

**EXTRAORDINARY MEETING
TO BE HELD ON MONDAY, 31 MARCH 2025 AT 7:00 PM
LEVEL 3, COUNCIL CHAMBER**

A G E N D A

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Extraordinary Meeting of Council

On 18 March 2025 Ordinary Meeting of Council, Council resolved to hold an Extraordinary Council Meeting on Monday 31 March 2025 at 7:00pm to consider:

- A. Community feedback on the alternate housing scenarios
- B. A preferred scenario for public exhibition

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:

Nil.

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 **TOD alternatives - post-exhibition - preferred scenario,
masterplan and implementation strategy**

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File: S14427

To seek Council endorsement of a Preferred Scenario and Implementation Strategy for public exhibition.

Recommendation:

That Council endorse the Preferred Scenario for exhibition, as represented by the Ku-ring-gai TOD Preferred Alternative in Part 05 (Implementation Strategy) and Part 06 (LEP Plans) of the Ku-ring-gai Centres Technical Study, and other supporting information as attached to this report, for a 3-week period in the manner described in this report.

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

TOD ALTERNATIVES - POST-EXHIBITION - PREFERRED SCENARIO, MASTERPLAN AND IMPLEMENTATION STRATEGY

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To seek Council endorsement of a Preferred Scenario and Implementation Strategy for public exhibition.
BACKGROUND:	<p>At the Extraordinary Meeting of Council of 30 October 2024 Council endorsed five alternative scenarios for public exhibition; Scenario 1 TOD (base case), Scenario 2a, Scenario 2b, Scenario 3a, and Scenario 3b.</p> <p>At the same meeting Council requested that a report be prepared and submitted to Council's February 2025 Ordinary Meeting providing an update in relation to development of alternative scenarios to the TOD SEPP amendments.</p>
COMMENTS:	<p>The five alternative scenarios were placed on public exhibition for a period of four weeks from 15 November 2024 to 17 December 2024. Input from residents was received via opt-in survey; recruited survey; recruited workshops; and written submissions.</p> <p>This report analyses the results of the community feedback and identifies the community preference.</p> <p>Consultants have been engaged to undertake a technical study to assist Council with the refinement of the community preference into a Preferred Scenario. The study includes structure plans and an implementation strategy.</p> <p>Consultation has also been undertaken with DPHI to confirm Council's assumptions and planning methodology meets their requirements.</p>
RECOMMENDATION: (Refer to the full Recommendation at the end of this report)	That Council endorse the Preferred Scenario for exhibition, as represented by the Ku-ring-gai TOD Preferred Alternative in Part 05 (Implementation Strategy) and Part 06 (LEP Plans) of the Ku-ring-gai Centres Technical Study, and other supporting information as attached to this report, for a 3-week period in the manner described in this report.

PURPOSE

To seek Council endorsement of a Preferred Scenario and Implementation Strategy for public exhibition.

BACKGROUND

At the Extraordinary Meeting of Council of 30 October 2024 Council resolved to:

- A. Receive and note the contents of this report on alternative scenarios to the TOD SEPP amendments for the corridor between Roseville and Gordon stations.*
- B. Note that the base case (Scenario 1) represents the TOD SEPP as gazetted, not planning controls that pre-existed the TOD amendments.*
- C. Note that the primary objectives for the alternate scenarios outlined in this report are:
 - i. to retain and protect Heritage Conservation Areas (HCAs);*
 - ii. to improve urban canopy outcomes; and*
 - iii. meet the dwelling targets stipulated by the State Government for the TOD Program.**
- D. Place Scenario 1 TOD (base case) on public exhibition for comparative purposes.*
- E. Place Scenario 2 on public exhibition.*
- F. Place Scenario 3a on public exhibition.*
- G. Place Scenario 3b on public exhibition.*
- H. Place Scenario 2b on public exhibition, noting it requires further development prior to exhibition, as per the memorandum from the Director Strategy and Environment dated 29 October 2024.*
- I. Note that a report will be submitted to Council's February Ordinary Meeting outlining the outcomes of community engagement in relation to alternative scenarios to the TOD SEPP amendments.*

This report is in response to resolutions D through to I inclusive.

COMMENTS

This report will describe the process of developing a Preferred Scenario and accompanying studies for Council consideration, specifically:

1. Identifying the community preference – what is the best outcome in terms of community and planning?
2. Refining the community preference – what inputs have been considered?
3. Describing the Preferred Scenario – how does it differ from Scenario 3b?
4. Comparison between TOD and Council's Preferred Scenario – how does it differ from Scenario 1 (the TOD).
5. Evaluating the Preferred Scenario – how does it compare with TOD?

6. Implementation Strategy – how will the Preferred Scenario be converted to an LEP and DCP?
7. Infrastructure Strategies – what community infrastructure is required to support the additional population?
8. Supporting Studies – what other studies are underway or will be required?
9. Affordable Housing – what will the contributions be?
10. Interaction with Low and Mid-rise SEPP – what are the potential impacts of this new policy?

1. Identification of the Community's Preference

Council held a 4-week public exhibition of Council's Alternative TOD Scenarios from 15 November 2024 to 17 December 2024. Council sought feedback on five housing scenarios and residents were offered a variety of ways to get involved and provide feedback, further detail is provided in the Consultation section of this report.

Assessing the exhibited scenarios and identifying a community preference has involved consideration of:

- the results of community surveys;
- the results of community workshops; and
- written submissions.

Survey Results

Taverner Research Group (Taverner) were engaged to prepare a survey that would assist Council to understand the community preferences for housing options around the four train stations of Gordon, Killara, Lindfield and Roseville. The methodology and results of the survey are documented in a report which is attached to this report at **Attachment A1 – TOD Engagement Outcomes Report Revised - Becscomm – February 2025**.

The survey involved a two-tier approach involving:

- a self-selecting online and paper survey, able to be completed by any Ku-ring-gai Council resident who had read the background materials supplied by Council; and
- a randomly selected, representative survey of residents living in the Gordon and Roseville wards and who had read the background materials.

The final sample size was over 3,000 people including 2,946 residents for the opt-in survey and 193 residents for the representative survey. The large sample size can give Council a high degree of confidence that the results would replicate the views of the Ku-ring-gai adult community (to within +/- 1.8% at the 95% confidence level).

Also of note was that most respondents in both surveys had a preferred scenario, indicating the 5 scenarios provided a comprehensive choice, and few people were left unable to select a preference.

Survey Results - Most Preferred

The results of the survey are as follows:

- Option 3b was the preferred scenario in both surveys (36% random, 33% opt-in);
- Option 1 was the second preference in both surveys (26% and 25%);
- Option 2a was the third preference in both surveys (20% and 18%); and
- Options 2b and 3a gathered relatively little support (9-10% & 10-14% respectively).

Council's alternative scenarios (2a, 2b, 3a & 3b) considered together were preferred by approximately $\frac{3}{4}$ of all respondents across both surveys, whereas Option 1 was preferred by only $\frac{1}{4}$ of respondents across both surveys.

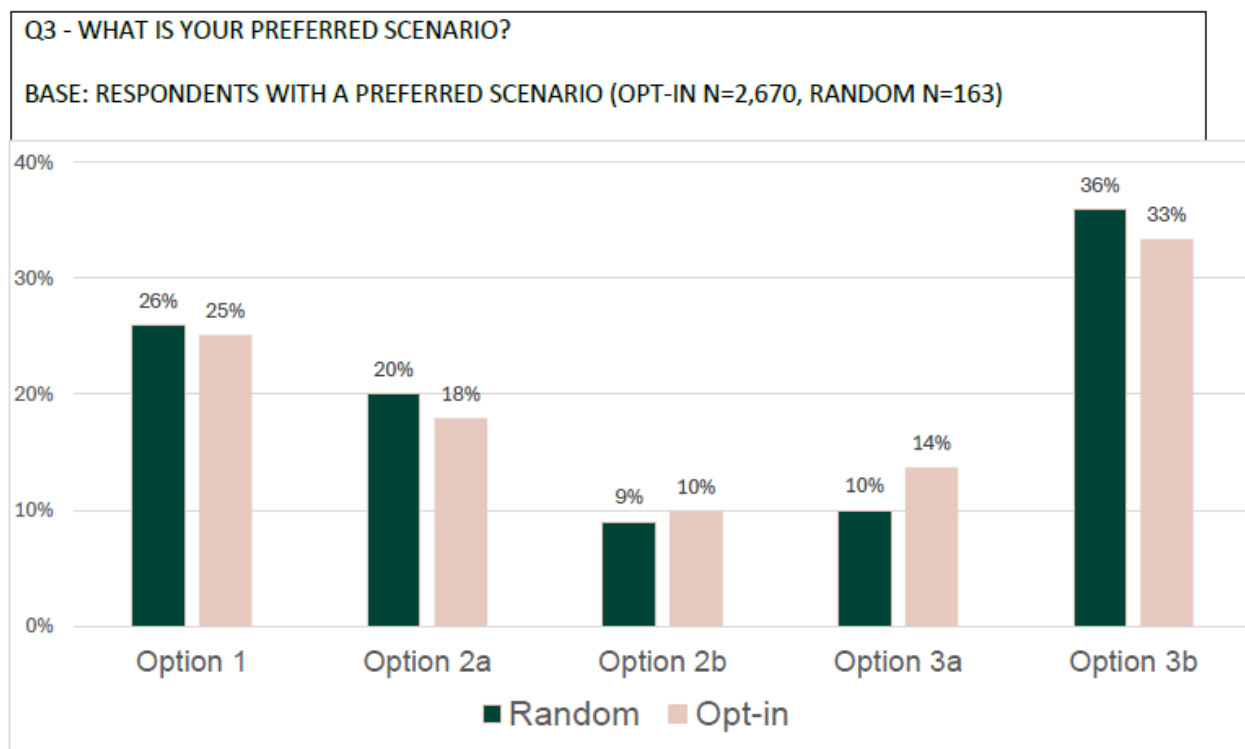


Figure 1 – survey results – most preferred

Residents living within a 400-metre proximity of any of the four train stations were more likely to prefer Option 1 to Option 3b by a margin of 5% (31% against 26%). This was particularly notable for those living within a 400-metre radius of Lindfield Station, 40% of whom supported Option 1 against just 8% for Option 3b (difference of 32%). Those living within 400 metres of Roseville and Gordon Stations supported both options equally, while those living within 400 metres of Killara Station strongly preferred Option 3b by a margin of 25% (47% against 22% for Option 1).

Survey Results - Least Preferred

Residents were asked which of the options are least preferred, the results of the survey are as follows:

- Option 1 was the least preferred by about 41% of residents across both surveys;

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- Option 3a was the second least liked alternative (32% random, 25% opt-in);
- Option 3b the third least liked (18% random, 25% opt-in); and
- Options 2a and 2b had negligible opposition.

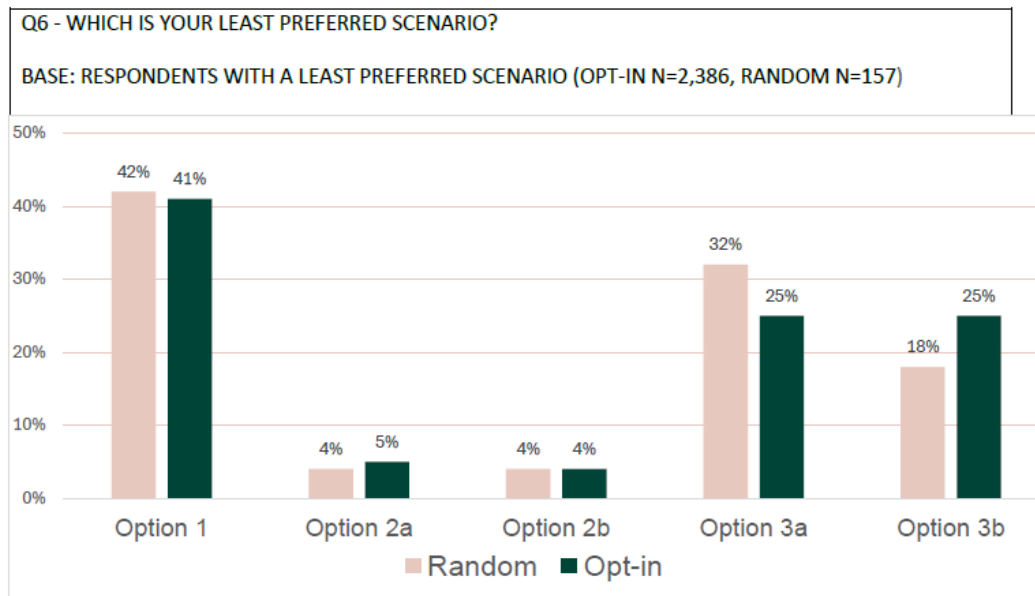


Figure 2 - Survey Results - Least Preferred

When the opt-in results for the three “least desirable” options are broken down by proximity to specific train stations Option 1 had the highest “least preferred” rating across each station radius. However, for those living within 400 metres of Lindfield Station, Option 3b was significantly more likely to be rated as “least preferred” than Option 1 (36% and 22% respectively). Conversely, those living in proximity to Killara and Gordon Stations were significantly more likely to oppose Option 1. These results are broadly consistent with the most preferred.

When the most and least preferred options are netted out (i.e. most minus least) the results for both surveys show Options 1 and 3a were the most polarising among Ku-ring-gai residents. Option 2a appears to be the least controversial scenario – being moderately well supported, and with negligible opposition.

Survey Results – Outcomes to Support More Housing

Respondents were asked which 11 specific outcomes they felt were most important in delivering additional housing to the Ku-ring-gai LGA. The responses are ranked below from (opt-in survey) most to least important.

1. Managing transitions between areas of different densities to avoid impacts such as overshadowing and loss of privacy on neighbours;
2. Avoiding environmentally sensitive areas;
3. Minimising impacts on the tree canopy;
4. Minimising building heights;
5. Protecting some Heritage Conservation Areas;
6. Supporting revitalisation of commercial and retail areas;

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7. Minimising the impact on individual heritage items;
8. Making housing more affordable;
9. Increasing the number of dwellings in Ku-ring-gai;
10. Protecting all Heritage Conservation Areas; and
11. Providing affordable rental housing for very low to moderate income households

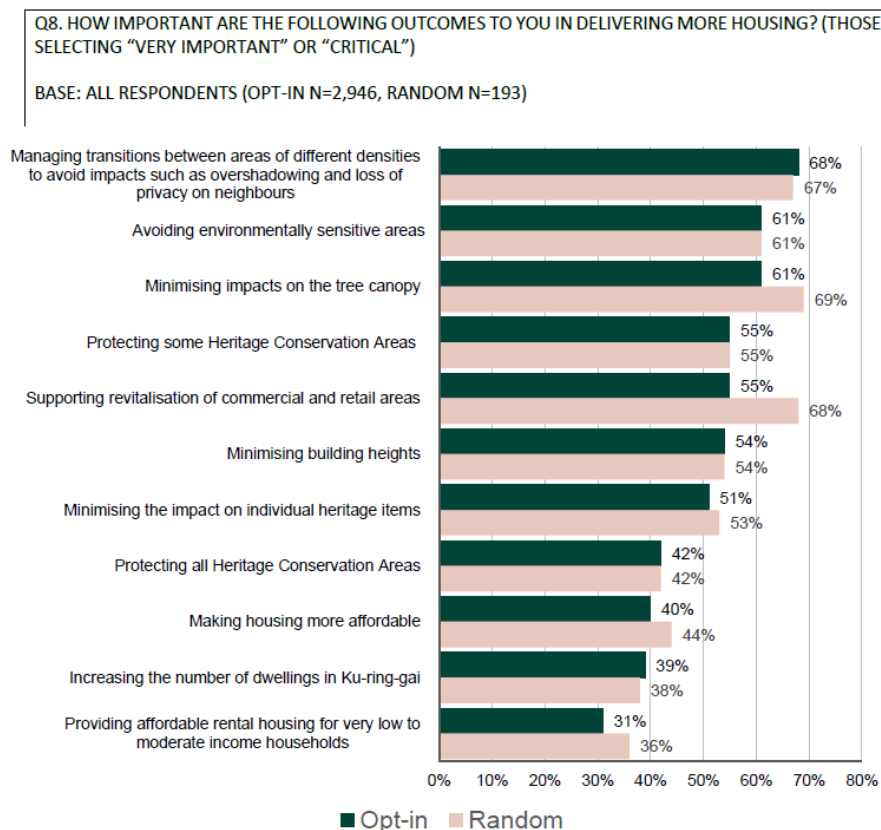


Figure 3 - Survey Results – Importance of Specified Outcomes to Support More Housing

Survey Results – Discussion

The surveys provided residents with the opportunity for surface-level engagement. Many respondents opposed high-rise development, especially near heritage areas. Self-selecting online/paper surveys captured strong pre-existing views, while phone surveys provided a broader but less detailed perspective.

The major concerns include heritage protection, tree canopy loss, minimising building heights, and infrastructure (traffic, roads, parking).

Based on the results of the survey the community's preferred alternative is scenario 3b which is characterised by full protection of HCAs, moderate building heights, and extension of the development area to 800m from the rail station. The concept of an extended development area is unique to option 3b therefore it may be interpreted that the community is willing to trade-off additional spread of development to maintain moderate building heights. Both Option 3b and 3a protected 100% of the HCAs and together they received 46-47% support. In contrast to 3b, option 3a received low levels of support, the difference may be explained by the proposed building heights

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in 3a which are up to 45 storeys. This supports the observation that the community may prefer to spread development (as per 3b) than concentrate it into very tall buildings (as per 3a).

The overall preference for 3b is consistent with the survey results showing the communities top three outcomes to support more housing are: *managing transition impacts, avoiding environmentally sensitive areas and minimising impacts on tree canopy* – all which 3b manages appropriately. Residents living in proximity to Killara station were significantly more likely to favour 3b (47%) given a large percentage of residents in this area live in HCAs or heritage items this might indicate many residents wish to stay living in this context and are not necessarily as motivated by potential windfall uplift available via the TOD.

Option 1 was the second most preferred option however it was also the least preferred by residents across both surveys. Scenario 1 is Council's interpretation of the TOD and was presented to the community for comparative purposes. It is also notable that Lindfield residents living within a 400-metre proximity of Lindfield train station preferred option 1 by a significant margin. This is an interesting result given Lindfield has already experienced high levels of infill development. One explanation is that Lindfield residents may be more willing to accept density as they have already experienced considerable urban renewal, and the positive outcomes that come with this such as new cafes, restaurants and modern supermarkets.

Scenario 1, 2a and 2b are similar in that they all present different levels of protection for HCAs and together received 53%-55% of support. The preference for 2a is consistent with the survey results showing the communities top outcomes to support more housing which ranked *Protecting some heritage conservation areas* as the 5th most important consideration over *Protecting all heritage conservation areas which ranked as 10th out of 11 outcomes*. The preference for 2a may indicate that this option hit the right balance between heritage protection and other considerations, as noted by Taverner:

"Option 2a appears to be the least controversial scenario – being moderately well supported, and with negligible opposition".

Recruited Workshops

Council engaged consultants (Becscomm) to manage two recruited in-person community workshops held at the Ku-ring-gai Council Chambers in Gordon. The report documenting methodology and results is attached to this report **Attachment A1 – TOD Engagement Outcomes Report Revised - Becscomm – February 2025**.

The workshops were independently recruited by Taverner Research and independently facilitated by Becscomm. Attendees were recruited residents or business owners from the suburbs of Roseville, Killara, Lindfield, or Gordon. There were 65 attendees over two nights representing a spread of demographics including age and gender and qualification metrics. All attendees live in, or own a business in Roseville, Killara, Lindfield, or Gordon

Workshops Results - Most and Least Preferred

The results of the workshop are as follows:

- Scenario 3b was the clear preference at the end of both workshops (workshop 1 - 48% and workshop 2 - 57%);

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- Scenario 2a was the second preferred option at the end of both workshops (38% and 22% respectively);
- Option 1 had low levels of support at both workshops (3% and 13%); and
- 2b and 3a were the least supported at both workshops (7% & 4% and 3% & 4% respectively).

Becscomm note in relation to option 3b that:

"[t]he overall sentiment for Option 3b was overwhelmingly positive, with participants seeing it as the best compromise between development and preservation. It was considered sensitive to the local environment and heritage, practical in meeting housing targets, and aligned with council's planning principles. While concerns about excessive building heights persist, the option was viewed as the most effective in balancing growth with maintaining the character of Ku-ring-gai".

And in relation to 2a:

"The overall sentiment for Option 2a was positive, with participants recognising it as a well-balanced, practical, and moderate approach to development. Its focus on preserving the area's character, heritage, and environmental appeal while enabling sensible density makes it an appealing compromise. However, there remains strong resistance to overly tall buildings, reinforcing the desire for controlled and thoughtful urban growth".

Workshop Results - Discussion

While the surveys captured initial opinions, often opposing high-rise development the workshops enabled deeper discussion and learning as well as more informed decision-making, leading to greater acceptance of balanced solutions like Option 2a. This highlights the value of interactive engagement alongside static survey responses.

Exposure to different perspectives led to more openness to compromise rather than outright opposition. Participants recognised trade-offs and acknowledged some density was necessary if well-managed.

Written Submissions

Council received 514 written submissions. Of these, 316 indicated a preferred option/s:

- Scenario 1 received 126 submissions in support and 42 against
- Option 2a received 48 submissions in support and 19 against
- Scenario 2b received 19 submissions in support and 18 against
- 3a received 24 submissions in support and 38 against
- Option 3b received 99 submissions in support and 64 against

Additionally:

- 72 submissions were received which did not support either the TOD or any of the exhibited Council alternative scenarios.
- 57 form submissions were received (the form letter provided space for submitters to write their name, address, signature and date and then provided a standard letter the content of

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which objected to the exhibited alternative scenarios and requested the current TOD provisions remain in place)

The written submissions are not a statistically valid sample that can be used to inform the selection of a preferred option, it is also highly likely that there is significant overlap between the pool of submissions and the pool of surveys. However, it is interesting to note that the scenarios that received the most attention are options are 1, 3b and 2a and the least 2b and 3a, this outcome is consistent with both the survey and workshops results.

Submissions were received from:

- Ku-ring-gai residents;
- community groups such as FOKE, Support Lindfield, A Better Outcome Under TOD (ABOUT), Pearson Avenue Precinct Preserve & Protect; and
- architects and planning consultants on behalf of property owners seeking site specific outcomes

A Submission Summary Table is included at **Attachment A2**. This table summarises the matters raised within the submissions under themes and Councils comments in response.

In addition to support or opposition to a preferred scenario, the key themes raised within the submissions related to the following:

Key Theme - Amendments to Scenarios / Alternative Areas for Housing

Submissions suggested amendments to specific scenarios and suburbs including changes to building heights and locations for development to be included or excluded. Submissions also suggested alternative areas that were thought to be suitable for additional housing such as the centres of Turramurra, St Ives, Wahroonga, Pymble and Pymble Business Park.

Staff Response

The suggestions for alternative areas for housing are noted however in developing alternatives to the TOD Council is required to confine itself to the identified station precincts in the TOD SEPP. The suggested amendments to alternative scenarios are noted and where relevant have been consider during the refinement process.

Key Theme - Environmental such as biodiversity, tree canopy, flooding, bushfire

Submissions raised concern that development arising from the alternative scenarios would result in negative impacts to Ku-ring-gai's significant tree canopy, biodiversity and Critically Endangered Ecological Communities including Blue Gum High Forest and Sydney Turpentine Ironbark Forest. Submissions raised concerns regarding the bushfire and evacuation risk, particularly from West Roseville. Submission also raised concern regarding existing flooding and worsening flooding events due to additional development.

Staff Response

Council's alternative and preferred scenario are guided by a set of planning principles, one of which is "*avoid areas that are environmentally sensitive*" and seeks to avoid locating high density residential in the following environmentally sensitive areas:

- sites with more than 20% high value on the Terrestrial Biodiversity Map;
- sites with more than 25% category 1 and 2 Riparian Lands;
- sites with more than 25% area with a slope greater than 18%;
- sites mapped as Bushfire Prone Vegetation Category 1 and 2; and

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- sites immediately adjoining Bushfire Prone Vegetation Category 1 and 2.

Any new development will need to specifically consider flooding in areas mapped as Overland Flow or Mainstream Flow Flood Planning Area. New development will also need to specifically consider council's Water Management DCP controls including requirements for rainwater re-use and on-site detention systems.

No areas on the west side of Roseville identified for uplift in the alternative scenarios are mapped as bushfire prone land or bushfire evacuation risk, and none are immediately adjoining Bushfire Prone Vegetation Category 1 or 2 land. With regards to evacuation, this is dependent on the specific bushfire event and managed by emergency services. Further road networks improvements in the Maclaurin Parade precinct would assist egress from the area and should be investigated.

Key Theme - Heritage Items and Heritage Conservation Areas

Submissions were received in support of the protection of both heritage items and heritage conservation areas, with concerns raised regarding the impact on high density development on heritage and highlighting the need to provide for transitions between high density and heritage. Submissions were also received which did not support heritage, with requests for delisting of heritage items and HCAs. Submissions were received from owners of heritage items requesting transferable development rights.

Staff Response

Council's alternative and preferred scenarios are guided by a set of planning principles, two of which are '*minimise impacts on heritage items*' and '*Manage transition impacts*'. Council's proposal seeks to minimise the impacts of additional housing on heritage conservation areas and heritage items through changes to the planning and development framework rather than changes to heritage listing.

Council has not proposed any changes to listings as a conservation area or heritage item in the exhibited scenarios for community feedback or Council consideration at this stage.

Where heritage items are included within high density residential areas they are to be integrated within future development by:

- being allocated the same or similar development rights as adjoining properties; and
- being required to be amalgamated with adjoining development sites to ensure they do not become isolated.

Key Theme - Traffic and Parking

Submissions noted the existing traffic congestion on roads and particular the Pacific Highway, and raised concern that development arising from the alternative scenarios would result in further negative impacts to the road network, noting that people would drive and not just rely on public transport. Particular concern was raised with the road network and exits from West Roseville in the Maclaurin/Corona/Findlay area. Submissions noted existing parking issues around stations and the need to ensure adequate parking for new developments.

Staff Response

Council is undertaking assessment of traffic impacts of the TOD SEPP, as well as the alternative and preferred scenarios to better understand any transport infrastructure requirements to accommodate additional dwellings in the four precincts, with a focus on encouraging active transport to the station and shops.

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As part of Council's assessment of the transport impacts in Roseville precinct, discussions are being held with TfNSW regarding improvements to the intersections of Pacific Highway and Maclaurin Parade. To improve additional connectivity for West Roseville and to reduce the demand at the intersection of Pacific Highway and Maclaurin Parade consideration is being given to a new access road between Pockley Avenue and Shirely Road. The extent of 5-8 storey apartments on the southern side of Alexander Parade as part of Scenario 3b, and in the Maclaurin block are recommended for removal as part of the preferred option to, among other things, reduce demand on the intersection of Pacific Highway and Maclaurin Parade.

Key Theme - Infrastructure

Submissions noted that infrastructure – road, rail, bus, schools, open space, water, sewage, stormwater etc – were already at capacity and inadequate for further increases in development. Submissions questions how the required infrastructure would be paid for.

Staff Response

The NSW Government prior to giving effect to the TOD SEPP would have been in a situation to consult with State Agencies regarding the provision and/or upgrade of state infrastructure arising from the anticipated development. Council's alternative and preferred option provide for the same total amount of dwellings/population. Councils existing s7.11 local infrastructure contributions plan will continue to levy for local infrastructure. Additionally, developments in the Greater Sydney Area attract state infrastructure contributions (Housing and Productivity Contributions (HAPs)).

Key Theme - Affordable Housing

Submissions noted that the proposed 2% affordable housing contribution was inadequate, and more was required. Submissions supported affordable housing being provided in perpetuity. Submission did not agree with the bonus 30% height under the Housing SEPP, and concerns that this would revert to market housing after 15years.

Staff Response

The Department of Planning, Housing and Infrastructure *Transport Orientated Development – Guide to Strategic Planning* outlines that in terms of strategic planning for alternatives for the TOD SEPP, 'In the first instance the prescribed affordable housing rate within the Housing SEPP will apply (2%). In the event that a council takes a different rate or approach, we expect that Councils will prepare an affordable housing contribution scheme that prescribes the rate and mechanism for delivering affordable housing'. Council's consultants have analysed the feasibility for key sites for the provision of affordable housing at 2% as a minimum, and then tested to see if sites have capacity to contribute to higher Affordable Housing rates (>2%) and based on this analysis have proposed different affordable housing contributions rates in different areas. This is discussed in more detail further in the report.

The infill affordable housing density bonuses in the Housing SEPP apply to all land in Greater Sydney, and it is unlikely that the Department of Planning, Housing and Infrastructure will allow and exemption to these optional provisions.

Key Theme - Development uptake and viability

Submissions raised a range of concerns regarding development feasibility and the likelihood of sites to be developed. There were concerns that no feasibility testing had been undertaken regarding proposed controls relating to FSR, deep soil, site amalgamations, strata and heritage.

Staff Response

Council has engaged consultants to undertake feasibility analysis on a range of sites, this is discussed later in this report.

Key Theme – Planning and Consultation Process

Submissions raised concerns regarding the consultation process relating to timing, notification and exhibition material. Submissions noted support and opposition for the legal action against the NSW State Government. Submissions raised concern regarding a perceived Council conflict of interest in the alternative scenarios in relation to Council owned land and uplift.

