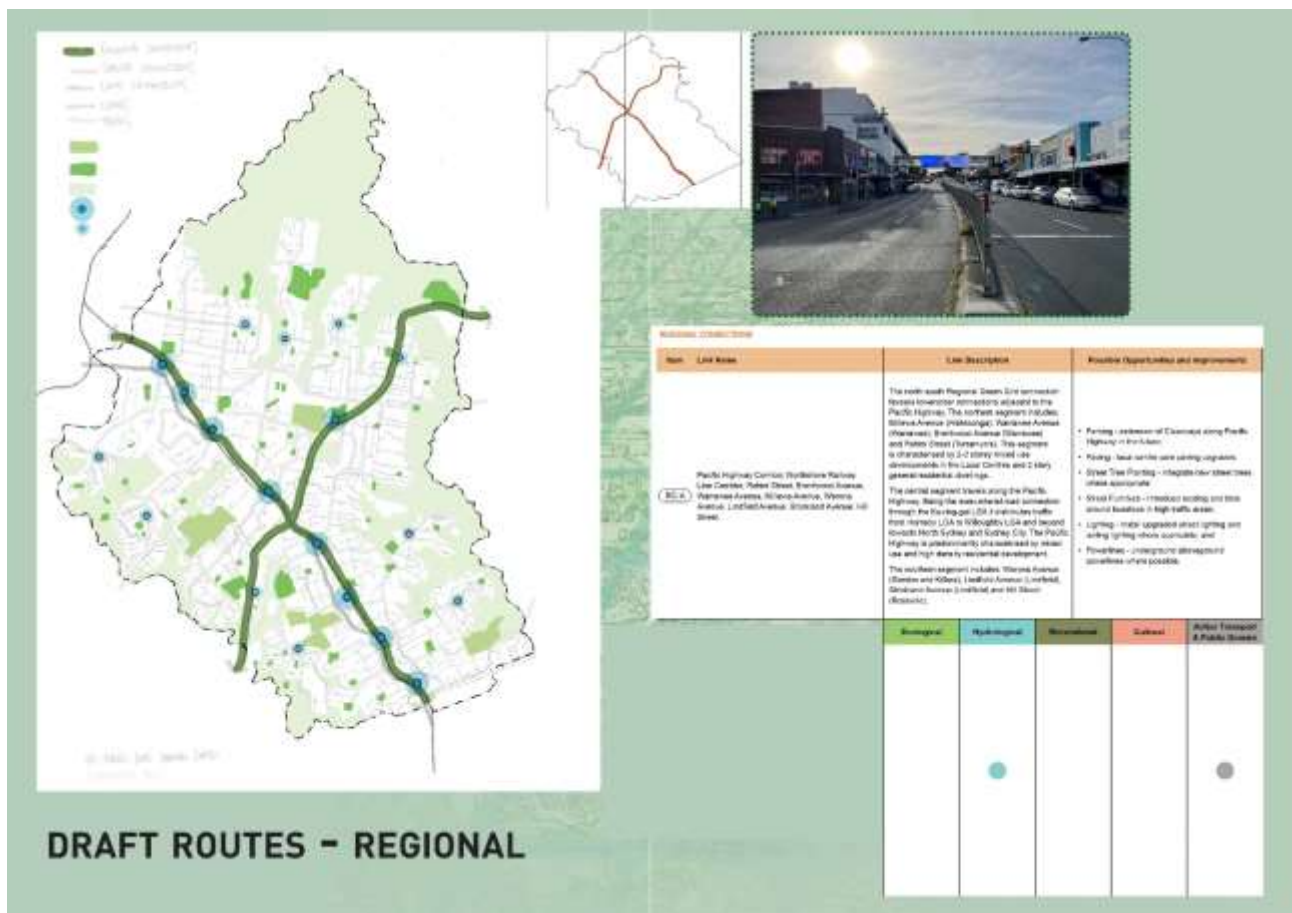
Constraints

Constraints on the network include steep topography, narrow infrastructure corridors, and desirability of walking environment. Busy roads with little vegetative buffer present a more challenging environment to retrofit, and alternatives to these routes were explored.

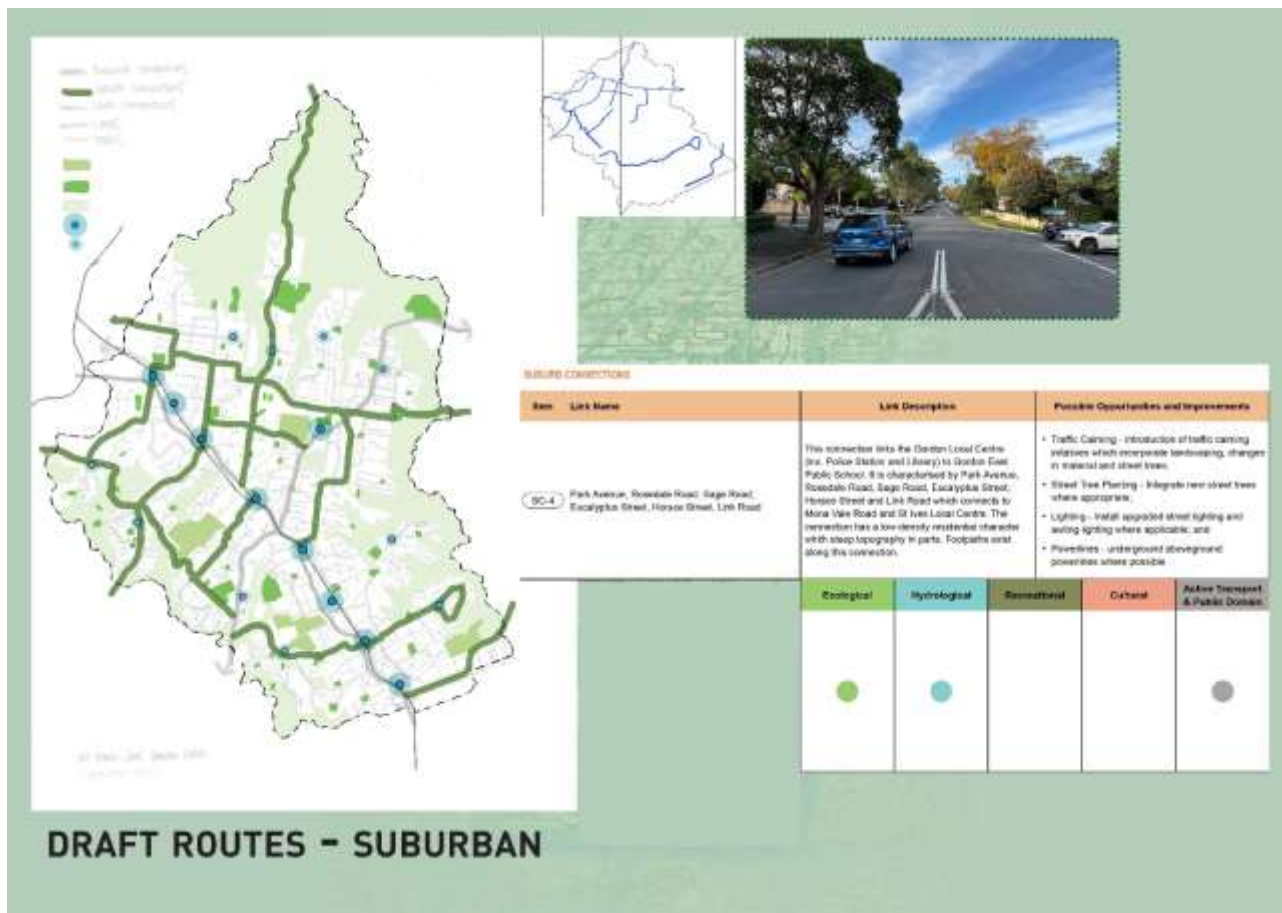
Network



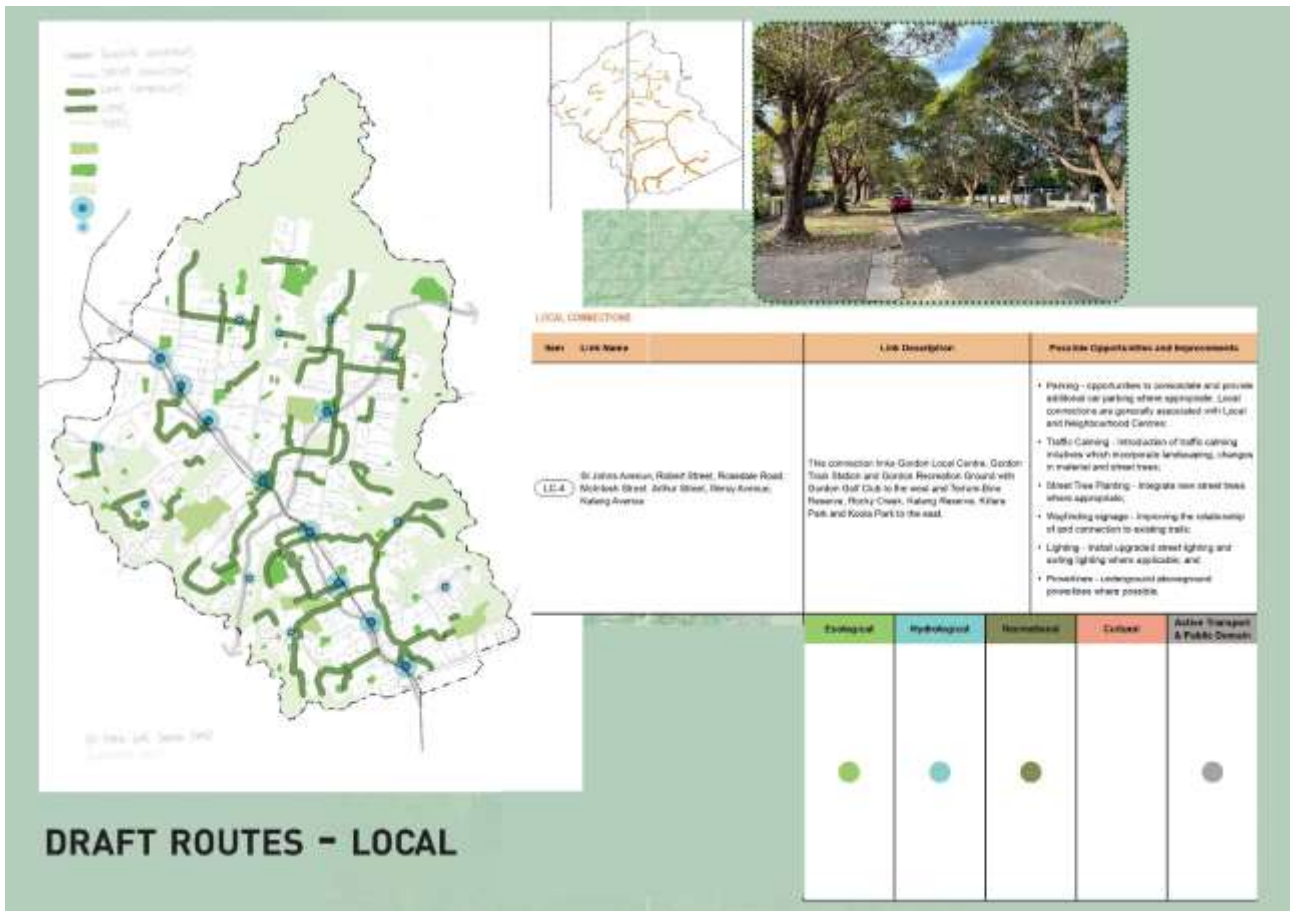
Regional connections - these are the predominant north-south corridors following the Pacific Highway and North Shore rail line and east-west links encompassing Ryde Road and Mona Vale Road. The Pacific Highway corridor is the main spine of the route however it deviates in and around centres encompassing the rail corridor for an optimised journey. The table highlights the opportunities and the key layers it engages with across Ecological, Hydrological, Recreational, Cultural and Active Transport/Public Domain considerations. Regional routes are primarily guided by the public domain plans for local centres and would include many of the elements within the suite of green grid components. This would incorporate shared paths separated bike lanes, street tree planting, passive irrigation, street furniture, understory planting, signage and undergrounding of power.



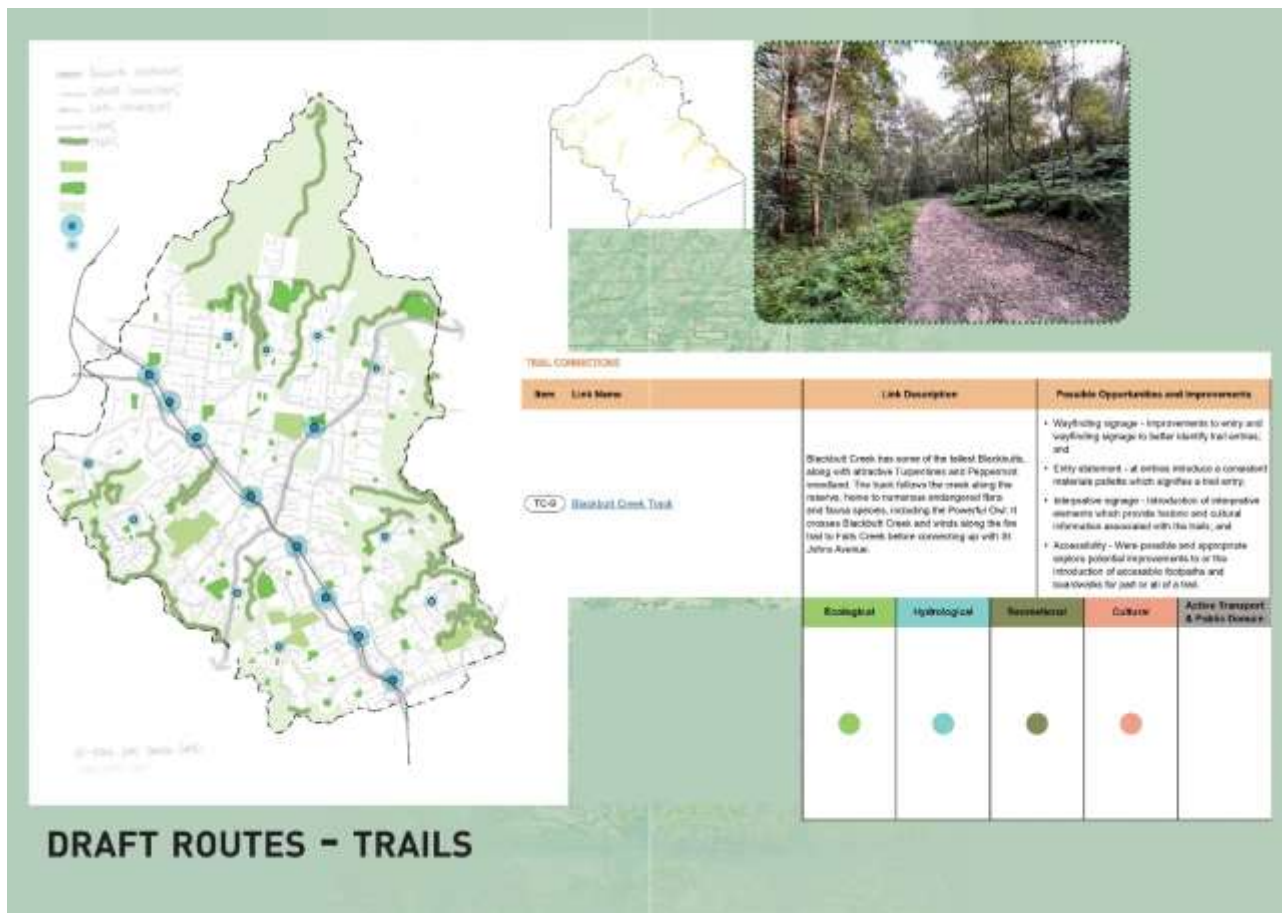
Suburban connections intersect suburban boundaries and interface with neighbouring councils. Suburban routes have been selected to provide connections along routes that link key destinations and are desirable to walk along. Determining which road was selected over another included reviewing movement mapping showing the frequency of use by people walking or cycling. Topography, existing footpaths, and multiple destinations along a route such as schools or shops helped to determine its selection. Suburban routes typically have existing trees and footpaths, but wherever possible these will be enhanced to fill in the gaps - additional tree planting, understory planting and interpretive signage. Where possible, more intensive infrastructure interventions will be made - incorporating bike lanes, planting blisters and WSUD elements.



Local link connections are the more small-scale interventions that highlight local points of interest and fill the gaps in suburban connections. Local links are more fine grain and may be as straightforward as "how do I get from the park to the coffee shop?" They also provide the missing links between larger scale routes. These routes are a key driver for active transport and encouraging people to avoid taking the car for a short trip. This promotes a healthy lifestyle and social cohesion - getting active, improving physical health outcomes and stopping to chat with a neighbour, improving mental and social outcomes. Local routes may be limited to tree planting, understory planting, and signage.



Trail connections are the more ecologically focused routes directly connecting existing trails through bushland. Trail connections are tracks through natural areas. Many of these are existing and may only require minimal interventions to improve them. Trails may include path upgrades and signage.



Elements

Transforming these routes into green corridors will include the following key components:

- Street tree planting - new trees will be planted on streets where there are opportunities, focusing on those areas with low canopy cover;
- footpaths and bike lanes - whilst the aim is to work with routes that already have existing infrastructure, where new footpaths, shared paths or bike lanes need to be built this will be co-ordinated with street tree and under planting, passive irrigation, traffic calming, and any changes to electricity assets;
- verge and median planting - wherever possible, layered, biodiverse native planting will be incorporated;
- aerial cable bundling or undergrounding of power - where undergrounding of power is cost-prohibitive, aerial cable bundling will be incorporated to provide increased opportunity for canopy trees;
- water sensitive urban design treatments - rain gardens to capture and filter stormwater run-off, passive irrigation such as breaks in kerbs, and swales; and
- interpretive signage - signs along routes that highlight culturally significant information around first nation’s history and native fauna and flora.



INTEGRATED PLANNING AND REPORTING

Theme 3 – Places, Spaces and Infrastructure

Focus area P6: Enhancing recreation, sporting and leisure facilities

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
Long-Term Objective P6.1: Recreation, sporting and leisure facilities are available to meet the community’s diverse and changing needs.	P6.1.1: A program is implemented to improve existing recreation, sporting and leisure facilities and deliver new multi-use sporting facilities and opportunities.	P6.1.1.9: Progress preparation of Green Grid Strategy consistent with Council’s Local Strategic Planning Statement (LSPS).

GOVERNANCE MATTERS

The State Government of NSW has in place several mechanisms to ensure that access to green space and enhanced biodiversity across the state is increased. Premier’s Planning Priorities, The Greater Sydney Region Plan: A Metropolis of Three Cities, and the North District Plan all include objectives relating to increasing canopy cover and improving walking and cycling connections. The preparation of the Ku-ring-gai Green Grid Strategy is a requirement of the Local Strategic Planning Statement (LSPS) to facilitate the delivery of these objectives.

Strategic planning of the Green Grid in the Council is driven by the Ku-ring-gai Community Strategic Plan 2038 and Council's Operational Plan and Delivery Program. Community Strategic Plans are required by all Councils in NSW under the Integrated Planning and Reporting (IP&R) Framework.

RISK MANAGEMENT

The production of the Green Grid Strategy document has managed risk through ongoing cross-discipline reviews, and well-managed internal resourcing. A working group has been engaged with regular review meetings with collation of internal feedback utilised to develop the documents.

The implementation of the strategy will be subject to risk assessments carried out by the relevant department prior to conducting any work.

FINANCIAL CONSIDERATIONS

Preparation of the Strategy has been funded by funds specifically allocated to the project following endorsement of LSPS.

There are presently a number of grant opportunities that provide funding towards Green Grid projects from the State Government.

Also there are some S7.11 funds allocated for construction of new walking tracks. Further discussion will be provided as part of future reporting.

SOCIAL CONSIDERATIONS

The implementation of the Green Grid network will have a range of social benefits, including:

- Social connection. As a part of the Urban forest, these spaces improve social connection; they offer a sense of place and support community interaction through events, festivals and passive daily interaction. Parts of the urban forest can become closely linked with people's identities and sense of place.
- Community cohesiveness. Studies have also shown that green space in major Australian cities is unevenly distributed, with less green space in areas with a higher proportion of low-income residents. Improving the distribution of green space and urban forests in Ku-ring-gai may foster improved community cohesiveness and a sense of shared identity across the City.
- Health benefits by improving the opportunities for walking and cycling which form part of an active healthy lifestyle.

ENVIRONMENTAL CONSIDERATIONS

The contribution of green infrastructure to ecosystem services is significant. These services include air and water filtration, shade, habitat for animals, oxygen production, carbon sequestration, and nutrient cycling. Add to this the connection that the urban forest and green infrastructure provides between nature and people, and it's clear that trees and vegetation have a crucial role as part of an urban landscape. From the native fauna species that have improved access to food and shelter, to community members who have enhanced recreational opportunities and water and air quality, to individual property owners who have a more comfortable environment and often increased property resale value – all benefit from a robust and extensive urban forest supported by green infrastructure.

The environmental benefits of the green grid include:

- Greenhouse gas mitigation and reduction;
- improved air quality;
- water cycling and erosion mitigation;
- biodiversity; and
- reduction of the urban heat island effect.

COMMUNITY CONSULTATION

Community engagement is fundamental to achieving sustainability and biodiversity goals. We need to work with the community to ensure our target areas are the right locations for achieving well-being for residents and our environment. An engaged community supports stewardship an investment in the environment.

Public exhibition of the draft strategy document forms the first phase of our community engagement. Once the Strategy is adopted, we will undertake more targeted consultation on a ward-by-ward basis to further refine the proposed routes and inform the action and implementation plan.

This will involve targeted communication between staff and the community, meeting in local parks to discuss how people get around their suburb and where they would like to see improved access to make their journey more comfortable.

INTERNAL CONSULTATION

A working group from multiple departments across Council was established at the commencement of the project and has met regularly to review the progress of the Strategy.

Councillor briefing

A Councillor briefing was held on Wednesday, 5 June 2024 at Council Chambers and online via Teams. Staff presented their work to date and answered questions posed in relation to the strategy.

SUMMARY

The development of the Ku-ring-gai Green Grid Strategy has been an intensely collaborative process involving internal and external stakeholders, and the community. The resulting draft strategy is the culmination of extensive research and best practice examples which will provide the most beneficial outcomes for the LGA.

The draft Green Grid Strategy is a practical, considered, and meaningful guide and its endorsement will enable Council to progress the finalisation of the Strategy ensuring positive outcomes for our community and the environment.

RECOMMENDATION:

A. That Council endorse the draft Ku-ring-gai Green Grid Strategy for public exhibition

Fleur Rees
Senior Landscape Architect

Bill Royal
Team Leader Urban Design

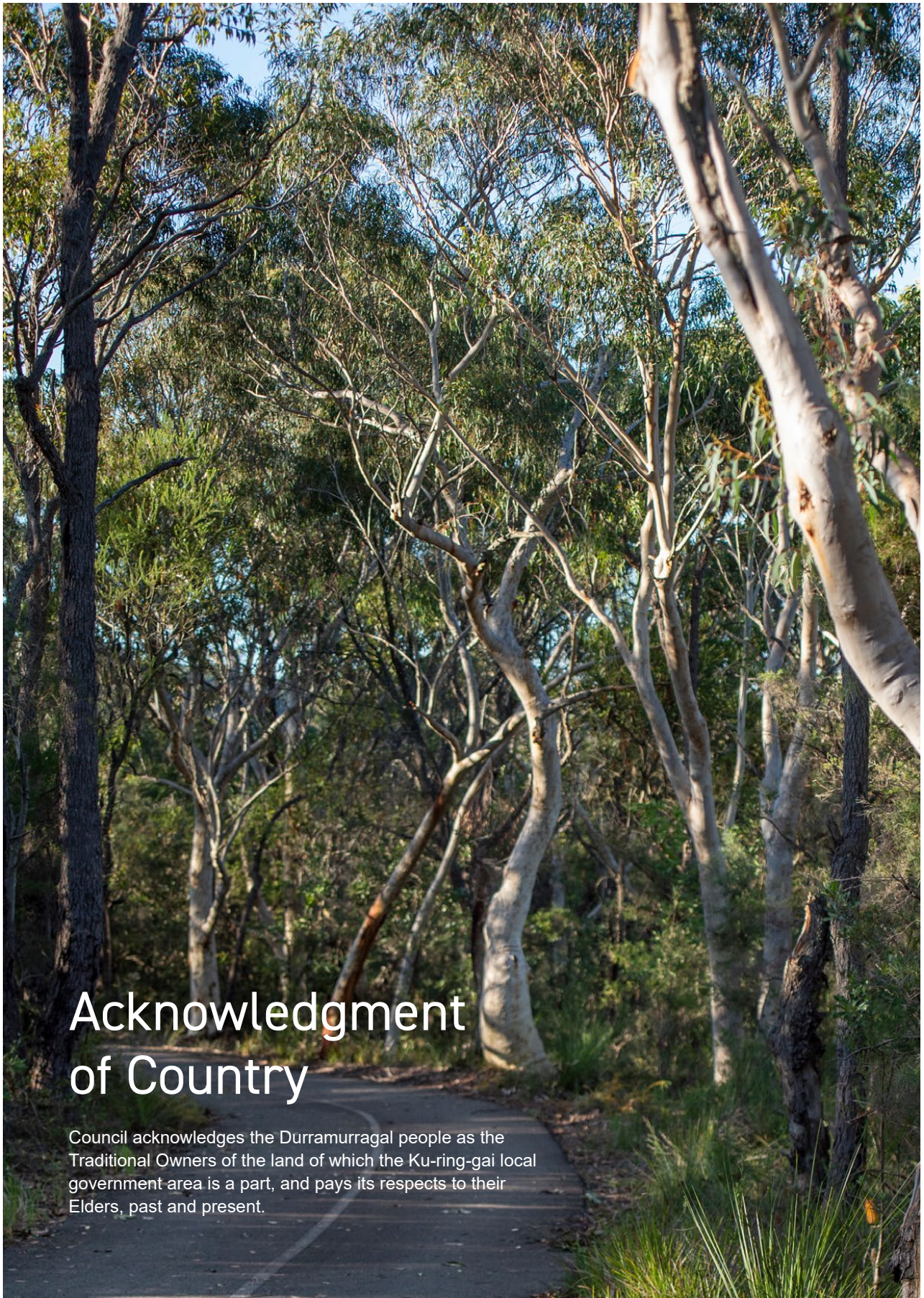
Jacob Sife
Acting Director Strategy and Environment

Attachments: A1 [↓](#) Green Grid Draft Strategy Document 2024/390816

Ku-ring-gai Green Grid Strategy

Draft Strategy





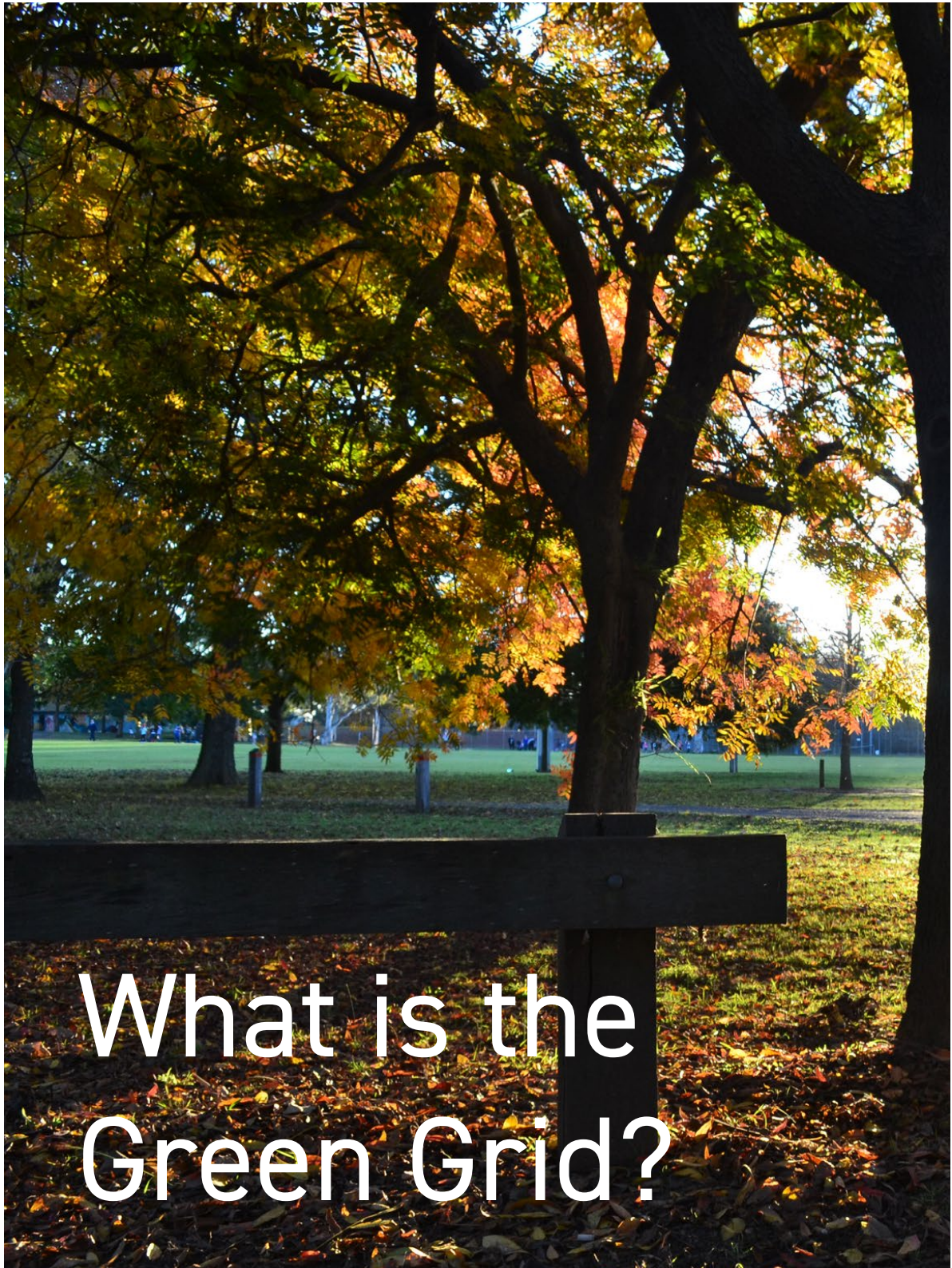
Acknowledgment of Country

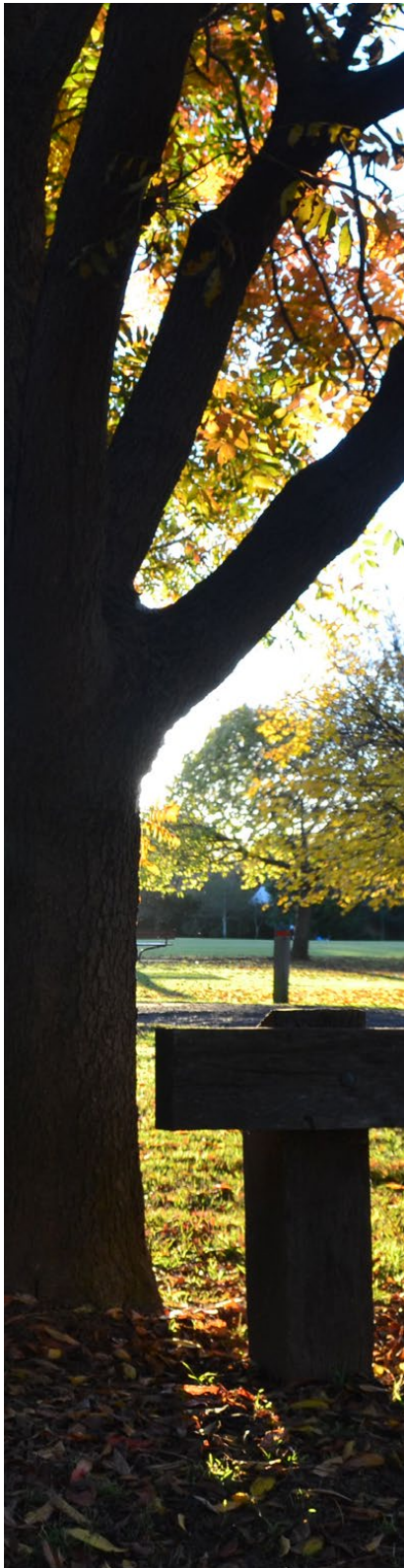
Council acknowledges the Durramurragal people as the Traditional Owners of the land of which the Ku-ring-gai local government area is a part, and pays its respects to their Elders, past and present.



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- bushland
- parks
- recreation areas
- paths
- bike lanes
- trails
- vegetation



A network of corridors to connect green spaces and centres

The Sydney Green Grid project is a metropolitan wide strategy with projects to be delivered by local authorities to connect Sydney's green spaces. In simple terms it can be described as "a network of corridors to connect green spaces and centres". These corridors are made up of paths, bike lanes, trails, and vegetation. This means they serve the dual purpose of allowing people to walk or use active transport to get between open spaces and centres and serve as ecological corridors to promote biodiversity. These green spaces can be public open space such as parks or recreation areas and bushland.

The Ku-ring-gai Green Grid

The Ku-ring-gai Green Grid

The aim of the grid is facilitate the connection of key areas of public and private open space, national parks and bushland, suburbs, key local and neighbourhood centres and adjacent Local Government Areas (LGA's).

Ku-ring-gai's liveability and sustainability rely on maintaining, managing and planning for green infrastructure. Green infrastructure is the network of green spaces and water systems within both public and private ownership, that deliver multiple environmental, economic and social values and benefits to urban communities. It extends beyond physical vegetative structures (such as the urban forest) and includes natural and semi-natural systems as well as the management and integration of various components of urban environments Greener Places (the draft green infrastructure policy by GANSW, 2017) and the Greater Sydney Region Plan and North District Plan highlight the importance of planning for, protecting, creating and maintaining green infrastructure within Greater Sydney. This planning framework has sought to protect and improve Sydney's network of water related systems (our Hydrological Grid), biodiversity and urban forest (our Ecological Grid) and passive and active recreation and transport (our Recreational Grid).

The Greater Sydney Region Plan's vision for the Eastern Harbour City (including Ku-ring-gai) is for improved access to foreshores, waterways and the coast for passive and active recreation, tourism, cultural events and water-based transport. This vision is to be achieved through implementation of the Sydney Green Grid, providing a network of water related systems (our Hydrological Grid) and green spaces (our

Ecological Grid), that will connect communities (through our Recreational Grid) to green infrastructure.

Improved access and connections from Ku-ring-gai's Local Centres to nature and green infrastructure is increasingly important, as the number of people living in high density dwellings increases. There is significant opportunity for local residents and visitors to walk or cycle via a network of streets and parks to bushland areas given that all centres (with the exception of Wahroonga and Pymble) are within a 1km walk of a natural area.

The Ku-ring-gai LGA provides extensive walking trails traversing bushland reserves and connections with the adjoining national park trails.

While extensive planning has been undertaken to enable recreation in natural areas, there is a gap in the provision of marked recreational trails leading from the Local Centres and rail stations to the bushland reserves via local streets and parks. Currently Council only has one marked track from Lindfield Station to the Two Creeks Track which starts in Seven Little Australians Park.

.....
The aim of the grid is facilitate the connection of key areas of public and private open space, national parks and bushland, suburbs, key local and neighbourhood centres and adjacent Local Government Areas (LGA's).
.....

The purpose of this strategy is to prepare a Ku-ring-gai specific local Green Grid as outlined in the Local Strategic Planning Statement (LSPS). This includes:

- Reviewing and assessing the practicality and feasibility of the Sydney Green Grid Projects identified for the Ku-ring-gai LGA
- Reviewing and assessing the practicality and feasibility Ku-ring-gai walking trails as identified within the Ku-ring-gai Destination Management Plan 2017 -2020
- Reporting on how the Green Grid may support potential biodiversity connections and corridors Ku-ring-gai Biodiversity and Riparian Lands Study Version 5
- Articulating a vision, goals and actions for the strategy
- Recommending a preferred network for the Green Grid; and
- Defining a staging and implementation plan.

The strategy investigates the assessment, prioritisation and implementation of the Greater Sydney Green Grid and Ku-ring-gai Local Green Grid connections, incorporating four stages;

- Stage One - Background Studies Review
- Stage Two - Mapping Analysis
- Stage Three - Draft Guidelines, Principles and Actions
- Stage Four - Final Report





Ku-ring-gai Local Green Grid connections

These Green Grid connections have sought to address connectivity shortcomings, identified within the Ku-ring-gai Biodiversity & Riparian Lands Study 2016; including that:

- There is no continuous, good condition vegetation/ habitat crossing the urban area of Ku-ring-gai in either a north-south or east-west direction.
- Middle Harbour Valley (including Garigal National Park) is considered to be poorly connected to surrounding bushland; including Ku-ring-gai Chase National Park to the north (connectivity is highly compromised by Mona Vale Road).
- The Lane Cove Valley bushland (including Lane Cove National Park) is not connected to adjacent protected areas or reserves, including bushland in the Berowra Valley in the Hornsby and Ryde local government areas.

The Green Grid Strategy considers:

- The need to minimise fragmentation and impact upon bushland areas.
- Walking track connections between Richmond Park and Governor Phillip Reserve. This link is designed to replace the Sydney Green Grid, crossing through the Ku-ring-gai Flying Fox Reserve. This Reserve is subject to a long-term Conservation Agreement and home to an important maternal colony of grey-headed flying-fox. As Council does not support public recreation within this reserve, further development of this Section of the Sydney Green Grid is also not supported.
- The rarity, significance and the special conservation agreements associated with Dalrymple Hay Nature Reserve / Browns Forest and Sheldon Forest, which need to be fully recognised. The nature of these reserves and their protection needs to be promoted. It is envisaged the current ongoing restricted access and usage will continue to ensure their preservation for future generations.



To discourage any unintended future use as general transit ways, Green Grid track linkages will not rely on passage through these reserves, but will employ neighbouring or adjoining routes.

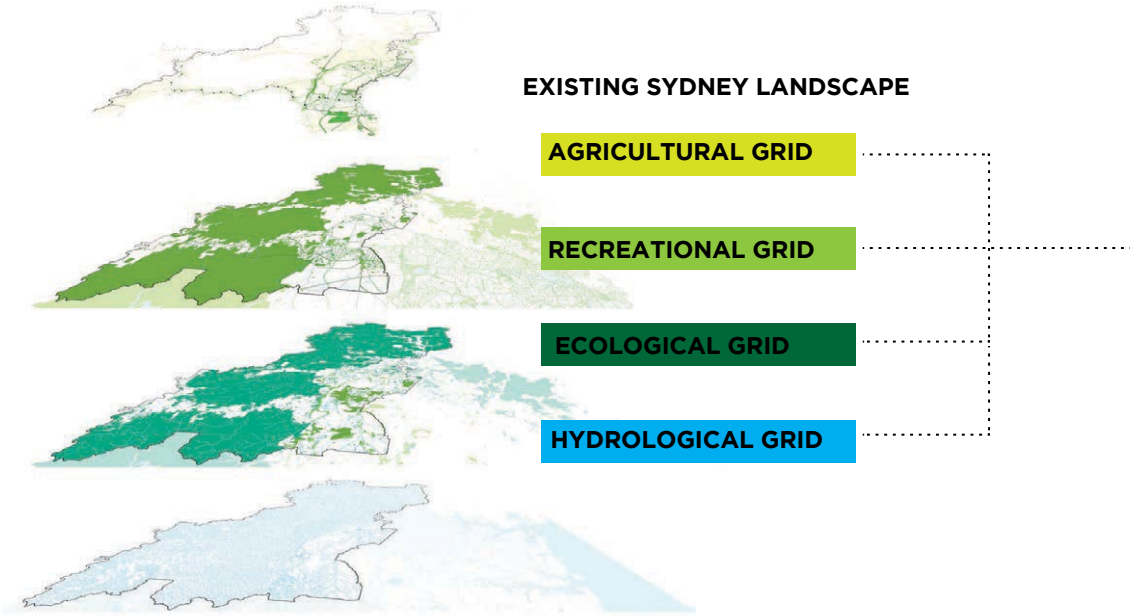
- Walking track links to improve connections between Local Centres and rail stations via a network of streets, private bushland and other agency lands and parks to bushland areas connecting with the Great North Walk and broader trail network along Lane Cove River, Middle Harbour and Cowan Creek.
- Walking track connections from the St Ives Showground Precinct with Brooklyn, Bobbin Head and West Head, linking with existing national park's infrastructure and walking trails as identified within the Ku-ring-gai Destination Management Plan 2017 -2020.
- Opportunities to combine recreation and transport with biodiversity corridors (as identified within Council's DCP Greenweb Map and LEP Terrestrial Biodiversity Map).
- Opportunities to improve biodiversity and recreational disconnect caused by main roads (in particular Ryde Road, The Comenarra Parkway and Mona Vale Road).

- Opportunities and priorities to enhance a variety of open spaces; improve streetscapes; connect with local European heritage and Aboriginal cultural heritage, and undertake street tree planting.
- Access to waterways, water based recreation and creation/inclusion of Water Sensitive City features.

The Green Grid Strategy, planning and implementation will be integrated with other Ecological Grid and Hydrological Grid projects within Ku-ring-gai, and the broader North District, and will inform and be informed by priority actions identified within the LSPS, namely within Urban Forest (Planning Priorities K30 and K31), Bushland and Biodiversity (Planning Priorities K28 and K29), Climate Change Resilience and Adaptation (Planning Priorities K39 and K40) and Water Sensitive City (Planning Priorities K35, K36, and K37).

Layers

The Green Grid is underpinned by layers which serve to meet a range of objectives beyond walkability. In addition to these routes which provide walking or active transport connections, there will be corridors which enhance biodiversity, hydrology, and ecology. These are interconnected and serve to link the network but won't necessarily be 'walkable'.

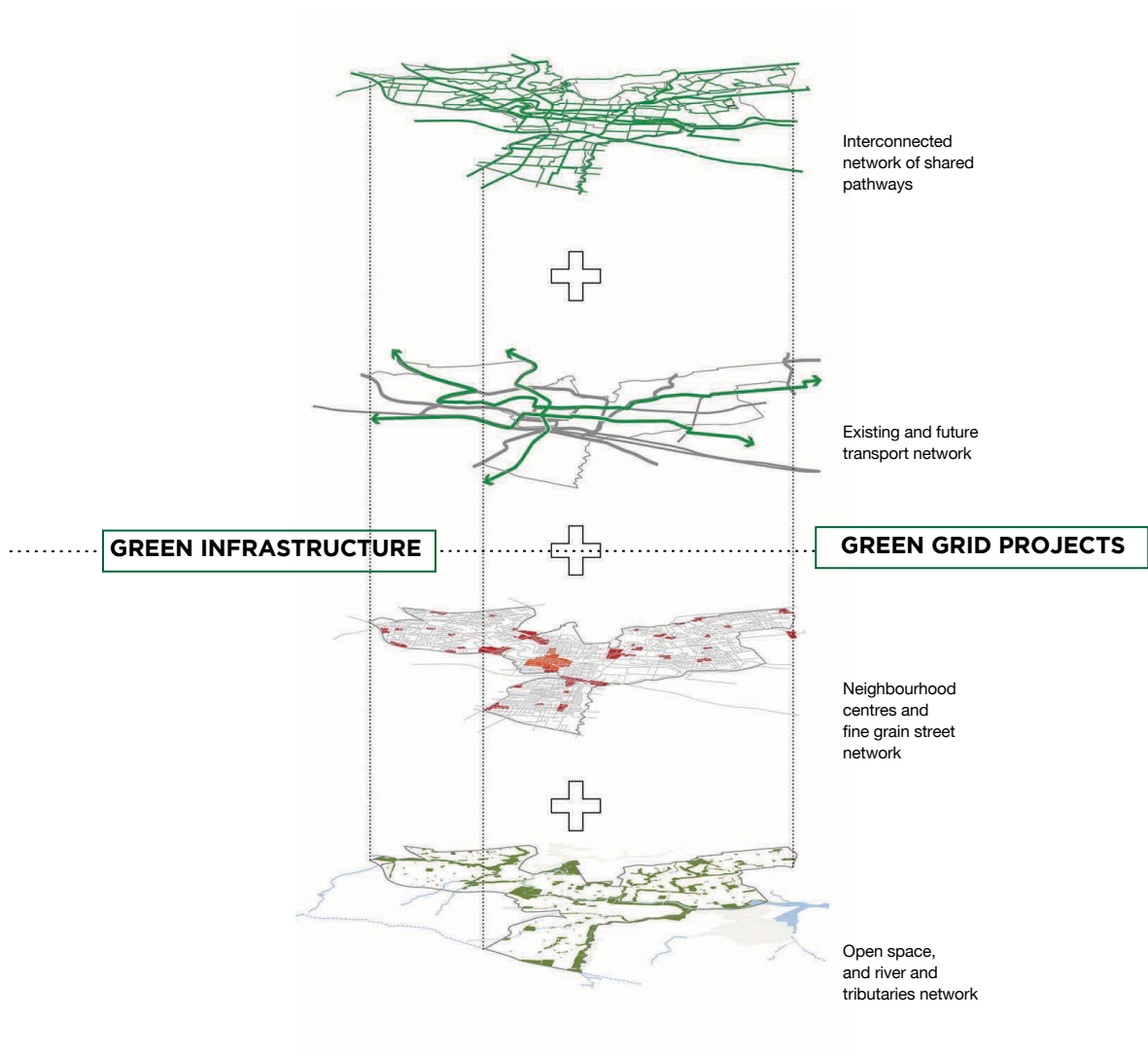


RECREATIONAL GRID

Our recreational grid incorporates open space such as parks, sports fields, reserves and play spaces, along with bushland including nature reserves and National Parks.

ECOLOGICAL GRID

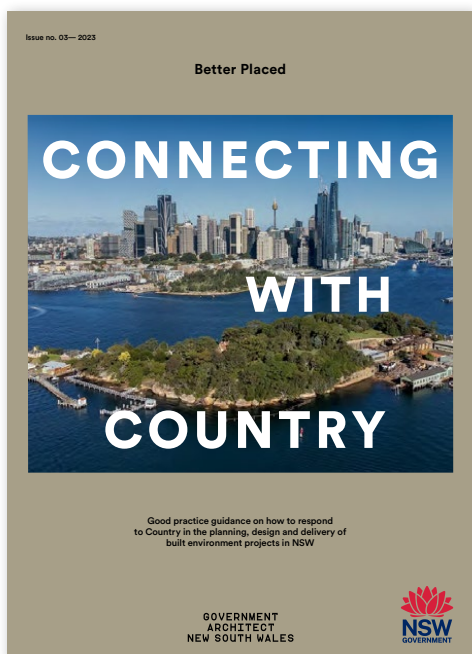
The ecological grid captures areas of environmental significance encompassing existing and remnant bushland. It identifies a range of vegetation communities shaped by the local soils and topography including those that have been fragmented by development.



HYDROLOGICAL GRID

Rivers, creek and waterways including those encapsulated in grey infrastructure constitute our hydrological grid.

It is important to note that these layers are interconnected with some elements inherent to all layers, in particular our extensive areas of bushland characteristic of Ku-ring-gai.



Country

Underpinning the Green Grid is the long history of first nations peoples care and connection to the land. Whilst much of this knowledge has been lost through dispossession, displacement and death, evidence remains of the cultural relationships with the land that can be embraced and acknowledged through the Green Grid.

The Connection to Country Framework document produced by the Government Architect NSW was finalised in 2023. Along with the draft document, this has helped guide the development of the Green Grid Strategy.

The Green Grid explores engagement with the framework through the following methods.

Establish and build relationships that are ongoing

Relationships - Aboriginal Heritage Office (AHO), and exploring further opportunities. Council has a key stake in the AHO, and will continue to foster this relationship. Reaching out to engage and build new relationships with other cultural contacts and community members will be ongoing.

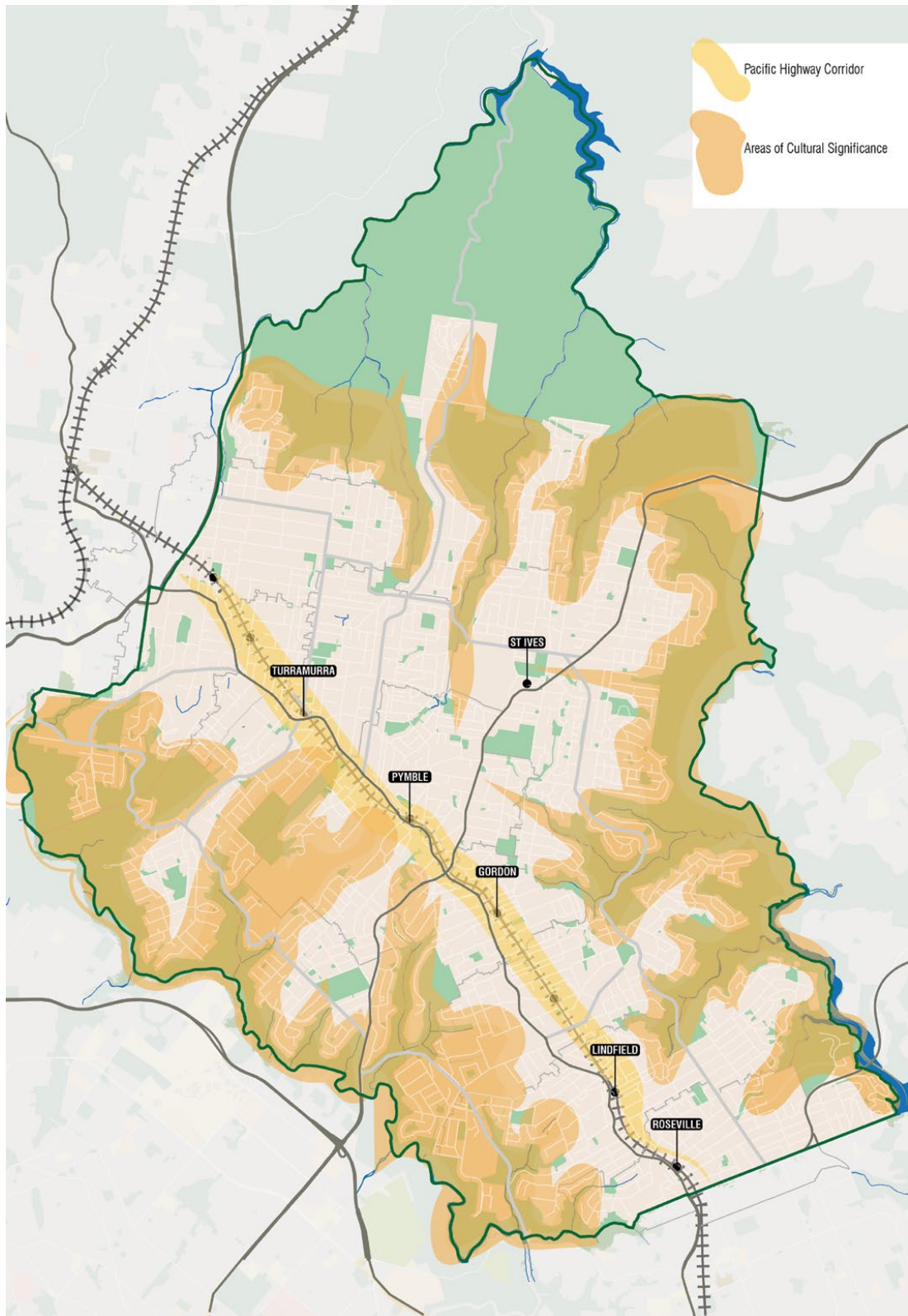
Seek knowledge - co-design and co-manage

Walking Country - walking is fundamental to the Green Grid. Walking on Country during the analysis phase assists in building understanding of the land, and determining appropriate routes. As part of relationship building, opportunities for doing this with first nations people will be investigated throughout the life-cycle of the project.

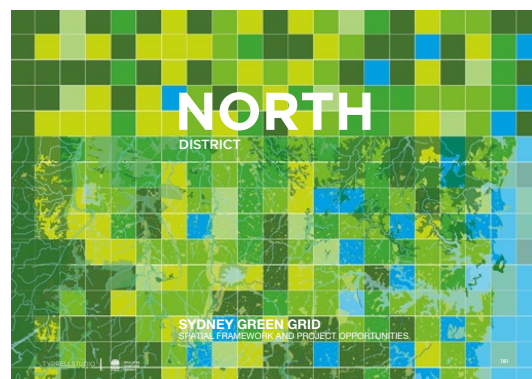
Protect and respect heritage

Working towards maintaining the integrity of significant sites by either providing interpretation opportunities, or discouraging access to them.

The mapping indicatively shows areas of first nations cultural significance. This has been determined through the location of cultural heritage items including rock art, engravings, grinding grooves, middens, stone tools and other artefacts. Anecdotally, like many of NSW major arterial roads, the Pacific Highway corridor is likely to follow a similar route taken by local people if they had engaged with trade between neighbouring clans. It is evident that these areas align with ridges, gullies and waterways where development is limited allowing for the protection of these remnants, and reflects the nature of resource gathering and movement through country.



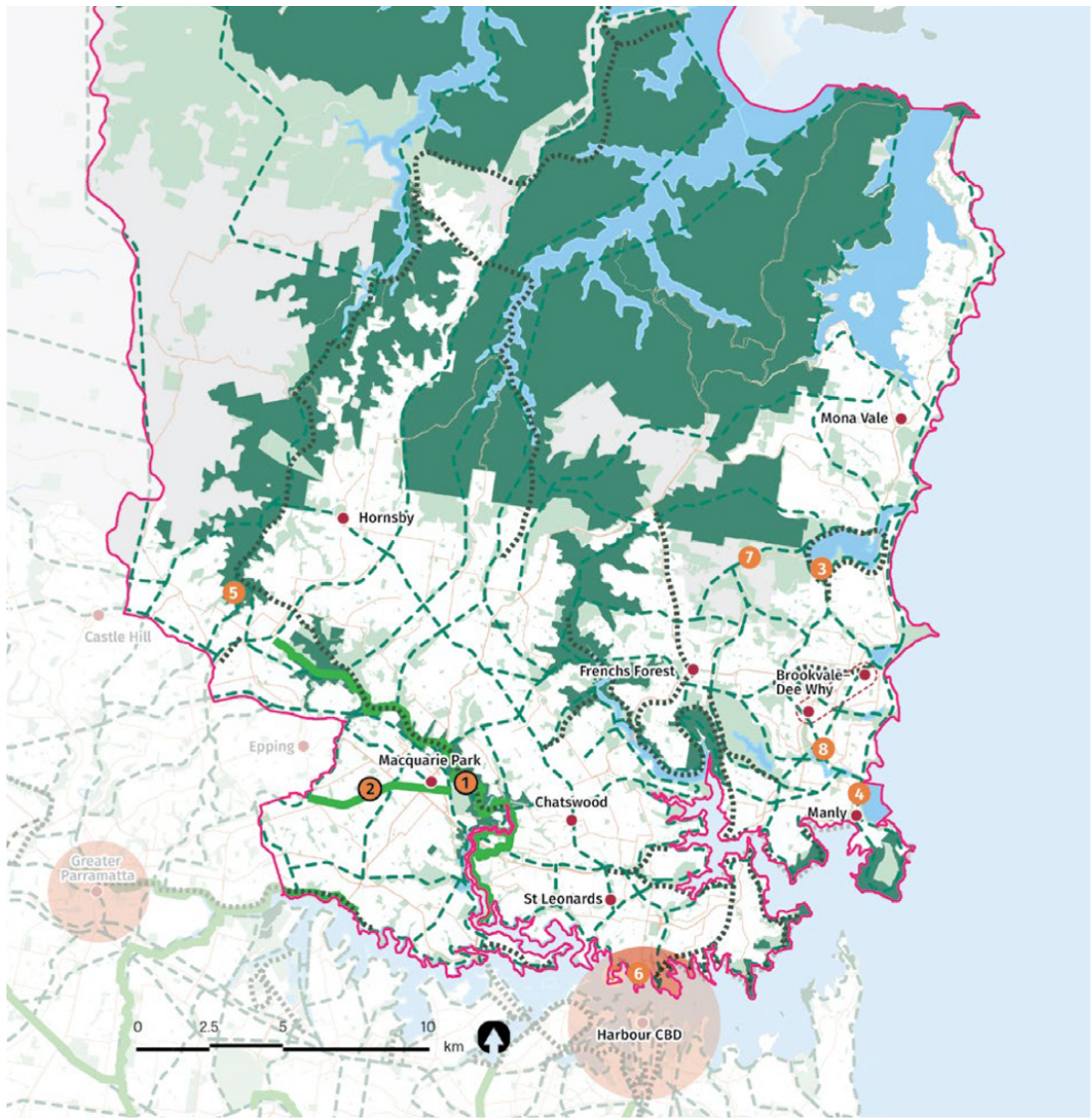




The Greater Sydney Green Grid (2017) is a long-term vision for a network of high quality green spaces that connects communities to the natural landscape across metropolitan Sydney. It links existing tree-lined streets, waterways, bushland corridors, parks and open spaces to town centres, public transport and public spaces. The *Greater Sydney Green Grid* builds on established open spaces, the Regional Tracks and Trails Framework and the Principal Bicycle Network produced by the Government Architect New South Wales (GANSW).

“The Sydney Green Grid is a network that seeks to combine hydrological, ecological and urban resilience through a network of green infrastructure.”

Local Authorities across metropolitan Sydney are required to prepare their own Green Grid Strategy, which will implement this overarching vision incrementally over decades, as opportunities arise and detailed plans for connections are refined. The premise of Ku-ring-gai’s Green Grid Strategy is to deliver Green Grid infrastructure utilising various mechanisms such as capital works funding, grants, and development contributions.



	District Boundary		Green Grid Priority Corridor		Road
	Metropolitan Centre		Projects important to the District		National Parks and Reserves
	Strategic Centre		Other Green Grid Opportunities		Open Space and Reserves
	Metropolitan Rural Area		Existing Tracks and Trails		Waterways

Wider Context: Interfaces with Ku-ring-gai

Council recognises that the Green Grid network will be a continuous resource independent of ownership boundaries and seeks to collaborate

with other agencies and councils to improve open space and bushland management and strengthen partnerships.

Locating Corridors

Sydney Green Grid: Spatial framework and project opportunities – North District

Specifically, priority projects are determined for each of the six districts, of which Ku-ring-gai is within the North District. The North District is examined in terms of its landscape character, strategic context, project opportunity clusters, and objectives including:

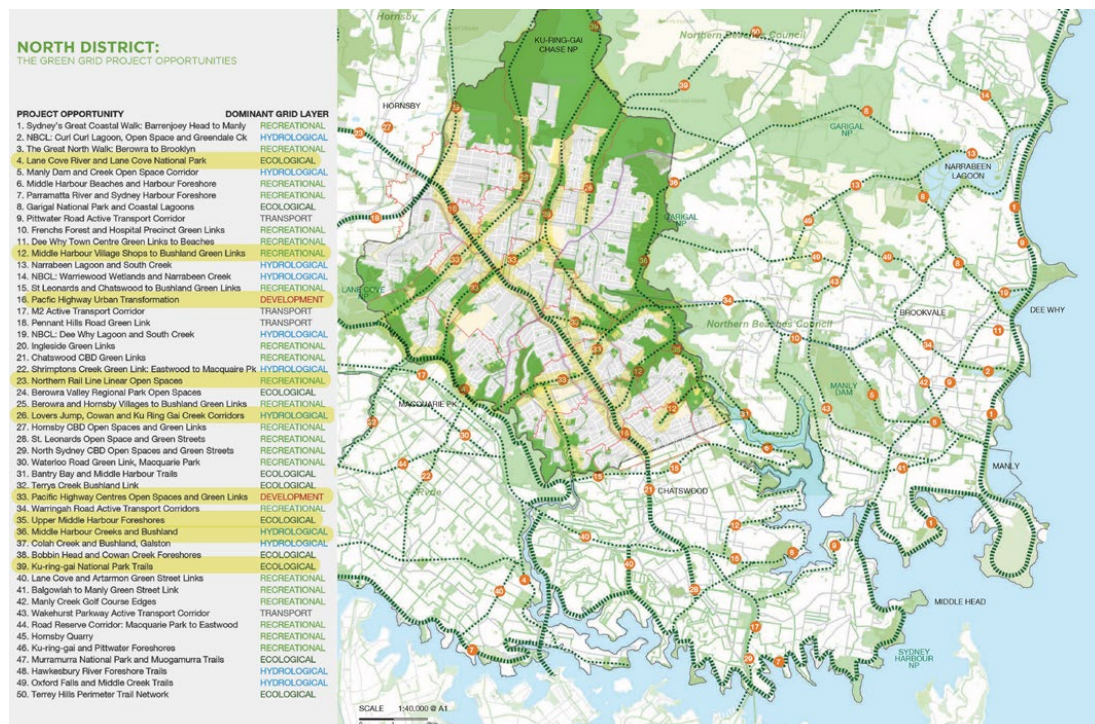
- Increase access to open space.
- Promote healthy and active living.
- Create new high quality public realm.

The Strategy will include an analysis of opportunities, constraints and required actions, regarding implementation of the Sydney Green Grid, including the following key projects:

- Sydney Green Grid Project 16 Pacific Highway Urban Transformation. This includes Council’s projects within the Local Centres along the Pacific Highway:

1. The Lindfield Village Green project which comprises turning an at grade public carpark into a public park, and providing basement car parking beneath.
2. Lindfield Community Hub and Turramurra Community Hub projects which include the provision of new public parks.
3. Tree planting and greening within the Local Centres and other areas along the highway and rail corridor.

- Sydney Green Grid Project 33 – Pacific Highway Centres. Open Spaces and Green Links which seeks to provide a connection through urban areas (including town centres) to open space and bushland on either side of the Pacific Highway.
- Sydney Green Grid Project 4 – Lane Cove River and Lane Cover National Park. Priority Corridor 1 - which includes open spaces along the Lane Cove River foreshores to create unique recreational experiences, linking the Lane Cove National Park to Macquarie Park, Macquarie University, Chatswood and Epping.



Key documents and development

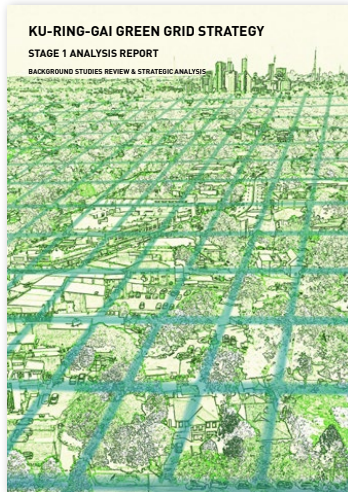
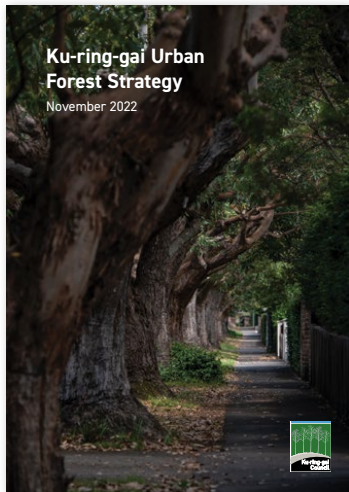
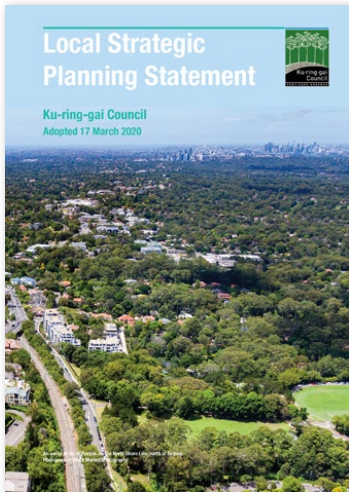


2017

Increase access to open space
Promote healthy and active living; and
Create new high quality public realm.

2018

Objective 32
The Green Grid links parks, open spaces, bushland and walking and cycling paths.
Planning Priority N19 Increasing urban tree canopy cover and delivering Green Grid connections.



Planning Priority K32
Protecting and improving
Green Grid connections.

The strategy was identified in the Greater Sydney Commission planning guidelines from 2018 and articulates objectives to be delivered as part of Ku-ring-gai's Local Strategic Planning Statement. The Greater Sydney Green Grid Strategy was developed by the GANSW and Tyrell Studio in 2017 and identifies key corridors and project opportunities within the framework.

Ku-ring-gai falls within the North District and has 4 priority projects and 1 priority corridor which interfaces with the Lane Cove River. Since the adoption of the LSPS we have been developing our Green Grid Strategy in conjunction with the Urban Forest Strategy adopted in 2022.

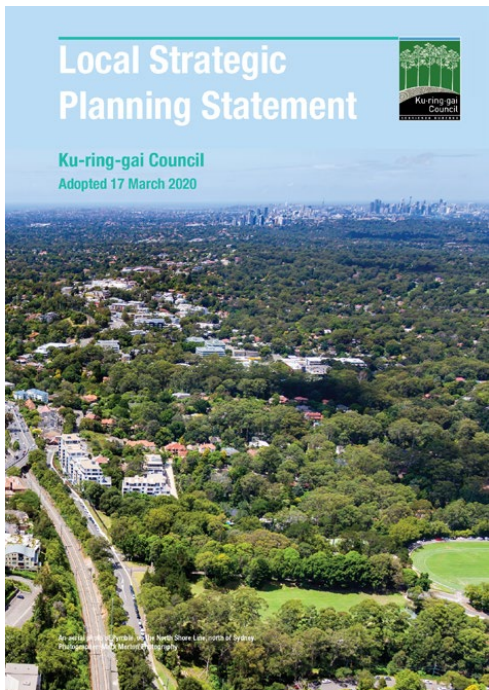


Figure 1 LSPS Green Grid Map

Our LSPS adopted in 2020 gives details of the framework for our Ku-ring-gai green grid which will deliver on both the metropolitan network and our own local grid. This high-level plan gave the overarching locations for potential routes.

The North District component of the Greater Sydney Green Grid outlines clear opportunities for Green Grid connections within the Ku-ring-gai LGA. As part of Ku-ring-gai’s Local Strategic Planning Statement (LSPS), Council has further developed these opportunities as shown in Figure 1 – Green Grid, and Figure

2 – Walking Green Grid. Council’s mapping of Biodiversity (ecological) Corridors as shown in Figure 3 – Ecological Grid, Figure 4 – Hydrological Grid, and Figure 5 – Active Transport compliment these.

The Local Strategic Planning Statement Priorities that are relevant to the Ku-ring-gai Green Grid Strategy are summarised below:

- K32. Protecting and improving Green Grid connections.
- K33. Providing a network of walking and cycling links for leisure and recreation.

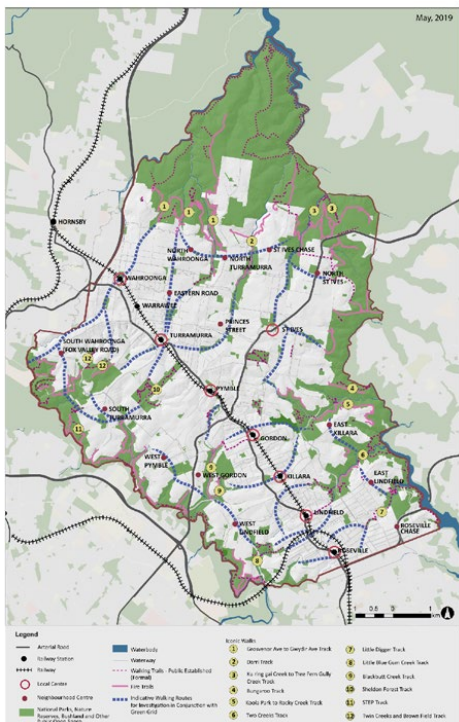


Figure 2 LSPS Walking Green Grid Map

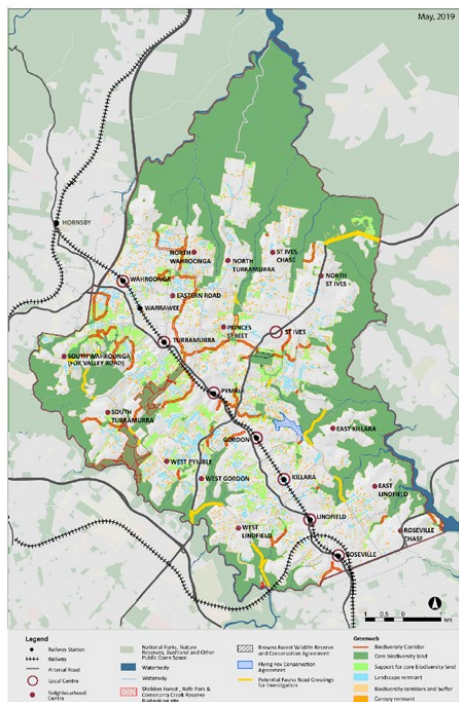


Figure 3 LSPS Ecological Grid Map

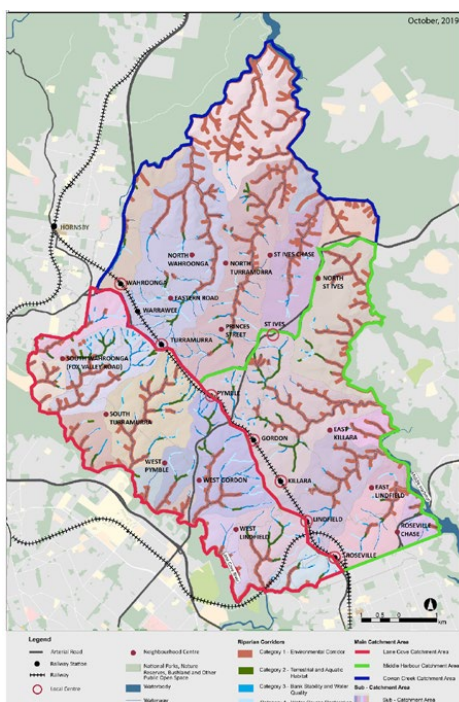


Figure 4 LSPS Hydrological Grid Map



Figure 5 LSPS Active Transport Map



Open Space and Recreation Needs Study & Urban Forest Strategy

The open space network provides the foundation for establishing the Green Grid. Allowing connections for fauna and flora, and humans between these open space resources will reinforce these links. Recreational reserves, bushland, and urban public domain can all be connected via tree-lined active transport routes. Opportunities for connecting biodiversity corridor

loops will also be explored. The Green Grid will be a unifying agent to connect our open space resources. Closely linked to the Green Grid Strategy are the Open Space and Recreation Needs Study (OSRN) and the Ku-ring-gai Urban Forest Strategy (UFS). The OSRN study was completed in 2023 by Cred Consulting and focused on examining Ku-ring-gai's current provision of open space and recreation trends particular to our area. It also established five priority needs to improve our open space and recreation management into the future.

Need 4 -
Connect up and expand the open space network with recreational links and loops

- The high provision of natural areas across the LGA provides the opportunity to increase recreational links for walking and cycling along streets and in neighbourhoods to connect up the recreational network.
- In particular, where opportunities for new parks is limited, there is a need to provide recreational loops around local streets with facilities for play and fitness that increase opportunities for walking and activate neighbourhoods.

Need 4 articulates the requirement for improved connections between open space areas, particularly to make streets more walkable. Our Stage 2 Mapping and Analysis identified potential recreation loops throughout the LGA, which will be integrated into the final network.

The Ku-ring-gai Urban Forest Strategy was adopted by Council in December 2022. The critical aspect of the UFS influencing the Green Grid is the identification of planting opportunities, particularly in those areas susceptible to the impacts of the Urban Heat Island Effect. The Green Grid will provide a mechanism for ensuring that the canopy targets identified in the Urban Forest Strategy through tree planting are achieved.

Principle 2 of the UFS is Expand and Integrate. A direct action underlying this principle is increased tree planting. Item 2.1.4 identifies; *Develop a 'Street Tree Master Plan' or similar to guide future tree planting programs. This plan should incorporate a tree planting prioritisation framework that incorporates heat mapping, canopy mapping, green grid, local centres, major cycle and pedestrian routes and social vulnerability mapping.*

Principle 3 of the UFS is Monitor and Maintain. Mapping urban forest landscapes and habitat values will help to identify opportunities for the creation and enhancement of corridors through targeted planting of particular species as informed by the Biodiversity Policy, Green Grid Strategy and Council's LEP and DCP biodiversity controls. Item 3.4.1 identifies; *Audit trees in priority areas on Council-managed land (excluding bushland) and develop a tree inventory database. Utilise existing aerially acquired tree data as a base for this inventory. Collect additional fields such as species, condition, risk profile and Useful Life Expectancy via ground-based assessment. Priority areas for data collection include a number of District Parks throughout the LGA, as well as Green Grid Links.*

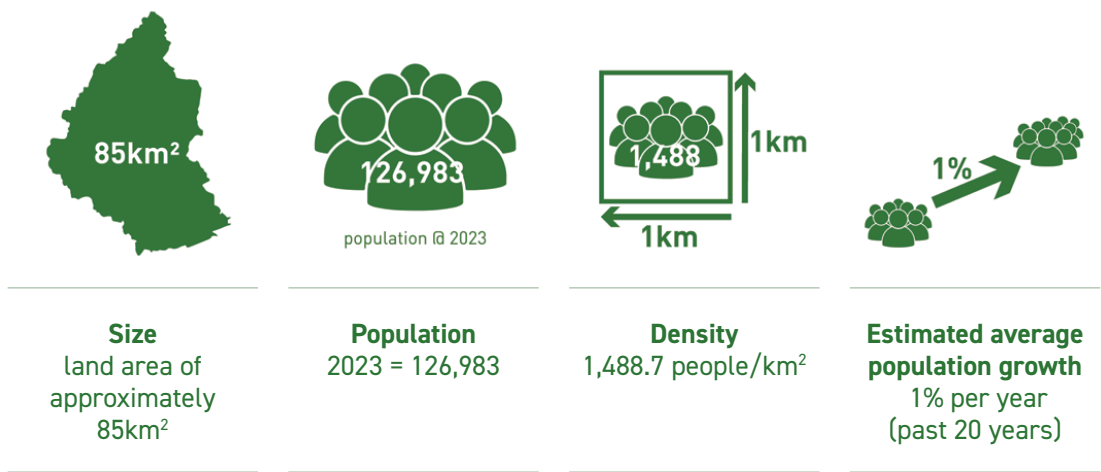






What we have now

Key facts about Ku-ring-gai



The Ku-ring-gai Local Government Area (LGA) is situated on Sydney’s North Shore, approximately 16km from the city, nestled amongst national parks characterising its leafy aesthetic. The three national parks include Garigal National Park, Lane Cove National Park, and Ku-ring-gai Chase National Park. An extensive array of natural areas and bushland reserves supplement these throughout it’s suburbs. It’s suburbs extend from Wahroonga in the north, Roseville in the south, St Ives in the east and West Pymble in the west.

The Ku-ring-gai Local Government Area (LGA) is situated on Sydney’s North Shore, approximately 16km from the city, nestled amongst national parks characterising its leafy aesthetic. The three national parks include Garigal National Park, Lane Cove National Park, and Ku-ring-gai Chase National Park. An extensive array of natural areas and bushland reserves supplement these throughout it’s

suburbs. It’s suburbs extend from Wahroonga in the north, Roseville in the south, St Ives in the east and West Pymble in the west.

Natural vegetation, biodiversity, lush landscapes, and unique fauna and flora are all key attractors and assets for those living in and visiting Ku-ring-gai. Highlights include:

- Nationally significant ecological communities including remnant Blue Gum High Forest and Sydney Turpentine Ironbark Forest
- Over 800 recorded native plant species and more than 400 species of native animals; and
- A 99 hectare bio-banking site comprising three reserves at Rofe Park, Sheldon Forest and Comenarra Creek Reserve.

Ku-ring-gai’s reputation as belonging to the ‘leafy north shore’ is underpinned by its proliferation of mature trees. The percentage of canopy cover across the LGA of trees above 3 metres in height is 50% (2022 data).

These images highlight the different scales of roads, paths and trails that exist throughout the LGA offering opportunities for green connections. The current condition and existing features on these routes are variable.

Regional routes such as the Pacific Highway corridor are challenged with infrastructure constraints but have the benefit of established guidelines for their development courtesy of the public domain plans.

Suburban routes like this example at Park Street typically have existing trees and footpaths and

possibly passive irrigation around local centres. The streets and verges are wider allowing for more complex interventions.

Local routes are similar, such as St John's Avenue but on a smaller scale hence with less opportunity for larger infrastructure remodelling. They still typically have footpaths and trees.

Trails such as this example at the Blackbutt Creek track vary in condition, however the LGA's key tracks have recently been upgraded in line with NPWS guidelines.



Pacific Highway



Park Street



St John's Avenue



Blackbutt Creek Track

What will the benefits be

The implementation of the green grid projects will achieve several outcomes including,

- Increased urban canopy
- improved biodiversity
- a more resilient urban environment
- improved health outcomes
- an expanded green infrastructure network

The main means of executing this will be through green and blue infrastructure transitioning away from Business-as-usual grey infrastructure and planting.

Green infrastructure is defined as “the network of green spaces, natural systems and semi-natural systems that support sustainable communities. It includes waterways, bushland, tree canopy and green ground cover, parks and open spaces that are strategically planned, designed and managed to support a good quality of life in an urban environment.”

Climate change and increases in extreme weather events pose significant threats to our urban environment. By improving infrastructure to incorporate a nature based approach we can begin to soften the impacts of these shocks.

More trees provide multiple benefits;

- More shade creates cooler environments
- Increased resources for fauna - food for pollinators, habitat for birds
- Soil stabilisation
- Reduced stormwater run-off
- Reduction in air pollution

By planting more trees and incorporating layered planting with an emphasis on understorey planting in place of turf biodiversity will be increased along with supporting ecological connections between fragmented vegetation.

As well as providing benefits for our fauna and flora, the community will benefit from the positive physical and mental health advantages provided by urban nature. Alongside the aesthetic benefits of green infrastructure, systems that work with or mimic nature assist in supporting an ageing grey infrastructure system under pressure from increased development. Stormwater systems struggle to cope with severe weather events and by incorporating water sensitive design measures that include planting can help reduce pressure on the network.



Vision

The Green Grid Strategy will consider road corridors, bikeways, pedestrian facilities, walking tracks, fire trails and footpath network improvements having regard for the access, transport, health and recreational needs of the community.

Specifically, it will identify walking and cycling routes, connecting Local Centres and Neighbourhood Centres with nearby parks and natural areas, walking track connections from the St Ives Showground Precinct with existing national park walking trails, and improve biodiversity connections and green infrastructure. Interface and liaison with neighbouring Councils and relevant agencies as applicable to facilitate the development of the Green Grid Strategy will be instigated as part of this process.

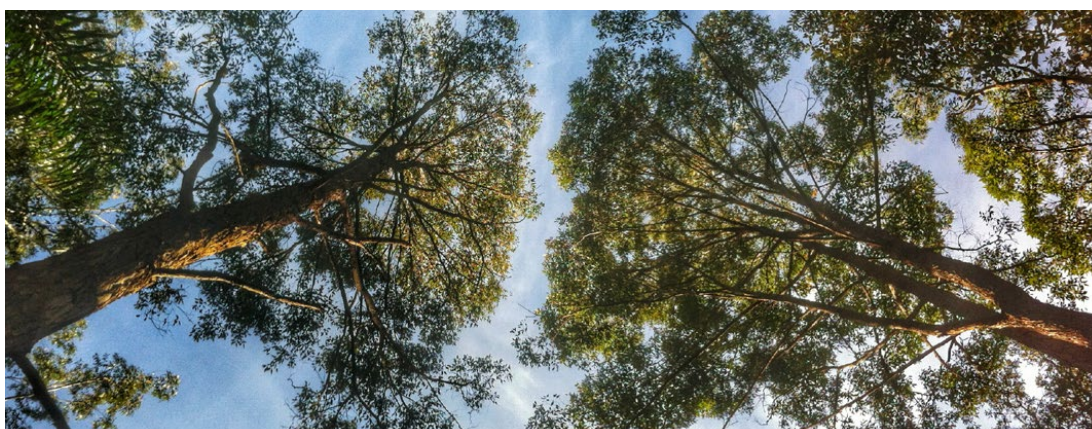
Importantly, the Ku-ring-gai Green Grid Strategy is being developed concurrently with the Ku-ring-gai Urban Forest Strategy. The Urban Forest Strategy is examining the opportunities for expansion of Ku-ring-gai's urban canopy cover, and the projects implemented as part of the Green Grid will help to facilitate this.

For the Ku-ring-gai Green Grid the vision is to create a walkable network connecting centres and green spaces.

Key terms when discussing the green grid are;

- The 'GRID' and 'NETWORK' can be used interchangeably. This is the overall 'big picture' and includes all the corridors or routes.
- CORRIDORS are typically those areas which link significant bushland locations and serve as ecological connections. It also includes those major transport infrastructure arteries such as the Pacific Highway and North Shore rail line.
- ROUTEs are larger scale connections that are based around active transport typically interconnecting suburbs.
- LINKs are smaller scale connections at the suburban and local levels.

.....
'A network of corridors to connect green spaces and centres'
.....



Objectives



What would we like the Green Grid to achieve? These objectives articulate the overarching vision for what Council wants our Green Grid to deliver.

Increased canopy cover across the LGA

Ku-ring-gai benefits from a well-established and extensive urban tree canopy. Pressures from development, climate change and risk mitigation all impact on how this is able to thrive and expand. Clear targets for the delivery of an improved urban forest canopy are essential for ensuring the longevity and success of our urban forest. Green Grid projects are fundamental to achieving this.

A consolidated active transport network providing comfortable walking and cycling routes

Active transport is critical in sustainable progress towards meeting climate change mitigation targets. Council is pursuing opportunities to develop the best possible links that provide the infrastructure to support both walking and cycling transport options. Integral to the comfort

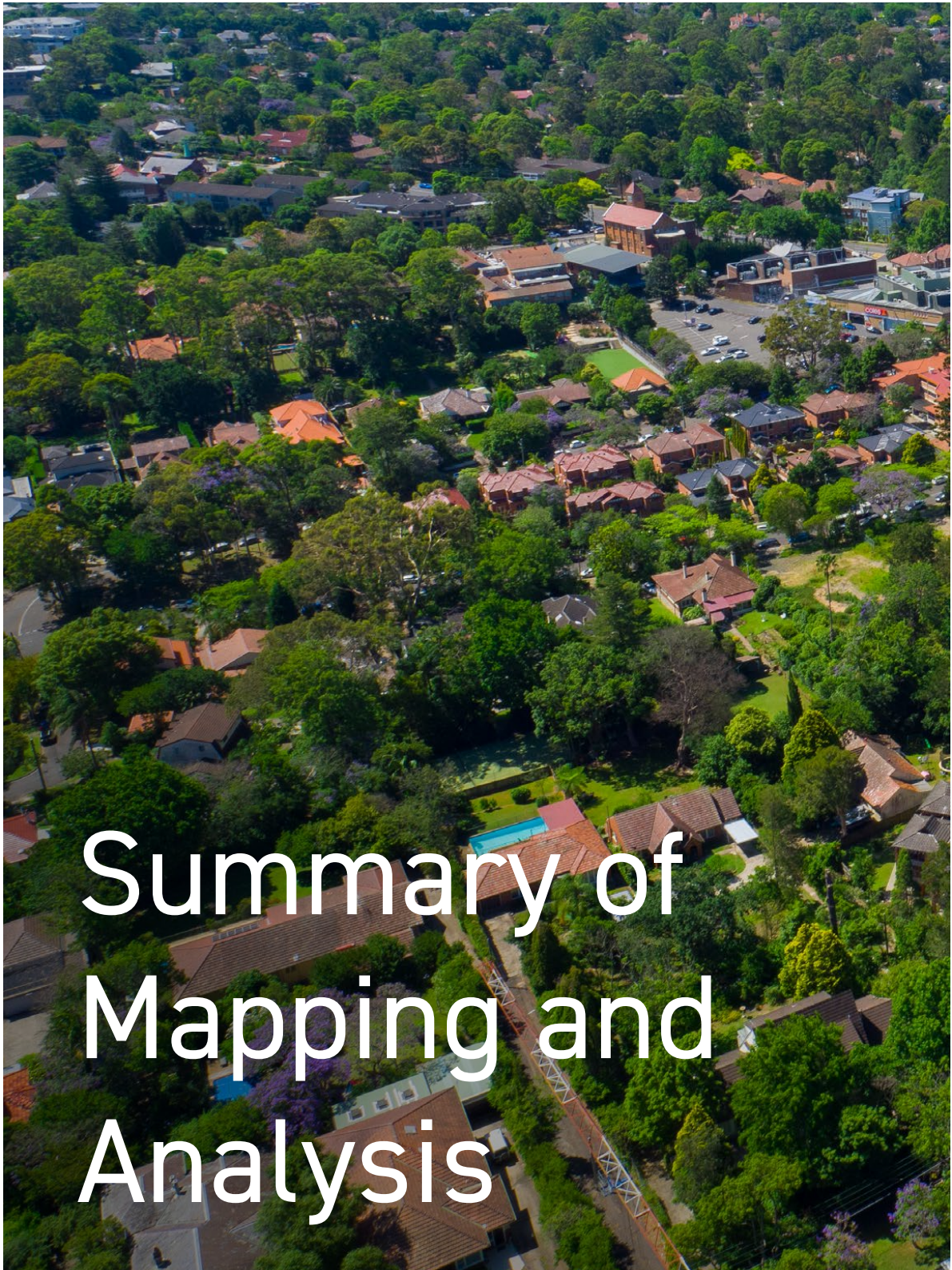
of these routes is shade and an aesthetically pleasing environment, which co-ordinated street tree planting as part of the Green Grid can deliver.

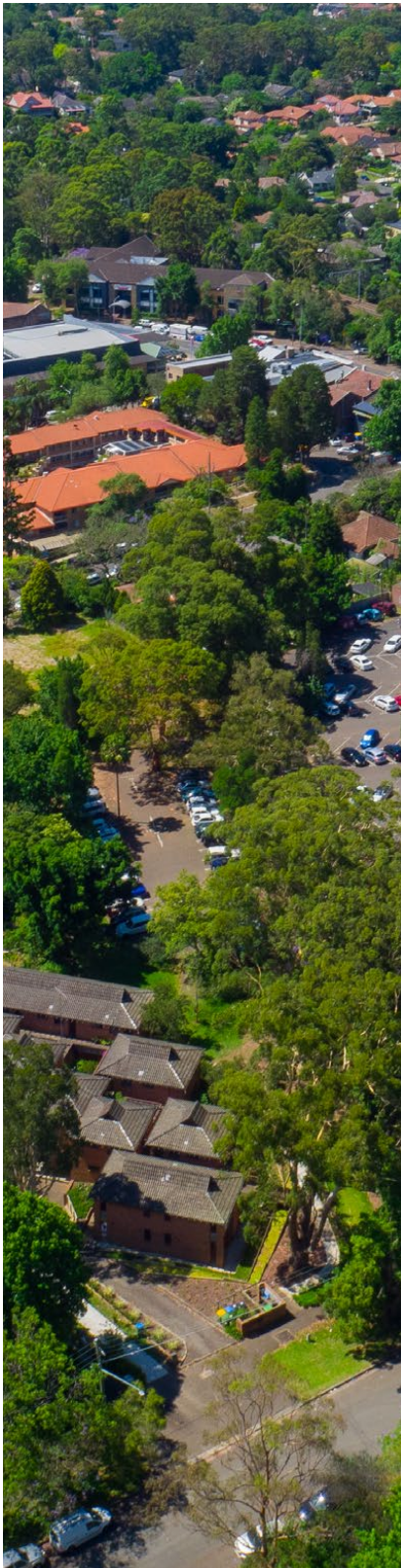
Walkable connections between points of interest in the LGA

Local Centres, historic sites, parks and recreation facilities all provide points of interest within the LGA which residents want to access. The Ku-ring-gai Green Grid will endeavour to make walking the preferred way to get to, from and between these points by improving green infrastructure interventions along these routes, ensuring they are shaded, pleasant and accessible.

Enhanced biodiversity and riparian corridors

Fundamental to the Green Grid is the enhancement and protection of our existing natural systems. These need to be supported and expanded wherever possible. The balance needs to be struck between creating new connections to re-link patches of bushland, and allowing the appropriate level of access to sensitive areas.





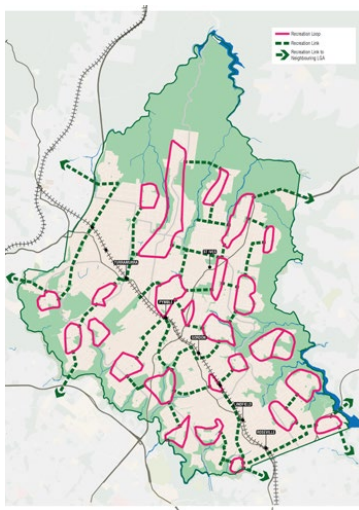
Stage 1: Background studies report



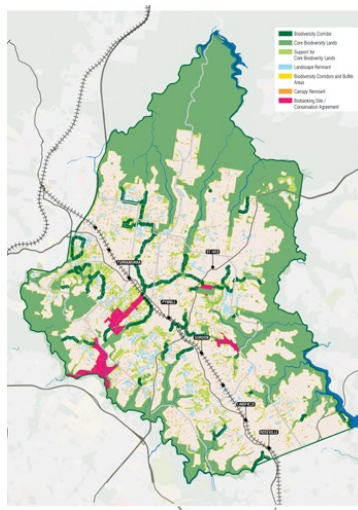
Contents

- Introduction
- Analysis of current Green Grid status within Ku-ring-gai
- Strategic Policy Objectives
- Connecting with country
- Background Studies
- Open Space Provision
- Development
- Council Policies and Strategies
- Neighbouring councils - Ryde, Hornsby, Willoughby, Northern Beaches
- Case Studies
- Objectives and guidelines

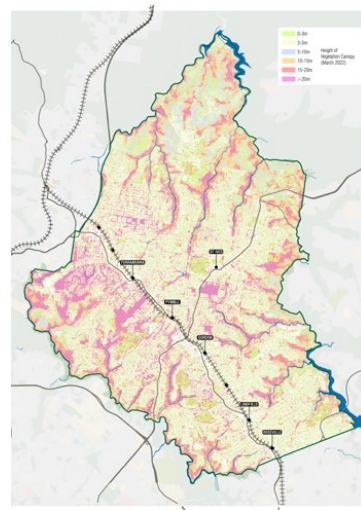
To initiate the strategy, we have developed a Stage 1 background studies report. This has provided the foundation for our exploration of the network, allowing us to examine precedents and our own opportunities and constraints.



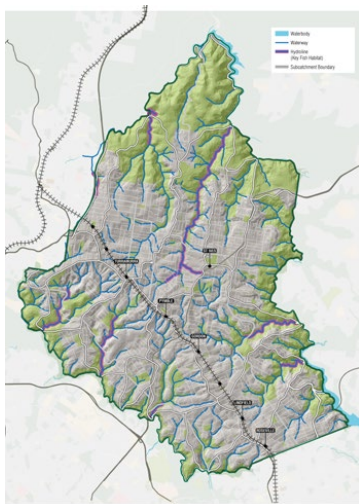
7. Recreation loops



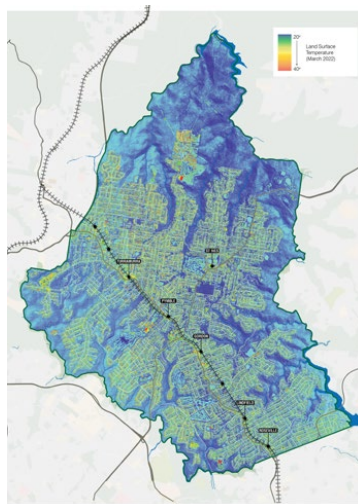
8. Biodiversity



9. Vegetation



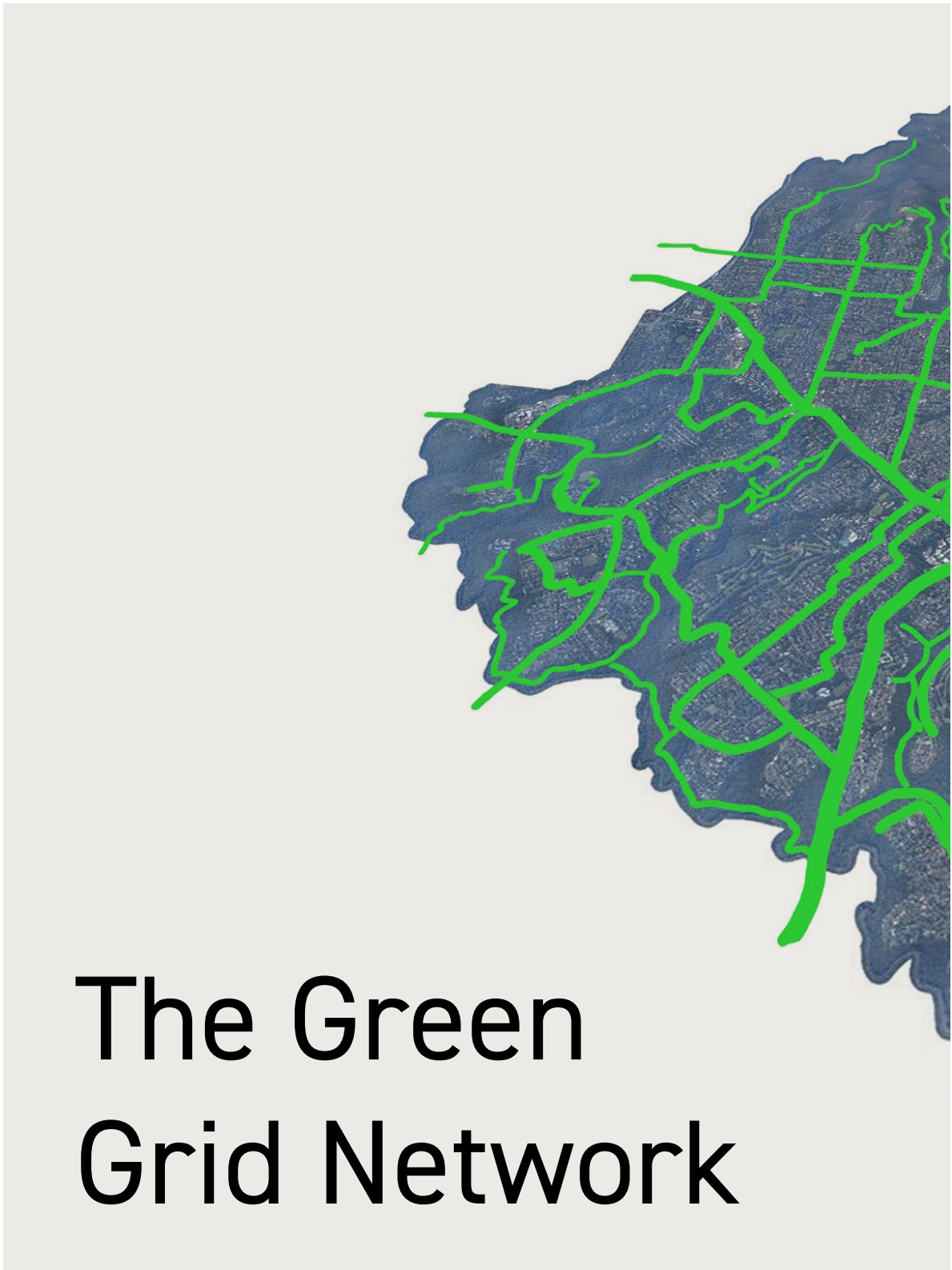
10. Topography & hydrology



11. Heat mapping

Baseline Data

This baseline data for the LGA provides an overview of each of the selected focus areas. The detail at this LGA wide range gives a snapshot of how things look and can give a broad overview of the key corridors for opportunities and constraints. This wide range view will then be overlaid at a suburban level to help determine street level routes.



The Green Grid Network



Ku-ring-gai Green Grid

Approach – how we have developed the network

Methodology

The high level proposed routes identified in the LSPS as;

- Ku-ring-gai Green Grid
- Walking Grid
- Ecological Grid
- Hydrological Grid

The analysis of these overarching routes has led us to develop and refine the network that was established as part of the greater Sydney green grid and the Ku-ring-gai green grid. The network is now defined down to street level based on compilation of the data. The selection of all the routes regardless of scale have been guided by an accumulation of features, existing infrastructure, and accessibility.

Opportunities and constraints were analysed at an LGA wide level for the following focus areas;

- Density and Zoning
- Local Character
- Heritage
- Key Destinations and Attractions
- Transport
- Open Space
- Heat Mapping
- Canopy
- Biodiversity
- Hydrology
- Topography

The base data has been overlaid to identify cumulative features that provide the most opportunities and least constraints. This broad brush approach aimed to produce corridors of activation for further analysis.

Opportunities

The key opportunities relate to ease of access relating to topography and existing infrastructure, and those routes that incorporate the most significant points of interest and destinations.

Constraints

Constraints on the network include steep topography, narrow infrastructure corridors, and desirability of walking environment. Busy roads with little vegetative buffer present a more challenging environment to retrofit, and alternatives to these routes were explored.

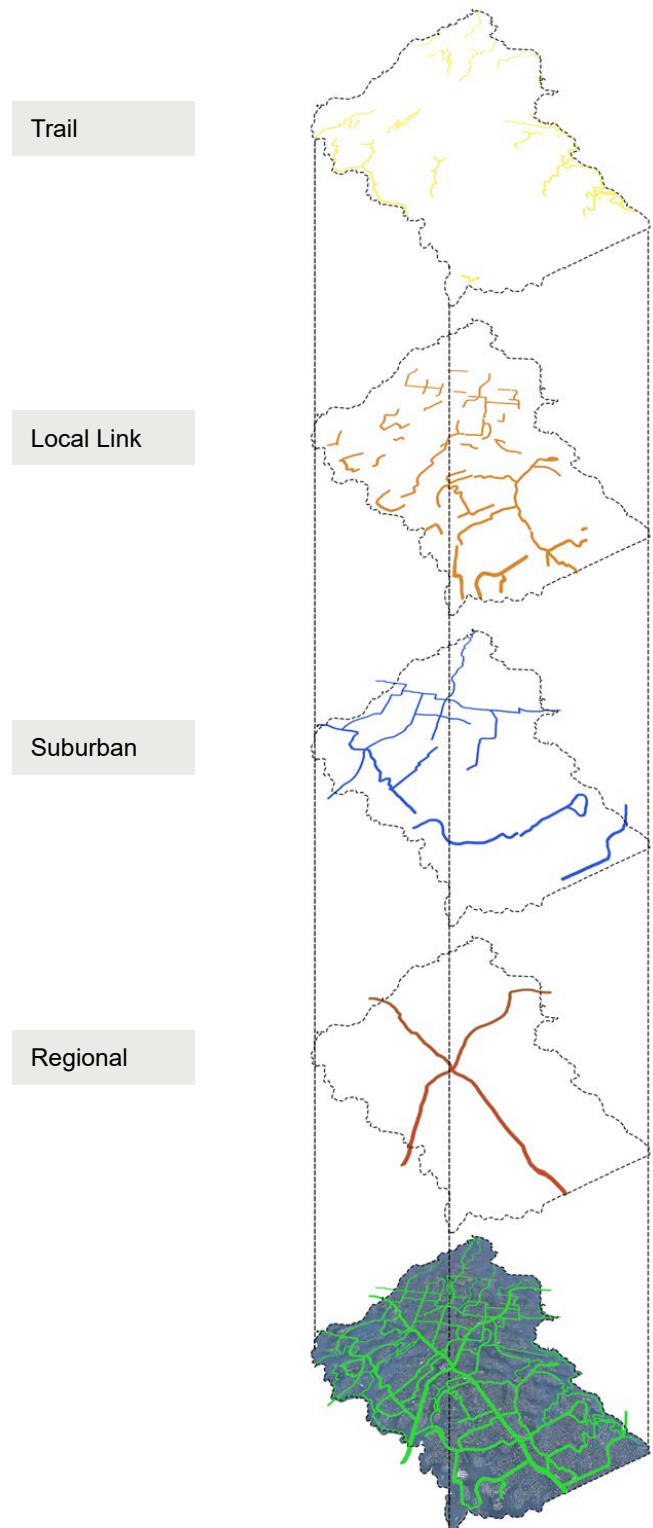
The network hierarchy of routes from large to small scale is as follows.

Regional connections - these are the predominant North-South corridors following the Pacific Highway and North Shore rail line and east-west links encompassing Ryde Rd and Mona Vale Rd.

Suburban connections intersect suburban boundaries and interface with neighbouring councils.

Local link connections are the more small-scale interventions that highlight local points of interest and fill the gaps in suburban connections.

Trail connections are the more ecologically focused routes directly connecting existing trails through bushland.



Network Hierarchy

Draft routes – regional



In this example of regional routes, the Pacific Highway corridor is the main spine of the route however it deviates in and around centres encompassing the rail corridor for an optimised journey. The table highlights the opportunities and the key layers it engages with across Ecological, Hydrological, Recreational, Cultural and Active Transport/Public Domain considerations.

Link Name

Pacific Highway Corridor, Northshore Railway Line Corridor, Rohini Street, Brentwood Avenue, Warrawee Avenue, Millewa Avenue, Werona Avenue, Lindfield Avenue, Strickland Avenue, Hill Street.

Sydney and Sydney City. The Pacific Highway is predominantly characterised by mixed use and high density residential development. The southern segment includes; Werona Avenue (Gordon and Killara), Lindfield Avenue (Lindfield), Strickland Avenue (Lindfield) and Hill Street (Roseville).

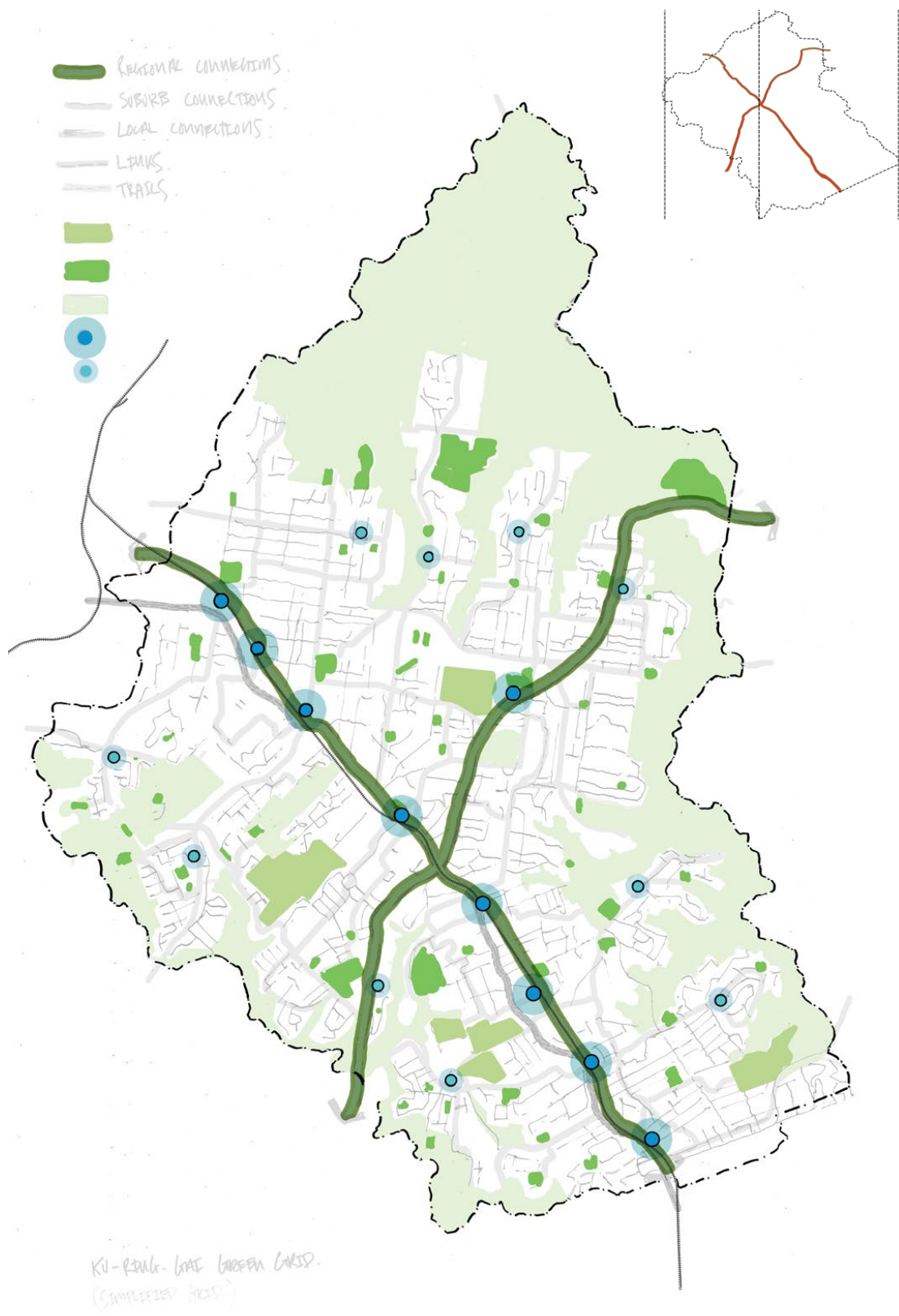
Link Description

The north-south Regional Green Grid connection favours lower order connections adjacent to the Pacific Highway. The northern segment includes; Millewa Avenue (Wahroonga); Warrawee Avenue (Warrawee); Brentwood Avenue (Warrawee) and Rohini Street (Turramurra). This segment is characterised by 2-3 storey mixed use developments in the Local Centres and 2 story general residential dwellings. The central segment travels along the Pacific Highway. Being the main arterial road connection through the Ku-ring-gai LGA it distributes traffic from Hornsby LGA to Willoughby LGA and beyond towards North

Possible Opportunities and Improvements

- Parking - extension of Clearways along Pacific Highway in the future;
- Paving - local centre core paving upgrades;
- Street Tree Planting - Integrate new street trees where appropriate;
- Street Furniture - Introduce seating and bins around busstops in high traffic areas;
- Lighting - Install upgraded street lighting and awling lighting where applicable; and
- Powerlines - underground aboveground powerlines where possible.

Ecological	Hydrological	Recreational	Cultural	Active Transport & Public Domain
	●			●



Draft routes – suburban

Suburban routes have been selected to provide connections along routes that link key destinations and are desirable to walk along. Determining which road was selected over another included reviewing movement mapping showing the frequency of use by people walking or cycling. Topography, existing footpaths, and multiple destinations along a route such as schools or shops helped to determine its selection.



Link Name

Park Avenue, Rosedale Road, Sage Road, Eucalyptus Street, Horace Street, Link Road.

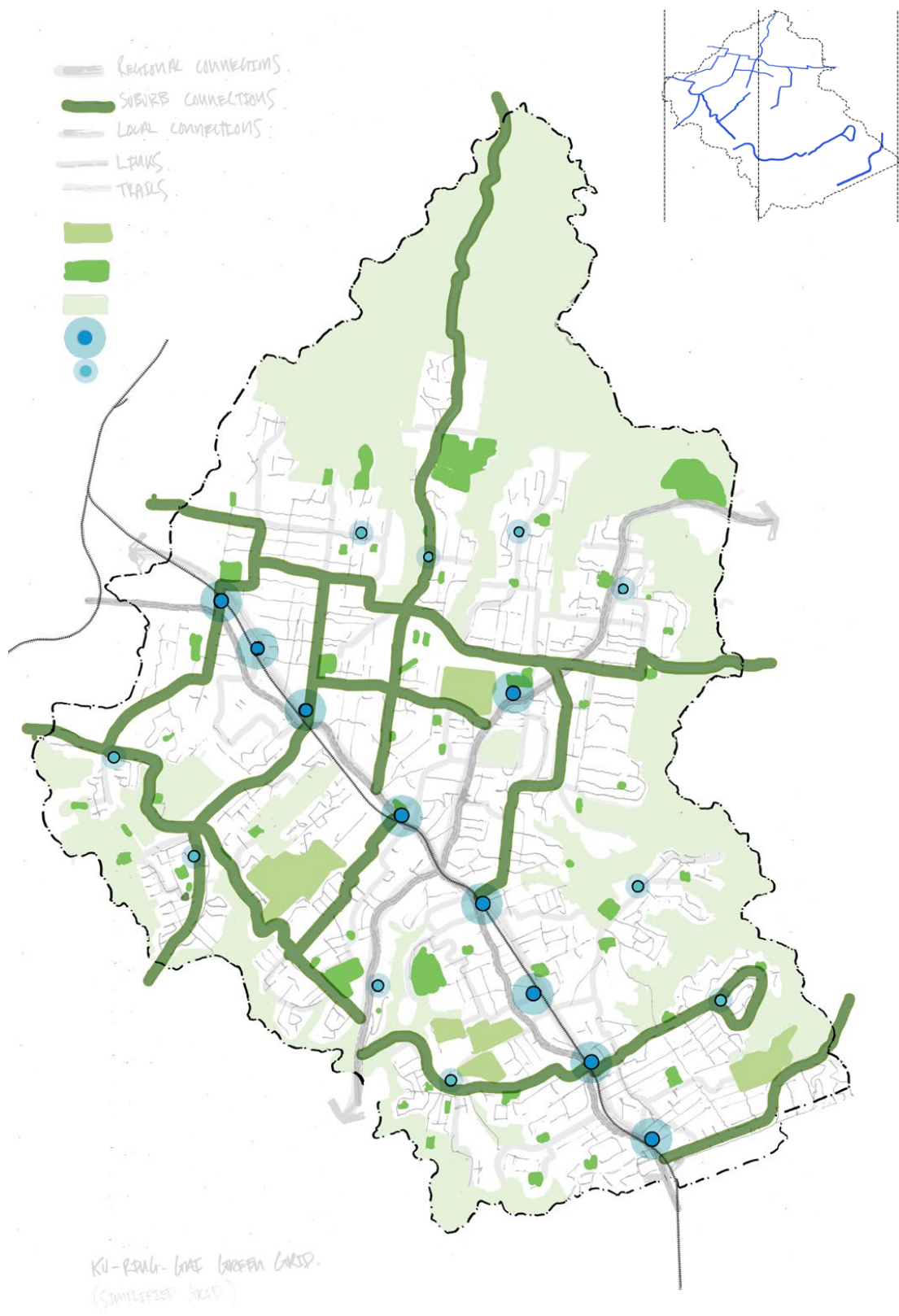
Link Description

This connection links the Gordon Local Centre (inc. Police Station and Library) to Gordon East Public School. It is characterised by Park Avenue, Rosedale Road, Sage Road, Eucalyptus Street, Horace Street and Link Road which connects to Mona Vale Road and St Ives Local Centre. The connection has a low-density residential character with steep topography in parts. Footpaths exist along this connection.

Possible Opportunities and Improvements

- Traffic Calming - Introduction of traffic calming initiatives which incorporate landscaping, changes in material and street trees;
- Street Tree Planting - Integrate new street trees where appropriate;
- Lighting - Install upgraded street lighting and awling lighting where applicable; and
- Powerlines - underground aboveground powerlines where possible.

Ecological	Hydrological	Recreational	Cultural	Active Transport & Public Domain
●	●			●



Draft routes – local



Local links are more fine grain and may be as straightforward as “How do I get from the park to the coffee shop?”. They also provide the missing links between larger scale routes. These routes are a key driver for active transport and encouraging people to avoid taking the car for a short trip. This promotes a healthy lifestyle and social cohesion – getting active improving physical health outcomes and stopping to chat with a neighbour improving mental and social outcomes.

Link Name

St Johns Avenue, Robert Street, Rosedale Road, McIntosh Street, Arthur Street, Illeroy Avenue, Kalang Avenue.

Link Description

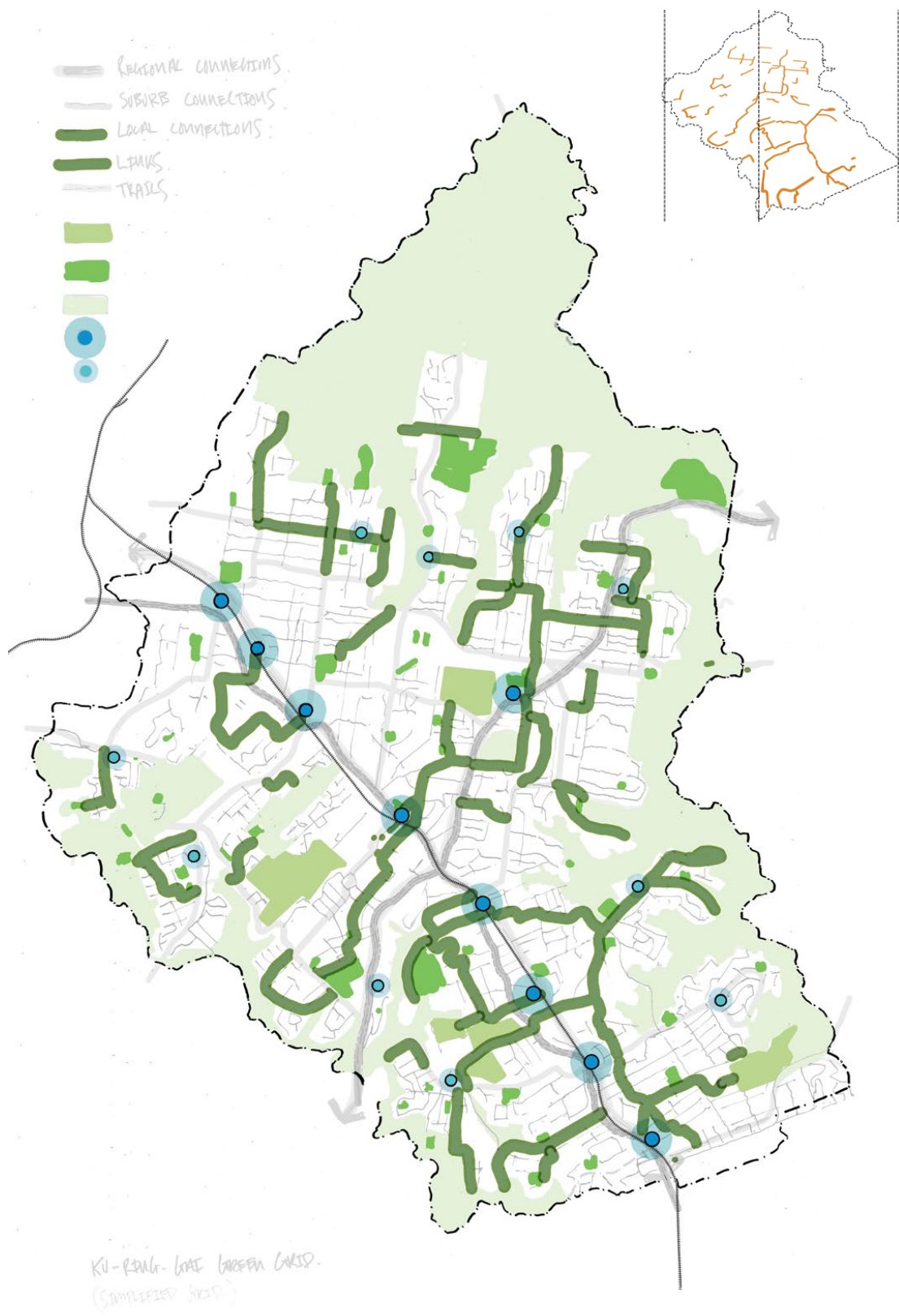
This connection links Gordon Local Centre, Gordon Train Station and Gordon Recreation Ground with Gordon Golf Club to the west and Terrum-Bine Reserve, Rocky Creek, Kalang Reserve, Killara Park and Koola Park to the east.

- Traffic Calming - Introduction of traffic calming initiatives which incorporate landscaping, changes in material and street trees;
- Street Tree Planting - Integrate new street trees where appropriate;
- Wayfinding signage - Improving the relationship of and connection to existing trails;
- Lighting - Install upgraded street lighting and awling lighting where applicable; and
- Powerlines - underground aboveground powerlines where possible.

Possible Opportunities and Improvements

- Parking - opportunities to consolidate and provide additional car parking where appropriate. Local connections are generally associated with Local and Neighbourhood Centres;

Ecological	Hydrological	Recreational	Cultural	Active Transport & Public Domain
●	●	●		●



Draft routes – trails

Trail connections are tracks through natural areas. Many of these are existing and may only require minimal interventions to improve them such as resurfacing and interpretive signage.

Link Name

Blackbutt Creek Track.

Link Description

Blackbutt Creek has some of the tallest Blackbutts, along with attractive Turpentines and Peppermint woodland. The track follows the creek along the reserve, home to numerous endangered flora and fauna species, including the Powerful Owl. It crosses Blackbutt Creek and winds along the fire trail to Falls Creek before connecting up with St Johns Avenue.

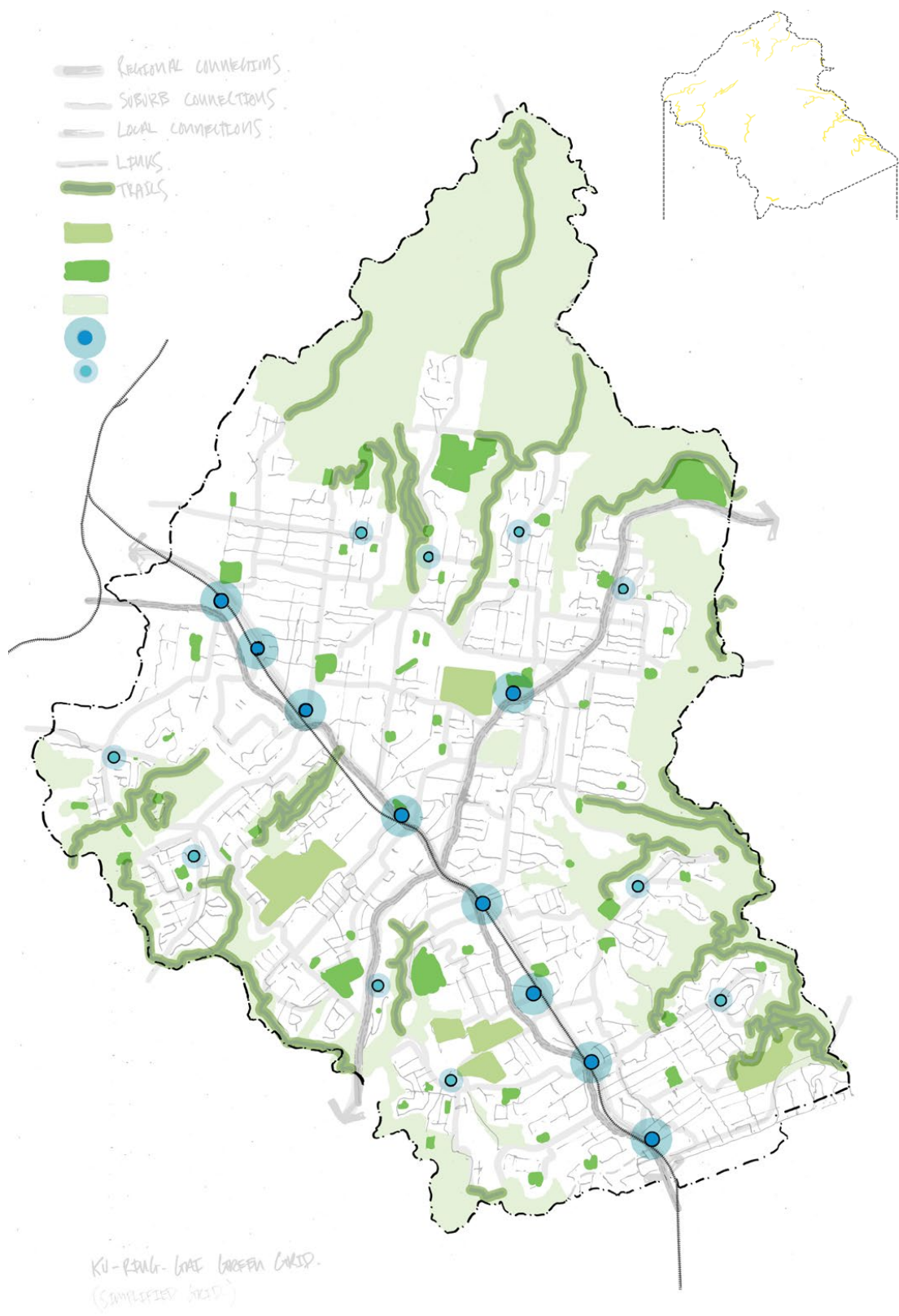
- Interpretive signage - Introduction of interpretive elements which provide historic and cultural information associated with the trails; and
- Accessibility - Where possible and appropriate explore potential improvements to or the introduction of accessible footpaths and boardwalks for part or all of a trail.

Possible Opportunities and Improvements

- Wayfinding signage - Improvements to entry and wayfinding signage to better identify trail entries; and
- Entry statement - at entries introduce a consistent materials palette which signifies a trail entry;



Ecological	Hydrological	Recreational	Cultural	Active Transport & Public Domain
●	●	●	●	



What will it look like

Transforming these routes into green corridors will include the following key components;



Street trees

Street tree planting - new trees will be planted on streets where there are opportunities, focussing on those areas with low canopy cover.



Footpaths and bike lanes

Whilst the aim is to work with routes that already have existing infrastructure, where new footpaths, shared paths or bike lanes need to be built this will be co-ordinated with street tree and under planting, passive irrigation, traffic calming, and any changes to electricity assets.



Verge gardens

Verge and median planting - wherever possible, layered, biodiverse native planting will be incorporated

Cable bundling

Aerial cable bundling or undergrounding of power - where undergrounding of power is cost-prohibitive, aerial cable bundling will be incorporated to provide increased opportunity for canopy trees.



Rain gardens

Water sensitive urban design treatments - rain gardens to capture and filter stormwater run-off, passive irrigation such as breaks in kerbs, and swales



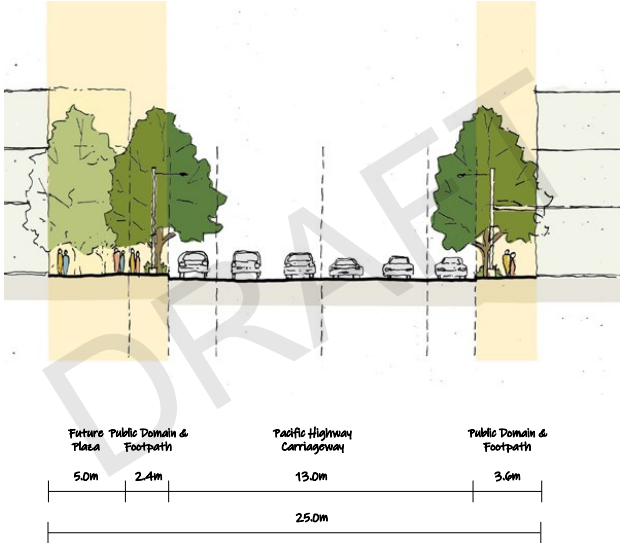
Signage

Interpretive signage - signs along routes that highlight culturally significant information around first nations history and native fauna and flora



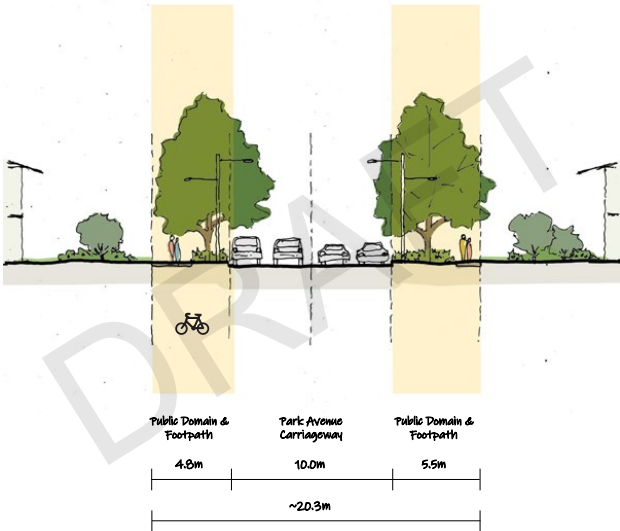
Typologies

The opportunities along routes are explored through sectional sketches. These typologies are representative of what could be achieved at the varying scales based on the infrastructure constraints and existing conditions.



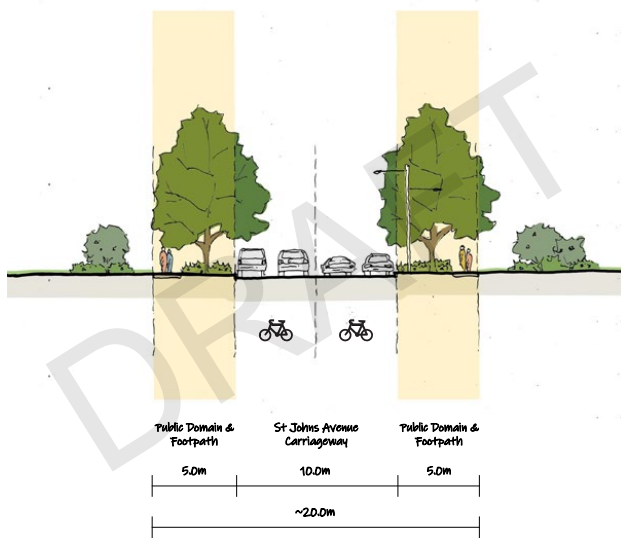
Regional

Regional routes are primarily guided by the public domain plans for local centres and would include many of the elements within the suite of green grid components. Shared paths, separated bike lanes, street tree planting, passive irrigation, street furniture, understorey planting, signage and undergrounding of power.



Suburban

Suburban routes typically have existing trees and footpaths, but wherever possible these will be enhanced to fill in the gaps - additional tree planting, understorey planting and interpretive signage. Where possible, more intensive infrastructure interventions will be made - incorporating bike lanes, planting blisters and WSUD elements.



Local

Local routes may be limited to tree planting, understorey planting, and signage.



Trail

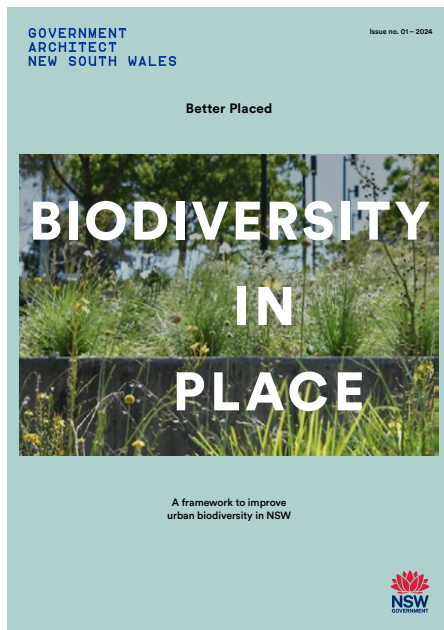
Trails may include path upgrades and signage.



Next steps



Goals



The goals of the Ku-ring-gai Green Grid Strategy include;

Include more green infrastructure - implementing the Biodiversity in Place framework

In order to improve biodiversity in our urban areas, we need to move away from monoculture plantings and turf verges. The Biodiversity in Place Framework from the Government Architect NSW provides the tool-kit to making these changes possible. The Green Grid provides the opportunity to incorporate layered planting into our streetscapes and public places.

Walking and Cycling are the preferred method of transport for short trips - get more of our residents walking and cycling

To help improve health outcomes for the community by increasing physical activity and reducing carbon emissions, we want to provide the infrastructure for more comfortable walking and cycling journeys. People will have greater opportunity to make short trips by active transport rather than getting into the car.

More street trees for a comfortable journey - street trees provide a multitude of benefits, shade being a critical factor for a walking trip

To support more walking and cycling trips, the journey needs to be comfortable. Street trees provide shade, cooling effects and a pleasant aesthetic. The Green Grid will focus on enhancing these most popular routes.

Connecting biodiversity and riparian corridors - creating vegetated links to connect gaps in corridors

Ku-ring-gai has an abundance of biodiverse areas, however urban development has left them fragmented. By linking these areas again by vegetated corridors we can improve outcomes for species diversity and movement. More habitat and food sources enable fauna and flora species to flourish.



Community engagement



Community engagement is fundamental to achieving sustainability and biodiversity goals. We need to work with the community to ensure our target areas are the right locations for achieving well-being for residents and our environment. An engaged community supports stewardship an investment in the environment.

Public exhibition of the draft strategy document forms the first phase of our community engagement. Once the Strategy is adopted,

we will undertake more targeted consultation on a ward-by-ward basis to further refine the proposed routes and inform the action and implementation plan.

This will involve targeted communication between staff and the community, meeting in local parks to discuss how people get around their suburb and where they would like to see improved access to make their journey more comfortable.

Action & Implementation

The action and implementation plan provides specific actions for implementing the projects identified for the Green Grid. This includes resourcing and funding implications.

Finalisation and prioritisation of routes will be a collaborative process driven by community engagement. We will work with the community to determine the most feasible and desirable locations for improving walking and cycling trips. Routes that contribute to multiple layers

- hydrology, ecology, biodiversity, cultural amenity and accessibility will be allocated the highest rating.

The finalised implementation and action plan will include a breakdown of the location of the routes in priority order and the associated infrastructure required to enhance the route (specific actions). Responsible teams will be assigned along with time-frames for delivery and funding mechanisms.



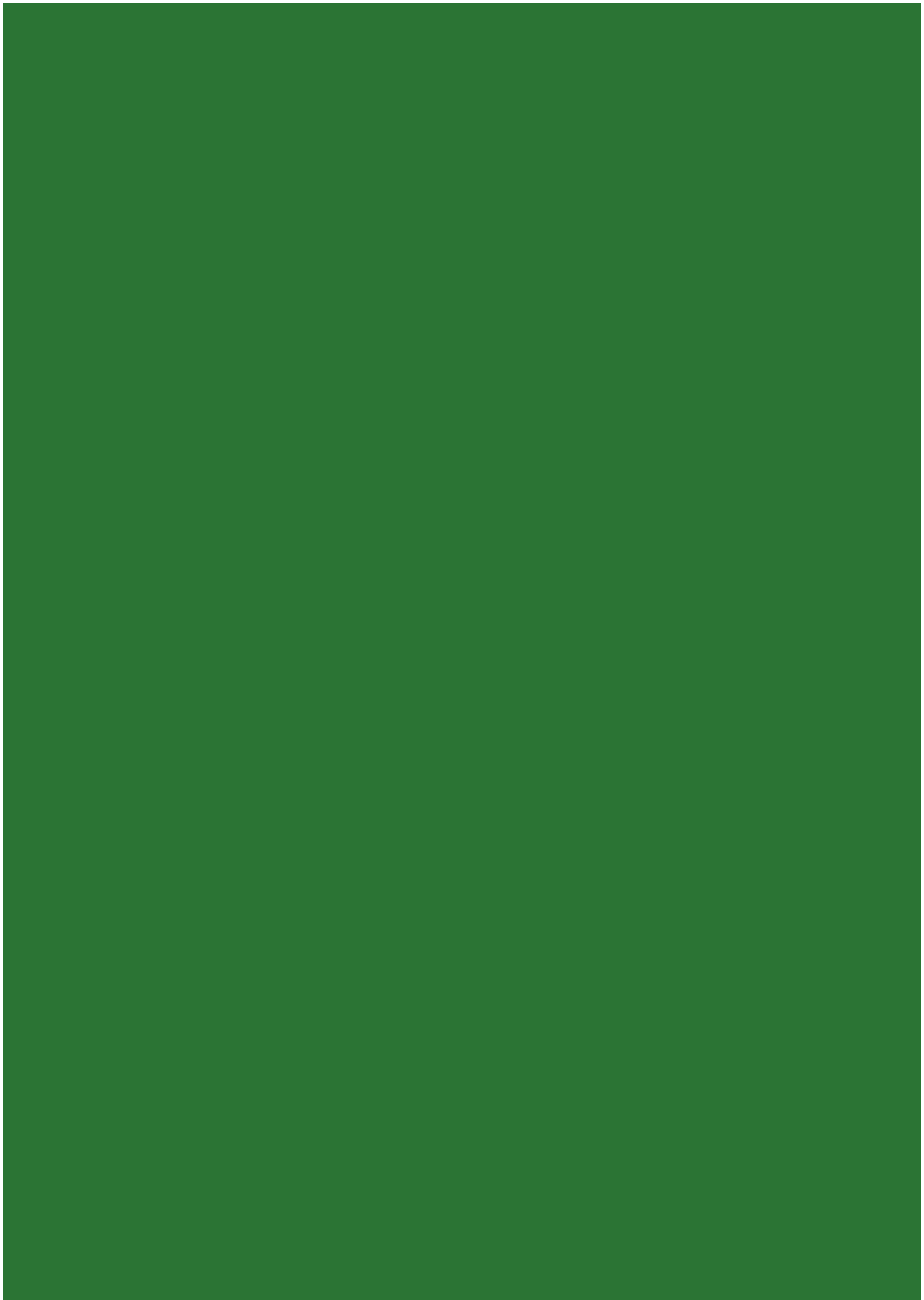
Conclusion



Next steps for the project which will occur concurrently with the public exhibition of the draft strategy include;

- Continued first nations collaboration
- Liaison with neighbouring councils
- Further ground truthing to confirm routes
- Community engagement
- Concept development and costing for a pilot project

The incorporation of this information along with the feedback received from the public exhibition will form the finalised strategy that will then be reported back to Council for adoption.





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AFFORDABLE HOUSING OPTIONS PAPER AND DRAFT AFFORDABLE HOUSING POLICY

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

For Council to consider the Affordable Housing Options Paper and Draft Ku-ring-gai Affordable Housing Policy for public exhibition.

BACKGROUND:

Local Councils play an important role in planning for the needs of their community, including an appropriate supply and mix of housing to meet the community's diverse and changing needs. Affordable housing helps ensure that communities remain diverse, allowing people from various income levels and backgrounds to maintain long-standing connections to the area, to live near their social networks, neighbourhood connections and jobs. It also supports the local economy by helping local businesses and essential services attract and keep employees by enabling them to live closer to their place of employment.

Ku-ring-gai does not currently have an Affordable Housing Policy. At the OMC of April 2024 Council resolved to develop an Affordable Housing Policy.

COMMENTS:

Consultants HillPDA were commissioned to:

- undertake an assessment of the options that Council could consider for the delivery of affordable housing within Ku-ring-gai; and
- prepare a draft Affordable Housing Policy for Ku-ring-gai.

RECOMMENDATION:

(Refer to the full Recommendation at the end of this report)

That Council endorse the Draft Ku-ring-gai Affordable Housing Policy for public exhibition.

The Affordable Housing Options Paper and Education Brochure will be made available as supporting documents to the exhibition.

PURPOSE OF REPORT

For Council to consider the Affordable Housing Options Paper and Draft Ku-ring-gai Affordable Housing Policy for public exhibition.

BACKGROUND

At the OMC 16 April 2024 Council considered a Notice of Motion and resolved:

- A. *Council undertake a Housing Affordability Study to investigate the options for policies and enabling mechanisms to ensure the delivery and management of affordable housing in Ku-ring-gai. The study should include the following matters:*
- i. *An Affordable Housing Needs Analysis to determine the nature and extent of housing affordability issues in Ku-ring-gai.*
 - ii. *A review of current and upcoming affordable housing policy settings being pursued by the Federal and State Governments.*
 - iii. *An analysis of options for the relevant models for delivery of affordable housing provision in the local council context, including case studies of other local councils.*
 - iv. *Recommendations to set out the steps and processes that Council needs to undertake to implement an Affordable Housing Strategy and Contributions Scheme.*
 - v. *A Draft Affordable Housing Policy to be prepared based on recommendations from Options Paper.*
- B. *Council recognises the need to have an Affordable Housing Policy in place to support emerging State Government policy obligations and allocate \$150K budget to undertake this work.*

What is Affordable Housing?

Affordable housing refers to a specific housing product. The *Environmental Planning and Assessment Act 1979* defines affordable housing as “housing that is targeted at households on very low, low or moderate incomes (from 0% - 120% of Greater Sydney’s median household income)”. It is rental housing that is subsidised and offered below market rents. The rent is charged at no more than 30% of the household income. This allows households to meet other basic living costs such as food, clothing, transport, medical care and education.

Who lives in affordable housing?

Based on the 2021 Census, affordable housing is for households earning up to \$2,492 per week.

Examples of the households who may benefit from affordable housing:

- Young adults who want to live near where they grew up;
- people who are recently separated who can no longer afford market rent; and
- key workers (like aged care, nursing, childcare, health and welfare support, emergency services, transport, cleaners and hospitality workers) who need to live near their jobs.

71.6% of key workers currently working in Ku-ring-gai live outside of the local government area. Long commutes impact quality of life and leads to high turnover.

Housing stress

Housing stress is when someone has to sacrifice essentials (such as food, transport, medical, education) to pay for housing.

In 2021, 8,354 households were renting within Ku-ring-gai (either public, privately or otherwise). 23% of renters (1,923 households) in Ku-ring-gai are in housing stress.



Having regard for the current eligible rental households in housing stress, Ku-ring-gai would require approximately 2,000 affordable housing dwellings to meet this need. It should be noted that this figure is only based on those households currently living within Ku-ring-gai and does not take into consideration the high percentage of key workers working in Ku-ring-gai (such as aged care, nursing, childcare, hospitality, etc) that currently live outside of the local government area.

COMMENTS

Ku-ring-gai’s Current Approach to Affordable Housing

Ku-ring-gai’s current approach to affordable housing is ad hoc. Council does not currently have any affordable housing policy or formal position on the provision of affordable housing within Ku-ring-gai. The current options for delivery of affordable housing are:

- Development Application utilising the affordable housing bonus provisions under the Housing SEPP 2021; or
- at the Planning Proposal stage negotiated as part of a Planning Agreement

All existing affordable housing dwellings that have been delivered in Ku-ring-gai have been done so utilising the former Affordable Housing SEPP provisions (now SEPP Housing 2021) which provided incentives (such as bonus floor space) to encourage developers to deliver affordable housing. All the affordable housing dwellings delivered under the former Affordable Housing SEPP provisions (now SEPP Housing 2021) are time limited, with the dwellings only being required to be used for the purpose of affordable housing for a period of 10-15 years. After this period they switch to market housing and cease to be made available as affordable housing. A few of the

earliest dwellings delivered in this way have already time-expired after ten years. This affordable housing stock is not owned by Council.