Staff Response

Council's engagement program for the public exhibition including a whole range of activities to ensure Council is in a strong position to receive balanced and useful input that is both reflective of the community and allows any person to raise issues which are important to them. Council's 8 May 2024 resolution which required the preparation of the alternative scenarios, also required that the studies, scenario analysis and community engagement be presented to Council by February 2025. To meet this timeframe, the exhibition of the draft scenarios needed to occur in late 2024.

Council is a significant landowner in all four of the TOD centres. Council is required to undertake strategic planning for Ku-ring-gai which includes Council owned land, under the relevant NSW Planning legislation and Council policies including the Ku-ring-gai Local Strategic Planning Statement 2020. Council's land holdings under the TOD scenarios are also managed under the provisions of the *NSW Local Government Act* - including the principles of sound financial management.

In addition to the above many site-specific or area-specific submissions were received seeking site specific outcomes. These site-specific submissions are addressed separately in this report, and in detail in the Submission Summary Table **Attachment A2**.

143 late submissions were received after the close of the public exhibition period on 17 December 2024, with some received up until mid-February 2025. The late submissions have been summarised and included at **Attachment A3 – Late Submission Summary Table**. The Late Submission Summary Table only includes matters that were not already included in the Submission Summary Table. No Council comment is provided in response to the late submissions.

2. Refinement of Community Preference (Scenario 3b)

Based on the discussion above Scenario 3b is the community's preferred option.

Scenario 3b is characterised by protection of HCAs, moderate building heights, and extension of the development area to 800m from the rail station. The preference for 3b can be seen as an indication of the community's willingness to trade-off additional spread of development to avoid extreme building heights.

Council staff have worked closely with consultants SJB Urban to refine and develop a Preferred Scenario. The refinement process has resulted in the removal of certain areas and reductions in building height and density in other areas which, in turn, has resulted in a dwelling yield that was below the DPHI target.

To balance a reduction of dwellings, new areas have been added and building height and density has increased in other locations. This process was iterative until a final refined scenario was

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developed. This work was supported by SJB Urban who undertook detailed built form modelling to ensure the Preferred Scenario will be generally consistent with Council's DCP, minimise overshadowing and address interface impacts as much as possible, as well as comply with the Apartment Design Guide (ADG).

SJB Urban also prepared a model to estimate the planning capacity of the Preferred Scenario. This information is available in **Attachment A4 – Ku-ring-gai Centres Technical Study – SJB Urban, February 2025**.

The process of refining Scenario 3b has also included:

- consultation with staff from the Department of Planning, Housing and Infrastructure (DPHI);
- a review of site-specific or area-specific written submissions;
- feasibility analysis that identified sites where increased height and density is required when compared to Scenario 3b; and
- consideration of Development Applications and State Significant Development Applications.

Consultation with DPHI

During January and February 2025 Council staff have met with DPHI representatives several times. During these meetings the DPHI have confirmed that the total dwelling capacity for the four TOD precincts is calculated at 23,054 dwellings and that Council will need to at least match this number in the Preferred Scenario.

DPHI have an in-house model used to calculate planning capacity. Council submitted a preliminary set of maps (land use zone, height and FSR) to DPHI on 14th February 2024. DPHI have undertaken a review of the draft maps to determine the planning capacity and has found Council's Preferred Scenario has the capacity to deliver the required dwellings. DPHI did not provide the exact yield calculated by their own analysis of Council's scenario.

DPHI have also confirmed the planning pathway will be an amendment to the KLEP via an amendment to the TOD SEPP and that an exemption from the Affordable Housing bonus 30% scheme is unlikely.

During the meetings DPHI have given in principle support to:

- extend beyond the 400m TOD boundary (as per Scenario 3b);
- transfer dwellings between TOD suburbs (as per Scenario 3b);
- upzone heritage items and include in the total planning capacity (as per Scenario 3b);
- remove HCAs or reduce their size or leave HCAs in place and zone through them;
- include RE1 zones for new parks and SP2 zones for new local roads, supported by reservations; and
- inclusion of 3-4 storey apartment buildings on interface areas.

All these matters are subject to Ministerial approval.

The DPHI have indicated they require justification for the following:

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- where Council is proposing no uplift in HCAs within the 400m TODs; and
- where Council is proposing to reduce FSR (i.e. downzoning) in non-HCA areas within the 400m TODs.

Council asked DPHI whether Low and Mid-Rise provisions could be 'switched off' by Council's alternate TOD plan. The Department's response was that the Low and Mid-Rise (LMR) reforms have been applied to areas around the existing TOD precincts. If the TOD precinct is expanded and is more generous than the LMR controls, Council's controls would naturally supersede the LMR controls in those locations. The Department would support including these areas in the masterplans.

In terms of savings and transitional provisions that may apply in the TOD precincts DPHI have indicated the following:

- DPHI is committed to including savings and transitional arrangements for development applications;
- similar savings and transitional arrangements have recently been used for the Accelerated TOD precincts; and
- this includes saving development applications lodged but not yet determined as well as saving State Significant applications (SSDAs) where they are lodged or have a valid SEARs.

Development Applications

As of 24 February 2025, there are nine State Significant Applications listed on the NSW Government website, it appears that all of these have now been issued Planning Secretary's environmental assessment requirements (SEARs).

The location and details (where available) of the applications are shown on Figures 4, 5 and 6 below. Based on information available the applications represent a minimum of 1,100 dwellings with heights typically 9-10 storeys and all include the 30% Affordable Housing bonus.

SSD applications numbered 1, 2, 3, 4, 6, 8 and 9 in the Figures below, are all located within areas that are proposed for high density in Council's Preferred Scenario however, the proposed density and height of the developments are not consistent with the intent of Council's Preferred Scenario. Inconsistencies relate to Principle 4 - Minimise impacts on the tree canopy, Principle 5 - Manage transition impacts and Principle 6 - Ensure appropriate building height.

SSD applications numbered 5 and 7 in the Figures below, are located within HCAs outside the Preferred Scenario development area. The location, height and density of these applications are inconsistent Council's Preferred Scenario. Inconsistencies relate to Principle 2 - Minimise impacts on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas, Principle 4 - Minimise impacts on the tree canopy, Principle 5 - Manage transition impacts and Principle 6 - Ensure appropriate building height.

Council is concerned that some proposals currently working through the SSD system might be prejudicial to any alternate scenario it might adopt. This is particularly the case where transition between different densities and housing typologies that Council might seek to apply are juxtaposed against out of scale development reflected in some current SSD proposals. It is also Council's preference to include development uplift for individual heritage items where they would otherwise

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be “isolated” by adjoining TOD development. This would allow their integration into a larger master planned site and not leave them stranded.

It is Council’s preference that these current SSD proposals not be “saved”, and further, that a moratorium on further such applications being lodged either with the Department or Council be put in place as soon as Council commences final public exhibition of its preferred scenario.

The General Manager has recently corresponded with DPHI’s Deputy Secretary Planning, Land Use Strategy and Housing in these terms. At the time of writing this report, a response had not been received.

It is recommended that Council make a request to DPHI that none of the State Significant Applications listed on the NSW Government website be saved due to the significant inconsistencies with Council’s Preferred Scenario, specifically advising DPHI that:

“Council is concerned that some proposals currently working through the SSD system might be prejudicial to any alternate scenario it might adopt. This is particularly the case where transition between different densities and housing typologies that Council might seek to apply are juxtaposed against out of scale development reflected in some current DSSD proposals. It is also Council’s preference to include development uplift for individual heritage items where they would otherwise be “isolated” by adjoining TOD development. This would allow their integration into a larger master planned site and not leave them stranded.

It is further recommended that Council make a request to DPHI that any further SSD applications lodged and/or declared after the writing of this report not be accepted or subsequently saved for the reasons outlined above.

State Significant Development Location Map

within TOD centres

Prepared: 31 January 2025

Gordon

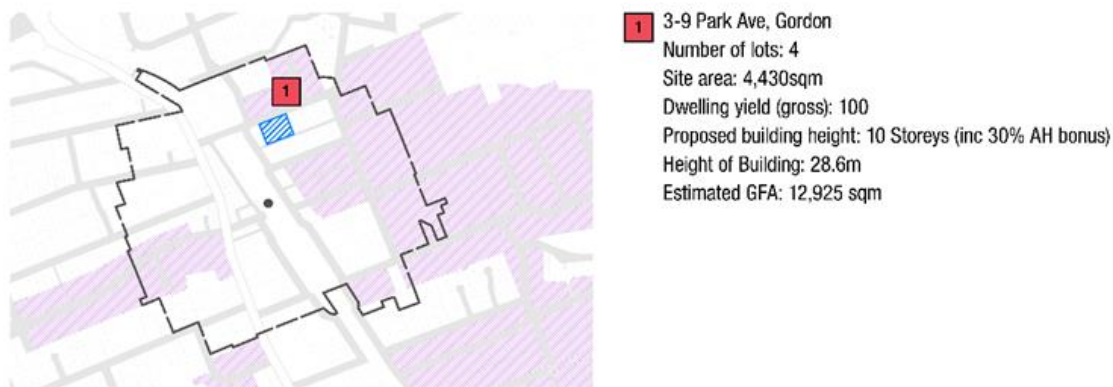
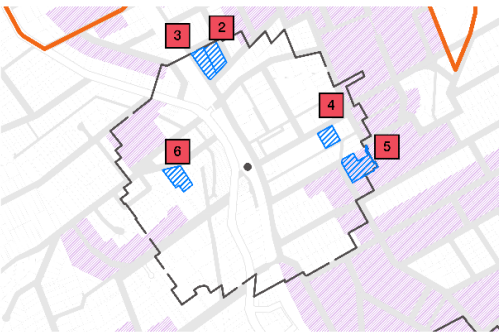


Figure 4 – Current State Significant Development Applications - Gordon

State Significant Development Location Map (continued)
Prepared: 31 January 2025

Lindfield

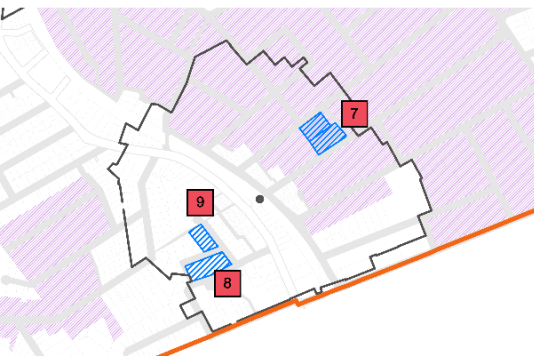


- 2** 2-8 Highgate Road, Lindfield
Number of lots: 4
Stage: Prepare EIS; proposed application not provided yet.
- 3** 1-3 Reid Street and 2-4 Woodside Avenue, Lindfield
Number of lots: 4
Stage: Prepare EIS; proposed application not provided yet.
- 4** 27-29 Tryon Road Lindfield
Number of lots: 2
Site area: 3,011 sqm
Dwelling yield (gross): 63
Proposed building height: 8 to 9Storeys (inc 30% AH bonus)
Height of Building: 28.6m
Estimated GFA: 7,528 sqm
- 5** 59-63 Trafalgar Avenue, and 1A & 1B Valley Road, Lindfield
Number of lots: 6
Site area: 6,672 sqm
Dwelling yield (gross): 237
Proposed building height: 10 Storeys (inc 30% AH bonus)
Height of Building: 29.2m
Estimated GFA: 21,675 sqm
- 6** 12-16 Bent St, Lindfield
Number of lots: 3
Site area: 4,324 sqm
Dwelling yield (gross): 119
Proposed building height: 10 Storeys (inc 30% AH bonus)
Height of Building: 29.2m
Estimated GFA: 14,053 sqm

Figure 5 – Current State Significant Development Applications – Lindfield

State Significant Development Location Map (continued)
Prepared: 31 January 2025

Roseville



- 7** 16-24 Lord Street, and 21-27 Roseville Avenue
Number of lots: 9
Site area: 9,400 sqm
Dwelling yield (gross): 267
Proposed building height: 10 storeys (inc 30% AH bonus)
Estimated GFA: 30,000 sqm
- 8** 2-16 Pockley Ave, Roseville
Number of lots: 8
Site area: 6,556 sqm
Dwelling yield (gross): 193
Proposed building height: 10 Storeys (inc 30% AH bonus)
Estimated GFA: 21,251 sqm
- 9** 2&4 Larkin St, 1,3&5 Pockley Ave, Roseville
Number of lots: 5
Site area: 3,750 sqm
Dwelling yield (gross): 105
Proposed building height: 10 Storeys (inc 30% AH bonus)
Estimated GFA: 11,544 sqm

Figure 6 – Current State Significant Development Applications – Roseville

In addition to the nine SSD applications outlined above, the Minister for Planning and Public Spaces made a Ministerial Order on 17 March 2025 to declare the sites at 3A, 3B, 5A and 7 Burgoyne Street; 4 Burgoyne Lane; 1 & 3 Pearson Avenue, Gordon to be a State Significant Development site. This was a result of an EOI application submitted to the NSW Housing Delivery Authority for the development of residential flat buildings including affordable housing on the site. At the time of writing this report no further details on the application were available.

Written submissions – site-specific or area-specific

Where residents made written submissions commenting on specific properties or areas they generally fell into the following categories:

- the majority of submissions were requests and support for new development, increased density or other significant changes related to a specific property, street or area;
- some submissions requested exclusion of a property or area from Council scenarios; and
- other submissions expressed concerns and/or requested particular areas be protected due to environmental constraints, character or heritage significance.

The following figures show the approximate location of the relevant submission and the particular concern raised. These have been considered during the refinement process.

Figure 7 provides an overview of written community submissions specific to a site or area. Each marker on the map indicates a submission's general location. When multiple submissions request the same or similar action, a single marker is used to represent the group, with slight offsets applied for clarity. Submissions have been categorised into three main themes based on their primary focus:

- Yes, to development/change: Requests and support for new development, increased density, or significant changes to current use.
- No, to development/change: Request for exclusion of a site or area from Council scenarios
- Support for Character and Environmental Protection: Concerns regarding the natural environment and requests to preserve and protect areas of environmental significance, heritage conservation areas and heritage items.

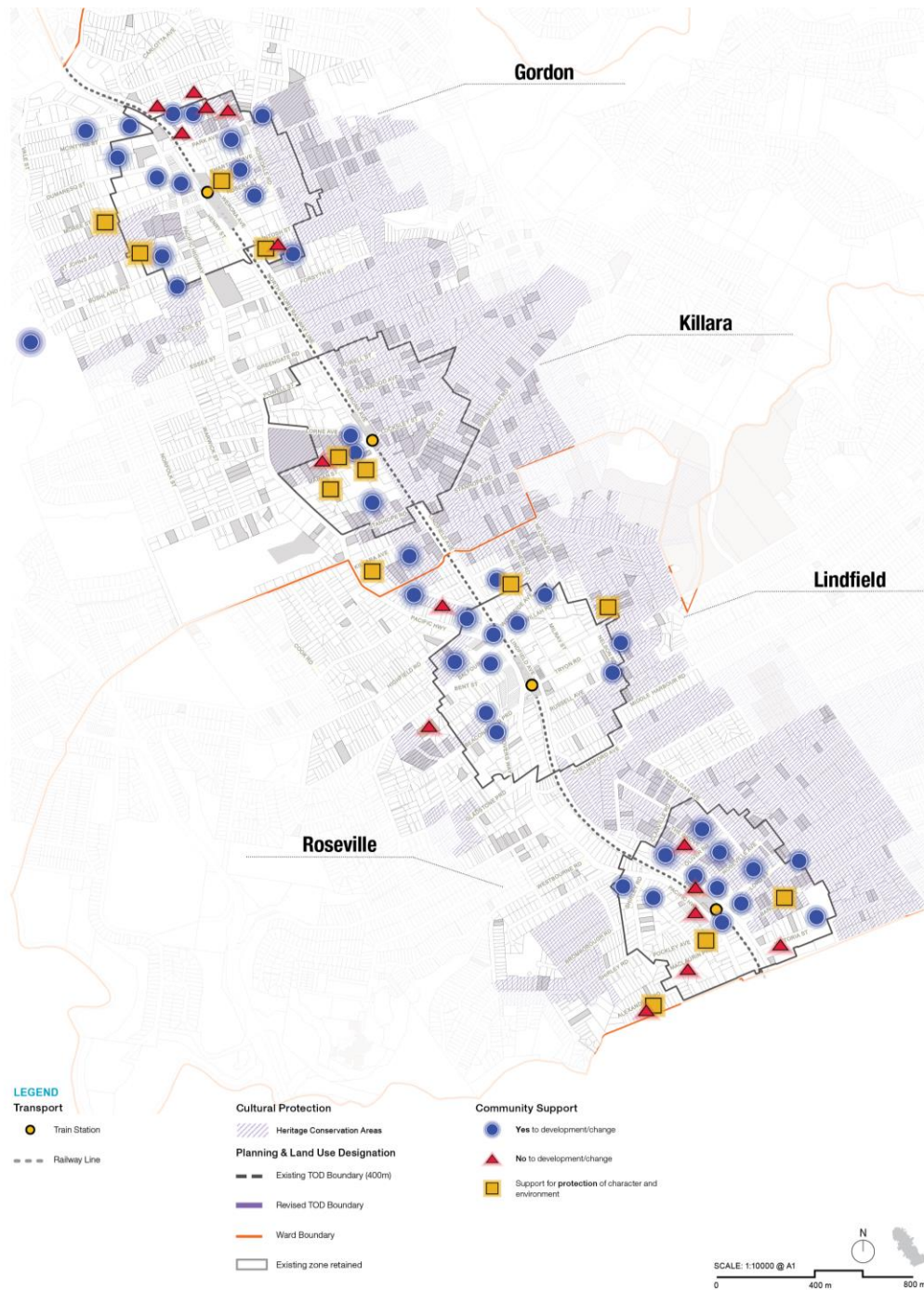


Figure 7 – Map of location-specific written submissions

In reading the map of location-specific written submissions (Figure 7) the following assumptions and limitations should be considered.

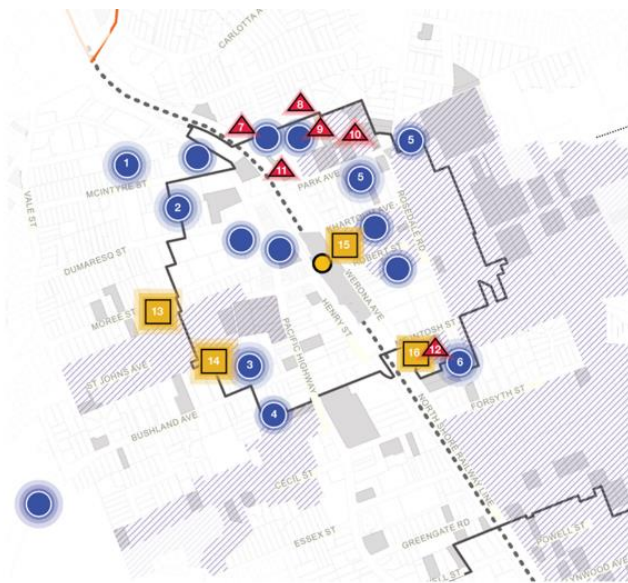
- Some submissions may address multiple themes but have been categorised based on their primary concern for mapping clarity.
- This map shows the spatial distribution of submissions but does not indicate the relative weight, detail, or number of signatories for each submission.

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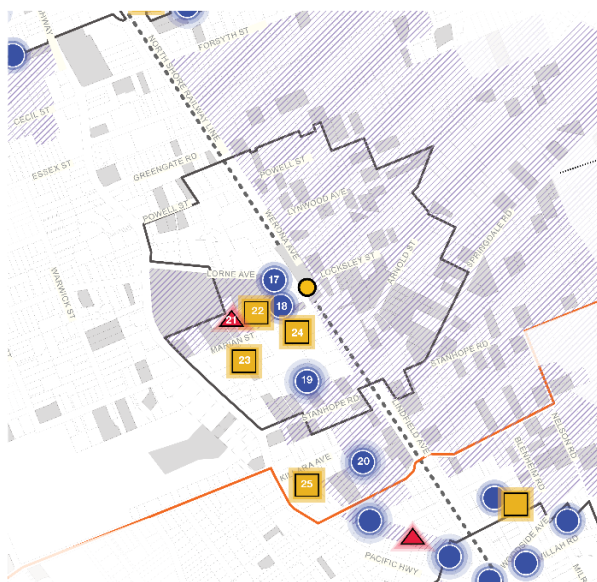
- The absence of markers in an area does not necessarily indicate lack of community interest, only that no formal submissions were received for that location.
- Where submissions covered large areas or multiple sites, they have been mapped to their primary location of concern.

Figures 8-11 below provide a snapshot of the comments that characterise the submissions. A full summary of all submissions is available in **Attachment A2 – Submissions Summary Table**.



Yes to development / change	
1	"Potential for higher building heights and higher FSR"
2	Recommends increased density and heights for remaining sites in Dumaresq Street and McIntyre Street block
3	Council scenario downzone the site, meaning the development is not feasible. Request S1 zoning for this land.
4	"Site should be included to avoid isolation between TOD and HCA"
5	Request delisting of heritage items to avoid isolation
6	"Exclusion [of HI] from Council scenarios will cause sunlight and privacy issues. Requesting to be included"
No to development / change	
7	Heritage item, landlord requesting same treatment as non-heritage properties
8	High rise development along Pearson Avenue would lead to the loss of trees and vegetation. Exacerbate existing traffic congestion
9	"Exclusion zone is required to protect historically significant areas"
10	"Development should not be permitted in close proximity to heritage items"
11	"Preschool should be retained on it's current site in it's current form"
12	Seeks the avoidance of planning policies that will result in a development that isolates Erydene from its existing context
Support for protection of character and environment	
13	5-8 storey apartments on south side Moree does not meet Planning Principle relating to preserving HCAs and managing transition impacts
14	Concerned about the 'critically endangered Blue Gum Forest'
15	Concern that development will remove the interwar garden flats that should be heritage listed
16	The heritage listed house must be protected for it's historical and architectural significance

Figure 8 – Summary of location-specific written submissions – Gordon

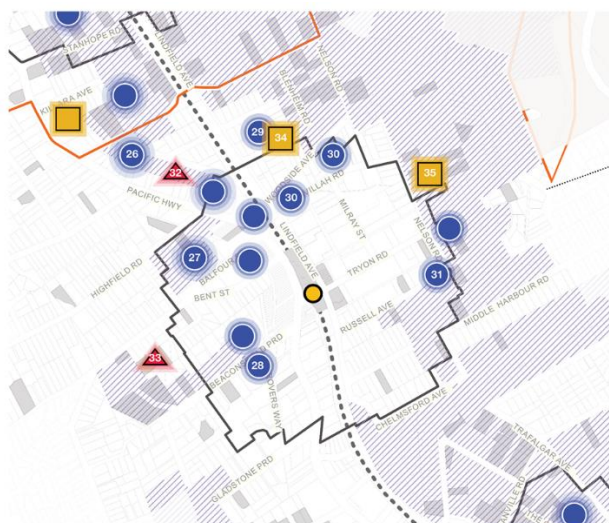


Yes to development / change	
17	Car park adjacent to station could take several storeys without becoming dominant
18	Convert some of the old low-rise apartments along Marian Street to higher density development to accommodate the housing shortage
19	Properties on Stanhope Rd - "a highly accessible site that has the potential to make a notable contribution to housing affordability"
20	In relation to S3b - "high density residential zoning should be extended to the entire Treatts/Killara Avenue block"
No to development / change	
21	Heritage value of heritage items will be lost if their setting (HCA) is removed. No value in heritage items if they are isolated, dominated and overshadowed by high-rise developments
Support for protection of character and environment	
22	Northern side of Marian Street is cut in half, allowing high-rise developments on the southern side ... resulting in a street of incohesive developments
23	Development is proposed on the high side of Marian Street which will overshadow neighbours
24	Marian Street HCA has been wiped out
25	Half of properties in Treatts/Killara Avenue block will be zoned for residential flat buildings 5-8 storeys and half will be low density residential. Will result in significant amenity and streetscape impacts, adhoc development pattern. No buffer or transition zone is proposed.

Figure 9 – Summary of location-specific written submissions – Killara

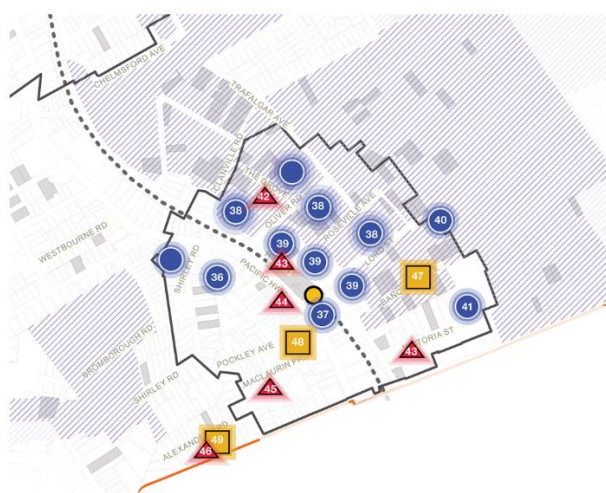
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Yes to development / change	
26	Seeking removal of the HCA designation and uplift. "Upzoning would create a continuous development along Pacific Highway. Walk to [Lindfield] station is a relatively flat 800m [distance]"
27	Balfour Street should be re-zoned for development ... There is not heritage value on the northern side of Balfour Street
28	Requests properties to be included in all scenarios for TOD area
29	The subject site (and the immediate surrounding area) has the potential to be rezoned to accommodate additional housing, potentially up to 6 storeys.
30	"Increase density beyond TOD SEPP", "has scope for 5 storey apartment development subject to controls ... and would not overshadow adjacent heritage properties"
31	In relation to S2a - Modify to include 10 properties which are currently in TOD SEPP ... A new laneway buffer could be provided by joining battleaxe driveways of [...] and [...]"
No to development / change	
32	HCA's overall integrity is high, and that neighbouring development manages the transition. Development creep is not a reason to remove the HCA. If anything, it needs to reinforce it.
33	Request Lindel Place and area of Bent Street between Lindel Place and Newark Crescent (as per Scenario 1) are excluded from development proposals.
Support for protection of character and environment	
34	In relation to S3b - [Development] will result in properties in Highgate adjoining directly behind Blenheim HCA being developed for 5-8 storey apartments.
35	Questionable if Council scenarios actually do minimise impact on heritage items. [Apartment buildings] across street from [heritage] items (e.g. Nelson Road Lindfield) no assurance there will be adequate transition zones, leading to loss of privacy, overshadowing and loss of property value.

Figure 10 – Summary of location-specific written submissions – Lindfield



Yes to development / change	
36	[Including] all Shirley road and adjacent properties (as per 3b) would save a lot more of HCAs located on the East side of Roseville station"
37	Seeking inclusion of properties in the scenarios, "a height of 20 storeys and an FSR of 7:1"
38	Allowing development of sites within "Roseville Block" ... "will clearly result in significant numbers of dwellings ... as rapid a timeframe as is possible"
39	Support heights and FSR above TOD along Hill Street in Roseville
40	Request that property be zoned the same as immediate neighbours
41	"Victoria Street has already seen major development, and Roseville College will continue to add development. Is not within a HCA and is prime location for unit development"
No to development / change	
42	"[Scenario 2a] Impacts The Grove HCA significantly - bisects the length of the street with 5-8 storeys on western side and could result in the loss of 50% of properties within the current conservation zone"
43	Building heights of 8 stories on Lord and Victoria and 15 stories on Hill Street are unacceptable
44	"Roads, and particularly Pacific Highway are already congested at peak times"
45	"Maclaurin Parade steep gradient limits accessibility to the train station"
46	Concern with cumulative impacts of new developments in Roseville TOD area, and additional development under Council Scenario 3b ... "increases in density in this area, the roads will not cope"
Support for protection of character and environment	
47	"either remove the upzoning on Victoria Street, or upzone the southern side of Bancroft Avenue consistent with the overall approach of having a street between higher density and residential areas"
48	Requests that Council consider heritage item context specifically and not part of blanket policy of management of heritage items
49	Concern that all of Alexander Parade is subject to ember spread. Access is restricted making evacuation difficult

Figure 11 – Summary of location-specific written submissions - Roseville

Development feasibility analysis

Atlas Economics (Atlas) were engaged by Council to carry out a financial feasibility analysis to assist with development of a preferred scenario and Affordable Housing contribution requirements to accompany the implementation of new planning controls. The final report is attached at **Attachment A10 - Affordable Housing Feasibility Analysis, Atlas Economics, March 2025**

The objective of the study was to investigate the capacity of development to contribute to affordable housing. The study carries out a feasibility analysis of an alternate TOD area around the station precincts of Roseville, Lindfield, Killara and Gordon. The feasibility analysis is predicated on the Preferred Scenario and its associated planning controls.

The study recognises that development feasibility in the study area will vary. Lot and ownership patterns as well as the nature of existing uses and buildings collectively influence the cost of site

consolidation and the likelihood of development as a realistic and feasible proposition. These accordingly influence the feasibility of the alternate planning controls for development.

The study carries out the following tasks:

- Market appraisal, including an analysis of market activity and prices paid for existing uses/ buildings and development sites.
- Feasibility testing of a sample of sites in the Precincts to investigate if development is feasible, and where feasible, the capacity to contribute to affordable housing.
- Aggregation of observations for the purposes of making recommendations on policy settings and implementation.