Ku-ring-gai Affordable Housing Since 2013			
	Approved	Delivered	Expired
Affordable Housing Units	72	37	3
Boarding Houses	90 rooms	29 rooms	N//A
Total	162	66	3

When planning agreements including offers of affordable housing are negotiated at the planning proposal stage, this is a complex, unpredictable and labour intensive process as there is no clear articulation of the community and council’s expectations or any clear principles or guidelines. This can lead to inconsistency and potential probity issues. It also means that affordable housing is not priced into the land acquisition, which limits the amount of affordable housing that be delivered through uplift.

Recent changes to *State Environmental Planning Policy (Housing) 2021* relating to Affordable Housing have impelled the consideration of Affordable Housing within Ku-ring-gai, these include:

- Affordable Housing Reforms (December 2023) which encourage private developers to boost affordable housing and deliver more housing. The reforms included a floor space ratio bonus of 20-30% and height bonus of 20-30% for projects that include at least 10-15% affordable housing for a minimum of 15 years. The height bonus only applies to residential flat buildings and shop-top housing. It is found in Chapter 2 Part 2 Division 1 In-fill affordable housing.
- Chapter 5 Transport Oriented Development (April 2024) by the State Government requires 2% affordable housing contribution for developments with a gross floor area of at least 2000sqm, located in the Part 2 station precincts. This includes Roseville, Lindfield, Killara and Gordon in Ku-ring-gai. This is an in-kind contribution and required to be managed by a community housing provider in perpetuity.

Any future Council led rezoning or increases in housing densities present an opportunity to capture the provision of affordable housing to the benefit of the broader Ku-ring-gai community.

Additionally, there are a number of private planning proposals for sites within Ku-ring-gai in the pipeline which will result in the delivery of either physical affordable housing dwellings, or potential monetary contributions.

Council needs to be proactive in determining its strategy for the delivery and management of affordable housing. Many Councils in the Sydney region already have affordable housing strategies and policies in place to proactively deliver affordable housing, such as Willoughby, Waverly, Northern Beaches and City of Sydney.

Affordable Housing Options Paper

Council engaged consultants HillPDA to prepare an Affordable Housing Options Paper (**Attachment A1**) to provide Council with an assessment of options that Council could consider for affordable housing.

HillPDA undertook an assessment of 43 different strategies and options that other local councils are undertaking to support affordable housing across greater Sydney and the broad categories the options fall under are:

- Delivery of affordable housing;
- levying the private market;
- supply and diversity incentives;
- actions – a supportive delivery framework; and
- advocacy and raising awareness.

Some of the options are not appropriate for Ku-ring-gai at this time, as they require funding which is likely to only be unlocked by an Affordable Housing Contribution Scheme or Policy over the longer term, as it takes time for contributions, both as in-kind dedications and as monetary contributions, to support a sustainable delivery programme. However, this is something that Ku-ring-gai could work towards.

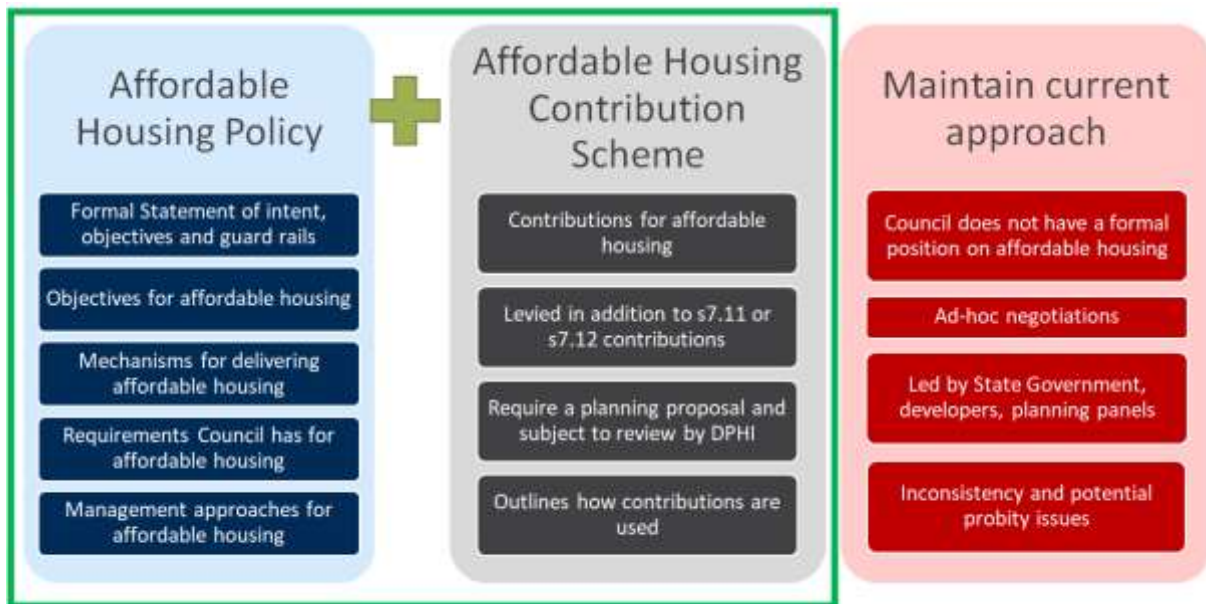
The options paper presents four options that are considered to be possible options for Ku-ring-gai:

- Option 1: Implement an Affordable Housing Policy;
- Option 2: Implement an Affordable Housing Contribution Scheme;
- Option 3: Maintain the current approach; and
- Option 4: 'Exit' Affordable Housing to the market and community housing providers.

HillPDA have recommended that Council does not maintain its current approach to affordable housing (Option 3). This leads to ad hoc and inconsistent negotiations and decision making and gives rise to potential probity issues. Option 4 is also no longer realistic because of the ongoing activities in affordable housing space that directly impact Ku-ring-gai.

Instead HillPDA recommends that council pursues Option 1 to implement an Affordable Housing Policy and Option 2 to Implement an Affordable Housing Contributions Scheme.

An Affordable Housing Policy and Affordable Housing Contribution Scheme demonstrates Council's commitment to affordable housing, and also ensures that it has the necessary frameworks in place to manage the delivery of affordable housing for the community in a structured, transparent and effective manner.



Draft Affordable Housing Policy

HillPDA have prepared a Draft Affordable Housing Policy for Ku-ring-gai (**Attachment A2**). The Draft Policy has been prepared having input from Council staff and Councillors.

The purpose of the Policy is to articulate:

- Council’s objectives for affordable housing within Ku-ring-gai;
- outline the mechanisms for delivering affordable housing;
- Council’s requirements for affordable housing; and
- how Council will manage affordable housing it owns.

The diagram below sets out an overview of the key aspects included within the Draft Affordable Housing Policy.



Key components of the Draft Affordable Housing Policy are:

Affordable Housing Target

The Draft Policy proposes a 10% Affordable Housing Target. This means that Council will seek 10% of housing in developments as a result of rezoning arising from a private planning proposal to be Affordable Housing.

Any affordable housing provided through a bonus scheme (i.e. such as the Height and FSR bonuses under the Housing SEPP) must be in addition to this 10%.

Mechanisms Council will use

The Draft Policy identified two (x2) mechanisms that Council will use to support the delivery of affordable housing:

- **Affordable Housing Contribution Scheme:** prepared by Council and incorporated as part of the LEP. It allows Council to place conditions on development which require contributions for affordable housing (in addition to any development contributions required under s7.11 and s7.12 of the EP&A Act 1979). An Affordable Housing Contribution Scheme would be developed alongside any strategic rezoning of areas within Ku-ring-gai. This means that the contribution is tied to where uplift of land value is created. The contribution rate (%) is informed by viability testing consistent with the NSW Government's *Guideline for Developing Affordable Housing Contribution Scheme (2019)*.
- **Proponent Led Planning Proposals:** Council will seek a 10% affordable housing contribution either through a clause in the LEP that specifies 10% of the floorspace is to be used for affordable housing or through a voluntary planning agreement. This is in addition to local infrastructure contributions. The proponent will be required to undertake feasibility testing.

Contributions

The Draft Policy outlines that Council will receive both:

- **In-kind contributions** – where a proponent dedicates land or dwellings to Council for the use of affordable housing. These must remain affordable housing in perpetuity.
- **Monetary contributions** – where a proponent provides the monetary equivalent of dedicated dwellings. The funds can be used to acquire land for affordable housing, fund partnerships with Community Housing Providers or acquire dwellings for the use of affordable housing.

The Draft Policy notes a preference for Council to receive in-kind contributions (the dedication of dwellings) at this time as monetary contributions cannot be levied until an Affordable Housing Contributions Scheme is in place. In-kind dedication ensures that affordable housing is made available to the community faster, as it will take time to accumulate the pool of monetary contributions to be able to fund the acquisition of land or dwellings under an Affordable Housing Contributions Scheme.

Partnership with Community Housing Provider

The Draft Policy outlines that the day-to-day management of affordable housing will be managed externally to Council. Council will engage a registered Community Housing Provider (CHP) to lease and manage on Council’s behalf. This avoids the need for Council to select tenants, directly manage tenancies or get involved in disputes.

Who will live in there

The Draft Policy outlines that priority target groups for Council owned affordable housing will be:

- Key workers working in Ku-ring-gai;
- Ku-ring-gai residents in housing stress;
- women older than 65; and
- those with a close connection to Ku-ring-gai, including long term residents and people with a social or economic association with the local government area.

INTEGRATED PLANNING AND REPORTING

Theme 1: Community, People and Culture

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
C2.1 Housing choice and adaptability support the needs of a changing population	C2.1.1 Council’s planning approach to the provision of housing across Ku-ring-gai is responsive and addresses the supply, choice and affordability needs of the community and changing population	C2.1.1.2 Prepare Housing Affordability Policy and Strategy consistent with the Local Strategic Planning Statement (LSPS).

GOVERNANCE MATTERS

The *State Environmental Planning Policy (Housing) 2021*, (Housing SEPP) defines households eligible for affordable housing in the following ways under Section 13(1)(a)(i):

- Very low income household – a household with a gross income lower than 50 per cent of the median household income for Greater Sydney or the Rest of NSW;
- Low income household – a household with a gross income between 50 per cent and 80 per cent of the median household income for Greater Sydney or the Rest of NSW; and
- Moderate income household – a household with a gross income between 80 per cent and 120 per cent of the median household income for Greater Sydney or the Rest of NSW.

Additionally, as laid out in Section 13(1)(a)(ii) of the *Environmental Planning & Assessment Act 1979*, for households to be in affordable housing, they should not spend more than 30% of the gross household income on rent.

RISK MANAGEMENT

Council does not have a formal position on Affordable Housing. Currently Council has an ad hoc approach to affordable housing through Planning Agreements and other negotiated outcomes at

the planning proposal stage. This creates uncertainty for developers, the community and Council. Without clear expectations or consistent guidelines, the process for negotiating affordable housing contributions is complex and may lead to probity issues due to inconsistent and inequitable outcomes.

FINANCIAL CONSIDERATIONS

At OMC 16 April 2024 Council resolved to allocate an \$150K budget to undertake the work on an Options Paper and Affordable Housing Policy.

By setting an affordable housing target of 10% for rezoning arising from a private planning proposal this ensures that proponents price-in the contribution expectation into any feasibility for development.

SOCIAL CONSIDERATIONS

Affordable housing will help ensure that Ku-ring-gai's community remains diverse, allowing people from various income levels and backgrounds to live near their jobs, social networks and neighbourhood connections.

Affordable housing supports the local economy by assisting local businesses and essential services to attract and retain employees. By enabling employees to live closer to their place of employment, affordable housing would help to retain Ku-ring-gai's vital workers, strengthen the local economy and reduce the risk of labour shortages in essential industries. In the case of care workers, such as aged care workers and childcare workers, high staff turnover directly impacts the quality and continuity of care.

ENVIRONMENTAL CONSIDERATIONS

There are no direct environmental considerations arising from the preparation and exhibition of an Affordable Housing Policy.

COMMUNITY CONSULTATION

It is recommended that the Draft Affordable Housing Policy be placed on public exhibition in 2025 for a period of 28 days.

HillPDA have prepared a short education brochure (**Attachment A3**) that gives an overview of what is affordable housing, who lives in it, and what it looks like.

The Affordable Housing Options Paper and Education Brochure will be made available as a supporting study to the exhibition of the Draft Affordable Housing Policy.

INTERNAL CONSULTATION

As part of the preparation of the Affordable Housing Options Paper and Draft Affordable Housing Policy, HillPDA facilitated a workshop with Council staff from across the organisation – Urban Planning, Property, Development and Regulation, Community, Finance, and Operations.

Two (x2) Councillor briefings were held throughout the project, on 25 July 2024 and 7 November 2024. At the Councillor briefing on 7 November, Councillors were given the opportunity to provide feedback on the content of the Draft Affordable Housing Policy.

Further internal consultation with relevant Council departments, such as Community and Finance, will be undertaken during the exhibition of the Draft Policy.

SUMMARY

Ku-ring-gai's current approach to affordable housing is ad hoc. Council does not currently have any affordable housing policy or formal position on the provision of affordable housing within Ku-ring-gai. At OMC April 2024 Council resolved to develop and Affordable Housing Policy.

Consultants HillPDA were commissioned to:

- Undertake an assessment of the options that Council could consider for the delivery of affordable housing within Ku-ring-gai; and
- prepare a draft Affordable Housing Policy for Ku-ring-gai.

HillPDA undertook an assessment of 43 different strategies and options other local councils are undertaking to support affordable housing across greater Sydney. HillPDA have recommended that Council pursues Option 1 to implement an Affordable Housing Policy and Option 2 to Implement an Affordable Housing Contributions Scheme.

HillPDA have prepared a Draft Affordable Housing Policy for Ku-ring-gai (**Attachment A2**). The Draft Policy proposes:

- A 10% Affordable Housing Target. This means that Council will seek 10% of housing in developments as a result of rezoning arising from a private planning proposal;
- an Affordable Housing Contribution Scheme (AHCS) that would be developed alongside any strategic rezoning of areas within Ku-ring-gai by council. This would require more detailed feasibility testing and must be linked to an LEP;
- that Council will receive both in-kind contributions (proponent dedicates land or dwellings to Council for the use of affordable housing in perpetuity), and monetary contributions under a future AHCS (proponent provides the monetary equivalent of dedicated dwellings) with the funds used to acquire land for affordable housing, fund partnerships with Community Housing Providers (CHPs) or directly acquire dwellings for the use of affordable housing;
- Council will engage a registered Community Housing Provider (CHP) to lease and manage affordable housing on Council's behalf; and
- priority target groups for Council owned affordable housing will be key workers working in Ku-ring-gai, Ku-ring-gai residents in housing stress, women older than 65 and those with a close connection to Ku-ring-gai, including long term residents and people with a social or economic association with the local government area.

RECOMMENDATION:

A. To advance Ku-ring-gai's affordable housing objectives Council pursue the implementation of:

1. An Affordable Housing Policy;

Item GB.10

S12139-12

2. An Affordable Housing Contributions Scheme.
- B. The Draft Affordable Housing Policy (**Attachment A2**) be placed on public exhibition for a period of 28 days. A report is to be brought back to Council to consider any feedback on the Draft Policy.
- C. The Affordable Housing Options Paper (**Attachment A1**) and the Education Brochure (**Attachment A3**) be made available as a supporting study to the public exhibition of the Draft Affordable Housing Policy
- D. That prior to exhibition the Director of Strategy and Environment be given the authority to make minor changes of a typographical nature that do not alter the overall content to any significant degree

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Attachments:	A1 ↓	Ku-ring-gai Affordable Housing Options Paper Final November 2024 - Prepared by HillPDA	2024/387518
	A2 ↓	Draft Ku-ring-gai Affordable Housing Policy (Final November 2024) prepared by HillPDA	2024/387906
	A3 ↓	Affordable Housing Education Brochure	2024/387152

Ku-ring-gai Affordable housing Options Paper



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Quality control

This document is for discussion purposes only unless signed and dated.

Reviewer

Signature Jenny Rudolph Dated 22/11/24

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Acknowledgement of Country

HillPDA acknowledges the Traditional Custodians of Country throughout Australia and their continuing connection to land, waters, culture and community.

We acknowledge the Gadigal people of the Eora Nation, the Traditional Owners of the land on which this report is prepared, and the Traditional Owners of the land that this report study area encompasses.

We show our respect to elders past and present.

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Glossary

Affordable housing	Defined by the Environmental Planning and Assessment Act 1979 (EP&A Act) as housing for very-low-income, low-income or moderate-income households, being such households as are prescribed by the EPA&A Act or as are provided for in an environmental planning instrument. Affordable housing is not the same as social housing (see separate definition for 'social housing' below).
Community housing	Refers to housing for people on a very low, low or moderate income or for people with additional needs that is managed and/or delivered by non-government organisations.
Community Housing Provider	Means an entity registered under as a community housing provider (CHP) under the <i>Community Housing Providers (Adoption of National Law) Act 2012</i> who manage and often delivers affordable housing.
Housing stress	Refers to a situation where a household pays more than 30% of its gross income on housing costs.
Housing SEPP	The <i>State Environmental Planning Policy (Housing 2021)</i> . This is a State-wide policy that aims to facilitate the supply of diverse and affordable housing options across NSW.
Key worker	Those workers who are employed in roles essential to the functioning of the local area, and who are typically paid low to moderate salaries. For example, police, fire fighters, teachers and childcare workers.
Low income household	A household with a gross income between 50% and 80% of the median household income and pays no more than 30% on rent or is eligible to occupy rental accommodation under the National Rental Affordability Scheme and pays no more than the rent that would be charged if the household were to occupy rental accommodation under the Scheme.
Moderate income household	A household with a gross income between 80% and 120% of the median household income and pays no more than 30% on rent or is eligible to occupy rental accommodation under the National Rental Affordability Scheme and pays no more than the rent that would be charged if the household were to occupy rental accommodation under the Scheme.
Social housing	Social housing is government subsidised short and long-term rental housing. In Australia in recent decades, it has mainly been available to people on very low incomes and who often have experienced homelessness, family violence or have other complex needs.
Very low income household	A household with a gross income lower than 50% of the median household income and pays no more than 30% on rent or is eligible to occupy rental accommodation under the National Rental Affordability Scheme and pays no more than the rent that would be charged if the household were to occupy rental accommodation under the Scheme.

Abbreviations

ABS	Australian Bureau of Statistics
AHCS	Affordable housing Contributions Scheme
CHP	Community Housing Provider
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPI	Environmental Planning Instrument
FSR	Floor space ratio
HAFF	Housing Australia Future Fund
LHS	Local Housing Strategy
NHAF	National Housing Accord Facility
RFB	Residential flat building
PP	Planning proposal

1.0 INTRODUCTION

1.1 Background

Local councils play an important role in engaging with, and planning for the needs of their communities. This includes planning for an appropriate supply and mix of housing to meet the community's diverse and changing needs.

Local governments can play a role in facilitating, promoting and the retention of housing, including affordable housing through:-

- strategic planning and housing policies;
- the clauses associated with housing supply and its form via LEP and DCP controls;
- infrastructure planning and pricing policies; and
- rate setting and community service delivery.

Through the setting of housing targets and housing policies for the provision of affordable housing, the state government has placed a clear expectation on councils to assist with the delivery of affordable housing.

1.2 Purpose of the options paper

Ku-ring-gai commissioned HillPDA to undertake an assessment of the options that Council could consider in affordable housing across the local government area. This options paper (**this Paper**) has been prepared by HillPDA to:

- Provide Council with a condensed background to affordable housing, in particular explaining the legislative local and state policy space and what other councils have been doing in relation to affordable housing;
- Explain what affordable housing means in the Ku-Ring-gai context;
- Review the current development market in Ku-ring-gai;
- Detail the process and outcomes of stakeholder engagement undertaken; and
- Provide a range of options and associated list of potential actions Council can take to increase the supply of affordable housing.

1.3 What is housing affordability?

Housing affordability refers to the relationship between housing costs and household incomes. If housing costs rise more quickly than income, housing affordability decreases. This relationship between income and cost means different things to different people at different places and times. Whether a dwelling currently occupied, or potentially occupied in the future, is affordable depends greatly on:

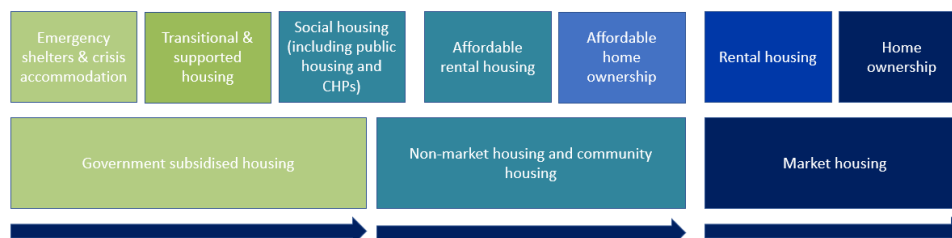
- **Who** is in the household (income, work status, dependents etc.);
- **What** the type of dwelling is (dwelling house, apartment, secondary dwelling etc.);
- **When** they are looking to buy or rent (in the current market, in 6 months etc.);
- **Where** the dwelling is located (high-cost area, low-cost area etc.);
- **Why**, if at all, they are changing dwellings (upsizing, downsizing, personal circumstances etc.); and
- **How** they are funding the purchase or rental (cash, mortgage, government support etc.).

Any dwelling within Ku-ring-gai can be affordable or unaffordable depending on the personal circumstances of a household. Figure 1 below illustrates the housing continuum, a concept to define the various types of housing and housing support required for people relative to their income. It outlines the types of housing options needed



for people in need of crisis accommodation, through to social housing, affordable and private rental housing and affordable home ownership options. In an ideal housing market, all households can meet their housing needs in dwellings which are affordable to them.

Figure 1: Housing continuum



1.4 What is affordable housing?

Affordable housing refers to a specific housing product. The *Environmental Planning and Assessment Act 1979 (EP&A Act)* defines affordable housing as housing that is affordable and targeted to people on very low, low or moderate incomes (from 0 per cent to 120 per cent of Greater Sydney’s median household income). It is generally subsidised or offered at below market rents.¹

Affordable housing is priced, whether for rent or sale, so that these households can afford to pay housing costs, on top of being able to meet other basic living costs such as food, clothing, transport, medical care, and education. As a rule of thumb, housing is usually considered affordable if it costs less than 30 per cent of gross household income. If a household spends more than 30 per cent of their gross income on rent or mortgage payments, this is called rental stress and mortgage stress respectively.

In personal finance, there is also the 30/30/40 rule where households should aim to spend no more than 30 per cent of their income on housing expenses, put 30 per cent towards living costs like food and transportation and use the remaining 40 per cent for discretionary spending and transportation.

The *State Environmental Planning Policy (Housing) 2021*, (Housing SEPP) defines households eligible for affordable housing in the following ways under Section 13(1)(a)(i):

- Very low income household – a household with a gross income lower than 50 per cent of the median household income for Greater Sydney or the Rest of NSW
- Low income household – a household with a gross income between 50 per cent and 80 per cent of the median household income for Greater Sydney or the Rest of NSW
- Moderate income household – a household with a gross income between 80 per cent and 120 per cent of the median household income for Greater Sydney or the Rest of NSW.

Since Ku-ring-gai is located inside the boundaries of Greater Sydney, the Greater Sydney income is used when interpreting the affordability levels. Additionally, as laid out in Section 13(1)(a)(ii) of the EP&A Act, for households to be in affordable housing, they should not spend more than 30 per cent of the gross household income on rent.

Applying the data from the 2021 Census to the eligibility criteria from the Housing SEPP, Table 1 shows the housing income thresholds defined for Greater Sydney, with the median household income for Ku-ring-gai LGA is outlined in the table below.

¹ New South Wales Government (2024), *Environmental Planning and Assessment Act 1979 No 203*, cl. 1.4(1).



Table 1: 2021 Census affordable housing types

Household type	Household income (weekly)	30% of household income spent on rent (weekly)
Very low income	Up to \$1,039	Up to \$312
Low income	\$1,040 - \$1,662	\$313 - \$498
Moderate income	\$1,663 - \$2,492	\$499 - \$748
Ku-ring-gai median	\$3,038 (\$157,976 per year)	\$911

Source: Australian Bureau of Statistics 2021 and HillPDA 2024

For reference, the median total household income for Ku-ring-gai residents in 2021 was \$157,976 and the median rent was \$911 per year.

1.5 Avenues of intervention in affordable housing

To increase housing affordability within an area, two avenues for intervention generally exist. These can be described as:

- **Direct actions** which relate to the delivery of affordable housing dwellings that are required to be rented or sold at affordable prices; or
- **Indirect actions** which influence the private market to deliver or prioritise dwellings which are voluntarily rented or sold at affordable prices. These dwellings can include “diverse low-cost market housing” which is a general term used to describe private market housing which by means of its location, size or finish is rented out at rate that is affordable to those on lower incomes. Common types include secondary dwellings, co-living housing and residential flat buildings (RFBs).

This project is focussed on reviewing both options for affordable housing, its management, and how council can help enable affordable housing in Ku-ring-gai LGA. Specifically, this report focuses on affordable rental housing, rather than affordable housing to purchase.

2.0 BACKGROUND

2.1 Federal context

The Federal Government's role in delivering affordable housing is primarily working as a financing body to facilitate housing, whether supporting community housing providers or community housing providers in partnership with developers. The Federal Government also assist in funding affordable housing projects in collaboration with state governments. An aspirational 1.2 million target for new homes across Australia has been set, which has informed local targets in NSW.

The National Housing Accord (**Accord**), an aspirational target to build 1.2 million new well-located homes over 5 years from mid-2024. As part of the Accord the government has committed \$350 million over 5 years from 2024-25 to support the delivery of 10,000 affordable homes supported by the National Housing Accord Facility (**NHAF**). State and territory governments have agreed to build on this commitment to support delivery of up to an additional 10,000 affordable homes. This enables delivery of a combined total of up to 20,000 affordable homes under the Accord. NSW specifically has agreed to deliver 3,100 affordable homes by 2029.²

Supporting the supply of housing, the Federal Government has also initiated the Housing Australia Future Fund (**HAFF**). The HAFF is a \$10 billion investment fund established by the Federal Government and managed by the Future Fund. The income generated by the HAFF will provide disbursements used to deliver 20,000 new social and 10,000 new affordable homes over five years, including housing to support acute housing needs.³ The HAFF provides supportive financing to social and affordable housing projects through availability payments and concessional loans (zero interest 25-year loans).

Applications for first round funding under the HAFF and HNAF closed earlier in 2024 and are currently being assessed with results starting to be announced in this third quarter of 2024.

On 23 May 2024, the Federal Government released a consultation draft of Australia's *National Urban Policy* which was on exhibition until 4 July 2024. The policy outlines the Federal Government's goals and objectives to drive liveability, equitability, productivity, sustainability and resilience in Australia's urban areas. It includes a shared vision for sustainable growth in cities and suburbs that has been committed to by all Australian Governments. 6 principles were developed to inform the achievement of the policy's goals and objectives. These were:

1. City planning and governance must be collaborative and adaptive;
2. Purposeful place making increases wellbeing and connection;
3. Urban development should actively improve social, environmental and economic outcomes;
4. Improving the evidence base will underpin urban innovation;
5. Fair and inclusive development builds equitable communities; and
6. Fostering innovation and creative hubs to enhance diversity and broaden opportunities.

This Urban Policy sets out to deal with the major challenges for cities, including supports the equitable access to jobs and provision of more housing.

2.2 New South Wales policy and legislative context

The NSW Government is responsible for setting policy direction to housing supply and provides policy incentives and financial levers to support housing delivery. Supporting safe, secure and affordable housing is a critical focus

² See: <https://treasury.gov.au/housing-policy/accord>

³ See: <https://www.housingaustralia.gov.au/housing-australia-future-fund-facility-and-national-housing-accord-facility>



of the NSW Government. This section discusses the critical adopted government legislation, policies and strategies. Appendix A includes a more detailed overview of the policy context.

In particular this section of the report focuses on three elements:-

- Preparing affordable housing contribution schemes and regulating these schemes.
- Developing and implementing a bonus scheme for affordable housing through the Housing SEPP
- Setting an affordable housing contribution rate at 2 per cent in the Transit Orientated Development (TOD) precinct as defined in the Housing SEPP.

2.2.1 Affordable housing Contribution scheme

The legal framework for affordable housing contribution schemes (AHCSs) is set out in the EP&A Act and Housing SEPP. Supporting this, the *Greater Sydney Region Plan* and *North District Plan 2017* set affordable housing targets of 5-10 per cent of uplift subject to feasibility testing. Further, the *Six Cities Discussion Paper 2021* sets a 10 per cent affordable housing target for all rezonings where there will be a housing uplift, and a 30 per cent affordable housing target on Government owned land. As a note, the Greater Cities Commission which prepared the *Six Cities Discussion Paper 2021* was dissolved on 1 January 2024 with the majority of the commission's functions integrated into Department of Planning Housing and Infrastructure (DPHI). The *Greater Sydney Region Plan* is still in effect however the status of the *Six Cities Discussion Paper* is unclear but unlikely to be progressed.

The format of AHCSs was originally set out within DPHI's *Guideline for Preparing an Affordable housing Contributions Scheme 2019*. Under this guideline, AHCSs apply to specific areas of rezoned land and are supported by specific feasibility testing. Since the guidelines publication however, the NSW Government has shifted its approach as illustrated in its endorsement of the Waverley Planning Proposal and expansion of the City of Sydney Affordable housing Contribution schemes. This shift in approach has allowed AHCSs over areas not subject to rezoning, including entire local government areas. It also allowed AHCSs subject to more general feasibility testing.

2.2.2 Affordable housing bonus scheme

For the delivery of infill affordable housing, the *State Environmental Planning Policy (Housing) 2021 (Housing SEPP)* provides up to 30% floor space ratio (FSR) and height bonuses to developments which include more than 10 per cent of affordable housing. This increase in FSR and height is envisioned to offset the reduced revenue from including affordable housing and generally increase the number of dwellings – encouraging private developers to contribute to housing affordability. Importantly, for the bonus to apply, at least 10 per cent of the development's gross floor area (GFA) must be allocated to affordable housing for a minimum of 15 years, rather than in perpetuity. It is critical to highlight that this time-limited commitment means that affordable housing is not guaranteed beyond the 15-year period. The Housing SEPP also provides increased bonuses to registered community housing providers (CHPs) providing affordable housing.

In addition to the affordable housing bonus policy, the NSW Government has included in the Housing SEPP additional aspects to support housing affordability through for example, provisions to enable diverse low density market housing, including Chapter 3 – Diverse housing and the Low- and Mid-Rise Housing Reforms.

In December 2023, an *Explanation of Intended Effect: Changes to create low- and mid-rise housing* was released by the NSW Government detailing proposed changes to increase the amount of low- and mid-rise housing being delivered across NSW. At a high level, permissibility and non-refusal standards were introduced to increase the amount of sites eligible for low- and mid-rise housing development which includes dual occupancies, manor houses, multi-dwelling housing, residential flat buildings and mixed use development. Other supporting reforms suggested were amendments to *State Environmental Planning Policy No 65 – Design Quality of Residential*



Apartment Development, subdivision controls for terraces and dual occupancies as well as complying development pathways.

The NSW Government is staging the implementation of the low- and mid-rise housing reforms and at the moment, the only change that has come into effect has been to enable dual occupancies and semi-detached homes in all R2 low-density residential zones across NSW. Saying this, the changes don't apply to land with a high risk from natural hazards, land close to dangerous goods pipelines or hazardous aircraft noise and land with a heritage item.

The Low and Mid-Rise Housing reforms and Chapter 3 of the Housing SEPP override the development controls of local councils in certain circumstances to enable higher density development (through making development permissible or increasing viability) and increase the scale of development (through providing FSR and height bonuses and non-refusal standards). The specific controls and direction for the mid-rise housing is likely to come into effect late 2024.

Specific types of diverse low-cost market housing are also supported through the Housing SEPP, such as co-living housing and secondary dwellings.

2.2.3 Transit orientated development reforms

As part of the wider national and state policy towards increasing housing supply, the NSW Government has pursued Transport Oriented Development (TOD) reforms which seek to increase housing supply near train stations. Overriding many of the planning controls of local governments, these controls broadly increase the permissibility, floor area and height of development achievable while also introducing 2% of the gross floor area of the building to be affordable housing within 400m from a railway station.

The reforms are made up of two parts, being Tier 1 "accelerated precincts" and "new planning controls" which are both being pursued.

In July 2024, the 8 accelerated TOD precincts were identified and released for public exhibition. These precincts are not located within the Ku-ring-gai LGA. The Tier 1 TOD precincts that were on exhibition have affordable housing contributions between 3 per cent and 15 per cent with the affordable housing provided in perpetuity.

The second part of the TOD reforms included the introduction of controls through Chapter 5 Transport Oriented Development of the Housing SEPP. These controls apply within 400 metres of 37 train stations and override local planning controls. The intent of the controls is to deliver more affordable, well-designed and well-located homes. As this is a new policy, outcomes are still to be viewed. They change the permissibility of certain land uses, building heights, FSRs, lot size and width controls as well as street frontage, heritage and affordable housing. For affordable housing specifically, a 2 per cent affordable housing contribution is required for development in the TOD areas with a gross floor area of more than 2,000 square metres. The affordable housing component is to be delivered on site, provided in perpetuity and must be managed by a registered CHP. This is similar to an uplift-based AHCS, however the contributions are not controlled by Council.

Gordon Station, Killara Station, Lindfield Station and Roseville Station in Ku-ring-gai have had the TOD controls applied.

2.3 Ku-ring-gai Council's strategic position

Council currently broadly supports affordable housing that retains and strengthens the local residential and business community as outlined in the Local Strategic Planning Statement. Council has implemented this predominantly on an adhoc basis through clauses or conditions as part of planning proposals that require affordable housing contributions.



In Ku-ring-gai, however, no VPAs have yet progressed beyond a first letter of offer to Council. The VPA process is mostly driven by developers. There are currently no draft or executed planning agreements that incorporate affordable housing provisions.

While Council rejected the NSW Government’s letter of approval for the Local Housing Strategy dated 16 July 2021. The letter of approval included a requirement that:

Council is to prepare an Affordable housing Contribution Scheme that commits Council to examining the feasibility of levying affordable housing contributions for any new planning proposals that would result in development uplift or an increase in land value.

The letter of approval indicates that the NSW Government found that there was sufficient evidence to justify the preparation of the affordable housing contribution scheme, and Council needed to consider the delivery, rent models, tenant eligibility criteria, tenancy allocation, asset ownership and management.

Council does not have an Affordable housing Contribution Scheme or another clearly articulated affordable housing policy. Providing clarity of Council’s affordable housing approach will help Council better signal to developers the expectation it has related to affordable housing in the LGA.

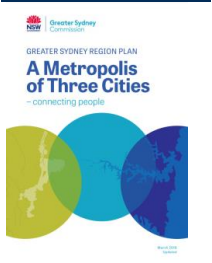
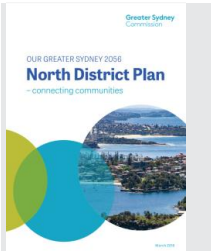
This option paper outlines approaches that Council can undertake to have a stronger strategic position for Council.

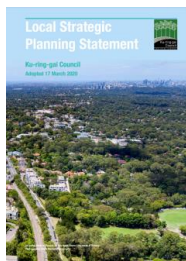
2.3.1 Planning policy that provides local context for affordable housing

The planning strategic framework (see table below) signposts numerous actions for Council to take in relation to housing affordability and affordable housing.

These are shown in Table 2 below.

Table 2: Strategic planning actions relevant to housing affordability and affordable housing

Plan	Objective/action relevant to affordable housing
	<p>Greater Sydney Region Plan</p> <ul style="list-style-type: none"> • There is an objective and actions to ensure housing is more diverse and affordable • The Plan recommends Affordable Rental Housing Targets, following development of implementation arrangements, as a mechanism to deliver an additional supply of affordable housing for very low to low-income households in Greater Sydney • State agencies, when disposing or developing surplus land for residential or mixed-use projects include, where viable, a range of initiatives to address housing diversity and/or affordable rental housing
	<p>North District Plan</p> <ul style="list-style-type: none"> • There is an objective and action to provide direction for housing supply, choice and affordability with access to jobs, services and public transport. • The Plan includes a strategy for councils to includes an affordable rental housing target of 5-10% of uplift subject to viability.



Local Strategic Planning Statement

- LSPS identifies that Ku-ring-gai’s current strategic planning focus provides the opportunity to research, support and address a key need in Ku-ring-gai for affordable housing, particularly key worker housing and housing for people with a strong connection to the area that may experience significant changes in circumstance.
- Planning priorities and actions include:
 - Providing a range of diverse housing to accommodate the changing structure of families and households and enable ageing in place.
 - Investigate the development of an Affordable housing Contributions Plan under Section 7.2 of the EP&A Act (short-medium term).



Ku-ring-gai Housing Strategy to 2036

- A key objective and strategy is to providing affordable housing that retains and strengthens the local residential and business community.
- One of the key actions is for council to prepare a Housing Affordability Study to determine the needs of residents and essential workers and mechanisms to determine appropriate locations for viable provision (to inform preparation of an Affordable housing Contributions Scheme)

Note:

- In a letter dated 16 July 2021, DPHI approved the Draft Ku-ring-gai Housing Strategy, subject to a number of requirements.
- Council resolved to reject the conditions in the Letter of Approval issued by the DPHI and the strategy remains in draft stage.

Source: Ku-ring-gai Council 2024

2.3.2 Transit Oriented Development SEPP submission

Ku-ring-gai made a submission on the NSW Government’s Transport Oriented Development Program. Based on Council’s comments regarding the affordable housing provision within TOD precincts, Ku-ring-gai’s current position is as follows:

Key issue	Council’s position
Affordable housing targets	<ul style="list-style-type: none"> • The proposed 2 per cent contribution is insufficient and should be significantly increased to capture greater public benefit, given perceived profits to landowners within TOD areas as a result of the changes.
In-kind provision vs monetary contributions	<ul style="list-style-type: none"> • Council did not have, and currently still do not have, any mechanism to quantify or manage monetary contributions, and for this reason, Council voiced a preference for in-kind provision of affordable housing, noting that if a monetary contribution is required, it should reflect local land and property values.
Affordable housing in perpetuity	<ul style="list-style-type: none"> • Council supports the provision of affordable housing in perpetuity and have expressed that time-limited provision of affordable housing is ineffective and could lead to a loss of housing stock. • After an initial boost in affordable housing availability, there is concern that Council will reach a ceiling where any new units created will replace those that are lost as time-limited agreements expire. Council is therefore advocating for a lasting commitment to affordable housing.
Management and delivery of affordable housing	<ul style="list-style-type: none"> • Identified a need for proper management of affordable housing for those councils without an Affordable housing Strategic Plan and Contributions Plan in place. • Council has requested that any affordable housing dwellings dedicated be transferred to a CHP for management and requested assistance from DPHI to facilitate this process.

Source: Ku-ring-gai Council (2024)

For a full analysis of Council’s strategic framework, please see Appendix B.

3.0 DEMOGRAPHIC OVERVIEW AS IT RELATES TO AFFORDABLE HOUSING

This section considers the existing and projected demographics of the Ku-ring-gai LGA and the potential implications for the need for affordable housing.

3.1 Population

Current population

Between 2006 and 2021, the Ku-ring-gai LGA resident population increased by 22,993, to 124,076 people, representing an increase of 22.7 per cent over the 15-year period.

Table 2: Ku-ring-gai LGA population change 2006-21

	2006	2011	2016	2021	Change 2006-21	2006-21 AAGR
Ku-Ring-gai	101,081	109,297	118,053	124,076	+22,995	1.38%

Source: ABS Census TableBuilder, 2006, 2011, 2016, 2021.

The median age for Ku-ring-gai residents was 42 in 2021, compared to 37 for Greater Sydney. In 2021, Ku-ring-gai Council area had a higher proportion of residents aged under 18 years and a higher proportion of residents aged 60 or older than Greater Sydney.

Profile ID utilises 'service age groups' to divide the population into age categories that reflect typical life-stages. They indicate the level of demand for services that target people at different stages in life and how that demand is changing. For both Ku-ring-gai and Greater Sydney, the 35-49 year old age cohort represented the highest proportion of residents, at 20.8 per cent and 21.5 per cent respectively.

Table 3: Population age distribution Ku-ring-gai and Greater Sydney

Service age group (years)	Ku-ring-gai (#)	Ku-ring-gai (%)	Greater Sydney (%)
Babies and pre-schoolers (0 to 4)	5,602	4.5	6
Primary schoolers (5 to 11)	12,558	10.1	8.8
Secondary schoolers (12 to 17)	11,853	9.6	7.1
Tertiary education and independence (18 to 24)	10,233	8.2	8.8
Young workforce (25 to 34)	9,330	7.5	15.5
Parents and homebuilders (35 to 49)	25,844	20.8	21.5
Older workers and pre-retirees (50 to 59)	17,700	14.3	12
Empty nesters and retirees (60 to 69)	12,955	10.4	9.8
Seniors (70 to 84)	13,862	11.2	8.7
Elderly aged (85 and over)	4,138	3.3	2
Total	124,075*	100	100

Source: Australian Bureau of Statistics n.d., *Ku-ring-gai 2021 Census All persons QuickStats and Profile.ID 2024*

*Note: slight difference in total population for Ku-ring-gai (compared to usual resident population in Table 3, is the result of ABS random adjustment of numbers to protect individual confidentiality).

Population change

Population growth in Ku-ring-gai has generally been strong since 2011, with all Suburbs and Localities (SALs) recording a population increase over the period to 2021. The highest rates of population growth were recorded in Gordon and Lindfield, which grew by 34.7 and 21.8 per cent respectively. St Ives was the most populous suburb within Ku-ring-gai in both 2011 and 2021, and experienced population growth of 17.6 per cent over the period.



Table 4: Ku-ring-gai population change 2011-2021

	2011	2021	Change	% change
East Killara	2,874	2,895	21	0.7
East Lindfield	3,535	3,710	175	5.0
Gordon	6,456	8,694	2,238	34.7
Killara	9,087	10,715	1,628	17.9
Lindfield	8,986	10,943	1,957	21.8
North Turramurra	3,976	4,194	218	5.5
North Wahroonga	1,885	2,100	215	11.4
Pymble	10,510	11,775	1,265	12.0
Roseville-Roseville Chase	8,574	9,637	1,063	12.4
South Turramurra	2,966	3,208	242	8.2
St Ives	15,639	18,384	2,745	17.6
St Ives Chase	3,019	3,283	264	8.7
Turramurra	11,139	12,850	1,711	15.4
Wahroonga	12,446	13,070	624	5.0
Warrawee	2,905	3,170	265	9.1
West Pymble	5,149	5,441	292	5.7
Ku-ring-gai LGA	109,297	124,076	14,779	13.5

Source: Australian Bureau of Statistics n.d., *Ku-ring-gai 2021 Census All persons QuickStats and Profile.ID 2024*

Future population

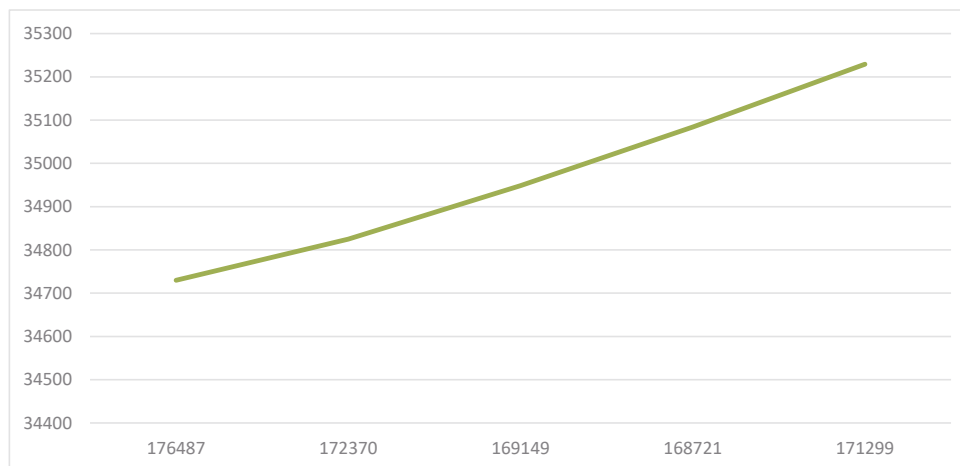
In 2022, DPE projected the Ku-ring-gai population will increase by 13,358 people between 2021 and 2041. This represents an increase of 10.5 per cent over 20 years, at an average rate of 0.5 per cent per annum. The population growth is expected to be most pronounced between 2026-2036 and is anticipated to slow by 2036. These projections predate significant reforms, including the TOD SEPP and the Low and Mid Rise Housing Reforms. It is likely that the actual growth may exceed the projections. DPE's 2022 population projections for Ku-ring-gai are displayed in Table 5 and Figure 3.

Table 5: DPE Population forecast for Ku-ring-gai LGA (2021-2041)

Area	2021	2026	2031	2036	2041	Change (2021-41)
Ku-ring-gai LGA	127,402	130,542	134,833	138,946	140,760	+ 13,358 (+10.5%)

Source: Department of Planning and Environment n.d., *Population and dwelling projections 2022*

Figure 3: DPE Population forecast for Ku-ring-gai LGA (2021-2041)





Source: Department of Planning and Environment n.d., *Population and dwelling projections 2022*

Note: Population of Ku-ring-gai LGA was recorded at 124,076 at the 2021 census, which is lower than the 2021 population as identified in DPE population projections. This is because the base population for the DPE projections utilised the estimated resident population (ERP) at 30 June 2020, as published by the ABS on 20 March 2021.

The 2021 population in the DPE projections is based on estimated resident population (ERP) at 30 June 2020, as published by the ABS on 30 March 2021. The 2021 Census recorded Ku-ring-gai's population at 124,076 at the 2021 census. Applying the same growth rate in the DPE projections to the 2021 Census population would result in a population of 137,104 in 2041, representing an increase of 13,028 people between 2021 and 2041.

3.2 Local housing context

3.2.1 Household type

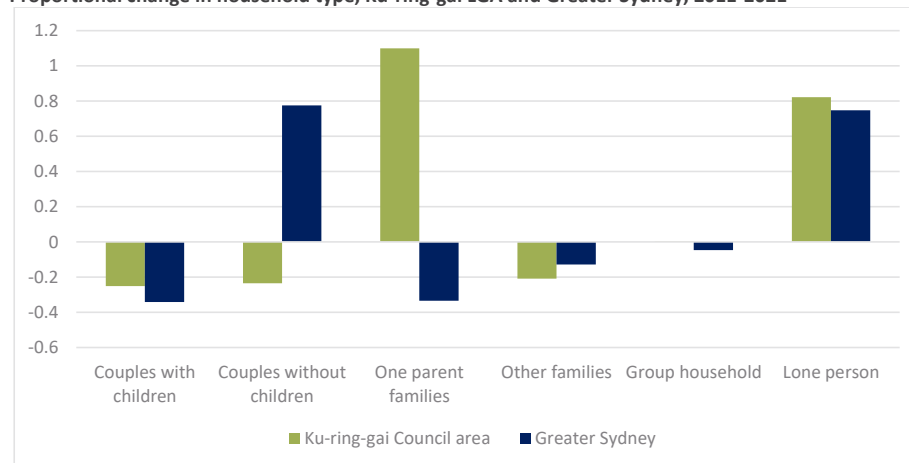
In 2021, there were 42,675 households residing within Ku-ring-gai LGA, reflecting an increase of around 5,733 since 2011. The most common household types in 2021 were couple families with children (45.7 per cent), followed by couple families without children (24.8 per cent) and lone person households (16.6 per cent). Over the ten-year period, one parent families saw the most significant population increase, growing by 31.6 per cent over the period. Visitor only households saw the largest decrease over this period, declining by 38.2 per cent.

Table 6: Household types 2011 - 2021, Ku-ring-gai

Households by type	2021		2011	
	#	%	#	%
Couples with children	19,507	45.7	16,979	46
Couples without children	10,583	24.8	9,248	25
One parent families	3,831	9	2,910	7.9
Other families	300	0.7	337	0.9
Group household	569	1.3	492	1.3
Lone person	7,065	16.6	5,812	15.7
Other not classifiable household	624	1.5	847	2.3
Visitor only households	196	0.5	317	0.9
Total households	42,675	100	36,942	100

Source: Australian Bureau of Statistics n.d., *Ku-ring-gai 2021 Census All persons QuickStats and Profile.ID 2024*

Proportional change in household type, Ku-ring-gai LGA and Greater Sydney, 2011-2021



Source: Australian Bureau of Statistics n.d., *Ku-ring-gai 2021 Census All persons QuickStats and Profile.ID 2024*



3.2.2 Occupancy

The supply of dwellings in Ku-ring-gai's local housing market can be ascertained from its count of occupied and unoccupied private dwellings. In the 2021 Census, Ku-ring-gai had a slightly higher proportion of occupied dwellings compared to Greater Sydney. In particular, the 2021 Census recorded a total of 45,892 private dwellings in the Ku-ring-gai LGA, as shown in Table 7. Of these, 93.0 per cent (42,683) were occupied, and 6.9 per cent (3,165) were unoccupied.

Table 7: Occupied and unoccupied private dwellings in Ku-ring-gai, 2021

	Occupied private dwellings		Unoccupied private dwellings		Total dwellings
	#	%	#	%	
Ku-ring-gai	42,683	93.0	3,165	6.9	45,892

*excludes visitor only and other non-classifiable households

Source: Australian Bureau of Statistics n.d., Census of Population and Housing 2021, TableBuilder

3.2.3 Tenure

Ku-ring-gai exhibited strong rates of home ownership. As at the 2021 Census, a significant proportion of dwellings in Ku-ring-gai were owned outright (39.6 per cent), with another 36.5 per cent in the process of being purchased under mortgage. Renting accounted for around 19 per cent of Ku-ring-gai's housing market, significantly lower when compared to Greater Sydney where renting accounted for 34.7 per cent.

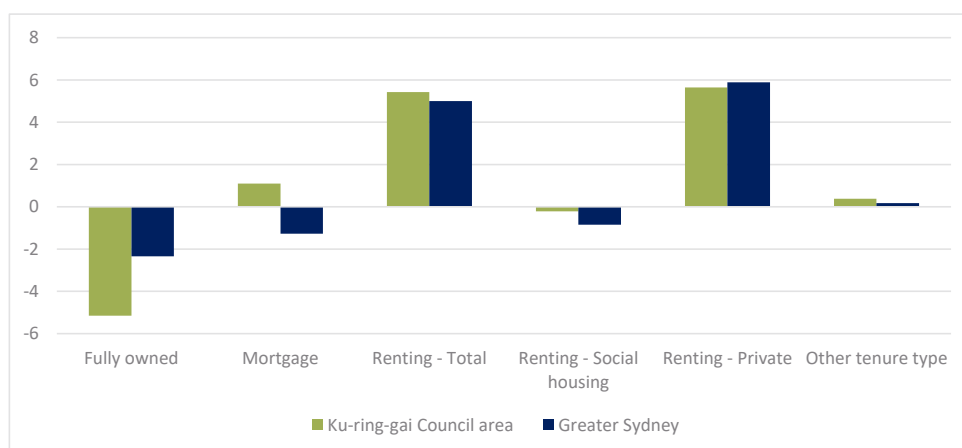
Table 8: Tenure type in Ku-ring-gai LGA, 2021

Tenure type	Owned outright		Owned with a mortgage		Rented		Other tenure type		Tenure type not stated		Total
	#	%	#	%	#	%	#	%	#	%	
Ku-ring-gai	16,906	39.6	15,622	36.6	8,354	19.6	863	2.0	934	2.2	42,679
Greater Sydney	510,714	31.9	610,733	31.9	663,315	34.7	31,773	1.7	95,127	5.0	1,911,662

Source: Australian Bureau of Statistics n.d., *Ku-ring-gai 2021 Census All persons QuickStats and Profile.ID 2024*

Since 2011, the proportion of households owned outright has declined by 5.2 per cent, while the proportion of homes owned under mortgage increased by 1.1 per cent. Rental households saw the most significant proportional increase, growing from 14.1 per cent in 2011 to 19.6 per cent in 2021. Figure 4 shows the change in tenure types between 2011 and 2021 in Ku-ring-gai LGA.

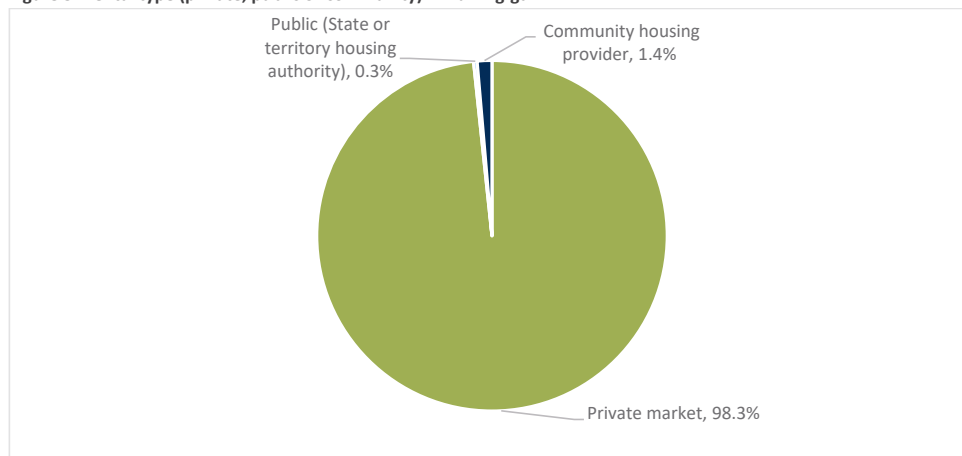
Figure 4: Change in tenure, 2011 to 2021



Source: Australian Bureau of Statistics n.d., *Ku-ring-gai 2021 Census All persons QuickStats and Profile.ID 2024*

A very low proportion of Ku-ring-gai’s renters rent outside of the private rental market. While 98.3 per cent of Kuringai’s renters rented from private real estate agents, only 1.4 per cent of households were recorded as renting via community housing providers, and 0.3 per cent from state or territory housing providers.

Figure 5: Rental type (private, public or community) in Ku-ring-gai



Source: Australian Bureau of Statistics n.d., *Census of Population and Housing 2021, Community Profile*

Number of bedrooms

4 bedroom dwellings were the most common in Ku-ring-gai Council area in 2021, accounting for 31.2 per cent of occupied private dwellings and dwellings with 4 or more bedrooms accounted for over half of Ku-ring-gai’s dwelling stock. Table 9 below show the proportion of studio/one, two, three and four or more bedroom dwellings in Ku-ring-gai compared with Greater Sydney at the 2021 Census. Ku-ring-gai had a lower proportion of studio, 1, 2 and 3 bedroom dwellings, but a significantly higher proportion of dwellings with 4 or more dwellings.

Table 9: Number of bedrooms, in dwelling houses Ku-ring-gai and Greater Sydney 2021

Area	0-1 bedroom(s)	2 bedrooms	3 bedrooms	4+ bedrooms
Ku-ring-gai	4.8%	16.4%	25.7%	53.1%
Greater Sydney	9.1%	26.1%	31.3%	33.5%

Source: ABS (2021), *Census of population and Housing*

As most affordable housing would be delivered in units, the breakdown of number of bedrooms by dwelling structure in Ku-ring-gai is shown below in Table 10. .Most separate or detached dwellings (75 per cent) had four or more bedrooms in Ku-ring-gai LGA. For flat and apartment developments, 2 bedrooms were the most common, accounting for 52.1 per cent of dwelling stock.

Table 10: Number of bedrooms by dwelling structure, Ku-ring-gai 2021

	Studio	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
Separate house	0.1%	0.4%	2.4%	21.5%	75.7%
Semi-detached, row or terraced house, townhouse	0.2%	3.8%	14.6%	66.3%	16.4%
Flat or apartment	0.6%	15.4%	52.1%	30.4%	1.4%
Total	0.2%	4.6%	16.4%	25.7%	53.1%

Source: ABS (2021), Census of population and Housing

3.2.4 Dwelling suitability

As shown in tables Table 9 and Table 11, Ku-ring-gai displays a high proportion of houses with 4 or more bedrooms despite 41.4 per cent of households comprising lone person or couples without children at the 2021 Census.

Of these dwellings, 80.4 per cent of households in the Ku-ring-gai LGA recorded that they had one or more bedroom spare on Census night, while only 2.5 per cent of households required one or more additional bedrooms. This high proportion of spare bedrooms represents a significant underutilisation of the existing housing stock.

Table 11: Dwelling suitability in Ku-ring-gai LGA, 2021

	One or more extra bedrooms needed 	No bedrooms needed or spare	One or more bedrooms spare 	Total
Dwelling count in Ku-ring-gai (#)	1,029	6,892	32,478	40,397
Proportion of dwellings in Ku-ring-gai (per cent)	2.5%	17.1%	80.4%	100%

Source: Australian Bureau of Statistics n.d., *Census of Population and Housing 2021, TableBuilder*

3.2.5 Household income

As per the 2021 Census, households earning between \$104,000 and \$129,999 per year were the most common income bracket across Ku-ring-gai LGA (13.9%), followed by households earning \$182,000 or more (10.7%).

Figure 6: Equivalised household income, Ku-ring-gai LGA, 2021

Income	#	%
Nil income	821	2.1
\$1-\$149 (\$1-\$7,799)	357	0.9
\$150-\$299 (\$7,800-\$15,599)	606	1.5
\$300-\$399 (\$15,600-\$20,799)	830	2.1
\$400-\$499 (\$20,800-\$25,999)	1,488	3.8
\$500-\$649 (\$26,000-\$33,799)	1,816	4.6
\$650-\$799 (\$33,800-\$41,599)	1,835	4.7
\$800-\$999 (\$41,600-\$51,999)	2,587	6.6
\$1,000-\$1,249 (\$52,000-\$64,999)	3,479	8.8
\$1,250-\$1,499 (\$65,000-\$77,999)	3,055	7.7
\$1,500-\$1,749 (\$78,000-\$90,999)	3,193	8.1



\$1,750-\$1,999 (\$91,000-\$103,999)	3,239	8.2
\$2,000-\$2,499 (\$104,000-\$129,999)	5,463	13.9
\$2,500-\$2,999 (\$130,000-\$155,999)	3,474	8.8
\$3,000-\$3,499 (\$156,000-\$181,999)	2,984	7.6
\$3,500 or more (\$182,000 or more)	4,221	10.7
Total	3,9443	100.0

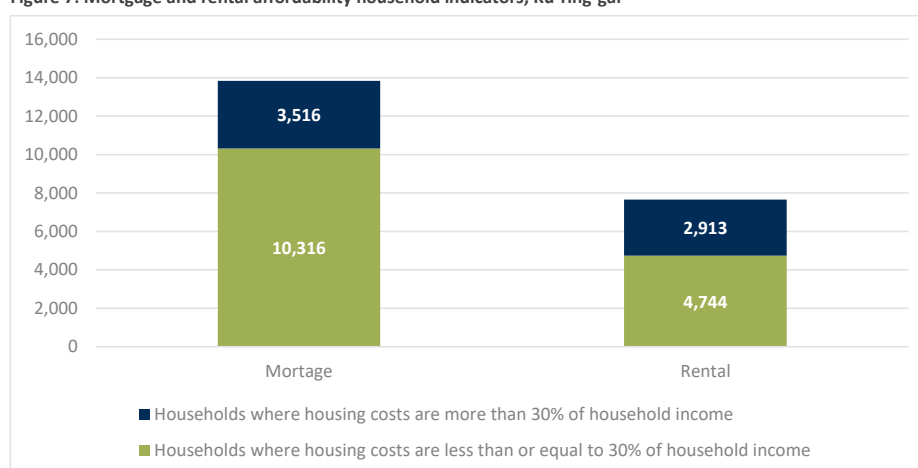
Source: Australian Bureau of Statistics n.d., *Census of Population and Housing 2021, TableBuilder*

Housing stress

Housing stress is generally determined to be the point at which housing costs (mortgage or rental payments) payments exceed 30 per cent of household income. In 2021, rental households exhibited higher rates of rental stress compared to those that were in the process of owning under mortgage. In 2021, 2,913 households, accounting for 38.0 per cent of rental households, were spending 30 per cent or more of their household income on housing costs. This compares to 3,516 households owned under mortgage, of which 25 per cent were spending 30 per cent or more of household income on housing costs.

Figure 7 compares instances of mortgage and rental stress across Ku-ring-gai in 2021.

Figure 7: Mortgage and rental affordability household indicators, Ku-ring-gai



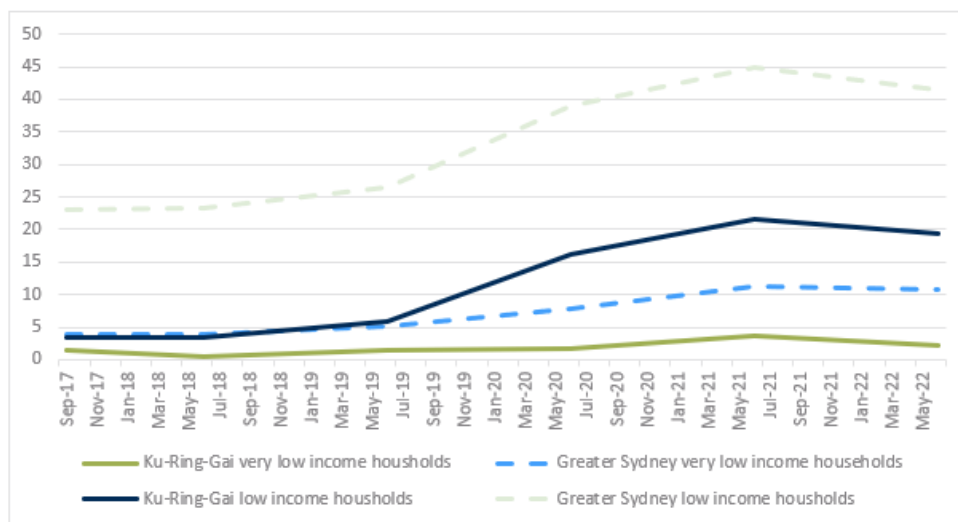
Source: Australian Bureau of Statistics, *Census of Population and Housing 2021, TableBuilder*

Proportion affordable rental for very low income households

In 2023, Family and Community Services (FACs) calculated the change in proportion of new rental bonds lodged which were affordable to very low income and low income households in Ku-ring-gai LGA and Greater Sydney between 2017 and 2022. This data has been graphed below Figure 8.



Figure 8: Proportion of new rental bonds lodged (affordable to very low and low income households) in Ku-ring-gai LGA and Greater Sydney between 2017 and 2022



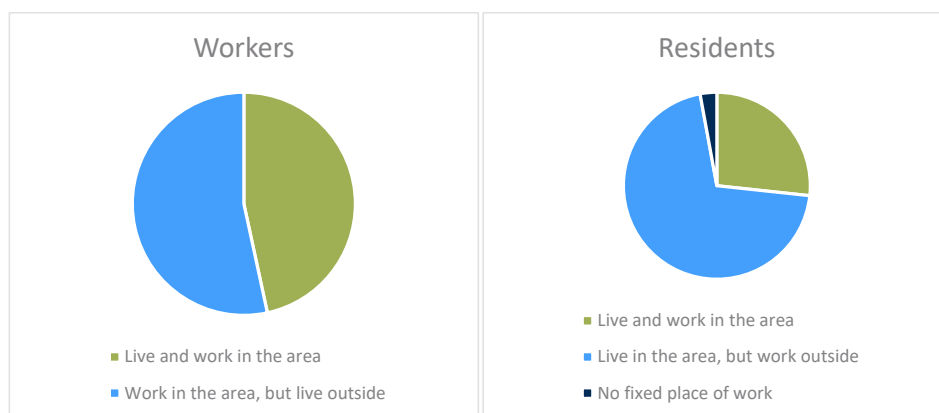
Source: Department of Communities and Justice (2023)

At June 2022, Ku-ring-gai had a significantly lower proportion of affordable rental stock available to very low income households compared to Greater Sydney, with 2.1 per cent and 10.7 per cent of stock, respectively. Across both Greater Sydney and Ku-ring-gai, the proportion of affordable rental for very low income households increased every year from 2018 to 2021 and then declined between 2021 and 2022.

Between 2018 and 2021 the proportion of rental affordable for low income households increased in Greater Sydney from 23.2 per cent to 44.8 per cent before declining to 41.5 per cent in June 2022. Ku-ring-gai’s proportion of affordable rental stock available to low income households followed a similar trend, increasing to 21.6 per cent in June 2021 before declining to 19.4 per cent in June 2022.

3.3 Employment and income

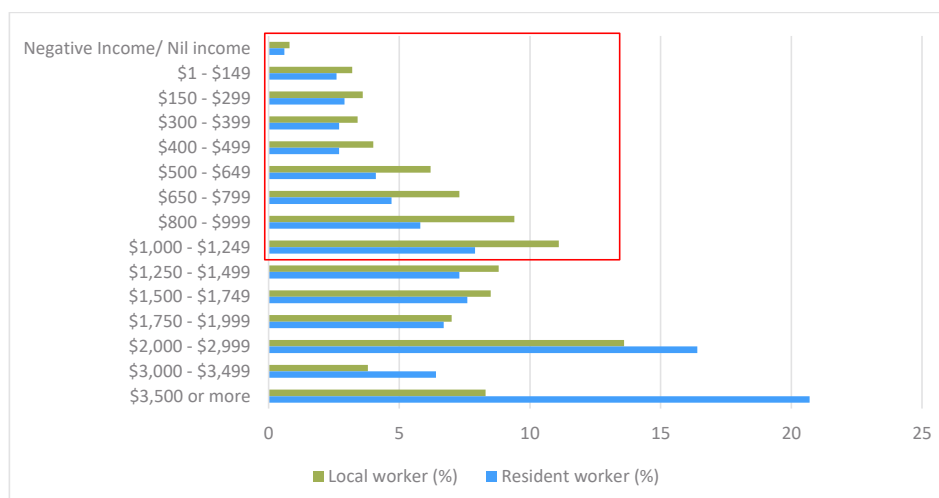
More Ku-ring-gai residents worked in professional, scientific and technical services than any other industry in 2021 (17.5 per cent), followed by Health Care and Social Assistance (14.2 per cent) and Financial and Insurance Services (11.4 per cent). According to the most up to date findings from the National Institute of Economic and Industry Research (NEIR) in 2023, there were 37,059 local jobs in the Ku-ring-gai LGA and 65,586 employed residents in the year ending June 2021. Of the 33,525 people who work in Ku-ring-gai Council in 2021, 15,628 or the majority (53.4 per cent) live outside the area. The labour force participation rate Ku-ring-gai in 2021 was 61.2 per cent, with 58,585 residents over the age of 15 employed.



Resident workers and local worker incomes

Figure 18 compared the individual incomes of resident workers (all employed people who are resident in the local area regardless of where they work) and local workers (all the people who are employed in the local area, regardless of where they live).

Figure 9: Comparing resident and local worker incomes



Source: ABS (2021) Census of Population and Housing

A household with an income of \$2,492 or below qualifies for affordable housing. Assuming that each individual local or resident worker accounts for half a household’s income (not accounting for any gender wage gaps or differences in earnings amongst workers), then those on incomes between \$1,000 and \$1,249 per week are considered as eligible for affordable housing. Therefore:

- 19,984 resident workers would be considered eligible for affordable housing as individuals, falling within the income range of \$1,000 to \$1,249 per week.
- Similarly, 16,448 local workers would be considered as eligible for affordable housing.



3.4 Key workers

Key Workers refers to employees in services that are essential to a city's functioning but who earn low to moderate incomes. Recent AHURI research specifies that these roles often require physical presence at the work site, making proximity to work especially important.⁴ This is particularly true for workers in healthcare, emergency services, and certain community and welfare support roles (including aged care). There is no standard definition of key worker occupations, however key workers have been identified as the following occupation categories defined by the ABS:

- School Teachers
- Midwifery and Nursing Professionals
- Defence Force Members, Fire Fighters and Police
- Health and Welfare Support Workers (includes ambulance officers and paramedics)
- Hospitality Workers (to support amenity required for business attraction)
- Child Carers (to support participation rates)
- Cleaners and Laundry Workers
- Automobile, Bus and Rail Drivers (to help access to jobs)
- Carers and aides

Key workers play two key roles: servicing the local population (e.g. early childhood learning, health care and aged care) and supporting the output of businesses.

Housing affordability can be especially challenging for key workers, who often have lower-paying jobs. This has implications for the local economy (being able to attract or retain essential workers) and the level of service to the wider community.

2021 AHURI Report found that, relative to the general labour force, key workers are much more heavily concentrated in outer suburbs and satellite city areas and significantly underrepresented in higher value inner city locations. Key workers are more likely to commute longer distances by car, exhibit higher rates of housing stress and experience greater difficulty in accessing affordable housing.

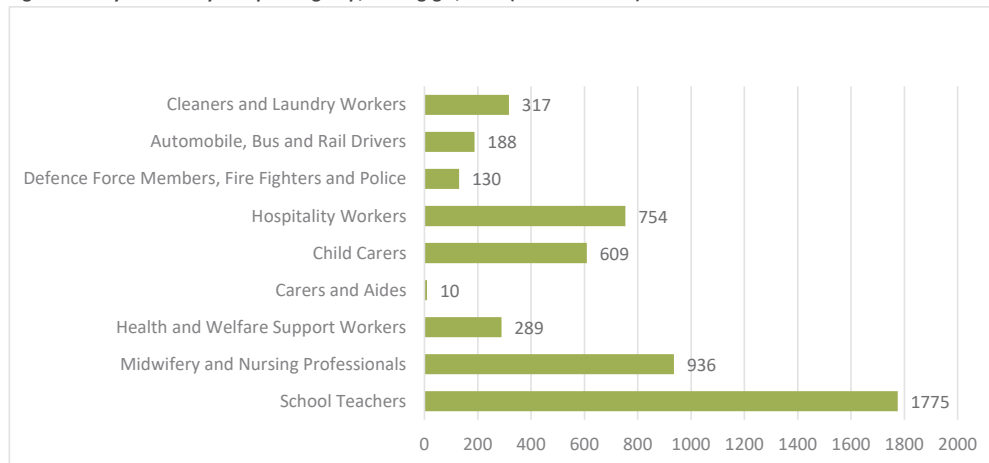
This however does impact the workforce skills and capacity within LGAs.

Ku-ring-gai's key workers

In 2021, 5,803 key workers lived in Ku-ring-gai, accounting for 4.7 per cent of the resident population. Ku-ring-gai had a labour force of 61,155, of which key workers accounted for 9.5 per cent.

⁴ Gilbert, C., Nasreen, Z., and Gurran, N. (2021) Housing key workers: scoping challenges, aspirations, and policy responses for Australian cities, AHURI Final Report No. 355, Australian Housing and Urban Research Institute Limited, Melbourne, <https://www.ahuri.edu.au/research/final-reports/355>, doi:10.18408/ahuri7323901

Figure 10: Key workers by occupation group, Ku-ring-gai, 2021 (usual residents)



Source: ABS Census of Population and Housing (2021) based on occupation categories defined by the ABS (ANZSCO Major Group 3)

ABS Place of Work data has been used to populate Table 12. This table shows the number of key workers and aged 15 years and over (based on ANZSCO categories) who work in Ku-ring-gai, regardless of their place of residence, compared to the number of key workers who both work and live within the same LGA. In 2021, 28.4 percent of key workers working within the Ku-ring-gai LGA also lived in the LGA. Among key worker categories, defence force members, firefighters, and police had the lowest local representation, with all workers living outside the LGA.

Figure 11: Proportion of key workers residing within Ku-ring-gai

	Key workers working in LGA	Key workers who live and work in Ku-ring-gai	% of key workers living and working in Ku-ring-gai
School Teachers	2,738	816	29.8%
Midwifery and Nursing Professionals	1,275	214	16.8%
Defence Force Members, Fire Fighters and Police	60	0	0.0%
Health and Welfare Support Workers (includes ambulance officers and paramedics)	402	85	21.1%
Hospitality Workers (to support amenity required for business attraction)	606	335	55.3%
Child Carers (to support participation rates)	950	394	41.5%
Cleaners and Laundry Workers (to support operations of the hospital cluster)	514	128	24.9%
Automobile, Bus and Rail Drivers (to help access to jobs)	91	50	54.9%
Carers and aides	14	7	50.0%
Personal carers and assistants	1,462	267	18.3%
Total	8,120	2,301	28.4%



Over 5,800 key workers who work in Ku-ring-gai do not live in the LGA, including 1,922 school teachers, 1,061 midwifery and nursing professionals, and 556 child carers. For these professions long commutes can result in lower quality of life and a desire to seek work closer to home, which often has similar wages and conditions.

A relatively high proportion (38.0 per cent) of Ku-ring-gai's key workers aged 15 years and over resided in neighbouring LGAs of Hornsby, Northern Beaches, Ryde and Willoughby. Hornsby and Northern Beaches had the highest proportion of Ku-ring-gai's key workers residing in their LGAs with 1,761 or 21.8 per cent residing in Hornsby LGA, and 674 or 8.3 per cent residing in the Northern Beaches LGA. A relatively high proportion of Ku-ring-gai's key workers (332 or 5 per cent) commute from the Central Coast.

Table 12 below shows the local government areas (LGAs) where most of Ku-ring-gai's key workers reside.

Table 12: Distribution of Ku-ring-gai's key workers by their place of residence

LGA	Number of workers	% of Ku-ring-gai's key workers (%)
Ku-ring-gai	2,301	28.4
Hornsby	1,761	21.8
Northern Beaches	674	8.3
Central Coast	381	4.7
Ryde	376	4.6
Parramatta	364	4.5
The Hills	283	3.5
Willoughby	271	3.3
Blacktown	248	3.1
Cumberland	192	2.4

Source: Australian Bureau of Statistics n.d., Census of Population and Housing 2021, TableBuilder

Key insights

- In 2021, Ku-ring-gai had a total of **42,675 households**, marking a 15.5 per cent increase since 2011, with couple families with children being the most prevalent household type.
- The LGA demonstrated high **home ownership rates**, though rental households saw the largest proportional increase from 14.1 per cent in 2011 to 19.6 per cent in 2021, marking a 5.3 per cent increase.
- In terms of **housing suitability**, Ku-ring-gai is characterised by a high proportion of larger homes, with 80.4 per cent of households having one or more spare bedrooms, despite a significant number of households comprising lone persons or couples without children.
- Proportionately, rental households exhibited **higher rates of rental stress** compared to those that were in the process of owning under mortgage.
- Most **key workers** employed in Ku-ring-gai LGA live outside the area (71.6 per cent), with many commuting from neighbouring LGAs and others traveling from further away, including the Central Coast and Western Sydney.



4.0 AFFORDABLE HOUSING NEED IN KU-RING-GAI

HillPDA analysed the supply and demand of affordable housing within the Ku-ring-gai LGA using internal modelling primarily informed by 2021 Census Data. Secondary data sources such as Family and Community Services’ Rent and Sales Report, NSW Fair Trading’s Boarding House Register and Cordell Connect’s Construction Database were used when necessary to inform the primary analysis.

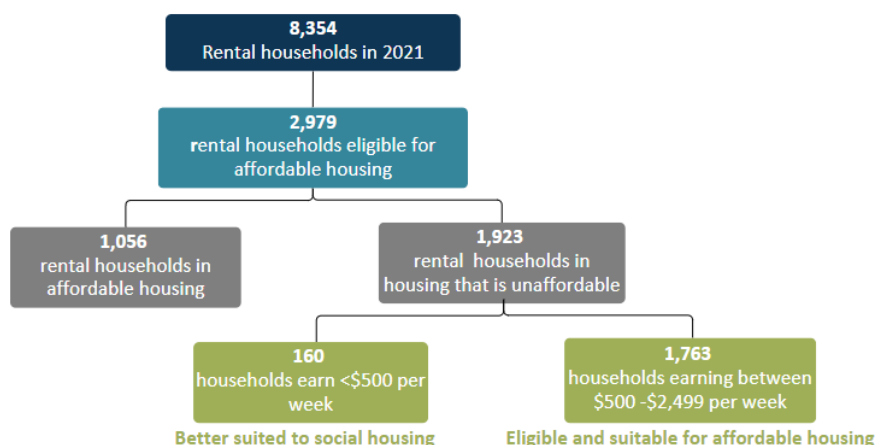
This process identified the need and demand for affordable housing by income, located supply gaps and informed the suggested options outlined in section 6.0 of the report.

For the purpose of this understanding this analysis and its outputs, a number of assumptions should be laid out:

- The Australian Bureau of Statistics (ABS) data includes small random adjustments to protect the confidentiality of data which influences calculations and totalling
- Households which recorded “Negative income”, “Not applicable”, “Nil income” and “All incomes not stated” for their income in the 2021 Census are excluded from the analysis due to a lack of information. Similarly, households which recorded “Not applicable” and “Not stated” for their weekly rental payments were also excluded
- Census data on weekly incomes is provided in ranges so numbers were rounded to the nearest range where required, for example households with a weekly income in the range of \$2,000 - \$2,499 were classified as moderate income even though the band technically stops at a weekly income of \$2,492
- The analysis of affordable housing is based on renting households since those who own their homes outright or have a mortgage are unlikely to need the housing product.

While these assumptions may cause minor variations in the analysis when compared to the real world, the overall picture which can be formed remains accurate.

4.1 The technical need for affordable housing





In the 2021 Census, there were 2,979 households eligible for affordable housing in the Ku-ring-gai LGA. Of those households, 1,056 households were in housing that was affordable. Amongst very low to moderate income households, there was a technical shortfall of 1,923 dwellings. Table 13 shows that most of the shortfall in affordable housing provision occurred for families on the very low income bracket, with 892 or 95 per cent of households not in housing that is affordable, despite being eligible for affordable housing. The low income bracket had 732 households eligible for affordable housing in 2021, with 160 households or 22 per cent in housing that is considered affordable.

Table 13: Ku-ring-gai Local Government Area technical affordable housing need

Household type	Number of households in affordable housing	Total number of households in the category	Percentage of households in affordable housing who are eligible
Very low income	44	936	5 per cent
Low income	160	732	22 per cent
Moderate income	852	1,311	65 per cent
All eligible households	1,056	2,979	35 per cent

Source: Australian Bureau of Statistics 2023 and HillPDA 2023

While Table 13 identifies a shortfall of 1,923 affordable housing rental dwellings, it is acknowledged that affordable housing alone may not suit the needs of all these households. Specifically, of the 1,923 rental households in Ku-ring-gai eligible for affordable housing but currently in unaffordable situations, 160 households (8.3%) have a weekly income below \$500. Social housing might better suit these households' needs. Removing these households from the equation leaves 1,763 households, for whom affordable housing would be both necessary and appropriate.

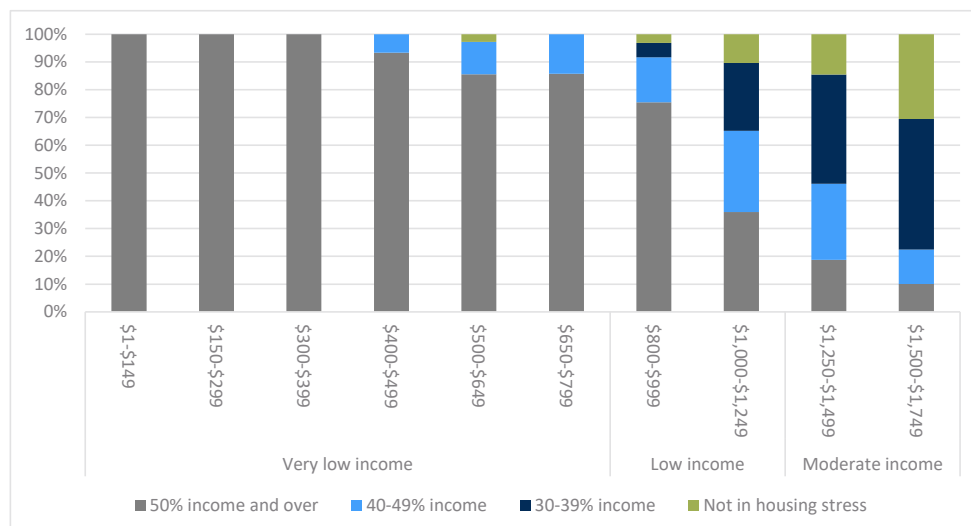
The UNSW City Futures Research Centre predicts the current unmet need for dwellings in housing stress is approximately 1,700, and that 2,400 dwellings in total would be needed by 2041 to meet demand. This results in an average need of between 100-200 dwellings per annum in the Ku-ring-gai LGA. Without such dwellings there could be labour shortages within Ku-ring-gai, if people chose to reduce their travel distances.

In 2021, 76.2 per cent of the total occupied dwellings in the LGA were owned out-right or with a mortgage, with 39.6 per cent fully owned and 36.6 per cent holding a mortgage respectively. 8,354 households were renting, making up 19.6 per cent of the total occupied dwellings. Of those rental households, the majority, 98.2 per cent rented from the private rental market, while only 1.4 per cent of dwellings rented from social housing.

Households currently renting privately would comprise the vast majority of the pressing demand for affordable housing. Those already in public housing do not require an affordable housing dwelling, and those who own part, or all of their home would most likely seek to secure the benefits of home ownership rather than rent another dwelling.



Figure 12: Percentage of households paying less than 30 per cent, 40 per cent and 50 per cent of their income on rent



Source: Australian Bureau of Statistics 2023 and HillPDA 2023

As shown in Figure 12, the rental market within Ku-ring-gai is unaffordable for very low and low income households, earning less than \$800 per week, with a small percentage of households paying affordable rent. For the majority of very low and low income households, housing remains unaffordable, representing a need for additional investment in affordable housing stock. As income increases, the proportion of households paying a lower percentage of their income on rent increases. This demonstrates those in the moderate income brackets are less likely to experience severe rent burdens compared to very low and low income brackets. Conversely, lower income households, particularly those households earning less than \$999 per week, are disproportionately burdened by rent. They are much more likely to pay a higher percentage of their income on rent, often exceeding 50 per cent.

4.2 Existing social and affordable housing stock

Social and affordable housing are a rare form of housing tenure within the Ku-ring-gai LGA, accounting for 0.3 per cent of households and reflecting the limited presence of the NSW Government and CHPs in the area. When examining the location of social and affordable housing, the following suburbs were found to have the highest proportion of rental housing owned by a State Housing Authority or CHP:

- Wahroonga: 57 dwellings, accounting for 5.3 per cent of Wahroonga’s dwellings
- Turramurra: 42 dwellings, accounting for 4.7 per cent of Turramurra’s dwellings
- Lindfield: 14 dwellings, accounting for 1.2 per cent of Lindfield’s dwellings.

According to data from NSW Fair Trading, there are currently three registered boarding houses operating within Ku-ring-gai, all of which are classed as ‘General Registerable Boarding Houses.’ Typically, these are situated close to centres or transport nodes. The location of these boarding houses are shown in Table 14 below.



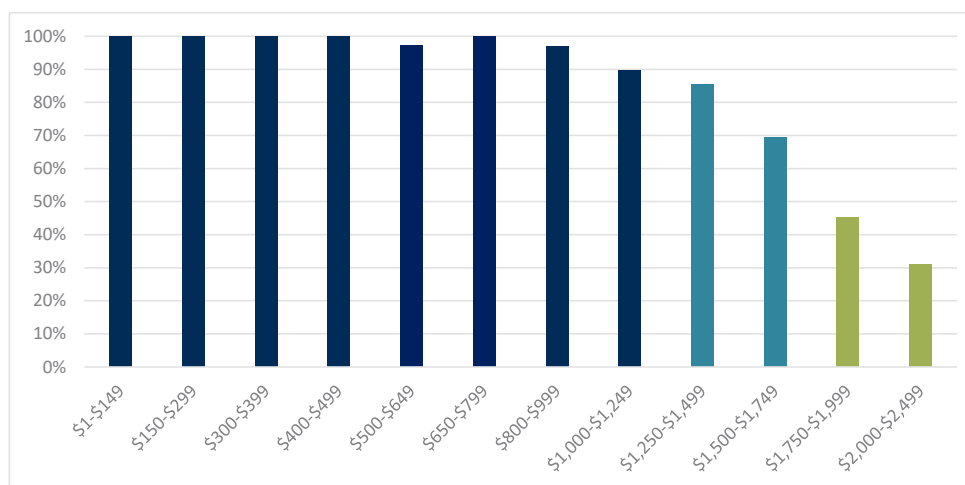
Table 14: Boarding houses in the Ku-Ring-Gai Local Government Area

Location/address	Trading name	Name of proprietor
2 Newark Crescent Lindfield NSW 2070	Regina Residence	R-Squared Investments Pty Ltd
5 Sixth Mile Lane Roseville NSW 2069	-	WRNK Investment Pty Ltd ATF Niu Family Trust
5 Hill Street Roseville NSW 2069	-	Howard Jeffree

Source: Department of Fair Trading 2024 and HillPDA 2024

4.3 True affordable housing need

Figure 13: Percentage of households experiencing rental stress by weekly income



Source: Australian Bureau of Statistics 2023 and HillPDA 2023

As can be seen in Figure 13, the need for affordable housing investment exists in each of the household income brackets from \$1 to \$149 to \$2,000-\$2,499, where over 10 per cent of the households in each bracket are experiencing rental stress.

While a need exists in all of these brackets for more affordable rents, equating to a shortfall of 1,923 dwellings, affordable housing is not necessarily the correct method of solving their issues. For households earning under \$500-649 a week, affordable housing is unlikely to completely solve their rental issues as the rents charged in a semi-commercial environment may still exceed what can be considered affordable. For these households, their needs may be better solved through social housing. On the other hand, households earning closer to the median weekly income of the LGA, \$3,038, but still experiencing rental stress, likely have the option to move to a different property and pay an affordable rent but are not choosing to do so for personal reasons. As such, the affordable housing needs analysis within Ku-ring-gai LGA will be based off the household income brackets in the \$1-149 per week to - \$2,000-\$2,499 range to discern the true shortfall of affordable housing.



Table 15: Ku-ring-gai Local Government Area true affordable housing need

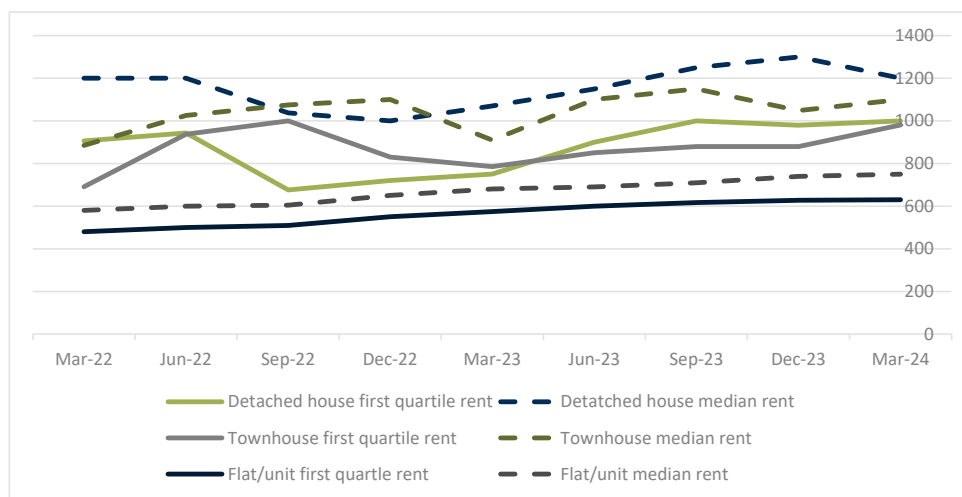
Household income	Number of households in affordable housing	Total number of households in the income band	True shortfall in affordable housing
\$1-\$149	0	14	14
\$150-\$299	0	26	26
\$300-\$399	0	60	60
\$400-\$499	0	60	60
\$500-\$649	3	111	108
\$650-\$799	0	134	134
\$800-\$999	6	192	186
\$1,000-\$1,249	35	339	304
\$1,250-\$1,499	57	394	337
\$1,500-\$1,749	103	338	235
\$1,750-\$1,999	199	364	165
\$2,000-\$2,499	653	947	294
Total	1,056	2,979	1,923

Source: Australian Bureau of Statistics 2023 and HillPDA 2023

In 2021, 8,354 households were renting in the Ku-ring-gai LGA, public, privately and otherwise. The affordable housing need represents 23.0 per cent of rental households and 4.5 per cent of the total households in the LGA.

In the future, the need for affordable housing is expected to increase in line with broader trends affecting Ku-ring-gai and Greater Sydney as a whole. As shown in Figure 14, Ku-ring-gai LGA experienced a dip in median rents and first quartile rents for detached houses and townhouses between March 2022 and March 2023. However, there was a recovery from March 2023 onwards. Detached House First Quartile Rents increased by 33.3% from the March 2023 quarter, representing an average quarterly change of \$62.5 or 7.8% per quarter. Over the same period from March 2023 to March 2024, the median rent for detached houses increased by 12.2% overall, representing an average growth of \$32.5 per quarter. This rise in rents, particularly the 33.3% increase in first quartile rents (which lower-income households typically pay), is likely to increase the number of households experiencing rental stress, thereby increasing the demand for affordable housing.

Figure 14: Ku-ring-gai Council rent growth since March 2022



Source: Department of Family and Community Services 2023 and HillPDA 2023



4.4 Summary

The 2021 Census revealed a shortfall of 1,923 affordable rental dwellings, primarily affecting families within the very low income brackets. Only 5 per cent of very low income households had affordable housing. Of the 1,923 households, 160 or 8.3 per cent may have their needs better met via social housing, leaving 1,763 households eligible for affordable housing that did not have their housing needs met. As first quartile rents, the statistic which lines up best with low and very low income household rents, have risen significantly since the Census was undertaken, it is assumed that the true shortage of affordable dwellings has also increased since the 2021 Census, prompting the need for further action on Councils part to deliver affordable housing dwellings and address this need.

Ku-ring-gai's Councils state government set housing target is 7,600 new completed homes by 2029. It is unlikely that 2,000 homes could be delivered within this period as affordable housing, which would make up 27 per cent of new housing in the next five years.

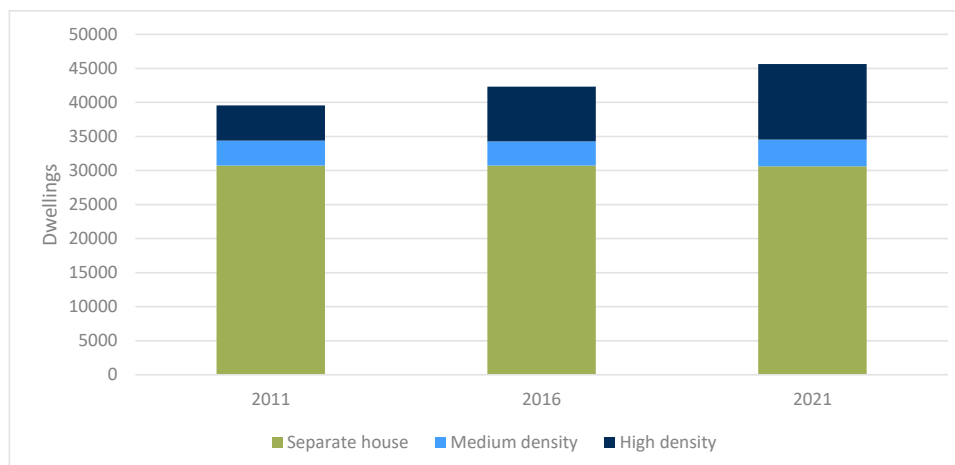
5.0 MARKET REVIEW

5.1 Development pipeline

5.1.1 Historic delivery

The Australian Bureau of Statistics' Census of Population and Housing collects information about the type of dwelling occupied on census night, termed "dwelling structure." Through analysing the type of dwellings occupied on census night (every 5 years), a high level view of dwelling delivery in Ku-ring-gai can be ascertained. The most recent census was held on 10 August 2021 with the next census planned for August 2026. As can be seen in Figure 15, the data reveals that the number of separate houses in Ku-ring-gai has remained relatively stable, with a slight decrease from 30,718 in 2011 to 30,599 in 2021. In contrast, the number of medium density dwellings has increased modestly from 3,666 in 2011 to 3,953 in 2021. The most significant change is observed in high-density dwellings, which have more than doubled, rising from 5,189 in 2011 to 11,076 in 2021. This shift indicates a growing trend towards higher-density living in Ku-ring-gai.

Figure 15: Historic dwelling delivery



Source: Australian Bureau of Statistics 2024 and HillPDA 2024

5.1.2 Affordable housing delivery

According to records held by Council, since 2013, 12 DAs which included affordable housing dwellings have been approved in Ku-ring-gai comprising of 162 affordable housing dwellings. Key information is as follows:

- 10 DAs were approved by the Land and Environment Court and 2 were approved by Council;
- 8 DAs were for residential flat buildings or mixed use developments and 4 were for boarding houses; and
- 72 affordable housing dwellings were located in residential flat buildings and mixed use developments and 90 affordable housing dwellings were in boarding houses.
- Since 2013, only 37 units have actually been delivered
- Of those dwellings delivered since 2013, 3 affordable housing dwellings have now expired (with the affordable housing component required until September 2024). The remaining delivered affordable housing dwellings are set to expire between 2031-2034.



A summary is provided in Table 16 below.

These development applications have predominately been approved by the Land and Environment Court, with the majority of affordable housing dwellings located in boarding houses.

It should be noted that the affordable housing proposed in this Options focuses more on integrated or purpose built affordable housing most likely operated by a community housing provider.

Table 16: Affordable housing development applications

Application Number	Address	Dwelling typology	Notes	Approval body	Construction or occupation certificate issued?	Number of dwellings delivered
Affordable housing units						
DA0132/13	4 Lamond Drive, Turramurra NSW 2074	Construction of a residential flat building containing 15 units	Condition 78 requires 3 units to be retained as affordable rental housing for a period of 10 years. Utilised the Affordable Rental Housing SEPP	Ku-ring-gai Council	Occupation certification issued 30 September 2014	3 units (Until September 2024)
DA0099/14 MOD0199/16	1190 Pacific Highway, Pymble NSW 2073	Construction of a residential flat building containing 43 units	Condition 23 requires minimum 50 per cent of total GFA (2892.7sqm) to be used for the purposes of affordable housing for a period of 10 years. Estimated at 21 units. Utilised the Affordable Rental Housing SEPP	Land and Environment Court	No construction certificate issued	0
DA0586/16	20-24 McIntyre Street, Gordon NSW 2072	Construction of a residential flat building comprising 50 units	Condition 72 requires 16 affordable rental housing units to be managed by registered housing provider for a period of 10 years. Utilised the Affordable Rental Housing SEPP	Land and Environment Court	Occupation certificate issued 1 April 2021	16 (Until 2031)
DA0095/17 MOD0009/21	860 Pacific Highway, Gordon NSW 2072	Construction of a mixed use development comprising 17 units	Condition 68 requires 4 units to be retained as affordable rental housing for a period of 10 years. Utilised the Affordable Rental Housing SEPP	Land and Environment Court	Occupation certificate issued 10 December 2021	4 (Until 2031)
DA0403/17 MOD0115/22	4-8 Marian Street, Killara NSW 2071	Construction of a residential flat building	Condition 94 requires 14 apartments to be used for	Land and Environment Court	Occupation certificate issued 26 July 2024	14 (Until 2034)



		comprising 31 units	affordable rental housing for a period of 10 years. Utilised the Affordable Rental Housing SEPP			
DA0286/18	1 Russell Avenue, Lindfield NSW 2070	Construction of a residential flat building comprising 13 units	Condition 102 requires 5 units to be retained as affordable rental housing for a period of 10 years. Utilised the Affordable Rental Housing SEPP	Land and Environment Court	No construction certificate issued	0
DA0013/22	3 Woodside Avenue, Lindfield NSW 2070	Construction of a residential flat building comprising 13 units	Condition 122 requires restriction to be registered on title of property requiring 7 apartments to be retained as affordable rental properties for a period of 15 years. Utilises the Housing SEPP	Land and Environment Court	No construction certificate issued	0
DA0437/22	18 Culworth Avenue, Killara NSW 2071	Construction of a residential flat building with 6 units	Condition 108 requires restriction to be registered on title of property requiring 2 units (30 per cent) to be retained as affordable rental properties for a period of 10 years. Utilises the Housing SEPP but did not utilise bonus FSR	Land and Environment Court	No construction certificate issued	0
Boarding houses						
DA0185/19	170 Pacific Highway, Roseville NSW 2069	Construction of a boarding house with 26 rooms	Utilised the Affordable Rental Housing SEPP	Land and Environment Court	No construction certificate issued	0
DA0255/15 MOD0072/22	5 Sixth Mile Lane, Roseville NSW 2069	Construction of a boarding house containing 21 rooms	Utilised the Affordable Rental Housing SEPP	Land and Environment Court	Occupation Certificate issued 22 October 2024	29 rooms
DA0101/14	362-364 Pacific Highway, Lindfield NSW 2070	Change of use and internal alterations to create 14 room boarding house	Utilised the Affordable Rental Housing SEPP	Ku-ring-gai Council	No construction certificate issued	0
DA0136/17 MOD0015/21	375 Pacific Highway, Lindfield NSW 2070	Construction of a boarding house with 29 rooms	Utilised the Affordable Rental Housing SEPP	Land and Environment Court	Construction certificate issued but has not proceeded	0



Source: Ku-ring-gai Council 2024, prepared by HillPDA 2024

In addition to the 12 DAs, 4 planning proposals (PPs) involving affordable housing have been recorded in Ku-ring-gai. These proposals institute an affordable housing contribution ranging from 5 per cent to 10 per cent.

Table 17: Planning proposals including affordable housing

Site	Number	Amendment	Affordable housing	Status
1364-1396 Pacific Highway and 1, 1a, and 3a Kissing Point, Turramurra NSW 2074	PP-2024-321	<ul style="list-style-type: none"> Increase height from 17.5m to 34.5m Increase FSR from 2:1 to 3:1 Minimum commercial FSR 0.85:1 and removal of current maximum commercial FSR Reclassify council owned part of site from community to operational 	At least 5 per cent affordable rental housing. Developer to retain which will be managed by CHP	Letter of Offer Submitted. Under assessment. Subject to further council resolution and negotiation.
345 Pacific Highway, Lindfield NSW 2070	PP-2023-2371 RR-2024-9	<ul style="list-style-type: none"> Increase height from 11.5m to 55m Increase FSR from 1:1 to 4.5:1 	Letter of offer to enter Planning Agreement submitted with proposal includes offer of 5 per cent total residential floor space to be affordable housing for period of 15 years, and offered to a registered CHP	Letter of Offer Submitted. Under assessment. Subject to further council resolution and negotiation.
Pymble Golf Club, 4, 12 and 14 Cowan Road, St Ives NSW 2075	PP-2022-2519	<ul style="list-style-type: none"> Rezone to Part RE2 Private Recreation and R4 High Density Residential Increase height to 11.5m, 14.5m and 17.5m across the site. Increase FSR to 0.92:1 Heritage list 12 and 14 Cowan Road 	SNPP required affordable housing viability assessment as part of rezoning review. HillPDA prepared Jan. 2024, found 10 per cent affordable housing viable.	Council submission to public exhibition requesting site specific local provision be included which requires affordable housing contribution of 10% (either monetary or in-kind in perpetuity) as part of redevelopment of site. DPHI Plan Making Authority. To determine and finalise PP.
130 Killeaton Street, St Ives NSW 2075	PP-2022-1137	<ul style="list-style-type: none"> Rezone from SP2 to R4 Height of buildings 17.5m FSR 1.3:1 	SNPP required affordable housing viability assessment as part of rezoning review. Hill PDA prepared Sep. 2023, found 5 per cent affordable housing viable. Panel encourages the proponent to discuss with Council the available mechanisms to deliver affordable housing as part of the proposal.	-

Source: Ku-ring-gai Council 2024, prepared by HillPDA 2024

The delivery of affordable housing across Ku-ring-gai has been adhoc and highly inconsistent due to the absence of a comprehensive affordable housing policy. Without clear guidelines or requirements in place, both DAs and PPs have varied significantly in their inclusion of affordable housing provisions, resulting in an uneven and unequitable approach to meet the demand for affordable housing in the area.



5.1.3 Comparing affordable housing delivery in Ku-ring-gai with comparable LGAs

The Community Housing Industry Association (CHIA) compiled estimates of community housing dwellings for several LGAs, including Ku-ring-gai, Randwick, Waverley, and Woollahra.⁵ Their estimates were based on data from the following two key sources:

1. **Social Housing Residential Dwellings Dashboard** - provided by the Department of Communities and Justice (DCJ), this dashboard includes social housing, some affordable housing, transitional housing, and crisis accommodation. However, it does not capture affordable housing developed without government funding or through planning incentives.
2. **CHIA NSW Affordable Housing Survey (2021)**: This survey focused on affordable housing managed by CHPs, including properties developed by the private sector. It excluded social housing and included affordable housing that may no longer be available due to expiring retention agreements.

Given the different data sources, there is the potential for minor discrepancies and overlap between the datasets. Despite this, the numbers provided by CHIA represent their best estimate of community housing property numbers.

CHIA estimate the total numbers of CHP-managed homes is:

- **Ku-ring-gai**: 67 dwellings (8-14 of which are estimated to be affordable housing dwellings)
- **Woollahra**: 24 dwellings (1 of which is estimated to be an affordable housing dwelling)
- **Waverley**: 198 dwellings (53 of which are estimated to be affordable housing dwellings)
- **Randwick**: 642 dwellings (61 of which are estimated to be affordable housing dwellings)

While Ku-ring-gai was found to have more affordable housing dwellings managed by CHPs than Woollahra LGA, it had significantly fewer than Waverley and Randwick, each managing substantially higher numbers of affordable housing dwellings.

5.1.4 Current development pipeline

According to Cordells Connect which researches major projects, there are currently 138 active residential projects in Ku-ring-gai listed as 'commenced', 'firm', or 'possible'.⁶ Forty-eight of these projects have a start date from 1 January 2021:

- 17 have 'commenced' delivering approximately 375 units.
- 4 are 'firm' delivering 86 units, indicating that these projects are in advanced stages of development, such as receiving building approvals or being in the tender process, and are likely to proceed to construction soon.
- 27 are 'possible' delivering up to 409 potential units.

Most of these developments are for units and townhouses up to six storeys. Of these, the proportion of dwellings to be delivered as affordable housing, if any, is unknown.

5.2 Dwelling sales

An analysis of valuer general dwelling sales data for 2023 revealed that 2,380 dwellings were sold in Ku-ring-gai for a total value of \$6,373,256,241.

Key takeaways from the analysis are that:

⁵ Community Housing Industry Association (2024), Request for data - number of community housing dwellings for Ku-ring-gai and surrounding LGAs

⁶ According to *Australian Construction Market Report* (2022), 'commenced' refers to projects that have started construction, 'firm' indicates projects where the contract has been let but construction has not commenced and projects where site preparation is in progress, and 'possible' pertains to projects under consideration or in the planning stage



- Of the 2,380 dwellings sold in Ku-ring-gai in 2023, 2,332 (97.9 per cent per cent) of those were residential
- The median dwelling price in Ku-ring-gai was \$2,400,000 in 2023
- The median price of a Torrens Title dwelling was 3.0x greater than a strata title dwelling (\$3,168,000 vs \$1,055,000).
- 59.4 per cent of residential property sales were strata titled and 40.6 per cent were Torrens Title. This ratio is different than the amount of medium-high and low density dwellings recorded in the 2021 Census (32.8 per cent and 66.7 per cent respectively), indicating that strata dwellings possess an outsized influence in the first and second hand dwelling market.
- The median lot size of a Torrens Title dwelling was 959 square metres and the median lot size of a strata title dwelling (when recorded) was 130 square metres.
- The largest number of residential sales was recorded in St Ives (414) followed by Wahroonga (260) and Pymble (252).
- The most expensive suburb for Torrens Title dwellings was Warrawee with a median sale price of \$3,932,500 and the most expensive suburb for strata dwellings was North Turramurra with a median sale price of \$1,800,000.

More in-depth information is recorded in Table 18.

Table 18: 2023 dwelling sales

Suburb	Total residential sales	Number of sales		Median price	
		Torrens	Strata	Torrens	Strata
East Killara	38	38	-	\$3,425,000	-
East Lindfield	40	40	-	\$3,475,000	-
Gordon	188	59	129	\$3,540,000	\$995,000
Killara	183	96	87	\$3,742,500	\$1,025,000
Lindfield	221	86	135	\$3,800,000	\$1,186,950
North Turramurra	57	46	11	\$2,575,000	\$1,800,000
North Wahroonga	41	39	2	\$2,415,000	\$1,715,100
Pymble	252	138	114	\$3,500,000	\$1,280,000
Roseville	156	98	58	\$3,725,000	\$915,500
Roseville Chase	16	16	-	\$2,670,000	-
South Turramurra	31	30	1	\$2,552,500	\$437,500
St Ives	414	224	190	\$2,988,000	\$1,065,000
St Ives Chase	41	39	2	\$2,800,888	\$1,487,500
Turramurra	248	137	111	\$3,110,000	\$965,000
Wahroonga	260	174	86	\$3,045,000	\$1,035,000
Warrawee	63	44	19	\$3,932,500	\$1,200,000
West Pymble	83	81	2	\$2,500,000	\$1,702,500
Grand total	2,332	1,385	947		

Source: Valuer General 2023 and HillPDA 2024

5.3 Cost estimates

The Rawlinson Construction Cost Handbook 2024 and RLB Construction Cost calculator are used by the private industry to provide high-level construction costs to inform development strategies. Through investigating these sources, an estimate of the costs of delivering housing in the Ku-ring-gai LGA can be identified. As a note, the estimates do not include potential land remediation, balconies, car parking, demolition and statutory or government charges. They are as follows:

- Townhouse;
 - RLB Construction Cost Calculator (90sqm – 120sqm);
 - › \$257,500 (low) - \$672,500 (high);
- Low rise apartments (3 storey);
 - RLB Construction Cost Calculator (85sqm – 120sqm);



- \$292,500 (low) - \$645,000 (high);
- High rise apartments (up to 10 storey);
 - RLB Construction Cost Calculator (90sqm – 120sqm);
 - \$345,000 (low) - \$637,400 (high);

Based on our review of the Cordells Connect development project cost data development commencing from 2021 that are commenced, firm, or possible the average construction cost per dwelling is approximately \$595,000 per dwelling. This average price aligns with our own experience working with developers in the area which indicates a construction cost of approximately \$600,000 per apartment. This does not include the cost of land, contributions or any margins on development.

The cost of construction is expensive in Ku-ring-gai, alongside the cost of dwellings and the cost of strata apartments. This means that new residential construction in Ku-ring-gai is unlikely to be affordable. With rents starting at approximately \$630 per week in the LGA this is unlikely to be sufficient to encourage an investor for a new apartment, thereby meaning the market supply of housing that would be affordable for residents will be challenging without formal policies to capture uplift.

Key insights

- The **ad hoc approach to affordable housing delivery** has led to an uneven distribution of affordable housing, failing to adequately meet local demand.
- **High construction costs**, along with expensive housing prices, further exacerbate the challenge, making new residential developments unlikely to be affordable.
- With rents starting at around \$630 per week, the current market conditions do not incentivise investors to develop affordable apartments, highlighting the **need for formal policies** to effectively address housing supply and affordability.

6.0 OPTIONS FOR KU-RING-GAI

HillPDA undertook an assessment of strategies and options other local councils are undertaking to support affordable housing across greater Sydney area.

Following a review of the actions that Councils across Sydney have taken, the analysis undertaken in previous chapters and experience assisting councils across NSW, this report identifies options considered as being the most suitable for Ku-ring-gai. These options that were identified did require consideration of the following aspects, which would impact or influence Ku-ring-gai's role in affordable housing:

- Options for Ku-ring-gai require the least resourcing and intensity of resourcing from council,
- Options need to help articulate the position of Council and provide transparency to the development industry and community, and
- options should support Council to partner and get more involved in affordable housing or less involved in the future.

Council is at a critical point where it needs to decide if it wants to be involved in affordable housing or wishes to actively facilitate affordable housing environment.

If Council does want to be involved, it can set a target for affordable housing, in an affordable housing policy. This mechanism clearly and transparently outlines an indication of housing supply that Council expects to be provided as affordable housing. Following an affordable housing policy, Council could then look to introduce an affordable housing contribution scheme to formalise the requirements for affordable housing contributions to help meet objectives in the policy.

Alternatively, Council could seek to maintain the current approach with ad-hoc VPAs to seek affordable housing.

The last option is to "exit" the facilitation of affordable housing altogether and leave affordable housing to be provided by the market and community housing providers.

In summary Ku-ring-gai Council has four options for affordable housing:

- Option 1: Implement an Affordable housing Policy
- Option 2: Implement an Affordable housing Contribution Scheme
- Option 3: Maintain the current approach
- Option 4: "Exit" Affordable housing to the market and community housing providers.

Overall, it is recommended Ku-ring-gai pursues Options 1 and 2. The existing approach has proven to be ad-hoc and unclear for industry and community, which means Council should look at formalising its approach. Furthermore, affordable housing is a requirement in many policies as well as with the housing crisis, both Federal and State Government policies have increased the focus on affordable housing.



These options are outlined in more detail below.

6.1 Option 1 - Implement an Affordable housing Policy

An affordable housing policy articulates:

- Councils’ objectives for affordable housing in the LGA
- Mechanisms for delivering affordable housing
- Councils’ requirements for affordable housing.
- How Council will manage affordable housing it owns.

Council requires a policy or strategy for managing any affordable housing or funds that it receives either through voluntary planning agreements, planning proposals or other contributions (such as potentially through the TOD SEPP).

An affordable housing policy provides a framework to articulate the objectives for affordable housing for the LGA. This ensures Council has a consistent vision for the expansion and maintenance of affordable housing portfolio. Guidelines and objectives around the management of affordable housing units as well as preferred criteria (whether for the location, size, type etc) for units will inform CHPs and private developers wishing to manage or dedicate dwellings. It can also set an affordable housing target.

Council can set out the criteria and methodology for requiring affordable housing as part of proponent-led rezoning. This ensures that affordable housing is provided along with any development uplift. The expectation for affordable housing is also known when developers purchase sites. This improves the likelihood that affordable housing is taken into account upfront in any feasibility for development. The advanced notice of an affordable housing percentage is important, so that Council can outline a contribution on proposed development outside of the TOD areas, which mandates a 2 per cent contribution.

To support an affordable housing policy, Council can update its VPA policy to set out the methodology for levying affordable housing contributions and the expected rate. This creates certainty for developers and council. One further option is that a VPA also include a Community Housing Provider so that they may leverage off negotiations with the developers.

One risk in this approach is that VPAs are voluntary and need to provide benefits to both the Council and the proponent. In this respect, a VPA is not always the most appropriate mechanism to require housing contributions. An alternative is to have a clause similar to the Waverley Affordable housing Contribution Scheme that seeks 10 per cent of the total floorspace through a planning proposal (an LEP amendment), while maintaining the requirements that all other contributions are collected.

VPAs are negotiated so that the development provides affordable housing, but is not be unduly charged so the development loses its viability. Council would need to undertake feasibility studies to inform discussions with



developers and ensure contributions are efficiently levied. The Sydney North Planning Panel has previously asked, as part of the planning proposal process, that proponents prepare an affordable housing viability report to consider affordable housing on planning proposals in the Ku-ring-gai LGA.

To assist Council's affordable housing assessment in VPAs, Council could establish an Internal Panel or Committee to assist in feasibility assessments and providing council advice in relation to negotiating VPAs. Council could also undertake an education program to clarify the difference between social and affordable housing, as well as the need for affordable housing.

Table 19: Positives and negatives of a policy that allows VPAs for affordable housing

Positives	Negatives
<ul style="list-style-type: none"> Allows a dialogue between Council and developers rather than a strict contribution rate; Can levy affordable housing independently, or in support, of an AHCS; Responsive to the needs and context of individual developments; Part of a capacity building and skills development in council; Manages and provides clear expectations to developers Allows higher contributions to be charged in certain situations; and Can apply anywhere in the LGA. 	<ul style="list-style-type: none"> Can be time consuming and resource intensive for Council to pursue; Can be developer driven; Where Council is not retaining ownership, Council needs to understand the implications of transferring responsibility to a community housing provider and ensure that the selected provider is suitable and capable of managing the affordable housing effectively. VPAs need to provide benefits to Council and the applicant; Can be confusing to understand for the general public; Cannot be easily scaled in application as it works on a case-by-case basis; and VPAs are voluntary.

Source: HillPDA 2024

Examples include:

Northern Beaches Affordable housing Policy

The Northern Beaches Council has had an affordable housing policy since June 2017. The policy sets out clear statements on how the Council will seek affordable housing including a commitment of 10% affordable rental housing for all strategic plans and planning proposals, with a provision to seek higher rates where feasible. It articulates the intent to enter into partnerships with community housing providers using an EOI process to select partners and determine the model for working with community housing providers. Finally, it also articulates the prioritisation that Council will seek in terms of selecting tenants in particular key workers, people with a disability, long-term local residents and those with an association to the LGA.

This policy has informed Council's negotiations through voluntary planning agreements and provided a starting point for negotiated outcomes.

Woollahra Affordable housing

Woollahra Municipal Council has had an Affordable housing Policy since 2021. The Policy sets an aspirational 10% target for Affordable housing in the Woollahra LGA. Aligned with the NSW Affordable housing Guidelines, the policy defines who affordable housing is for, highlighting key workers and target groups. It also outlines the mechanisms it will use to deliver affordable housing, mainly affordable housing contributions where there is uplift. The policy also includes principles for affordable housing stock management that Council receives. In accordance with the Policy, Council will appoint a CHP to manage the operation of any affordable housing stock in line with Council's Procurement Policy.

It is recommended Council develops and implements an affordable housing policy. This will provide structure and consistency for the affordable housing program. Anything that involves negotiations with developers works best when there are clear standards that Council can point to as a baseline and process for the negotiation.



Furthermore, by articulating the community's vision for affordable housing, having an affordable housing policy provides transparency that the Council is responding to the community. It also provides a framework to monitor or change approaches into the future.

6.2 Option 2 - Implement and Affordable housing Contribution Scheme

An affordable housing contribution scheme is a document prepared by Council and confirmed by a planning proposal as part of the LEP. In other words, an affordable housing contribution is included as a clause in the LEP. It allows council to charge a levy for affordable housing. These contributions are in addition to any developer contributions required under a s7.11 or s7.12 plan.

The NSW Government requested Council investigate a scheme as part of its approval of the Local Housing Strategy. AHCS have been used through a number of areas in NSW, with two examples below.

Case Study: Randwick City Council: Kensington to Kingsford Affordable housing Plan

The Kensington to Kingsford Corridor was envisaged as transit-oriented development that aligned with the light rail in Randwick. Council sought to impose affordable housing contributions of 3% increasing to 5% after 14 August 2022. This was based on the development uplift from planning control changes and the light rail. It also accompanied a higher section 7.12 contribution of 2.5% (up from 1%) in the Kensington to Kingsford Corridor. The introduction of this scheme was informed by a viability analysis that looked at the total capacity of development to pay contributions.

Willoughby Affordable housing Contribution Scheme

Willoughby Council first introduced an affordable housing contribution scheme in 1999. The scheme required a dedication (or monetary equivalent) of 4% of the total floor space for affordable housing. Monetary contributions were primarily used. As of 2021, the scheme had resulted in the delivery of 12 affordable housing dwellings and \$7 million in cash contributions. The scheme also included incentives through the LEP allowing affordable housing to be exempt from floor space restrictions under the LEP, in an effort to make direct provision of affordable housing more attractive. Amendments to the LEP in 2021 increased the Affordable housing contribution in some areas within the LGA, with contributions to apply at either 4%, 7% (Artarmon) or 10% (Chatswood, North Willoughby, Northbridge and Castlecrag). A savings provision applies to negotiated planning proposals which remain at 4%. Sites receiving no uplift in height or FSR remain at 4%.

For Ku-ring-gai the Scheme could apply either:

- in areas of uplift generated by either the TOD SEPP, low-mid-rise SEPP, or alternatively where Council is seeking areas it wants to target a change in development controls, or
- broadly through the LGA on all development, as occurs in Willoughby and the City of Sydney.

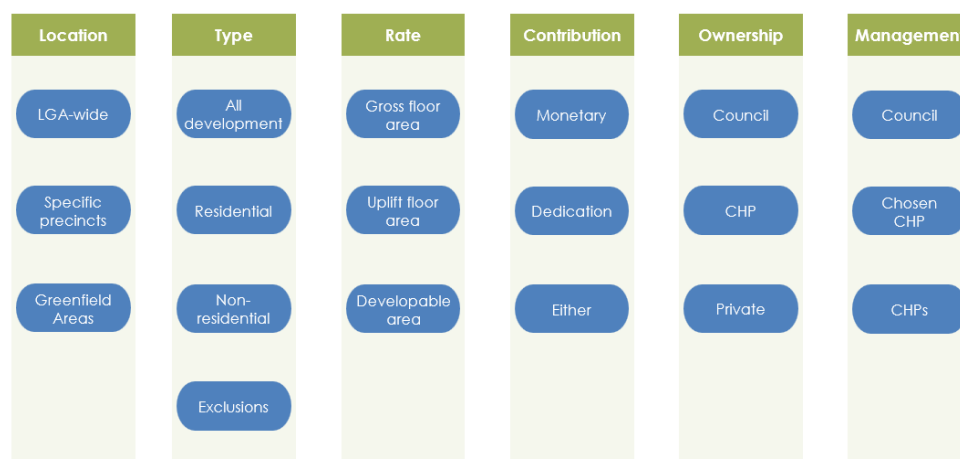
These schemes provide a clear price signal to the market on the base level of affordable housing at current controls, and do not limit Council seeking more affordable housing when a development is seeking greater yield.

The majority of local councils which have implemented an AHCS have utilised an uplift-based approach where a levy applies to specific areas which are upzoned for an increase in development potential. This approach is consistent within DPHI's *Guideline for Developing an Affordable housing Contribution Scheme*. Newcastle City Council is an example of a local council with an uplift-based contribution scheme. However, an increasing number of LGAs have sought a broad based levy (as outlined above) with examples including City of Sydney, Willoughby, Waverley and the proposed Western Sydney contribution scheme.



Figure 16 showcases the different decisions local councils need to make in the development on an AHCS, covering aspects such as: (a) the location, precincts and development the scheme applies to, (b) how the rate should be calculated, (c) how the contribution should be provided, (d) the owner of contributions and (e) how dedicated affordable housing dwellings are managed.

Figure 16: HillPDA affordable housing contribution scheme framework



Source: HillPDA 2024

Based on HillPDA’s recent conversations with various CHPs, land and monetary contributions are generally preferred over the dedication of dwellings. The key reason is that managing a few dwellings in different areas and scattered is more complex and resource intensive.

A “first right of refusal” with a minimum contribution amount is recommended for Council. This means that where a contribution will be provided over a set amount of floorspace, it is recommended that Council are given the opportunity to accept dedicated dwellings. If these dwellings have a significantly higher value than the monetary contribution which would be provided due to local circumstances, or the dwellings fit within Council’s strategy, they can be accepted. If they are not wanted, the developer would have to provide Council with a monetary contribution.

For any AHCS which is implemented, there is a requirement for it to not unduly impact on development viability. This can be managed either by targeting to uplift or providing advance notice on the introduction of the contribution to allow those who purchased prior to the contribution being in place to progress their development.

Table 20: Positives and negatives of an affordable housing contribution scheme

Positives	Negatives
<ul style="list-style-type: none"> Delivers a sustained amount of affordable housing within the LGA; When paired with upzonings and flagged with industry, the impact on development viability can be minimal; Provides Council with the flexibility to accept dwellings or funds; Can reduce land speculation; Council responds to the condition for AHCS as part of the LHS’s approval requirements; Value capture provides certainty to developers and send good pricing signal 	<ul style="list-style-type: none"> If development conditions worsen, affordable housing contributions can compound impacts on viability; The development industry is opposed to additional government charges; Requires Council staff to levy, manage and utilise the contributions; Will require upskilling and additional resourcing in Council to manage; The NSW Government has been opposed to broad based schemes and pursuing a broad based scheme might put uncapped section 7.11 plan at risk;



- Signals Council's stance and clear policy and expectations on affordable housing supply and provision; and
- Uplift-based schemes are supported by the NSW Government.
- Council required to undertake further evidence work and policy, liaise with the state government to obtain approval of a AHCS;
- Challenging development viability means uplift-based contribution schemes need to involve significant uplift to generate enough value.

Source: HillPDA 2024

6.3 Option 3 - Maintain the current approach

Ku-ring-gai Council can choose to maintain its current adhoc approach. The current approach is characterised as obtaining affordable housing through voluntary planning agreements and other negotiated outcomes at a planning proposal stage. However, without a clear articulation of the community and Council's expectation it means that the negotiations are difficult, uncertain and the need for affordable housing is not priced into the land acquisition, thereby limiting the amount of affordable housing that can be delivered through uplift. It is also resource intensive for council staff and time consuming.

Furthermore, there is no guidance or policy on:

- the use of any funds or housing that is dedicated to council
- processes in relation to management of affordable housing
- how to partner with community housing providers
- clear and transparent guidance on how it can then be transferred to community housing providers or otherwise ensure that requirements are met.

Maintaining an adhoc system creates uncertainty for developers, the community and Council. Without clear expectations or consistent guidelines, the process of negotiating affordable housing contributions is complex, unpredictable and labour intensive, leading to inconsistent and unequitable outcomes.

While the current approach could be improved with better articulation and guidelines, maintaining the current approach is unlikely to help Ku-ring-gai meet its demand for affordable housing.

This approach is not recommended.

6.4 Option 4 - Exit affordable housing

This option involves a blanket statement that Ku-ring-gai Council does not believe it has a role to actively encourage or be involved in the development of affordable housing in the LGA. It could also indicate that it does not have the capacity to be involved in this sphere either. This could include:

- not accepting affordable housing contributions, if offered
- avoiding any direct involvement by Council in the provision of affordable housing,
- leaving it entirely to external entities with proponents and CHPs left to work together to deliver affordable housing.

The State Government has long flagged a responsibility for local government and the planning system to set affordable housing targets. As the key body responsible for planning in Ku-ring-gai and with the legislative power to collect contributions and manage affordable housing, it would be irresponsible to allow other entities to entirely take responsibility for this part of planning in the LGA. It could be the case, if this approach was taken by Council, then the state government may take necessary steps to override planning decisions or planning proposals that include affordable housing. It may also not be a good message to the communities within Ku-ring-gai.



We note that affordable housing is provided in addition to existing infrastructure contributions. As such, Council will likely need to have an approach to managing affordable housing more broadly.

HillPDA has not been able to identify an example of a Council that has removed itself from affordable housing.

This approach is not recommended. Council is currently seeking an exemption from the TOD SEPP and is in the process of identifying various alternative housing scenarios for the four TOD precincts: Gordon, Killara, Lindfield, and Roseville. If the council chooses to exit affordable housing delivery and management entirely, it is unlikely to secure that exemption. Exiting affordable housing will also hinder Council’s ability to address community housing needs and may result in additional unforeseen consequences.

6.5 Other Options

This section sets out potential policy levers or options available to Ku-ring -gai to achieve affordable housing delivery. In Appendix C, 43 general actions are identified, sourced from various Local Housing Strategies and Affordable housing Strategies around NSW. These are broken down into categories of policy levers, identified in Figure 17.

Figure 17: Policy levers



A summary of affordable housing options considered by Councils across NSW has been provided below in Table 21. Many of these options are not appropriate for Ku-ring-gai’s context. They would require funding, which would likely only be unlocked by an Affordable housing Contribution Scheme or policy. Alternatively, Council could choose to invest general revenue in affordable housing.

Table 21: Affordable housing options as considered by local councils across NSW

Affordable housing options
Delivery of affordable housing dwellings
<ul style="list-style-type: none"> Use local council funds to purchase dwellings for affordable housing purposes. Use local council resources (land and/or equity) to develop affordable housing. This can be done entirely by local councils or completed as joint ventures. Provide local council resources (land and/or equity) to CHPs to develop affordable housing projects. Identify well-located land surplus to local council requirements which can be utilised for affordable housing projects. Provide density bonuses to private development which include affordable housing. Deliver affordable housing on State and Commonwealth owned land. Implement flexibility in dwelling controls to allow affordable housing projects to respond to viability. Undertake a demonstration project with a designated percentage (e.g. 5 per cent-10 per cent) of affordable housing. Support innovative affordable housing delivery and tenancy models.



- Work with neighbouring local councils to explore a district-wide approach to affordable rental housing.

Levying the private market

- Implement an uplift-based affordable housing contributions scheme to levy contributions on upzoned areas.
- Implement a broad-based affordable housing contributions scheme to levy a small contribution on all development, in addition to other infrastructure contributions.
- Create a VPA policy to set out the criteria and methodology for requiring affordable housing as part of proponent-led rezonings.
- Require feasibility assessments of VPAs to ensure accurate market values are assessed for affordable housing contributions.
- Require that any affordable housing provided through an AHCS or VPA is dedicated to council and provided in-perpetuity.
- Establish an affordable housing fund to manage mandatory and voluntary affordable housing contributions.

Supply and diversity incentives

- Pursue context-specific housing growth in well-served and planned housing precincts
- Advocate to the NSW Government for local councils to be able to implement their own medium density housing controls instead of the Low- and Mid-Rise Code
- Upzone areas with high amenity (access to parks, transport, education etc.) for future high-density development.
- Enable high-density and medium-density development in more land use zones
- Ease key development controls for diverse low-cost market housing (minimum lot size, frontage, deep soil area etc.) to encourage more diverse housing.
- Create variable density controls dependent on development type, with the aim of encouraging higher density development and site consolidation.
- Consider development feasibility and the need to minimise speculation in strategic planning and government-led upzonings.
- Investigate the adaptive re-use of large dwelling houses into higher density offerings.
- Encourage different sized dwellings to meet a variety of affordability ranges.
- Investigate a design excellence bonus provision in the planning controls or design excellence clause

A supportive delivery framework

- Set a target for affordable housing dwellings approved in the LGA (whether a flat number or percentage of dwellings).
- Sign a memorandum of understanding or collaboration agreement with registered CHPs and Homes NSW to assist in managing, partnering and advocating for affordable housing in the LGA.
- Designate a council officer as the primary assessor of affordable housing DAs.
- Evaluate CHPs operating in the LGA and short-list them for the management and development of council's portfolio.
- Prepare an affordable housing portfolio policy.
- Ensure affordable housing targets in strategic plans are feasibility tested and can be achieved under the current regulatory framework.
- Include objectives in the local environmental plan for the provision of affordable housing.
- Protect current diverse low-cost market housing.
- Reduced planning fees for affordable housing applications.
- Investigate efficiencies in the management of Council's affordable housing stock.
- Update planning proposal guidance to include provisions relating to affordable housing.
- Update the affordable housing tenancy policy to give priority to persons who are employed in key worker occupations in the local government area, persons with a disability, long-term local residents and those with a social or economic association with the local government areas.
- Monitor and identify relevant grants in relation to affordable housing and its provision.

Advocacy and raising awareness

- Create a monitor of affordable housing dwellings in the LGA.
- Advocate to the NSW and Federal Government for policy improvements and direct investment in affordable housing.
- Promote and showcase examples of different types of affordable housing to address community misconceptions.
- Partake in NSW and Federal Government affordable housing initiatives

7.0 NEXT STEPS

Given the 7,600 dwelling target set by the NSW State Government, the introduction of a 2 per cent affordable housing requirement under the TOD SEPP and the need to retain key workers, it is crucial for Council to be proactive in determining its strategy for the delivery and management of affordable housing.

This paper considered a range of direct and indirect mechanisms implemented by councils across NSW, as well as an assessment of the position of affordable housing need within Ku-ring-gai. From this analysis, four key options have emerged for consideration to advance Ku-ring-gai's affordable housing objectives, signposted in the *Local Housing Strategy and LSPS*.

The four options reflect different levels of commitment and approaches to the delivery and management of affordable housing contributions, including:

- **Option 1:** Implement an Affordable housing Policy
- **Option 2:** Implement an Affordable housing Contribution Scheme (broad based or uplift based)
- **Option 3:** Maintain the current approach (ad hoc approach characterised by affordable housing through VPAs and other negotiated outcomes at a planning proposal stage)
- **Option 4:** Exit Affordable housing

The options that we consider Council should progress are **Options 1 and 2**. By pursuing Options 1 and 2, Ku-ring-gai would not only demonstrate its commitment to affordable housing but also ensure that it has the necessary frameworks in place to manage growth and development, while addressing the community's housing needs in a structured, transparent, and effective manner.

It is not recommended that Option 3 or 4 are progressed. Option 3, the current approach to affordable housing, in Ku-ring-gai relies on VPAs and other negotiated outcomes. This ad-hoc method creates uncertainty, making negotiations difficult, and results in inconsistent and unequitable outcomes. Option 3 also results in significant resources and unclear processes to deal with conditions when raised by council. Moving forward, this approach is considered untenable.

Option 4, namely exiting affordable housing, is not considered a viable option for Ku-ring-gai. With the introduction of TOD precincts and the increasing expectations placed on councils by the state government and community expectations, affordable housing is inevitable. Additionally, considering that Council is seeking an exemption from TOD provisions, it is crucial to that Council can articulate an alternative affordable housing approach for these areas.

APPENDIX A : STATE LEGISLATIVE AND POLICY CONTEXT

Understanding the importance of housing affordability and affordable housing to Metropolitan Sydney and NSW as a whole, there is a significant legislative framework surrounding the issue. This framework is made up of the following items:

- *Environmental Planning and Assessment Act 1979 (EP&A Act)*;
- *Environmental Planning Assessment (Planning Agreements) Directions 2019*;
- *State Environmental Planning Policy (Housing) 202 1 (Housing SEPP)*
 - Chapter 2 – Affordable housing;
 - Chapter 3 – Diverse housing;
 - Chapter 5 – Transport oriented development;
- *Planning Agreements Practice Note (2021)*;
- *State Environmental Planning Policy (Low and Mid Rise Housing) 2024* (‘first stage commenced 1 July 2024)
- *Greater Sydney Region Plan (2017) and Six Cities Discussion Paper (2021)*;
- *Ku-ring-gai Local Environmental Plan 2015 (Ku-ring-gai LEP)*;
- Affordable housing planning reforms, practice notes and planning circulars;
- *NSW Affordable housing Ministerial Guidelines 2023/24 (2023)*; and
- Northern Sydney Regional Organisation of Councils (**NSROC**).

A.1 Environmental Planning and Assessment Act 1979

Affordable housing plays a key role in the EP&A Act, the overarching legislation covering urban planning in NSW, with one of the ten key objectives of the Act to promote the delivery and maintenance of affordable housing⁷. Under the Act, local councils:

- May introduce provisions into their local environmental plans to provide, maintain and retain, and regulate any matter relating to, affordable housing;⁸
- Must consider certain matters when determining development applications, including the likely social impacts of the development and the public interest;⁹
- May enter into a planning agreement with a developer as part of a planning proposal or development application¹⁰ requiring dedication of land free of cost, to pay a monetary contribution, or provide any other material public benefit, or any combination of them, to be used for or applied towards a public purpose (which can include the provision of affordable housing).¹¹

⁷ Environmental Planning and Assessment Act (1979), Clause 1.3(d)

⁸ Environmental Planning and Assessment Act (1979), Clause 3.14(d)

⁹ Environmental Planning and Assessment Act (1979), Clause 4.15(b) and (e)

¹⁰ Environmental Planning and Assessment Act (1979), Clause 7.32(3)(b)

¹¹ Environmental Planning and Assessment Act (1979), Clause 7.4(2)(b)



Part 7 Infrastructure contributions and finance, Division 7.2 Affordable housing Contributions covers conditions requiring land or contributions for affordable housing and requirements around the provision of affordable housing. This division sets the basis for AHCS's which is expanded within the Housing SEPP.

A.2 Environmental Planning Assessment (Planning Agreements) Directions 2019

The direction lays out that under the NSW contributions system, a council may only impose an affordable housing condition if it has an AHCS in place, and the scheme is authorised by the council's local environment plan.

A.3 Planning Agreements Practice Note (2021)

Under the current NSW contributions framework, affordable housing can be secured through a VPA as part of the rezoning process where a proposal involves residential uplift. DPHI's Planning Agreements Guideline promotes VPAs as a flexible and innovative mechanism to fund growth infrastructure including affordable housing.

However, VPAs are not without their challenges. Firstly, it is common for developers to refuse to enter into a VPA on the basis that delivering affordable housing on-site would render their development unfeasible. Similarly, many claim that they do not have adequate cash flow to make a monetary contribution towards affordable housing off-site (cash contributions are commonly required prior to the issue of a construction certificate). Since VPAs are voluntary, a council cannot refuse to progress a proposal on the basis that the developer refused to enter into a VPA.¹² Another shortcoming of VPAs is that they can be time consuming and costly to negotiate, prepare and manage in the long term. In Ku-ring-gai, there could be two forms of negotiations:

3. Planning agreements that sit alongside planning proposals and;
4. AHCS requiring LEP amendments that might incorporate affordable housing alongside a planning proposal.

Protracted negotiations often create delays in decision-making, increasing uncertainty and risk for developers and creating an administrative burden for councils.

A.4 State Environmental Planning Policy (Housing) 2021

Part 1 of Chapter 2 of the Housing SEPP identifies the need for affordable housing across NSW and sets out requirements that a local council, as a consent authority, must consider before imposing an affordable housing condition on a development consent in accordance with Clause 7.32 of the EP&A Act. As discussed in Section 6.2, of this report, Council may only impose a condition of development consent requiring affordable housing contributions if it has an affordable housing contributions scheme in place that is authorised by its LEP.

Chapter 2 of the Housing SEPP contains planning provisions to promote the delivery of diverse and affordable housing options across the state, including affordable infill housing (attached dwellings, dual occupancies, dwelling houses, manor houses, multi dwelling housing, residential flat buildings, semi-detached dwellings and shop top housing) and boarding houses.

On 14 December 2023 the NSW Government amended the State Environmental Planning Policy (Housing) 2021 (Housing SEPP), implementing its reforms, announced in June 2023, to increase the supply of affordable housing. Part 2, Division 1 of Chapter 2 of the Housing SEPP provides voluntary inclusionary zoning incentives. The bonus FSR provisions are voluntary and include a floor space ratio (FSR) bonus of 20–30 per cent and a height bonus of 20–30 per cent for projects that include at least 10-15 per cent of gross floor area (GFA) as affordable housing. The height bonus only applies to residential flat building and shop-top housing. The FSR and height bonuses are

¹² Planning Agreements Practice Note (2021), p. 4



scalable, and proportional to the affordable housing component provided. The affordable housing proportion of the development must be managed by a registered CHP for a minimum of 15 years.

Across NSW, there has been low uptake of the Housing SEPP's voluntary inclusionary zoning provisions¹³ which are likely to persist in certain areas despite the proposed further incentives. This is particularly the case for areas with relatively low land values. Key impediments include:

- Difficulties in accommodating the full FSR bonus while complying with development standards and other local council controls such as those relating to height of building, setbacks and landscaping, and uncertainty around the application of Clause 4.6 to vary development;
- The availability of other local environmental plan bonuses (for example, design excellence provisions) that offer better incentives which allow for additional FSR without the requirement to deliver affordable housing; and
- Financing limitations due to the requirement that affordable housing floor space must be used for that purpose for a minimum 15 years and managed by a CHP.

In general, there are a range of barriers to delivering infill development,¹⁴ including:

- Higher construction costs for medium and high-density dwellings compared with those for detached dwellings, including land acquisition and demolition costs for infill;
- Difficulties aggregating and preparing land for construction;
- Delays in securing development finance;
- Lengthy and sometimes uncertain planning and development assessment processes;
- Securing legal title for high density residential projects; and
- Community opposition to infill and to medium to high-density dwellings.

Chapter 5 of the Housing SEPP covers the first stage of the NSW Government's transport oriented development (TOD) reforms. The controls apply within 400m of 37 stations to deliver more affordable, well-designed and well-located homes. The new planning controls introduced include permissibility, building height, FSR, lot size and width, street frontages, heritage and apartment design. In addition to these controls, there is a 2 per cent mandatory affordable housing contribution, delivered onsite and in perpetuity for developments with a minimum GFA of 2,000sqm. Affordable housing must be managed by a registered CHP. The percentage of the affordable housing contribution is expected to be increased over time.

A.5 State Environmental Planning Policy (Low and Mid Rise Housing) 2024

Alongside the TOD changes, the NSW Government has explored potential adjustments to the planning system to promote the development of diverse low and mid-rise housing options. The initial phase of these low and mid-rise housing (LMR) reforms commenced on 1 July 2024. The reforms are focused on a range of opportunities to unlock supply of low rise housing such as terraces, dual occupancies and mid rise housing of up to 6 storeys in well-located areas. Reforms will contribute to more housing diversity and affordability as well as creating thriving local communities. The reforms seek to:

- Allow dual occupancies (two separate homes on a single lot), such as duplexes, in all R2 low density residential zones across all of NSW.
- Allow terraces, townhouses and 2 storey apartment blocks near train stations and key town centres in R2 low density residential zones across the Greater Sydney region, Hunter, Central Coast and Illawarra Shoalhaven (Six Cities Region).

¹³ *Explanation of Intended Effects: Proposed amendments to the in-fill affordable housing, group homes, supportive accommodation and social housing provisions of the State Environmental Planning Policy (Housing) 2021* (2022), p. 9.

¹⁴ National Housing Supply Council



- Allow mid-rise apartment blocks near train stations and key town centres in R3 medium density zones across the Six Cities Region.
- Introduce new planning controls, such as floor space and height allowances, that encourage low- and mid-rise housing in well-located areas.¹⁵

An explanation of intended effect for the changes was on public exhibition from 15 December 2023 to 23 February 2024. Following feedback, changes were made to the exhibited policy to remove areas where there is a high risk from hazards such as flooding and bushfires, or where it would be difficult to evacuate people in an emergency. Heritage sites were also considered and adjustments were made to preserve local character and heritage buildings.