Atlas was also engaged to provide advice on value capture opportunities on specific sites.

3. Description of the Preferred Scenario (3b refined)

The Preferred Scenario (refer Figure 12) is a refined version of Scenario 3b which meets the DPHI dwelling targets and maintains building heights like those proposed in Scenario 3b. The preferred Scenario is also included as **Attachment A5 – TOD Alternative Preferred Scenario**.

Summary of key statistics:

- | | |
|----------------------------|--|
| • Building heights | 3-28 storeys |
| • Density | FSR range 0.85:1 to 8.0:1 |
| • Number of dwellings | 24,562 (Based on SJB consultants estimates)* |
| • Extent | within 800 metres from stations |
| • HCAs protected | 80% |
| • Heritage Items Protected | 69% |

Dwelling numbers have been balanced across the centres to reflect the centre hierarchy, with the greatest number of dwellings in Lindfield and Gordon, followed by Roseville, and the lowest number of dwellings in Killara:

- Gordon – additional capacity for 9,012 dwellings*
- Killara – additional capacity for 2,778 dwellings*
- Lindfield – additional capacity for 9,419 dwellings*
- Roseville – additional capacity for 3,353 dwellings*

*Note – final verification of dwelling yield subject to DPHI review and approval

Council staff are still engaged in a modelling verification process with the DPHI which will serve to clarify the difference, if any, between Council and SJB modelling and that carried out by the Department.

TOD Alternative Preferred Scenario (indicative only)

Attachment A5

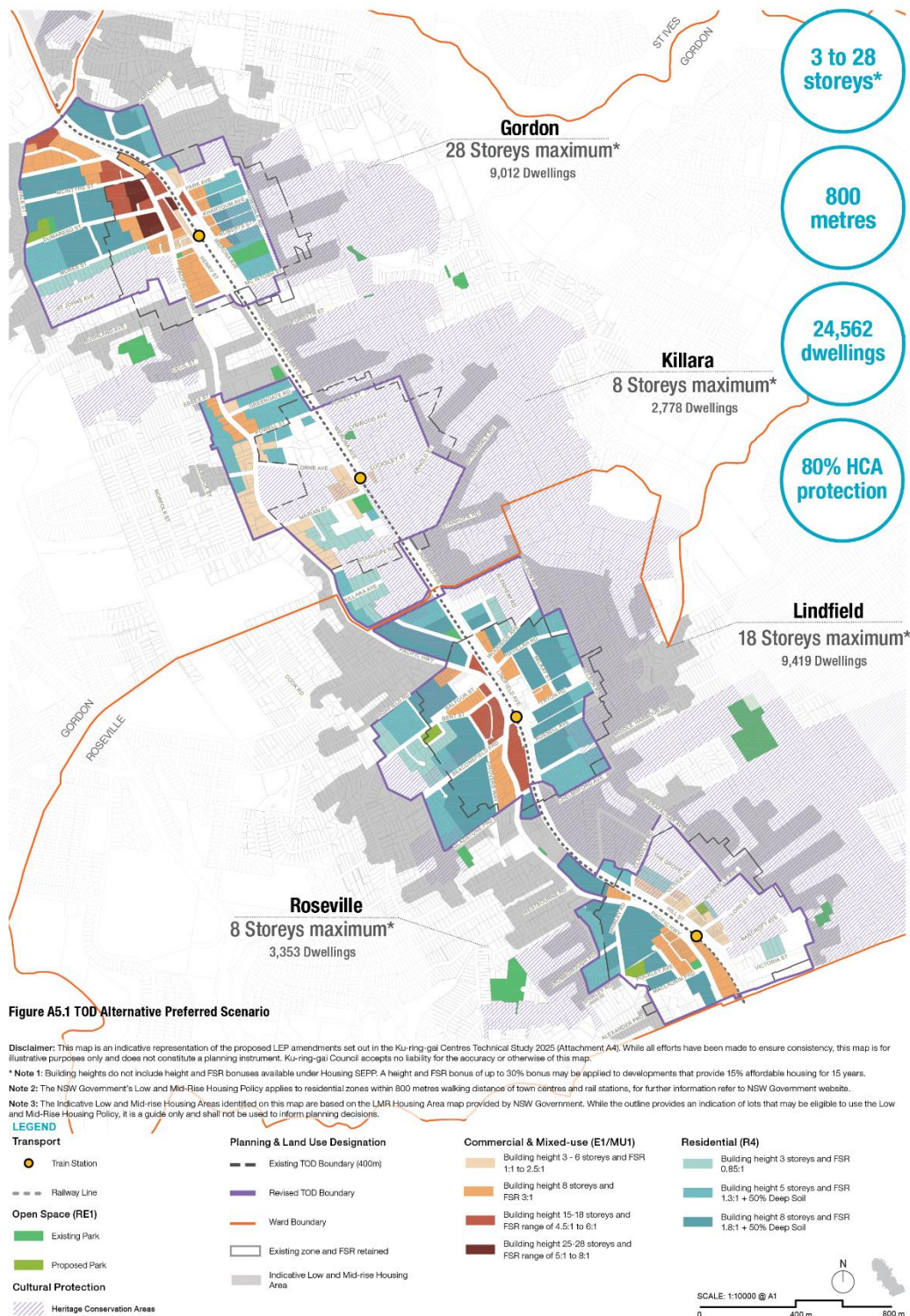


Figure A5.1 TOD Alternative Preferred Scenario

Disclaimer: This map is an indicative representation of the proposed LEP amendments set out in the Ku-ring-gai Centres Technical Study 2025 (Attachment A4). While all efforts have been made to ensure consistency, this map is for illustrative purposes only and does not constitute a planning instrument. Ku-ring-gai Council accepts no liability for the accuracy or otherwise of this map.

* Note 1: Building heights do not include height and FSR bonuses available under Housing SEPP. A height and FSR bonus of up to 30% bonus may be applied to developments that provide 15% affordable housing for 15 years.

Note 2: The NSW Government's Low and Mid-Rise Housing Policy applies to residential zones within 800 metres walking distance of town centres and rail stations, for further information refer to NSW Government website.

Note 3: The Indicative Low and Mid-rise Housing Areas identified on this map are based on the LMR Housing Area map provided by NSW Government. While the outline provides an indication of lots that may be eligible to use the Low and Mid-Rise Housing Policy, it is a guide only and shall not be used to inform planning decisions.

Figure 12 – TOD Alternative - Preferred Scenario

Note: This is an indicative representation of the "Preferred Scenario" for illustrative purposes only. Any reference in this report and any diagrams not otherwise included in Attachment A4 – Ku-ring-gai Centres Technical Study – SJB March 2025 (Part 05 (Implementation Strategy) and Part 06 (LEP Plans)) should similarly be considered as being illustrative only.

The boundary of the Preferred Scenario has been expanded in some locations and contracted in others to balance dwelling yields. At the same time reductions in building height and density in areas are balanced by added building height and density in other locations. In summary the Preferred Scenario varies from Scenario 3b in the following areas:

- Some areas proposed as high density residential in Scenario 3b have been removed from the preferred scenario and retained as low density residential. The reason for this change is primarily to manage transition impacts, protect heritage and avoid environmentally sensitive lands. These areas include Alexander Parade, Roseville; Kenilworth Road, Lindfield; and Burgoyne Lane, Gordon.
- Some areas proposed as high density residential in Scenario 3b are proposed as RE1 zones or SP2 zones in the preferred scenario, most notably Newark Crescent, Lindfield and an area between Shirley Road and Pockley Avenue, Roseville.
- The Preferred Scenario includes additional R4, E1 or MU1 zones which were not included in Scenario 3b, to balance the loss of dwellings from areas that have been removed or reduced in density/height. Most notably these include an area of land between Park Avenue and Robert Street, Gordon proposed as R4 zone; an area of land on the western side of the Pacific Highway in Killara, between Essex Street and Buckingham Road, proposed for R4 and E1 zones; an area on the corner of Marian Street and Culworth Avenue, Killara proposed for E1 zone; and an area bounded by Pacific Highway, Treatts Road and Wolseley Road, Lindfield proposed for R4.
- the preferred scenario proposes to manage transition impacts in certain areas (proposed for 5-8 storeys in Scenario 3b) by reducing heights to 3-storeys, these include land on the southern side of Moree Street, Gordon; Killara Avenue, Killara; land between Stanhope Road and Marian Street, Killara; Highgate Road, Lindfield; Lindel Place and Newark Crescent, Lindfield; an area of land between Highfield Road and Bent Street in Lindfield; and Victoria Avenue, Roseville.
- Overall, the building height ranges proposed in Scenario 3b have remained as exhibited, with the most notable exceptions being:
- Lindfield Village Hub building height increased from 15-storeys to 18-storeys as a result of built form modelling; and
- Gordon Centre building height increased from 25-storeys to 28-storeys as a result of built form modelling and feasibility analysis.

4. Comparison between TOD and Council's Preferred Scenario

The preferred scenario is described and compared with the TOD under the following headings:

1. TOD areas removed or downzoned
2. TOD areas upzoned
3. New areas added to TOD (upzoned)
4. Heritage Items – upzoned or removed

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DPHI have specifically requested written justification where the Preferred Scenario varies from the TOD where Council is proposing to:

- exclude HCA areas currently affected by the TOD (proposed down-zoning);
- include HCA areas currently affected by the TOD (proposed amendment to planning controls); or
- reduce FSR of a property in non-HCA areas currently within the TOD area (proposed down-zoning).

The following discussion provides an overview of the rationale for exclusion, downzoning or upzoning of areas in the Preferred Scenario. A detailed rationale for the exclusion or downzoning of areas from the Preferred Scenario is available in **Attachment A6 – Preferred Scenario – Justification for TOD Areas Removed and Added – Heritage Conservation Areas** and **Attachment A7 – Preferred Scenario – Justification for TOD Areas Removed from Preferred Scenario – Non-Heritage Areas**.

TOD areas removed (Figure 13)

Heritage Conservation Areas (HCAs)

Within the TOD area all properties within HCAs are currently impacted, this represents 100% of the areas. As shown in Figure 13, the Preferred Scenario proposes to protect approximately 80% of HCAs by removing the TOD controls and retaining the R2 - low density residential zone. This represents a 'downzoning' or reduction in development potential from 6-storeys and 2.5:1 to 2-storeys and 0.3:1. The TOD and ADG controls would be replaced with the Ku-ring-gai DCP, *Part 4 – Dwelling Houses* and *Part 19 – Heritage Items and Heritage Conservation Areas*.

Points to note:

- a key objective for Council in preparing alternative scenarios is to protect heritage conservation areas;
- the community has indicated a clear preference for Scenario 3b;
- the community survey ranked "Protecting some heritage conservation areas" as the 5th most important consideration for residents while "Protecting all heritage conservation areas" was ranked 10th.; and
- Principle 3 is to prioritise the protection of HCAs by transferring the potential dwelling yield to suitable non-heritage areas.

There are several reasons for exclusion of HCAs from the Preferred Scenario, these generally fall into the following categories:

- Where the TOD affects a small number of properties within a larger HCA that is unaffected by TOD. These anomalies generally arise because of the application of a 400m radius to define the development boundary of the TOD. The solution is to contract the development boundary to the nearest local road and protect the whole HCA.
- Where a portion of an HCA is impacted by the TOD which is contiguous with an HCA unaffected by the TOD and there is no spatially discrete boundary between the two. In these cases, the whole HCA is protected as there is no suitable planning solution that would allow the HCA to be split in two parts and manage transition impacts.

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- Where the TOD affects a portion of an HCA resulting in potential for extensive interface impacts along the TOD boundary.
- Where the TOD includes an HCA with features such as a high proportion of heritage items and/or irregular street and block patterns that would significantly limit development potential and result in a fragmented development pattern.

Non-Heritage Areas

The Preferred Scenario, consistent with Scenario 3b, proposes to remove certain non-HCA areas currently within TOD, by removing the TOD controls and retaining the R2 - Low Density Residential zone (Figure 13). This represents a 'downzoning' or reduction in development potential from 6-storeys and 2.5:1 to 2-storeys and 0.3:1. The TOD and ADG controls would be replaced with the relevant parts of the Ku-ring-gai DCP.

In other cases, where Council has identified suitable locations for new parks or local roads the TOD controls are proposed to be replaced with SP2 – Local Infrastructure or RE1 – Public Recreation. This also represents a down-zoning from the TOD, subject to Council's Acquisition and Divestment Policy and the *Land Acquisition (Just Terms Compensation) Act 1991*.

Points to note:

- the community has indicated a clear preference for Scenario 3b which specifically excludes some TOD areas to minimise impacts in accordance with Council's planning principles; and
- the survey results show the communities top three outcomes to support more housing are "managing transition impacts", "avoiding environmentally sensitive areas" and "minimising impacts on tree canopy".

There are several reasons for exclusion of non-heritage areas from the Preferred Scenario, these generally fall into the following categories:

- avoiding locating high density residential in environmentally sensitive areas including biodiversity and riparian lands as per Principle 1;
- minimising impacts on heritage items consistent with Principle 2;
- improving canopy protection consistent with Principle 2;
- managing transition impacts by expanding or contracting the development boundary as per Principle 5; and
- providing for new local parks and local roads in strategic locations to address infrastructure needs arising from population growth.

TOD areas downzoned (Figure 13)**Heritage Conservation Areas**

The Preferred Scenario proposes to incorporate approximately 20% of HCAs within high density residential areas, similar to Scenario 2a, but not to the same extent. It is proposed to replace the TOD controls with a R4-High Density Residential zone. This represents a downzoning from 6-storeys and 2.5:1 to 5 to 8-storeys and 1.3:1 to 1.8:1.

The TOD and ADG controls would be replaced with the Ku-ring-gai DCP, *Part 7 – Residential Flat Buildings*. It is proposed to retain the heritage listing of the portion of the HCA affected as there is

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no basis on heritage grounds to remove the listing. It also means that any future development applications will be subject to considerations under Cl 5.10 of the KLEP 2015.

Points to note:

- a key objective for Council in preparing alternative scenarios is to meet the State government's housing targets arising from the TOD program;
- residents ranked "Increasing the number of dwellings in Ku-ring-gai" as 9th above "Protecting all Heritage Conservation Areas" which was ranked 10th; and
- "Protecting some heritage conservation areas" was ranked 5th, higher than "Protecting all heritage conservation areas" which was ranked as 10th.

Selection of HCAs for inclusion is based on Principle 3 – Preserve Heritage Conservation Areas which acknowledges that:

- all HCAs are assumed to be of equal value and worthy of protection under NSW Heritage Council criteria for local heritage significance and
- the decision not to protect all or part of an HCA is based on planning considerations alone rather than heritage considerations.

In certain cases, the Preferred Scenario includes some HCAs within the development area for broad strategic reasons:

- to meet dwelling targets;
- to address interface impacts;
- to minimise development spread;
- to maintain acceptable building heights (as per Scenarios 2a and 3b); and
- to support revitalisation of the centres.

HCAs that are proposed for higher density in the Preferred Scenario are characterised by:

- a low concentration, or absence, of heritage items;
- a location within proximity to the rail station;
- a spatially discrete boundary such as a local road or open space;
- discontinuity with adjoining HCAs; and/or
- a location suitable for mixed use development.

Non-Heritage Areas

The Preferred Scenario, consistent with Scenario 3b, proposes a range of building heights and FSRs in high density residential zones to better protect existing trees and minimise long term impacts on canopy cover. These changes are broadly applied and represent a down-zoning to much of the R2 and R4 lands currently affected by the TOD. In high density residential areas, the TOD controls (2.0:1 FSR and building height of 6-storeys) are proposed to be replaced with reduced densities (FSR 0.85 to 1.8:1) and a building height range of 3 to 8-storeys. In these areas the TOD and ADG controls would be replaced with the controls from *Ku-ring-gai DCP*.

Points to note:

- the survey results show residents ranked "managing transitions between areas of different densities to avoid impacts such as overshadowing and loss of privacy on

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neighbours” as the number 1 most important and “minimising impacts on tree canopy” as the 3rd most important outcome for additional housing;

- the community has a clear preference for Scenario 3b which proposes that all new high-density residential areas would have reduced height and densities (when compared to the TOD); and
- the preference for Scenario 3b is a clear acknowledgement that the community is willing to trade-off the spreading of development (beyond the TOD) to protect tree canopy and address interface impacts (noting that reduced densities will require more spread to accommodate the same number of dwellings as the TOD).

There are several reasons for down-zoning TOD areas in the Preferred Scenario, these generally fall into the following categories:

- to better protect existing trees and minimise long term impacts on canopy cover consistent with Principle 3 - Improve canopy protection;
- to achieve a minimum canopy cover target of 30% in R4 – High Density Residential areas;
- to allow inclusion of minimum deep soil requirements (40-50% of site area), maximum site coverage controls (30%), and increased tree replenishment and planting requirements consistent with Council’s current DCP controls for apartment buildings; and
- to introduce landscape setbacks and upper-level building setbacks, consistent with Council’s current DCP controls for apartment buildings, for greater building separation and stepping of building heights consistent with Principle 5 – Managing transition impacts.

Built form modelling has been undertaken to ensure the proposed FSR can be achieved within the nominated maximum building heights.

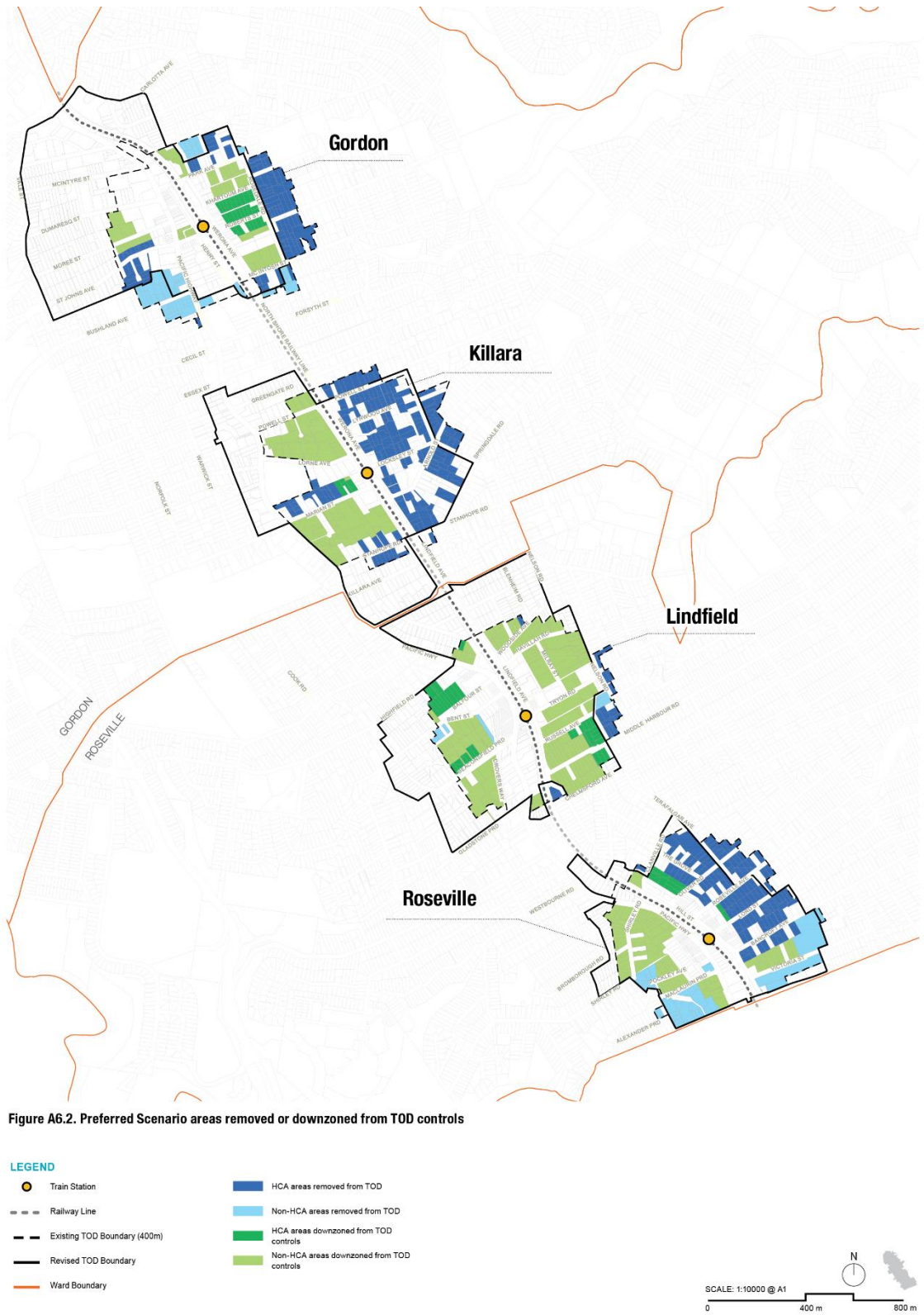


Figure 13 – TOD Areas Removed or Downzoned

TOD Areas upzoned (Figure 14)

The Preferred Scenario, consistent with Scenario 3b, proposes significantly greater building height and density in existing E1 – Local Centre zones to facilitate revitalisation of the centres and focus growth close to the rail station. In addition, the Preferred Scenario proposes to add new areas of MU1 or E1 to increase the capacity of the centres to provide retail and commercial services to cater for future population growth. These changes represent significant upzoning (increased FSR and building height) when compared to the TOD. Further, they provide the opportunity for commercial and service functions not otherwise allowed for by the TOD controls.

Points to note:

- the community has a clear preference for Scenario 3b which proposes to transfer dwelling yield to the commercial areas to protect local character;
- the preference for Scenario 3b is a clear acknowledgement that the community is willing to trade-off greater height (within limits) and density in the commercial areas to protect low density residential environments; and
- the community ranked “Supporting revitalisation of commercial and retail areas” as the 6th most important outcome in delivering additional housing to the Ku-rung-gai LGA.

There are several reasons for up-zoning TOD areas in the Preferred Scenario, these generally fall into the following categories:

- in existing E1 zones the TOD FSR of 2.5:1 is considered insufficient, in most cases, to encourage redevelopment of existing commercial properties (and in many cases is less than current provisions in the KLEP), in these cases an FSR of between 3.0:1 and 8.0:1 is proposed to facilitate revitalisation of the centres consistent with Principle 7 - Support Local Centre Revitalisation;
- where new E1 or MU1 zones are proposed and a higher FSR is required to facilitate revitalisation consistent with Principle 7; and
- in both cases, as above, building heights are increased from 6 to 7-storeys under the TOD to 8-storeys up to 28-storeys under the Preferred Scenario.

Built form modelling has been undertaken to ensure the proposed FSR can be achieved within the nominated maximum building heights.

Non-TOD areas Upzoned (Figure 14)**Heritage Conservation Areas**

The preferred Scenario proposes to include parts of HCAs outside the TOD boundary that are not currently affected by the TOD. These include:

- C45 Lindfield West Conservation Area (part)
- C28 Wolseley Road Conservation Area (part)
- C30 Frances Street Conservation Area (part).

The affected properties would be upzoned from R2 low density to R4 high density an increase in development potential FSR from 0.3:1 to between 0.85:1 and height from 2-storeys to between 3 to 8 storeys. The applicable controls would be replaced with the Ku-ring-gai DCP, Part 7 –

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Residential Flat Buildings. It is not proposed to remove the heritage listing of the portion of the HCA affected as there is no basis on heritage grounds to remove the listing.

Points to note:

- the survey results show residents ranked “managing transitions between areas of different densities to avoid impacts such as overshadowing and loss of privacy on neighbours” as the number 1 most important outcome for additional housing; and
- the preference for Scenario 3b is a clear acknowledgement that the community is willing to trade-off the spreading of development (beyond the TOD) to address interface impacts (noting that reduced densities will require more spread to accommodate the same number of dwellings as the TOD).

The Preferred Scenario includes some HCAs within the development area primarily to address interface or transition impacts.

HCAs that are proposed for higher density in the Preferred Scenario are characterised by:

- a low concentration, or absence, of heritage items;
- a location within close proximity to the rail station;
- a spatially discrete boundary such as a local road or open space; and
- discontinuity with adjoining HCAs.

Non-Heritage Areas

The preferred Scenario proposes to include non-heritage areas outside the TOD boundary that are not currently affected by the TOD. These include the following broad areas:

- to the northwest and west of Gordon broadly defined by Vale Street, Mona Vale Road, Carlotta Avenue and Pearson Avenue;
- to the west of the Pacific Highway and around Greengate Avenue, Killara;
- to the southwest of Lindfield between Highfield Road and Gladstone Parade and to the northwest around Treatts Road; and
- to the west of Shirley Road, Roseville.

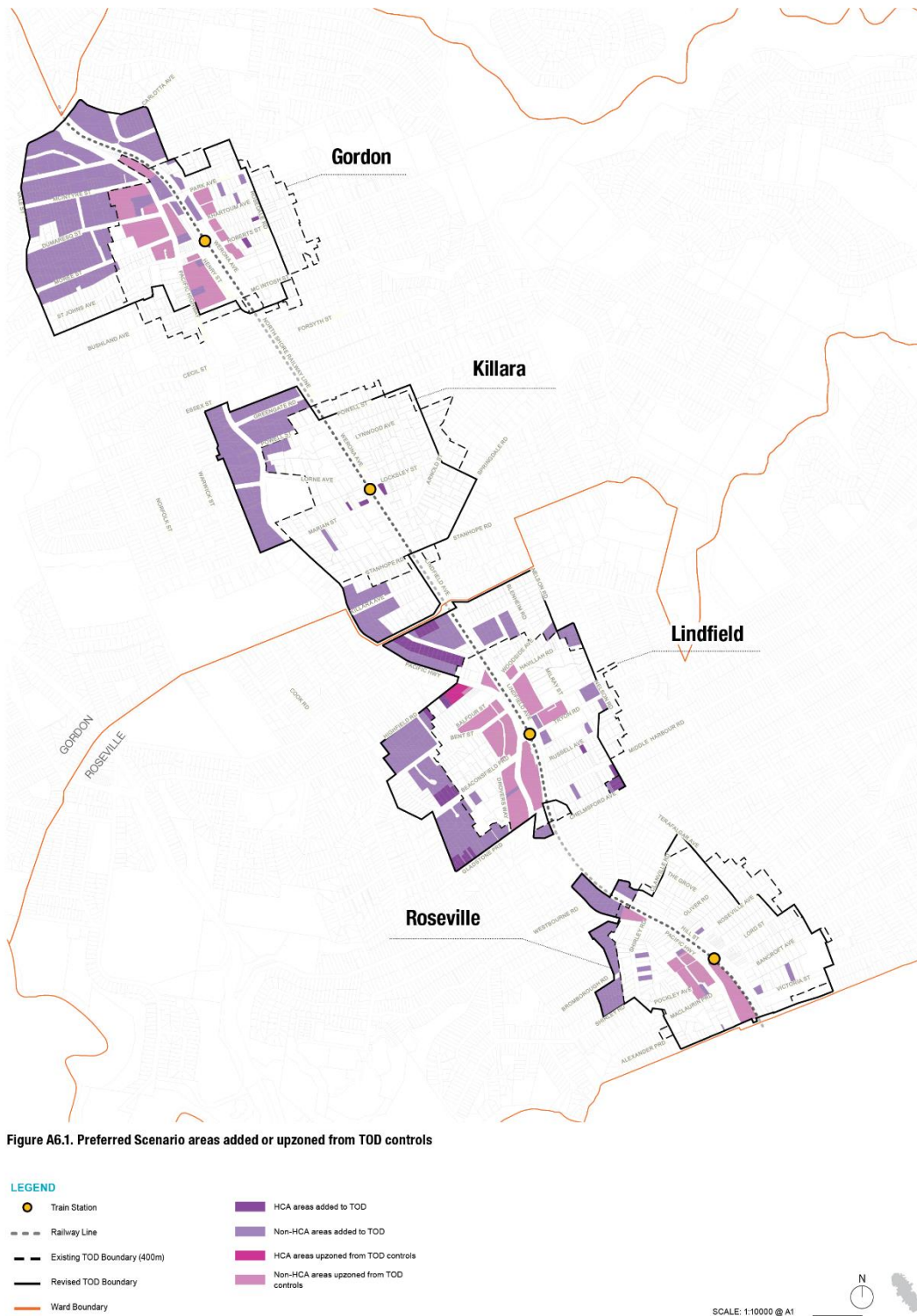


Figure 14 – TOD Areas Added or Upzoned

Heritage Items Upzoned or Removed

Within the Preferred Scenario there is a total of 174 properties listed as heritage items. The Preferred Scenario proposes to protect approximately 120(69%) heritage items by removing the TOD controls and retaining the dwellings within the R2 - low density residential zone and retaining

the heritage listing. The TOD and ADG controls would be replaced with the Ku-ring-gai DCP, Part 4 – Dwelling Houses and Part 19 – Heritage Items and Heritage Conservation Areas.

In the minority of cases (54 items or 31%) the Preferred Scenario proposes to retain heritage items within R4 high density residential areas or E1/MU1 zones. In these instances, measures are proposed to protect both the owner of the property and the heritage value of the dwelling:

- the heritage listed property is zoned for R4 high density residential consistent with adjoining properties;
- the heritage listed property is allocated a building height and FSR the same as surrounding properties; and
- minimum lot sizes are defined to ensure the item must be included within a development.

In the future site-specific development controls will be developed for these sites which will form part of the Ku-ring-gai DCP.

5. Evaluation of the Preferred Scenario

The following set of principles have been used by Council to guide the preparation of alternative TOD scenarios:

Principle 1 - Avoid environmentally sensitive areas

Principle 2 - Minimise impacts on Heritage Items

Principle 3 - Preserve Heritage Conservation Areas

Principle 4 - Minimise impacts on the tree canopy

Principle 5 - Manage transition impacts

Principle 6 - Ensure appropriate building heights

Principle 7 - Support Local Centre Revitalisation

The Preferred Scenario has been assessed against the TOD SEPP using these seven principles to ensure it delivers stronger outcomes in the areas Council considers most important. This evaluation has confirmed that the Preferred Scenario successfully achieves its intended objectives and outperforms the TOD SEPP in key areas.

A detailed breakdown of the evaluation is provided below, and all maps are in **Attachment A8 - Evaluation of the Preferred Scenario**.

Principle 1 - Avoid environmentally sensitive lands (ESL)

Summary

- the Preferred Scenario would result in a 68% improvement when compared to the TOD.
- measured as the area of environmentally sensitive lands (ESL) proposed for high density development where development controls require less than 50% of the site area as deep soil.

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- Area of impact reduced from 18.4ha under TOD to approximately 5.9ha under Preferred Scenario.

Discussion

Principle 1 is to avoid locating high density residential and mixed use in environmentally sensitive areas. Environmentally sensitive areas have been classified as:

- properties which contain core biodiversity;
- properties with 20% or more of the land area containing biodiversity that supports core biodiversity, contains landscape remnants or is a biodiversity corridor;
- properties with 25% or more of the land area affected by category 1 or 2 riparian lands; and
- properties that contain category 1 or 2 bushfire prone vegetation.

Under the TOD SEPP, all environmentally sensitive sites within a 400-metre radius of Gordon, Killara, Lindfield, and Roseville stations are identified for redevelopment. With a minimum deep soil requirement of 7% (as per the ADG), most vegetation that qualifies these sites as environmentally sensitive would likely be impacted. As a result, it has been estimated that the TOD could lead to the loss of approximately 18.4 hectares of environmentally sensitive land. This can be seen in Figure 16.

The Preferred Scenario aims to preserve as much environmentally sensitive land as possible while still achieving housing targets and supporting development near stations and centres. This is accomplished in two ways:

- first, by avoiding locating new development within environmentally sensitive sites where feasible, and
- second, by increasing the minimum deep soil requirement to 50% for residential zones, ensuring the retention of biodiversity and riparian areas.

Across the four centres, this approach could result in only 5.9 hectares of environmentally sensitive land potentially impacted, which is a reduction of 12.5 hectares compared with TOD. Furthermore, these impacts are expected in areas designated for development with deep soil zones below 50%, such as E1 and MU1 zones. This can be seen in Figure 17

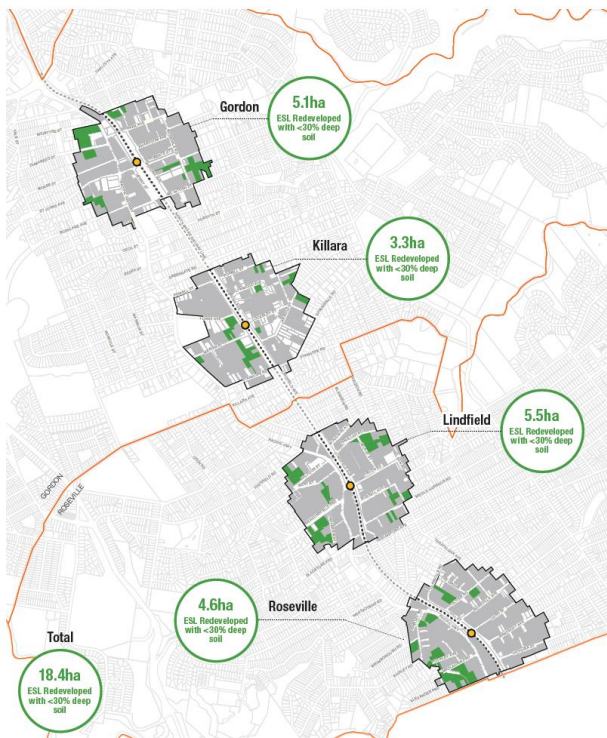


Figure 16 - TOD Evaluation – ESL Lands
Lands

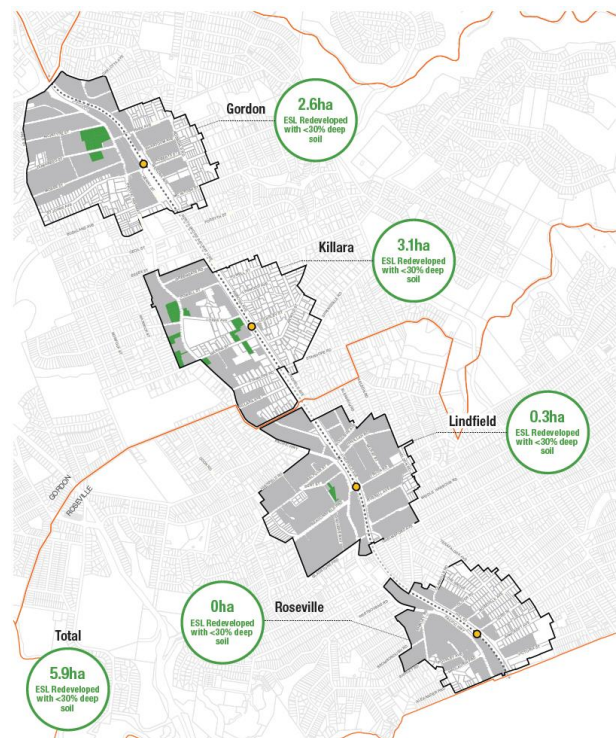


Figure 17 – Preferred Scenario Evaluation – ESL

Principle 2 - Minimise impacts on Heritage Items

Summary

- the Preferred Scenario would result in a 69% improvement when compared to the TOD.
- measured as the number of heritage items retained in low density residential environments.
- number of heritage items impacted reduced from 136 under the TOD to 54 heritage items under Preferred Scenario.

Discussion

The TOD SEPP excludes heritage items entirely and offers no incentives for their inclusion within future development sites. Surrounding properties, however, are permitted to seek approval for up to six-storey apartment buildings, increasing the risk that heritage items will be overshadowed, overlooked, and left out of context. As a result, these heritage properties become effectively isolated or 'stranded' within a high-density residential setting. Under the TOD, 136 heritage items are at risk of being isolated within high-density zones, as illustrated in Figure18.

In contrast, the Preferred Scenario prioritises the protection of heritage items through two key strategies:

- first, by directing development away from areas with high concentrations of heritage items, such as Heritage Conservation Areas, and

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- second, by granting heritage properties located within high-density areas the same development rights as neighbouring sites.

Using this approach, the Preferred Scenario will fully protect 120 heritage items, meaning they will be located within low-density residential zones, preserving their existing setting. Where this has not been possible and heritage items have been situated within high-density areas under the Preferred Scenario those properties will receive the same development rights as adjacent sites, allowing them to be integrated into larger projects through adaptive reuse, with potential impacts managed through thoughtful design. This is illustrated in Figure 19.

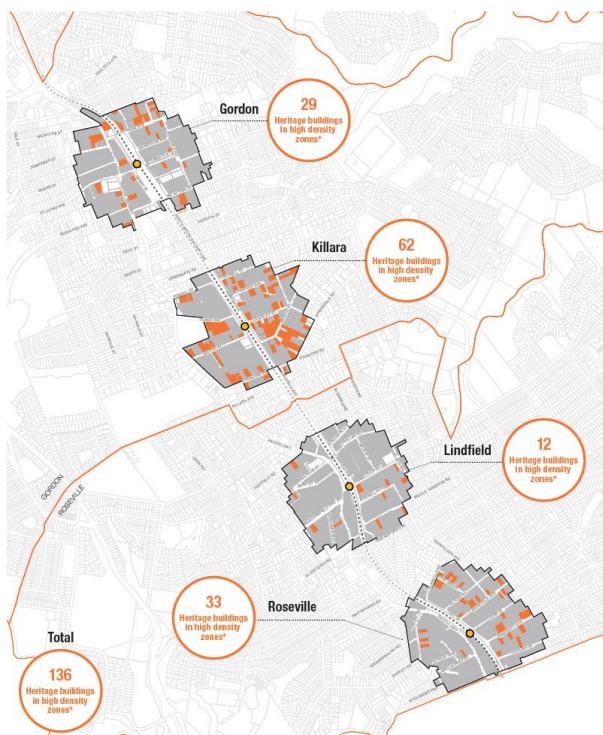


Figure 18 - TOD Evaluation – Heritage Items items



Figure 19 – Preferred Scenario Evaluation – heritage items

Principle 3 - Preserve Heritage Conservation Areas

Summary

- the Preferred Scenario would result in an 80% improvement when compared to the TOD measured as the area of HCA land zoned for high density development; and
- the area of HCAs impacted is reduced from 67ha under the TOD to 14.3ha under Preferred Scenario.

Discussion

As a result of Ku-ring-gai's historic pattern of development being concentrated along the northern railway line, the TOD disproportionately impact the HCAs. Under the TOD, HCAs are not considered a constraint to development. There is a total of 67 hectares of HCAs within a 400-metre radius of

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Gordon, Killara, Lindfield, and Roseville stations that are potentially impacted. This impacts Killara the most, with 28.7 hectares of HCA land at risk. This can be seen in Figure 20.

The Preferred Scenario aims to avoid development in HCAs wherever possible. To ensure their preservation, the Council commissioned an independent review of 28 existing HCAs to validate their listings and boundaries in accordance with NSW heritage standards. This review, conducted by TKD Architects, confirmed that all HCAs meet the NSW Heritage Council's threshold for local heritage significance. Where avoidance is not feasible, planning principles—rather than heritage principles—have guided redevelopment decisions. The Preferred Scenario prioritises the protection of HCAs that:

- contain a high concentration of heritage items;
- are located more than 200 metres from a railway station; and/or
- are continuous with adjoining HCAs outside the 800-metre study boundary

Figure 21 shows the Preferred Scenario proposes to incorporate approximately 14.3 hectares of HCA land within high density residential areas which is a reduction of 52.7 hectares compared with TOD SEPP. A detailed discussion and justification for inclusion of HCAs within the Preferred Scenario can be found in **Attachment A7**.



Figure 20 - TOD Evaluation – Heritage Conservation Areas



Figure 21 – Preferred Scenario Evaluation – Heritage Conservation Areas

Principle 4 - Minimise impacts on the tree canopy

Summary

- the Preferred Scenario would result in a 76% improvement when compared to the TOD;

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- measured as the area of land with 30% canopy cover or greater proposed for high density development and where development controls require less than 50% of site area as deep soil; and
- area of impact reduced from 74ha under the TOD to 17.5ha under Preferred Scenario.

Discussion

The TOD SEPP is expected to have a significant impact on canopy cover, as it permits high-density redevelopment in areas with existing high tree canopy coverage (over 30%). It includes minimal provisions for protecting existing trees or requiring new plantings. Under this scenario, all rezoned sites designated for redevelopment would be subject to a minimum 7% deep soil requirement, as outlined in the ADG, meaning it would not be feasible to replace the existing canopy on site. As a result, redevelopment could lead to significant tree canopy loss across approximately 75 hectares of land, as illustrated in Figure 22.

The Preferred Scenario prioritises the protection of existing tree canopy cover while also creating opportunities for its expansion. All high-density residential areas are subject to a minimum 50% deep soil requirement, which will result in no net loss of canopy. The primary area where canopy protection is limited is along the highway corridor, within employment lands, where retail and commercial developments typically have larger building footprints and active frontages extending to the street. As a result, redevelopment in these areas is expected to result in canopy loss across approximately 17.5 hectares, which is a reduction of 57.5 hectares compared with TOD SEPP. This is as shown in Figure 23.



Figure 22 - TOD Evaluation – Canopy Cover



Figure 23 – Preferred Scenario Evaluation – canopy cover

Principle 5 - Manage transition impacts**Summary**

- the Preferred Scenario would result in a 93% improvement when compared to the TOD;
- measured as the number of properties with a height transition threshold of greater than 1:2 for properties that share a boundary (this means that a four-storey building adjacent to a two-storey dwelling is acceptable while a 5-storey building would result in transition impacts); and
- the number of properties impacted is reduced from 287 properties under the TOD to 21 properties under the Preferred Scenario.

Discussion

Interface issues occur when there are significant changes in building scale and land use, often leading to excessive privacy loss or overshadowing. To assess potential interface challenges across a large site area, a height transition threshold of 1:2 is considered appropriate for neighbouring properties that share a boundary. This means that a four-storey building adjacent to a two-storey dwelling is acceptable (1:2), whereas a six-storey building next to a two-storey dwelling (1:3) would create an imbalance and be deemed inappropriate.

The Low and Mid Rise (LMR) policy came into effect on 28 February 2025. Under this policy, R3 and R4 zones within an 800m walking distance of stations are eligible for mid-rise development, while R2 zones within the same distance are eligible for low-rise development. The areas surrounding the TOD SEPP precincts in Gordon, Killara, Lindfield, and Roseville are predominantly zoned R2. As the LMR policy does not alter the existing height of building standard, development in these areas is expected to remain largely two-storey dwellings, although at a higher density, such as two-storey townhouses.

The TOD SEPP applies to residential and employment land within 400 metres of the four railway stations, excluding heritage sites. In many cases, upzoning is not defined by roads, a common approach for managing height and land use transitions. As a result, significant transition impacts may occur mid-block along the TOD boundary. Under the TOD, 287 properties could experience interface impacts. This is as shown in Figure 24. The largest centre impacted is Killara, with 111 properties at risk of experiencing interface issues – the majority of these being heritage items.

The community identified their top priority when considering increased housing supply as *“Managing transitions between areas of different densities to minimise impacts such as overshadowing and loss of privacy”*. The Preferred Scenario addresses transition impacts primarily by rezoning high-density areas to cover entire blocks or by gradually stepping down building heights mid-block (e.g., transitioning from 8 storeys to 5 storeys). Figure 25 shows that the Preferred Scenario may impact on only 21 properties. It is anticipated that these impacts will be managed through site-specific DCP controls.

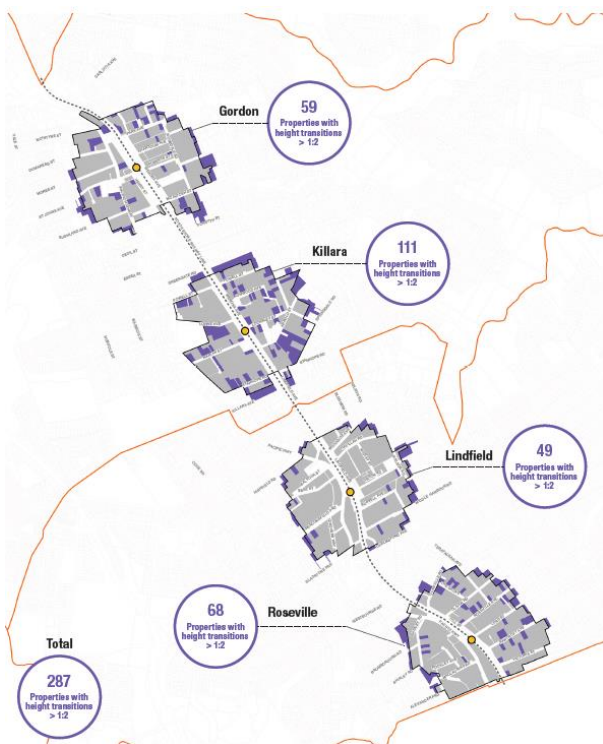


Figure 24 - TOD Evaluation – Transition Impacts

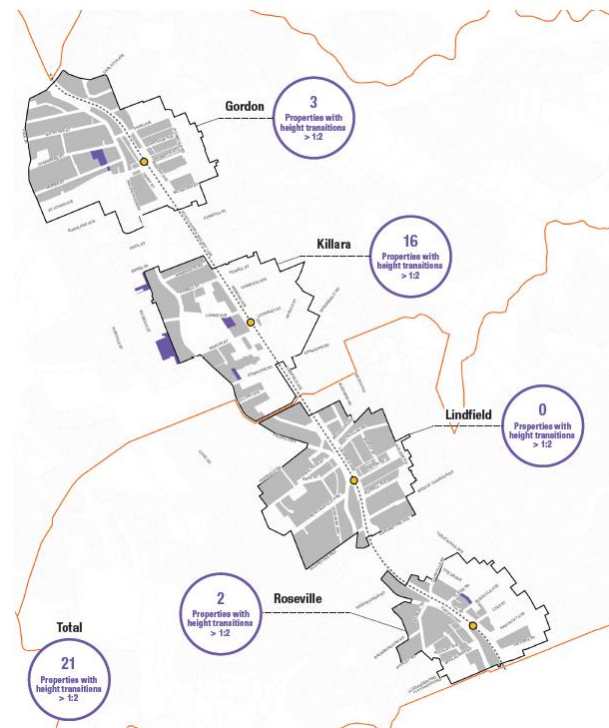


Figure 25 – Preferred Scenario Evaluation – transition impacts

Principle 6 - Ensure appropriate building heights

The TOD SEPP proposes a maximum building height of 22m for residential flat buildings and 24m for shop-top housing. Delivering 23,200 dwellings under this uniform height limit would come at the cost of environmentally sensitive land, tree canopy, and heritage protections.

During community consultation on the alternative scenarios, Principles 1, 3, 4, 5, and 7 were identified as higher priorities than Principle 6: ensuring appropriate building heights. In response, the Preferred Scenario prioritises these elements first, shaping building heights accordingly to ensure the 23,200-dwelling target is met without compromising key environmental and heritage protections.

As such, there is no comparable metric to measure the success of Principle 6. Building heights under the Preferred Scenario are considered appropriate in that they are only slightly higher than those exhibited in Scenario 3b, with 28-storeys in Gordon, 8-storeys in Killara, 18-storeys in Lindfield, and 8-storeys in Roseville, whilst achieving better outcomes across all other Principles.

Consultants has tested these heights to confirm they are feasible from a built form perspective and comply with ADG requirements.

Principle 7 - Support Local Centre Revitalisation

Summary

- the Preferred Scenario would result in an 85% improvement when compared to the TOD; and

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- measured as the area of land upzoned for commercial and retail uses that would provide a range of services for residents the area of land increased from 6.6ha under the TOD to 43.4ha under the Preferred Scenario.

Discussion

The TOD program is not a “centres” policy and does not include incentives or initiatives to expand commercial or community facilities within the TOD station precincts. Under the TOD SEPP, existing sites within E1 centres are proposed to increase to a 2.5:1 FSR. However, many sites within the four station precincts already have an FSR at or above this level, providing little incentive for redevelopment. For example, in Gordon, only 4,100 sqm of E1 land would receive an uplift under the TOD program. Overall, approximately 6.6 hectares of E1 land would be rezoned for increased density. This can be seen in Figure 26.

Feasibility studies commissioned by Council indicate that many of these E1 sites are unlikely to be viable for redevelopment under the TOD framework. As a result, the TOD scenario may create or maintain a ‘doughnut’ effect where high-density residential development surrounds the retail and commercial centre while the core itself remains largely unchanged.

Unlike the TOD SEPP, the Preferred Scenario identifies additional land for E1 and MU1 uses, providing greater opportunities for mixed-use development. This expansion supports urban renewal in commercial centres alongside residential growth, enabling the development of retail facilities such as supermarkets, commercial spaces, and community amenities like libraries and community centres. Under the Preferred Scenario, 43.4 hectares of employment land would experience uplift, with the majority concentrated in Gordon, the area's primary centre. This can be seen in Figure 27.

Feasibility studies on key sites within the centres confirm that increased retail, commercial, and community infrastructure is achievable, ensuring redevelopment effectively supports population growth.

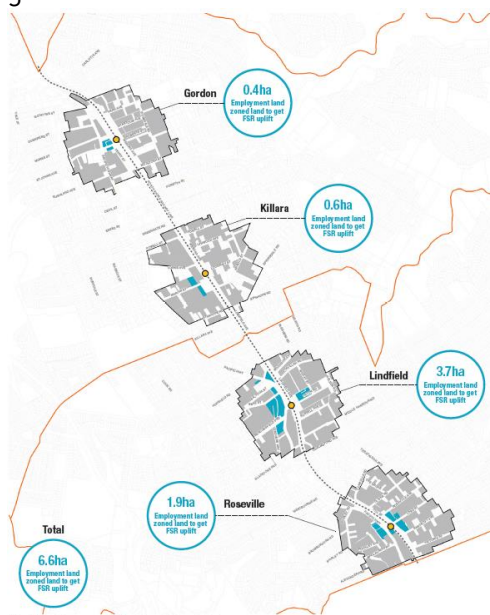


Figure 26 - TOD Evaluation – Revitalisation of centres

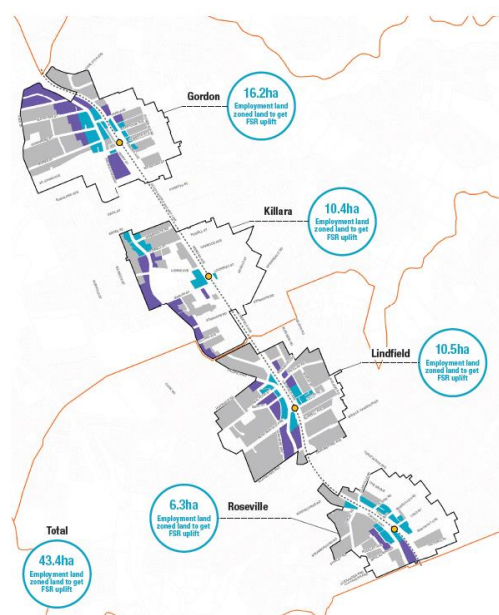


Figure 27 – Preferred Scenario Evaluation – Revitalisation of Centres

6. Preferred Scenario - Implementation Strategy

Consultants SJB Urban were engaged by Council to prepare a strategy for implementing the Preferred Scenario. This work covers the key changes to Council's planning controls in response to the preferred scenario and the mechanisms to deliver the specific place-based (open space, connections) and housing (affordable) outcomes. The Implementation Strategy is outlined in Part 5 and 6 of **Attachment A4 – Ku-ring-gai Centres Technical Study – SJB March 2025**.

The Preferred Scenario will be implemented through amendments to the *Ku-ring-gai Local Environmental Plan 2015* (KLEP) and *Ku-ring-gai Development Control Plan* (KDCP). It is intended that the KLEP amendments will be made by the Minister for Planning via a self-repealing SEPP. The required amendments to the KDCP will be made by Council.

Ku-ring-gai Local Environmental Plan 2015 (KLEP) Amendments

The key amendments that need to be made to the KLEP to implement the preferred scenario structure plans include the following:

Land use zone maps

The existing land use zones within the proposed centre boundaries will be amended to align with the land use structure plan. This will be achieved largely through the use of the R4, E1 and MU1 zones. The proposed new local parks are proposed to be zoned RE1- Public open space and the proposed new road in Roseville is to be zoned SP2 – Local road.

Refer to Attachment A4 – Ku-ring-gai Centres Technical Study – Part 6.1

Height of Building maps

The existing building heights within the proposed centre boundaries will be amended to align with the built form structure. This will require amendments to the HOB Map and Clause 4.3 of the KLEP to ensure the height caps and associated lot sizes applying to R4 zoned land do not apply to the R4 zoned land within the centres boundary.

Refer to Attachment A4 – Ku-ring-gai Centres Technical Study – Part 6.2 and 6.3

FSR maps

The existing floor space ratio (FSR) controls within the centres will be amended to achieve the floor space required to accommodate dwelling target and commercial uses within the proposed building heights. This will require amendments to the FSR Map and Clause 4.4 to ensure the FSR caps and associated lot sizes applying to R4 zoned land not apply to the R4 zoned land within the centres boundary.

It is also proposed to remove the FSR cap on retail and commercial uses applying to sites within Gordon and Lindfield under clause 4.4(2E) and introduce a minimum 1:1 FSR for non-residential uses on certain E1 sites with FSR 5:1 and over.

Refer to Attachment A4 – Ku-ring-gai Centres Technical Study – Part 6.4 and 6.5

Land Reservation Acquisitions maps

The preferred scenario and structure plan identifies a number of sites to be acquired by Council for local open space and a new local road (refer to **Attachment A9 – Preferred Scenario - Infrastructure Strategies**) In order for Council to reserve this land for the identified future public purposes, the sites are required to be identified on the 'Land Reservations Acquisition Map' in the KLEP.

The 'Land Reservations Acquisition Map' works in conjunction with Clause 5.1 – 'Relevant acquisition authority' of the KLEP. This clause prescribes that the Council will be responsible for acquisition in relation to land reserved for local open space and local roads.

The following lands are identified to be zoned RE1- Public Recreation or SP2 – Local Road and identified on the Land Reservation Acquisitions Map as part of the Preferred Scenario:

- a) For the purposes of open space - nos.63, 63A, 65 Dumaresq Street and nos.12 & 12A Vale Street, Gordon total area approximately 6,359sqm (total park area including Gordon Glen approximately 8,670sqm).
- b) For the purposes of open space – nos.26, 28, 30 & 32 Bent Street & nos.1 and 3 Newark Crescent, Lindfield (area approximately 4,165sqm).
- c) For the purposes of open space – no.3 Roseville Avenue, Roseville (area 913sqm).
- d) For the purposes of open space and local road - Nos.15 & 17 Pockley Avenue, nos. 22 and 20A Shirley Road, Roseville (park area approximately 3,760sqm & road area approximately 1,200sqm).

Refer to Attachment A4 – Ku-ring-gai Centres Technical Study – Part 6.6

Active Frontages map

The Public Domain Structure Plan identifies locations for active frontages within the MU1 and E1 zones. To ensure that the KLEP aligns with the structure plans. This will require the inclusion of an active frontage map into the KLEP which identifies where the active frontages are to be provided within the MU1 zones within the centres.

Refer to Attachment A4 – Ku-ring-gai Centres Technical Study – Part 6.7

Minimum frontages for employment land and mixed-use zones

Clause 6.8 of the KLEP requires a minimum frontage of the 20m for certain employment lands within the centres. To provide for a more nuanced, centre by-centre approach to minimum street frontages within the E1 and MU1 zone, it is proposed to amend Clause 6.8 to exclude its application from the E1 and MU1 zones within the centres. Appropriate minimum street frontage requirements can be considered in the preparation of the updated precinct and site provisions for the centres within Part 14 of KDCP.

Refer to Attachment A4 – Ku-ring-gai Centres Technical Study – Part 6.8

Affordable housing

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The TOD program requires the provision of 2% affordable housing for development within the TOD boundaries. In order to satisfy the TOD affordable housing requirements a new clause and associated map will be inserted into the KLEP that requires the provision of between 2% and 10% affordable housing for development within each of the centres based on feasibility analysis by Atlas Economics.

The proposed draft LEP clause is included in Section 4.1 of **Attachment A10 - Affordable Housing Feasibility Analysis, Atlas Economics, March 2025**. Also refer to **Attachment A4 – Ku-ring-gai Centres Technical Study – Part 6.9**.

The Gordon Centre

The Preferred Scenario would enable a mixed-use development of FSR 6.5:1 and 93 metres (28 storeys) on the Gordon Centre with a non-residential floorspace requirement of FSR 1:1. The application of the default affordable housing contribution rate of 2% is also recommended.

Council has identified the Gordon Centre as being suitable for the provision of a community facility (3,000sqm), which could made be in lieu of the mandatory 2% affordable housing contributions required under the TOD SEPP provisions for all development. It is proposed that a clause be included in the KLEP that provides the landowner the choice of development under the existing KLEP controls, or to the alternate TOD controls while making a contribution to public benefit. This would be delivered by way of a voluntary planning agreement.

The proposed draft LEP clause is included in Section 4.2.2 of **Attachment A10 - Affordable Housing Feasibility Analysis, Atlas Economics, March 2025**. The maximum can be achieved through the application of the clause rather than being reflected in height and floorspace maps. The FSR and height of building maps in the KLEP will retain the existing controls for the site, being 3.5:1 and 38.5m respectively.

Lindfield Village Hub

The height and FSR provisions required for the Lindfield Village Hub will be superseded by the proposed new height and FSR controls. To align with the structure plans, Clause 6.13 of the KLEP will be deleted. Further detailed planning of the Lindfield Village Hub will be required.

Design Excellence

A design excellence clause will be inserted requiring that development within the centres, on land zoned E1 and MU1, exhibits design excellence. This will include, but will not be limited to, consideration of the following:

- architectural design and materials;
- quality and amenity of the public domain;
- solar access and overshadowing;
- impact on view corridors;
- impact on heritage and conservation areas; and
- built form and massing.

Ku-ring-gai Development Control Plan (KDCP) Amendments

The proposed KLEP amendments outlined above will need to be supported by amendments to the existing KDCP to ensure that it aligns with the structure plans.

Section A of the KDCP provides detailed controls that guide site and building design, such as building setbacks, site coverage and deep soil requirements, and car parking provision, for a range of building typologies. These provisions require review to ensure consistency with the structure plans and the new building typologies that will result from the revised height and FSRs applying in the KLEP. This will include, but not limited to, the following:

- Part 7 - Residential Flat Buildings;
- Part 8 – Mixed Use Development; and
- Part 9 - Non-Residential and Office Buildings.