A.6 Greater Sydney Region Plan (2017) and Six Cities Discussion Paper (2021)

In 2017, the Greater Cities Commission released the *Greater Sydney Region Plan* which proposed a 5-10 per cent affordable housing contribution on housing uplift provided it doesn't remove development viability. Four years later, in 2021, the Greater Cities Commission released the *Six Cities Discussion Paper* which proposed a 10 per cent affordable housing contribution to housing uplift (without a consideration of viability) and that 30 per cent of dwellings delivered on Government land should be social and affordable housing.

In 2023, the Greater Cities Commission published the outcomes of community and stakeholder engagement for the *Six Cities Discussion Paper*. In response to Region Shaper 3: Housing supply, diversity and affordability, extensive feedback was received from local councils, Government agencies, industry, advocacy and associations, not-for-profits, housing providers and Regional Shaper Roundtables. Key feedback is summarised below:

- Infrastructure planning and delivery is critical to support housing supply;
- Local councils generally support specific targets for social, adaptable, affordable and diverse housing within their LGAs, with many requesting a clear definition and separate targets for each housing tenure type;
- Industry, advocacy and associations generally expressed support for specific targets but raised that feasibility testing is needed to ensure the five, 10 and 20-year targets are achievable and will not negatively impact local character;
- Regional Shaper Roundtables suggested a minimum affordable housing target of 10 per cent could be included in LEPs;
- Housing providers indicated strong support for affordable, social and diverse housing targets; raised the need for clear and binding LGA-wide targets; expressed support for a 10 per cent affordable housing target as a minimum with consideration for alternative approaches in LGAs with limited rezoning opportunities; and recommended the inclusion of sub-categories within targets such as housing diversity, location and affordability; and
- Not-for-profits expressed general support for the increase in housing targets, particularly for social, affordable, and diverse housing models. There was general acknowledgement that the private market alone does not adequately meet the needs of all members of society and therefore targets for affordable, social and diverse housing are required with transparent accountability measures to monitor and report on delivery.

The Greater Cities Commission was dissolved on 1 January 2024 with the majority of the commission's functions integrated into DPHI. In addition, the Commission's policies and strategies have been integrated into DPHI however it remains to be seen what impact these policies will have on the State Government's strategic direction for affordable housing. In particular, the NSW Government has been clear about the importance of viability in

¹⁵ See: <https://www.planning.nsw.gov.au/policy-and-legislation/housing/diverse-and-well-located-homes>



affordable housing contributions which contradicts the *Six Cities Discussion Paper's* unconditional 10 per cent charge.

The *Greater Sydney Region Plan* is still in effect; however, the status of the *Six Cities Discussion Paper* is unclear and appears unlikely to be progressed.

A.7 North District Plan

The Greater Sydney Commission established six planning districts in metropolitan Sydney as part of the planning process. The North District comprises the local government areas of Hornsby, Hunters Hill, Ku-ring-gai, Lane Cove, Northern Beaches, Mosman, North Sydney, Ryde and Willoughby. District Plans sit in the middle of the hierarchy of metropolitan, district and local planning for the Greater Sydney region and inform local council planning and influence the decisions of state agencies.

The North District Plan outlines that, to make living in the District more affordable, new housing will offer a diversity of type, tenure and price points.

A.7 Guideline for Developing an Affordable housing Contributions Scheme (2019)

The *Guideline for Developing an Affordable housing Contributions Scheme* was released in 2019 to guide local councils in their preparation of AHCSs which fulfill relevant legislative requirements. Within the guideline, a “uplift-based” approach is identified where contributions are levied on development applications in areas subject to rezoning for higher densities, capturing some of the increased value experienced by landowners and developers. The guideline also identifies “special infrastructure contributions” and “voluntary planning agreements” as alternative methods of levying affordable housing contributions. Not captured within the guideline is an “inclusionary-based” AHCS approach where development in a specified area pays development contributions (typically at a lower level than uplift-based contributions) regardless of whether the area is upzoned or not.

The guidance identifies four main steps in the preparation of AHCS, being:

- Establish an evidence base
- Identify areas for rezoning
- Establish an affordable housing contributions rate
- Produce the scheme.

A.9 NSW Affordable housing Ministerial Guidelines 2023/24 (2023)

The NSW Affordable housing Ministerial Guidelines set out the legislative and policy framework for CHPs which are delivering affordable housing with financial assistance from the NSW Government or were developed under the Housing SEPP.

Applying to CHPs, the guidelines are mainly focused on tenancy, tenant types and rents which are not overly relevant to Council. Saying this, Section 16 to 20 of the guideline focus on portfolio management which can inform Council policy. Specifically relevant points were:

- Affordable housing supply will also make best use of assets by borrowing against them to deliver more housing;¹⁶
- Rent and allocations policy needs to achieve a balance between meeting housing need across the range of income bands and the sustainable operation for the affordable housing portfolio, including meeting the cost of private finance;¹⁷ and

¹⁶ NSW Affordable housing Ministerial Guidelines (2023), p. 15.

¹⁷ NSW Affordable housing Ministerial Guidelines (2023), p. 15.



- CHPs may dispose of affordable housing stock they own to better meet demand, realise capital growth or redevelop to a higher density.¹⁸

¹⁸ NSW Affordable housing Ministerial Guidelines (2023), p. 16.

APPENDIX B : LOCAL STRATEGIC FRAMEWORK

B.1 Ku-ring-gai Local Environmental Plan 2015

The Ku-ring-gai LEP does not currently contain any major provisions relating to affordable housing. If a AHCS is pursued in Ku-ring-gai in the future, relevant clauses will be added to the LEP to allow Council to collect affordable housing contributions. This will require extensive feasibility testing.

B.1 Ku-ring-gai Local Strategic Planning Statement (2020)

While Ku-ring-gai has a focus on preserving the residential character, landscape and heritage characteristics of the area, the LSPS acknowledges that Council's challenge will be to plan for a more diverse and affordable range of housing and growth of the centres, while protecting and enhancing the visual landscape, heritage and built characteristics of Ku-ring-gai which are highly valued by the community.

Included in the LSPS is Ku-ring-gai's 20 year vision which says, amongst other things,

'Increased housing is provided that is diverse, adaptable and affordable, catering for the needs of a growing and changing community.'

B.2 Ku-ring-gai Local Housing Strategy (2021)

The *Ku-ring-gai Local Housing Strategy (2020)* (LHS) is Council's plan for delivering 3,000 – 3,600 between (2021-2029) to meet dwelling targets set in the *Greater Sydney Regional Plan* and the *North District Region Plan* to deliver dwellings by 2036 to accommodate the needs of the Ku-ring-gai community. Within the LHS are considerations to ensure that this expected growth in dwellings also responds to housing affordability issues. Specifically, housing priority 'K5 of the LHS which is:

*"Providing affordable housing that retains and strengthens the local residential and business community."*¹⁹

During the strategy's exhibition period, a key community feedback was received related to providing support for affordable housing for key workers, including nurses, police and teachers. Another feedback or priority of the community raised in responses during exhibition period related to consideration of affordability at different life stages.

B.4 Ku-ring-gai Community Strategic Plan 2032 (2022)

The *Ku-ring-gai 2032: Community Strategic Plan (CSP)* provides the vision and direction for the future of Ku-ring-gai and is supported by the *Revised Delivery Program 2022-2026 & Operational Plan 2024-2025*, which details what Council will deliver during the financial year.

A key focus of the CSP is objective 'C2.1: Housing Choice and Adaptability,' which aims to ensure housing meets the needs of a changing population. This objective underscores the importance of offering diverse housing options to support various community requirements. Feedback from community consultations undertaken in preparing the plan, such as a call for 'real alternatives to diverse housing,' is integrated into the plan, reflecting the community's priorities.

¹⁹ Ku-ring-gai Local Housing Strategy (2021), p. 6



The CSP identifies opportunities and challenges, including the need to support housing choice and affordability while balancing local and regional demands. Although the CSP provides high-level guidance and does not delve deeply into housing affordability specifics.

This framework is further developed in the *Revised Delivery Program 2022-2026 & Operational Plan 2024-2025*, where specific actions and initiatives are outlined to achieve the housing objectives set by the CSP. This ensures that the vision for housing in Ku-ring-gai is translated into concrete steps.

B.5 Revised Delivery Program 2022-2026 & Operational Plan 2024-2025 (2024)

The *Revised Delivery Program 2022-2026 & Operational Plan 2024-2025* outlines the strategic priorities for Ku-ring-gai Council to deliver the vision and aspirations of the community contained in the CSP.

Existing as a delivery program, the document does not outline any new information about housing affordability or affordable housing, however it does expand on Objective C2.1 of the CSP, setting two operational plan tasks, including:

- **C2.1.1.1:** Monitor and process proponent led and Council's planning proposals for additional housing
- **C2.1.1.2:** Prepare Housing Affordability Policy and Strategy consistent with the Local Strategic Planning Statement (LSPS).

APPENDIX C : POLICY IN PRACTICE

Housing affordability is acknowledged as a significant issue within Greater Sydney and around NSW. As such, local councils across the state have spent significant resources investigating and pursuing actions to either increase the supply of affordable housing directly or generally increasing housing affordability. This prior work can be leveraged to identify a series of potential actions Council can implement. The actions can be broadly grouped under the following headings:

- Levying the private market;
- Delivery of affordable housing dwellings;
- Supply and diversity incentives;
- A supportive delivery framework; and
- Advocacy and raising awareness.

Table 22, Table 23, Table 24, Table 25 and Table 26 below list the actions pursued by other local councils along with a classification of whether they are direct (related to the delivery of affordable housing dwellings that are required to be rented or sold at affordable prices) or indirect (related to influencing the private market to deliver or prioritise dwellings which are voluntarily rented or sold at affordable prices). A comment is also provided explaining the action and its relevance to Ku-ring-gai.

Specific attention was given to the policy interventions of Northern Beaches Council, Hornsby Shire Council, City of Ryde Council, Hunter’s Hill Council, Lane Cove Council, Willoughby City Council, North Sydney Council and Mosman Council as they have similar geographic, economic, social and cultural characteristics to the Ku-ring-gai LGA. These are identified as the “sub-regional context”.

C.1 Delivery of affordable housing dwellings

Table 22: Actions to deliver affordable housing dwellings

Action	Classification	Comment
		The simplest way of delivering affordable housing is for local councils to purchase dwellings in the public market and utilise them as affordable housing. Funds from an AHCS, or general revenue, can be utilised.
Use local council funds to purchase dwellings for affordable housing purposes.	Direct	This allows Ku-ring-gai Council to control where affordable housing is delivered in the LGA, potentially concentrating it in high-density town centres with strong access to public transit. However, this action requires funding which would be enabled through an affordable housing contribution scheme or policy, unless Council wants to direct general revenue to affordable housing.
Use local council resources (land and/or equity) to develop affordable housing. This can be done entirely by local councils or completed as joint ventures.	Direct	Developing affordable housing allows local councils to own dwellings at a cheaper rate than if they were purchased from the public market. This results in an increased number of affordable housing dwellings for the same investment compared to simple purchasing, although there is higher risk. Where local councils don’t want to lead the development, joint ventures can be used.



		<p>As an actor in development, Ku-ring-gai Council can dictate the specifics of affordable housing developments and ensure they adequately respond to the local context.</p> <p>An affordable housing contribution scheme can unlock funding to provide equity investment into affordable housing. Council can also consider affordable housing when there are divestment opportunities – without binding council decisions.</p> <p>This action is preferable to local councils with a hands-off approach to affordable housing and allows local councils and CHPs to deliver affordable housing when neither party would be able to deliver dwellings individually.</p>
Provide local council resources (land and/or equity) to CHPs to develop affordable housing projects.	Direct	<p>In the sub-regional context, this action has been investigated by Hornsby Shire Council, North Sydney Council, Northern Beaches Council, City of Ryde and Willoughby City Council. The need for funding means that this is best enabled by an affordable housing contribution scheme.</p>
Identify well-located land surplus to local council requirements which can be utilised for affordable housing projects.	Direct	<p>Usually done through an asset strategy, this action lays the non-committal groundwork for later affordable housing development.</p> <p>Ku-ring-gai Council can develop additional “Plans of management” to guide this work. Implementing this action is resource intensive and needs a clear understanding of Council requirements and would best be informed following a broader property strategy. The policy could highlight that Council will consider affordable housing as an option when there are investment opportunities.</p> <p>Bonuses are usually provided on a sliding scale, increasing with the amount of affordable housing provided. For bonuses to be effective, they need to be above what is provided in the Housing SEPP.</p>
Provide density bonuses to private development which include affordable housing.	Direct	<p>If implemented, striking a balance between density bonuses and planning and local character objectives can prove challenging in Ku-ring-gai. Furthermore, the existing bonus in the Housing SEPP is very generous and it would be challenging to exceed. Especially if seeking to secure affordable housing in perpetuity.</p>
Deliver affordable housing on State and Commonwealth owned land.	Direct	<p>State and Commonwealth governments usually have a targeted affordable housing percentage in their development actions. A 30 per cent target was raised in the <i>Six Cities Discussion Paper</i>.</p> <p>In the sub-regional context, this action has been investigated by Hunters Hill Council and the City of Ryde. Ultimately, Council does not have the ability to influence his outcome.</p>
Implement flexibility in dwelling controls to allow affordable housing projects to respond to viability.	Direct	<p>The different aspects of a dwelling such as its internal area, bedroom mix, parking allocation and balcony size have associated costs with their construction but also add value to the end dwelling. Providing flexibility with these aspects allows developers to minimise costs and maximise revenue (e.g. not delivering parking where the cost of its construction</p>



is more than the value it adds to the end dwelling). For affordable housing projects which have lower returns due to their nature, saving costs is vital.

Affordable housing could be added as a new part in Section A of the *Ku-ring-gai Development Control Plan* where controls can be laid out. A case-by-case consideration could be included; however, the key flexibility is car-parking where it can add substantial cost to affordable housing without a financial return.

<p>Undertake a demonstration project with a designated percentage (e.g. 5 per cent-10 per cent) of affordable housing.</p>	<p>Direct</p>	<p>Where development conditions are challenging or there is a lack of market evidence for affordable housing projects, local councils can deliver a part-market, part-affordable development to demonstrate to the private market that mixed developments are possible.</p> <p>The NSW Government’s Transport Oriented Development Program requires a 2 per cent affordable housing contribution in perpetuity in TOD precincts of Roseville, Lindfield, Killara and Gordon. .</p>
<p>Support innovative affordable housing delivery and tenancy models.</p>	<p>Direct</p>	<p>Innovative approaches to affordable housing delivery (such as tiny homes and mixed tenure build-to-rent) or tenancy (such as integrated tenancy arrangements) can allow development to respond better to unique local market, social or economic conditions than traditional approaches. Supporting pilot projects for innovative methods provides market evidence to developers and financiers that such innovation can work in Ku-ring-gai, encouraging further take-up of the approach.</p> <p>In the sub-regional context, this action has been investigated by Hunters Hill Council, Northern Beaches Council and the City of Ryde.</p>
<p>Work with neighbouring local councils to explore a district-wide approach to affordable rental housing.</p>	<p>Direct</p>	<p>If one council has a surplus of land but limited equity, and another council has limited land and surplus equity, the councils can combine their resources to deliver an affordable housing project and split the delivered dwellings. At a higher level, having a consistent regional approach to affordable housing can create efficiencies for organisations active in multiple LGAs like the NSW Government and CHPs.</p> <p>In the sub-regional context, this action has been investigated by Hunters Hill Council, Mosman Municipal Council and Willoughby City Council.</p> <p>As Ku-ring-gai matures and had resources this would be beneficial, however meaningful partnerships does require funding and commitment, which can only be developed overtime.</p>

Source: HillPDA 2024



C.2 Levying the private market

Table 23: Actions to levy the private market

Action	Classification	Comment
Implement an uplift-based affordable housing contributions scheme to levy contributions on upzoned areas.	Direct	<p>This is the approach laid out in DPHI's AHCS guideline and has been implemented by the majority of councils with AHCSs. Randwick City Council has pursued this approach in their "Housing Investigation Areas".</p> <p>AHCSs have been generally investigated by Hornsby Shire Council, Hunters Hill Council and Willoughby City Council in the sub-regional context. For Ku-ring-gai, the TOD precincts require a 2% affordable housing, A Scheme will create a consistent approach, this could also be included in a policy more formally as in the case with Northern Beaches.</p>
Implement a broad-based affordable housing contributions scheme to levy a small contribution on all development, similar to Section 7.12 contributions.	Direct	<p>This is an alternative approach to DPHI's AHCS guideline and has been implemented by councils such as Waverley Council. The approach works better in LGAs where development feasibility is constrained, or significant up zonings are not expected.</p> <p>AHCSs have been generally investigated by Hornsby Shire Council, Hunters Hill Council and Willoughby City Council in the sub-regional context.</p> <p>This would provide a consistent contribution across the entire LGA, to help provide certainty and a base affordable housing scheme that could be considered.</p>
Amend VPA policy to set out the criteria and methodology for requiring affordable housing as part of proponent-led rezonings.	Direct	<p>Where upzonings are undertaken outside of areas covered by an AHCS, a VPA policy can set out the methodology for levying affordable housing contributions and the expected rate. This creates certainty for developers and local councils.</p> <p>This action can increase the efficiency at which Ku-ring-gai assesses VPAs and deliver better outcomes for the local community. The Planning Panel has requested site specific feasibilities for affordable housing, incorporating a VPA Policy or Affordable housing Policy with a standard approach will help provide consistency across the market.</p>
State in Planning Proposal policy that affordable housing viability/feasibility testing documentation will be required for any uplift in PP.	Direct	<p>Affordable housing contributions on VPAs are negotiated so that the development will not be unduly charged and lose its viability. Undertaking feasibility studies of developments on the local council's side can inform discussions and ensure contributions are efficiently levied.</p> <p>The City of Ryde investigated developing an "affordable housing calculator" to assist in value sharing negotiations with developers. This has been required in Ku-ring-gai as part of planning proposals with uplift as a result of the Planning Panel, this could be incorporated in the policy.</p>
Require that any affordable housing provided through an AHCS or VPA, and is	Direct	<p>For councils wishing to be active in the affordable housing space, having dwellings dedicated in perpetuity provides</p>



dedicated to council (or CHP if Council does not want to be active in leveraging and delivering housing) and provided in-perpetuity.

council with the flexibility to utilise and leverage dwellings for Additional affordable housing.

Having affordable housing dwellings dedicated to Ku-ring-gai Council provides flexibility, enabling the dwellings to be held and utilised, provided to a CHP or sold and reinvested into other affordable housing. This can be provided as clarity through the affordable housing policy.

<p>Establish an affordable housing fund to manage mandatory and voluntary affordable housing contributions.</p>	<p>Direct</p>	<p>Having a specific fund to manage affordable housing contributions can secure returns from contributions before they are invested and proactively investigate development/purchase opportunities.</p> <p>In the sub-regional context, the City of Ryde has investigated this action. This would provide structure and clarity for the use of affordable housing contributions giving Ku-ring-gai staff clarity on how to direct affordable housing funds.</p>
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Source: HillPDA 2024

C.3 Supply and diversity incentives

Table 24: Actions to incentivise increased housing supply and diversity

Action	Classification	Comment
<p>Pursue context-specific housing growth in well-serviced and planned housing precincts</p>	<p>Indirect</p>	<p>Directing housing growth into precincts which have already undergone extensive strategic planning can ensure the future development minimise their negative impact on existing residents.</p> <p>In the sub-regional context, this action has been investigated by Hornsby Shire Council, Hunter's Hill Council and the City of Ryde. The TOD SEPP provides an indicator for where growth is to occur in Ku-ring-gai. This sits outside the scope of an affordable housing policy.</p>
<p>Advocate to the NSW Government for local councils to be able to implement their own medium density housing controls instead of the Low- and Mid-Rise Code</p>	<p>Indirect</p>	<p>The Low- and Mid-Rise Code is forecast to introduce alternative development standards for low and medium density development across Greater Sydney. Local councils can advocate to the NSW Government to instead locally pursue medium density housing delivery.</p> <p>In the sub-regional context, this action has been investigated by Hornsby Shire Council, Lane Cove Council, Mosman Municipal Council and Northern Beaches Council. While this sits outside of an affordable housing policy, Council could consider what level of affordable housing is incorporated in the higher-density controls.</p>
<p>Upzone areas with high amenity (access to parks, transport, education etc.) for future high-density development.</p>	<p>Indirect</p>	<p>Upzoning areas with high amenity allows local councils to increase density (and dwelling supply) while minimising the negative externalities of development. Upzoning also has the added benefit of increasing the viability of projects which can then be levied for affordable housing contributions.</p> <p>This could be pursued through upzoning existing town centres in Ku-ring-gai or expanding their boundaries. Though this sits outside of the scope of the affordable housing policy,</p>



<p>Enable high-density and medium-density development in more land use zones</p>	<p>Indirect</p>	<p>the policy would need to inform and support an AHCS with the LEP.</p> <p>Enabling higher density development typologies in additional land use zones can increase the supply of dwellings in an LGA. This is most commonly pursued through increasing the number of zones RFBs are permissible in.</p> <p>In Ku-ring-gai, this could potentially be pursued through enabling low-scale RFBs in the R3 Medium Density Residential zone. This sits outside of the scope of the affordable housing policy. It is important to note that while increasing density may boost housing supply, it does not necessarily guarantee affordability</p>
<p>Ease key development controls for diverse low-cost market housing (minimum lot size, frontage, deep soil area ect.) to encourage more diverse housing.</p>	<p>Indirect</p>	<p>Easing development controls for diverse low-cost market housing can increase the amount of eligible development sites which will in-turn increase housing supply. DPHI took this approach by reducing the requirements for dual occupancies under Housing SEPP changes.</p> <p>Ku-ring-gai Council could pursue the approach across the entire LGA or in specific suburbs after a comprehensive strategic planning process. This sits outside of the scope of the affordable housing policy.</p>
<p>Create variable density controls dependent on development type, with the aim of encouraging higher density development and site consolidation.</p>	<p>Indirect</p>	<p>Variable density controls by type can encourage landowners and developers to pursue higher density uses on their land. This is particularly useful in areas with high land and dwelling prices as lower-density development (e.g. dual occupancies and townhouses) can prevent future development through high existing use values.</p> <p>With the median non-strata sale price at \$3,200,000 and strata sale price at \$975,000 in Ku-ring-gai in the December 2023 quarter (latest available), variable density controls will have a large impact. Ultimately, this sits outside the scope of an affordable housing policy and needs to be part of the broader planning discussion in Ku-ring-gai.</p>
<p>Consider development feasibility and the need to minimise speculation in strategic planning and government-led upzonings.</p>	<p>Indirect</p>	<p>Upzonings allow developers to buy sites, develop them to a higher density and then sell or hold them to receive a financial return. Where landowners speculate on land before a upzoning and increase its price, developments can become unviable. Considering development feasibility and speculation before announcing upzonings can minimise the effect of speculation on development viability.</p> <p>While recognising that securing part of the value of the uplift presents a brief window of opportunity, if pursuing such an action in Ku-ring-gai, specific attention needs to be given to informing residents of the future changes while also not creating false expectations.</p>
<p>Investigate the adaptive re-use of large dwelling houses into higher density offerings.</p>	<p>Indirect</p>	<p>Where financial conditions or strategic planning does not allow existing dwelling stock to be redeveloped, larger dwelling houses can be internally subdivided into a number of smaller internal studios or boarding rooms. This typology is traditionally pursued near universities.</p>



<p>Encourage different sized dwellings to meet a variety of affordability ranges.</p>	<p>Indirect</p>	<p>Any adaptive re-use developments would need to meet relative standards such as those located within the <i>Ku-ring-gai Development Control Plan</i>.</p> <p>The size of a dwelling, especially for higher-density development, represents a major determinant of price. While a household may not be able to afford a three-bedroom unit, they may be able to afford a two-bedroom unit. Encouraging a range of dwelling sizes provides flexibility for households to pursue dwellings which are affordable. Additionally, the smaller the size of individual dwellings, the more total dwellings can be fit in a development, increasing overall supply.</p> <p>In the sub-regional context, this action has been investigated by Hornsby Shire Council and Hunter's Hill Council</p>
<p>Investigate a design excellence bonus provision in the planning controls or design excellence clause</p>	<p>Indirect</p>	<p>Providing a design excellence bonus similar to the City of Sydney increases the density of development slightly, improving development viability, while also delivering a higher quality built form outcome through a competitive design process. If executed correctly, this can provide benefits for the community and development industry.</p> <p>In the sub-regional context, this action has been investigated by Hunter's Hill Council. This sits outside of the scope of an affordable housing policy.</p>

Source: HillPDA 2024

C.4 Actions - a supportive delivery framework

Table 25: Actions to create a supportive delivery framework

Action	Classification	Comment
<p>Set a target for affordable housing dwellings approved in the LGA (whether a flat number or percentage of dwellings).</p>	<p>Direct</p>	<p>Introducing affordable housing targets provides a rational for, and driver of, actions in the affordable housing space which encourages increased affordable housing delivery. This target can include a goal for council's development actions. The <i>Six Cities Discussion Paper</i> recommended a 30 per cent target for government sites, and 10% for all development.</p> <p>In the sub-regional context, this action has been investigated by North Sydney Council, Northern Beaches Council, City of Ryde and Willoughby City Council. The demographic analysis suggests a target of around 2,000 dwellings for Ku-ring-gai to address the current shortfall in affordable housing need.</p>
<p>Sign a memorandum of understanding or collaboration agreement with registered CHPs and Homes NSW to assist in managing, partnering and advocating for affordable housing in the LGA.</p>	<p>Direct</p>	<p>A memorandum of understanding between councils and other actors in the affordable housing space can ensure parties collaborate and have similar views, increasing the efficiency of affordable housing delivery and management.</p> <p>Link Wentworth is active within Ku-ring-gai and can be a potential partner in any memorandum of understanding. Ultimately, a tender or EOI process for partnering and leveraging funds should be an outcome of Council's affordable housing policy.</p>



		Designating an officer for affordable housing DAs creates efficiencies in the application process, decreasing costs and delays.
Designate a council officer as the primary assessor of affordable housing DAs.	Direct	Once an application comes to Ku-ring-gai Council's Development Review Unit, it could be allocated to the relevant officer. With relatively few site-specific DAs for RFBs with an affordable housing component, there may not be sufficient scale for this to be worthwhile for Ku-ring-gai.
Evaluate CHPs operating in the LGA and short-list them for the management and development of council's portfolio.	Direct	<p>CHPs have different approaches to the management and development of affordable housing reflecting their risk profiles. Preferencing CHPs who have a similar risk profile to the local council ensures a consistent approach towards affordable housing in the LGA.</p> <p>Ku-ring-gai can develop a comprehensive evaluation framework through a public process to ensure the best outcomes for all involved. An EOI process to partner with funds and for management for a period would be the best option.</p>
Prepare an affordable housing portfolio policy.	Direct	<p>A portfolio policy can guide the management of a local council's affordable housing dwellings and ensure the efficient management, redevelopment and expansion of a portfolio.</p> <p>In the sub-regional context, Willoughby City Council is investigating including affordable housing asset management and development within their <i>Strategic Property Plan</i>.</p>
Ensure affordable housing targets in strategic plans are feasibility tested and can be achieved under the current regulatory framework.	Direct	<p>Affordable housing targets are useful to spur government action in the sector however if targets are routinely missed, regulatory and political issues can come up. Ensuring targets can be realistically achieved in current market conditions limits the potential for these issues.</p> <p>An evaluation of potential affordable housing targets can be combined with future evaluation of Ku-ring-gai's housing targets. Considering the current affordable housing need in Ku-ring-gai discussed in section 4.0 and the NSW government 5 year target of 7,600 new homes, Council could consider a target of around 2,000 affordable housing dwellings in the short to medium term.</p>
Include objectives in the local environmental plan for the provision of affordable housing.	Direct	<p>Implementing objectives in a local environmental plan can signal a local council's attitude towards affordable housing and create a legal basis for future policy.</p> <p>Objectives can be included within Clause 1.2 of the <i>Ku-ring-gai Local Environmental Plan 2015</i>. Willoughby City Council LEP 2012 contains the objective for housing to 'facilitate the provision of adaptable and affordable housing'.</p>
Protect current diverse low-cost market housing.	Indirect	As physical dwellings age they depreciate in value (although the underlying value of land can appreciate). This depreciation means older dwellings, particularly residential flat buildings, provide cheaper rents however they are also at



		<p>a high risk of redevelopment due to lower site acquisition costs. Consideration needs to be given between redevelopment to provide more dwellings and the loss of cheaper accommodation options.</p> <p>Planning fees, such as application fees and development contributions, represent a minor but still present cost to development at the important early stages. Reducing or waiving these fees can marginally improve the viability of development.</p>
Reduced planning fees for affordable housing applications.	Direct	<p>Within Ku-ring-gai Council, some development application fees are already differentiated by development type (eg single dwelling, and various subdivision developments) meaning affordable housing can be identified as another development type. This is a marginal support but helpful for Community Housing Providers</p> <p>Wollongong City Council has prepared a draft Affordable housing Policy which provides a mechanism to waive Development Application fees for projects that provide Affordable Rental Housing by a registered Affordable housing provider.</p>
Investigate efficiencies in the management of Council's affordable housing stock.	Direct	<p>Investigating the potential for efficiencies in the management of Council's affordable housing stock can increase the amount of equity available for future affordable housing delivery.</p> <p>In the sub-regional context, Hornsby Shire Council and the City of Ryde are investigating this action. We would recommend Council reviews its stock after a five year period to better leverage the stock and act more strategically once it has accumulated.</p>
Update planning proposal guidance to include provisions relating to affordable housing.	Direct	<p>Planning proposals generally provide planning benefits to private parties which is expected to be offset by a public benefit. Including guidance on how to include affordable housing in planning proposals can increase the efficiency and reduce risk in the planning proposal process.</p> <p>In the sub-regional context, Lane Cove Council, Northern Beaches Council, City of Ryde and Willoughby City Council are investigating this action. This could be incorporated in the affordable housing policy.</p>
Update the affordable housing tenancy policy to give priority to persons who are employed in key worker occupations in the local government area, persons with a disability, long-term local residents and those with a social or economic association with the local government areas.	Direct	<p>Creating a comprehensive tenancy policy can ensure that affordable housing dwellings are utilised to their greatest extent and not only provide benefits to their residents but also support local communities around Ku-ring-gai.</p> <p>In the sub-regional context, Northern Beaches Council is investigating this action.</p> <p>Council could look at the tenancy mix and management arrangements or key criteria around the tenancy in its proposed affordable housing policy. Although this is most effectively if Council owns the property.</p>



Monitor and identify relevant grants in relation to affordable housing and its provision.

Direct

As affordable housing occurs at a discount to market rate, alternative funding solutions are often needed to make projects work. To support delivery of the product, local councils can identify funding sources and communicate them to developers or CHPs.

In the sub-regional context, the City of Ryde is investigating this action. Council only needs to identify grants if it is proposing to deliver affordable housing, otherwise prudent CHPs would be able to assess grants.

Source: HillPDA 2024

C.5 Advocacy and raising awareness

Table 26: Actions to increase advocacy and awareness

Action	Classification	Comment
Create a monitor of affordable housing dwellings in the LGA.	Direct	Knowing where government, CHP and privately-owned affordable housing dwellings are located in an LGA allows governments to efficiently plan for future delivery, preventing an over-concentration of dwellings in one area.
Advocate to the NSW and Federal Government for policy improvements and direct investment in affordable housing.	Direct	Where possible, Council should seek to log where affordable housing has been dedicated to a CHP and where it is owned by Council. Council may advocate to other levels of government for key policy changes to improve housing affordability. For example, Council could advocate for NSW and Australian Government tax reform to improve housing affordability, or advocate for the review of affordable housing policies to ensure they are delivering intended affordable housing outcomes. Ku-ring-gai Council can undertake this advocacy alongside their other advocacy work.
Promote and showcase examples of different types of affordable housing to address community misconceptions.	Direct	Community opposition to affordable housing developments presents a significant barrier, delaying project timelines or even causing projects to be abandoned. Ensuring community members are made aware of the importance of affordable dwellings, along with the high standard of modern developments may limit opposition. Link Wentworth could be investigated as a potential partner in Ku-ring-gai.
Partake in NSW and Federal Government affordable housing initiatives	Direct	The NSW and Federal Governments have introduced numerous affordable housing and housing supply initiatives such as the HAFF. If Ku-ring-gai wishes to pursue affordable housing development, they can utilise these initiatives combined with its own funding in the future. However, we consider the current stage is capacity building.

Source: HillPDA 2024



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Ku-ring-gai Affordable Housing Policy

Prepared for Ku-ring-gai Council
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Definitions

Affordable housing	Affordable housing is rental housing available for very low income households, low income households or moderate income households. Affordable housing is defined by the Environmental Planning and Assessment Act 1979 and the Housing State Environment Planning Policy 2021 (SEPP).
Affordable housing contributions scheme	A document prepared by the Council and confirmed by a planning proposal. It allows Councils to charge a levy for affordable housing, in addition to any other development contributions required under sections 7.11 or 7.12 of the Planning Act.
Community housing providers (CHP)	A not-for-profit organisation which provides affordable rental (and social) housing for very low, low, to moderate income household. CHPs are registered under the National Regulatory System for Community Housing.
Difference between affordable housing and social housing	Social housing is government subsidised housing designed for people with the greatest need on very low incomes, whereas affordable housing serves a wider spectrum of low to moderate-income earners.
Key workers	Workers on very low to moderate incomes critical to the economic and social development of Ku-ring-gai, including but not limited to occupations such as school teachers, aged carers, midwifery and nursing professionals, hospitality and retail workers, personal carers, aides and assistants, child carers, fire fighters, police, transport workers and drivers (especially bus and rail), cleaners and laundry workers.
Low income household	Low income household earns between 50% and 80% of the median Sydney income.
Moderate income household	Moderate household earns between 80% and 120% of the median Sydney income.
Planning agreement	A voluntary agreement between a planning authority and a developer in which a developer agrees that as part of a development proposal or rezoning that they will make a contribution towards a public benefit which may include the dedication of land or dwelling units for the purpose of affordable housing.
Rental stress	Households who are paying more than 30% of their household income on rent.
Very low income household	Very low income household earns less than 50% of the median Sydney income.
Affordable housing	Affordable housing is rental housing available for very low income households, low income households or moderate income households. Affordable housing is defined by the Environmental Planning and Assessment Act 1979 and the Housing State Environmental Planning Policy (SEPP).
Affordable housing contributions scheme	A document prepared by the Council and confirmed by a planning proposal. It allows Councils to set out how, where and at what rate to charge a levy for affordable housing. This levy is in addition to any other development contributions required under sections 7.11 or 7.12 of the Environmental Planning and Assessment Act, 1979.
Community housing providers (CHP)	A not-for-profit organisation which manages and provides affordable rental (and social) housing for very low, low, to moderate income household. CHPs are registered under the National Regulatory System for Community Housing



PART A: GENERAL

1.0 INTRODUCTION

Ku-ring-gai Council recognises the urgent need for affordable housing, particularly for key workers and individuals with lower to moderate incomes who have demonstrated connections to the Ku-ring-gai local area. Council is committed to developing housing solutions that prioritise these residents, ensuring they have access to stable and secure homes.

2.0 PURPOSE

The Policy sets out:

- Ku-ring-gai Council's objectives for affordable housing in the local government area (LGA)
- How Ku-ring-gai will facilitate the delivery of affordable housing
- Council's requirements for affordable housing
- How Council will manage any affordable housing it owns.

This Policy guides Council's approach to providing affordable housing for the community. , Particularly for moderate-income key workers and those with a connection to the local area. The policy defines Council's role to advocate for affordable housing.

Ku-ring-gai Council is dedicated to increasing the range and supply of affordable housing to meet the evolving needs of our residents. This policy outlines Council's principles and approach, sets specific targets for affordable housing and ensuring a consistent and transparent process for receiving contributions from industry to achieve this goal.

3.0 OBJECTIVES

The objectives of this Policy are to:

- Provide direction for the supply of rental housing for key workers and those who can demonstrate a connection to the area and living in low and moderate-income households within Ku-ring-gai
- Ensure the affordable rental housing mix is appropriate to the changing needs of households with regard to size and type, location and accessibility
- Ensure Ku-ring-gai's planning controls facilitate the supply of new affordable housing that is accessible and not distinguishable from market housing.
- Enhance overall capacity of the community to drive effective affordable housing outcomes.

4.0 LEGISLATION AND OTHER POLICIES

The Policy supports one of objectives of the Environmental Planning and Assessment Act 1979 to promote the delivery and maintenance of affordable housing. This Policy has been informed by, and aligns, with the following instruments and other policies:

- Ku-ring-gai Local Environmental Plan 2015
- State Environmental Planning Policy (Housing) 2021
- Ku-ring-gai Local Strategic Planning Statement 2020
- North District Plan 2018
- Ku-ring-gai Planning Agreement Policy 2024.



5.0 AREA TO WHICH IT APPLIES

This Policy applies to all land within the Ku-ring-gai LGA.

6.0 RESPONSIBILITIES

Council has an important role, to set and guide the policy framework for Ku-ring-gai. This includes:

- Ensuring that affordable housing is of high-quality, appropriately located and complies with planning requirements
- Establishing and collecting affordable housing contributions for developments, noting that monetary contributions are made as a condition of consent as a result of an affordable housing Contributions Scheme (AHCS) being in place.
- Ensuring that planning proposals include an appropriate level of affordable housing contributions
- Negotiating affordable housing contributions or delivery of affordable housing units through voluntary planning agreements
- Owning and managing affordable housing stock on behalf of the Ku-ring-gai community
- Collaborating with industry and community housing providers to build, develop and manage high-quality affordable housing for Ku-ring-gai.

Council acknowledges that it does not have primary responsibility to regulate and deliver affordable housing in the LGA. Council will advocate for federal and state government investment into affordable housing and policy improvements on behalf of the community.

PART 2: AFFORDABLE HOUSING CONTEXT

7.0 WHAT IS AFFORDABLE HOUSING

Affordable housing refers to rental housing that is offered to eligible households at below market rents. The *Environmental Planning and Assessment Act 1979* (EP&A Act) defines affordable housing as housing that is affordable and targeted to people on very low, low or moderate incomes (from 0% to 120% of Greater Sydney's median household income). It is generally subsidised or offered at below market rents, priced in a way that residents are able to meet basic living costs such as food, clothing, medical care and education.¹

Affordable housing can include varied housing to meet the continuum of housing affordability need – including various tenures and sizes such as dwelling houses, semi-detached dwellings, and flats

8.0 AFFORDABLE HOUSING IN KU-RING-GAI

At the 2021 Census, there were 2,979 rental households in Ku-ring-gai eligible for affordable housing, based on household income. Table 1 shows that, of these households, around 65% (1,923) were in housing that was

¹ New South Wales Government (2024), *Environmental Planning and Assessment Act 1979 No 203*, cl. 1.4(1).



unaffordable, and in need of affordable housing. The need for affordable housing was greatest in the very low - income bracket, with 95% of eligible households in housing that was unaffordable and in housing stress.

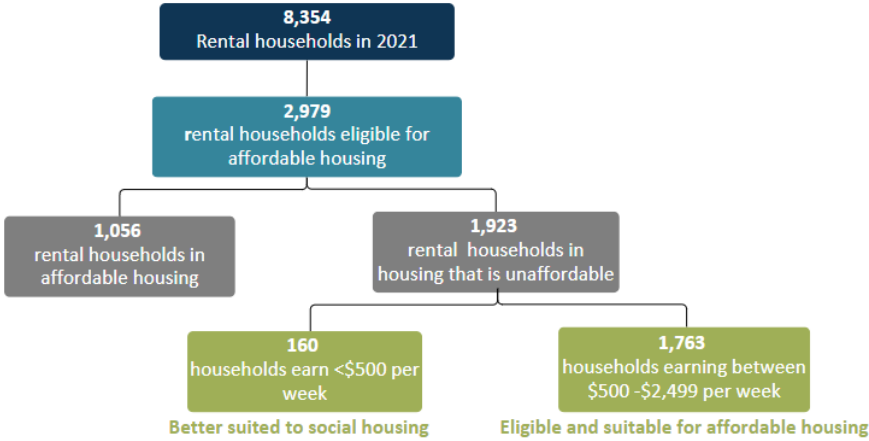
Table 1: Lindfield SAL Affordable Housing need

Household income bracket	Total number of households within income bracket	Number of households in housing that unaffordable	Percentage of households in need of Affordable Housing in 2021
Very low income	936	89	95%
Low income	732	572	72%
Moderate income	1,311	459	35%
Total eligible for affordable housing	2,979	1,923	65%

Source: Australian Bureau of Statistics 2023 and HillPDA 2023

The need for affordable housing in Ku-ring-gai is graphically demonstrated in Figure 1.

Figure 1: The technical need for affordable housing



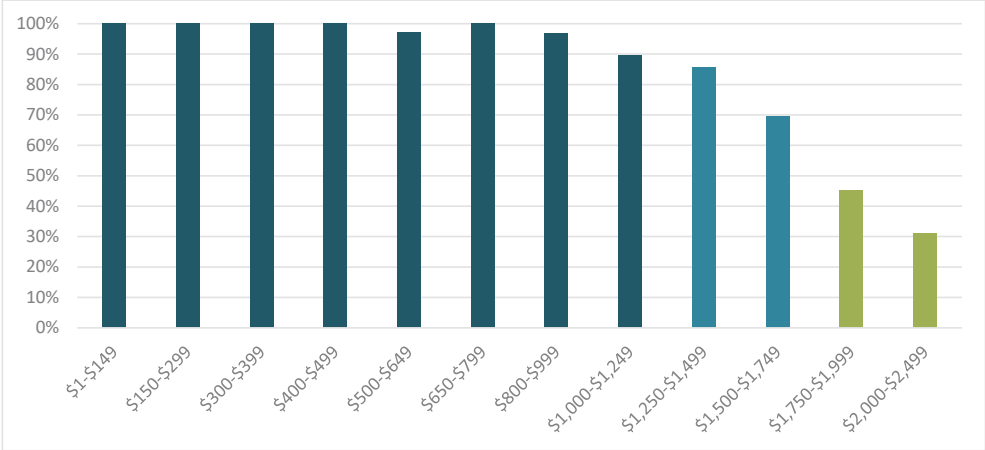
Source: Australian Bureau of Statistics, Census of Population and Housing (2021) and HillPDA (2024)

Table 1 and Figure 1 identify a current shortfall of 1,923 affordable housing rental dwellings. However affordable housing might not be the best way to meet some household needs. as 160 households (8%) had a weekly income below \$500 in 2021. Social housing might better suit these households' needs. Removing these households from the equation leaves 1,763 households, for whom affordable housing would be both necessary and appropriate.

Figure 2 demonstrates the percentage of very low-moderate income households that were in housing stress in 2021, defined as spending more than 30% of household income on housing costs. In Ku-ring-gai LGA, instances of housing stress were greatest amongst the lower income bands, with moderate income households displaying significant lower rates of housing stress compared to low and very low-income households.



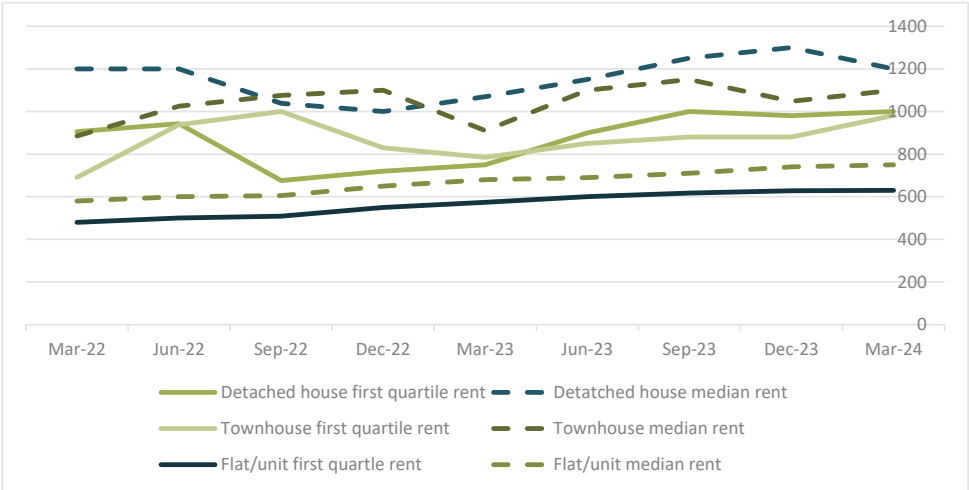
Figure 2: Percentage of households experiencing rental stress by weekly income



Source: Australian Bureau of Statistics 2023 and HillPDA 2023

In the future, the need for affordable housing is expected to increase in line with broader trends affecting Ku-ring-gai and Greater Sydney as a whole. As shown in Figure 3, Ku-ring-gai LGA experienced a dip in median rents and first quartile rents for detached houses and townhouses between March 2022 and March 2023. However, there was a recovery from March 2023 onwards. Detached House First Quartile Rents increased by 33.3% from the March 2023 quarter, representing an average quarterly change of \$62.5 or 7.8% per quarter. Over the same period from March 2023 to March 2024, the median rent for detached houses increased by 12.2% overall, representing an average growth of \$32.5 per quarter. This rise in rents, particularly the 33.3% increase in first quartile rents (which lower-income households typically pay), is likely to increase the number of households experiencing rental stress, thereby increasing the demand for affordable housing.

Figure 3: Ku-ring-gai Council rent growth since March 2022



Source: Department of Family and Community Services 2023 and HillPDA 2023

As first quartile rents, the statistic which lines up best with low and very low-income household rents, have risen significantly since the 2021 Census was undertaken, it is assumed that the true shortage of affordable dwellings



has also increased, prompting the need for further action on Councils part to facilitate the delivery of affordable housing dwellings.

PART 3: POLICY AND MECHANISMS

Providing clear and transparent principles, targets and mechanisms to achieve greater affordable housing is an important component of the Affordable Housing Policy.

9.0 PRINCIPLES

The principles which will guide affordable housing in Ku-ring-gai are:

- Ku-ring-gai residents and workers live in respectful housing within in their local community
- Affordable housing is embedded in Council's strategies, plans and policies
- Affordable housing contributions are levied in addition to the infrastructure needs for the local community
- By providing affordable housing options for key and essential workers, we enhance economic productivity and support the sustainability of local businesses
- Affordable housing is a long-term commitment to be delivered in perpetuity, aimed at creating sustainable solutions that endure for future generations
- Establishing measurable targets for affordable housing development will provide clear direction to developers and ensure accountability in meeting community housing needs
- Housing is accessible to everyone in the community, including older residents and is located near public transport to help people move around easily and maintain their independence
- Housing supports integration and connection among Ku-ring-gai's residents, reflecting the importance of fostering a diverse range of ages, abilities and cultural backgrounds within the Ku-ring-gai community

Adaptable housing supports the needs of a changing population, ensuring that all residents can find suitable options as their circumstances evolve.

10.0 AFFORDABLE HOUSING TARGETS

Council strives to achieve a significant increase in affordable housing, in the following manner:

- Council will develop an affordable housing target for any Council led strategic planning, this process is discussed in Section 11.0.
- For proponent led rezoning proposals, council will seek 10% of the total gross floor area of residential and mixed-use developments as affordable housing.

11.0 AFFORDABLE HOUSING IN COUNCIL-LED STRATEGIC PLANNING

Ku-ring-gai Council will implement a range of mechanism to support the delivery of affordable housing. Any affordable housing provided through a bonus scheme (such as in the Housing SEPP) must be in addition to Council's AHCS.



11.1 Affordable housing contribution scheme

Ku-ring-gai will develop an affordable housing Contribution Scheme (AHCS) when it completes strategic planning and rezoning of a precinct.

For precincts identified in State Environmental Planning Policy (Housing) - Chapter 5 Transport Oriented Development, then the contribution will be at least 2% consistent with the SEPP provisions.

For any other precinct, the contribution will be informed by viability testing consistent with the NSW Government *Guideline for Developing an affordable housing Contribution Scheme* published in 2019.

12.0 AFFORDABLE HOUSING IN PROPONENT-LED PROPOSALS

Council will seek 10% of gross floor area (GFA) in new residential and mixed use developments as a result of a rezoning arising from a private led planning proposal.

This would either be through:

- A clause in the LEP that specifies 10% of the total floorspace of the development is used for affordable housing, or
- Through a voluntary planning agreement.

Ku-ring-gai Council will implement a range of mechanisms to support the delivery of affordable housing. Any affordable housing provided through a bonus scheme (such as in the Housing SEPP) must be in addition to Council's expectation of 10% affordable housing in a proponent-led planning proposal.

12.1 LEP amendment as part of planning proposals

Through an LEP amendment, Council expects there to be a 10% affordable housing contribution.

Council's preference is that this is included as a clause in the LEP. However, this can be included as part of a voluntary planning agreement where it is agreed between the proponent and the Council.

12.2 Planning agreements

Where an AHCS does not apply, Council's VPA policy specifies the criteria and methodology for requiring affordable housing as part of proponent-led rezonings. Planning agreements for affordable housing will ensure value uplift from planning decisions are captured and used for directly delivering affordable housing.

12.3 Viability testing in proponent-led affordable housing

Council will consider viability when assessing affordable housing contribution in excess of any contribution to local infrastructure that is required.

Where a developer expects a rezoning and wants a concession to affordable housing or other contributions based on viability grounds, then the proponent should provide:

- Proponent's open book development feasibility workings showing adopted feasibility hurdles (developer margins and internal rate of return), assumptions (land purchase price, construction costs) and parameters (project timeline and lead-in periods), and
- Supporting documentation which may include actual land purchase price (front page of contract of sale), quantity surveyor report, estimated gross realisations and valuation reports.

Council would then commission a peer review at the cost of the developer.



Alternatively, Council would

- Commission a feasibility assessment funded by the Developer
- Council commission a quantity surveyor to undertake an assessment of the construction cost at the cost of the Developer if these are in dispute
- If there is dispute about the acquisition terms of the property – developer has the option to provide the contract of sale for the development to the Council’s consultant.²

12.3.1 Land value

13.0 RECEIVING AFFORDABLE HOUSING CONTRIBUTIONS

Council will receive affordable housing contributions through:

- **In-kind contributions** where a proponent provides land or dwellings for the use of affordable housing. These contributions must remain affordable housing in perpetuity and will be managed according to this Policy.
- **Monetary contributions** where a proponent provides the monetary equivalent of an affordable housing contribution that will be used to acquire land for affordable housing, fund partnerships with community housing providers, or acquire dwellings for the use of affordable housing.³

Council’s preference is to receive the dedication of dwellings to be used for affordable housing. Until an adopted AHCS is in place, in-kind dedication is the likely to be the key mechanism for satisfying this requirement in the TOD precincts.

Unless otherwise published in the contribution scheme, Council would consider the monetary equivalent affordable housing contribution to be the value of the unit. Therefore, if the monetary equivalent is in Council’s opinion, below the market value of the units, Council would then accept an in-kind contribution. This could then be sold to generate a monetary contribution if the unit is not suitable for affordable housing.

14.0 DEDICATIONS OF AFFORDABLE HOUSING

Affordable housing must be high-quality housing that respects the dignity of the residents

14.1 Standard of dedicated dwellings

Council will accept dedication of dwellings only where in the opinion of Council it is indistinguishable from market housing in the LGA. The design and construction standard of affordable housing dwellings is to be consistent with other dwellings in the LGA and not able to be distinguished as affordable housing compared with the design of market housing.

The total gross floor area (GFA) of affordable dwellings should exceed 50 square metres. If the GFA is less than 50 square metres, a monetary contribution be required to be payable.

Where only part of a contribution is satisfied through dedication of completed dwellings, any remaining requirement must be paid as a monetary contribution.

² Note for Council – work we did for Waverley – there was dispute about what remediation was included in the contract or not between Council and Developer. Developer refused to provide the contract to prove their argument...

³ Where dwellings are delivered as a result of monetary contributions, these are to remain in perpetuity.



14.2 Use of dedicated dwellings

Titles for the affordable housing dwelling(s) must be transferred to Ku-ring-gai Council following registration with the Land Registry Services (LRS). The dwellings are to remain on the Council's asset register noting they are to be used for affordable housing.

Ku-ring-gai Council and any property manager will monitor the financial performance of its total affordable housing portfolio with regular budget forecasting (12 months or longer) to ensure there is sufficient income to cover all the property outgoings (including replacement and long-term maintenance).

Trading affordable housing assets is covered in Section 20.

14.3 Property management by community housing providers

The day-to-day management of affordable housing will be managed externally to Council. Council will not make tenant selections.

Council will engage one or more Registered Community Housing Providers (CHPs) to lease and manage the affordable housing on behalf of Ku-ring-gai Council. The CHP will be selected through a competitive process consistent with the Procurement Policy.

The Registered Community Housing Provider will manage property consistent with NSW Fair Trading, applicable legislation, policies and guidelines.

The Registered Community Housing Provider will be the authorised property agent.

The Property Manager will:

- Manage leases consistent with the affordable housing eligibility and allocation policies (see section 17.0);
- Monitor and review outgoings and recoveries;
- Assess and review rent as per the lease terms, guidelines and policy;
- Manage vacancies;
- Manage notices to vacate, lease surrender or termination management;
- Manage lease arrears, non-compliance, complaints and dispute management.
- Manage all tenant interactions in leasing and management of the property;
- Maintain adequate insurances; and
- Maintain registration and compliance as a Registered Community Housing Provider.

15.0 MONETARY CONTRIBUTIONS

Monetary contributions are to be the equivalent of dedicated dwellings. Where a dwelling is dedicated to Council, Council has the opportunity of realising a monetary contribution by selling the dedicated dwellings and re-investing into fit-for-purpose affordable housing.

Therefore, Council expects that monetary contributions are the equivalent to the sale price of off-the-plan dwellings of a similar standard. This could be completed by a valuer or with reference to the advertised sale prices of the units.

Council may create standard monetary equivalent rates for areas from time-to-time. The equivalent rates will be published on the website.

15.1 Use of monetary contributions

Monetary contributions are used for the sole purpose of providing and managing affordable housing in perpetuity. This could include:



- Acquiring land for affordable housing
- Acquiring dwellings for affordable housing in the LGA such as those with low maintenance costs and strata fees
- Building purpose built affordable housing
- Co-funding development by community housing providers.

15.2 Development partnerships with community housing providers

Council will seek appropriate partnerships for development with Community Housing Providers

Council will seek to partner with Community Housing Providers on development. This will include:

- Financing development
- Partnering on development sites
- Co-owning developments.

Partnerships with Community Housing Providers will be delivered through mechanisms consistent with Council's procurement policy.

PART C: MANAGING AFFORDABLE HOUSING

16.0 AFFORDABLE HOUSING ELIGIBILITY

Council will appoint a community housing provider to undertake management and eligibility of affordable housing.

Affordable housing that has either of the following, must comply with the NSW affordable housing Ministerial Guidelines 2023/24 (as updated):

- has received funding or financing from the NSW Government, or
- was developed under the State Environmental Policy (Housing) 2021 or State and Environmental Planning and Assessment Amendment (Housing) Regulation 2021

To demonstrate eligibility, residents must:

- establish their identity
- live in NSW
- be a or hold permanent residence in Australia
- be able to sustain a successful tenancy, without support or with appropriate support in place
- meet maximum income thresholds in the Table below (as updated each year)
- be in housing need and unable to resolve this need without assistance, such as living in unaffordable or unsuitable housing or needing to relocate for employment or family reasons.
- not have assets or property which could reasonably be expected to solve their housing situation.

The income threshold criteria is based on the median income creating household equivalence for families. These are summarised below in Figure 4 for 2023/24: This table provides a reference guide to maximum income levels for a range of different household sizes and combinations.



Figure 4: Household income eligibility limits for Sydney region: 2023/24

Household Type	Very Low	Low	Moderate
Single	\$32,300	\$51,700	\$77,600
Single + 1	\$42,000	\$67,200	\$100,900
Single + 2	\$51,700	\$82,700	\$124,200
Single + 3	\$61,400	\$98,200	\$147,500
Single + 4	\$71,100	\$113,700	\$170,800
Couple	\$48,500	\$77,600	\$116,400
Couple + 1	\$58,200	\$93,100	\$139,700
Couple + 2	\$67,900	\$108,600	\$163,000
Couple + 3	\$77,600	\$124,100	\$186,300
Couple + 4	\$87,300	\$139,600	\$209,600

Source:

NSW Government Department of Communities and Justice (2024)⁴

This table is subject to annual revision at the conclusion of the relevant financial year.

17.0 ALLOCATION

Council will appoint a manager for the affordable housing who will manage the allocation of affordable housing units.

17.1 Allocation principle

Ku-ring-gai will support key workers, residents, and those with a long-term connection to the area—whether through residency or employment—to continue living in Ku-ring-gai.

17.2 Allocation policy

Council owned affordable housing will seek to support those that are eligible for affordable housing. When considering applications priority will be given to the following target groups:

- Key workers working in Ku-ring-gai LGA*
- Ku-ring-gai residents in housing stress
- Women older than 65
- Those with a close connection to Ku-ring-gai, including long term residents and persons with a social or economic association with the Council area.
- Those with long standing employment in Ku-ring-gai and the greatest distance commute.

If these groups do not apply for affordable housing, the community housing provider or manager will apply normal eligible criteria for affordable housing.

⁴ Income eligibility limits vary according to household size and income category, with the maximum limit increasing with each additional person in a household. The income categories are divided into Very Low, Low, and Moderate incomes, with each category having a specific income threshold for households of different sizes. The increase in income thresholds as household size grows reflects the additional financial responsibilities of supporting more people in a household. For example, larger households typically have more expenses, such as childcare, education, food, and healthcare, so their income eligibility limits are set higher than for smaller households.



17.3 Target groups

Key workers in Ku-ring-gai LGA include workers in the following industries:

- Health
- Education
- NSW Police
- Fire and Rescue NSW
- NSW Department of Communities and Justice
- Early Education
- Disability Support
- Aged Care
- Ku-ring-gai Council.

18.0 TENURE

Managers of council owned or funded affordable housing can provide leases on a fixed-term or on a continuous basis.

Council acknowledges there are very few affordable options in the LGA for those that are eligible for affordable housing. Council's policy is that as long as the household remains eligible for affordable housing the lease can generally be renewed or continued.

To remain in affordable housing, households must continue to meet all eligibility criteria specified in the NSW affordable housing Ministerial Guidelines.

19.0 RENT SETTING

The rent for council-owned or funded affordable housing will be set at 30% of the gross household income consistent with Section 13 of the Housing SEPP. Rent will be re-assessed and adjusted annually.

20.0 TRADING AFFORDABLE HOUSING ASSETS

Council or partner community housing providers may dispose of affordable housing stock to better meet demand, realise capital growth, redevelop to a higher density, or recycle older stock.

Any disposal or re-investment of council owned affordable housing will require Council approval. In partnering with community housing providers, a covenant on title will be placed to ensure that the housing outcome remains as affordable housing, even between the disposal and reinvestment of the housing stock. The net proceeds of the sale of council affordable housing assets must be reinvested in affordable housing supply with the objective being no net loss of affordable housing in Ku-ring-gai LGA.

PART D: MONITORING AFFORDABLE HOUSING

To ensure the effective delivery of affordable housing, Ku-ring-gai will monitor affordable housing delivery, which will include:



- **Annual progress tracking:** Council will report the contributions received in both number of dwellings and money received.
- **Reporting:** Annual updates on affordable housing progress, including key metrics and outcomes, will be made publicly available to ensure transparency.

This monitoring framework will help ensure that affordable housing targets are met and maintained, and that the process remains transparent and accountable.



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Ku-ring-gai
Affordable Housing
Education Brochure

Prepared for:
Ku-ring-gai Council
October 2024

HIIPDA
CONSULTING

What is Affordable Housing?

Affordable Housing is **rental housing for very low to moderate income households**. Rent is charged at no more than 30 per cent of a household's income. For a moderate income household earning up to \$129,605 per year, affordable rent would be up to \$748 per week*.

Affordable Housing helps people cover rent or mortgage payments while still having enough money for essentials like food, clothing, transport, healthcare and education.

Why is affordable housing important?

Affordable housing helps Ku-ring-gai ensure that **communities remain diverse**, allowing people from various income levels and backgrounds to live near their jobs, social networks and neighborhood connections.



Of Ku-ring-gai's 8,354 rental households in 2021, **2,979** were eligible for affordable housing.

In 2021, Ku-ring-gai had 8,120 key workers. **71.6%** of these lived outside the LGA.

Affordable housing helps **local businesses** and **essential services** to attract and keep employees. By enabling them to live closer to their places of employment, Affordable Housing helps retain Ku-ring-gai's vital workers, strengthens the local economy and reduces the risk of labor shortages in essential industries.

Who needs Affordable Housing?

Affordable Housing is for workers or working households earning up to \$2,492 per week. This can be:

3,694 young people (aged 18-24 years) left Ku-ring-gai between 2016 to 2021.

- Young adults who want to live near where they grew up
- People who are recently separated who can no longer afford market rent
- Key workers (like aged care, nursing, childcare, health and welfare support, emergency services, transport, cleaners and hospitality workers) who need to live near their jobs.

Housing stress among rental households in Ku-ring-gai

Housing is expensive for everyone. But for those on very low to moderate incomes, housing costs can prevent them from buying essentials for life like food, medicine and heating. There are high portions of housing stress (spending more than 30% of household income on housing costs) in Ku-ring-gai.

Instances of housing stress were highest among the very low and low income brackets with:



Ku-ring-gai requires around **2,000** Affordable Housing dwellings

The NSW Government has set Ku-ring-gai a housing target of **+7,600** homes by 2029

Currently, a very low proportion of Ku-ring-gai's renters rent outside of the private rental market.

*Based on a household earning 120% of the Greater Sydney median income as per ABS 2021 Census of Population and Housing

Who is responsible for the delivery of Affordable Housing?

Delivering Affordable Housing requires the collaboration and coordination of multiple stakeholder groups, each with their own drivers, interests and capabilities.

COUNCIL

Council sets the policy framework for the LGA. It is responsible for establishing a policy and contributions plan to ensure that there is well-located high quality Affordable Housing in Ku-Ring Gai.

COMMUNITY HOUSING PROVIDERS

Community housing providers (CHPs) are not for profits that provide rental housing to tenants who earn low to moderate incomes. CHPs can own, develop and manage Affordable Housing.

FEDERAL

The Federal Government has programs to provide funding to support the building of Affordable Housing.

DEVELOPMENT SECTOR

The development sector is required to provide Affordable Housing contributions as part of development and partners with CHPs for ongoing management.

Why get involved?

The State Government is increasing Affordable Housing requirements. Already, developers are looking at requirements to build Affordable Housing. Council can be strategic and shape future Affordable Housing delivery in Ku-ring-gai, or can choose not to intervene, allowing developers and investors to guide future affordable housing delivery.

Who lives in Affordable Housing?



LISA
Recently separated working single mother

Lisa is a single mother working full-time in aged care. Recently separated from her partner, Lisa can no longer afford to maintain the home they once shared. She earns a modest income and has struggled to find housing close to her job. Most of her paycheck goes toward rent, leaving little for groceries, bills and childcare.

Affordable Housing would provide Lisa and her children a secure place to live while she gets back on her feet.



MATT
Teacher

Matt is a dedicated teacher. His salary hasn't kept pace with the rising cost of rent, which forced him to live far from the school. A long commute and increasing living expenses have made him consider looking for work elsewhere.

Affordable housing nearer to the school would allow Mark to remain in the community he serves. He would have more time to focus on his students and spend less time worrying about his rent and a long daily commute.

SIENNA, WILLOUGHBY

Hycorp Property Group

Sienna Willoughby is at 34-42 Penshurst Street, Willoughby. The project features 74 apartments, with 43 used as Affordable Housing units. Residents can enjoy a range of amenities, including a sky garden, BBQ facilities, a rejuvenation pool, gardens and a children's play area.



WHAT DOES
AFFORDABLE
HOUSING
LOOK LIKE?

CHANDOS STREET, ST LEONARDS

NIGHTINGALE MARRICKVILLE

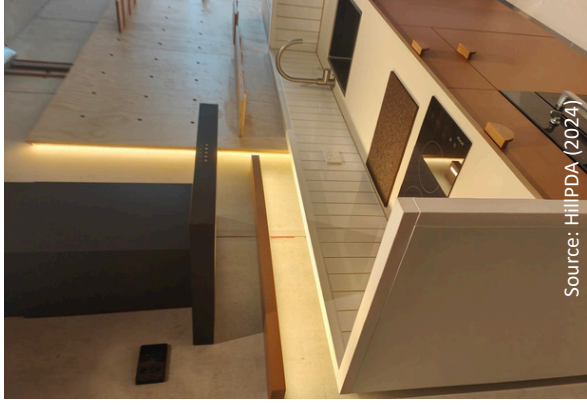
St George Community Housing

Completed in November 2022, Chandos Street in St Leonards is a six-storey development that includes 26 units, with 10 designated as Affordable Housing. The project transformed a former commercial building and is managed by St George Community Housing.



Fresh Hopes Communities & Nightingale

Fresh Hope Communities partnered with Nightingale Housing to build Affordable Housing for renters. The project includes 54 homes with residents selected by ballot. Around one in five homes were set aside for priority groups including women aged 55+, First Nations people, and essential workers, with rents set 20% below market value.



PINAROO PLACE, LANE COVE

Blue CHP

Pinaroo Place in Lane Cove North is a newly completed mixed-tenure housing development. It features 30 apartments, including Affordable Housing, Specialist Disability Accommodation (SDA), social housing dwellings and market housing units. The non-market housing dwellings are managed by Blue CHP.



Source: HillPDA (2024)

NINE, WILLOUGHBY

Echo Reality (Evolve) & Willoughby City Council

Mirvac transferred 13 Affordable Housing units to Willoughby Council as a requirement of their redevelopment of the former Channel 9 studios. These units are managed by a CHP, Evolve Housing, on behalf of Council. Units are targeted at key workers — such as retail employees, nurses, teachers, and emergency services staff—at a rental rate 20% below the median.



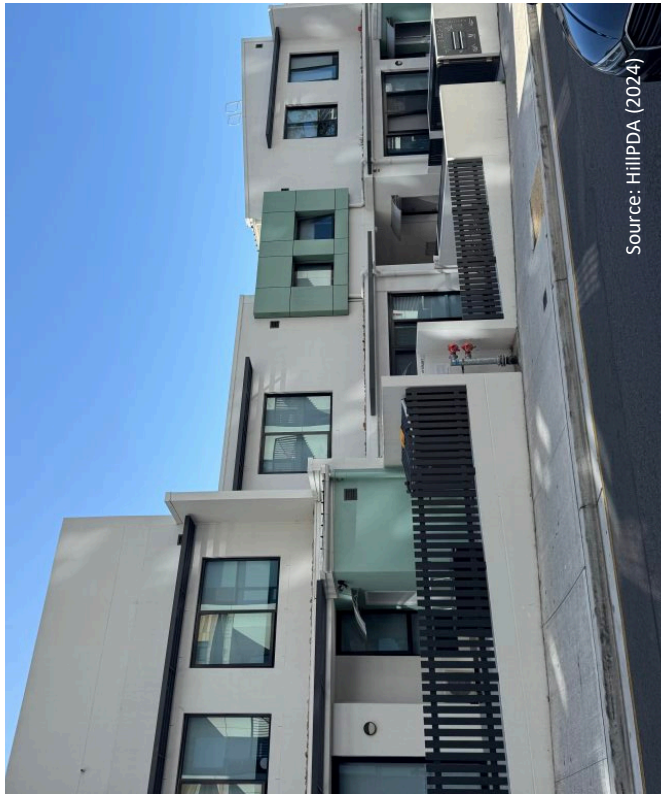
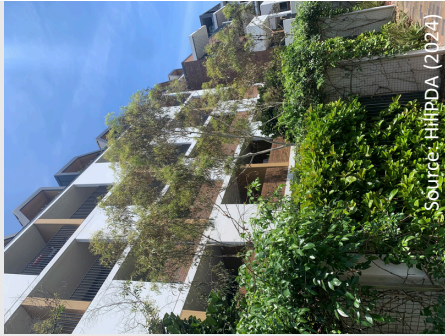
Source: HillPDA (2024)

IRONBARK APARTMENTS

City West Housing

Ironbark apartments is an Affordable Housing development in Forest Lodge, consisting of 75 high-quality affordable rental apartments for approximately 100 residents.

Land for the project was dedicated as part of a Voluntary Planning Agreement. It was then developed by City West Housing after a tender process.



PEMULWUY, REDFERN

Aboriginal Housing Company

In partnership with Deicorp, the Aboriginal Housing Corporation redeveloped 'the Block' in Redfern. It developed 3-4 bedroom townhouses to cater for the needs of large families. The development was subsidised through a student accommodation development by Scape with a 99 year ground lease paid up front.



BLACKWATTLE APARTMENTS

City West Housing

Blackwattle Apartments, located in Glebe, is a mixed tenure shop-top housing development featuring 99 affordable rental apartments. The project is part of the Glebe Affordable Housing Project master plan and resulted from a collaboration between the City of Sydney and the State Government to revitalise an ageing public housing estate.