Section B, Part 14 of KDCP contains provisions that apply to specific sites and precincts within the LGA, to supplements the general provisions applying to development types and uses in Section A. The current precinct specific provisions applying to Gordon (Part 14D), Lindfield (Part 14E) and Roseville (Part 14F) centres will require updating, and new provisions be introduced for the Killara centre. Each of the centres also include sub-precincts, with some more detailed and site-specific provisions.

The preparation of amended and new KDCP provisions for different typologies and the centres will be subject to a separate statutory planning process, that will include engagement with community and stakeholders.

7. Preferred Scenario - Infrastructure Strategies

Draft Infrastructure Strategies have been prepared for the four centres. **Attachment 9 – Preferred Scenario - Infrastructure Strategies** describes the work proposed in relation to:

- Streetscape;
- Open Space;
- Community Facilities;
- Green grid and Canopy Cover; and
- Traffic and Active Transport.

The strategies reflect current Council policy in relation to infrastructure delivery as per the:

- Ku-ring-gai Local Strategic Planning Statement (LSPS),
- Ku-ring-gai DCP,
- Local Centres Public Domain Plan,
- Ku-ring-gai Contributions Plan,
- draft Green Grid Strategy,
- Ku-ring-gai Bike Plan;
- Ku-ring-gai Community Facilities Strategy; and
- Traffic and transport plans for Gordon and Lindfield.

The work in the strategies and any future infrastructure provision will be funded via a number of mechanisms including S7.11 and S7.12 contributions, Voluntary Planning Agreements.

New local parks and new local roads

The strategies indicate new policy particularly in relation to provision of open space. A total of 28,700sqm of additional park area is proposed, of this about 13,000sqm is new land that will require acquisition by Council. The open space proposals are:

- conversion of the former Gordon Bowling Club land to a new recreation area and local park (approximately 12,800sqm owned by Council);
- a large new local park in Gordon incorporating five properties on the corner of Vale Street and Dumaresq Street, with an area of approx. 6,400sqm (total acquisition area remaining about 4,300sqm);
- a new local park on incorporating six properties on Newark Crescent and Bent Street, Lindfield (total acquisition area approximately 4,100sqm);
- a new local park in Roseville on Council's Lord Street carpark and two adjoining properties on Roseville Avenue. The total area of the park will be approx. 3,500sqm (total acquisition area remaining about 900sqm); and
- a new local park in Roseville between Pockley Avenue and Shirley Road (total acquisition area of approximately 3,760sqm) incorporating all or part of four properties on Pockley Avenue and Shirley Road, Roseville.

In addition to the above a new local road is proposed in Roseville in the same location:

- a new two-way local road connecting Pockley Avenue with Shirley Road providing alternative vehicle access via Shirley Road to the Pacific Highway as well as pedestrian access.



Figure 28 – New parks proposed for Gordon – former bowling club (shown as no.4) & Dumaresq Street (shown as no.1)

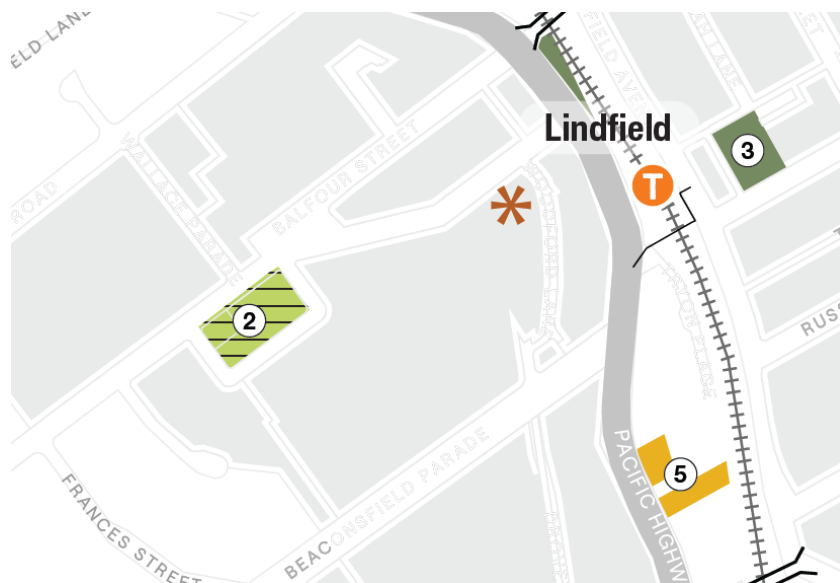


Figure 29 – New parks proposed for Lindfield - Newark Crescent (shown as no.2)

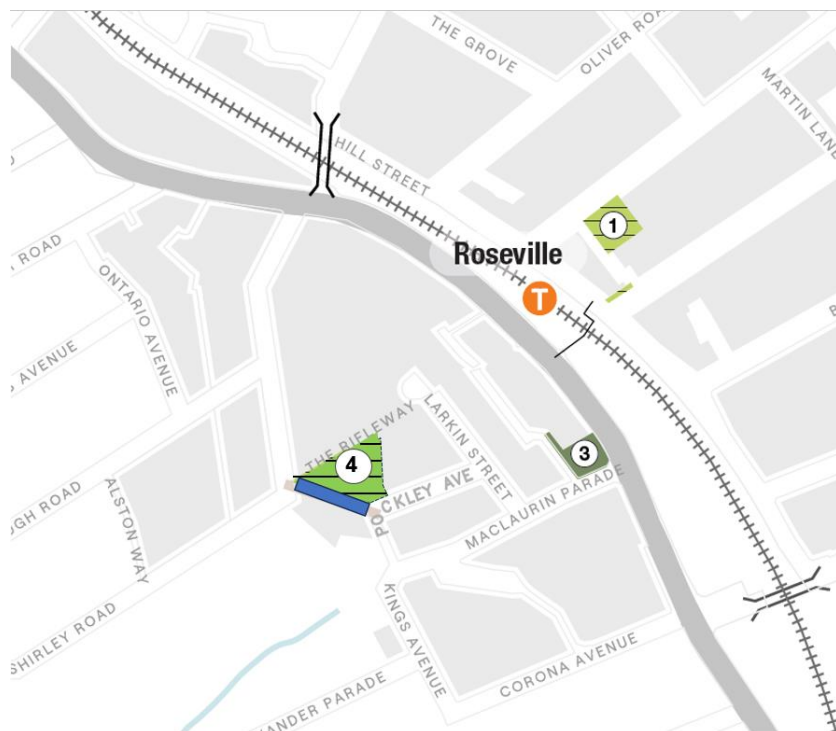


Figure 30 – New park proposed for Roseville – Pockley Avenue (shown as no.4) and new road connection between Pockley Avenue and Shirley Road (shown in blue)

The new park shown in Figures 30 is of a size consistent with Council's Open Space Acquisition Strategy being about 3,760sqm. This park option (notes 2 and 4 above, has been incorporated into the Preferred Scenario for consideration by Council.

The possible costs of the optional new parks and roads discussed above, as well as the prospective costs of the parks and roads discussed previously under the heading “Land Reservation Acquisitions maps” were discussed with Councillors at the briefing scheduled for 26 March 2025.

8. Preferred Scenario - Supporting Studies

At the same time as preparing a Preferred Scenario Council is undertaking a number of supporting studies:

- A review of Council’s S7.11 Development Contributions Plan (Ku-ring-gai Contributions Plan 2010)
- Transport Impact Assessment Studies
- Affordable Housing Strategy
- Affordable Housing Contributions Scheme
- Development Feasibility Analysis

The progress of these studies is summarised below.

S7.11 Development Contributions Plan - Local Infrastructure Contributions

Ku-ring-gai Council currently has a s7.11 (direct demand) contributions plan that applies to all residential development across the LGA that generates a direct nett additional demand for capital infrastructure, as well as to all non-residential development in the local centres where mixed use shop-top housing is permitted. This contributions plan was written for the last phase of redevelopment around the local centres along the railway line / Pacific Highway corridor plus St Ives on Mona Vale Road and was adopted in 2010. The current strategic planning for the Transport Oriented Development Areas provides for a comparable dwelling yield to the current TOD SEPP now in effect. This growth potential represents a considerable intensification over the current situation and gives rise to new demands for additional supporting infrastructure. It is essential that Ku-ring-gai now enters a review phase that will deliver infrastructure to support the new development, supported by the detailed studies that are currently either underway or recently completed.

Ku-ring-gai Contributions Plan 2010 currently benefits, in the Local Centres areas only, from an exemption to the Ministerial Direction capping contributions but this cap remains in place outside those catchments and is duly applied. The \$20,000 cap has not been inflated since it was first issued in 2009 whereas, over the past 15+ years, the contribution rates in Ku-ring-gai have increased with inflation, particularly in respect of the cost of acquiring land in one of the most expensive areas in Sydney. This means that Ku-ring-gai cannot continue to deliver comparable local infrastructure to support even more intensive use – especially new local parks, civic spaces and link roads, without exceeding the \$20,000 cap. This means that the draft review of the contribution plan will also need to be reviewed by IPART before it can come into effect. This will require regular liaison with IPART by a team of professional staff from each of the areas of infrastructure funding and delivery expertise as well as regular progress reports and/or briefings to council. This report includes a recommendation that seeks formal endorsement of this approach.

Open Space

The areas around the TOD stations were first developed in the late Victorian / early Federation period and, with the exception of Gordon Pleasure Grounds, there were no large local parks in these four local centres. Under the current contributions plan, Ku-ring-gai Council has delivered new parks in the southern areas including Greengate Park, largely funded by the recent development in Bruce Avenue, Lorne Avenue and Culworth Street, and along the Pacific Highway, the Lindfield Village Green and public domain works in St Johns Avenue in Gordon to widen footpaths and deliver seating and passive recreation areas. This process needs to continue.

The review of the s7.11 contributions plan needs to analyse the needs of a highly urbanised precinct, noting that high density residents have limited access to private open space, and consider the practicality of requiring and designing new parks for intensive urban use. It is likely that the total quantum of open space will be limited by cost, but that the design will need to cater for a variety of uses. Council has considerable experience in this with the delivery of Greengate Park, Boyds Orchard Park and Cameron Park to name three of the seven parks Ku-ring-gai has delivered under the current contributions plan.

Elsewhere in this report, under the heading “*Preferred Scenario - Infrastructure Strategies*”, a number of core and optional locations for new local open space and road connections are discussed. If adopted and included in a new reservations map, these new infrastructure elements would need to be reflected in a new development contributions plan. Identification of land as reservations will effectively prioritise them over other competing and in some cases as yet unquantified demands on the overall pool of development contributions arising from development around the TOD stations. Further, given that such prospective acquisitions can be owner initiated, they could be front loaded in any contributions cash flows.

Community Facilities

Community facilities represent a major challenge for infrastructure delivery. To deliver adequate supporting infrastructure, Council needs to continue to exceed the arbitrary uninflated cap in areas of intensive densification. To achieve this, the contributions plan must be reviewed by the Independent Pricing and Regulatory Tribunal (IPART). In assessing a draft contribution plan IPART is bound by the Essential Works List (EWL) – a list of infrastructure endorsed by the Department of Planning for inclusion in a contribution plan that seeks to levy above the cap. The EWL explicitly excludes provision for the construction of community facilities (only including the purchase of land). This means that Ku-ring-gai must seek more innovative ways of delivering community infrastructure such as joint venture developments leveraging the value of Council land and asset sales together with effective use of the income received to date under the current s7.11 contributions plan, which will continue to be paid from any outstanding consent conditions issued during the life of this plan, gradually diminishing over time.

Preferred Scenario - Transport Impact Assessment Studies

Transport Impact Assessment Studies are currently being undertaken in each of the four TOD areas of Roseville, Lindfield, Killara and Gordon. More information on these studies can be found in the section below.

Works arising from these studies will be costed and included in the draft review of the contributions plan. Works in the Ku-ring-gai Contributions Plan 2010 (in response to developments

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in local centres) have already been included in the Long-Term Financial Plan, along with indicative timings. These works are typically development or Council project driven, and their delivery will ultimately depend on the timing of developments or Council-initiated projects occurring in the centres.

Roseville TOD Precinct

Transport consultants are assessing the existing transport situation and the transport impacts of the NSW Government's TOD SEPP as well as Council's alternative scenario. The Transport Impact Assessment (TIA) study area extends beyond the TOD precinct and is roughly bounded by Archbold Road, Boundary Street, Pacific Highway and Clanville Road, and includes the area west of Pacific Highway (Maclaurin Parade, Corona Avenue and Shirley Road) which is a key area of interest.

Testing has commenced on the effects of the TOD SEPP on the surrounding road network, where any opportunities for improvements will be identified. If/when Council adopts an alternative housing scenario, this will also be tested. Key transport-related works already identified in the Development Contributions Plan 2010 that are being re-assessed include road widening on Pacific Highway to accommodate 3 northbound lanes and fully controlled right turns into Maclaurin Parade. Other improvement opportunities being considered in the assessment of the TOD SEPP and Council's alternative (if/when adopted by Council) include upgrades identified in the Roseville Public Domain Plan, a new local access road between Pockley Avenue and Shirley Road, walking and cycling infrastructure and reduced speed limits to encourage active transport to the station and shops, dedicated car share spaces near development sites to reduce car ownership and dependence, and bicycle parking at key locations. Any new transport infrastructure identified in the TIA will inform the review of the Contributions Plan.

Lindfield TOD Precinct

During the development of the Lindfield Village Hub Planning Proposal, a Transport Impact Assessment (TIA) was prepared which incorporated study area extents not dissimilar to the Lindfield TOD precinct. The TIA also included a 10-year growth scenario that factored in background growth, and road/intersection upgrades were recommended based on this growth scenario. Transport for NSW gave approval to the road upgrades, and these form the basis of planned works in the Lindfield TOD Precinct, as well as active transport improvements identified as part of the Lindfield Public Domain Plan.

Of the road upgrades approved by Transport for NSW, detailed design is currently underway for new traffic signals at the intersection of Pacific Highway and Strickland Avenue, for modifications to the intersection of Pacific Highway and Balfour Street/Havilah Road and for the new traffic signals at the intersection of Lindfield Avenue and Tryon Road (which form part of the Lindfield Avenue and Tryon Road Streetscape Upgrade project). Development of the Lindfield Village Hub would trigger a separate series of upgrades, including new traffic signals at the intersection of Pacific Highway and Beaconsfield Parade, the creation of a new Drivers Way between Beaconsfield Parade and Bent Street, and modifications to Woodford Lane.

Killara TOD Precinct

With similar scope to the Roseville TOD Precinct, the Killara TOD Precinct Transport Impact Assessment (TIA) is being developed. The study extents are roughly the area bounded by Greengate Road/Essex Street to the north, Karranga Avenue to the east, Fiddens Wharf

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Road/Killara Avenue to the south and Norfolk Street to the west and is larger than the TOD precinct. Current progress includes the development of the base model (existing situation), which is currently being assessed by Transport for NSW (TfNSW). Once TfNSW approves the base model, assessment of the transport impacts of the NSW Government's TOD SEPP as well as Council's alternative scenario will be undertaken. Killara is not an identified centre in the Ku-ring-gai Contributions Plan 2010, but active transport improvements to facilitate station access along with other road infrastructure improvements will be considered as part of the testing and recommendations, which will be used as inputs to the Contributions Plan review.

Gordon TOD Precinct

Building upon a transport analysis already undertaken for Gordon Town Centre in 2022/23 which has similar study extents to the Gordon TOD Precinct, consultants have commenced using this work as a basis to prepare the Gordon TOD Precinct TIA. The TIA will assess the transport impacts of the NSW Government's TOD SEPP as well as Council's alternative scenario. The study area is bordered roughly by Ryde Road/Mona Vale Road (to the north), Bruce Avenue/Cecil Street (to the south) and Vale Street (to the west). Staff have already been in discussions with Transport for NSW regarding proposed road upgrades in the Ku-ring-gai Contributions Plan 2010 from the 22/23 analysis, and the TIA will help to progress and refine those proposals as well as advance planning for active transport and improvements identified in the Gordon Public Domain Plan. Transport upgrade works are typically development driven – for example, if the Gordon Centre were to redevelop, it would likely trigger several road upgrades, including the modification of the intersection of Pacific Highway and Park Avenue/Dumaresq Street. Any additional transport infrastructure over that already identified Ku-ring-gai Contributions Plan 2010 will be considered in the Contributions Plan review.

9. Preferred Scenario - Affordable Housing & On-Site Infrastructure Contributions

Affordable Housing Contributions

The Department of Planning, Housing and Infrastructure *Transport Orientated Development – Guide to Strategic Planning* outlines that in terms of strategic planning for alternatives for the TOD SEPP, 'In the first instance the prescribed affordable housing rate within the Housing SEPP will apply (2%). In the event that a council takes a different rate or approach, we expect that Councils will prepare an affordable housing contribution scheme that prescribes the rate and mechanism for delivering affordable housing'.

Council's consultants have analysed the feasibility for the provision of affordable housing at 2% as a minimum, and then tested to see if sites have capacity to contribute to higher Affordable Housing rates (>2%). Refer **Attachment A10 - Affordable Housing Feasibility Analysis, Atlas Economics, March 2025.**

The study outlines that the capacity of development to contribute to affordable housing varies, and sites that are the recipient of large planning uplift are not necessarily always feasible or have the greatest capacity to contribute to affordable housing. This is due to:

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- existing uses on a site, the associated value (which contributes to the cost of land to a developer) and costs that may be necessary to secure vacant possession (e.g. lease break payments, incentive premiums);
- sites with fragmented lot and ownership patterns are challenging and costly to consolidate. This is the case for the core of the four centres, where there is fine grain strip retailing; and
- existing commercial uses being more valuable than residential uses.

Based on the feasibility testing Councils consultants have derived proposed affordable housing contribution rates for developments. The study recommends different affordable housing contributions rates for different areas, ranging from 0%, 2%, 3%, 5% and 10%. Refer to the Affordable Housing Rates Map in **Attachment A4 – Ku-ring-gai Centres Technical Study – SJB Urban, February 2025** for the areas of different affordable housing contribution rates.

There are a few different rates proposed, and even in the same proposed zone and density the affordable housing % rate can be different. This is because:

- the current zone and FSR could be different; or
- the existing buildings vary in their cost to a developer to purchase.

There are also several instances where the proposed FSR may be high (e.g. 5:1) but the proposed affordable housing % is low. This is because:

- the existing buildings are valuable and lot patterns are fine grain and fragmented, which means that it is expensive for a developer to amalgamate together a site that is large enough for development; or
- the existing buildings are valuable and the cost to obtain vacant possession is high.

Sites where there are higher rates proposed are generally:

- sites are already approved for development and could already be clear; or
- the existing buildings are single dwelling and the proposed FSR is high.

The affordable housing % rates are generally slightly lower in the proposed E1 zones, as these sites have a larger non-residential requirement and due to existing buildings will be more costly for a developer to consolidate. This is compared to the proposed MU1 zones which only require ground floor non-residential along active street frontages and the existing zone is residential (R2, R3 or R4) which means it would be cheaper for a developer to acquire a development site.

The study recommends that no (0%) affordable housing rates apply to areas proposed for FSR 0.85:1 (medium density) and FSR 1.3:1 (4-5 storey) to encourage the development of diverse housing forms. There is a risk that to burden these sites with a 2% contribution rate may result in development not being feasible.

The affordable housing % rates and feasibility analysis are proposed to be taken forward into a draft Affordable Housing Contributions Scheme (AHCS) to support the TOD programme and will allow the delivery of affordable housing in perpetuity by way of a monetary contribution in lieu of dedication of dwellings in kind in perpetuity. Currently, as Council does not have an AHCS, any affordable housing contributions must be in-kind (dwellings). This is not the preferred form of contribution for Community Housing Providers, as it results in inefficient management of scattered

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affordable housing dwellings in different buildings being subject to high strata and other service provider costs.

The AHCS will detail the governance of contributions collected and how the contributions will be used.

It is proposed the AHCS will be drafted as a parent scheme to which additional sites can be included in the future as additional chapters, concurrent with their own Planning Proposal processes. The inclusion of additional sites in the future would be subject to feasibility assessments in accordance with Council's Affordable Housing Policy..

On-Site Infrastructure Contributions

The Gordon Centre (802-808 Pacific Highway) is an enclosed neighbourhood centre anchored by Woolworths and Harvey Norman. It is an important community asset, playing an important role servicing the retail, non-retail and commercial needs of the catchment. The Gordon Village Arcade (767 Pacific Highway) is connected to the Gordon Centre by a pedestrian bridge over Pacific Highway.

The Preferred Scenario would enable a mixed-use development of FSR 6.5:1 on the Gordon Centre. A non-residential floorspace requirement of FSR 1:1 is suggested to apply, which would facilitate a renewed, contemporary neighbourhood retail offer with associated non-retail and commercial floorspace. The application of the default affordable housing contribution rate of 2% is recommended. This requirement is consistent with the TOD SEPP provisions.

Council has identified the Gordon Centre as being suitable for the provision of a community facility (3,000sqm), which could made be in lieu of affordable housing contributions. The landowner would therefore have the choice of development under the existing LEP controls, or to the alternate TOD controls while making a contribution to public benefit. An LEP clause has been prepared to provide for this outcome. As discussed previously, the maximum can be achieved through the application of the site specific Gordon Town Centre clause (page 37 of the Atlas Economics *Ku-ring-gai Transit Oriented Development (TOD) Centres - Affordable Housing Feasibility Analysis* (Attachment A10) rather than being reflected in height and floorspace maps. The FSR and height of building maps in the KLEP will retain the existing controls for the site, being 3.5:1 and 38.5m respectively.

10. Preferred Scenario – Interaction with Low and Mid-rise SEPP

The NSW Government released the Low and Mid-Rise Housing Policy (LMR) on 28 February 2025. The planning controls apply to residential areas within 800 metres walking distance of 171 town centres and train stations across metropolitan Sydney, the Central Coast, Illawarra-Shoalhaven and Hunter regions. The government has indicated that this policy is expected to deliver up to 112,000 homes across NSW over the next 5 years.

The policy will permit the following in R2 zones:

- Dual Occupancies
 - o 2 dwellings on one lot
 - o Minimum lot size 450 m2

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- Maximum floor space ratio 0.65:1
 - Maximum height of building 9.5 m (2-storeys)
- Multi-dwelling Housing
 - 3 or more dwellings on 1 lot
 - Minimum lot size 600 m²
 - Maximum floor space ratio 0.7:1
 - Maximum height of building 9.5 m (2-storeys)
- Multi-dwelling houses (terraces)
 - 3 or more terraces on 1 lot
 - Minimum lot size 500 m²
 - Maximum floor space ratio 0.7:1
 - Maximum height of building 9.5 m (2-storeys)
- Residential flat buildings
 - 3 or more apartments on 1 lot
 - Minimum lot size 500 m²
 - Maximum floor space ratio 0.8:1
 - Maximum height of building 9.5 m (2-storeys)

In terms of how the LMR will interact with Council's Preferred Scenario, the following points are noted:

- the policy applies to Gordon, Killara, Lindfield and Roseville;
- the policy does not apply within the TOD area measured as a radius of 400m from the rail station;
- for Gordon and Lindfield, the policy applies within 800m walking distance measured from the edge of the E1 zone;
- for Killara and Roseville, the policy applies within 800m walking distance measured from the rail station; and
- heritage conservation areas are not excluded from the policy.

Under the Preferred Scenario the majority of HCAs are impacted in part or fully by the LMR. This is concerning because one of the key drivers for preparing alternative TOD scenarios was to protect heritage. In discussions with DPHI they have advised that:

- if the TOD precinct is expanded as a result of Council's alternative plan and the development controls are more generous under Council's plan than the LMR controls, then Council's controls would replace the LMR controls in those locations (the western side of Gordon for example).

This implies that if Council wished to protect additional areas of HCAs around the TOD centres this would require:

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- extending the TOD boundary to include all or part HCAs areas affected by the LMR;
- calculating the area of land removed from the LMR; and
- identifying additional residential areas to compensate for the areas removed from the LMR.

Two approaches have been considered.

The first is a hybrid TOD boundary shown in Figure 35. This option would in part retain the current TOD boundary in the areas where no expansion is proposed under the Preferred Scenario, and in other parts establish a new boundary that would follow extent of proposed rezonings. In the new areas the boundary generally follows roads or HCA boundaries. One of the issues with this approach is that by leaving the TOD boundary in place Council would be being inconsistent with its own principles particularly with regard Principle 5 – Manage Transition Impacts which aims to:

- ensure any future changes to planning controls allow for an acceptable interface between areas of different density or use;
- avoid changes that are 'mid-block' or along property boundaries; and
- utilise existing roads, lanes or open space as the transition from high density to low density.

This option fully protects 5 HCAs most notably:

- C16 St Johns Avenue Conservation Area
- C12 Gordondale Estate Conservation Area
- C17 Gordon Park Conservation Area
- C23 Lynwood Avenue Conservation Area
- C36 Lord Street/Bancroft Avenue Conservation Area

Under this option 78 properties within HCAs would be protected within the TOD boundary and retained as R2 Low Density Residential. These properties would be effectively removed from the LMR and are not proposed to be upzoned under the Preferred Scenario. As a result, an additional 9ha of land would need to be provided elsewhere in addition to the Preferred Scenario to compensate for the loss of yield under the LMR (subject to discussion with DPHI).

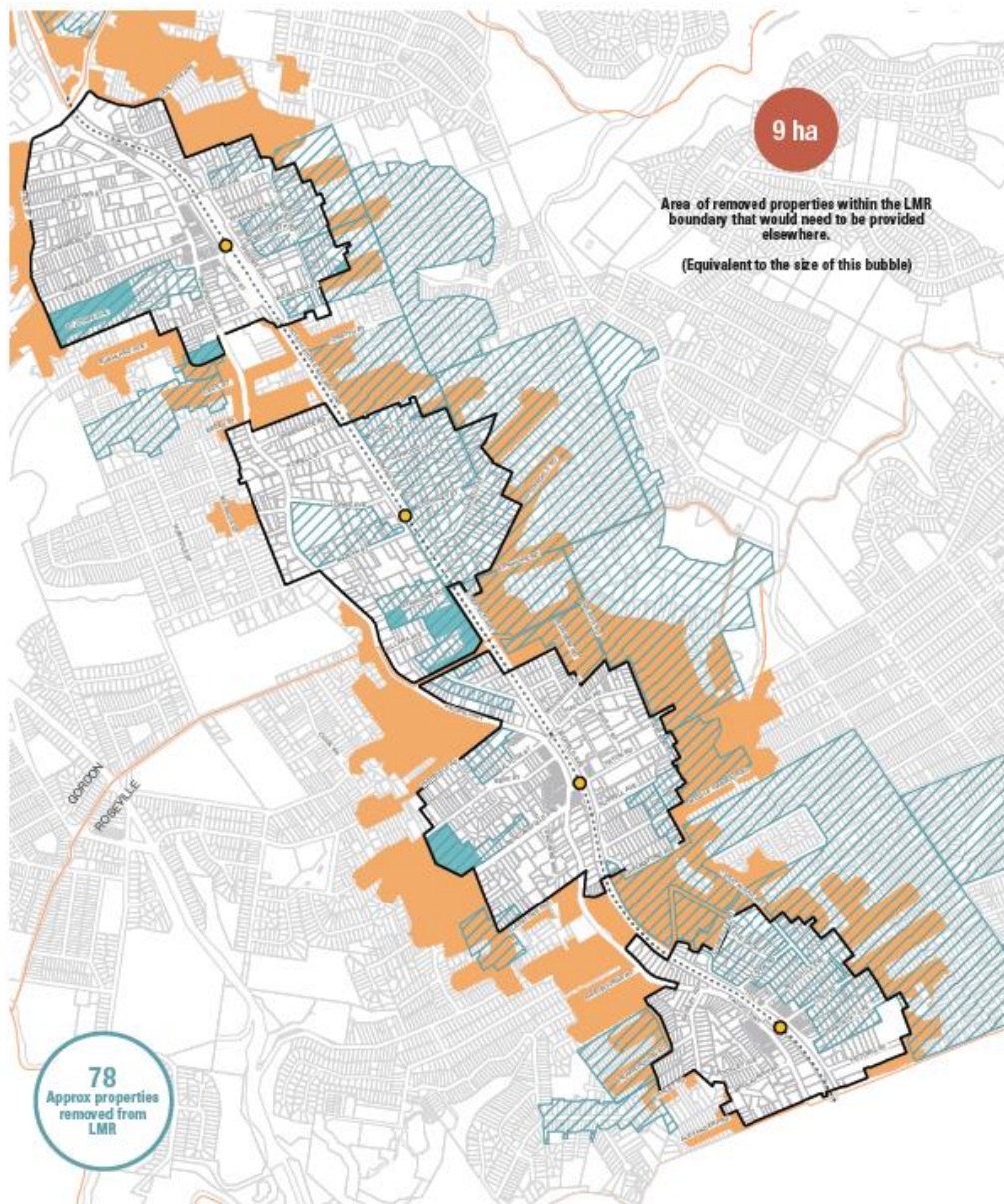


Figure 35 – Hybrid TOD Boundary

The second approach (Figure 36) is to discard the TOD boundary and define a completely new boundary around each of the centres. The new boundary utilises roads or HCA boundaries and includes whole HCAs where possible. The boundary of the Preferred Scenario has been expanded in some locations and contracted in others. This approach is consistent with Principle 5 – Manage Transition Impacts and will avoid changes to planning controls that are ‘mid-block’ or along property boundaries.

This option fully protects 6 HCAs:

- C16 St Johns Avenue Conservation Area
- C12 Gordondale Estate Conservation Area
- C17 Gordon Park Conservation Area
- C23 Lynwood Avenue Conservation Area
- C36 Lord Street/Bancroft Avenue Conservation Area

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- C27 Blenheim Road Conservation Area (not protected in option1)

This approach would protect 117 properties within HCAs within the new TOD boundary. These properties would be effectively removed from the LMR however the new boundary also excludes another 134 properties which would subsequently fall under the LMR resulting in a net gain of 17 properties to the LMR. Subject to approval from DPHI there would be no requirement for compensatory zoning of additional lands.

This boundary has been adopted for use in all mapping.

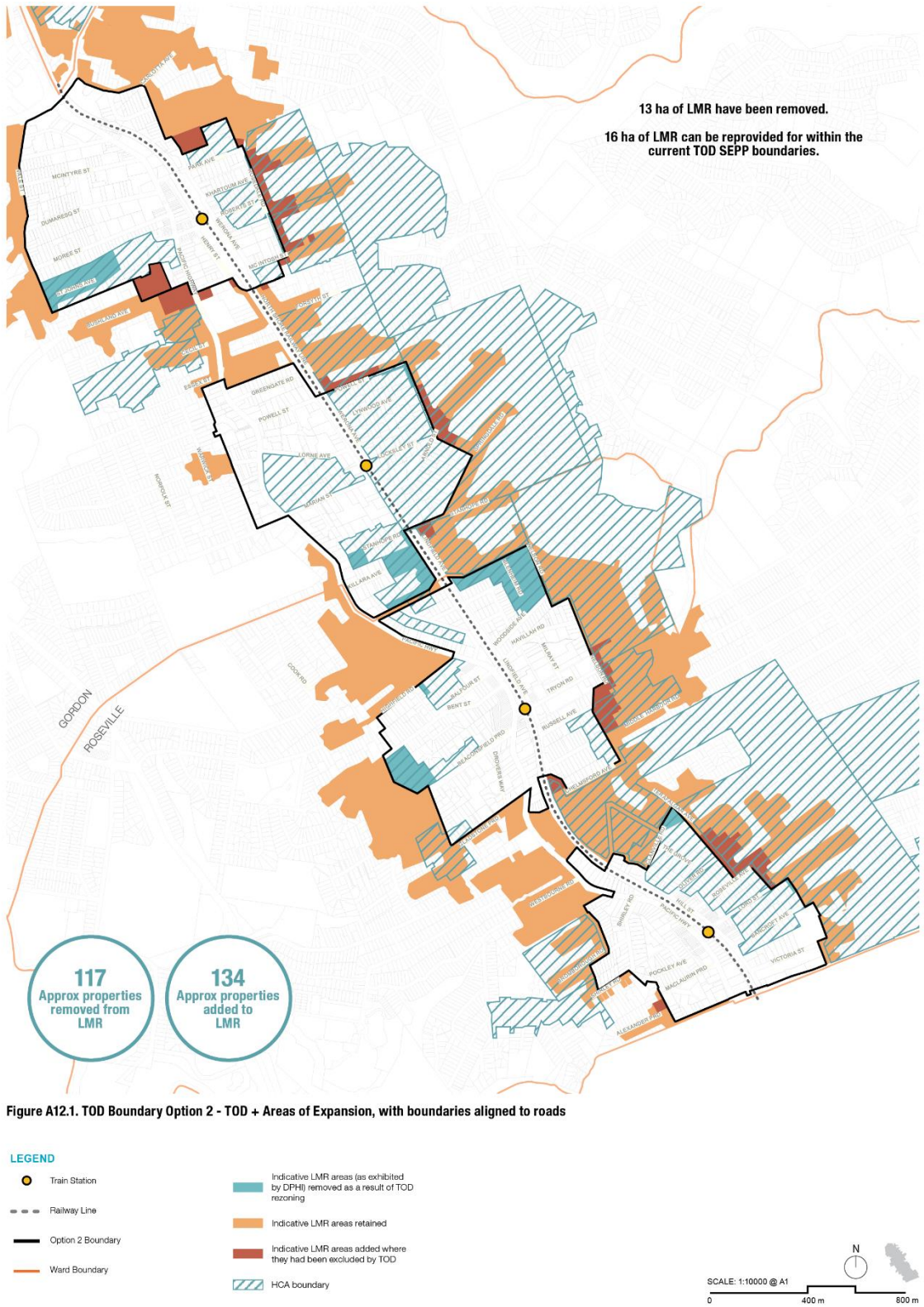


Figure A12.1. TOD Boundary Option 2 - TOD + Areas of Expansion, with boundaries aligned to roads

Figure 36 - new TOD boundary

INTEGRATED PLANNING AND REPORTING

Theme – Places, Spaces and Infrastructure

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
P2.1 A robust planning framework is in place to deliver quality design outcomes and maintain the identity and character of Ku-ring-gai	P2.1.1 Land use strategies, plans and processes are in place to effectively manage the impact of new development	P2.1.1.1 Commence development of plans and strategies as required by the Greater Sydney Commission's North District Plan.

GOVERNANCE MATTERS

Council's Integrated Planning and Reporting documents are based on a set of long-standing community values and aspirations which will fundamentally be undermined by implementation of the State Government's Transport Oriented Development (TOD) Program and proposed Low and Mid-Rise Housing SEPP.

RISK IMPLICATION STATEMENT

There are a number of risks identified in Council's Enterprise Risk Management System relevant to planning for the TODs, these being:

Risk #	Risk Name	How effective are the existing controls?	Residual Risk rating	Is the Residual Risk Outside the appetite?
1210.1	Council planning does not meet future population and demographic needs resulting in sub-optimal housing and facilities - Urban and Heritage Planning Unit	Satisfactory	18	Outside
1210.2	Changes to local planning controls through the transport Orientated Development and Low and Mid-rise SEPP changes resulting in State Government Policy intervention	Weak	18	Outside
90.1	Removal of exemption from cap to s7.11 contributions resulting in insufficient revenue to provide infrastructure to support growing population - Urban & Heritage Planning Unit	Satisfactory	18	Outside

Actions required to mitigate the impacts of these risks, all of which remain outside appetite include:

- on going monitoring of State Government legislation and District Plan requirements;

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- development of alternative scenarios to the TOD SEPP to obtain concurrence of State Government to implement alternative planning controls for growth around station precincts;
- prepare and update the s7.11 contributions plan concurrent with comprehensive strategic planning to provide for housing options, particularly arising from NSW State Government initiatives in the TOD areas; and
- prepare, report and submit commentary on NSW Government initiatives concerning Local Infrastructure Contributions as and when required to protect council's interests.

These matters are all addressed in this report.

If Council does not make a determination on its alternative TOD scenarios, the existing NSW State Government TOD SEPP will remain in place and may result in a major reputational risk to Council with a long-term loss of trust and support from large sections of community.

FINANCIAL CONSIDERATIONS

The preparation of the TOD Scenarios has required significant staff resources, additional studies, and programs to prepare and review the information e.g., public consultation and engagement, Development Feasibility Study, Traffic Studies, Heritage Conservation area assessments and CAD and graphic software.

In a number of areas these additional costs are outside the 2024/2025 approved budget and will need to be addressed in the third quarter budget review. Some costs associated with developing Council's Preferred Scenario were addressed in the second quarter budget review of 2024/25 (\$300k). Other costs are still being incurred, such as those relating to exhibition of the Preferred Scenario recommended by way of this report.

SOCIAL CONSIDERATIONS

The preparation of the TOD Scenarios includes the planning for additional housing choice around the transport nodes, along with supporting the local centres revitalising with opportunities for new retail facilities and new community infrastructure such as new libraries, open space and community centres.

ENVIRONMENTAL CONSIDERATIONS

The preparation of the TOD Scenarios has been premised on a series of environmental principles including avoiding environmentally sensitive areas by not encouraging development in areas containing high biodiversity, natural watercourses, steeply sloping land or Bushfire affected lands and the principle of minimising tree canopy impacts- allowing more space around new buildings in development areas, to set aside space for existing and future trees, while also encouraging the replacement of any removed trees.

COMMUNITY CONSULTATION

Since early December 2023 when it was first announced, with formal release for limited consultation with impacted councils on 18 December 2023 only, Council has effectively been engaged in an ongoing program of community education, information sharing, and consultation and engagement in relation to the TOD Program. Council's response has also extended to legal action in the Land and Environment Court and a submission to the Legislative Council's Portfolio Committee No. 7 – Planning and Environment inquiry into the *Development of the Transport Oriented Development Program*.

Feedback from this ongoing consultation and engagement program helped determine the scope of the alternate TOD scenarios put on public exhibition in November 2024 and the primary objectives of this planning exercise, being to deliver the dwelling yield embodied in the State Government's TOD SEPP amendments while protecting where possible HCAs and urban canopy outcomes.

In October 2024 when it adopted a consultation and communication program for exhibiting the TOD alternative scenarios, Council was cognisant of the Department of Planning, Housing and Infrastructure's (DPHI's) then recently released "Transport Oriented Development –Guide to strategic planning" In construction its own draft consultation program, Council was minded to have as close as possible to a standard consultation and engagement program for a project of this nature rather than the truncated consultation recommended by DPHI.

Alternative Scenarios - Community Engagement overview and methods

An extensive process of community engagement ran from Friday 15 November to Tuesday 17 December 2024. The key objectives were to:

- Ascertain the community preferred option out of the five scenarios.
- Identify concerns from the community about the scenarios, and local factors that may necessitate changes.

Engagement Methods

The engagement process was wide ranging and included the following engagement approaches:

Engagement method	Participation
Representative telephone survey for community members from Gordon and Roseville wards. Conducted by independent research agency (Taverner). Objective was to get a random sample of community sentiment to ensure accurate account of community views.	<ul style="list-style-type: none"> • 193 completes
Two recruited representative workshops for community members from Gordon and Roseville wards. Held on 4 December and 11 December at Council Chambers. Participants recruited by independent research agency (Taverner) and paid stipend to attend. Purpose of the recruited workshops was to capture representative community viewpoint. Sessions facilitated by external consultant (Becscomm).	<ul style="list-style-type: none"> • Wednesday 4 Dec – 34 attendees • Wednesday 11 Dec – 31 attendees
Online engagement portal including maps Hosted on Council's Engagement Hub site with other related materials and link to opt in survey.	<ul style="list-style-type: none"> • Total page visits – 37,011 • Unique visitors – 12,561 • Doc downloads – 20,108
Opt-in community survey Open to all community members and hosted by Taverner link accessible via Council engagement hub site and provided via email. Printed versions were also available	<ul style="list-style-type: none"> • Online – 2946 completes (verified*) • Paper – 869 completes
Public meetings x2 Held at Council Chambers on 25 November and 9 December. Session consisted of presentation and Q&A	<ul style="list-style-type: none"> • Monday 25 November – 120 attendees • Monday 9 December – 90 attendees
Online forum	<ul style="list-style-type: none"> • Thursday 21 November – 93 attendees

Webinar delivered via zoom. Session consisted of presentation followed by Q&A	
Two community drop-in sessions Held at Council chambers and Gordon Library on 2 and 7 December respectively. Staff were available to discuss scenarios and answer questions.	<ul style="list-style-type: none"> Wednesday 2 December – 24 attendees Saturday 7 December – 27 attendees
Written submissions Received via email and mail	514 submissions plus 143 late submissions

*4,075 online surveys were completed. Following rigorous checking by Taverner to remove duplicate and “bot”-generated surveys 1,129 records were removed which included 460 surveys believed to be completed by one individual, and 40 by another. The final online sample size was hence n=2,946.

Communications/promotion methods

Information about the project and opportunities to participate were promoted as follows.

Communications/promotion methods	Details
Printed brochure Containing detailed information about the scenarios including maps and written descriptions and background information.	Available at: <ul style="list-style-type: none"> Council’s customer service centre Gordon and Lindfield Libraries
Letter Sent to property owners/ occupants in Roseville and Gordon Wards	<ul style="list-style-type: none"> 26,995 letters arrive on or around 15 November
Press advertising Advertisements promoting the engagement process	<ul style="list-style-type: none"> North Shore Times Sydney Observer The Post
Media release Details project and opportunities for community participation to council’s media contact list	Distributed Friday 15 November to over 40 local and national media contacts
Social media posts Designed to promote project – included posts and boosted advertising	<ul style="list-style-type: none"> Facebook – Ku-ring-gai – 15 November, 13 December Facebook – Majors page – 15 November
E-newsletters Electronic newsletters sent to Council subscribers list via Campaign Monitor	<ul style="list-style-type: none"> Ku-ring-gai News e-news (37,865 subscribers) – 15 November, 29 November, 13 December Business E-news (1814 subscribers) – 21 November Business Bulletin (20,972 subscribers) – 19 November Yoursay E-news, (1187 subscribers) – 25 November Special planning e-news (2046 subscribers) 18 November
Council website and the engagement hub site. Engagement hub site included: <ul style="list-style-type: none"> Maps and explanation of the scenarios A video showing 3d representation of each scenario Background information including reports and weblinks Extensive FAQ 	<ul style="list-style-type: none"> Total page visits – 37,011 Unique visitors – 12,561 Doc downloads – 20,108

<ul style="list-style-type: none"> • Video of online forms (after the event) and presentation slides. 	
Outdoor signage Banners, posters and digital advertising	<ul style="list-style-type: none"> • 60 Council-owned bus shelters across LGA. • Banner outside Council Chamber and Roseville Memorial Park. • On the electronic billboard over the Pacific Highway at Gordon.

Engagement results

Much of the engagement process was facilitated by external consultant Becscomm. This process was codesigned and delivered collaboratively with Council staff and covered:

- surveys (telephone, online and printed);
- recruited workshops; and
- community drop-in sessions.

The report in **Attachment A1** provides full details of the process and results relating to the above.

Other engagement

Council also undertook other engagement to supplement the work by Becscomm as follows.

Written submissions

Council sought community feedback via written submissions. 514 written submissions were received via email and mail with feedback capture about scenario preference and details location/property specific information for planning staff consideration. See **Attachment A2 Submission Summary Table** for more details.

Community Forums

Council staff delivered three public forums:

- 2 x face to face held at Council Chambers on 25 November (120 attendees) and 9 December (90 attendees).
- 1 online forum held on 21 November This session was recorded and placed on council's website for people to access when convenient. 152 people register and 93 people attended.

The sessions provided a detailed presentation about the scenarios, outlining key features, how they addressed the planning principles and other background information. The community were invited to then ask questions.

Summary of the key issues raised at the in person and online forums

Below is a summary of the key issues raised at the in person and online forums which were addressed in the meetings and via an update to the FAQs on the council's website, The themes and issues were also given consideration when selecting the preferred scenario.

Density and distribution

- Rationale behind height variations between suburbs (particularly Roseville vs. Lindfield)
- Clarification on specific scenarios (especially 2b) and interpretation of mapping

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- Concerns about tall buildings (25-45 stories) on ridgelines
- Requests for shadow diagrams to assess impacts

Environmental considerations

- Amount of tree canopy loss across different scenarios
- Bushfire evacuation challenges with increased density
- Environmental impact assessments and cumulative effects of multiple developments

Heritage issues

- Legal status and risk to heritage properties under various scenarios
- Protection measures for heritage items surrounded by high-density development.
- Questions about Council's application of "integrity ratings" in conservation decisions
- Potential delisting of heritage properties in Transport Oriented Development zones

Infrastructure and services

- Traffic management around bottlenecks and highway access points
- Public transport capacity and commuter parking provisions
- Planning for essential services (water, schools, healthcare)
- Management of transitional zones between high- and low-density areas

Process and implementation

- Status of Council's legal challenge to NSW planning changes
- Concerns about survey methodology and potential manipulation
- Questions about properties deemed "unlikely to develop" despite location

Alternative approaches

- Suggestions for more distributed medium-density housing (townhouses, duplexes)
- Consideration of extending planning beyond the four identified suburbs
- Potential for combining elements from different scenarios
- Questions about including other Council-owned sites in planning

Preferred Scenario – Proposed Community Engagement Overview – April 2025

In late 2024 the Department of Planning, Housing and Infrastructure (DPHI) released a document titled *"Transport Oriented Development –Guide to strategic planning"*.

In respect of community consultation for planning within TOD precincts, the guide says:

Consultation

While we expect councils to undertake consultation, this consultation may be shorter than the normal consultation period outlined in Council's Community Participation Plan.

A targeted 2 week public exhibition is considered reasonable because:

- *The intended uplift in the Transport Oriented Development precincts has already been communicated through the Transport Oriented Development program and these are precincts where the NSW Government has made it clear that growth is happening.*

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- *The adequacy of State and local infrastructure to accommodate the anticipated growth has already been considered. Heritage considerations have already been taken into account.*

In late 2024 a condensed consultation period of 2 weeks as recommended in the guidelines was not considered appropriate based on Council's ordinary engagement principles. This is articulated in Council's *Community Engagement Policy*, which states that engagement should be "*undertaken appropriately for the scope and impact of the project*" and "*is inclusive and accessible for the community to participate*".

Similarly, it is also noted that a 14-day exhibition period would not have met the policy's requisite minimum 28-day exhibition period.

Further, in respect of community consultation, the guide says it will:

.....help councils to undertake local planning in a swifter way to make sure that the intended effect of the Transport Oriented Development provisions is achieved as quickly as possible. This approach could represent a new way for councils and the Department of Planning, Housing and Infrastructure to work together to deliver local planning outcomes.

If councils choose to conduct further community consultation, this must be carried out prior to the scheduled finalisation date for the Transport Oriented Development precinct. Otherwise the Transport Oriented Development provisions will take effect and remain in place until suitable alternative local planning controls are developed.

Councils should consult with agencies in the NSW Government that might have advice as a result of impacts not considered in detail by the Transport Oriented Development provisions, or local planning results in impacts greater than envisaged by the Transport Oriented Development provisions. Councils should discuss with the Department of Planning, Housing and Infrastructure on which agencies to consult with on local planning.

Proposed exhibition material is to be shared with the Department's Local Planning and Council Support and Housing Policy and Codes teams for validation prior to commencing community consultation.

It needs to be highlighted that consultation in relation to the process in which Council is currently engaged is not mandated by the *Environmental Planning and Assessment Act, 1979*.

Consultation and engagement undertaken by Council to this point has far exceeded the requirements of the "*Transport Oriented Development – Guide to strategic planning*". Within the time available, the hard completion date established by Council's legal action, and the imperative to curtail as much as possible SSD applications which might be prejudicial to any alternate scenario Council might adopt, a further full exhibition period of 28 days is not achievable, on this basis, it is intended that a three-week exhibition only of Council's Preferred Scenario be undertaken. This will allow Council to meet its commitments under the mediation agreement in relation to *Ku-ring-gai Council v State of New South Wales* (Land and Environment Court proceedings 2024.00173748), being to "*work towards implementation of that proposal in or before May 2025*".

Council will inform the community and promote opportunities to have their say via:

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- A letter to all landowners and occupants in Roseville and Gordon Wards providing summary information and a link to the website and a self-selecting online survey.
- A letter to all landowners affected by Land Acquisition
- E-newsletters:
 - Ku-ring-gai (Approx 38k subscribers)
 - Housing (2k subscribers)
 - YourSay (2k subscribers)
 - Business connections (2k subscribers)
- Direct email to those involved in phase 1 engagement (and provided an email address)
- Social media – Facebook, Instagram and LinkedIn
- Council website
- Council Engagement Hub
- Leaflets in Council's Customer Service Centre and Libraries

Taverner Research Group (Taverner) have again been engaged to prepare, conduct, and report on a web-based survey to assist Council to understand the community feedback on the Preferred Scenario. At the time of writing survey questions were being finalised. Limited opportunity for free text feedback will be made available to catch site specific issues. Submissions outside the survey portal developed for this notification are not able to be analysed or reported on. Council is effectively only notifying stakeholders of the preferred option presented in this report which has been developed from Option 3b as exhibited by Council in late 2024. The Preferred Scenario considers the results of earlier extensive public consultation and engagement as well as the overarching requirement to meet quite challenging State Government dwelling targets.

Next Steps Following Community Engagement on Preferred Scenario

Upon endorsement by Council, the final draft document package would be provided to the DPHI to commence their final review of Council's Preferred Scenario.

A three-week exhibition period would commence shortly after Council's Extraordinary meeting scheduled for 31 March; public exhibition would likely conclude in the week commencing 22 April 2025

It is anticipated that Taverner would require 10 working days to prepare a report on survey responses, likely complete sometime week commencing 5 May. This material would be reviewed and incorporated in a report to Council, likely to be held in the last week of May 2025.

Once adopted by Council, the final document package would be provided to the Department of Planning, Housing and Infrastructure to complete their review, then to be implemented through amendments to the *Ku-ring-gai Local Environmental Plan 2015* (KLEP). It is intended that the KLEP amendments will be made by the Minister for Planning via a self-repealing SEPP.

The requisite amendments to the KDCP will be made by Council.

INTERNAL CONSULTATION

Councillors have been briefed on the TOD alternative scenarios and the proposed community engagement strategy, preferred scenario, master planning and Implementation Strategy on several occasions throughout 2024 and more recently 9 January, 6 February and 13 February 2025.

SUMMARY

The preferred option presented in this report has been developed from Option 3b as exhibited by Council in late 2024. The preferred option considers the results of public consultation and the overarching requirement to meet quite challenging State Government dwelling targets.

Where there are deviations from the exhibited option, these are discussed in detail in this report. In large measure, the preferred scenario could be said to reflect the community's expectations in relation to more appropriate development around railway stations than reflected in the initial TOD controls. The preferred option seeks to preserve and retain the core elements of Ku-ring-gai's unique urban character within the challenging requirements established by the State Government

The preferred option has been developed with the original set of principles established by Council to guide the preparation of alternative TOD scenarios:

- Principle 1 - Avoid environmentally sensitive areas*
- Principle 2 - Minimise impacts on Heritage Items*
- Principle 3 - Preserve Heritage Conservation Areas*
- Principle 4 - Minimise impacts on the tree canopy*
- Principle 5 - Manage transition impacts*
- Principle 6 - Ensure appropriate building heights*
- Principle 7 - Support Local Centre Revitalisation*

There is little doubt that implementation of the TOD controls, and to a lesser extent the Preferred Scenario presented in this report, will have a profound and fundamental impact on the character of Ku-ring-gai.

By testing alternate scenarios, the original TOD controls, and the preferred option against the seven principles established by Council at the commencement of this master planning process, it can be demonstrated that the Preferred Scenario would mitigate some of the most significant negative outcomes embodied in the original TOD controls.

RECOMMENDATION:

That Council:

- A. Endorse the Preferred Scenario for exhibition, as represented by the Ku-ring-gai TOD Preferred Alternative in Part 05 (Implementation Strategy) and Part 06 (LEP Plans) of the Ku-ring-gai Centres Technical Study, and other supporting information as attached to this report, for a 3-week period in the manner described in this report.
- B. Note that the following lands are identified to be zoned RE1- Public Recreation or SP2 – Local Road and identified on the Land Reservation Acquisitions map:
 - a. For the purposes of open space - nos.63, 63A, 65 Dumaresq Street and nos.12 & 12A Vale Street, Gordon total area approximately 6,359sqm (total park area including Gordon Glen approximately 8,670sqm).
 - b. For the purposes of open space – nos.26, 28, 30 & 32 Bent Street & nos.1 and 3 Newark Crescent, Lindfield (area approximately 4,165sqm).
 - c. For the purposes of open space – no.3 Roseville Avenue, Roseville (area 913sqm).

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- d. For the purposes of open space and local road - Nos.15 & 17 Pockley Avenue, nos. 22 and 20A Shirley Road, Roseville (park area approximately 3,760sqm & road area approximately 1,200sqm).
- C. Note the commencement of a review of the current s7.11 contributions plan (Ku-ring-gai Contributions Plan 2010) to cater for the increased local infrastructure demands of intensive redevelopment in the TOD areas and commence liaison with IPART with a view to being able to levy above the 2009 \$20,000 threshold.
- D. Make a request to DPHI that no State Significant Applications in the TOD precincts be saved due to the significant inconsistencies with Council's TOD Preferred Scenario.

Bill Royal
Team Leader Urban Design

Craig Wyse
Team Leader Urban Planning

Andrew Watson
Director Strategy & Environment

Attachments:	A1 ↓	A1 TOD scenarios-engagement outcomes report-Becscomm-final	2025/060734
	A2 ↓	A2 Submission Summary Table	2025/062487
	A3 ↓	A3 Late submission Summary Table	2025/069606
	A4 ↓	A4 Ku-ring-gai Centres Technical Study, March 2025	2025/090592
	A5 ↓	A5 TOD Alternative Preferred Scenario	2025/090172
	A6 ↓	A6 Preferred Scenario - Justification for TOD Areas Removed and Added – Heritage Conservation Areas	2025/080897
	A7 ↓	A7 Justification for TOD Areas Removed from Preferred Scenario – Non Heritage Areas	2025/080905
	A8 ↓	A8 Evaluation of Preferred Scenario	2025/089644
	A9 ↓	A9 Preferred Scenario Infrastructure Strategies	2025/090164
	A10 ↓	A10 Affordable Housing Feasibility Analysis March 2025	2025/089398



KU-RING-GAI COUNCIL

*Transport Oriented Development (TOD) Scenario Engagement
Outcomes Report*

JANUARY 2025



Ku-ring-gai Council

TOD Scenario Community Engagement

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Executive summary

In response to the NSW State Government's Transport Oriented Development (TOD) planning scheme, Ku-ring-gai Council commissioned Becscomm and Taverner Research to conduct a mixed methodology engagement program to understand residents' sentiment regarding new housing around Gordon, Killara, Lindfield and Roseville train stations.

To help it better understand community sentiment on the proposed housing scenarios Becscomm and Taverner Research carried out the following activities between November 2024 and January 2025:

- A self-selecting online and paper survey, able to be completed by any Ku-ring-gai Council resident who had read the background materials supplied by Council. (Questions developed in collaboration between Council, Becscomm and Taverner Research. Survey hosted and analysed by Taverner Research)
- A randomly selected, representative survey of residents living in the Gordon and Roseville wards – predominantly including the suburbs of Gordon, Killara, Lindfield and Roseville – and who had read the background materials. (Questions developed in collaboration between Council, Becscomm and Taverner Research. CATI survey run and analysed Taverner Research).
- Two recruited in-person community workshops held at the Ku-ring-gai Council Chambers in Gordon. (Independently recruited by Taverner Research and independently facilitated by Becscomm)
- Two drop-in community sessions held at the Ku-ring-gai Council Chambers and the Gordon Library. (Run by Council and assistance provided by Becscomm)

Key themes

Across the surveys and recruited workshops reoccurring themes emerged that included:

- Considerations for managing transitions, minimising impact on tree canopy, avoiding environmentally sensitive areas, minimising building heights and protecting some heritage areas.
- Considerations for supporting infrastructure such as road upgrades, water supply/sewer drainage and stormwater drainage and parking.
- Considerations for parking, community upgrades and revitalising shopping/commerce.

Key differences in outcomes across engagement methods

The engagement program used multiple methods revealing key differences in preferences and themes including:

- Option 3b was the most preferred scenario across all methods.
- Surveys ranked Option 1 second, but workshops favoured Option 2a.
- Option 1 was also the most disliked in surveys (41% opposition), while Option 2a had little opposition (~4%).

Key differences in themes

1. Surveys (online, paper, phone)

- Surface-level engagement: Self-selecting online/paper surveys captured strong pre-existing views, while phone surveys provided a broader but less detailed perspective.
- Major concerns: Heritage protection, tree canopy loss, minimising building heights, and infrastructure (traffic, roads, parking).
- Less support for density: Many respondents opposed high-rise development, especially near heritage areas.

2. Recruited in-person workshops



- Deeper discussion and learning: 22% (Workshop 1) and 31% (Workshop 2) changed their preferred scenario after discussions and visualisation of impacts.
- Greater support for balance (Option 2a): Exposure to different perspectives led to more openness to compromise rather than outright opposition.
- Recognition of trade-offs: Participants identified infrastructure needs (e.g., aged care, active transport) and acknowledged some density was necessary if well-managed.

Surveys captured initial opinions, often opposing high-rise development. Workshops enabled more informed decision-making, leading to greater acceptance of balanced solutions **such as** Option 2a. This highlights the value of interactive engagement alongside static survey responses.



Background

Ku-ring-gai Council is in ongoing discussions with the NSW State government over an appropriate plan to deliver additional housing within the local government area (LGA).

As part of this process, under its Transport Oriented Development (TOD) planning scheme, the NSW Government has proposed creating new housing in immediate proximity to Gordon, Killara, Lindfield and Roseville train stations – all four stations being located within the Ku-ring-gai LGA.

Ku-ring-gai Council opposes elements of the State Government's TOD planning scheme. In response, it has created a series of four alternate scenarios. The five scenarios (TOD plus the four created by Council) have been in public exhibition during the final quarter of 2024, for consideration by local residents and businesses.

This report breaks down each of the deliverables, including sentiment and themes that arose during the surveys and the in-person sessions.