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14

LOW AND MID-RISE HOUSING SEPP PROPOSED DUAL OCCUPANCY PROVISIONS FOR KU-RING-GAI LOCAL ENVIRONMENTAL PLAN 2015

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To seek Council's support to progress discussions with State government on the dual occupancy component of the <i>Low and Mid-rise Housing</i> reforms, namely on minimum lot sizes.
BACKGROUND:	<p>On 15 December 2023, State government exhibited the <i>Explanation of Intended Effects: Changes to create Low and Mid-rise Housing</i> which permitted dual occupancies on all R2 (Low Density Residential) zoned land across the LGA.</p> <p>On 16 July 2024 Council considered a Mayoral Minute resolving that staff review dual occupancy minimum lot sizes within the LGA.</p> <p>The State Government has stated it would be appreciated if a draft Dual Occupancy Minimum Lot Size is provided by 13 December 2024 and a final with Council endorsement by 14 February 2025. Council will seek an extension to these timeframes to allow community consultation.</p> <p>Failure to nominate a minimum lot size will result in the automatic application of the <i>SEPP (Exempt and Complying Development Codes) 2008</i> minimum lot size of 400sqm.</p>
COMMENTS:	<p>State Government requires the minimum lot size to be based on the LGA's median lot size of R2 zoned lots, and capture at least 50% of R2 lots across the LGA.</p> <p>Hill Thalys Architecture and Urban Projects were engaged to investigate and identify lot sizes for dual occupancy development in the Ku-ring-gai LGA and consider the implications on deep soil, canopy and streetscape including within Heritage Conservation Areas. The findings from the consultant's Study and the three Options for lot size is presented in this report for Council's consideration.</p>
RECOMMENDATION: (Refer to the full Recommendation at the end of this report)	That Council present the three minimum lot size Options within this report to the Department of Planning, Housing and Infrastructure to progress the next steps, including community consultation.

PURPOSE OF REPORT

To seek Council's support to progress discussions with State government on the dual occupancy component of the *Low and Mid-rise Housing* reforms, namely on minimum lot sizes.

BACKGROUND

Housing Reforms

On 15 December 2023 - 23 February 2024, State government exhibited its *Explanation of Intended Effects: Changes to create Low and Mid-rise Housing* (EIE).

At the same time, the Department of Planning and Environment (now known as Department of Planning, Housing and Infrastructure (DPHI)) sent Council the Transport Orientated Development Program (TOD), outlining their proposal and timing for the mid-rise development around certain train stations including at Roseville, Lindfield, Killara and Gordon stations.

Together, the EIE and TOD documents set out a series of significant reforms which would allow for the development of a large quantity of additional housing within Ku-ring-gai and throughout NSW.

Explanation of Intended Effects: Changes to create Low and Mid-rise Housing (EIE)

The intention of the EIE was to introduce the proposed State Environmental Planning Policy (SEPP) pathway that would deliver increased low and mid-rise housing types within R2 (Low Density Residential) zones and R3 (Medium Density Residential) zones.

It is understood that DPHI will include a new section in the *SEPP (Housing) 2021* to amend the *Ku-ring-gai Local Environmental Plan 2015* (KLEP) and permit the additional housing typologies within the nominated zonings within 800m walking distance of nominated stations and town centre precincts.

Until this occurs, DPHI refers to the mechanism for the EIE changes as the *Low- and Mid-Rise SEPP* (LMR SEPP).

Council's Submission to the EIE

Council's submission did not support the EIE, including its blanket one-size-fits-all and non-refusal standards for:

- Low-rise housing in the form of:
 - 2 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;
 - 2 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.;
 - 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

A lengthy submission to the EIE exhibition was prepared by staff and considered by Council on 20 February 2024. The submission was forwarded to DPHI on 21 February 2024, as per Council's resolution.

Ku-ring-gai's current public policies have been established to ensure that as our cities increase in density, all development occurs through a well-coordinated and evidence-based framework that:

- protects existing biodiversity and its connectivity between the Ku-ring-gai Chase, Garigal, and Lane Cove National Parks, which define the eastern, western and northern boundaries of the LGA;
- retains and protects existing urban canopy, and facilitates urban canopy repair;
- recognises the importance of urban heat mitigation with intensified urban development;
- recognises and enhances the unique qualities of the seven identified Local Character Areas for all development;
- conserves the pre-dominant area character including those of the established Heritage Conservation Areas.

Directions from DPHI

Following Council's EIE submission, key interactions and advice from DPHI have been as follows:

14 May 2024	DPHI requested preparatory information from Council for their one-on-one workshop with Council staff to gain feedback.
22 May 2024	<p>DPHI held a workshop with Council officers on the Low- and Mid-Rise Housing Policy. The following key points were discussed:</p> <ul style="list-style-type: none"> • implications of the policy in high-risk hazard areas such as flooding, bushfire and emergency evacuation areas; • impacts of the policy on Heritage Conservation Areas and items; • local centres hierarchy and suitability for increased housing and inclusion in the policy.
29 June 2024 (Attachment A1)	<p>Council received a letter from DPHI outlining the timetable for the implementation of the Low-and Mid-rise Housing (LMR) SEPP as follows:</p> <ul style="list-style-type: none"> • Stage 1: <ul style="list-style-type: none"> ○ Dual occupancies and semi-detached dwellings will be permitted in all R2 (Low Density Residential) zones. ○ Council is invited to consider and propose a minimum lot size. ○ Complying development lot size (400sqm) and development standards for dual occupancies under the <i>SEPP (Exempt and Complying Development Codes) 2008</i> (Codes SEPP) will be switched off; but, will automatically apply to all R2 land within the Ku-ring-gai LGA on 1 July 2025 if Council has not resolved a minimum lot size.

- Stage 2:
 - Non-discretionary standards will apply within nominated station and town centre precincts, known as “Local Housing Areas”.
 - Council’s proposed minimum lot size will apply to R2 land outside the Local Housing Areas.

25 Sept 2024
(Attachment A2)

Council received a letter from DPHI advising the process and timing for Council to deliver a minimum lot size for certain parts of the LGA. The letter:

- Confirmed Stage 1 of the Low-and Mid-Rise Housing (LMR) SEPP commenced on 1 July 2024, through an amendment to the SEPP (Housing) 2021 where:
 - dual occupancies and semi-detached dwellings are now permitted on all R2 (Low Density Residential) land via a development application;
 - the complying development pathway under the Codes SEPP will be switched off whilst Councils consider an evidence based minimum lot size for their LGA.
- Attached a “Dual Occupancy Minimum Lot Size Form” for Council to complete. This Form stipulates the parameters for determining and submitting Council’s proposed minimum lot size:
 - DPHI has stated it would appreciate a draft minimum lot size by 13 December 2024.
 - DPHI would appreciate a final Council endorsed minimum lot size by 14 February 2025.
 - The complying development 400sqm minimum lot size will automatically apply on 1 July 2025 where Councils fail to put forward, and have DPHI agreement, on an alternative minimum lot size.
- Sets out the considerations for developing a minimum lot size:
 - DPHI requires at least 50% of R2 lots within the LGA to enable dual occupancy development;
 - Council’s proposed lot sizes are to be the median R2 lot size or lower to ensure the 50% provision.
- Provides the rationale for Stage 2 of the Low-and Mid-Rise Housing (LMR) Policy which aims to:
 - increase dwellings within 800m walking distance of town centres and stations, areas that are referred to as “Local Housing Areas”, by applying a minimum lot size of 450sqm, noting that Council’s proposed minimum lot size will only apply outside these Local Housing Areas;
 - Introduces non-discretionary development standards for dual occupancies, terraces, townhouses and apartment buildings in

the Local Housing Areas that go through the development application process.

Non-Discretionary Standards for Dual Occupancies in Local Housing Areas	
Lot size	min 450m ²
Lot width	min 12m
Car parking spaces	min 1 per dwelling
FSR	0.65:1
Height	9.5m

- The policy is expected to commence in December 2024.

Mayoral Minute and Council Resolution

At its meeting of 16 July 2024 Council considered a Mayoral Minute (MM. 3, minute number 142) titled *Housing Policy Updates* (July 2024).

In relation to dual occupancy development the Mayoral Minute stated, inter alia:

- *Outside of the 'well-located areas', all R2 low-density residential zones in NSW with the exception of areas such as bushfire and flood-prone zones will support dual occupancies and semi-detached dwellings. These changes take effect 01 July 2024 (as part of 'stage 1') and the dual occupancies will be approved via private certifiers through Exempt and Complying Development.*
 - *13 local government areas including Ku-ring-gai are temporarily excluded from the complying development pathway as they currently "lack controls for dual occupancies, such as minimum lot sizes". These councils have until 01 July 2025 to "consider appropriate controls for dual occupancies", after which the complying development pathway will be turned back on with a minimum lot size of 400 sqm if these councils do not establish relevant controls.*

What this means for Ku-ring-gai residents seeking to build dual occupancies

The majority of Ku-ring-gai residents who own R2 low-density residential land that isn't flood or bushfire-prone will be able to build dual occupancies through a private certifier via the Exempt and Complying Development SEPP from 01 July 2025.

The minimum lot size of such dual occupancies in Ku-ring-gai is currently not specified. But for 'well-located' areas within 800m of stations and town centres, there will be non-refusal standards and controls that will be revealed as part of 'stage 2'. As for those outside of 'well-located' areas, the minimum lot size will be the Exempt and Complying Development SEPP's default of 400 sqm (for two dwellings) unless Ku-ring-gai updates its Local Environment Plan before 01 July 2025 to introduce a larger value.

As such, it is in Ku-ring-gai's interest to update its Local Environment Plan and Development Control Plan before 01 July 2025 if it wishes to establish appropriate controls for dual occupancies that can protect our urban tree canopy, biodiversity, climate resilience and heritage.

On consideration of the matter, Council resolved in part:

B. Staff review Ku-ring-gai's planning controls for dual occupancies (especially with regard to minimum lot sizes) and report back to Council with the view of updating the Local Environment Plan and Development Control Plan prior to 30 June 2025.

Engagement of Consultant to advise on Minimum Lot Size for Ku-ring-gai

Following the State Government's confirmation and advice on methodology for setting local minimum lot sizes, Council engaged Hill Thalys Architecture and Urban Projects to investigate and identify lot sizes for dual occupancy development in the Ku-ring-gai LGA.

The scope of works for the consultant included:

- Review and testing of the dual occupancy standards of the *Explanation of Intended Effects* (December 2023) and the *SEPP (Exempt and Complying Development Codes) 2008*;
- consider the implications of small lot sizes on deep soil and tree provision, canopy cover and streetscape character including within Heritage Conservation Areas;
- determine lot sizes and locations to enable continued alignment with Council's policies and strategic plans including the Local Strategic Planning Statement (LSPS);
- calculation of Ku-ring-gai's median lot size and distribution, excluding bushfire, TOD and heritage item areas as advised by DPHI;
- determine a lot size that ensures dual occupancy development can be conducted on 50% of all R2 (Low Density Residential) land in the Ku-ring-gai LGA, as required by DPHI, and consider lot widths to facilitate good streetscape outcomes.

The study conducted by Hill Thalys may be viewed at **Attachment A3**.

COMMENTS

Dual Occupancies in the Ku-ring-gai LGA

Ku-ring-gai Council's planning controls have historically restricted dual occupancy development due to concerns regarding small lot subdivision patterns, their ability to support deep soil and tree provision, and impacts on the established and historical high quality character of built form in garden settings including canopy trees across the LGA and within Heritage Conservation Areas.

Currently, dual occupancy in the Ku-ring-gai LGA is limited to a number of specified sites that are over 1200sqm in area (with each dual occupancy dwelling having a minimum site area of 600sqm). The sites are also generally corner lots that enable easy access and suitable distances between driveways for street tree planting. These sites are listed in the *Ku-ring-gai Local Environmental Plan 2015 - Schedule 1 Additional Permitted Uses*.

The State government housing reforms now mandate LGA wide delivery of dual occupancy development on 50% of all R2 (Low Density Residential) zoned land. The 50% allocation recognises the importance of preserving key elements of local character and typologies within established Council areas.

Item GB.11

S14428

Council now has the opportunity to propose a draft minimum lot size to DPHI. It is understood that the State government would appreciate a draft response by 13 December 2024 and a final Council endorsed lot size by 14 February 2025, however Council will be seeking an extension to allow for public consultation.

The minimum lot size refers to the minimum size of land that can be developed for dual occupancy (two dwellings attached or detached).

Failure to nominate a minimum lot size will result in the automatic application of the *SEPP (Exempt and Complying Development Codes) 2008* (Codes SEPP) minimum lot size of 400sqm (which will result in each dual occupancy dwelling having a site area of 200sqm) on sites where complying development is permitted. Given that the majority of lots in the LGA are 900sqm+ and carry one dwelling, lot sizes of 200sqm per dwelling will result in highly urbanised areas with little to no landscape, deep soil and canopy which are the key elements affording Ku-ring-gai a high canopy cover, increased heat island effects and poor ecologically sound pathways connecting the various boundary National Parks across the LGA.

Clearly, the smaller the minimum lot size, the more intensive the development becomes, leading to greater challenges in maintaining deep soil areas, retaining and providing tree canopy, and ensuring adequate setbacks and the garden settings typical of Ku-ring-gai's streetscapes.

Without a minimum lot size for dual occupancy stated in the KLEP, in areas where complying development is not permitted, such as within Heritage Conservation Areas, there will be no associated DCP controls for the assessment of development applications for dual occupancy.

Consultant's investigation into minimum lot size

The *Dual Occupancy Lot Size Study* (the Study) by Hill Thalys Architecture + Urban Projects may be viewed at **Attachment A3**. The Study has undertaken intensive mapping and testing to understand the profile of R2 lots across the Ku-ring-gai LGA and the implications of cumulative dual occupancy development.

The Study seeks to determine lot sizes and locations to enable continued alignment with Council's policies and strategic plans. This includes the protection of ecology, movement towards minimising and mitigating urban heat island effects and net zero targets, ensuring high quality liveability standards of access to public transport and facilities, and maintaining Ku-ring-gai's heritage conservation area character, and Ku-ring-gai's predominant character of buildings within garden setting that include tall canopy trees.

The Study considers the different pathways and standards that will enable dual occupancy development in Ku-ring-gai, as summarised below:

	Complying Development Pathway	Development Application Pathway	
Dual Occupancy Planning Instrument	SEPP (Exempt and Complying Development Codes) 2008	Low-and Mid-rise Housing via SEPP (Housing) 2021 + Low Rise Housing Diversity Design Guide	Ku-ring-gai Local Environmental Plan 2015 + Ku-ring-gai Development Control Plan
Location where the Instrument applies	All R2 (Low Density Residential) sites across the LGA.	R2 (Low Density Residential) sites <i>within Local Housing Areas</i> (around Local Centres)	R2 (Low Density Residential) sites <i>outside Local Housing Areas</i>
Minimum Lot Size	400sqm Unless Council proposes a new minimum lot size.	450sqm	To be proposed by Council based on the presented Options in this report.

Dual occupancy development pathways

• Why should Council propose a dual occupancy minimum lot size?

The State government’s housing reforms enable dual occupancy development to be delivered on any R2 site within Ku-ring-gai that has a minimum 400sqm lot size through the Complying Development pathway (provided the development meets the requirements of the *SEPP (Exempt and Complying Development Codes) 2008*). This pathway has been temporarily switched off to allow Council to consider its preferred minimum lot size.

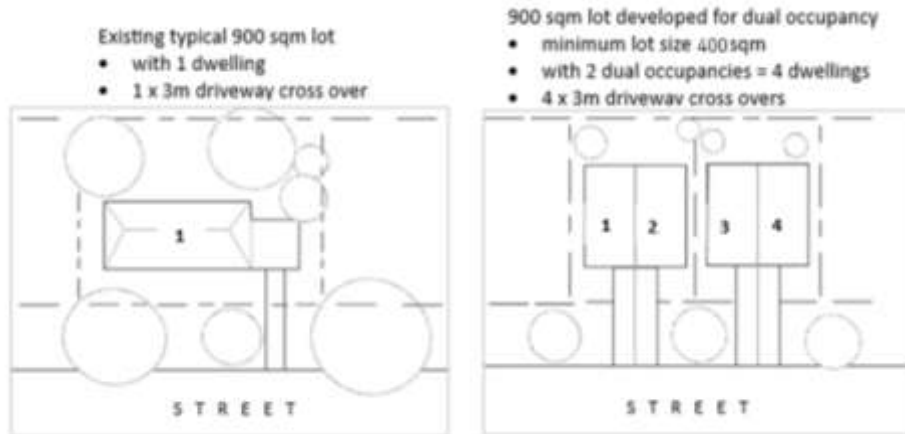
If Council proposes a minimum lot size that is accepted by DPHI, then that new minimum lot size will apply in lieu of the 400sqm for all complying development across the LGA.

The 400sqm minimum lot size under complying development could potentially result in a typical Ku-ring-gai lot, of say 900sqm, being developed into two sets of dual occupancies – four dwellings where there was previously only one. Also noted is the increase in illegal tree removal to “prepare” sites for complying and more intensive development.

The cumulative impact of this type of development intensity will decimate the Ku-ring-gai character with inevitable canopy reduction, limited setbacks and front gardens, and fewer opportunities for street tree planting due to multiple driveway crossovers.

It is noted that complying development is not permitted within the Heritage Conservation Areas and therefore the development application process would be able to apply some control on the outcomes. To this end, Council’s Development Control Plan would require an update to ensure the provisions address this development type. It is noted that small lot sizes within Heritage Conservation Areas would significantly alter the underlying sub-division patterns that underpin the historical values.

It is therefore important that Council proposes a minimum lot size to replace the minimum 400sqm that currently applies to all complying development dual occupancies from 1 July 2025 as per DPHI advice.



Example - Dual occupancy development of a typical 900sqm lot

• **Minimum Lot Size**

The DPHI guidance is that the establishment of a minimum lot size is to be based on the LGA's median lot size of R2 zoned lots; and capture at least 50% of R2 lots across the LGA.

The Hill Thalys Study presents three options, listed below, with all options able to deliver the required 50% of R2 lots for dual occupancy development across the LGA.

- **Option 1**
 - o One minimum lot size across the LGA, seeking to request removal of DPHI's minimum 450sqm lot size to Local Housing Areas.
- **Option 2**
 - o DPHI's minimum 450sqm minimum lot size applies in the Local Housing Areas; and
 - o a larger minimum lot size applies across the remaining LGA.
- **Option 3**
 - o DPHI's minimum 450sqm minimum lot size applies in the Local Housing Areas, and
 - o a larger minimum lot size applies to certain Neighbourhood Centres, and
 - o an even larger minimum lot size across the remaining LGA.

The three Options provide Council with a choice of minimum lot size for dual occupancy development across the LGA. It is understood that the loss of deep soil, tree canopy and changes to the suburban built form fabric is inevitable in any reduction of lot size across the LGA.

Noting that the Options will only enable dual occupancy development on 50% of R2 zoned lots within the LGA, Council has to consider if it is better to:

- spread the impacts of dual occupancy development across the LGA with a single minimum lot size (Option 1); or
- concentrate the impacts in the Local Housing Areas centred on the ridgeline and St Ives Local Centres, noting these areas support remnant critically endangered Blue Gum High Forest and Sydney Turpentine Ironbark Forest and a number of Heritage Conservation Areas; and lots outside those Centres being larger and more able to deliver deep soil,

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canopy trees and streetscape elevations able to assimilate into the existing suburban character (Option 2); or

- concentrate the impacts in the Local Housing Areas centred on the ridge line and St Ives Local Centres and on five Neighbourhood Centres, making the centres more urban; and lots outside those Centres being larger and more able to accommodate deep soil, canopy, setback and considered street elevations (Option 3).

The selection of any one of the Options will result in significantly better outcomes than the State Government's proposed 400sqm minimum lot size that will apply across Ku-ring-gai for complying development from 1 July 2025 if Council does not put forward an alternative that can be agreed by DPHI.

- **What are the DPHI "Local Housing Areas"**

The Study has mapped the proposed DPHI Local Housing Areas to understand the implications of the DPHI mandated 450sqm minimum lot sizes for those locations. DPHI's Local Housing Areas are associated with Local Centres with transport links and facilities. It applies to an 800m walking distance from railway or business zones and excludes the TOD SEPP areas within 400m of certain Local Centres. The below table describes and illustrates what is interpreted to be Ku-ring-gai's Local Housing Areas based on the information released by DPHI. These will only be confirmed when the final LMR SEPP is made.

By applying a small 450sqm minimum lot size to these areas, DPHI aims to place increased numbers of dual occupancy development close to Local Centres and transport hubs. Whilst this approach is supported, the location of the local centres and train stations on the ridgeline directly conflicts with the geography and ecology of the Ku-ring-gai LGA, and with the presence of the majority of Heritage Conservation Areas.

The 800m walking distance diameter of the Local Housing Areas results in a continuous band of intensive development along the ridgeline, with the DPHI 450sqm mandated minimum lot size affording no opportunity to provide the amounts of deep soil required for tall canopy trees and for the retention of remnant trees and continued establishment of their communities.

Ku-ring-gai's Critically Endangered Ecological Communities (CEEC) Blue Gum High Forest and Sydney Turpentine Ironbark Forest are restricted to geology and soil types that occur along the ridge lines in the Ku-ring-gai LGA. The majority of Ku-ring-gai's remnant trees are located along the ridgeline and have additional importance in providing biological connectivity and habitat stepping stones across the ridgeline and through areas of development, between existing reserves.

Council policies have systematically supported the increase in canopy and biodiversity corridors across the LGA in recognition of the placement of the LGA between three adjacent National Parks and in an effort to mitigate increasing climate change impacts.

In the event of any incident such as bushfire in one National Park area, Ku-ring-gai's biodiversity corridors and remnant vegetation enables fauna to escape across the LGA into reserves and to National Parks on the other side of the LGA, thus avoiding the potential extinction of species established only in a certain location.

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The proposed 450sqm minimum lot size for the Local Housing Areas places a direct threat to the retention and health of the CEEC remnant trees, and removes the opportunity for the enhancement of canopy, midstory and groundcover planting through meaningful deep soil provision within private land developed for dual occupancy typologies.

Additionally, the presence of the significant and original fabric and subdivision pattern of Heritage Conservation Areas, historically established on rail and road links, are also under threat from the small 450sqm minimum lot size allocation within the Local Housing Areas.

DPHI has told Council that the 450sqm minimum lot size will apply to all Local Centres across NSW. Nevertheless, due to the serious and irreversible damage the denudation of the ridgeline will cause, the Consultant has investigated if it possible to deliver the required 50% of R2 lands with a lot size that does not include the mandated 450sqm Local housing Area lot size.

In considering this approach, it is noted that the same Local Housing Areas earmarked for the 450 sqm dual occupancy minimum lot sizes, are also locations that the LMR SEPP will enable other typologies including manor houses, multi-unit dwelling terraces/townhouses and 5 storey residential flat buildings. These more intense typologies would generally require more complex development processes than dual occupancy development, and therefore there is a higher likelihood that dual occupancy development will appeal to single lot owners and frustrate the future delivery of the other typologies and housing choice close to the Local Centres. Larger lot sizes for dual occupancies close to Local Centres would assist in limiting the number of lot consolidations required to deliver the other typologies in the future.

Local Centre	Local Housing Areas - locations for dual occupancy
Roseville	400-800m from the station (excludes TOD SEPP areas)
Killara	400-800m from the station (excludes TOD SEPP areas)
Lindfield	From edge of E1 zone to 800m (excludes TOD SEPP areas)
Gordon	From edge of E1 zone to 800m (excludes TOD SEPP areas)
Turramurra	From edge of E1 zone to 800m
Pymble	0-800m from the station
Wahroonga	0-800m from the station
St Ives	From edge of E1 zone to 800m

Note:
For the purpose of this Study, Warrawee is excluded as there is no E1 (Local Centre) zoning at this location



Local Housing Areas

• **What considerations are given to the Neighbourhood Centres**

Given Council’s LSPS indicates the potential suitability of Neighbourhood Centres for additional housing, the Study has investigated the opportunity for Neighbourhood Centres to accommodate dual occupancy development proximate to local shops and bus routes.

The Study identifies the opportunities and constraints of Ku-ring-gai’s fifteen Neighbourhood Centres and their potential to deliver targeted dual occupancy housing on potentially intermediate sized lots (larger than the 450sqm DPHI mandated Local Housing Area lots and smaller than the dual occupancy lots in the wider LGA away from shops and bus routes).

Only five Neighbourhood Centres are identified as potentially suitable for targeted dual occupancy delivery as indicated in the table and diagram below.

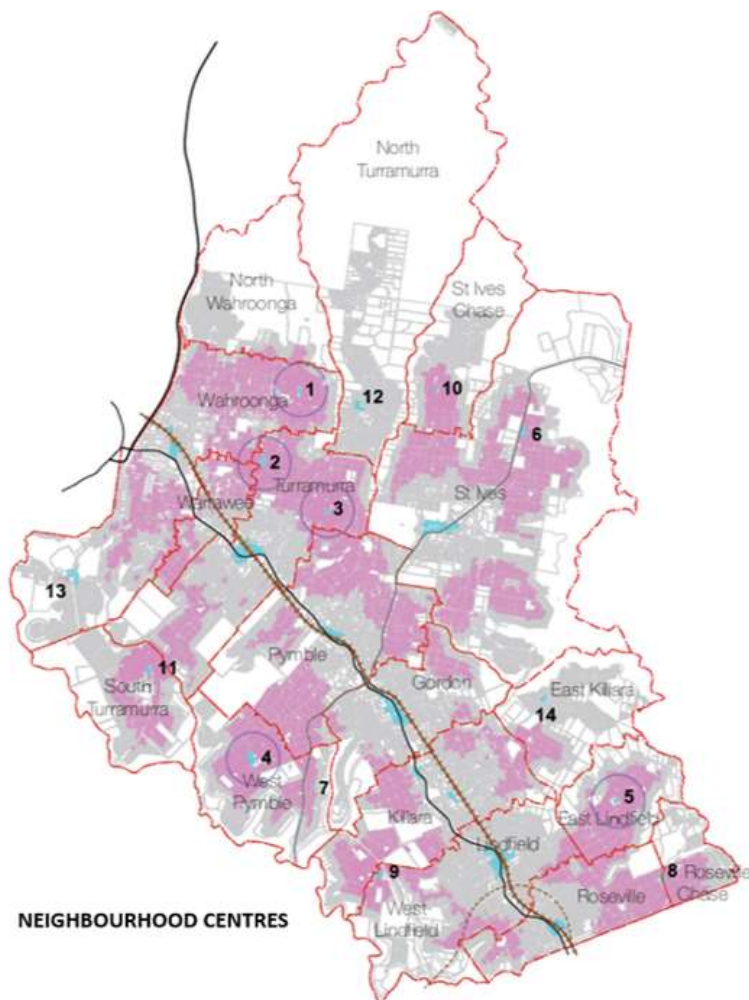
Six of the Neighbourhood Centres remain in the general pool of R2 land with larger dual occupancy lot sizes associated with lands away from facilities. This is due to their being earmarked for potential future rezoning due to good transport connections; or they comprise at risk sites associated with bushfire evacuation. Three Neighbourhood Centres will have no opportunity to develop dual occupancy as they have a C4 (Environmental Living) zoning, and not the required R2 (Low Density Residential) zone.

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As per the LSPS, the below table and diagram indicate the grouping and suitability of the Neighbourhood Centres for dual occupancy development.

NEIGHBOURHOOD CENTRES - LSPS
Identified as potentially suitable for dual occupancy
1. Hampden Avenue, North Wahroonga
2. Eastern Road, Turramurra
3. Princes Street, Turramurra
4. Kendall Street, West Pymble
5. Wellington Road, East Lindfield
Identified for potential future upzoning due to transport links
6. Mona Vale Road, North St Ives
7. Duneba Avenue, West Gordon
8. Babbage Road, Roseville Chase
Identified as Bushfire Evacuation Risk Areas with limited increase in dwellings
9. Moore Avenue, West Lindfield
10. Warrimoo Avenue, St Ives Chase
11. Kissing Point Road, South Turramurra
Excluded for increased housing due to bushfire prone land and C4 Zoning
12. Bobbin Head Road, North Turramurra
13. Fox Valley Road, South Wahroonga
14. Koola Avenue, East Killara



NEIGHBOURHOOD CENTRES

• Minimum lot size Options for dual occupancy development in Ku-ring-gai

The Department requires Council to determine a suitable minimum lot size that is based on the median lot size of R2 zoned lots across the LGA. The minimum lot size must capture and enable dual occupancy development on at least 50% of R2 lots across the LGA.

As per the below Table, Hill Thalys has determined the number of R2 lots across the Ku-ring-gai LGA and the total number of eligible R2 lots as advised by DPHI (removing R2 lots within bushfire prone land, TOD SEPP areas and that are heritage items).

	Number of R2 lots	Median lot size sqm
Total number of R2 lots across the LGA	25751	951 sqm
Total number of eligible R2 lots under the EIE	18725	954 sqm
	50% = 9363 lots	955 sqm

Note: The total number of R2 lots excludes Bushfire, TOD SEPP and Heritage Items.

LGA wide lot numbers and median lot size

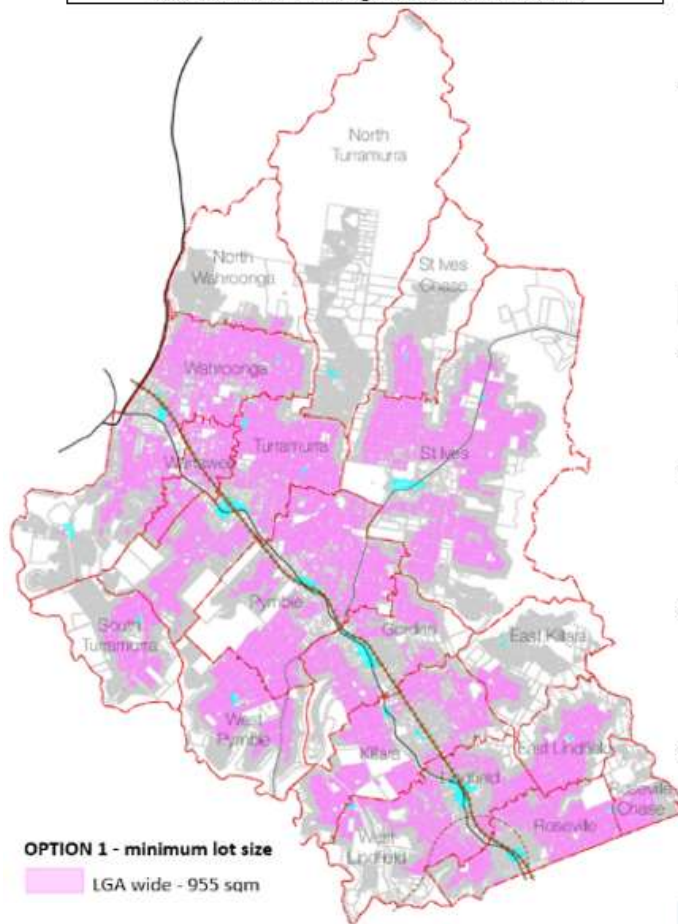
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The Consultant has calculated that to meet DPHI’s 50% requirement, Council must enable dual occupancy development on at least 9363 lots within the LGA.

Three Options, illustrated below, are presented by the Consultant, all deliver the DPHI required lot numbers.

OPTION 1 – ONE-TIER LOT SIZE			
Location	Median Lot Size	Number of Lots for Dual Occupancy development	Minimum Lot Size to capture sufficient lots to meet 50% target
All LGA	954 sqm	9363 lots	955 sqm
TOTAL:		9363 lots	
Note: 50% of all EIE eligible R2 lots = 9363 lots			



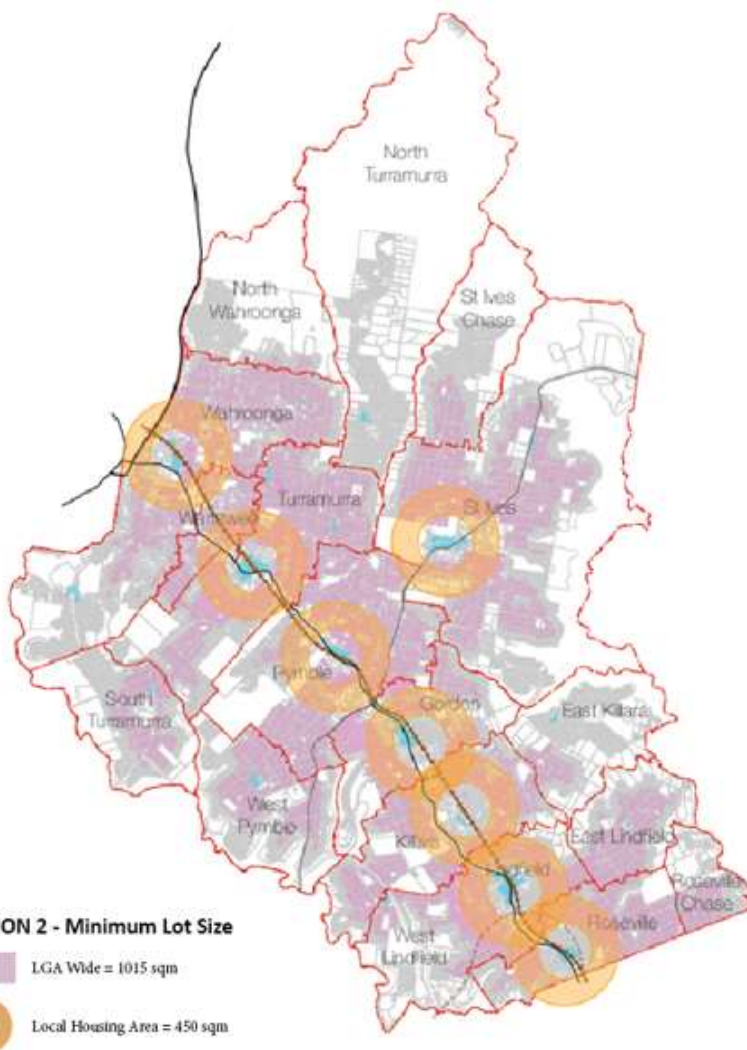
Positives

- The larger 955sqm lot size (instead of the DPHI 450sqm) to the Local Housing Areas will reduce cumulative impacts on the Critically Endangered Ecological Communities (CEEC) Blue Gum High Forest and Sydney Turpentine Ironbark Forest and heritage conservation areas primarily located along the rail/road ridgeline.
- Able to achieve the required DPHI 50% delivery (9363 lots) across the LGA with a larger lot size to the Local Housing Areas.
- As a single development standard, it simply expresses the median to deliver the DPHI number of lots. Development standards applied across a LGA with a consistent lots size can avoid any complexity for some property owners intending to carry out dual occupancy development who are unfamiliar with mechanisms within planning instruments.

Negatives

- Uncertain if DPHI will remove the 450sqm minimum lot size in the Local Housing Areas/apply non-discretionary standards to a larger lot size.
- New dwellings would be located in areas distant from local shops, facilities and public transport routes, resulting in high car dependency and increased pressure on commuter parking around railway stations.
- Applying the same lot size across the LGA does not facilitate Ku-ring-gai’s LSPS where future rezoning of identified Neighbourhood Centres may be impacted by further Torrens Title subdivisions making lot amalgamations more difficult.
- Loss of tiered strategic planning that does not sufficiently enable some of the more established and well-structured Neighbourhood Centres from realising their full potential and relies on upzoning investigations being prioritised and completed in the short to mid-term.

OPTION 2 – TWO-TIER LOT SIZE			
Location	Median Lot Size	Number of Lots for Dual Occupancy development	Minimum Lot Size to capture sufficient lots to meet 50% target
Local Housing Areas	1000 sqm	4177 lots	450 sqm (DPHI size)
All LGA	948 sqm	5186 lots	1015 sqm
TOTAL: 9363 lots			
Note: 50% of all EIE eligible R2 lots = 9363 lots			



Positives

- Dual occupancy on smaller lots will be concentrated within the identified 'Local Housing Areas' with public transport and in close proximity to services, amenities, local shops, community facilities. There would be more travel options that do not involve the use of a private car, which would reduce the demand for commuter parking and public car parking in centres.
- The larger minimum lot size to apply to the remainder of the LGA would exclude lots in some Neighbourhood Centres to allow Council to continue further investigations for upzoning and higher density than would be achieved under dual occupancy.
- Dual occupancy development across the LGA will have a 1015 sqm minimum lot size providing the opportunity to deliver improved site layout and deep soil areas.

Negatives

- Approximately half of dual occupancy development in the LGA will be located in the Local Housing Areas with a small 450sqm minimum lot size that will result in a gradual denudation of the ridgeline and associated downslope impacts into the National Parks and river systems surrounding the LGA. .
- The 800m walking distance diameter of the Local Housing Areas results in a continuous band of intensive development along the ridgeline impacting Ku-ring-gai's (CEEC) Blue Gum High Forest and Sydney Turpentine Ironbark Forest which are restricted to geology and soil types that occur along the ridge lines.
- The smaller lot sizes will result in canopy loss that will need to be made up within the available public domain and subject to further Council strategic planning.

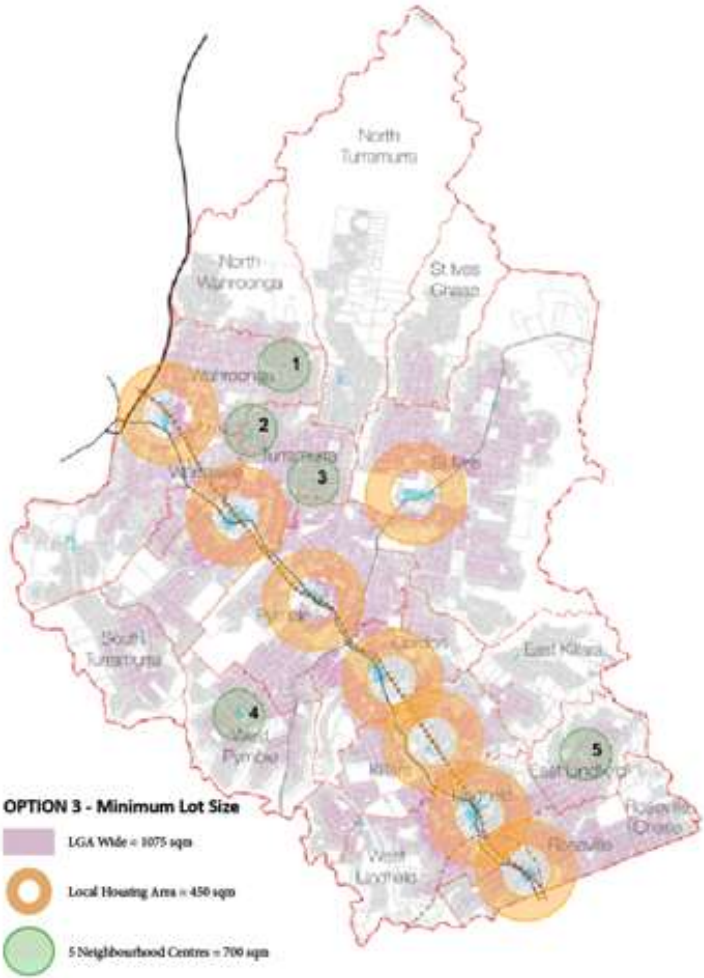
OPTION 3 – THREE-TIER LOT SIZE			
Location	Median Lot Size	Number of Lots for Dual Occupancy development	Minimum Lot Size to capture sufficient lots to meet 50% target
Local Housing Areas	1000 sqm	4177 lots	450sqm (DPHI size)
Five (5) Neighbourhood Centres 1. Hampden Avenue, North Wahroonga 2. Eastern Road, Turramurra 3. Princes Street, Turramurra 4. Kendall Street, West Pymble 5. Wellington Road, East Lindfield	940 sqm	1339 lots	700 sqm
All LGA	949 sqm	3847 lots	1075 sqm
TOTAL: 9363 lots			
Note: 50% of all EIE eligible R2 lots = 9363 lots			

Positives

- Delivery of tiered dual occupancy lot sizes across the LGA will provide the opportunity to deliver improved site layout and deep soil areas on some lots.
- Option 3 focuses dual occupancy in a clear hierarchy based on the size of Local and Neighbourhood Centres and their available transport and facilities to align with the LSPS.

Negatives

- The 800m walking distance diameter of the Local Housing Areas results in a continuous band of intensive development along the ridgeline impacting Ku-ring-gai's (CEEC) Blue Gum High Forest and Sydney Turpentine Ironbark Forest which are restricted to geology and soil types that occur along the ridge lines.
- While potentially less impacts to strategic planning than Options 1 and 2, Ku-ring-gai's experience of development under State Environmental Planning Policies where local controls for deep soil landscape and tree canopy are overridden continues to result in poor outcomes and continuing erosion of urban canopy. There remains a loss of tiered strategic planning that remains unlikely to sufficiently enable some of the more established and well-structured Neighbourhood Centres from realising their potential and relies on upzoning investigations being prioritised and completed in the short to mid-term. Timeframes for investigations, master planning, community consultation and exhibition timeframes need to be considered to deliver high quality holistic strategic planning.
- The smaller lot sizes will result in canopy loss that will need to be made up within the available public domain and subject to further Council strategic planning.



• Options to put forward to DPHI

The Department requires Council to determine a suitable minimum lot size that is based on the median lot size of R2 zoned lots across the LGA. The minimum lot size must capture and enable dual occupancy development on at least 50% of R2 lots across the LGA.

Minimum Lot Size to capture sufficient lots to meet 50% target of 9363 lots			
	OPTION 1	OPTION 2	OPTION 3
All LGA	955 sqm 100% lots	1015 sqm 55% lots	1075sqm 41% lots
Local Housing Areas		450 sqm (DPHI size) 45% lots	450 sqm (DPHI size) 45% lots
5 Neighbourhood Centres			700sqm 14% lots
Impact	<ul style="list-style-type: none"> Distributes impact across the LGA 	<ul style="list-style-type: none"> Focuses impact on Local Centre 800m walkability distance. 	<ul style="list-style-type: none"> Focuses impact on Local Centre 800m walkability distances, and on 5 Neighbourhood Centres 400m walkability distances.

Following the analysis:

- Option 1
 - 955 sqm minimum lot size will result in 477.5sqm per dual occupancy dwelling for the wider LGA.
- Option 2
 - 1015 sqm minimum lot size will result in 507.5sqm per dual occupancy dwelling for the wider LGA;
 - 450 sqm minimum lot size will result in 225sqm per dual occupancy dwelling within 800m of Local Centres.
- Option 3
 - 1075 sqm minimum lot size will result in 537.5sqm per dual occupancy dwelling for the wider LGA;
 - 450 sqm minimum lot size will result in 225sqm per dual occupancy dwelling within 800m of Local Centres;
 - 700 sqm minimum lot size will result in 350sqm per dual occupancy dwelling within 400m of the five Neighbourhood Centres.

All three Options have advantages and disadvantages and distribute impact in different ways.

It is recommended that Council present the three minimum lot size Options within this report to the DPHI to progress the next steps, including community consultation.

Ensuring DPHI’s agreement on the Options is important as Council will only seek public comment on Options that will not be ruled out by DPHI at a later date. This reduces reputational risk to Council by avoiding the community supporting an Option that will later be cancelled by DPHI.

In particular, this applies to Option 1. DPHI has previously said they wish to apply the same approach regarding the Local Housing Areas across all Council. This OMC report seeks to

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once again request DPHI consideration of the issues of their standard approach given the unique circumstances of the location of Ku-ring-gai's Local Centres, including the concentration of Critically Endangered Ecological Communities and Heritage Conservation Areas on the ridgeline where the Local centres are located.

Following DPHI's agreement of Options, the community will be invited to provide their feedback via a public exhibition held by Council.

- **Lot width**

In addition to minimum lot sizes, Hill Thalys has conducted testing of lot sizes and sites across the LGA. The Study found that the existing SEPP minimums of 12-15 m frontages were generally not able to deliver the standards of both the *Explanation of Intended Effects* (December 2023) (EIE) and *SEPP (Exempt and Complying Development Codes) 2008* (Codes SEPP). The Study also considered the loss of Ku-ring-gai's existing canopy resulting from the standards of the EIE and SEPP and the streetscape impacts including within Heritage Conservation Areas.

The Study found that a minimum lot width of 18m would enable small trees and some landscape areas, and 18-20m would enable larger trees and improved streetscape presentations. The wider frontages would support the delivery of dual occupancy dwellings more able to deliver the standards of both the *Explanation of Intended Effects* (December 2023) and *SEPP (Exempt and Complying Development Codes) 2008*.

Ku-ring-gai's sub-division patterns show an overwhelming dominance of lot frontages greater than 15m. Whilst a lot frontage of 20m would be preferred to facilitate provision of large canopy trees and improved streetscapes within Heritage Conservation Areas, a minimum lot width of 18m would ensure dual occupancy development delivery across the LGA at the required quantum in the three Options, and improve outcomes that result from the current 12-15m lot frontages in the EIE and Codes SEPP.

The lot widths would deliver dual occupancy development better able to assimilate into the Ku-ring-gai context, with landscaped setbacks and spacing of vehicle crossovers enabling Council's street tree planting plans to increase canopy tree on public domain verges to shade roads and reduce their urban heat island effects as climate change increasingly raises ambient temperatures. The inclusion of the lot width will be tabled in discussions with DPHI.

NEXT STEPS

Should Council resolve to present the three Options to DPHI and progress towards exhibition, the next steps will be as follows, noting that the timing is contingent to agreement from DPHI extending the timeframe for an endorsed minimum lot size beyond the 14 February 2025:

- Prior to the DPHI deadline of 13 December 2024 to receive Council's draft minimum lot size, staff provide a copy of this Report to DPHI (once it is made public) and seek a post-OMC meeting to discuss Council's approach.
- Council makes a Resolution (on 17 December 2024) for staff to enter into discussion with DPHI on the three Options.
- Staff meet with DPHI to:

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- ascertain their support for the three Options;
- clarify if DPHI will conduct any public exhibition on the amended lot sizes during any part of the process;
- discuss a timetable for Council to exhibit the DPHI agreed Options to the community, given the DPHI 14 February 2025 deadline to receive a final Council endorsed minimum lot size.

Discussion could seek DPHI agreement with the following draft timetable:

- a public exhibition could be held during January/February;
 - a report could be brought back to Council potentially during February, early March;
 - Council’s resolution and final Option be provided to DPHI by March 2025.
- Council conduct a public exhibition inviting the community to provide its feedback on the Options could be conducted during January/February 2025.
 - A report be brought back to Council in an EMC during February/March 2025 to consider submissions to the public exhibition and to seek final endorsement of a preferred Option.
 - Council forwards DPHI its Council endorsed final minimum lot size Option for the LGA by March 2025. Staff seek a meeting to confirm DPHI’s agreement with the final Option.
 - During March to June 2025, DPHI works with Parliamentary Counsel to make the amending SEPP that will automatically amend the Ku-ring-gai KLEP 2015 (as well as other Sydney Councils undergoing the same process), to incorporate the new minimum lot size for dual occupancy development.
 - On 1 July 2025, DPHI switches on the complying development pathway via the *SEPP (Exempt and Complying Development Codes) 2008*.
 - From 1 July 2025 all residents seeking to develop a dual occupancy in the Ku-ring-gai LGA, via the complying development or development application pathway, will be required to apply the minimum lot sizes as per the final Option provided to DPHI.

INTEGRATED PLANNING AND REPORTING

Theme 1 – Community, People and Culture

Theme 3 – Places, Spaces and Infrastructure

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
C6.1 Housing diversity, adaptability and affordability is increased to support the needs of a changing community	C6.1.1 Councils planning approach to the provision of housing across Ku-ring-gai is responsive and addresses the supply, choice and affordability needs of the community and the changing population	C6.1.1.1 Implement the Ku-ring-gai Housing Strategy to 2036 C6.1.1.3 Identify opportunities to provide a range of housing choices and part of the implementation of the Ku-ring-gai Housing Strategy to 2036
P2.1 A robust planning framework is in place to deliver quality design outcomes and	P2.1.1 Land use strategies, plans and processes are in	P2.1.1.1 Prepare plans and strategies as required by the

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
maintain the identity and character of Ku-ring-gai	place to effectively manage the impact of new development	Local Strategic Planning Statement (LSPS)

GOVERNANCE MATTERS

On 15 December 2023 the NSW Government exhibited the *Explanation of Intended Effect; Changes to create Low and Mid Rise Housing (EIE)*. Under the LMR SEPP the DPHI has provided some Councils an opportunity to consider minimum lot sizes for Dual Occupancies and semi-detached dwellings within the R2 low Density Residential Zone.

It is understood the NSW Department of Planning, Housing and Infrastructure will amend the SEPP (Housing) 2021 to amend the KLEP 2015 to permit additional housing and controls within the nominated zonings.

RISK MANAGEMENT

If Council does not nominate an appropriate minimum lot size for Dual Occupancies, then the NSW *State Environmental Planning Policy (Exempt and Complying Development) 2008* will automatically apply with a minimum parent lot size of 400sqm, which will result in each lot having an area of 200sqm. This will make it very challenging to provide for deep soil, protecting biodiversity, tree canopy and ensuing appropriate setbacks and the retention of the garden settings that contribute to the local character of Ku-ring-gai.

FINANCIAL CONSIDERATIONS

The cost of preparing this report is covered by the Urban Planning & Heritage Budget.

SOCIAL CONSIDERATIONS

Updated and applicable planning provisions for dual occupancies in Ku-ring-gai will assist in increasing housing supply, diversity and affordability to support the needs of the changing community and changing population.

ENVIRONMENTAL CONSIDERATIONS

Council's approach to planning for dual occupancy provisions have taken into account the protection of biodiversity, bushfire, minimising and mitigating heat island effects, ensuring access to public transport and facilities and maintain the character of buildings within a garden setting that includes tall canopy trees.

COMMUNITY CONSULTATION

Council's adopted position arising from this Report will be provided to the NSW Department of Planning, Infrastructure and Housing.

Following endorsement by the NSW DPHI, a formal Ku-ring-gai Council public exhibition process on this matter would be conducted in early 2025. A final officer's report will be made back to Council to meet the State Government's deadline for making the SEPP in July 2025.

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Council's Community Engagement Policy states that Council exhibitions should not begin until the third week of January (ie: 20 January) and run for a minimum of 28 days, with extensions considered for school holiday periods.

In line with this, it is proposed that consultation would begin on Monday, 20 January 2025 and end on Wednesday, 19 February 2025, a period of 31 days. This period would also allow sufficient time to prepare a report for the March 2025 Ordinary Council Meeting.

Activities to promote the exhibition may include:

- Letter to all owners and occupants of land subject to Council's residential rating category;
- Media release;
- Local media advertising;
- Promotion in Council e-newsletters and social media;
- Summary brochure and leaflet available online and distributed to Council venues; and
- Engagement portal page, promoted via Council's main website home page.

Engagement activities, dependent on DPPI's agreement to Council's proposed timeline and community interest, may also include surveys, as well as online and in person community forums to provide community members the opportunity to ask questions on a one-on-one basis with Council staff.

The number of forums and their locations will be determined following DPPI's agreement on the options.

This engagement process is consistent with the approach taken by Council during the exhibition of the Transport Oriented Development scenarios.

It should be noted that in addition to the above, there will be a statutory consultation process on any changes to Council's DCP.

This consultation approach will put Council in the strongest position to understand broad community sentiment in regard to these significant land-use changes.

A report on the community engagement outcomes will be prepared for the Council report.

The outcomes of the public exhibition will be prepared and reported back to Council.

At this stage it is not certain that a separate exhibition of the Draft SEPP will be conducted by the NSW DPPI.

INTERNAL CONSULTATION

Where relevant, other Departments of Council have been consulted in the preparation of this report.

In October 2024, Councillors were provided with an overview of the housing reforms including on the need to prepare dual occupancy provisions.

SUMMARY

The State government housing reforms now mandate LGA wide delivery of dual occupancy development on 50% of all R2 (Low Density Residential) zoned land.

Council has the opportunity to propose a draft minimum lot size to DPHI by 13 December 2024 and a final Council endorsed lot size by 14 February 2025.

Council engaged Hill Thalys Architecture and Urban Projects to investigate and identify lot sizes for dual occupancy development in the Ku-ring-gai LGA. The Study has undertaken intensive mapping and testing to understand the profile of R2 lots across the Ku-ring-gai LGA and the implications of cumulative dual occupancy development across the LGA.

The smaller the minimum lot size, the more intensive the development becomes, leading to greater challenges in maintaining deep soil areas, retaining and providing tree canopy, and ensuring adequate setbacks and the garden settings typical of Ku-ring-gai’s streetscapes.

Failure to nominate a minimum lot size will result in the automatic application of the *SEPP (Exempt and Complying Development Codes) 2008* (Codes SEPP) minimum lot size of 400sqm (which will result in each dual occupancy dwelling having a site area of 200sqm) across the LGA for complying development.

The DPHI guidance is that the establishment of a minimum lot size is to:

- be based on the LGA’s median lot size of R2 zoned lots; and
- capture at least 50% of R2 lots across the LGA.

The Hill Thalys Study presents three options, listed below, with all options able to deliver the required 50% of R2 lots for dual occupancy development across the LGA.

Minimum Lot Size to capture sufficient lots to meet 50% target of 9363 lots			
	OPTION 1	OPTION 2	OPTION 3
All LGA	955 sqm 100% lots	1015 sqm 55% lots	1075sqm 41% lots
Local Housing Areas		450 sqm (DPHI size) 45% lots	450 sqm (DPHI size) 45% lots
5 Neighbourhood Centres			700sqm 14% lots

The three Options presented in this report provide Council with a choice of minimum lot size for dual occupancy development across the LGA.

It is understood that the loss of deep soil, tree canopy and changes to the suburban fabric is inevitable in any reduction of lot size across the LGA.

The Options illustrate different approaches to manage the impacts of the small lot subdivision that will result from dual occupancy development. The key impacts are focused around Ku-ring-gai’s biodiversity links, critically endangered tree communities, canopy cover, streetscape and character.

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Noting that the Options will only enable dual occupancy development on 50% of R2 zoned lots within the LGA, Council has to consider if it is better to:

- spread the impacts of dual occupancy development across the LGA with a single minimum lot size (Option 1); or
- concentrate the impacts in the Local Housing Areas centred on the ridgeline and St Ives Local Centres, noting these areas support remnant critically endangered Blue Gum High Forest and Sydney Turpentine Ironbark Forest; and lots outside those Centres being larger and more able to deliver deep soil, canopy trees and streetscape elevations able to assimilate into the existing suburban character (Option 2); or
- concentrate the impacts in the Local Housing Areas centred on the ridge line Local Centres and St Ives Local Centres, and on five Neighbourhood Centres, making the Centres more urban; and lots outside those Centres being larger and more able to accommodate deep soil, canopy, setback and street elevations can prevail across the remaining LGA (Option 3).

The selection of any one of the Options will result in significantly better outcomes than the State Government's proposed 400sqm minimum lot size that will apply across Ku-ring-gai from 1 July 2025 if Council does not put forward an alternative that can be agreed by DPHI.

In addition to minimum lot sizes, Hill Thalys had conducted testing of lot sizes and sites across the LGA. They have determined that a minimum lot width of 18m would support the delivery of dual occupancy dwellings more able to deliver the standards of both the *Explanation of Intended Effects* (December 2023) and *SEPP (Exempt and Complying Development Codes) 2008*. The lot width would enable dual occupancies to better assimilate into the Ku-ring-gai context with landscaped setbacks, and spacing of vehicle crossovers to enable Council's street tree planting to include large canopy trees on public domain verges. The inclusion of the lot width will be tabled in discussions with DPHI.

RECOMMENDATION:

- A. That Council present the three minimum lot size Options within this report to the Department of Planning, Housing and Infrastructure to progress the next steps, including community consultation.
- B. That the following steps be taken by Council staff following Council's Resolution:
 - i. meet with DPHI to discuss the proposed Options;
 - ii. conduct a public exhibition of the Options that are supported by DPHI.
- C. That the public exhibition results be reported to Council to seek Council's endorsement of a final minimum lot size.
- D. The adopted minimum lot sizes for dual occupancy include a provision for the requirement of an 18 metre minimum lot width.
- E. That the Director, Strategy and Environment be given delegation to correct errors and improve clarification upon advice of the consultant Hill Thalys, that do not alter the direction of the Options.

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Rathna Rana
Executive Urban Planner

Antony Fabbro
Manager Urban & Heritage Planning

Craige Wyse
Team Leader Urban Planning

Jacob Sife
Acting Director Strategy and Environment

Attachments:	A1	June 2024 DPHI Letter	2024/391621
	A2	September 2024 DPHI Letter - Dual Occ next steps	2024/391200
	A3	Hill Thalys - Dual Occupancy Lot Size Study December 2024	Excluded 2024/393401

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**Department of Planning, Housing and Infrastructure**

Andrew Watson

Director, Planning, Ku-ring-gai Council

Email: awatson@kmc.nsw.gov.au

29 June 2024

Subject: Low- and Mid-Rise Housing SEPP

Dear Andrew

I would like to provide you with an update on the proposed Low- and Mid-Rise Housing (LMR) SEPP following a decision by the NSW Government commencing today. I would also like to thank you for your invaluable contribution to the development of the policy.

The LMR SEPP is a key component of the NSW Government's planning response to the National Housing Accord. The policy aims to encourage the development of dual occupancies in low-density zones state-wide, as well as multi dwelling housing and low to mid-rise apartment buildings in well-located areas across Sydney, the Central Coast, Illawarra-Shoalhaven, and the Hunter. An Explanation of Intended Effect (EIE) for the policy was exhibited from December 2023 to February 2024. Around 8,000 submissions were received, including 49 council submissions.

After reviewing all submissions, the Department conducted an extensive engagement process that included consultation on a policy refinement paper and one-on-one workshops with each affected council.

We greatly appreciate the information and feedback you provided in your submission and in the workshop process which has been crucial in developing the policy. The LMR SEPP will be implemented over two stages:

- **Stage 1** (commencing on Monday 1 July 2024) will permit dual occupancies and semi-detached dwellings in all R2 low density zones in NSW. This results in a permissibility change in the R2 zone in your LGA. This will not apply on certain lands, to manage hazards, constraints, and evacuation risks.
- **Stage 2** (to be notified later in 2024) is for the remainder of the LMR SEPP, which will expand permissibility and introduce non-discretionary standards within the nominated 'station and town centre precincts'. The same land exclusions introduced in Stage 1 will continue to apply.

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Department of Planning, Housing and Infrastructure

Importantly, under Stage 1, complying development for dual occupancies will be switched off until 1 July 2025 to allow your council time to consider a minimum lot size. If council does not introduce a minimum lot size for dual occupancies, the complying development pathway and controls will automatically commence on 1 July 2025. Under Stage 2 non-discretionary standards will be introduced for dual occupancies in well-located areas, however outside these areas, your minimum lot sizes will apply.

In relation to Stage 2, further consultation is being undertaken on the nominated 'station and town centre precincts' and the policy settings for these areas. It is important to note that stage 2 of the policy is only relevant to Six Cities councils. I want to assure you that we will continue to work closely with Six Cities councils in the finalisation of Stage 2, to support local planning efforts or assist in preparing for the implementation of the LMR policy.

A summary of the policy, FAQs, fact sheets and other resources are available on the Department's [webpage](#).

Should you have any further questions regarding the LMR SEPP or the broader housing reform work, please contact myself or Dan Cutler, Director, Housing Policy and Codes at lowandmidrisehousing@planning.nsw.gov.au.

Thank you for your continued collaboration with the Department.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Tom Loomes', with a long horizontal line extending to the right.

Tom Loomes

Executive Director
Strategic Planning & Policy

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Department of Planning, Housing and Infrastructure



Mr Andrew Watson
Director, Planning, Ku-ring-gai Council
Email: awatson@kmc.nsw.gov.au

25 September 2024

Subject: Minimum lot size for dual occupancies in Zone R2

Dear Mr Watson,

Stage 1 of the Low and Mid-Rise (LMR) housing policy commenced on 1 July 2024 and made dual occupancies newly permitted with consent in the R2 Low Density Residential Zone in your local government area. To prevent unintended outcomes, complying development for dual occupancies in newly permitted R2 zones is not yet available, to enable Council to consider and, if necessary, implement a minimum lot size.

Since there are several councils in the same situation, the Department is proposing to bundle lot size changes together to amend the relevant LEPs without the need for individual planning proposals.

Should your Council wish to introduce a minimum lot size for dual occupancies, please complete the attached form where you can propose a lot size and provide supporting information to justify the proposal. It would be appreciated if you could consider the important background information contained in the form and consider the Departments suggestions in setting an appropriate lot size.

It would be appreciated if a draft response is provided by 13 December 2024 and a final response with council endorsement by 14 February 2025. Please send the form and any questions you may have to the team at lowandmidrisehousing@planning.nsw.gov.au.

Thank you for your continued collaboration with the Department.

Yours sincerely,

A handwritten signature in black ink, appearing to read "KA".

Kristy Chan
A/Executive Director
Strategic Planning & Policy

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Department of Planning, Housing and Infrastructure
Form



Dual Occupancy Minimum Lot Size Form

Please complete this form and return to the Department if Council would like to introduce a minimum lot size for dual occupancies in the LEP

Councils where dual occupancies have been newly permitted in the R2 Low Density Residential Zone under Stage 1 of the Low and Mid-Rise Housing (LMR) policy are invited to propose a minimum lot size for dual occupancies in the LEP.

Subject to consideration of proposed lot sizes, the Department intends on making a self-repealing SEPP that will amend the relevant LEPs without the need for individual planning proposals.

Before completing this form, please read the information on the following page including considerations to be had in setting a minimum lot size.

It would be appreciated if a draft response is provided by **13 December 2024** and a final response with council endorsement by **14 February 2025**. Please send the form and any questions you may have to the team at lowandmidrisehousing@planning.nsw.gov.au.

1. What is Council's proposed minimum lot size for dual occupancies in the R2 zone?

[Answer here]

2. Which LEP should this apply to?

[Answer here]

3. What is the justification for the lot size? Please attach any supporting information and evidence

[Answer here]

Department of Planning, Housing and Infrastructure
Form



Background information

Considerations when setting a minimum lot size

Stage 1 of the LMR policy aims to encourage housing supply by making dual occupancies permissible in the R2 Low Density Residential Zone across the state. Setting appropriate controls for dual occupancies is also important to create certainty and to ensure they are delivered at contextually appropriate densities and are well designed.

Based on a review of minimum lot sizes for dual occupancies across a range of NSW Council's, it is expected that the minimum lot size is set so that **at least 50% of R2 lots** will be compliant (i.e. the median R2 lot size, or lower). Within the Sydney metropolitan area, this equates to around 300m² within inner city small lot areas, up to 900m² in larger lot suburban fringe areas. In regional contexts, there is more variability and local considerations.

Stage 1 Low and Mid-Rise Housing Policy

Stage 1 of the Low and Mid-Rise Housing (LMR) Policy commenced on 1 July 2024 through an amendment to the Housing SEPP 2021. It made dual occupancies and semi-detached dwellings permitted with consent in all R2 Low Density Residential zones (except for some lands affected by certain hazards such as a bushfire). This resulted in dual occupancies becoming newly permitted in the R2 zone in the following Local Government Areas:

- Albury
- Ballina
- Cowra
- Hornsby
- Inner West
- Ku-ring-gai
- Lismore
- Liverpool
- Mosman
- Murray River
- Northern Beaches (Warringah LEP)

Department of Planning, Housing and Infrastructure
Form



- Strathfield
- Tamworth

Complying development temporarily paused

Complying development for dual occupancies in the R2 zone has been temporarily paused in areas where they have been newly permitted to enable Councils to consider and, if necessary, implement a minimum lot size.

The State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (Codes SEPP) allows dual occupancies as complying development if they are permitted with consent and meet the development standards. The minimum lot size standard is the greater of the LEP lot size or 400m².

Councils where dual occupancies have been newly permitted may not have a minimum lot size, so unless one is implemented, the 400m² default will apply to complying development.

Stage 2 Low and Mid-Rise Housing Policy

Stage 2 of the Low and Mid-Rise Housing (LMR) Policy is being finalised and is planned to commence in late 2024. It is for the bulk and remainder of the policy.

Stage 2 will encourage more housing in residential areas within 800m walking distance from nominated town centres and nominated stations (known as 'local housing areas'). It will expand permissibility and introduce non-discretionary development standards for dual occupancies, terraces, townhouses and apartment buildings in these areas.

Within local housing areas, the following non-discretionary development standards are proposed to apply for dual occupancies:

- Lot size: min 450m²
- Lot width: min 12m
- Car parking spaces: min 1 per dwelling
- FSR: 0.65:1

Department of Planning, Housing and Infrastructure
Form



- Height: 9.5m

These standards will only apply within local housing areas within R1 to R4 zones (where dual occupancies are permitted). They will only apply to development applications. Council's minimum lot size for dual occupancies will apply outside these areas for development applications, and in all areas for complying development.

The nominated centres and stations are being finalised based on a detailed assessment of goods and services, frequent and convenient public transport and infrastructure capacity.

DRAFT TERMS OF REFERENCE - ENVIRONMENT COMMITTEE AND SMART TRANSPORT ADVISORY COMMITTEE

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	For Council to consider the draft Terms of Reference of the Environment Committee and the Smart Transport Advisory Committee for adoption and to make appointments to these committees.
BACKGROUND:	At an extraordinary meeting on Tuesday, 8 October 2024 Council resolved that the Sustainable Recreation Advisory Group and the Active Transport Reference Committee be placed on hold and adjourned while a report is prepared and brought back to Council by December 2024 with draft Terms of Reference to broaden the scope of the Sustainable Recreation Advisory Group into an Environment Committee, and to broaden the scope of the Active Transport Reference Committee into a Net Zero Communities Committee.
COMMENTS:	This report seeks adoption of the Environment Committee and Smart Transport Advisory Committee Terms of Reference and appointment of Councillors to both committees.
RECOMMENDATION: (Refer to the full Recommendation at the end of this report)	That Council: <ul style="list-style-type: none">A. Adopt the Environment Committee and Smart Transport Advisory Committee Terms of ReferenceB. make any required changes to the Advisory and Reference Committee Guidelines.C. appoint a Chairperson and Deputy Chairperson to both committees for the 2024-26 Mayoral term; andD. note that community membership of both committees will be reviewed and recommendations brought back to Council by 8 April 2025.

PURPOSE OF REPORT

For Council to consider the draft Terms of Reference of the Environment Committee and the Smart Transport Advisory Committee for adoption and to make appointments to these committees.

BACKGROUND

Council's advisory and reference committees provide a mechanism by which members of the community can play a role in the formulation of Council policy, direction and practice. These Committees assist Council to engage with and obtain feedback from the community.

At an extraordinary meeting on Tuesday, 8 October 2024 Council resolved that the Sustainable Recreation Advisory Group and the Active Transport Reference Committee be placed on hold and adjourned while a report is prepared and brought back to Council by December 2024 with draft Terms of Reference to broaden the scope of the Sustainable Recreation Advisory Group into an Environment Committee, and to broaden the scope of the Active Transport Reference Committee into a Net Zero Communities Committee.

During the development of the draft Terms of Reference for the committees, staff consulted internally and with Councillors. In relation to broadening the scope of the Active Transport Reference Committee into a Net Zero Communities Committee, it was decided to instead refer to the new committee as a 'Smart Transport Advisory Committee' this reflects the intended broader transport scope within a net zero framework, while avoiding confusion with the existing Net Zero Communities Program which is run by Council.

The scope and operation of advisory and reference Committees is governed by the Council Advisory and Reference Committee Guideline, which includes the Terms of Reference of each committee.

COMMENTS

This report seeks adoption of the draft Terms of Reference for the Environment Committee (see **Attachment A2**) and for the Smart Transport Advisory Committee (see **Attachment A1**).

A brief summary of each advisory and reference committee is provided below.

Environment Committee

Role: The Environment Advisory Committee is established to provide strategic advice and feedback to Ku-ring-gai Council on the preservation, management, enhancement, and recreational use of Ku-ring-gai's natural environment. The Committee's focus is to guide Council on ensuring ecological sustainability, promoting biodiversity, and fostering community engagement in the care of environmental areas.

The Committee will:

- Advise on the planning and management of environmental programs, excluding those related to bushfire and flood risk management;
- support the design and planning of recreational facilities within natural areas, ensuring these align with sustainability and community needs;

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- contribute to the development and review of Council's biodiversity, urban greening, and environmental plans and policies, ensuring alignment with best practice;
- guide the creation, engagement around, and implementation of, environmental education and sustainable recreation initiatives;
- provide input on environmental monitoring and reporting to assess Council's efforts in protecting and enhancing the environment.

Membership: Two Councillors as the Chairperson and Deputy Chairperson; up to 8 community members with expertise in environmental management, biodiversity conservation, urban forestry, sustainable recreation, or related fields; and one representative from NSW National Parks and Wildlife Service.

Smart Transport Advisory Committee

Role: The Smart Transport Advisory Committee is established to provide guidance on the development and implementation of a sustainable transportation hierarchy that enhances the health, wellbeing, and liveability of the Ku-ring-gai community while contributing to Council's net zero emissions target.