Participation breakdown

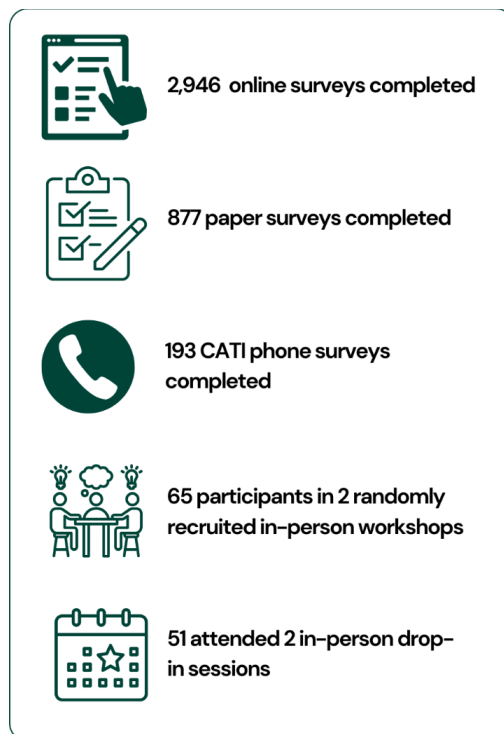


Figure 1 - Participation breakdown



Paper and online survey and CATI phone survey overview

In November/December 2024, two different resident surveys were conducted:

1. **A self-selecting online and paper survey**, able to be completed by any Ku-ring-gai Council adult resident who had read the 16-page background materials supplied by Council;
2. **A randomly selected, representative CATI (telephone)** survey of residents living in the Gordon and Roseville wards – predominantly including the suburbs of Gordon, Killara, Lindfield and Roseville - and who had read the same background materials.

By survey completion deadlines, 2,946 valid online responses had been received, together with 193 to the CATI survey. (In addition, 877 paper surveys were completed and data entered by Council. See Appendix 2 for a summary of these results.)

Each survey sought to understand community sentiment towards five different residential planning scenarios: the one proposed by the State government ("Option 1"), against four alternatives proposed by Council.

The surveys also sought community feedback on preferred housing outcomes and desired infrastructure to support additional housing within the Ku-ring-gai LGA.

There was a high degree of consistency in results between the opt-in online and random CATI surveys.

Key outcomes included:

1. **Options 3b and Options 1 were the most popular with residents** (preferred by one-third and one-quarter of residents respectively)
2. **However, Option 1 was also the most likely to be deemed "least popular"** (by around 41% of respondents)
3. **Option 2a was the "low risk" scenario** – moderately well supported (+/- 20%) with minimal opposition (+/- 4%)
4. Managing transitions, minimising impact on tree canopy, avoiding environmentally sensitive areas, minimising building heights and protecting some heritage areas were considered the most important outcomes
5. Road upgrades, water supply/sewer drainage and stormwater drainage were most likely to be deemed "very important" or "critical" in supporting more housing
6. Parking, community upgrades and revitalising shopping/commerce were also deemed high priorities

Survey research objectives

The surveys were conducted to understand community preferences for housing options around the four train stations within the Ku-ring-gai LGA. More specifically, they were designed to:

- Understand most and least preferred options among five scenarios described above and reasons for these preferences
- Ensure a widespread yet statistically valid sampling approach
- Understand community wishes around infrastructure and community amenity related to additional housing in the Ku-ring-gai LGA
- See how beliefs varied by factors such as age, gender, proximity to stations

Survey methodology

Self-selecting survey:

A self-selecting (or "opt-in") online questionnaire was developed collaboratively by Taverner Research, Council and consulting partner Becscomm (see Appendix 1). It was then scripted by Taverner into the FORSTA software platform.



Respondents were asked to read a 16-page background material prepared by Council before commencing the survey.¹

The survey opened on 15 November and closed on 17 December. It was promoted heavily by Council via website, social media, YourSay and other channels.

By completion deadline, 4,075 completed responses were received. Some 97% of these came from Ku-ring-gai LGA residents.

Taverner then conducted a series of quality checks to remove duplicate and “bot”-generated surveys. These tests included:

- Duplicate IP addresses
- Surveys conducted outside Australia
- Cut and paste responses to open-ended questions
- Those completing the survey too rapidly (i.e. less than 2 minutes)
- “Straight-lining” multiple response questions (Q8 and 9)
- Identical responses
- Poor quality of open-ended questions
- “Honeytrap” question (a question only visible to bots)

Note that a survey needed to fail at least three of these tests prior to being removed. (For example, there are many legitimate reasons why two or more people might complete a survey from the same IP address.)

In all, 1,129 records were removed due to failing quality checks. This included 460 surveys believed to be completed by one individual and 40 by another.

The final online sample size was hence $n=2,946$.

Random sampling error cannot be applied to a self-selecting survey, as it does not meet the necessary conditions of randomness. However, were random sampling to be applied, results would replicate the views of the Ku-ring-gai adult community to within $\pm 1.8\%$ at the 95% confidence level.

Results of the paper-based surveys have been analysed separately and are shown in Appendix 2. This is partially because appropriate quality checks could not be conducted on this sample and also because some results suggest the paper-based version of the survey may have been “gamed” to achieve a particular outcome.

Random CATI survey

For the random CATI² (telephone) survey, a questionnaire – effectively the same as the opt-in but for completion by telephone – was developed by Taverner Research in collaboration with Ku-ring-gai Council and Becscomm.

Recruitment commenced on the evening of 28 November, with a team of eight interviewers calling residents in Gordon and Roseville wards – predominantly comprising the suburbs of Gordon, Killara, Lindfield and Roseville.

Phone numbers were supplied by SamplePages, a leading supplier of phone sample to the market and social research industries. Approximately 75% of numbers purchased were geo-confirmed mobile numbers, with the balance being landlines.

Recruitment continued over 13 nights, concluding on 17 December. Potential respondents were told they would need to read the Council-written 16-page background material to complete the survey.

¹ Note that Taverner Research played no role in preparation of the 16-page background document and makes no comment as to its accuracy or objectivity.

² Computer-assisted telephone interviewing



Those agreeing to take part supplied an email address and were immediately sent an email with the background material.

In all, 729 residents were recruited. Each was emailed the background materials. Residents could choose to complete the survey either via a dedicated online survey link, or over the phone.

Non-responders were followed up by phone (x5) and email (x2).

By extended survey deadline on Monday 6 January, 193 of the 729 recruited residents had completed the survey. (From our follow-up phone calls, we understand the higher-than-forecast dropout was caused predominantly by residents' reluctance to read the background document.)

For a sample size of $n=193$ residents, results should replicate those of adult residents living within the Gordon and Roseville wards to within $\pm 7.0\%$ at the 95% confidence level.

How to read this report

Statistical differences

Differences between groups are described as significant differences if they reached statistical significance using an error rate of $\alpha=0.05$. This means that if repeated independent random samples of similar size were obtained from a population in which there was no actual difference, less than 5% of the samples would show a difference as large or larger than the one obtained.

Statistical significance is more often compared between sub-groups, however in some situations statistical significance is measured between response items within the total sample. This is clearly noted in the commentary.

The use of the term 'significant' throughout this report indicates statistical significance. The report may also use the terms 'more likely' and 'less likely' to indicate statistically significant differences.

Subgroups

Comparison tests are used to test if there are statistically significant differences in survey results based on the demographic profile of respondents.

Subgroup analysis was conducted using the following demographic questions:

- Gender
- Age
- Whether the respondent lived in a house or apartment
- Duration of residence in Ku-ring-gai
- Nearest train station
- Proximity to nearest train station

The effect of rounding

Note that where two or more responses have been combined the sum of the combination may be different ($\pm 1\%$) to the sum of the individual items due to rounding.



Who took part in the surveys

The table below, shows the demographic breakdown of the opt-in and random surveys:

Category	Response	Opt-in (n=2946)	Random (n=193)
Age	18-24	3%	1%
	25-34	6%	5%
	35-44	18%	10%
	45-54	26%	23%
	55-64	21%	33%
	65+	22%	26%
	Prefer not to answer	4%	2%
Gender	Male	50%	54%
	Female	44%	46%
	Other	0%	0%
	Prefer not to answer	6%	0%
Own or rent	Own/part-own	92%	95%
	Rent	6%	3%
	Other	2%	2%
Type of house	Detached house	77%	80%
	Semi-detached	3%	1%
	Apartment	19%	19%
	Other	1%	0%
Suburb of residence	Lindfield	22%	26%
	Gordon	20%	18%
	Roseville	19%	24%
	Killara	15%	20%
	Other - in LGA	21%	12%
	Other	3%	0%
Time lived in LGA	Less than 5 years	13%	1%
	5-10 years	21%	6%
	11-20 years	27%	35%
	More than 20 years	39%	58%
Proximity to nearest train station	Less than 400 metres	28%	26%
	400-800 metres	36%	42%
	More than 800 metres	36%	32%

Table 1 - Survey demographics – opt-in and random surveys



Scenario preferences

Respondents were firstly asked whether they had a preferred scenario from the five offered:

Q2C - HAVING READ THE BACKGROUND INFORMATION, DO YOU HAVE A PREFERRED SCENARIO?

BASE: ALL RESPONDENTS (OPT-IN N=2,946, RANDOM N=193)

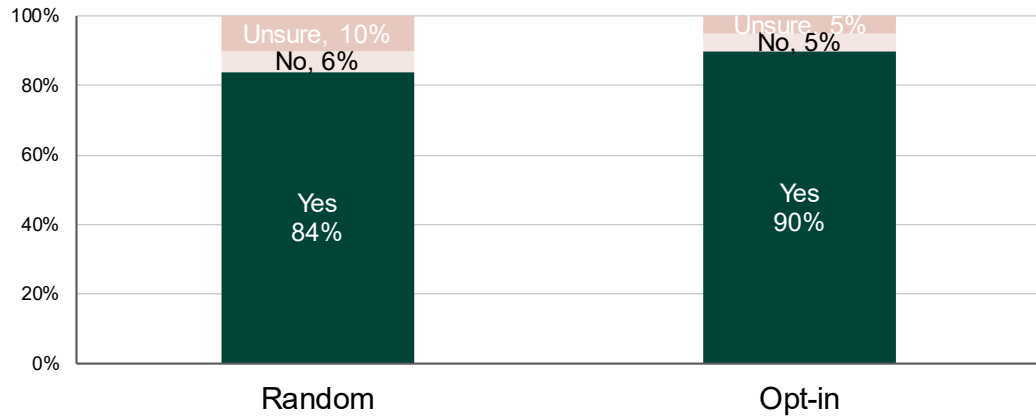


Figure 2 - Do you have a preferred scenario

The vast majority of respondents in both surveys had a preferred scenario. Within the opt-in survey, younger residents (those aged 18-44) were slightly more likely, at 93%, together with residents living near Roseville station (94%). Other than this, results were consistent across all demographics.

Q3 - WHAT IS YOUR PREFERRED SCENARIO?

BASE: RESPONDENTS WITH A PREFERRED SCENARIO (OPT-IN N=2,670, RANDOM N=163)

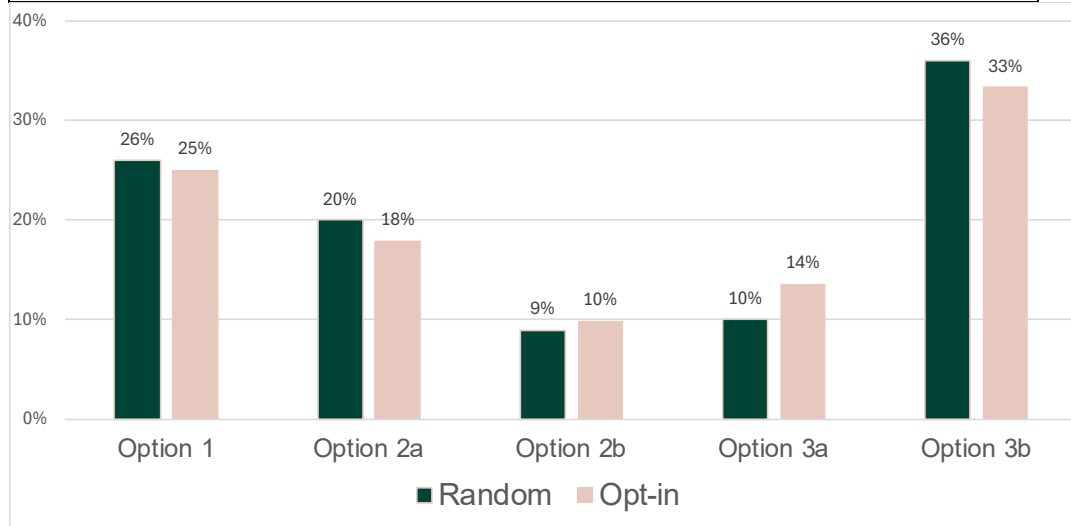


Figure 3 - Preferred scenarios



In both surveys, Option 3b was the preferred scenario (36% random, 33% opt-in) followed by **Option 1** (26% and 25%) and Option 2a (20% and 18%). Options 2b and 3a gathered relatively little support.

For the opt-in survey, Option 1 was preferred by:

- Residents aged 18-44 (32% vs. 29% for Option 3b)
- Residents living near Lindfield Station (31% vs. 24%)
- Those living within 400m of their nearest train station (31% vs. 26%)

For the random survey, results were consistent by age, gender, length of residence and proximity to train stations.

The table below, shows opt-in results for the two most popular options, Option 1 and Option 3b, broken down by proximity to specific train stations:

Nearest station	Less than 400m		400-800m		800+m	
	Option 1	Option 3b	Option 1	Option 3b	Option 1	Option 3b
Lindfield	40%	8%	31%	28%	25%	32%
Roseville	27%	28%	14%	40%	14%	42%
Killara	22%	47%	15%	44%	20%	32%
Gordon	32%	30%	24%	38%	31%	38%
TOTAL	31%	26%	22%	35%	25%	36%

Table 2 - Preferred scenario (Options 1 and 3b only) by proximity to train stations

It shows that:

- Those living within a 400-metre proximity of any of the four train stations were more likely to prefer Option 1 to Option 3b (31% against 26%)
- This was driven mainly by those living within a 400-metre radius of Lindfield Station, 40% of whom supported Option 1 (against just 8% for Option 3b)
- Those living within 400 metres of Roseville and Gordon Stations supported both options equally
- Those living within 400 metres of Killara Station strongly preferred Option 3b (47% against 22% for Option 1)

Respondents were next asked to briefly explain why they preferred their specific option. A random sample of the results from both surveys has been coded into themes, with the major responses (ranked from most to fifth most mentioned) shown in the table below.

PREFERRED SCENARIO	OPTION 1	OPTION 2A	OPTION 2B	OPTION 3A	OPTION 3B
Most mentioned	Preference for lower building heights	Balancing development with heritage preservation	Balanced development and heritage conservation	Heritage preservation and tree canopy protection	Heritage preservation
Second most	Opposition to high-rise	Proximity to public transport	Proximity to infrastructure	Concentration of high density near transport hubs	Balanced development and housing distribution



Third most	Need for more housing	Controlled building heights	Moderate building heights	Minimal impact on existing residential areas	Environmental sustainability and tree canopy protection
Fourth most	Support for even distribution of developments	Equitable distribution of development	Opposition to high-rise	Concerns about traffic and infrastructure	Opposition to high rise buildings
Fifth most	Concerns re infrastructure and traffic	Environmental and tree canopy protection	Even distribution of housing density		Support for TOD

Table 3 - Reasons for most preferred option

(Note, all comments have been sent to Council in a separate document)

All respondents were next asked if they also had a least preferred option.

Q5 - DO YOU HAVE A LEAST PREFERRED OPTION – I.E. ONE YOU WOULD NOT WANT TO SEE?

BASE: ALL RESPONDENTS (OPT-IN N=2,946, RANDOM N=193)

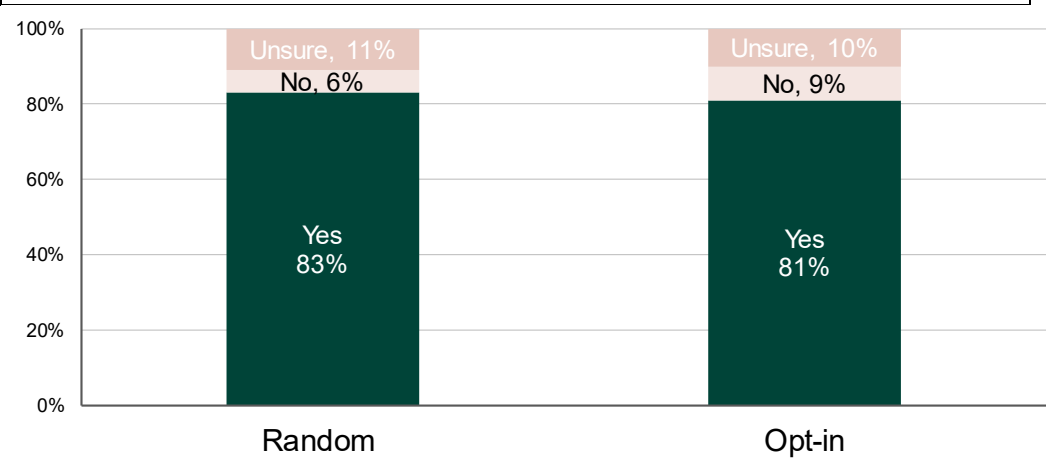


Figure 4 - Do you have a least preferred scenario

While residents were slightly less likely to have a least preferred option than a preferred option, around 80% of both samples still felt there was an option they did prefer least.



Within the opt-in survey, those living near Roseville Station were most likely to have a least preferred option (87%) together with those living within a 400-metre radius of any of the four stations (85%).

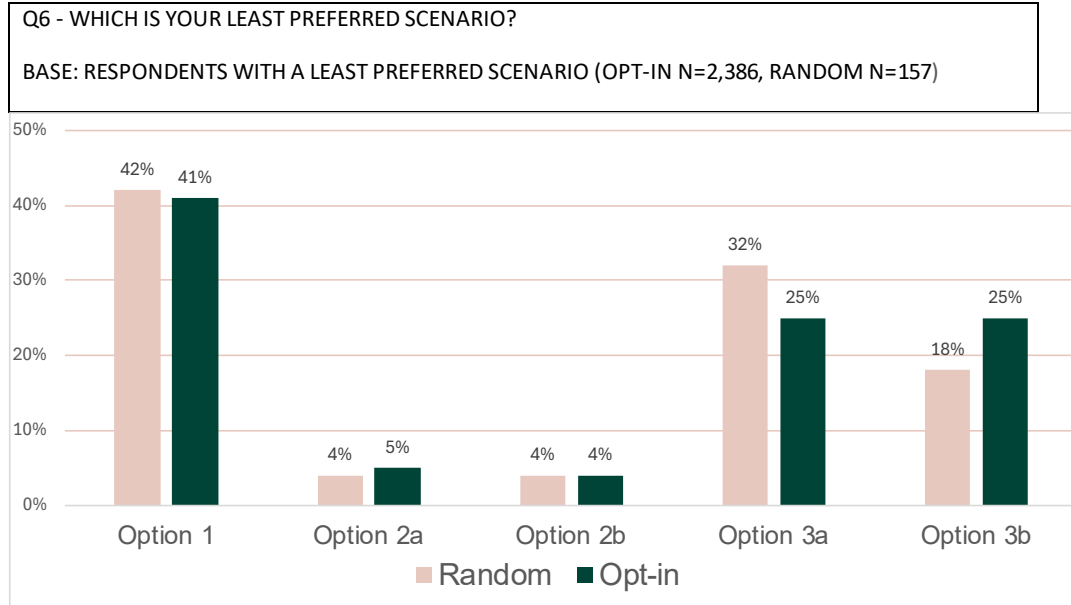


Figure 5 - Least preferred scenarios

Option 1 was the least preferred by +/- 41% of residents across both surveys, with Option 3a the second least liked alternative and then Option 3b. Options 2a and 2b had negligible opposition – hence becoming the least polarising or controversial alternatives.

For the opt-in survey, Option 3b was least preferred by residents living near Lindfield Station (35%, vs. 28% for Option 1). All other cohorts least preferred Option 1.

For the random survey, results were consistent by age, gender, length of residence and proximity to train stations.

The table below, shows opt-in results for the three “least desirable” options, Options 1, 3a and 3b, broken down by proximity to specific train stations:

Nearest station	Less than 400m			400-800m			800+m		
	Option 1	Option 3a	Option 3b	Option 1	Option 3a	Option 3b	Option 1	Option 3a	Option 3b
Lindfield	22%	37%	36%	28%	23%	40%	33%	33%	29%
Roseville	33%	17%	30%	54%	14%	26%	58%	13%	23%
Killara	51%	17%	13%	58%	22%	15%	53%	16%	20%
Gordon	33%	31%	17%	30%	32%	32%	36%	36%	21%
TOTAL	34%	25%	26%	41%	23%	30%	42%	28%	23%

Table 4 - Least preferred scenario (Options 1, 3a and 3b only) by proximity to train stations

This indicates that:

- Option 1 had the highest “least preferred” rating across each station radius
- However, for those living within 400 metres of Lindfield Station, Option 3b was significantly more likely to be rated as “least preferred” than Option 1 (36% and 22% respectively)



- Conversely, those living in proximity to Killara and Gordon Stations were significantly more likely to oppose Option 1 than Option 3b

Respondents were asked why they least preferred one particular option. A random selection of these comments has been coded into themes, with the major responses (ranked from most to fifth most mentioned) shown in the table below:

LEAST PREFERRED SCENARIO	OPTION 1	OPTION 2A	OPTION 2B	OPTION 3A	OPTION 3B
Most mentioned	Destruction of heritage conservation areas	Negative impact on heritage and conservation areas	Building heights excessive	Building heights excessive	Building heights excessive
Second most	Negative environmental impact	Excessive building heights	Insufficient heritage protection	Negative impact on local infrastructure	Negative impact on local infrastructure
Third most	Negative impact on community and lifestyle	Incompatibility with local planning principles	Negative environmental impact	Loss of community character	Unfair distribution of development
Fourth most	Criticism of "one size fits all" approach	Unfair and inequitable development	Destruction of heritage areas	Environmental and visual amenity concerns	Loss of community character
Fifth most	Distrust in Government and/or developers	Loss of privacy and amenity	Poor community and aesthetic appeal	Privacy and safety issues	Environmental concerns

Table 5 - Reasons for least preferred option

(Note, all comments have been sent to Council in a separate document)

The table below, shows the most and least preferred options netted out (i.e. most minus least):

Random		PREFERRED	LEAST PREFERRED	NET PREFERENCE
	Option 1	26%	42%	-16%
	Option 2a	20%	4%	16%
	Option 2b	9%	4%	5%
	Option 3a	10%	32%	-22%
	Option 3b	36%	18%	18%
Opt-in		PREFERRED	LEAST PREFERRED	NET PREFERENCE
	Option 1	25%	41%	-16%
	Option 2a	18%	5%	13%
	Option 2b	10%	4%	6%
	Option 3a	14%	25%	-11%
	Option 3b	33%	25%	8%

Table 6 - Net preferences



This indicates that for both surveys, Options 1 and 3a were the most polarising among Ku-ring-gai residents. Option 2a appears to be the least controversial scenario – being moderately well supported, and with negligible opposition.

Priorities to support more housing

Respondents were next asked which 11 specific outcomes they felt were most important in delivering additional housing to the Ku-ring-gai LGA. So as to better isolate “true” importance, the question used a skewed 4-point importance scale: unimportant, important, very important and critical.

The table below, shows the proportion of respondents saying an outcome was very important or critical. The responses are ranked from (opt-in survey) most to least important.

Q8. HOW IMPORTANT ARE THE FOLLOWING OUTCOMES TO YOU IN DELIVERING MORE HOUSING? (THOSE SELECTING “VERY IMPORTANT” OR “CRITICAL”)	
BASE: ALL RESPONDENTS (OPT-IN N=2,946, RANDOM N=193)	

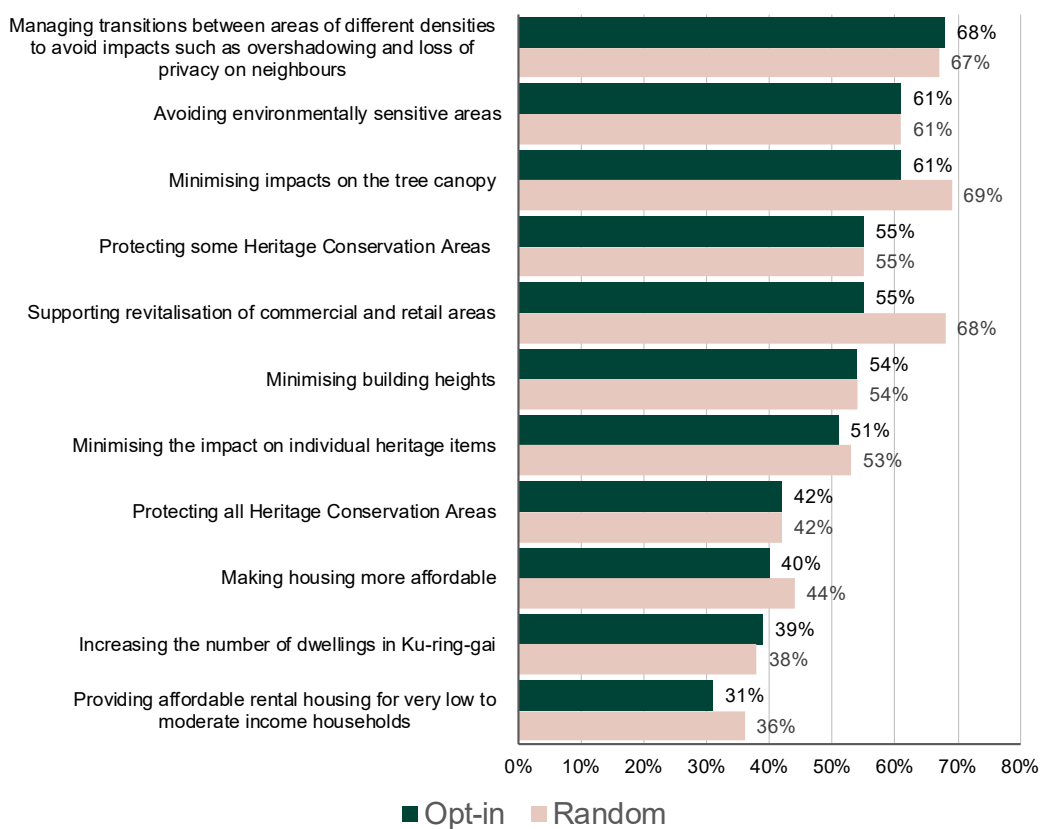


Figure 6 - Importance of specified outcomes in supporting more housing

Firstly, it can be seen that (other than minimising impacts on tree canopy, and supporting revitalisation of commercial and retail areas), responses were very similar between the two surveys.

The key issues of concern across both surveys were managing transitions, minimising impact on tree canopy, avoiding environmentally sensitive areas, minimising building heights and protecting some heritage areas.



Outcomes least likely to be rated of high or critical importance included providing affordable rental housing for low to moderate income households, increasing the number of dwellings and making housing more affordable.

The table below, shows the mean (average) importance scores for each outcome – with 4.0 being the highest possible score and 1.0 being the lowest:

Desired outcome	Mean (Opt-in)	Mean (Random)
Managing transitions between areas of different densities to avoid impacts such as overshadowing and loss of privacy on neighbours	3.01	3.03
Avoiding environmentally sensitive areas	2.88	2.90
Minimising impacts on the tree canopy	2.87	2.96
Minimising building heights	2.72	2.69
Protecting some Heritage Conservation Areas	2.71	2.70
Supporting revitalisation of commercial and retail areas	2.71	2.96
Minimising the impact on individual heritage items	2.59	2.64
Making housing more affordable	2.41	2.45
Increasing the number of dwellings in Ku-ring-gai	2.33	2.32
Protecting all Heritage Conservation Areas	2.30	2.34
Providing affordable rental housing for very low to moderate income households	2.17	2.20

Table 7 - Mean outcome importance scores (highest to lowest)

Predictably, this shows a similar pattern of results to those in, with managing transitions, avoiding environmentally sensitive areas and minimising impacts on the tree canopy again the highest priority items. Increasing housing stock to improve affordability was at the bottom of the list.

Additional infrastructure sought

Respondents were then asked which of ten specific infrastructure items were most important in delivering addition housing in Ku-ring-gai. Again, the question used a skewed 4-point importance scale: unimportant, important, very important and critical.

The figure overleaf shows the proportion of respondents saying an outcome for each of these infrastructure priorities was very important or critical³. The responses are ranked from (opt-in survey) most to least important.

Q9 HOW IMPORTANT IS THE PROVISION OF THE FOLLOWING INFRASTRUCTURE TO SUPPORT MORE HOUSING? (THOSE SELECTING “VERY IMPORTANT” OR “CRITICAL”)

BASE: ALL RESPONDENTS (OPT-IN N=2,946, RANDOM N=193)

³ Note that the final two items were added too late to be included in the opt-in survey.