By prioritising walking, cycling, and public transport over private vehicle use, the Committee aims to create a healthier, more connected community. Its focus is to align Council's transport initiatives with climate targets, promote active and sustainable mobility options, and reduce greenhouse gas emissions, ensuring Ku-ring-gai's transition towards a net zero future.

The Committee will:

- Promote and support a transportation hierarchy that prioritises:
 - Walking, cycling and other micromobility devices
 - Public transport
 - Car-sharing schemes
 - Electric vehicle (EV) transition
- Provide recommendations on integrating sustainable mobility choices into Council policies to create a more efficient, low-emission transport system.
- Encourage active transport options that foster healthier, more ecologically sustainable communities.
- Ensure that public domain initiatives are aligned with smart transport goals and contribute to more sustainable and accessible transportation networks.

Membership: Two Councillors as the Chairperson and Deputy Chairperson; up to 8 community members with expertise or interest in sustainable transport, climate policy, or urban planning; at least one representative from Bike North; and one representative of pedestrian's interests. Other members with relevant expertise may be invited to participate on an ad-hoc basis, as determined by the Committee.

Should the Terms of Reference be adopted, this report seeks appointment of Councillors to both committees.

Should the Terms of Reference be adopted, staff will initiate an expression of interest process for the appointment of community members to the committees, with recommendations brought back to Council by 8 April 2025.

Review of committees

Under the guidelines, each Committee will undertake a regular review to ensure it is operating effectively, delivering on its roles and responsibilities, and to recommend any changes to how they are operating. Members of the Flood Risk Management Committee, Heritage Reference Committee and Ku-ring-gai Traffic Committee were recently surveyed for their feedback, and the results were provided to the Committee chairs for their information and any appropriate actions. To inform the establishment of the new Environment Committee and Smart Transport Advisory Committee, members of the previous Sustainable Recreation and Active Transport Committees will be surveyed for their feedback.

INTEGRATED PLANNING AND REPORTING

Leadership and Governance

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
L4.1: The organisation provides ethical and transparent decision-making, efficient management, and quality customer service.	L4.1.2: Council’s Governance framework is developed to ensure probity and transparency.	L4.1.2.1: Ensure that Council and Committee meetings are managed effectively and in accordance with relevant legislation, codes and guidelines.

GOVERNANCE MATTERS

Appointments to committees are by Council resolution. As such, each appointment may be made simply by successfully moving a motion.

Alternatively, Council may vote for individual appointments prior to confirming the appointments by resolution. If this path is chosen by Council, it is recommended that open voting be used, with Councillors publicly raising their hands for the candidate of their choice.

RISK MANAGEMENT

Nil.

FINANCIAL CONSIDERATIONS

Nil.

SOCIAL CONSIDERATIONS

Council’s advisory and reference committees aim to enhance community engagement and more inclusive decision-making by involving community stakeholders and diverse voices. This provides valuable insights from different sections leading to more informed and balanced decisions, fosters trust, transparency and more effective policies and programs that benefit the entire community.

ENVIRONMENTAL CONSIDERATIONS

The Environment Committee and Smart Transport Advisory Committee seek to improve environmental outcomes by involving community members with relevant expertise in decision-making.

COMMUNITY CONSULTATION

To inform the establishment of the new Environment Committee and Smart Transport Advisory Committee, members of the previous Sustainable Recreation and Active Transport Committees will be surveyed for their feedback.

INTERNAL CONSULTATION

The Urban Planning and Design business unit and the Environment and Sustainability business unit have consulted with Governance and Corporate Strategy and the development of the draft Terms of Reference.

Draft Terms of Reference were also circulated to Councillors for feedback.

SUMMARY

This report seeks adoption of the Environment Committee and Smart Transport Advisory Committee Terms of Reference and appointment of Councillors to both committees.

RECOMMENDATION:

That Council:

- A. Adopt the Environment Committee and Smart Transport Advisory Committee Terms of Reference;
- B. make any required changes to the Advisory and Reference Committee Guidelines;
- C. appoint a Chairperson and Deputy Chairperson to both committees for the 2024-26 Mayoral term; and
- D. note that community membership of both committees will be reviewed and recommendations brought back to Council by 8 April 2025.

Sybylla Brown
Natural Areas Program Leader

Jacob Sife
Acting Director Strategy and Environment

Attachments:	A1 ↓ Draft Terms of Reference - Smart Transport Advisory Committee	2024/389801
	A2 ↓ Draft Terms of Reference - Environment Advisory Committee	2024/392104

Terms of Reference: Smart Transport Advisory Committee

Role of the Committee

The Smart Transport Advisory Committee is established to provide guidance on the development and implementation of a sustainable transportation hierarchy that enhances the health, wellbeing, and liveability of the Ku-ring-gai community while contributing to Council's net zero emissions target.

By prioritising walking, cycling, and public transport over private vehicle use, the Committee aims to create a healthier, more connected community. Its focus is to align Council's transport initiatives with climate targets, promote active and sustainable mobility options, and reduce greenhouse gas emissions, ensuring Ku-ring-gai's transition towards a net zero future.

The Committee will:

- Promote and support a transportation hierarchy that prioritises:
 - Walking, cycling and other micromobility devices
 - Public transport
 - Car-sharing schemes
 - Electric vehicle (EV) transition
- Provide recommendations on integrating sustainable mobility choices into Council policies to create a more efficient, low-emission transport system.
- Encourage active transport options that foster healthier, more ecologically sustainable communities.
- Ensure that public domain initiatives are aligned with smart transport goals and contribute to more sustainable and accessible transportation networks.

Key Focus Areas

- **Active Transport:** Enhancing walking and cycling infrastructure and safety.
- **Public Transport:** Encouraging greater use of public transport and advocating for improved services.
- **Public Domain Initiatives:** Advising on how public spaces can support smart transport and the transportation hierarchy.
- **Car Share:** Expanding access to car-sharing services as a sustainable alternative to car ownership.
- **EV Transition:** Supporting the shift to electric vehicles and the necessary charging infrastructure.

Membership

The Committee will consist of:

- Two Councillor representatives (voting members), appointed by Council as Chairperson and Deputy Chairperson.
- Up to 8 community members (voting members) with expertise or interest in sustainable transport, climate policy, or urban planning

- At least 1 representative from Bike North (voting member)
- 1 representative of pedestrian's interests (voting member)
- External experts or representatives from relevant organizations may be invited to participate on an ad-hoc basis, as determined by the Committee.

Community representatives are to be appointed by resolution of Council following an Expression of Interest process with recommendations based on candidate merit and ensuring diverse representation across the relevant disciplines.

Term of membership

The term of office for committee members will be for the term of Council, plus up to 6 months to allow time for the incoming Council to make new appointments. At the expiration of the term, members will be eligible for re-appointment, subject to referral to Council for its consideration and resolution.

Council may nominate additional applicants to the Committee as reserves to fill vacancies. Members will be appointed in the order recommended by the assessment panel.

Membership of the Committee can be withdrawn by resolution of Council.

If a member misses three (3) consecutive meetings without apology, their membership will be withdrawn and the position will be deemed vacant.

Chairperson

The Chairperson and Deputy Chairperson of the Committee will be Councillors as nominated by Council.

The Chairperson is to be elected by Council for the same period as the term of office of the Mayor. If the Chairperson is not present at the time designated for the meeting, the Deputy Chairperson shall take the responsibilities of the Chairperson.

The Chairperson is to have precedence at the meeting and shall determine the order of proceedings, generally as set out in the agenda.

The Chairperson has the discretion to exclude a member of the Committee if a member displays inappropriate conduct. If this occurs, the matter is to be reported to the next available Council meeting.

Committee Facilitator

A Committee Facilitator (Convenor) shall be appointed by the General Manager. The Facilitator shall be a staff member of Council who will be responsible for coordinating the preparation of agendas, invitations and minutes of the Committee.

The Facilitator shall also be responsible for coordinating any presentations from guest speakers and for considering requests from members of the public to address the Committee in consultation with the Chairperson and other staff.

Delegation

No delegation. The committee is an advisory body only and has no decision-making authority. It cannot commit Council to a course of action or direct Council staff.

Voting

Decisions will be made by a simple majority vote, with the Chair having the casting vote in the event of a tie.

Quorum

A quorum will be established by the presence of at least half the appointed members of the Committee, including at least one Councillor.

Meetings

The Committee will meet quarterly, or as required, based on project demands or Council direction. The Chairperson has the authority to call meetings in accordance with the agreed meeting schedule. A proposed change to this meeting schedule, either ongoing or one-off, should give consideration to operational requirements, and be agreed upon by the majority of Committee members.

Agendas will be distributed at least five (5) business days before each meeting. Minutes of each meeting will be recorded and circulated to members for review and endorsement.

Each meeting will start and finish at the scheduled time. The Chairperson may consider a motion to extend a meeting for up to 30 minutes. Matters listed on the agenda that are not dealt with by the conclusion of the meeting will be carried forward to the next meeting of the committee.

If an issue arises that requires the Committee's input before the next scheduled meeting (e.g., due to time constraints), the matter may be referred informally to committee members for their guidance or advice.

Attendance by audio-visual link

Members of the committee may attend meetings by audio-visual link, in accordance with the Council Advisory and Reference Committee Guideline.

Reporting Structure

The Committee will provide formal recommendations to Ku-ring-gai Council. The recommendations of the committee, so far as adopted by the Council at an Ordinary Meeting of Council, are resolutions of the Council. Recommendations and progress reports will be submitted through the Director of Strategy and Environment for inclusion in relevant Council meetings and decision-making processes.

Code of Conduct

All Committee members are expected to adhere to the Ku-ring-gai Council Code of Conduct. Members must declare any pecuniary or non-pecuniary interests at the start of meetings where applicable. Conflicts of interest will be managed in accordance with Council policies.

All declarations of conflicts of interest and how the conflict of interest was managed by the person who made the declaration must be recorded in the minutes of the meeting at which the declaration was made.

Each Committee member shall be provided with Council's Code of Conduct and other related policies that may be applicable to the operation of the Committee.

Confidentiality

Committee members may be privy to sensitive or confidential information, and they are expected to maintain confidentiality in line with Council's guidelines. Breaches of confidentiality may result in removal from the Committee.

Draft Terms of Reference: Environment Advisory Committee

Role of the Committee

The Environment Advisory Committee is established to provide strategic advice and feedback to Ku-ring-gai Council on the preservation, management, enhancement, and recreational use of Ku-ring-gai's natural environment. The Committee's focus is to guide Council on ensuring ecological sustainability, promoting biodiversity, and fostering community engagement in the care of environmental areas.

The Committee will:

- Advise on the planning and management of environmental programs, excluding those related to bushfire and flood risk management.
- Support the design and planning of recreational facilities within natural areas, ensuring these align with sustainability and community needs.
- Contribute to the development and review of Council's biodiversity, urban greening, and environmental plans and policies, ensuring alignment with best practice.
- Guide the creation, engagement around, and implementation of, environmental education and sustainable recreation initiatives.
- Provide input on environmental monitoring and reporting to assess Council's efforts in protecting and enhancing the environment.

Membership

The Committee will consist of:

- Two Councillor representatives (voting members), appointed by Council as Chairperson and Deputy Chairperson.
- Up to eight community representatives (voting members), selected based on their expertise in environmental management, biodiversity conservation, urban forestry, sustainable recreation, or related fields.
- One representative from NSW National Parks and Wildlife Service (voting member).
- The following Ku-ring-gai Council staff will be available to attend the Committee meetings (non-voting), and will provide professional advice and administrative support:
 - Manager Environment and Sustainability
 - Environmental Programs Leader
 - Other staff as required for their expertise or specific knowledge areas.

Community representatives are to be appointed by resolution of Council following an Expression of Interest process with recommendations based on candidate merit and ensuring diverse representation across the relevant disciplines.

Term of membership

The term of office for committee members will be for the term of Council, plus up to 6 months to allow time for the incoming Council to make new appointments. At the expiration of the term, members will be eligible for re-appointment, subject to referral to Council for its consideration and resolution.

Council may nominate additional applicants to the Committee as reserves to fill vacancies. Members will be appointed in the order recommended by the assessment panel.

Membership of the Committee can be withdrawn by resolution of Council.

If a member misses three (3) consecutive meetings without apology, their membership will be withdrawn and the position will be deemed vacant.

Chairperson

The Chairperson of the Committee is the Mayor, or a Councillor as nominated by Council.

The Chairperson is to be elected by Council for the same period as the term of office of the Mayor. If the Chairperson is not present at the time designated for the meeting, the Deputy Chairperson shall take the responsibilities of the Chairperson.

The Chairperson is to have precedence at the meeting and shall determine the order of proceedings, generally as set out in the agenda.

The Chairperson has the discretion to exclude a member of the Committee if a member displays inappropriate conduct. If this occurs, the matter is to be reported to the next available Council meeting.

Deputy Chairperson

The Deputy Chairperson of the Committee will be a Councillor as nominated by Council.

Committee Facilitator

A Committee Facilitator (Convenor) shall be appointed by the General Manager. The Facilitator shall be a staff member of Council who will be responsible for coordinating the preparation of agendas, invitations and minutes of the Committee.

The Facilitator shall also be responsible for coordinating any presentations from guest speakers and for considering requests from members of the public to address the Committee in consultation with the Chairperson and other staff.

Delegation

No delegation. The committee is an advisory body only and has no decision-making authority. It cannot commit Council to a course of action or direct Council staff.

Voting

Decisions will be made by a simple majority vote, with the Chair having the casting vote in the event of a tie.

Quorum

A quorum will be established by the presence of at least half the appointed members of the Committee, including at least one Councillor.

Meetings

The Committee will meet quarterly, or as determined by the Chairperson. The Chairperson has the authority to call meetings in accordance with the agreed meeting schedule. A proposed change to this meeting schedule, either ongoing or one-off, should give consideration to operational requirements, and be agreed upon by the majority of Committee members.

Agendas will be distributed at least five (5) business days before each meeting. Minutes of each meeting will be recorded and circulated to members for review and endorsement by the Chairperson..

Each meeting will start and finish at the scheduled time. The Chairperson may consider a motion to extend a meeting for up to 30 minutes. Matters listed on the agenda that are not dealt with by the conclusion of the meeting will be carried forward to the next meeting of the committee.

If an issue arises that requires the Committee's input before the next scheduled meeting (e.g., due to time constraints), the matter may be referred informally to committee members for their guidance or advice.

Attendance by audio-visual link

Members of the committee may attend meetings by audio-visual link, in accordance with the Council Advisory and Reference Committee Guideline.

Reporting Structure

Once approved by the Chairperson, the minutes will be put to an Ordinary Meeting of Council for adoption. The recommendations of the committee, so far as adopted by the Council at an Ordinary Meeting of Council, are resolutions of the Council.

The Committee will provide formal recommendations to Ku-ring-gai Council. Recommendations and progress reports will be submitted through the Director of Strategy and Environment for inclusion in relevant Council meetings and decision-making processes.

Code of Conduct

All Committee members are expected to adhere to the Ku-ring-gai Council Code of Conduct. Members must declare any pecuniary or non-pecuniary interests at the start of meetings where applicable. Conflicts of interest will be managed in accordance with Council policies.

All declarations of conflicts of interest and how the conflict of interest was managed by the person who made the declaration must be recorded in the minutes of the meeting at which the declaration was made.

Each Committee member shall be provided with Council's Code of Conduct and other related policies that may be applicable to the operation of the Committee.

Confidentiality

Committee members may be privy to sensitive or confidential information, and they are expected to maintain confidentiality in line with Council's guidelines. Breaches of confidentiality may result in removal from the Committee.

PUBLIC EV CHARGING PROPOSALS - NSW KERBSIDE CHARGING PROGRAM ROUND 1

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

This report presents the community consultation results for five (5) EVIE Networks site proposals that have been awarded Round 1 funding. This report also recommends which of these site proposals to progress through planning assessments, based on the community consultation results.

BACKGROUND:

The NSW Government’s EV program notes that while at-home charging will be the preferred form of charging for the majority of EV owners, up to 1 in 3 NSW households will rely on public charging infrastructure as at-home charging cannot be implemented for many in rental, apartment, or terrace living (**Attachment A1**).

COMMENTS:

Under the Government’s Kerbside Charging program, Ku-ring-gai Council provided letters of in-principle support to EVIE Networks for five (5) site proposals which were awarded Round 1 grant funding.

RECOMMENDATION:

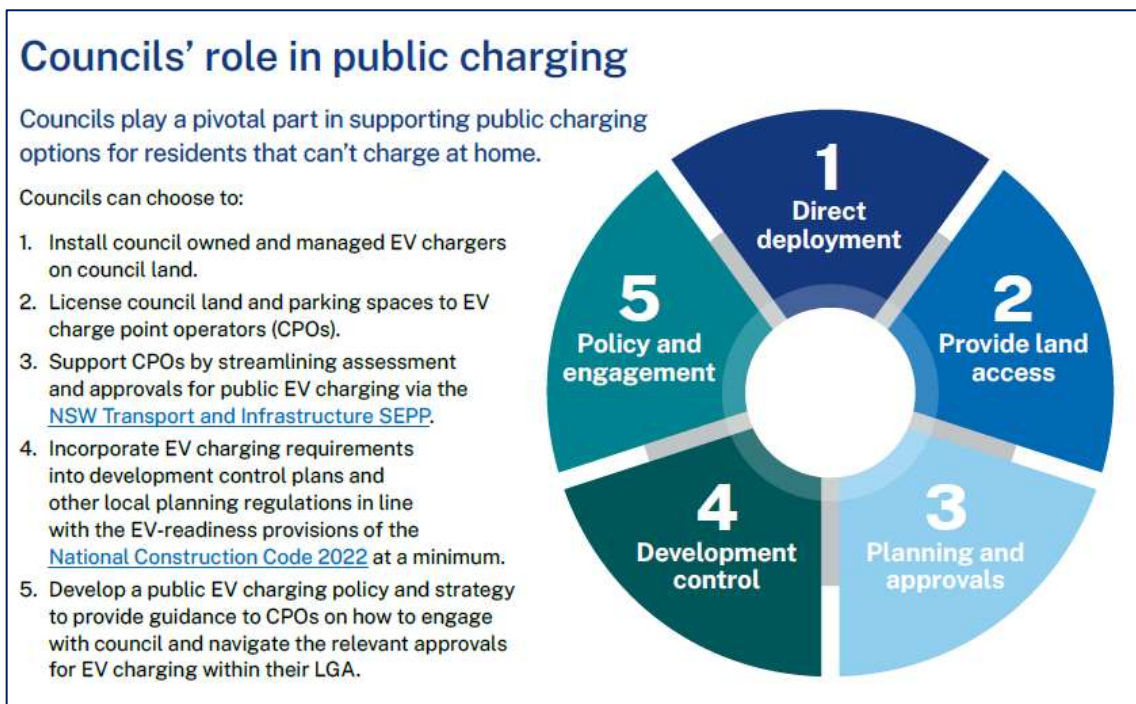
- A. That Council progresses the necessary approval assessments and negotiation of commercial terms required for development and installation of the site proposals at:
 - o 9 Coonanbarra Road, Wahroonga
 - o 2-8 Turramurra Avenue and Gilroy Lane, Turramurra
 - o 1 Reading Avenue, East Killara
 - o 2 Lord Street, Roseville
- B. Subject to assessment and negotiation of commercial terms, that Council approves the development and installation of the proposed chargers for the above sites.

PURPOSE OF REPORT

This report presents the community consultation results for five (5) EVIE Networks site proposals that have been awarded Round 1 funding. This report also recommends which of these site proposals to progress through planning assessments, based on the community consultation results.

BACKGROUND

Electrification of the community’s private transport fleet through the adoption of electric vehicles is critical to achieving Council’s net zero emissions target by 2040. The adopted *Climate Change Policy* and *Towards Zero Emissions – 2030 Action Plan* identifies zero emissions transport as a key component for Ku-ring-gai to achieve Net Zero, requiring the accelerated uptake of electric vehicles (EVs). The provision of public chargers is identified as a supporting action for EV adoption in the *Plan*, and it is a primary objective of Council’s *Policy for Electric Vehicle Charging Infrastructure on Council Land*.



Infographic 1. EV charging profile for Ku-ring-gai (Source: NSW Government - see attachment A1)

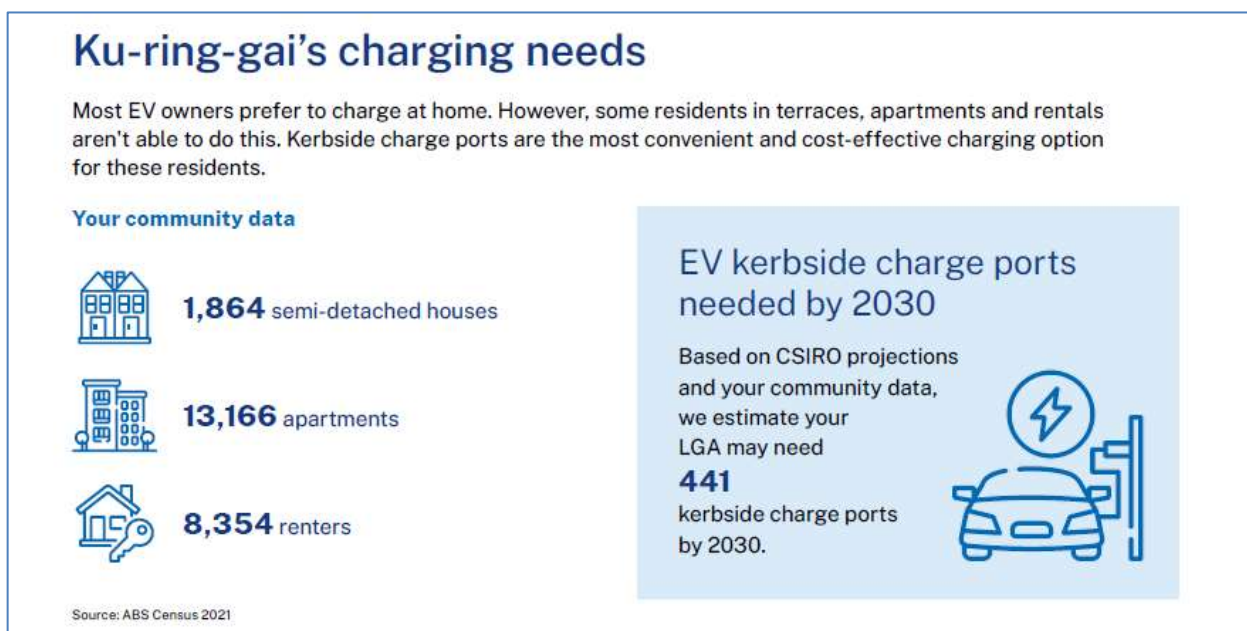
The NSW Government’s EV Charging Strategy also recognises the importance of EV charging infrastructure for enabling transport electrification and the transition to a Net Zero NSW economy. The Government’s program states that while at-home charging will be the preferred form of charging for the majority of EV owners, up to 1 in 3 households will rely on public charging infrastructure as at-home charging cannot be implemented for many vehicle owners in rental, apartment, or terrace accommodation (see **Attachment A1**).

The NSW Government’s EV Strategy identifies local government as a key partner for enabling its objective of “Building a world-class electric charging network”.

Ku-ring-gai’s Charging Needs

EV ownership is currently at 4.5% in Ku-ring-gai. EV registrations and rates of ownership have been doubling each year for the past 5 years and this trend is expected to continue doing so into the near future.

The NSW Government estimates 441 kerbside ports may be needed by 2030 to meet community needs for charging (see **Attachment A1**). Kerbside charge ports are the most convenient and cost-effective charging option for residents who do not have access to charging at home in terraces, apartments, or rental accommodation. Currently, Ku-ring-gai has 24 charging ports that have been provided by Council, NSW Government, and private investment.



Infographic 2. EV charging profile for Ku-ring-gai (Source: NSW Government – see Attachment A1)

The NSW Government Electric Vehicle Kerbside Charging Grant addresses localities with higher density housing, acknowledging these areas face greater challenges to accessing charging at-home.

Utilisation data for Council-operated public EV chargers reflects strong local demand. During the first four weeks of operation, the EV charger at Turramurra Library recorded approximately 150 unique drivers completing over 700 charging sessions. Although these chargers are currently free to use, this demonstrates a significant number of residents benefiting from access to public charging.

COMMENTS

Site specific community consultation was undertaken between 30 September and 27 October for five Evie Networks site proposals. The sites are:

Table 1 EV Charger Site Proposals

Site Address	Number of EV charging bays	Number of charging ports	Charging speed and capacity
9 Coonanbarra Road, Wahroonga	4	4	Up to 75 kW DC shared between 2 ports
2-8 Turramurra Avenue and Gilroy Lane, Turramurra	4	4	Up to 75 kW DC shared between 2 ports
1 Reading Avenue, East Killara	4	4	Up to 75 kW DC shared between 2 ports
2 Lord Street, Roseville	4	4	Up to 75 kW DC shared between 2 ports
11 Bradfield Road, Lindfield	4	4	Up to 75 kW DC shared between 2 ports

Below are indicative images demonstrating the size and style of the EV chargers at each proposed site.

NOTE: These images represent preliminary designs which are subject to design review and environmental assessment.



Figure 1. Indicative EV charger layout at 9 Coonanbarra Road, Wahroonga



Figure 2. Indicative EV charger layout at 2-8 Turramurra Ave, Turramurra



Figure 3. Indicative EV charger layout at 1 Reading Ave, East Killara



Figure 4. Indicative EV charger layout at 2 Lord Street, Roseville



Figure 5. Indicative EV charger layout at 11 Bradfield Road, Lindfield

Preliminary site layouts with additional information are contained in **Attachment A2**.

Community Engagement

The level of engagement from the community captured in the table below.

Table 2 Community Consultation Engagement Summary

Communications reach	Feedback capture
<ul style="list-style-type: none"> • Ku-ring-gai e-news (x2) - 37k+ • Your Say Ku-ring-gai e-news – 1.1K + • Community Engagement Hub (3,500 page views, 1281 unique visitors, 1051 plan downloads) • Facebook posts - 30 September and 10 October • Letterbox drop (250 radius of each site) – 1552 letter to residents, 382 letters to businesses. • On site signage • Visits to businesses (16 and 17 October) • Promotion at Sustainable Futures Day (1000+ attendees) 	<ul style="list-style-type: none"> • Online Survey - 161 responses • Written submissions (via online submission tool, email and letters) – 17 submissions - 15 online, 2 by mail • Interactive map (198 votes) • In-person comments gathered during business visits

Overview of Submissions – Matters Raised and Comments

There were 161 responses in the online survey. The level of support from the survey is shown in the table below.

Table 3 Summary of Site Support and Recommendations

Location	Level of Support	Recommendation
9 Coonanbarra Road, Wahroonga	<p>71% Support or Strongly Support.</p> <p>20% Oppose or Strongly Oppose.</p> <p>8% Neutral.</p>	<p>Continue to environmental assessment and approvals.</p> <p>Progress to negotiating appropriate commercial terms.</p>

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Location	Level of Support	Recommendation
2 – 8 Turramurra Ave, Turramurra	71% Support or Strongly Support. 20% Oppose or Strongly Oppose. 8% Neutral.	Continue to environmental assessment and approvals. Progress to negotiating appropriate commercial terms.
1 Reading Ave, East Killara	72% Support or Strongly Support. 19% Oppose or Strongly Oppose. 9% Neutral.	Continue to environmental assessment and approvals. Progress to negotiating appropriate commercial terms.
2 Lord Street, Roseville	71% Support or Strongly Support. 20% Oppose or Strongly Oppose. 8% Neutral.	Continue to environmental assessment and approvals. Progress to negotiating appropriate commercial terms.
11 Bradfield Road, Lindfield	67% Support or Strongly Support. 25% Oppose or Strongly Oppose. 8% Neutral.	Site to be removed from progressing further due to concerns that the proximity of the chargers to an adjacent dwelling could lead to disturbance of residents late at night from EV charger users talking and closing car doors.

General Themes in Support

- More chargers are needed in Ku-ring-gai.
- The chargers will support those who cannot charge at home and improve accessibility to charging infrastructure.
- The chargers will encourage uptake of EVs.
- EVs are the future.
- Good for the environment.
- The chargers will be good for business – people can visit the shops and cafes while they charge.

Site Specific Concerns Raised

- For 11 Bradfield Road, Lindfield, concerns were submitted about the proximity of the proposed charging bays to the adject dwelling. Specifically, the submissions asserted that any late-night usage of the EV chargers could result in disturbance of the residents due to conversations and car doors closing.

Council Response: Site to be removed from progressing further due to concerns that the proximity of the chargers to an adjacent dwelling could lead to disturbance of residents late at night from EV charger users talking and closing car doors.

General Concerns Raised

- For some of the sites, submissions asserted that these carparks are in high demand and parking is limited.

Council Response: With EV ownership in Ku-ring-gai at 4.5%, and doubling each year, a significant number of EV drivers will already be utilising the proposed carparks for other

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services. Placing charging bays in these locations provides an opportunity for drivers to charge a vehicle while they shop, visit a café, or use the services of local businesses.

- EV users should be charging at home or at a service station.

Council Response: The NSW Government and Council recognises that many residents are not able to access at-home charging and that public charging infrastructure needs to be deployed to support these residents. Unlike petrol and diesel vehicles which must be refuelled at a service station, EVs can be charged without supervision in any location, allowing drivers to charge at different moments in a journey – in this case, while using local services.

Further information on the community consultation responses is provided in the following attachments:

Attachment	Document
A3	Detailed Summary of Matters Raised and Individual Submissions
A4	Engagement Summary - Public Electric Vehicle Chargers October 2024

INTEGRATED PLANNING AND REPORTING

Theme 2 – Natural Environment

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
N4.1: A community transitioning to net zero emissions and responding to the impacts of climate change and extreme weather events.	N4.1.1: Our community is effectively informed and engaged on climate change impacts and responses.	N4.1.1.4: Identify opportunities to support the uptake of low and zero emission vehicles within the community.

GOVERNANCE MATTERS

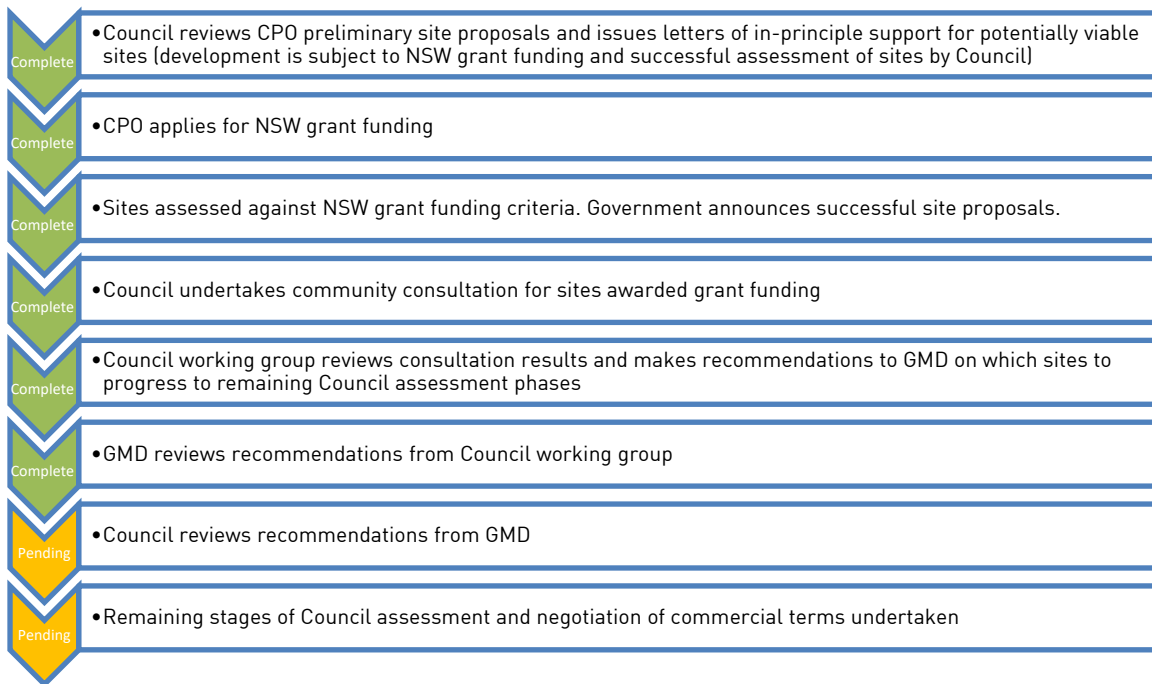
NSW Grant funding has been awarded only for site proposals and CPOs that have met the criteria in the NSW Government EV Kerbside Charging grant guidelines.

Development of site proposals that have been awarded grant funding are subject to normal Council assessment processes and reviews. This will involve the following:

- Site specific community consultation (**Completed** for five EVIE Network proposals);
- Detailed design review (Changes to Assets/use of Council Land);
- Environmental assessment;
- Roads Act Approval (only relevant for on-street EV charging);
- Traffic facilities approval (Traffic Committee or Operations Director); and
- Negotiation of commercial terms.

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RISK MANAGEMENT

Risks Associated with Accepting the Report Recommendations

For this initiative, many risks associated with third party public EV charging are managed through the evaluation process applied by the NSW Government’s Kerbside Charging program. For example, CPOs awarded grant funding must meet minimum requirements for maintenance and public liability insurance and are assessed for their capacity to deliver a high up-time service.

Additionally, several other risks are managed via the community consultation, design review, environmental assessment, license negotiations and other approval steps outlined in the Governance section of this report.

Table 4. Risk analysis and evaluation.

#	Risk	Cause	Likelihood	Consequence	Category	Inherent Risk Rating	Controls	Residual Risk Rating	Residual Risk Rating relative to Council risk appetite
1	Council liable for decommissioning stranded assets	<ul style="list-style-type: none"> - CPO becomes insolvent - licensing conditions do not cover equipment removal at end of license term 	Unlikely	Council liable for decommissioning stranded assets	Operational	3	<ul style="list-style-type: none"> - Limit proposals to those awarded NSW Government Kerbside grant funding - Require proponents to be reputable CPOs with the experience and capacity to operate a public charging network - Require license conditions to include make-good provisions that must be met when a license term ends 	3	Within appetite
2	Risk of Council receiving complaints for faulty EV chargers	Insufficient signage of CPO's customers service contact details on the EV Chargers	Possible	Frustration for EV charger users and Council staff	Operational	4	<ul style="list-style-type: none"> - Require CPOs to install suitable signage on the EV chargers customer service contact numbers clearly marked - Update Council Customer Service on how to direct user calls to the CPO's customer service channel. 	4	Within appetite

Risks Associated with Rejecting the Report Recommendations

The key risks associated with rejecting the report recommendations are:

- Loss of public standing due to not meeting community expectations and needs for public EV charging; and
- loss of reputation (with CPOs) as an actively engaging Council with the CPO sector.

FINANCIAL CONSIDERATIONS

NSW Government Kerbside Grant

The installation and operation of chargers is of no direct monetary cost to Council as the chargers are fully funded by the CPO and the NSW Government Electric Vehicle Kerbside Charging Grant Round 1. Grant opportunities like the Kerbside EV Charging program and others that the NSW Government are intending to roll out as part of the NSW Government's Electric Vehicle Strategy help to reduce the financial burden on Council to develop the EV Charging network.

Concurrently, staff are presently reviewing responses to a Request for Proposals for CPOs interested in applying for Round 2 of the Kerbside Grant, closing on 9 December. Successful respondents will receive Letters of Support to supplement their grant application.

As the cost of installing and operating public EV charging equipment is significant, the implementation of third-party EV chargers is an efficient way for Council to meet its transport electrification and Net Zero objectives.

Proposed License Rates

Evie Networks will pay an annual lease or license fee to Council for each existing parking bay occupied by the EV charging bays and associated charging infrastructure. The proposed annual license rates for each parking bay are contained in **Attachment A5**.

Operational Costs

No substantial changes are expected in operational costs. Parking enforcement will be required and is expected to continue as per current operations.

SOCIAL CONSIDERATIONS

Improved Equity in Transitioning to Low Emissions Transport

Providing public EV charging infrastructure will improve equity for those who cannot access at-home charging in many rental, apartment, or terrace living. Public EV charging infrastructure will signal to the community that electrification of transport is realisable, encouraging further adoption of electric vehicles.

Increase in Economic Activity

Locating EV chargers near retail services creates the opportunity for users of the chargers to access those services and provide economic benefits for local businesses.

Social License

The Ku-ring-gai Community has continuously showed high levels of engagement with electrification and actions pursuing Net Zero. Council has received lots of feedback that the community is eager to see the expansion of the EV Charging network in Ku-ring-gai. Council is viewed as a leader in the transition to net zero.

ENVIRONMENTAL CONSIDERATIONS

These proposals align with Council's objective for Ku-ring-gai to reach Net Zero Emissions by 2040 or earlier which forms part of Council's commitment to environmental sustainability more broadly.

All environmental impacts of the installations will be considered and assessed as part of the environmental assessment process.

COMMUNITY CONSULTATION

Consultation for each of the five sites was undertaken between 30 September and 27 October 2024.

A summary of the community consultation results is contained in the Comment section of this report.

INTERNAL CONSULTATION

A Public Electric Vehicle Charging Infrastructure Working Group has been convened to represent departmental stakeholders including Environment & Sustainability, Design, Property, Urban Planning, Traffic, Procurement, and Community & Business Engagement. The purpose of the working group is to provide guidance on the implementation of Council's Policy for Electric Vehicle Charging Infrastructure on Public Land.

The working group has reviewed the consultation feedback and contributed to the recommendations in this report.

SUMMARY

As part of NSW Government's Electric Vehicle Charging Strategy, the Round 1 Kerbside Charging grant funding has been awarded to Evie Networks for five locations in Ku-ring-gai.

Site specific consultation with the community was undertaken between 30 September and 27 October 2024 for the following sites:

- 9 Coonanbarra Road, Wahroonga
- 2-8 Turramurra Avenue and Gilroy Lane, Turramurra
- 1 Reading Avenue, East Killara
- 2 Lord Street, Roseville
- 11 Bradfield Road, Lindfield

The feedback included 161 online survey responses, 17 written submissions, 198 votes on an interactive map and in-person comments gathered through business visits. Support for the first four sites exceeded 70%, while opposition remained below 21%. The site receiving the most submissions raising local concerns was 11 Bradfield Road, primarily due to its proximity to an

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adjacent dwelling and the potential disturbance to residents during nighttime use of the EV chargers.

Given the rate of EV ownership in Ku-ring-gai is 4.5%, and doubling annually, the proposed EV charging sites represent a very modest development and will prove valuable for informing the direction of Council's ongoing strategy for public EV charging.

RECOMMENDATION:

- A. That Council progresses the necessary approval assessments and negotiation of commercial terms required for development of the site proposals at:
 - 1. 9 Coonanbarra Road, Wahroonga;
 - 2. 2-8 Turramurra Avenue and Gilroy Lane, Turramurra;
 - 3. 1 Reading Avenue, East Killara; and
 - 4. 2 Lord Street, Roseville.

- B. Subject to assessment and negotiation of commercial terms, that Council approves the development and installation of the proposed chargers for the above sites.

Emily Jiang
Building Sustainability Contractor

Peter Vun
Program Leader – Energy Management and
Net Zero Strategy

Jacob Sife
Acting Director Strategy and Environment

Attachments:	A1	NSW Government EV Charging Profile for Ku-ring-gai	2024/379731
	A2	Evie Networks Preliminary Site Layouts Merged	2024/379068
	A3	Detailed Overview of Submissions for Public EV Charging Consultation October 2024	2024/380743
	A4	Engagement Summary - Public Electric Vehicle Chargers October 2024	2024/380054
	A5	EVIE Networks Proposed Commercial Rates - April 2024	Confidential

Kerbside electric vehicle (EV) charging in Ku-ring-gai



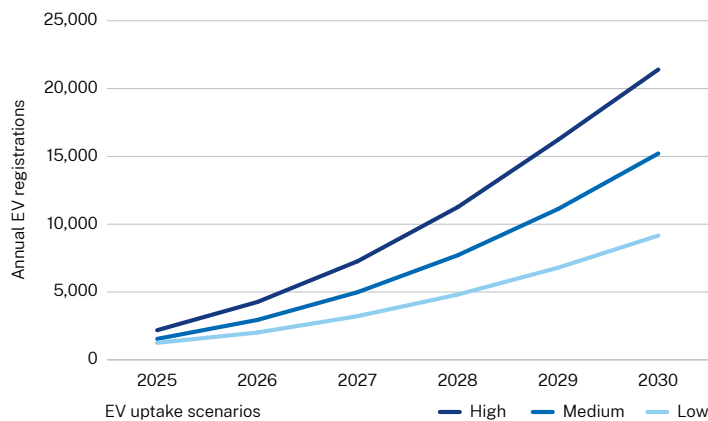
Why it's important for Ku-ring-gai to support EV charging



More EVs on the road results in lower carbon emissions, improved air quality and savings for your community.

The CSIRO projects there to be between **9,162** and **21,404** EVs in your local government area (LGA) by 2030.

Annual EV registration projections in Ku-ring-gai LGA by 2030



Source: CSIRO EV projections 2021

Ku-ring-gai's charging needs

Most EV owners prefer to charge at home. However, some residents in terraces, apartments and rentals aren't able to do this. Kerbside charge ports are the most convenient and cost-effective charging option for these residents.

Your community data



1,864 semi-detached houses



13,166 apartments

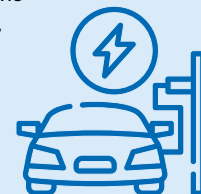


8,354 renters

Source: ABS Census 2021

EV kerbside charge ports needed by 2030

Based on CSIRO projections and your community data, we estimate your LGA may need **441** kerbside charge ports by 2030.



If you have questions, please reach out to the kerbside charging program team for a 1:1 meeting by emailing electric.vehicles@environment.nsw.gov.au

How NSW Government is helping councils

NSW Government is investing \$10 million through the [EV kerbside charging grants](#) to help make NSW the easiest place in Australia to own and operate an electric vehicle.

Through round 1 of the kerbside charging grants, NSW Government has already committed \$4.13M in co-funding to support the installation of 671 charge ports across 16 LGAs.

Round 2 of the program opened in July 2024 and will see a further \$4.5M in co-funding made available to charge point operators (CPOs) to expand the rollout of kerbside chargers across 32 LGAs in NSW, including Ku-ring-gai.

Resources for councils

We've made some changes in round 2 to better support councils to plan and understand the EV charging needs in their area. The grants will no longer be open to applications directly from councils, instead councils can participate by enabling CPOs to apply for kerbside charging sites in their area. We are supporting councils by developing resources to help facilitate public charging in their LGA.



Resources for councils can be found on the [EV kerbside charging grants website](#).

Councils' role in public charging

Councils play a pivotal part in supporting public charging options for residents that can't charge at home.

Councils can choose to:

1. Install council owned and managed EV chargers on council land.
2. License council land and parking spaces to EV charge point operators (CPOs).
3. Support CPOs by streamlining assessment and approvals for public EV charging via the [NSW Transport and Infrastructure SEPP](#).
4. Incorporate EV charging requirements into development control plans and other local planning regulations in line with the EV-readiness provisions of the [National Construction Code 2022](#) at a minimum.
5. Develop a public EV charging policy and strategy to provide guidance to CPOs on how to engage with council and navigate the relevant approvals for EV charging within their LGA.



Next steps



Visit the [EV kerbside charging grants website](#) for information on round 2 of kerbside charging grants (closing on 9 December 2024)



Review the [Resources for Council section](#) on the EV kerbside charging grants website for resources that may help in your EV transition



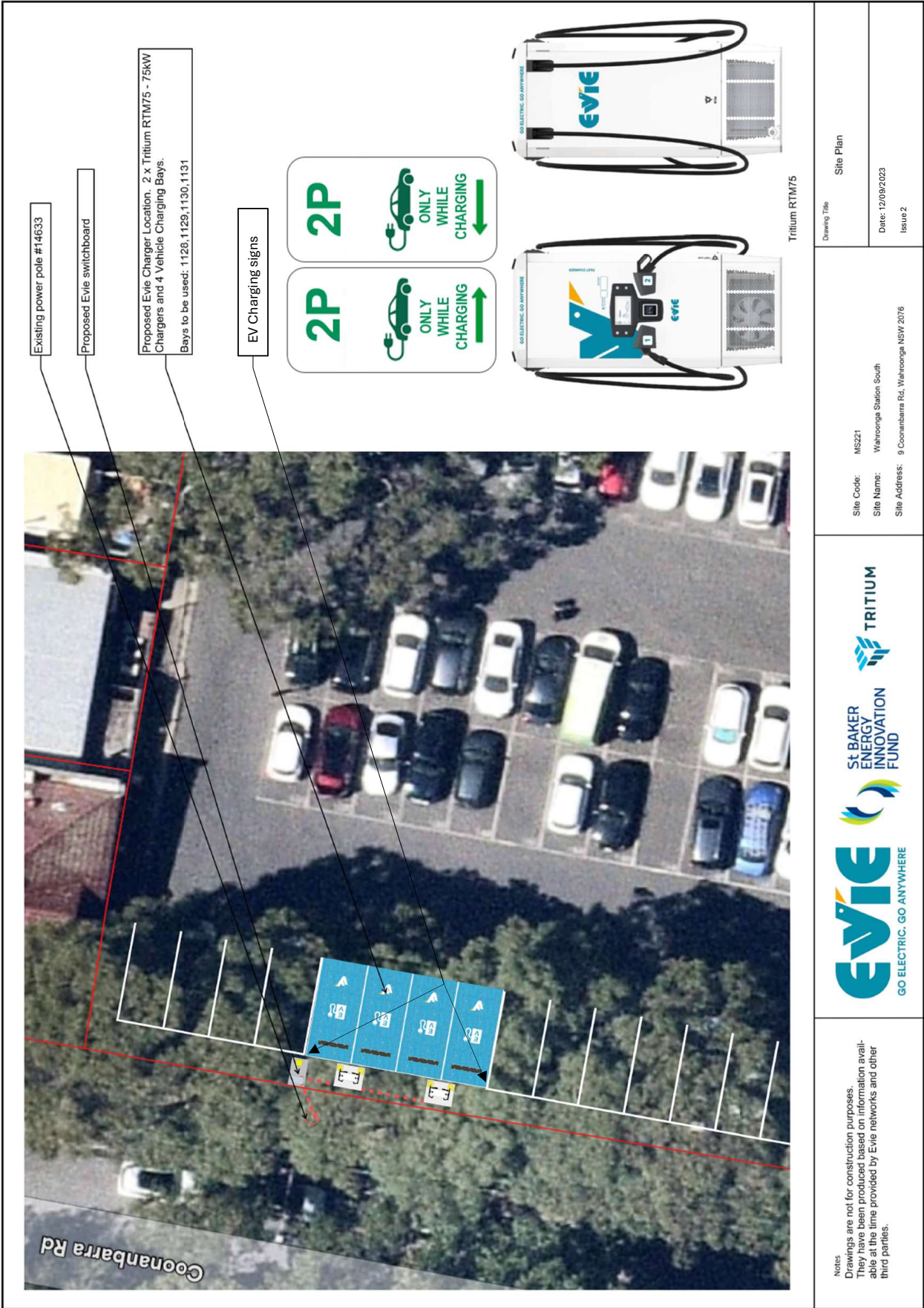
Provide [letters of support](#) to CPOs that are applying for funding under round 2 of the EV kerbside charging grants in your LGA



If you have questions, please reach out to the kerbside program team for a 1:1 meeting by emailing electric.vehicles@environment.nsw.gov.au

Scan to visit NSW
Government EV website





Proposed Evie Charger Location. 2 x Tritium RTM75 - 75kW Chargers and 4 Vehicle Charging Bays.

Proposed EV parking signs x 2

Proposed Evie switchboard

Proposed bollards

Proposed wheel stops

Notes
 Drawings are not for construction purposes. They have been produced based on information available at the time provided by Evie networks and other third parties.

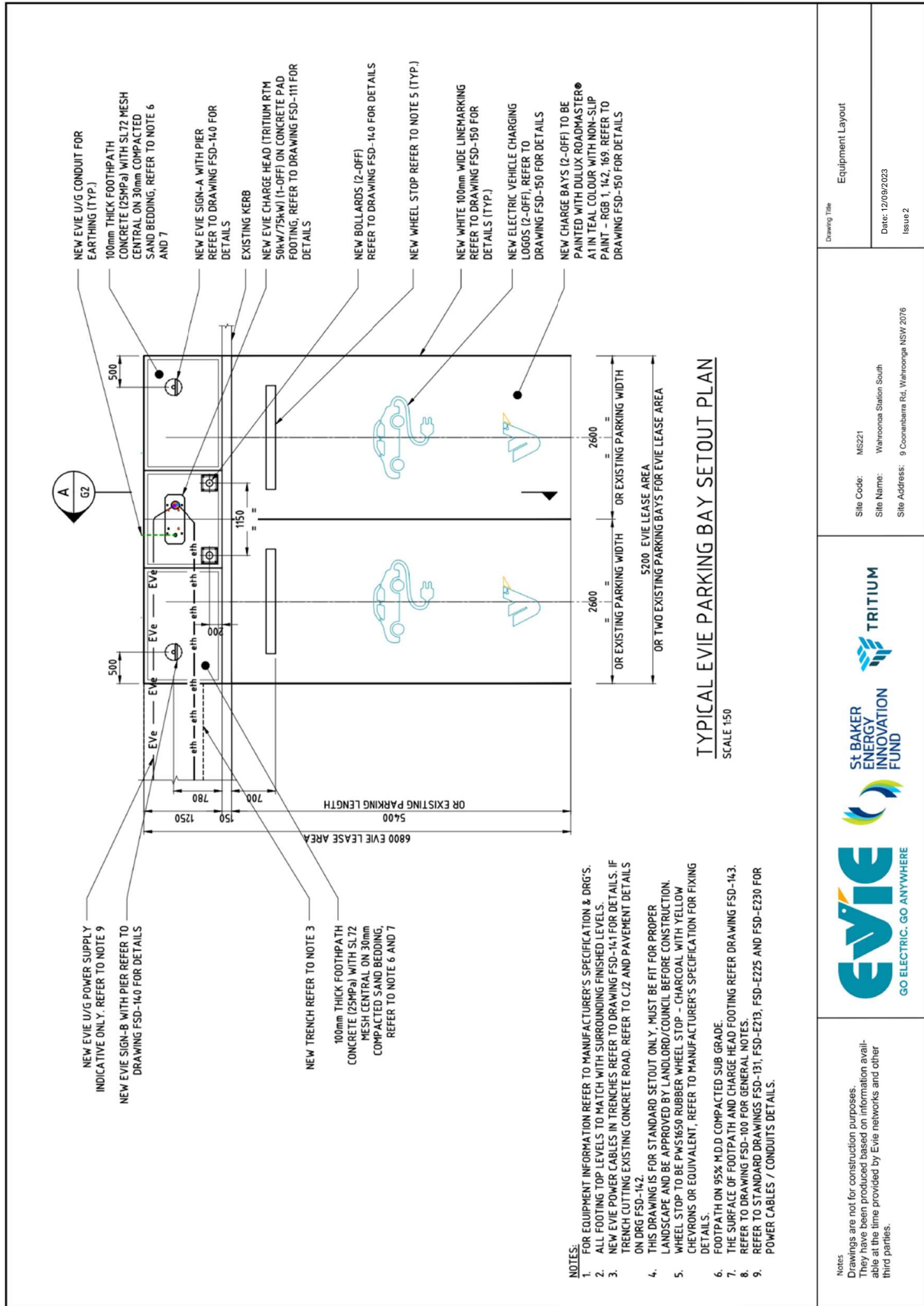
Site Code: M5221
 Site Name: Wahoonga Station South
 Site Address: 9 Conantbarr Rd, Wahoonga NSW 2076

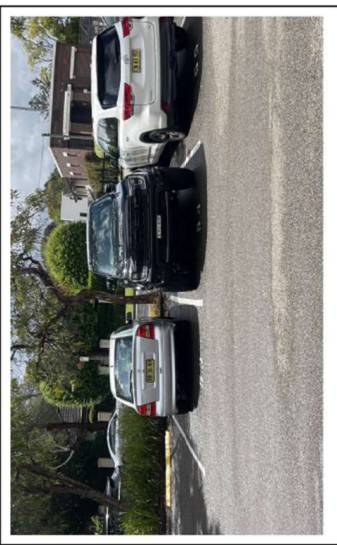
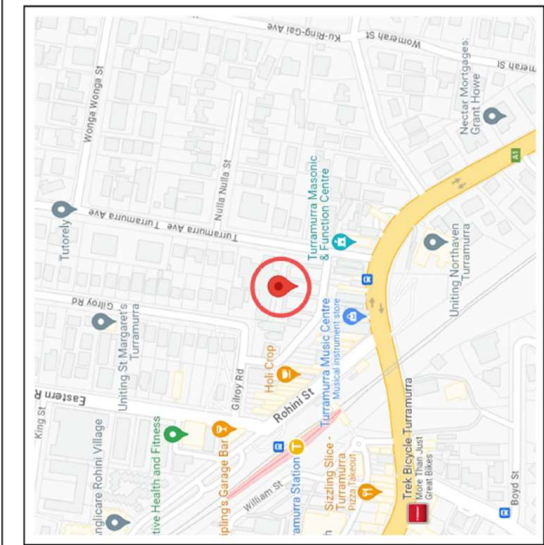
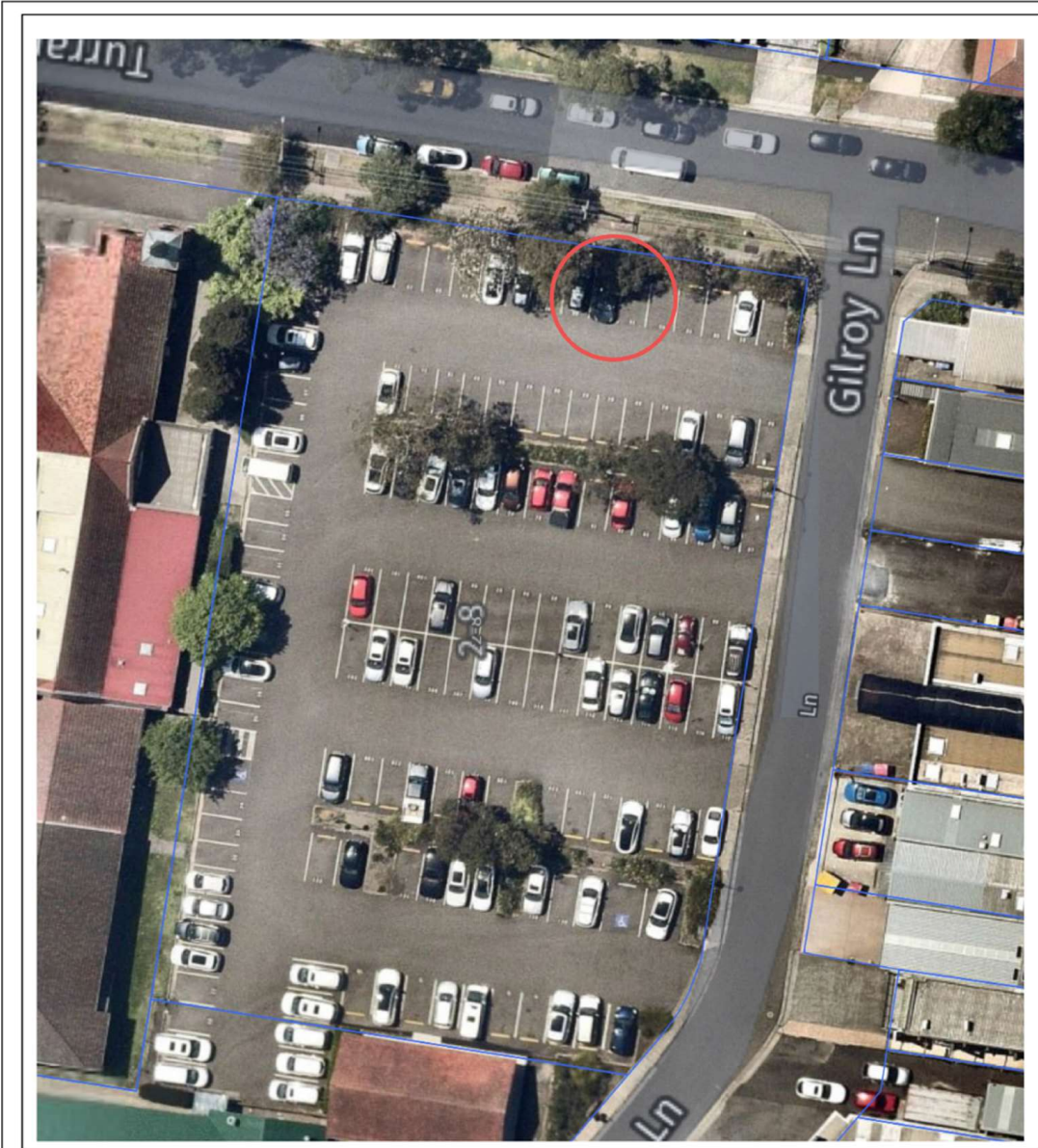
TRITIUM

St BAKER ENERGY INNOVATION FUND

EVIE
 GO ELECTRIC. GO ANYWHERE

Drawing Title: Site Montage
 Date: 12/09/2023
 Issue 2





Drawing Title: **Site Overview**
 Date: 12/09/2023
 Issue: 2

Kerbside Grants (KSG) Project
 Site Code: MS218
 Site Name: Turramurra station
 Site Address: LOT 2 Turramurra Ave, Turramurra NSW 2014

Notes
 Drawings are not for construction purposes. They have been produced based on information available at the time provided by Evie networks and other third parties.

Proposed Evie Charger Location. 2 x Tritium RTM75 - 75KW Charger and 4 Vehicle Charging Bays.

Proposed new Evie switchboard

Existing power pole

Proposed Evie power route. Point of Supply and location of meter to be determined after further investigation with power authority.

EV Charging signs

2P ONLY WHILE CHARGING

2P ONLY WHILE CHARGING

Tritium RTM-75

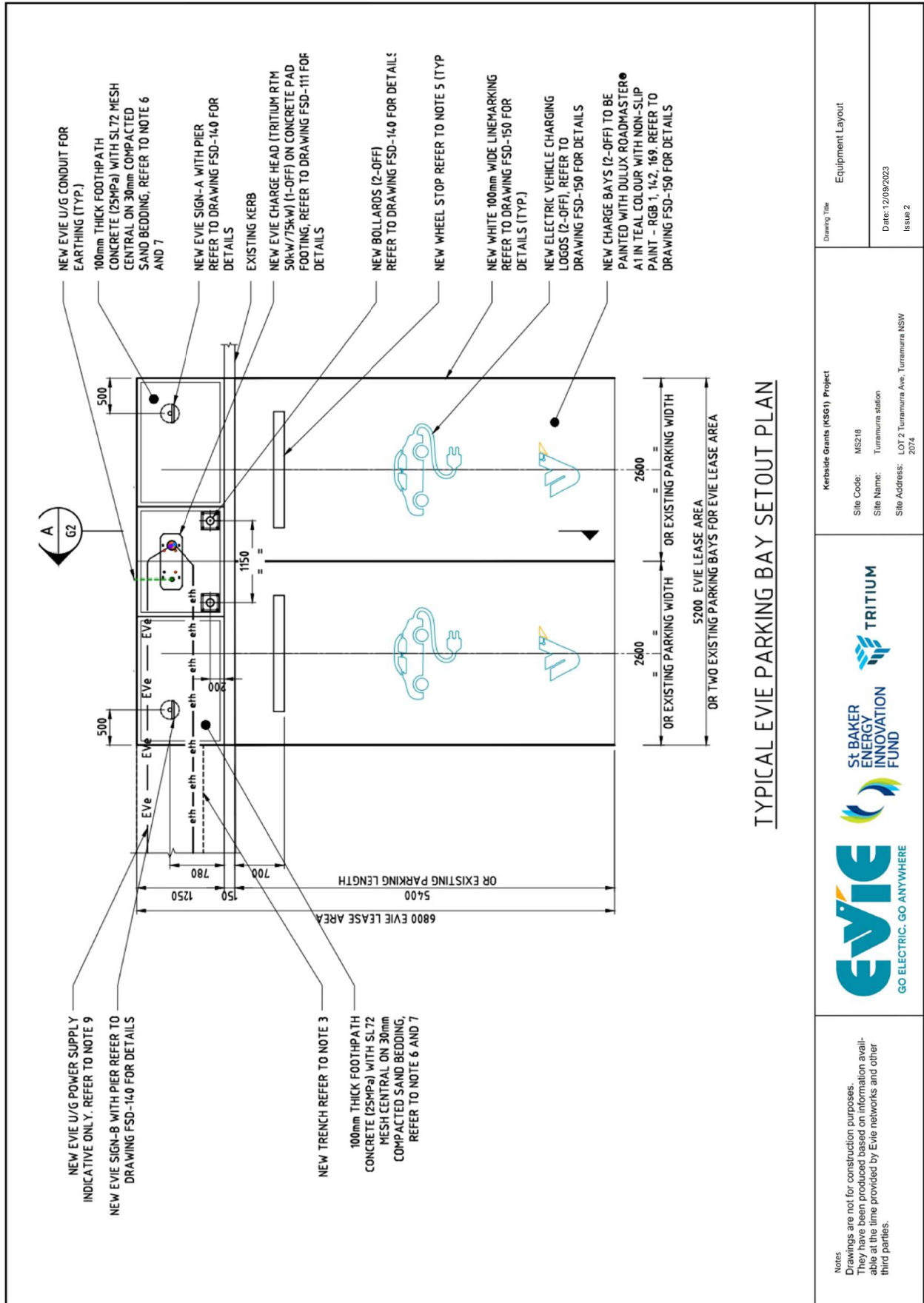
Notes
 Drawings are not for construction purposes. They have been produced based on information available at the time provided by Evie networks and other third parties.

Kenbode Grants (KSG1) Project
 Site Code: MS218
 Site Name: Turamurra station
 Site Address: LOT 2 Turamurra Ave, Turamurra NSW 2074

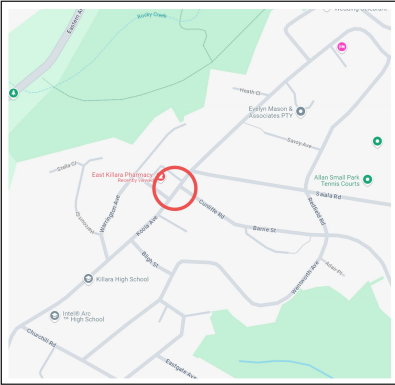
Site Plan
 Date: 12/09/2023
 Issue: 2

TRITIUM
 St BAKER ENERGY INNOVATION FUND
 EVIE GO ELECTRIC. GO ANYWHERE

	<p>Drawing Title: Site Montage</p> <p>Date: 12/09/2023</p> <p>Issue: 2</p>
<p>Proposed new Evie switchboard</p> <p>Proposed Evie Charger Location. 2 x Tritium RTM75 - 75kW Charger and 4 Vehicle Charging Bays.</p> <p>Proposed EV parking signs x 2</p> <p>Proposed bollards</p> <p>Proposed wheel stops</p>	<p>Kerbside Grants (KSG) Project</p> <p>Site Code: MS218</p> <p>Site Name: Turramurra station</p> <p>Site Address: LOT 2 Turramurra Ave, Turramurra NSW 2074</p>
<p>Notes</p> <p>Drawings are not for construction purposes. They have been produced based on information available at the time provided by Evie networks and other third parties.</p>	



ATTACHMENT NO: 2 - EVIE NETWORKS PRELIMINARY SITE LAYOUTS MERGED



Notes
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 They have been produced based on information available at the time provided by Evie networks and other third parties.



Site Code: MS213
 Site Name: 1 Reading Ave
 Site Address: MS213 - 1 Reading Ave, East Killara NSW 2071

Drawing Title
Site Overview

Date: 16.09.2024
 Revision: 1

ATTACHMENT NO: 2 - EVIE NETWORKS PRELIMINARY SITE LAYOUTS MERGED

Proposed Evie Charger Location. 2 x Tritium RTM75 - 75KW Chargers and 4 Vehicle Charging Bays (built over 5 bays)

Proposed private pole to be fed from pole# 58416 on Koola Ave

Proposed switchboard

Existing pole #58416

Tritium RTM75

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EVIE
GO ELECTRIC. GO ANYWHERE

ST BAKER ENERGY INNOVATION FUND

TRITIUM

Site Code: MS213
Site Name: 1 Reading Ave
Site Address: MS213 - 1 Reading Ave, East Kilara NSW 2071

Drawing Title: Site Plan
Date: 16.09.2024
Revision: 1

ATTACHMENT NO: 2 - EVIE NETWORKS PRELIMINARY SITE LAYOUTS MERGED



Proposed Evie Charger Location. 2 x Tritium RTM75 - 75kW Chargers and 4 Vehicle Charging Bays (built over 5 bays)

Proposed EV parking signs x 2

Proposed bollards (typ)

Proposed wheel stops (typ)



Proposed parking signs to be used

Notes
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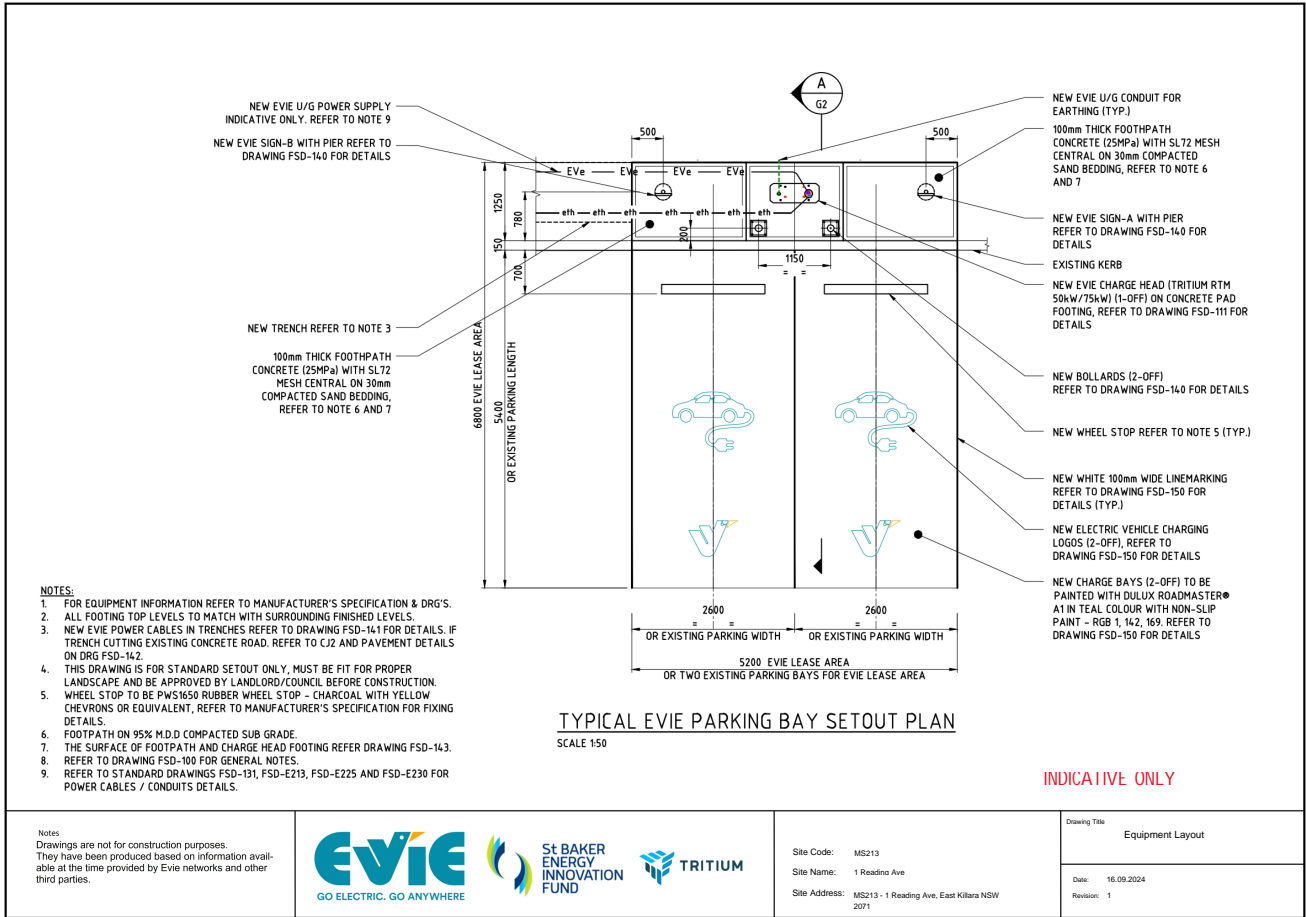


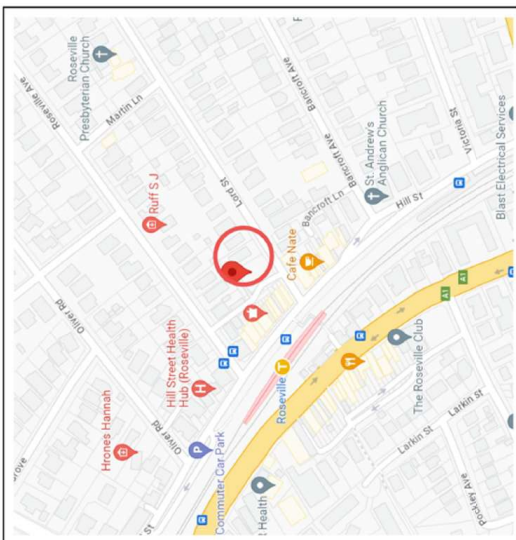
Site Code: MS213
Site Name: 1 Reading Ave
Site Address: MS213 - 1 Reading Ave, East Kilara NSW 2071

Drawing Title
Site Montage

Date: 16.09.2024
Revision: 1

ATTACHMENT NO: 2 - EVIE NETWORKS PRELIMINARY SITE LAYOUTS MERGED





<p>Drawing Title Site Overview</p>	<p>Date: 11/09/2023 Issue 2</p>
<p>Kerbside Grants (KSG1) Project</p> <p>Site Code: MS216 Site Name: Roseville train station Site Address: 2A Lord St, Roseville NSW 2069</p>	
<p>Notes Drawings are not for construction purposes. They have been produced based on information available at the time provided by Evie networks and other third parties.</p>	

Proposed new Evie switchboard

Proposed Evie Charger Location: 2 x Tritium RTM75 - 75kW Charger and 4 Vehicle Charging Bays (built over 6 bays)

Proposed Evie power route. Point of Supply and location of meter to be determined after further investigation with power authority.

Existing sub station 4076

EV Charging signs

2P ONLY WHILE CHARGING

2P ONLY WHILE CHARGING

Tritium RTM-75

Notes
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Kenbade Grants (KSG1) Project

Site Code: MS216
Site Name: Roseville train station
Site Address: 2A Lord St, Roseville NSW 2059

Evie
 GO ELECTRIC. GO ANYWHERE

St Baker Energy Innovation Fund

Tritium

Site Plan
Engineering Title
 Date: 11/09/2023
 Issue 2

Proposed new Evie switchboard

Proposed EV parking signs x 2

Proposed Evie Charger Location. 2 X Tritium RTM75 - 75kW Charger and 4 Vehicle Charging Bays (built over 6 bays)

Proposed bollards

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Drawing Title
 Site Montage

Date: 11/09/2023
Issue 2

Kerbside Grants (KSG1) Project

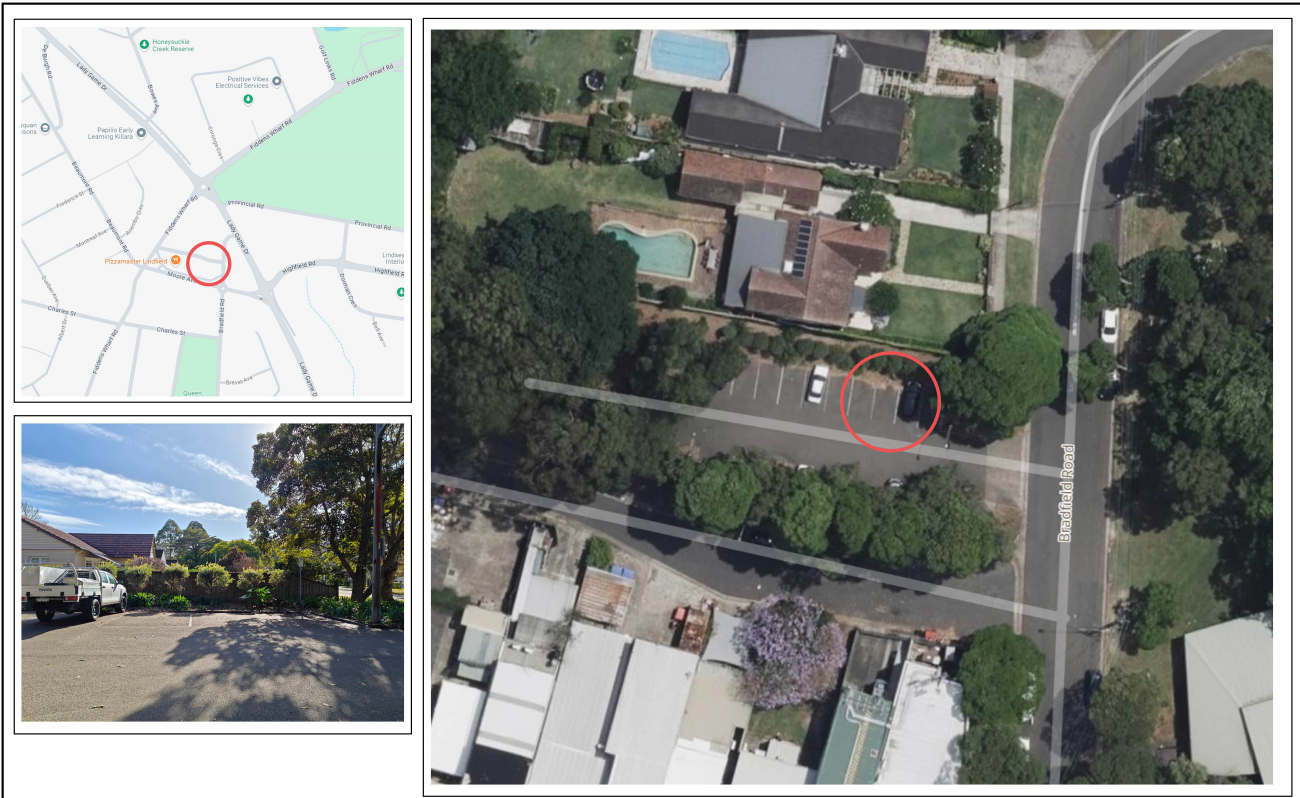
Site Code: MS216
Site Name: Roseville train station
Site Address: 2A Lord St, Roseville NSW 2069

EVIE
 GO ELECTRIC. GO ANYWHERE

St BAKER ENERGY INNOVATION FUND

TRITIUM

ATTACHMENT NO: 2 - EVIE NETWORKS PRELIMINARY SITE LAYOUTS MERGED



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Site Code: MS213
 Site Name: 11 Bradfield Rd Lindfield
 Site Address: MS213 11 Bradfield Rd Lindfield, NSW 2070

Drawing Title: Site Overview
 Date: 13.09.2024
 Revision: 1

ATTACHMENT NO: 2 - EVIE NETWORKS PRELIMINARY SITE LAYOUTS MERGED

Proposed Evie Charger Location. 2 x Tritium RTM75 - 75kW Chargers and 4 Vehicle Charging Bays.

Proposed switchboard

Existing tree to be trimmed to allow 1m clearance around switchboard

Existing light pole

Proposed private pole to be fed from pole# 34665 on Bradfield Rd

Wheelstops to be installed to allow 600mm overhang to footpath

600mm

Tritium RTM75

Notes
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EVIE
GO ELECTRIC. GO ANYWHERE

ST BAKER ENERGY INNOVATION FUND

TRITIUM

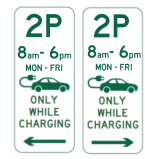
Site Code: MS213
Site Name: 11 Bradfield Rd Lindfield
Site Address: MS213 11 Bradfield Rd Lindfield, NSW 2070

Drawing Title: Site Plan
Date: 13.09.2024
Revision: 1

ATTACHMENT NO: 2 - EVIE NETWORKS PRELIMINARY SITE LAYOUTS MERGED



- Proposed Evie Charger Location - 2 x Tritium RTM75 - 75kW Chargers and 4 Vehicle Charging Bays.
- Proposed EV parking signs x 2
- Proposed new private pole
- Proposed Evie MSB
- Proposed bollards
- Proposed wheel stops (typ)



Proposed parking signs to be used

Notes
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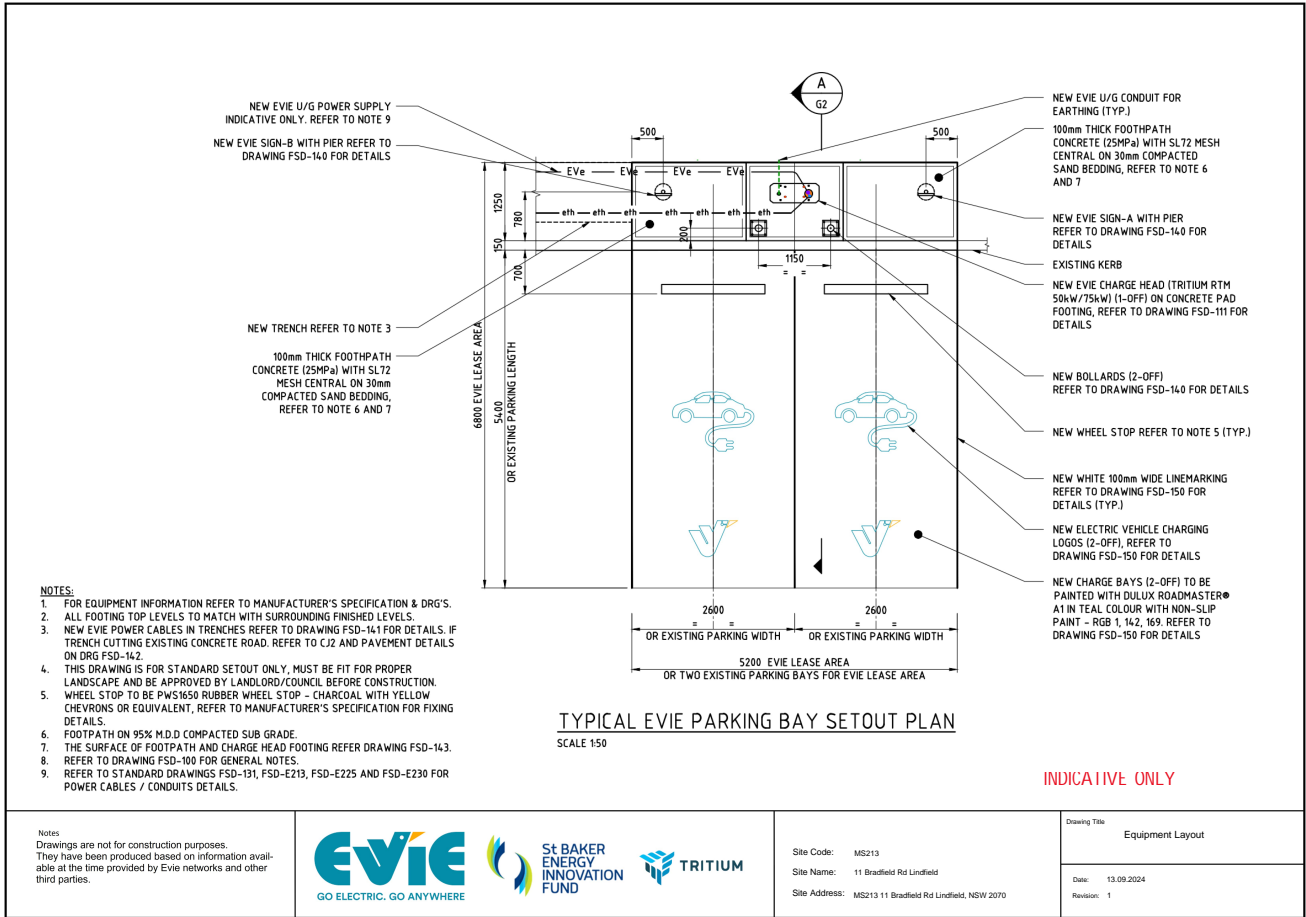


Site Code: MS213
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 Site Address: MS213 11 Bradfield Rd Lindfield, NSW 2070

Drawing Title
 Site Montage

Date: 13.09.2024
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ATTACHMENT NO: 2 - EVIE NETWORKS PRELIMINARY SITE LAYOUTS MERGED



Detailed Overview of Submissions and Survey Comments for Public EV Charging Community Consultation 30 September to 27 October 2024

Matters Raised and Council Comments

Matter raised	Count	Comment
More EV chargers are needed in Ku-ring-gai.	44	Support noted.
General support for the infrastructure.	31	Support noted.
These chargers will support those who cannot charge at home and improves accessibility to charging infrastructure.	27	Support noted.
These chargers will encourage uptake of EVs.	24	Support noted.
EVs are the future.	18	Support noted.
EVs and their supporting infrastructure are good for the environment through reducing emissions and supporting net zero.	15	Support noted.
Parking is limited. Parking should be available to all vehicle types.	General: 15 Wahroonga: 8 Lindfield: 3 Roseville: 1 East Killara: 1	The proportion of electric vehicles in Ku-ring-gai is over 4% and has been doubling since 2015 and that trend is expected to continue as EV ownership accelerates. These charging locations are designed to provide shoppers convenience of access to charging while using local shops and amenities.
The chargers will be good for local business. People can charge while visiting shops and cafes.	12	Support noted.
The location at 11 Bradfield Road is too close to residents.	9	Site to be removed from progressing further due to concerns that the proximity of the chargers to an adjacent dwelling could lead to disturbance of residents late at night.
The chargers are conveniently located.	7	Support noted.
EV users should charge at home or at a petrol station	7	NSW Government notes that most EV owners prefer to charge at home. However, some residents in terraces, apartments and rentals aren't able to do this. Kerbside charge ports are the most convenient and cost-effective charging option for these residents. Council is working to improve equitable access to EV charging facilities so that all residents are supported in the transition to a fully electrified future.
There will be increased disruption to nearby residents e.g. noise, lights, loitering, congestion.	7	The proximity of EV chargers to vegetation will be assessed as part of design reviews and Council planning approval assessments. Installation of EV chargers will activate a space and provide passive surveillance benefits to mitigate loitering and vandalism.
How will these parking bays be enforced? What is the limit? There must be a maximum time limit that	7	Parking restrictions are proposed to match existing restrictions in the carpark.

EVs can park for. There is a high chance they will be ICE-ed.		Rangers will enforce parking restrictions as per their enforcement of general parking conditions in the carpark.
User pays must apply to pricing.	7	The user fees are expected to reflect market pricing for public chargers and will be set by the operator, Evie Networks.
Council should not provide a service to a "privileged" minority	6	The chargers are fully funded by the charge point operation (Evie Networks) and the NSW Government grant.
These chargers are a poor use of ratepayer/taxpayer funds	6	The chargers are fully funded by the charge point operator (Evie Networks) and the NSW Government grant.
Chargers and EVs pose a fire risk.	5	Installation and equipment will comply with relevant Australian Standards and Building Code regulations.
More locations should be considered such as South Turramurra, St Ives, Gordon	5	Council anticipates that the number of public EV chargers throughout Ku-ring-gai will grow as EV ownership increases.
The chargers will be good for long distance driving/visitors from outside of the area.	4	Support noted.
These chargers will not support emissions reduction.	4	The chargers will be powered by 100% renewable electricity and directly support the transition to zero emissions transport in Ku-ring-gai.
These chargers will increase the risk of vandalism and antisocial behaviour.	4	Installation of EV chargers will activate a space and provide passive surveillance benefits to mitigate loitering and vandalism.
We would like to purchase an EV so these chargers will be useful.	2	Support noted.
The proposed chargers are too slow.	2	75 kW are suitable for dwell times of 15min to 2 hours when used as destination or opportunity chargers, as these are intended.
The future viability of EVs is uncertain.	2	EV ownership in Ku-ring-gai has doubled every 12 months for the past 3 years and is currently over 4% of total registrations. Ownership will continue to grow as state and federal governments strengthen incentives for full electrification of transport
Trees should not be removed for the installation of chargers.	2	Potential impacts on trees will be assessed as part of the design review process and planning approval assessments.
Private investment should be providing the infrastructure, not Council.	2	Installation and operation of the chargers are fully funded by the charge point operation (Evie Networks) and the NSW Government grant.
The price to charge is too high	2	The user fees are expected to reflect market pricing for public chargers and will be set by the operator, Evie Networks.
Is overnight parking allowed?	2	Existing restrictions are limited to daytime hours. Parking restrictions are proposed to match existing restrictions in the carpark.
Suggestion to relocate to proposed chargers at 11 Bradfield Road to Community Centre carpark across the road.	2	Site to be removed from progressing further due to concerns that the proximity of the chargers to an adjacent dwelling could lead to disturbance of residents late at night.

Chargers should be placed in the carpark further away from shops.	2	Final location and design will be assessed as part of the design review process and planning approval assessments.
Evie Networks provide poor service and uptime.	1	Evie Networks were awarded NSW Government grant funding based on criteria which included minimum requirements for uptime and maintenance specifications.
(Heritage) character of the area should be retained. The chargers shouldn't have advertising or bright screens.	1	The Evie Networks charging units do not contain digital screens or advertising. Heritage character will be assessed during the planning approvals process.
More locations should be considered near recreation areas.	1	Council anticipates that the number of public EV chargers throughout Ku-ring-gai will grow as EV ownership increases.
The locations should be closer to transport hubs or highway.	1	Council anticipates that the number of public EV chargers throughout Ku-ring-gai will grow as EV ownership increases.
Locals should have priority over visitors using the parks.	1	These charging locations are designed to provide shoppers convenience of access to charging while using local shops and amenities. The chargers are not designed for ultra-fast chargers that usually cater for long distance driving.
11 Bradfield Road should be remediated at the same time.	1	Site to be removed from progressing further due to concerns that the proximity of the chargers to an adjacent dwelling could lead to disturbance of residents late at night.
Ensure that the chargers are suitable for different EV types and can be upgraded overtime.	1	Suggestion noted.
Council should install solar shades over the parking bays with chargers.	1	The chargers are fully funded by the charge point operator (Evie Networks) and the NSW Government grant.
These chargers should provide a revenue stream to Council.	1	Commercial terms will be negotiated with best value to Council in mind.
EV chargers are often provided at unit blocks anyway.	1	NSW Government notes that most EV owners prefer to charge at home. However, some residents in terraces, apartments and rentals aren't able to do this. Kerbside charge ports are the most convenient and cost-effective charging option for these residents. Council is working to improve equitable access to EV charging facilities so that all residents are supported in the transition to a fully electrified future.
There are enough chargers, more are not needed.	1	NSW Government estimates over 400 kerbside chargers are required by 2030 to meet demand for charging in Ku-ring-gai. As of October 2024, there are only 24 charging ports installed in Ku-ring-gai. Council is working to improve equitable access to EV charging facilities so that all residents are supported in the transition to a fully electrified future.
Roseville carpark needs to be redeveloped before any chargers are installed.	1	Noted – not relevant to the development.

Note: Sum of Count is not equal to the total number of responses as multiple comments/themes may have been mentioned in a single submission.

Individual Submissions and Survey Comments

Submission data is contained in [2024/380700](#) and [2024/341813](#).

Submission Text
YES IS MY ANSWER..A VERY GOOD IDEA.
I am writing in support of the Ku-ring-gai Council initiative to install public electric vehicle chargers at the public car park at 9 Coonanbarra Road, Wahroonga.
I appauld this initiative and as electricity supply would be necessary, suggest that as many chargers as possible, be supplied.
Please also consider that as cars will be taking up parking space whilst being charged, that the chargers could be placed in one location (to lessen costs involved in supplying the electrical infrastructure).
That location should most appropriately be further away from the shops (closer to the Pacific Highway) to allow general parking convenience for shoppers seeking a parking spot and not a battery charging opportunity.
Finally, I suggest, general rate payers should not be required to subsidise all comers for the convenience of charging their car and that this charging cost & perhaps an extra premium, be borne by the individual charging their car.
<u>We think the provision of electric vehicle charging points in the centre of Turramurra is a good idea.</u>
My husband and I have read your submission and your intentions and have a point which we would like Council to consider.
Don't know where you intend to install in Gilroy Lane but do suggest that if it is near what used to be the Baby Health Centre or near the park which has been set up there, consider that a lot of young people "hang around" that area in the late evening and also late afternoon. Vandalism would have to be on the cards unless it is well lit and monitored.
I assume that the other installation will be in the car park area and a number of parking spots will need to be reserved for the "charger". Once again I do urge the Council to have the area well lit and monitored. Local residents need to have vandalism "reduced" in the area and not encouragement.
These points occurred to me:
<ol style="list-style-type: none"> 1. Positioning would be critical to avoid congestion with cars queuing to use the facility. Possibly near 3 hour parking. 2. It would take already pressured space. 3. There are two service stations next door which presumably would be considering offering the same service as some cars will need both petrol and electricity.
I applaud your commitment to sustainability.
I wish to endorse the placement of public electric vehicle chargers at the public car park at 9 Coonanbarra Rd Wahroonga.
In response to the proposal to install electric vehicle chargers in carpark at 9 Coonanbarra Rd , I would think that this carpark is highly in demand for many hours of the day and the installation would lessen the availability of spaces for non electric vehicles considerably
I live at [redacted] opposite the carpark at 9 Coonanbarra Rd, Wahroonga. NSW. 2076.
Please consider these points:
<ol style="list-style-type: none"> 1. The carpark is congested seven days a week, already. 2. Ingress and egress is already difficult. 3. Traffic gridlock is frequent in the Village. 4. The whole commercial viability of EVs is now under the microscope and the future for the industry is uncertain, and 5. The businesses within the Village need as much commercial support from the public as possible and if chargers must be created it should be somewhere else away from the Village commercial precinct, such as local garages.
In response to your letter of 30 September 2024 I would like to ask that Council install the public electric vehicle charger in the carpark next to the Community Centre, that is Cnr Moore Avenue and Bradfield Road. My two

<p>reasons for this are;</p> <ol style="list-style-type: none">1. There is much more room for vehicle space, with no adjoining households.2. The occupants of the neighbouring property at number 9 Bradfield Road are already inconvenienced with cars parking in the proposed carpark at odd hours of the night, making noises vocally and slamming car doors. <p>Thank you for the opportunity to give feedback.</p>
<p>I believe the proposed EV charger at 11 Bradfield Rd, Lindfield, is not required and is a waste of money.</p> <p>First, if there is evidence that demand for EV public charging stations is growing, we are yet to see it. What I observe most of the times in busy shopping centres of the area is that charging stations are under-utilised, while motorists compete for remaining "regular" parking places.</p> <p>Second, practically all dwellings in the proximity of the proposed charging station are detached houses, owners of which are perfectly capable of installing charging points at home and paying for their own electricity.</p> <p>Third, the adjacent retail patch is very small and hardly can benefit from 4 extra visitors attracted by the charging station.</p> <p>There are more appropriate ways to help motorists of KRG, for example, fix the local roads -- Lady Game Drive immediately comes to mind.</p> <p>So it's a "no" from me.</p>
<p>Thank you for the opportunity to comment on the proposed installation of Electric Vehicle Chargers as set out below:</p> <ul style="list-style-type: none">• I would firstly suggest that the goal of achieving net zero emissions by 2040 is rapidly becoming unlikely.• I would also question whether there will be a growing demand for charging stations when worldwide there appears to be a decline in accepting that electric vehicles are part of the alleged solution to emission reduction.• Whilst I would have no objection to the location at the public park, there appears to be no comment on how motorists will pay for recharging their vehicles - user pays must be the principle applied.• As far as the consultation page reference to apartment buildings housing EV Chargers, recent history of lithium batteries and vehicles being damaged or destroyed by fire are becoming more prevalent. Danger to life as well as prohibitive increases in insurance premiums should see bans put in place for these locations.
<p>There is no space for Public Chargers in the Public Car Park</p> <p>If the public chargers require using existing parking spots they must be rejected .</p> <p>The parking area is already overflowing most days , a situation that will only get worse when more than 200 cars will be requiring space from the BUPA development .</p> <p>The only suitable locations are in the two service stations on the Highway .</p>
<p>I fully support the installation of public vehicle chargers at the public car park 9 Coonanbarra Road, Wahroonga</p> <p>As a resident and ratepayer at [redacted] Killara, I would like to express my strong support for this initiative. In particular, the proposal for the Bradfield Road carpark.</p> <p>It is essential that Local Government play a substantive role in facilitating the transition to fully electric vehicles if we are to have any positive impact on climate change. It is pleasing to see that this Council appears to see that.</p> <p>I reviewed the Policy and consider it to be sensible and workable.</p> <p>With specific regard to the proposal for the Bradfield Road site I was especially pleased to see reference to 75Kw chargers. I think anything less than 50kw is a waste of time. Over 50kw enables people to charge for an hour or so while they shop or have coffee at the local cafes. From that perspective the proposal is also good for local business. The location is good as it is close to shops and is an open area which is safer that closed in alternatives.</p> <p>I suspect a standard objection might be that this will detract from available parking spaces for other vehicles. Having lived in this area for over 50 years, and as a regular walker who walks past this location nearly every day, I have never seen it full so I submit that such and argument is not valid.</p>

<p>Good luck with this proposal and initiative, well done.</p>
<p>I am writing on behalf of myself and my husband, in support of the installation of public electric vehicle chargers at Turramurra.</p>
<p>This is a vitally needed initiative to aid in the transition to renewables, and we are pleased that it is going ahead.</p>
<p>This submission OPPOSES the proposed public electric vehicle chargers here in Lindfield West, for the following reasons.</p> <ol style="list-style-type: none"> 1) The proposed public electric vehicle chargers are right up against the side of the house at 9 Bradfield Road. 2) No consideration is given to the people living at 9 Bradfield Road. 3) Bedrooms are situated on the side of the house directly next to where the public vehicle chargers are proposed. 4) The electric vehicle chargers will cause noise from cars coming into and going out of the site at all hours. 5) The disturbance will make it difficult for the occupants at 9 Bradfield Road to sleep at night. 6) There will be an increase of people loitering in the car park beside 9 Bradfield Rd and will encourage vandalism. 7) There is already a problem with people congregating in this car park area, drinking with the bottle shop near by. 8) This noise will increase with more people coming into this area to charge their cars. <p>This submission also OPPOSES moving the electric vehicle chargers proposed for 11 Bradfield Road opposite to the car park next to the Community Centre on Bradfield Road, suggested by some, for the following reasons.</p> <ol style="list-style-type: none"> 1) There will be an increase in traffic coming into and out of the car park. 2) There will be an increase in traffic noise day and night with sleep disturbed as a result during night time. 3) With more people frequenting this area, there will be more opportunity for loitering and vandalism. 4) There have already been problems with drugs, alcohol, vandalism in this area and police called. 5) The problem of poor behaviour from people congregating in the shopping centre at night will increase. 6) The problem of noisy drinking at the table near the bottle shop in Moore Avenue into the night will increase. 7) With this car park close to the cross roads and roundabout, the traffic congestion will increase and be less safe. 8) Already at times during the day all park areas around the shopping centre are full and this will be made worse. 9) At these times, the problem of people parking in the bus stops outside and opposite the community centre will be made worse and less safe, because the bus has to stop in the middle of the road for passengers to get on and off. 10) The increase in traffic will be less safe for children attending the preschool and activities at community centre. <p>SUGGESTION</p> <p>As the proposed public electric vehicle chargers at 11 Bradfield Road, Lindfield West, are to serve the whole of Lindfield, it would be far better to locate them in a more central area, where there are no houses, such as the car park behind the shops on the western side of the Lindfield railway station or the car park behind the shops on the eastern side of Lindfield railway station.</p>
<p>great mix of locations. great use of existing car park. An EV in Lord street is consistent with the HCA, does not adversely affect it and supports sustainability. Support it as part of concept plans also for Roseville Village Green proposal.</p>
<p>People in home units need to be able to purchase and charge EVs. The more charging stations installed allows more people choices when determining which car to buy</p>
<p>There is a shortage of chargers in Ku ring gai</p>
<p>More EV point are required everywhere</p>
<p>I fully support the rollout of additional car chargers and I applaud Council for doing this. Wahroonga worries me a little as that carpark is so busy. I wonder if street parking with chargers might be better over on the wahroonga Park side.</p>
<p>1. EV chargers users MUST pay for their charging. Council doesn't pay for petrol for other vehicles.</p> <p>2. There MUST be a time limit. At Lundfield, EV users park 8-10 houes in an EV charging area, presumably whilst commuting. This is selfish and unreasonable.</p>
<p>Support any EV charging stations</p>
<p>The more EV chargers the better especially with so many units in this area who would like to hv electric cars but don't hv charging facilities at home</p>
<p>We need as many EV charging stations as possible to promote the use of EV vehicles- it's pretty obvious!</p>
<p>Adding more chargers in locations available 24x7 is a good decision, regardless of specific location</p>
<p>I live in Killara so the chargers in Killara to Roseville are most useful for me.</p>
<p>Strongly support any sensible initiative that supports the inevitable influx of EVs. Most residents can charge at home but some cannot, most often due to body corporate lethargy or inaction. Apart from environmental benefits, service to ratepayers and residents.</p>

Most people do not have electric cars so these are not needed. People can charge at home or at a servo if they have an electric car. Will u be installing petrol pumps in council car parks? If not don't put ev chargers there for the woke minority everyone panders to now.
Need more public charging options
For people living in apartments without easy access to charging for their EV, this infrastructure is critical.
I have two Ev's and Macquarie centre charges are always full
These chargers will be a waste of space and money. They will likely be vandalized by youths and also pose a potential fire hazard
Great initiative by Council. We fully support it.
Need more EV charging
Necessary infrastructure
more charging capacity is needed.
Why did council choose to use Evie networks with it very poor uptime, units that always break and using tritium chargers which have gone broke! They are hopeless, customer service is none existent and prices are outrageous. I have owned an EV for 7 years now and always have a bad experience using these chargers. I agree that we need lots more charging infrastructure in the area, but council should go with a decent reputable charger company not these cowboys
A lot of people will be using EVs and a charger in car parks is necessary.
EVs are coming - we need to be prepared
A must have for local community plus people travelling north up the coast. Longer stays drive EV owners into local businesses while charging
All car parking spaces shall be available regardless of EV or non-EV to be fair.
There should be addition fee charged to EV for having the privilege reserving the spot.
We need to encourage more EVs, and this is a great step. Availability of charging facilities is a major barrier to uptake.
More EV charging stations needed to support and encourage the take up of EVs. This especially the case for increasing number of residents living in apartments with underground car parks where the installation of EV chargers may prove problematic.
It is important to have adequate charging stations that hopefully wont cost too much as this is an important consideration
Great initiative, love that our Council is ahead of the curve on this.
We need to think long term and save our environment. By saying no, we are destroying our wonderful planet and our future generations will not be able to enjoy it in the way that we have. This is a great start.
The risk of battery fires and explosions should not be in high density regions
Need to provide more ev infrastructure for those who do not have off street parking
It's the future and the council should commence support. To not proceed will set back any future requests
Would be happy to use these charge points as they are conveniently placed
I have an electric car and the more charging infrastructure the better.
There are too few electric charging sites in KMC despite seemingly a significant number of electric cars. Adoption of EV will be hindered by a shortage of charging stations.
EV ownerships should not belong to those living in houses only. Most unit dwellers do not have access to EV charging, so these charging stations are not only convenient, but allow everyone to access this technology and eco-friendly automobiles.
Electric vehicles are the future. We need to encourage more people to be purchasing them. They cleaner, quieter and better for the environment. For many people this is not an option due to the lack of infrastructure available. More charging stations will make this possible.
Near facilities e.g. shops and station
We have a plug- in hybrid. To charge even our small battery at home takes 10 hours. To be able to charge while grabbing a coffee would be amazing. This is far more sustainable moving into the future and making charging more accessible will hopefully mean more EVs.
These will be needed to support more electric vehicles in the future. In fact, eventually petrol station sites may need them too.
I believe every car park should have EV charging stations
I am an owner of an EV and live in an apartment in Turrumurra and my experience is that there is a lack of public EV charging facilities in areas covered by this proposal. With the growth in both new apartmentgs and the use of EV's the need for public charging will only increase.
Need more parking for paying shoppers and not EV chargers who usually sit in car and use laptops and ipads doing some work. They can go to service stations.
The more charging location the more choice and availability

<p>It is not up to public to pay for charging stations for owners of EV's they can pay for it themselves. This issue of a pathway forward for vehicles is highly nuanced and I don't believe making billions of new electric cars is even possible let alone good for the environment (500,000 tonnes - yes 500k tonnes of earth needs to be dug up and processed to make a single EV battery and you're saying that is environmentally responsible! Let alone the rare earths and other things required, then all the power is coming from fossil fuels anyway. There are many complicated aspects of this debate and I don't believe EV's are the answer as is being shown globally now, with government around the world reversing their positions (along with car manufacturers like Toyota who publicly say EV's are not the answer and not their strategy. And I'm not paying for others mistakes. Of course it is better to utilise existing ICE cars with clean fuels rather than make new EV's being powered by fossil fuel...</p>
<p>Anyone who can afford an ev car should pay to use chargers in public car parks</p>
<p>Need them</p>
<p>It is essential to provide publically available EV chargers to provide the option for Ku-ring-gai residents who cannot charge at home (e.g. those living in an apartment or having no off-street parking). It's important that those people are not excluded/disadvantaged from accessing the benefits of switching to an EV due to lack of ability to charge. In addition, it is also important to cater for the many visitors to Ku-ring-gai, as well as those travelling through, who now drive an EV. Public chargers help to accelerate EV adoption and are crucial to helping Ku-ring-gai achieve our climate goals through reduced emissions. Other associated benefits are a reduction in air and noise pollution, as well as helping to address the current cost-of-living crisis through fuel and maintenance savings.</p>
<p>I own two EVs and think they are fantastic. My only caveat is to please DO NOT REMOVE TREES to install EV chargers. We need MORE trees, not less trees and they take a lifetime to grow. It's all too easy to disregard the life of a tree that is in the way and we can remove them within a few hours. But it takes 100 years to grow a tree with hollows suitable for our wildlife. So please choose places that do not necessitate tree removal. (I note there are lovely shade-giving trees at the proposed EV charging bays at the Turrumurra car park - please retain or move the location). Thanks! :-)</p>
<p>There are far too few public chargers, making adoption of EVs much slower than it should be. Any site proposed is a good idea - we should be adding 10 times this amount in 2025.</p>
<p>not a large enough space in bradfield road</p>
<p>We should be encouraging people to use EVs and making it easy to charge them while out and about</p>
<p>It is not councils responsibility to provide automotive energy locations.. They don't run petrol stations, so why power stations? Council needs to refocus on it's current responsibilities, not add more unnecessary things..... Leave that to private business.</p>
<p>Very strongly oppose 11 Bradfield Road for the closeness to housing and disruption of greenery</p>
<p>Support proposal of EV charging stations when not near housing</p>
<p>Strongly oppose to the EV charging at 11 Bradfield Road Lindfield as too close to neighbouring house,, alternative car par across the road at the Lady Game Kindergarten, is a much larger park and not next door to houses.</p>
<p>I believe these charging stations are great, however should not be situated so close to houses such as the proposed one for Bradfield Road, Lindfield</p>
<p>Why are general taxes funding transport costs for individuals that receive all the benefit? In the middle of a cost of living crisis, Council are spending funds on wealthy individuals who can afford fuel costs. EV recharging is not free, it a redistribution from the whole to the individual. Why not supply free petrol bowsers at the same locations so the wider general public can benefit too?</p> <p>EVs are charged by fossil fuels via the grid. If you wish for them to be clean and green, make these sites 100% charged by renewable energy in realtime - which won't work as the trickle rate would be in the low 100's of watts per minute not the KWs they require and it would take 7 hours per vehicle to recharge them to drive about 350 kms. EVs are NOT the solution, their weight alone disqualifies them plus the extremely limited battery life which will require replacement within 8 years.</p>
<p>Invest in your core activities which is supply of facilities for the WHOLE community and rubbish collection.</p>
<p>EV ownership in this area is high and will only increase. The areas for expansion for EV in this area is apartment dwellers who may not have home access to EV charging and visitors to the area including workers and shoppers. Provision of EV charging in council carparks will provide an incentive to people to buy and drive EVs in the Ku-ring-gai area. Council investment in EV charging infrastructure supports quality of life for residents and encourages economic activity.</p>
<p>I strongly believe these stations should not be developed so close to my house at 9 Bradfield Road, Lindfield. I already have many disruptions at night with people loitering in the car park. The planned allocation of the car spaces is right in front of the bedroom window of our house which would be disruptive in the night as we already have cars lights shining through our windows. The proposed design additionally plans to remove trees which is removing our privacy and the native wildlife. The planned concrete structure will definitely impact the drainage of our block of land which naturally flows into the car park and and will cause a hazard in our garden.</p>

I support the installation of electrical vehicle charging stations, just not next to any residential homes.
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I support the installation of electrical vehicle charging stations, just not next to any residential homes.
Warimoo Oval in St Ives Chase can be a good option for charging station than some of the identified ones. We need more chargers near park, oval to encourage people to exercise and play sports.
An excellent green initiative by Council to encourage the purchase of electric vehicles.
All of the locations seem to be near or adjacent to railway stations. If the objective is to encourage patronage to cafes, retail, etc, the locations are more suited to places such as North Turramurra shops, West Pymble shops, East Lindfield shops, etc.
The car park at 11 Bradfield Rd is well located for the community in Killara and Lindfield being just off Lady Game Drive and near the intersections of Fiddens Wharf Road and Highfield Road . The car park generally has vacant spots. It services the Moore Avenue shops which include two cafes, deli, bakery, newsagent, pharmacy and medical and professional offices which are available to people whilst waiting for their car to charge.
The locations I've voted are near cafes and sites I visit regularly so would be a good place to charge whilst occupied.
Already limited parking options. EV cars will sit in these car spaces for long periods of time.
I'm assuming the chargers are no cost to council. If there is a cost my support drops, as I'm assuming it's simply permitting a private sector initiative (albeit state government subsidised).
Everywhere they put these things in, hardly anyone uses them. EV chargers are often provided at unit blocks anyway. People from units park at public EV charging stations, using a parking space that could be used by someone else, and sit in their car for hours while their car charges.
I support more EV charging stations!
Support the initiative but vary for Lord Street noting this car park is overly used at the moment and is very tight.
I have a "disabled parking" sticker, as I am old and have mobility issues. I am extremely grateful for these dedicated parking areas in car parks. If one looks at the demographics of Ku-ring-gai, now and into the future, I would suggest more disabled parking spaces would be vastly more appreciated by the community. We don't plan to be ill and immobile, but it happens to the best of us !!! And we are very grateful indeed for the dedicated parking. But they are few and far between. Trust me, I know. If people plan to buy an EV, one of the inputs will need to be "where do I charge it". At least these members of the community have to address this issue in the decision making process. I really don't think Council needs to reduce other spaces, precious spaces, particularly with the higher density living policy being loaded onto Ku-ring-gai infrastructure. Every public car space is precious, to cope with future density. Please don't reduce it, to benefit a privileged few.
Simply that the more EV chargers available, the higher the take-up of EV's will be, particularly for apartment dwellers.
We have our own private fast charger in our garage, so no need of public charger stations. So, it's not personal.
I don't believe that public land should be handed over to a private company to allow restricted parking for a small number of residents. EV owners seem to have a sense of entitlement. If they want to own one of these vehicles, then they need to do their charging at home.
Parking spaces are in short supply, this proposal removes places in premium locations from general use and reserves them for a small minority. This is a commercial undertaking and should be no different to other commercial operations, a better site would be in privately owned shopping centres or service stations. Licensing the space to commercial operators is in effect "selling" the space to a private owner and excluding use by the vast majority of residents . EV's already get favoured tax treatment. KMC residents should not be disadvantaged further. (EV's avoid road user taxes which indirectly impacts KMC funding) There can be no justification for further reducing car park spaces in busy areas. A small licence fee does not just the loss of amenity.
I'm supporting the areas I know
Locality is convenient to retail
They're urgently needed
The Wahroonga car park is already at over capacity. These recharging spaces will be mostly used by central coast motorists not by locals and this means cars from other areas not rate paying locals. I feel there needs to be a parking sticker system as exists in some other local area. This is a priority over recharging station.
Increase electric car resources
Car parking spaces in these council/community carparks are mostly at capacity. I have tried to park in them many times and missed out on a spot. So to give away more spots to the privileged people who can afford EV's is unfair and not egalitarian. I also think it is dangerous for cars to be charging in these locations after hours, some of very

close to footpaths and private property. Imagine the noise of people talking and chatting any time of the night whilst their cars charge. The Lord St carpark in Roseville is particularly close to homes/apartments. It would be interesting to know the insurance arrangements if the charging stations explode.
they are CARPARKS, a place to mark cars not a CHARGING STATION ... the carparks need more spaces not less.
There is a shortage of parking spaces.
They are places where I frequent on a regular basis and would stay for a timespan where charging would work.
I am an owner of an electric vehicle residing in an apartment building and it has become increasingly difficult to find a free public charger in our LGA
I have an EV and we need more chargers please
It is unfair to take up parking spaces everyone can use. People with electric vehicles must charge them at home or at petrol stations with electric charging capacity.
EV needs to be supported more and our council has done very little so far.
Electric charging is the future. Not everyone has facilities to charge at home. Wherever you put chargers is better than none.
Locality needs more charging stations. The numbers of ev's is increasing and therefore charging stations needed.
The ongoing uptake of EVs by locals will need fast charging stations particularly for those who do not have the ability to charge at home (eg people living in apartments).
Availability of public charging is holding back EV adoption. This is a positive step forward.
The investment should be driven by the market or the council should outline the cost recovery business case that demonstrates the recovery of capital cost, opex, replacement cost and the source of green energy used to power. Unless this is cost neutral to the rates payers then this should not go ahead. Installing these chargers doesn't not meet council net zero emissions.
The more we have in the area the better
These car parks are often full. Why create space only for the privileged EV owners? Would be prefer to see our community space for community eg these could be disability spaces or for commuters.
Local EV owners without onsite charging and those driving their EVs who reside outside the local area need to be able to charge where they eat and shop and these chargers support that need.
There is limit parking available as is, the implementation of EV parks will further reduce this.
Council facilities should be available to all residents and not be elitist to those who are privileged to afford an EV. This is discrimination and against the fundamental principals of a government body. If someone wants to charge their car then they should charge at home. Council would not install petrol pumps in car parks so why provide facilities for a very small part of the population who have greater financial means. The Council should be spending tax payers money that better the lives of all residents.
It is the future
I believe the future is with EV and one of the limitations in uptake is the problem of chargers in unit blocks. With the increase in units it is essential that external charging points increase as well.
I think the whole EV strategy needs to be thought through. Firstly I dont believe full EV rollout is scalable, secondly its not zero emission if electricity is used, thirdly its not much cheaper than good hybrids and fourthly the cost of EV and the resources needed to manufacture and later dispose batteries (and repair EV cars) are far greater than assumed. Also who can afford EV cars at a price tag of 80000+ or so?
Some of the new charging stations have been suggested right next to residential houses or greenery. The new charging stations should be focused around train stations as this would not only be a more reasonable location, but also be less likely to cause disruption to local residents and pre-existing greenery. This is especially applicable to the Bradfield Road station where the station is proposed to be built right behind a house.
Assists and encourages use of electric vehicles, especially owners who are unable to charge at home. Will also encourage patronage to nearby shops and businesses. Thank you
The more EV charging station would increase the uptake of EV and improve the environment
I think it's absolutely necessary to move forward and install the requisite EV infrastructure to support a transition to EVs.
The EV chargers spread out along the North Shore the better
I support the 11 Bradfield Road Lindfield charging site however it should be on the other side of the carpark, away from the existing residential dwelling. It would make more sense. For the record that is not my property nor do I live in that street.
We have an ev and live close to east Killara shops. The rest seem well balanced down the line. The area is also in desperate need.
They will accelerate the transition to a sustainable future by supporting, especially unit dwellers, Ku-Ring-Gai residents, and visitors.
Charging stations should be permitted in large car parks and at the owner's property as it is their responsibility
EV charging stations are not needed in these locations. There are already so many, especially the EV charging station in the Macquarie centre carpark. These spaces are useful for people who actually want to park in and enjoy

<p>their surroundings. It should not be replaced by EV charging stations as it's completely unnecessary. People who buy a tesla can afford to drive anywhere to park and charge their car so they really shouldn't have to worry about convenience!</p>
<p>I have been driving a EV for 5 years & while I can charge at home we need many more public chargers for those that cannot.</p>
<p>We own an EV car. There currently isn't a charging station close by. Currently renting so putting a fast charge at home isn't viable.</p>
<p>It's well overdue that EV chargers are in carparks, on side of road and elsewhere funded by Govt business etc so yes please bring it on</p>
<p>There are a lot of units in the council area, and unit owners want to be able to charge electric. Also, this is the future. The environment depends on this transition to ev cars.</p>
<p>This is a great idea. EV use should be encouraged. Access to charging facilities in public car parks will assist in encouraging greater take up of EVs in Ku-ring-Gai. The locations can easily accommodate a charging facility.</p>
<p>Convenient service in locations that are suitable</p>
<p>We need to increase the number of chargers available for EV drivers and increase the uptake of EVs.</p>
<p>This location will create congestion and noise on what is otherwise a quiet residential street. It would make much more sense for the charging station to be near the station, at a grocery centre parking lot or on a community campus rather than right next to a row of residential houses on Bradfield Road.</p>
<p>more charging stations will encourage more uptake</p>
<p>An excellent idea that will encourage EV uptake</p>
<p>Charging stations for EVs seem to be needed for owners unable to charge at home. Will there be a time limit at the charging station and how will this work for people parking for half a day or longer?</p>
<p>Looking at getting an EV and need a charging station that is handy.</p>
<p>We need more electric vehicle infrastructure and council support.</p>
<p>I have an EV and there are definitely not enough charging points across the area currently.</p>
<p>Areas need the chargers and will be advantageous to local businesses</p>
<p>They appear to be reasonably-well spread out across the municipality. I would also like to see a couple located in South Turrumurra - possibly near the shops, possibly at Auluba Oval or Auluba Reserve. Both of these locations are not too far from the South Turrumurra shops and would not reduce the available parking at South Turrumurra shops.</p>
<p>Have electric car. Unable to install fast charger in apartment carpark.</p>
<p>In Lindfield and Killara, we don't have enough EV chargers either fast or normal chargers.</p>
<p>There is a shortage of chargers in this area and the number of EVs is growing rapidly. The chargers are much needed to support the demand.</p>
<p>Any charging stations are valuable to me</p>
<p>I agree and support any additional EV chargers in these suburbs, except for Lindfield as there are already 4 EV chargers in Lindfield Village Green and there are other suburbs that have fewer or do not even have any EV chargers at all.</p>
<p>Reasons as outlined in subsequent answers</p>
<p>THERE IS ALREADY A CHARGING STATION LOCATED IN THE COMUTER CARPARK AT ROSEVILLE STATION. ANYONE THAT HAS AN ELECTRIC VEHICLE WILL HAVE A CHARGING FACILITY AT HOME ALREADY. THERE RESPOSIBILITY NOT THE COMMUNITIES.</p>
<p>A lot of apartment buildings do not have this type of charger and this would assist unit dwelling EV drivers</p>
<p>Not enough evidence chargers</p>
<p>We need more EV charging stations available</p>
<p>Given it is a user pays scheme and charging is not funded by rate payers I think it's fine</p>
<p>Just purchased an EV and we are really sold in the technology and considering getting a second one (replacing current petrol car). We have solar AHS charging facility at home but think this will only benefit the community by adding these.</p>
<p>These facilities should be provided by the private sector, and Council providing them will only serve to "crowd-out" the viability of the private sector in providing them.</p>
<p>New EV owner, and already experienced full public chargers.</p>
<p>We need better fast charging infrastructure to allow people to charge quickly, as the take up of electric vehicles increases</p>
<p>EV is the future</p>
<p>Better use of council money for other projects.</p>
<p>I can really only comment on the Roseville site as I know that car park well. The whole car park needs to be redeveloped and looked after properly. Putting EV chargers in now would be a waste of time and money. That car park is a shocker and not maintained well.</p>

<p>More & more people will buy an EV, myself included. We need to offer enough charging stations to support the increased number of EVs and do our bit to help the environment.</p>
<p>We need more chargers to encourage people to feel safe converting to electric</p>
<p>Council has already installed 2 charging bays at the Turramurra Library. Additional bays should be prioritised for suburbs without Council infrastructure - in this case St Ives - where the current public charging infrastructure is woefully inadequate - two slow 7kw bays in the shopping centre which are always occupied and 1 CCS bay at Ampol. NB CHAdeMO at Ampol does not count as only a handful of vehicles use this standard.</p>
<p>We would like to get an electric vehicle ourselves and public chargers are needed in many localities.</p>
<p>THE RESPONSIBILITY OF CHARGING YOUR VEHICLE IS THE OWNERS NOT THE COMMUNITY. ANYONE THAT HAS MADE THE POOR CHOICE OF BUYING AN ELECTRIC VEHICLE WILL HAVE A CHARGING FACILITY AT HOME.</p>
<p>I have driven an EV for 8 years. We need to provide more local neighbourhood-based charging infrastructure if we are to support the further adoption of EVs.</p>
<p>We need them</p>
<p>I do not believe council should be wasting rate payers money providing EV charging stations for the public. They do not provide petrol stations so why EV? Focus on what benefits ALL rate payers such as improved roads and pavements. Hybrids are outselling EV's by a large amount. If you are so focused on EV's then are you also going to follow China's lead and BAN EV's from underground car parks due to the fire hazard ???</p>
<p>There are increasing numbers of EVs and we need the charging infrastructure to grow accordingly</p>
<p>I am neither for nor against electric vehicle charging. I am for them in the case that they suit the character and make up of the area, that they do not advertise at all hours of the day, or any hours of the day, and that they do not give of lighting or are heavily branded.</p>
<p>There is a great sort of old-world charm about Kuringai that will be gradually lost with the inclusion of more digital signage and bright lighting.</p>
<p>Whether it is full EV or PHEV the reality is it is part of the future of our automotive landscape. The capacity for people to charge more readily is only beneficial in broadening the uptake of these vehicles and reducing carbon emissions and pollution</p>
<p>11 Bradfield Road carpark is often full and isn't large enough to lose valuable parking spaces only to be used for charging cars.</p>
<p>As a regular user of the Reading Street carpark in East Killara around lunch time, I already struggle to find a park. To lose another 5 spots of two hour parking will make it even harder. The unlimited carpark is always full of staff from the shops and commuters who catch the bus from the bus stop opposite. This carpark is for the residents of East Killara, all of whom have a garage and access to private off street charging for EV's.</p>
<p>I am concerned about the cost. If these chargers are to assist unit dwellers who don't have access to off street parking the cost of 58c per KW is high. We can charge for free off our solar or 30c per kw off the grid. (6c overnight which i don't use as I prioritise using renewables. I would prefer to see council install shelters with solar on them in the carpark a that power the EV's with renewable energy. Using the grant money for that would be powerful for the community. (Much like Westfield roof parking at Chatswood)</p>
<p>Private enterprise should share revenue with council. i.e. Council should scrape the ticket on charging costs to cover site maintenance, enforcement. Should be user pays, with fines enforced for non-EV who treat them as parking spots, and idle fees for EVs who have completed charging and treat them similarly. Parking spots they are not.</p>
<p>I hope that we will be billed for using the charging stations. Free charging encourages bad behaviour.</p>
<p>What will happen if charging has completed for a car parked in one of the bays? Can the car stay (for instance overnight) and thus block charging for any other cars which might need a charge? Or will a parking meter start running to incentivise owners to remove their cars once charged?</p>
<p>This proposal will be nothing but trouble for you. Who is going to police these spots? What are you going to do if a non-EV vehicle is parked there?</p>
<p>Parking in KMC area is limited especially near stations and commercial and medical facilities. KMC should maximise places available. KMC should review the number and location of Disability Parking places near commercial and medical centres. KMC should encourage the provision of charging facilities on private property and in private garages including and particularly in multi dwelling developments. KMC should also take account of the fire risk associated with EV charging and EV's in general.</p>
<p>Apart from the eyesore of the massive charging stations required to charge EVs, they take up valuable parking spaces for the majority of us who don't have EVs. Often we are struggling to find a parking spot, and cannot park in the usually empty EV space or we get fined.</p>
<p>Don't take out car parks for people who own one type of car. They can park where everyone else parks and charge at home</p>

<p>THE MOST VALUABLE ASSET IN KURINGGAI IS FAST AND EFFICIENT PARKING FOR LOCALS TO ACCESS THEIR LOCAL SHOPS. THE TURN AROUND ON SHOPERS PARKING IS USUALLY ABOUT 15MIN. THE IDEA OF REDUCING THE AVAILABILITY OF PARKING ADJACENT SHOPS IN JUST NOT RIGHT OR FAIR TO THE COMMUNITY.</p>
<p>WHY ARE WE ALLOWING PRIVATE ENTERPRISE TO PROFIT FROM COMMUNITY OWNED LAND. WHY ARE WE LOOSING 4 PRECIOUS PARKING SPOTS IN THESE LOCATIONS. WHAT THE RESIDENTS OF ROSEVILLE IN PARTICULAR NEED DESPERATELY IS A TOILET NOT ANOTHER CHARGING FACILITY. THERE ARE NO TOILETS AT THE ROSEVILLE SHOP. COUNCIL HAS NOT SPENT A SINGLE PENNY ON ROSEVILLE IN THE PAST 40 YEARS!</p>
<p>Congratulations to council for pursuing this initiative.</p>
<p>Why has Gordon got no candidate sites. As an EV owner I notice many, many EVs in Gordon driveways. Why was Gordon not included?</p>
<p>We live in Sth Turrumurra a big area with lots of EV, 2 in our family.....you have selected quite a concentration of sites killara lindfield Roseville we assume due to units etc but please do MORE locations !!!</p>
<p>Enforcement of non-evs parking in these spaces needs to be key to these being utilised well.</p>
<p>Penalty time charging if left on charger once fully charged.</p>
<p>enforced penalties for ICE blocking of chargers.</p>
<p>The cost should be reasonable/free to encourage electric vehicle purchasing and enable people to easily charge.</p>
<p>KMC net zero by 2040 is a fallacy and EV charging stations powered by Coal derived electricity provides no emissions reduction at all. EV owners are rent seeking. If EV owners want to reduce emissions then charge their cars at home using solar power.</p>
<p>The Wahroonga car park is often full and it is likely that these car charging spaces will be ICE'd on those occasions. To alleviate this issue I would suggest moving the charging stations further away from the shops. This will reduce the impact of lazy ICE drivers who will park there "for just a few minutes" and creating angst amongst non-EV drivers who will regularly see "empty spaces" near the shops when the chargers are not utilised. EV drivers are happy to walk an extra 50 metres if it reduces the chance of the chargers being ICE'd (petrol/diesel vehicles parking in EV charging spaces) so moving them further from the shops will be supported by EV and non-EV drivers alike.</p>
<p>Please ensure charger bays are marked as "EVs While Charging Only" and that council officers patrol the bays after construction to ensure compliance, at least on an initial basis. New charging sites usually suffer from being "ICE'd", by having internal combustion cars parked in the bay for extended periods by people with anti-EV sentiments.</p>
<p>Please avoid installing electric vehicle chargers that have 24/7 LED panels with advertising or any form of lighting. The JOLT EV charger currently at Roseville is what one might consider, an eye sore. It does not suit the local character of the area and the irony of a more sustainable future with electric chargers that have constantly powered LED screens was sadly lost in the installation.</p>
<p>They should be closer to transport hubs eg Lindfield, charging stations should be closer to highway</p>
<p>The map with locations is actually not that helpful as it doesn't give context of other charging locations. It also doesn't allow the user to provide alternative locations as a suggestion - so as a survey, it's actually not that useful. I would have liked to see locations along Monovale road - especially Gordon (zero stations in this major commuter hub) and St Ives (2 charging locations with just 4 stalls in total for this very large town)</p>
<p>We need more chargers in the area to encourage people to buy EVs. We also need them to be unrestricted overnight so that people can get a meaningful amount of charge. Understandable that daytime is restricted but overnight charging should be allowed. The chargers should be patrolled to prevent people leaving their cars there for multiple days, which they do currently in the commuter section of the Lindfield station carpark.</p>
<p>Make sure you choose a vendor with a minimum 11kw charger (7kw is going to be obsolete soon). Choose a vendor that isn't BYO cable. Cable is a must</p>
<p>Car manufacturers are shifting the plan of pure EV for future and the renewable energy source is still unknown due to recent market changes, adoption and new discovery to the dark side of EV cars. Core EV technology is also not mature for implementation, and future direction is unknown. We should hold the plan until EV tech is more mature and</p>
<p>We do have a home charger for our car but are mindful that the media is saying that we will be having electricity problems over summer and we dont want to be caught out. We have a type 2 charger, thanks.</p>
<p>Very disappointed that the chargers are only max 75kw. This is a low rate when many cars can handle 250kw. A low kw rate means longer charging time and the need for even more chargers and reduction in parking for ICE vehicles and EVs not charging. Very poor decision. Take the lead from Tesla with 150 to 250kw chargers.</p>
<p>The 416 Group included in its questionnaire to candidates at the recent Council election the condition of the car park and adjacent natural bushland at 11 Bradfield Rd. Installation of charging stations is an opportunity to remediate the car park and the bush reserve and then allocate a resource for its future maintenance.</p>
<p>The Carpark 's quite dangerous and the traffic flow in coonsnbarra rd is congested and dangerous . No parking needs to put in on the carport side of this street.</p>

Please ensure 1) the charging plugs are suitable for different EVs (Teslas, BYD, Kia etc etc), and 2) that the chargers are upgradeable over time - the technology is evolving and charging times are becoming faster - 75kw is reasonably fast today, but may not be in 5 years.

The childcare centre car park would be better.

Ev's batteries weigh as much as a tradie ute, >2000kgs up to 3500kgs per Tesla. They are literally ripping apart suburban streets. Yet they pay no fuel excise which funds road repair? They are not the solution. Think of the incredible shredding of capital value for our existing fuel distribution networks which supply the VERY LARGE MAJORITY of transport energy. This is NOT councils main mission - which is the provision of local services for the benefit of the WHOLE community - EVs are ideology.

(In response to 11 Bradfield Road)

1. The car park serves a very busy shopping centre and is too small to lose three car spaces.
2. The unsupervised equipment will be vulnerable to vandalism. EV chargers should only be installed at continuously staffed service stations, along with other automobile fuelling and service facilities.
3. Electric vehicles cannot contribute to net zero emissions. The reduced emissions are cancelled by emissions from electricity generation and extraction of battery metals.

Engagement Summary – Public Electric Vehicle Chargers October 2024

Project overview

Ku-ring-gai Council has undertaken a community engagement process to gauge community support for the installation of new electric vehicle chargers in five Council car parks across the Council area as follows:

- Roseville - 2A Lord Street
- Turramurra - 2 Turramurra Avenue
- East Killara - 1 Reading Avenue
- Wahroonga - 9 Coonanbarra Road
- West Lindfield - 11 Bradfield Road

This report outlines the outcome of community engagement undertaken in October 2024.

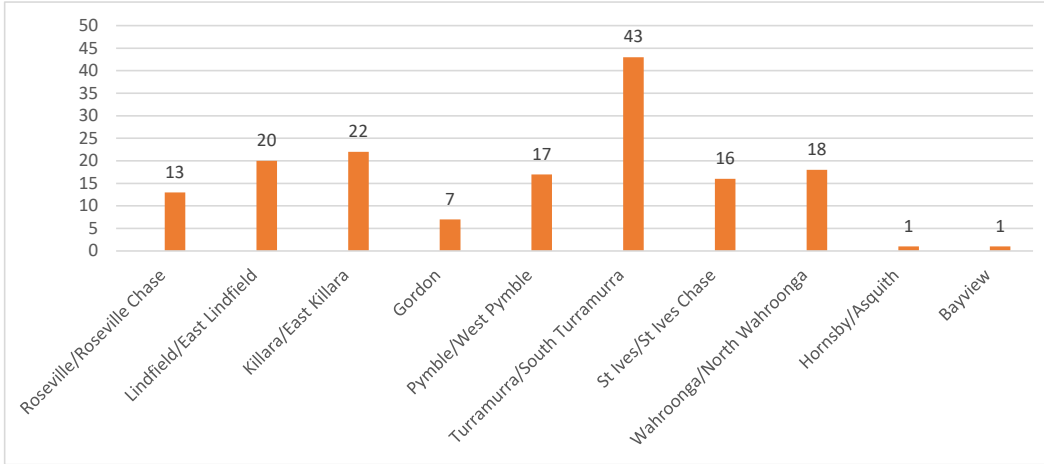
How we engaged the community

Community feedback was sought on the proposal between 30 September and 27 October.

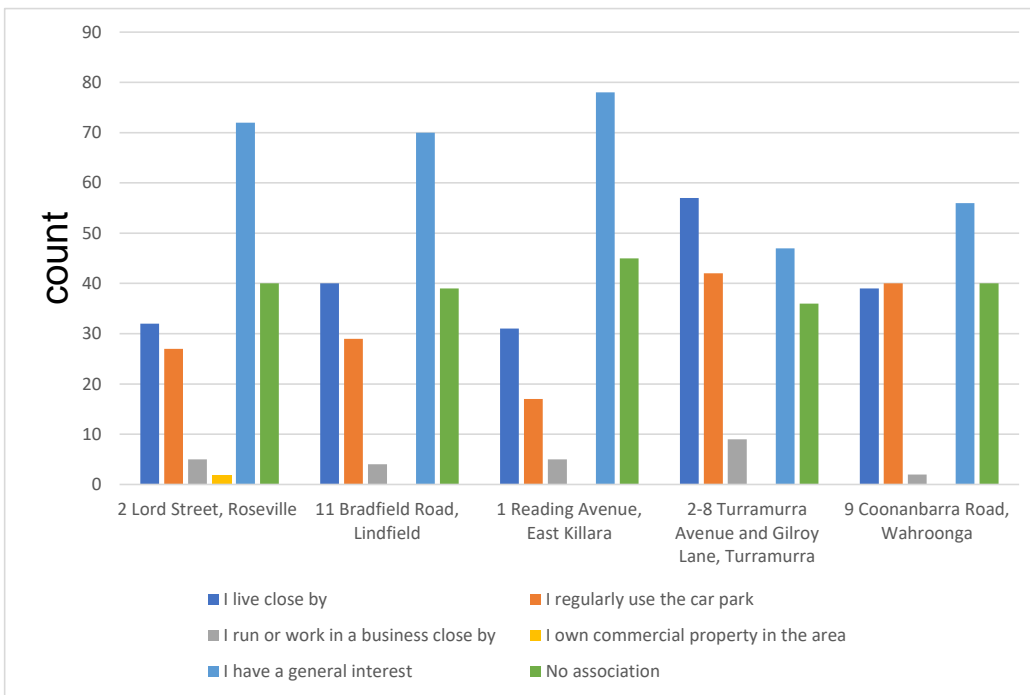
Communications reach	Feedback capture
<ul style="list-style-type: none"> • Ku-ring-gai e-news (x2) - 37k+ • Your Say Ku-ring-gai e-news – 1.1K + • Community Engagement Hub (3,500 pg views, 1281 unique visitors, 1051 plan downloads) • Facebook posts - 30 September and 10 October • Letterbox drop (250 radius of each site) – 1552 letter to residents, 382 letters to businesses. • On site signage • Visits to businesses (16 and 17 October) • Promotion at Sustainable Futures Day (1000+ attendees) 	<ul style="list-style-type: none"> • Online Survey - 161 responses • Written submissions (via online submission tool, email and letters) – 17 submissions - 15 online, 2 by mail • Interactive map (198 votes) • In-person comments gathered through business visits

About participants

Where They Live



Association With Site

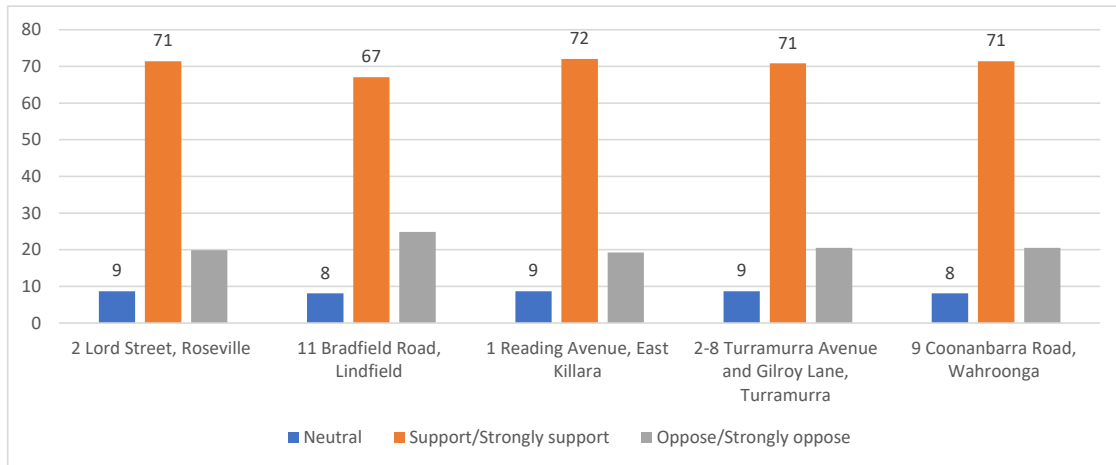


What we heard

Survey - rating the proposals

1. The community supported the proposals with 71% supporting or strongly supporting (61% strongly), 21% opposing or strongly opposing (17% strongly) and 8% neutral.
2. Site with strongest support was Reading Avenue Killara with 72% supporting or strongly supporting.
3. Site with strongest opposition was 11 Bradfield Road Lindfield with 25% opposing or strongly opposing.

Chart summarising results (percentage)



Interactive Map – Voting Results

Voting on interactive map resulted as follows:
 Support = 165 (83%), Opposer 33 (17%) (total 198)

Site	Support	Oppose	Site	Support	Oppose
Roseville - 2A Lord Street	35	5	Wahroonga - 9 Coonanbarra Road	28	7
Turramurra - 2 Turramurra Avenue	35	4	West Lindfield - 11 Bradfield Road	33	13
East Killara - 1 Reading Avenue	34	4			

Summary of comments received via survey and written submissions.

Feedback themes

Positive	Negative
<ol style="list-style-type: none"> 1. Infrastructure Need <ol style="list-style-type: none"> a. Growing EV ownership requires more chargers b. Essential for apartment dwellers c. Future preparation 2. Environmental Benefits <ol style="list-style-type: none"> a. Reduces emissions b. Supports sustainability 3. Community Benefits <ol style="list-style-type: none"> a. Supports local businesses b. Convenient for visitors 	<ol style="list-style-type: none"> 1. Parking Issues <ol style="list-style-type: none"> a. Already limited parking b. Long charging times take spaces c. Reduces general access 2. Fairness/Equity <ol style="list-style-type: none"> a. Serves only EV owners b. Should be private responsibility c. Council doesn't provide petrol 3. Location Problems <ol style="list-style-type: none"> a. Disrupts residents b. Environmental impact c. Safety concerns 4. Council Role <ol style="list-style-type: none"> a. Questions appropriate use b. Private sector should provide c. Cost concerns

Selected quotes from participants

Positive	Negative
<ul style="list-style-type: none"> • Whether it is full EV or PHEV the reality is it is part of the future of our automotive landscape. The capacity for people to charge more readily is only beneficial in broadening the uptake of these vehicles and reducing carbon emissions and pollution" • "We need to provide more local neighbourhood-based charging infrastructure if we are to support the further adoption of EVs." • "We need more chargers to encourage people to feel safe converting to electric" • "More & more people will buy an EV, myself included. We need to offer enough charging stations to support the increased number of EVs and do our bit to help the environment." • "Given it is a user pays scheme and charging is not funded by rate payers I think it's fine" • "A lot of apartment buildings do not have this type of charger and this would assist unit dwelling EV drivers" • "An excellent idea that will encourage EV uptake" • "It's well overdue that EV chargers are in carparks, on side of road and elsewhere funded by Govt business etc so yes please bring it on" • "They will accelerate the transition to a sustainable future by supporting, especially unit dwellers, Ku-Ring-Gai residents, and visitors." • "I think it's absolutely necessary to move forward and install the requisite EV infrastructure to support a transition to EVs." • 	<ul style="list-style-type: none"> • "I do not believe council should be wasting rate payers money providing EV charging stations for the public. They do not provide petrol stations so why EV? Focus on what benefits ALL rate payers such as improved roads and pavements." • "Better use of council money for other projects... That car park is a shocker and not maintained well." • "These facilities should be provided by the private sector, and Council providing them will only serve to 'crowd-out' the viability of the private sector in providing them." • "It is unfair to take up parking spaces everyone can use. People with electric vehicles must charge them at home or at petrol stations with electric charging capacity." • "they are CARPARKS, a place to mark cars not a CHARGING STATION ... the carparks need more spaces not less." • "Car parking spaces in these council/community carparks are mostly at capacity... So to give away more spots to the privileged people who can afford EV's is unfair and not egalitarian." • "I don't believe that public land should be handed over to a private company to allow restricted parking for a small number of residents. EV owners seem to have a sense of entitlement." <ul style="list-style-type: none"> • "It is not councils responsibility to provide automotive energy locations.. They don't run petrol stations, so why power stations? Council needs to refocus on it's current responsibilities" • "It is not up to public to pay for charging stations for owners of EV's they can pay for it themselves... Of course it is better to utilise existing ICE cars with clean fuels rather than make new EV's being powered by fossil fuel..." • <input type="checkbox"/> "Most people do not have electric cars so these are not needed. People can charge at home or at a servo if they have an electric car. Will u be installing petrol pumps in council car parks?"