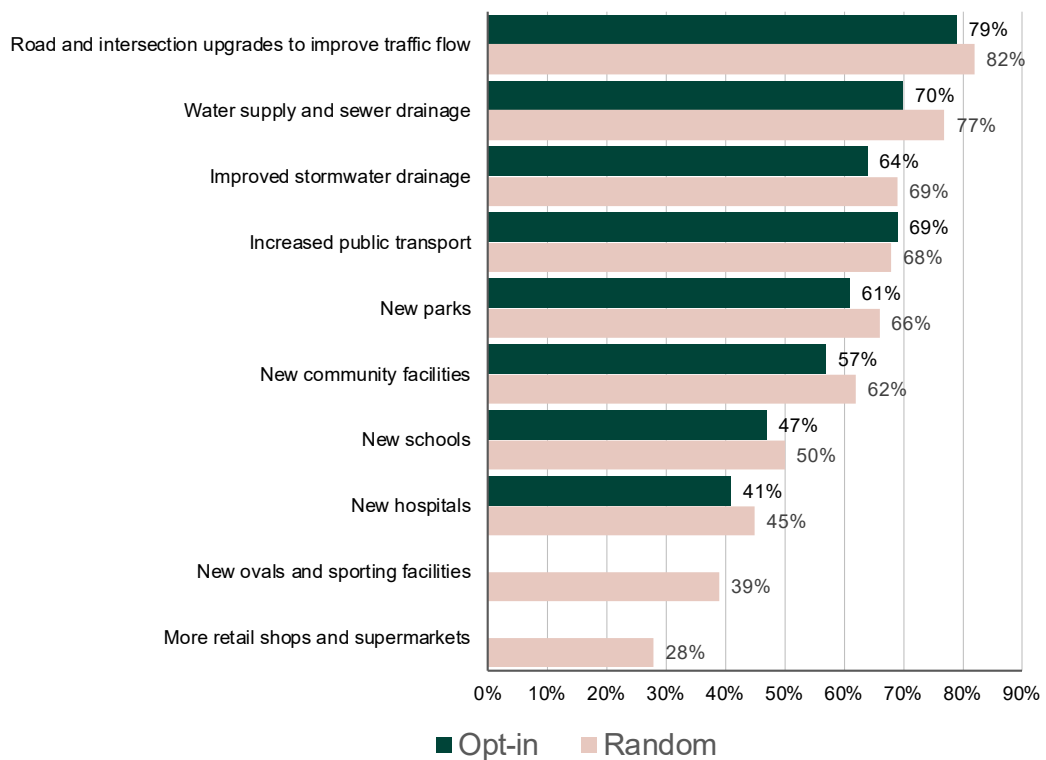


Figure 7 - Importance of specific infrastructure items in supporting more housing

Roads and improved traffic flow topped the infrastructure “wish list”, followed by water supply/sewerage, stormwater drainage, increased public transport and new parks/green space. However, residents were quite pragmatic in de-prioritising new schools or hospitals.

Again, findings were relatively consistent between the two surveys.

The table below, shows the mean (average) importance scores for each outcome – with 4.0 being the highest possible score, and 1.0 being the lowest:

Desired infrastructure	Mean (Opt-in)	Mean (Random)
Road and intersection upgrades to improve traffic flow	3.29	3.32
Water supply and sewer drainage	3.11	3.16
Increased public transport	3.04	3.02
Improved stormwater drainage	2.98	2.96
New parks	2.85	2.85
New community facilities	2.77	2.80
New schools	2.56	2.59
New hospitals	2.41	2.45
New ovals and sporting facilities	NA	2.39
More retail shops and supermarkets	NA	2.00

Table 8 - Mean infrastructure importance scores (highest to lowest)

Findings were once again extremely consistent between the two surveys. While results are similar to those shown on the previous page, increased public transport has jumped one space in the priority rankings.



Residents were also asked to nominate any other infrastructure they felt was necessary to support additional housing. For simplicity's sake results for this open-ended question have been merged across both surveys and then coded to identify key themes. Results are shown in the figure below.

Q9A OTHER THAN WHAT'S LISTED ABOVE, CAN YOU IDENTIFY ANY ADDITIONAL INFRASTRUCTURE REQUIRED TO SUPPORT MORE HOUSING?

BASE: ALL RESPONDENTS WHO ANSWERED (N=2114, BOTH SURVEYS)

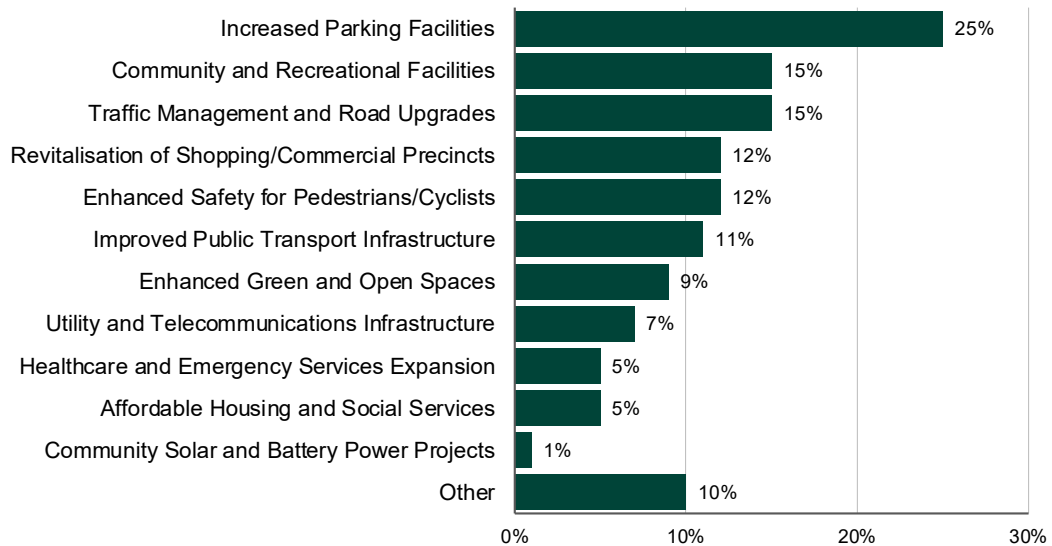


Figure 8 - Other infrastructure sought

Parking was the number one issue raised, by one in four of the respondents. Additional community and recreational facilities were the next most mentioned wish (15%) together with traffic management road upgrades (also 15%). (The fact that this was on the previous list suggests this issue was very much top-of-mind for local residents.)

Revitalisation of the shopping and commercial precincts, enhanced safety for pedestrians and cyclists and improved public transport also attracted numerous comments.

(The full list of suggestions has been sent separately to Council.)



Drop-in session overview

Dates / locations:

- Monday 2 December 2024, 6pm - 8pm / in person, Ku-ring-gai Council Chambers customer service area
- Saturday 7 December 2024, 10am - 12pm / in person, Gordon Library

Targeted group: Residents or business owners from the suburbs of Roseville, Killara, Lindfield or Gordon.

Format summary: Drop-in sessions were held for two hours each. The community asked specific questions about the scenarios with a member of the Council planning team. Maps and brochures available as well as a paper copy of the opt-in survey.

Workshop objectives:

- Opportunity for the community to ask specific questions relevant to their property and view maps, brochures and collect a paper survey.
- Capture a range of community feedback and suggestions about each TOD scenario.
- Use feedback to help Council with decision making.

Snapshot of attendees:

Address (suburb)	Drop-in session 1 Monday 2 December 2024	Drop-in session 2 Saturday 7 December 2024
Total number of attendees: 51	24	27
Killara	4	4
Gordon	8	13
Lindfield	3	5
Roseville	7	5
Pymble	1	0
St Ives	1	0

Table 9 - Drop-in attendees



Workshop overview

Dates: Wednesday 4 and Wednesday 11 December 2024, 6:30pm - 8:30pm

Platform: In-person at the Ku-ring-gai Council Chambers

Targeted group: Recruited residents or business owners from the suburbs of Roseville, Killara, Lindfield, or Gordon.

Format summary: Two facilitated groups workshops. Participants sat on five tables of around six community members with one member of Council's planning team on each table. Each table appointed a community member as a scribe.

Workshop objectives:

- Capture a range of community feedback and suggestions about each TOD scenario.
- Use feedback to help Council with decision making.

Targeted engagement workshop approach

Both workshop sessions were identical and commenced with a presentation from Council about each of the five scenarios. Participants were then asked which scenario they preferred and to provide a brief explanation about why, through the online polling application Slido. This was to ensure that their responses appeared on the screen while remaining anonymous.

The group then participated in the main activity which was to write down their feedback about the opportunities and challenges of each of the five scenarios.

The session concluded with a series of questions via another online poll. Participants were asked via Slido if their preferred scenario had changed and why. They were then asked again to select their preferred scenario.

The feedback and insights gathered during both sessions will serve as information to help Council with their decision making about the preferred scenario which will be provided to the NSW Government.

Participants

Participants were independently recruited by Taverner Research during a recruitment pop-up near the Roseville and Gordon train stations over a two-day period in November 2024. They were recruited with the intention of providing a spread of demographics including age and gender and qualification metrics including:

- Must live in or own a business in Roseville, Killara, Lindfield, or Gordon
- Not be a Council employee.

They were asked to provide a range of personal details including:

- Name
- Suburb of residence
- Age
- Gender
- Time spent in the LGA
- Rent or own
- Speak another language other than English
- Language spoken at home
- Nearest train station
- How close to train station
- For homeowners – own or operate a business within 400m to train station
- For renters – own property or operate a business within 400m
- If own a property within 400m – which stations are these

Each participant was paid a \$130 voucher after attending the workshop.

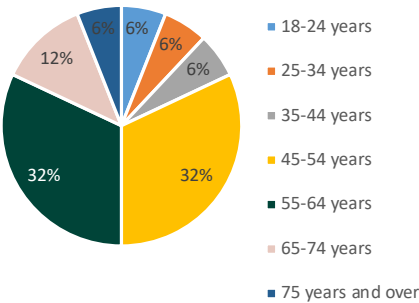


Snapshot of workshop participants

	Workshop 1 Wednesday 4 December 2024	Workshop 2 Wednesday 11 December 2024
Total number of participants: 65	34	31
Gender split:	18 women, 16 men	14 women, 17 men
18-24 years	2	1
25-34 years	2	5
35-44 years	2	4
45-54 years	11	7
55-64 years	11	8
65-74 years	4	2
75 years and over	2	3

Table 10 - Workshop demographics

Demographics - Workshop 1



Demographics - Workshop 2

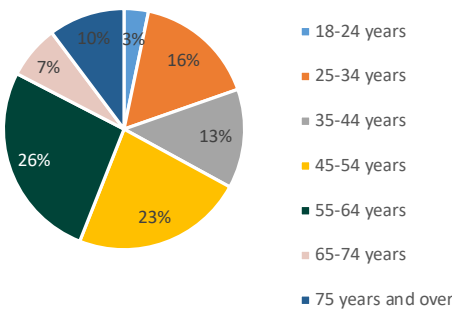


Figure 9 – Demographics of workshops

Recruited workshop outcomes

Recruiting participants independently was an effective way to ensure a broad demographic mix, capturing diverse viewpoints that might not emerge in self-selected or open-invitation forums.

Both workshops comprised a near-equal gender split, ensuring that male and female perspectives were equally considered in discussions.

The workshops successfully engaged participants across different life stages, from young adults (18-24) to older community members (75+). While middle-aged groups (45-64) had the highest representation, younger and older demographics were also included, ensuring a more well-rounded discussion.



Open consultations often attract a narrow subset of the community, typically those with strong opinions or vested interests. By independently recruiting participants the workshops avoided this bias, ensuring a more representative cross-section of the population.

The recruited approach included people from various backgrounds, including long-term residents, new arrivals, working professionals, retirees and young adults. This mix ensured that discussions reflected a range of priorities such as housing needs, transport accessibility, environmental concerns and heritage preservation.

By structuring the workshops to include participants across different demographics, the engagement process provided a more equitable and informed foundation for decision-making.



Overview of workshop questions

The online polling application Slido was used to ask the group a series of questions at the beginning and the end of each session. This allowed the participants to share their opinion and feedback in live time with the group on the screen while remaining anonymous. This also allowed us to measure any changes in preferred scenario by participant and any changes in sentiment. Questions included:

Start of workshops:

- Q1: With what you currently know about the housing supply options, what is your preferred scenario?
- Q2: Briefly explain why you chose your preferred scenario or why you do not have a preferred scenario?

End of workshops:

- Q3: With what you learned during this workshop, have you changed your preferred scenario? (participants to choose from yes, no, unsure)
- Q4: Briefly explain your reason.
- Q5: With what you currently know about the housing supply options, what is your preferred scenario?

Q1: With what you currently know about the housing supply options, what is your preferred scenario?

Participants were asked to indicate their preferred scenario at the start of the workshop, they had reviewed the information provided (brochure and link to Council website) and watched the presentation by Council about each scenario. Below are the results of the poll for both workshops. Scenario 3b was the preferred option at both workshops, and Scenario 2a was the second preferred option at both workshops.

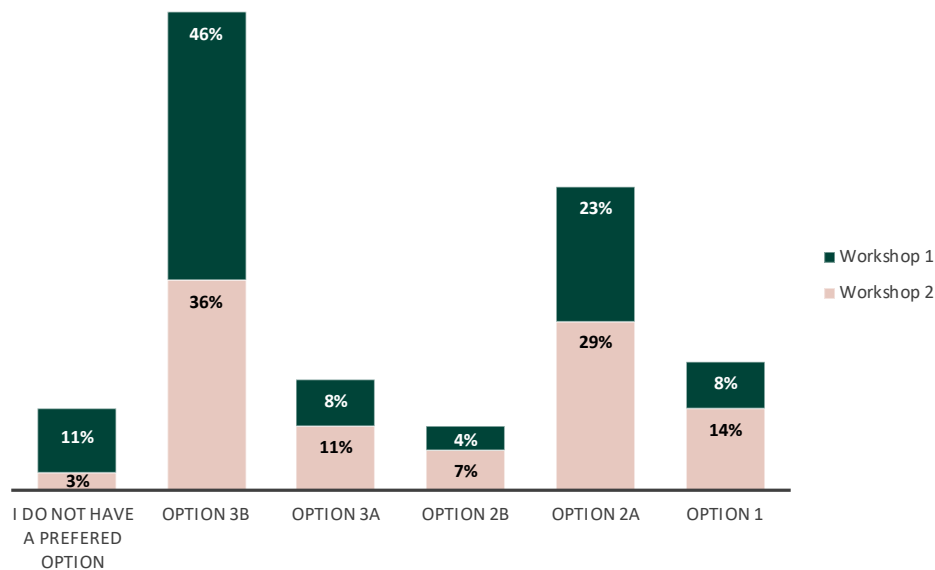


Figure 10 - Preferred scenarios



Q2: Briefly explain why you chose your preferred scenario or why you do not have a preferred scenario?

Participants were asked to explain their selection. A summary of their sentiment is provided below. Their detailed responses are provided in Appendix 1a

Option 1

The overall sentiment for participants who selected Option 1 reflected a mix of caution and practicality. While participants acknowledge the inevitability of development, they emphasise the importance of protecting the area's character and liveability. There is some optimism about thoughtful and targeted growth but resistance to overdevelopment and the associated risks.

- *"It is inevitable that the area will be developed eventually."*
- *"Think very tall buildings will permanently change the character of the area and make it undifferentiated from other areas like Epping and Macquarie."*
- *"Bringing in the additional traffic will only make the area a nightmare to travel through peak hour."*
- *"We have to challenge what is considered heritage or conservation. We must challenge and adopt for the future."*

Option 2a

The overall sentiment for Option 2a was positive, with participants recognising it as a well-balanced, practical and moderate approach to development. Its focus on preserving the area's character, heritage, and environmental appeal while enabling sensible density makes it an appealing compromise. However, there remains strong resistance to overly tall buildings, reinforcing the desire for controlled and thoughtful urban growth.

- *"The scenario agrees with all of council's planning principles apart from partial to HCA preservation."*
- *"Good balance of preserving character, HCA, and canopy but creating density."*
- *"2a is a pragmatic, feasible, financially viable option and probably getting more support from state government compared to other options."*
- *"Best compromise – limits height of buildings and sprawl of development while still protecting heritage items to a good level."*

Option 2b

The sentiment towards Option 2b was generally favourable, with participants noting its low-impact and equitable approach. However, the lack of additional detail or strong enthusiasm in the comments suggests it may be seen as a safe but less transformative option compared to others. (Note: no one in Workshop 1 provided a comment about this option).

- *"Least overall impact."*
- *"Greater equity between centres."*

Option 3a

The sentiment for Option 3a was mixed. While participants value its environmental protections, minimal residential impact, and alignment with transport hubs, the reluctant endorsement indicates some dissatisfaction with the overall choices. The option is perceived as a compromise that prioritises preserving the area's unique natural and residential character.

- *"Keep development close to existing transport hubs."*
- *"Prevent a largescale mosquito problem from the reduction in tree frog population due to the tree canopy being impacted."*
- *"It's the best option out of a bad lot of options!"*



Option 3b

The overall sentiment for Option 3b was overwhelmingly positive, with participants seeing it as the best compromise between development and preservation. It was considered sensitive to the local environment and heritage, practical in meeting housing targets and aligned with Council's planning principles. While concerns about excessive building heights persist, the option was viewed as the most effective in balancing growth with maintaining the character of Ku-ring-gai.

- *"Preserves the streetscape of the suburbs – trees and heritage."*
- *"3b seems to be the best compromise – housing targets achieved but heights managed and HCA and canopy protection."*
- *"3b is the closest scenario to ideal which would involve development along main roads, for example, Boundary Street."*
- *"Above all, any building height over 15 storeys is NOT good."*
- *"Achieves the closest match with council's planning principles. Perhaps does the best in maintaining Ku-ring-gai's existing appearance, feel, features, and neighbourhood."*
- *"The apartments are mostly built together; the streetscape looks neater."*

I do not have a preferred scenario

The sentiment reflected a mix of frustration and cautious reflection. While participants appreciated the opportunity to refine their understanding, the absence of key details limited their ability to confidently support or oppose specific scenarios.

- *"I have a better idea of what is less desirable."*
- *"I am some way from the affected areas."*



Figure 11 - The workshop attendees participating in one of the two workshops



Q4: With what you learned during this workshop, have you changed your preferred scenario?

At the conclusion of the workshop, participants were asked if they had changed their preference. In workshop 1 22% said they had changed their preference, compared to a third of participants (31%) in workshop 2. Most participants didn't change their preference (72% in workshop 1 and 62% in workshop 2).

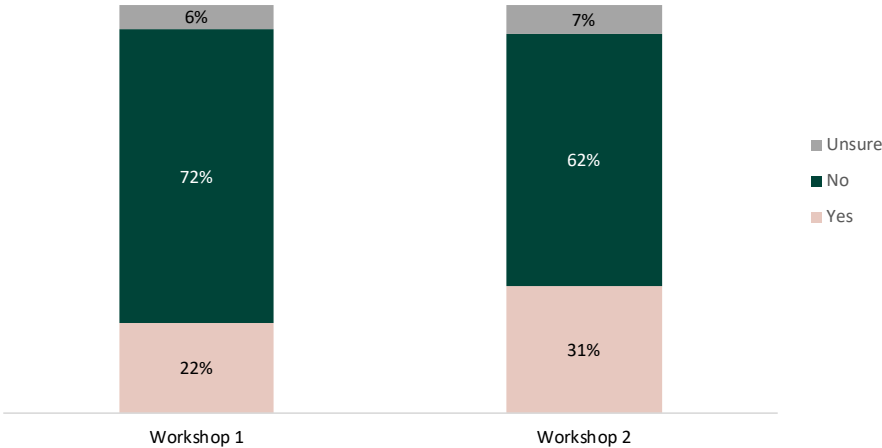


Figure 12 - Change of preferred scenarios



Q5: Briefly explain your reason

Participants provided an explanation – a summary of their responses is provided below. A detailed summary of their responses is provided in Appendix 1a. Responses from both workshops are combined.

Yes responders

The ‘Yes’ responders indicate that participants valued the workshop for enhancing their understanding of the scenarios and helping them appreciate other perspectives. This led to changes in preferences for some and reaffirmed choices for others, reflecting thoughtful engagement and a willingness to compromise.

- *“Visualisation of how each scenario would impact our environment changed my mind.”*
- *“Understanding the scenarios in more detail.”*
- *“I have been able to listen to other opinions and have also liked in more detail after Bill explained them.”*
- *“Same scenario group but understand the benefits better after hearing other views.”*

No responders

Participants who did not change their minds demonstrated confidence in their initial preferences, supported by prior reflection, alignment with personal priorities or a lack of compelling reasons to shift. While the workshop enhanced understanding and reinforced decisions, it rarely presented alternatives strong enough to prompt a change.

- *“The workshop explained the scenarios well and helped me to support my original choice.”*
- *“I had pre-read the scenarios so had an idea coming into this evening.”*
- *“I had looked at the options several weeks ago and thought at length about the pros and cons.”*
- *“We didn’t change because we still don’t want to be surrounded by multi-storey buildings. Also keeps the character of Roseville and Killara.”*
- *“Advantages of other scenarios have not changed my mind.”*
- *“The problems are huge and unlikely to change. I realise that we have to select one scenario, but the choices are not palatable.”*

Other

Participants who chose ‘other’ reflected frustration with the perceived lack of comprehensive planning, particularly around infrastructure, and the difficulty of reconciling the compromises inherent in each scenario.

- *“Still badly planned with no information about infrastructure.”*
- *“There are pros and cons for each scenario. So it’s a question of trade-offs. To each his own.”*



Q6: With what you currently know about the housing supply options, what is your preferred scenario?

Participants were asked again, at the conclusion of the workshop what their preferred scenario was. A comparison has been provided below for both workshops.

This table shows the shifts in preference for various options across two workshops, from the start to the conclusion.

	Workshop 1		Workshop 2	
	Start	End	Start	End
Option 1	8%	3%	14%	13%
Option 2a	23%	38%	29%	22%
Option 2b	4%	7%	7%	4%
Option 3a	8%	3%	11%	4%
Option 3b	50%	48%	36%	57%
I don't have a preferred scenario	8%	0%	3%	0%

Table 11 - Preferred scenario shifts

Key findings:

Option 3b ("Preserve, intensify, and expand") emerged as the preferred choice by participants in both workshops, with its support increasing dramatically in Workshop 2. Option 2a also performed well in Workshop 1 but lost some traction in Workshop 2. Options 1, 2b, and 3a were consistently less favoured, suggesting a strong preference for more expansive and transformative scenarios among participants.

Option 1 (Existing NSW Government controls retained):

- Declined slightly in both workshops, from 8% to 3% in Workshop 1 and from 14% to 13% in Workshop 2. This indicates that this option was not favoured overall.

Option 2a (Safeguard and intensify):

- Gained significant support in Workshop 1, rising from 23% to 38%.
- Declined in Workshop 2, falling from 29% to 22%.

Option 2b (Minor amendments to existing NSW Government controls):

- Consistently low support in both workshops, with small fluctuations between 4% and 7%.

Option 3a (Preserve and intensify):

- Dropped in Workshop 1, from 8% to 3%, and decreased in Workshop 2 from 11% to 4%, making it one of the least popular options.

Option 3b (Preserve, intensify, and expand):

- The clear favourite in both workshops, with minor changes in Workshop 1 (50% to 48%) and significant growth in Workshop 2 (36% to 57%).

"I don't have a preferred scenario":

- Decreased completely in both workshops, from 8% to 0% in Workshop 1 and 3% to 0% in Workshop 2, showing high engagement with the scenarios provided.



Group activity 1 – Opportunities and challenges of each TOD scenario

Participants were given butchers paper and worked in groups of 6-8 community members, along with a member from the Council's planning team on each table. They worked through each scenario to come up with a list of opportunities and challenges for each. The results from both workshops have been combined and a summary of feedback is outlined by theme below.

What we heard:

The main themes that emerged across both workshops included:



Heritage
protection



Character and
amenity



Development,
planning, height



Infrastructure, traffic,
transport



Environmental



Other



Figure 13 – Attendees participating in the group activity



Scenario 1 – Existing NSW Govt controls retained

Insights – Opportunities

Participants expressed that Scenario 1 would offer a balanced and evenly distributed approach to development. Building heights are fairly distributed on each side of the highway, maintaining visual consistency. The development focuses on areas close to public transport, improving access and supporting sustainable travel. It would provide much-needed housing while avoiding dividing heritage areas and helping to refresh the area.

Insights – Challenges

Participants expressed concerns about Scenario 1, particularly risks to heritage protection, loss of tree canopy and the potential for poorly planned one-size-fits-all development that compromises the established character of Ku-ring-gai. Participants highlighted potential pressure on existing infrastructure such as increased traffic, utilities, community services and parking due to the increase in population. Participants raised that it would impact sensitive environmental areas and create water run-off issues. Other concerns were raised including integration issues between high and low-density areas, impacting neighbourhood character.

Opportunities	Challenges
<p>Heritage protection:</p> <ul style="list-style-type: none"> Does not divide heritage areas <p>Character and amenity:</p> <ul style="list-style-type: none"> Refresh / revitalise centres <p>Development and planning controls / building heights or location:</p> <ul style="list-style-type: none"> Spread out buildings Balanced building height Less height fairly distributed each side of highway Development equal across the transport-oriented development areas Six storey limit which is appropriate Lowest overall height sharing pain Less overshadowing <p>Infrastructure / traffic / transport:</p> <ul style="list-style-type: none"> Closer to station to access public transport Spread over greater area so potentially less traffic issues <p>Other:</p> <ul style="list-style-type: none"> Increases much-needed housing 	<p>Heritage protection:</p> <ul style="list-style-type: none"> No HCA protection Worst option to preserve heritage <p>Character and amenity:</p> <ul style="list-style-type: none"> Changing the area in an unsympathetic manner Potential concrete jungle Doesn't fit the character that is well established in Ku-ring-gai including heritage and treescapes Loss of amenity Lack of respect for the unique qualities of the area Village centre less likely to be revitalised Clutter - heritage butts up against apartment blocks <p>Development and planning controls / building heights or location:</p> <ul style="list-style-type: none"> Development speed Control given to developers Issues with interfaces between high and low density Quality issues of redevelopment due to the amount Plan is ad-hoc, one size fits all, poor detail in the planning Impacts on property prices Can go higher than six stories in Gordon blanket approach is inappropriate <p>Infrastructure / traffic / transport:</p> <ul style="list-style-type: none"> Traffic - long wait times and danger Parking challenges around public transport areas Pressure on utilities and transport Increase in population will need more community facilities <p>Environmental:</p> <ul style="list-style-type: none"> Loss of tree canopy Impacts on sensitive environmental areas Water runoff issues Creates boundaries with no concern for nature <p>Other:</p> <ul style="list-style-type: none"> No comments



Scenario 2a – Safeguard and intensify

Insights – Opportunities

Participants expressed that this scenario would partially protect Heritage Conservation Areas (HCA), ensuring some heritage elements are preserved while revitalising key centres. The scenario focuses development in areas with existing infrastructure, such as Gordon and Lindfield commercial precincts and emphasises compact growth, particularly on the western side of the Pacific Highway. Development would involve full streets rather than fragmented areas. Environmentally, Scenario 1 would provide greater protection for the tree canopy and prioritises deep soil zones (up to 50%) compared with lower provisions in Scenario 1.

Insights – Challenges

Participants conveyed concerns with Scenario 2a regarding heritage, development integration, infrastructure and the environment. Some stated that heritage protections in Roseville and Lindfield would be inadequate, with risks to first-generation federation homes and iconic streets in Roseville. Specific challenges were noted including the proposed building heights in Hill Street and potential increase in traffic congestion, pressure on street parking and difficulties accessing public transport or key centres, especially in Gordon.

Environmentally, concerns were raised about the risks to the tree canopy, exacerbating environmental impacts and could create heat and cooling challenges, particularly on the western side of the proposed development area.

Opportunities	Challenges
Heritage protection <ul style="list-style-type: none"> Partial HCA protected Allows preservation around heritage items Character and amenity <ul style="list-style-type: none"> Revitalised centres Keeping character of North Shore Reinforces current commercial centres such as Gordon Protects character of east side Better design and new services to bring in such as cinemas Reflect suburb hierarchy via large train station Gordon should have been developed, this now is enables it to be developed More attention to Gordon and Lindfield commercial precincts for development - existing infrastructure in place Full streets involved, no cut off mid-street Manages transitions better supporting village centres Focus around local centres Development and planning controls / building heights or location: <ul style="list-style-type: none"> Development together and more compact More development on western side of Pacific Highway 15 storeys in Lindfield is good, it already has high rises 20 stories in Gordon is OK More focused commercial development Financial viability Good mix of high and lower storey buildings Convenience of 400 metres spread to train and transport More set back possible Infrastructure / traffic / transport: <ul style="list-style-type: none"> Killara public school opposition Infrastructure easier to manage 	Heritage protection: <ul style="list-style-type: none"> Heritage in Roseville and Lindfield not adequately protected First generation federation homes gone Load St heritage lost in Roseville 22% of heritage areas lost mostly near stations Loses a lots of Roseville's heritage areas and not Killara why? Leaves some heritage areas to be developed - not sharing the pain Character and amenity: <ul style="list-style-type: none"> Destroys best streets of Roseville Taller buildings will permanently change the character of the area and traffic congestion is highly likely Development and planning controls / building heights or location: <ul style="list-style-type: none"> Integrating 5 to 8 storeys will be challenging 15 storeys on Hill Street will be very challenging 25 storeys is too high Ten storeys in Killara is too high the maximum should be six to eight Unfair focus on Gordon East side residential potentially developed Less diverse housing Makes difficult to deliver based on property ownership and commercials Infrastructure / traffic / transport: <ul style="list-style-type: none"> Cause traffic around single houses Impacts to street parking Impact to people getting to developed areas or to public transport Traffic in Gordon will struggle Infrastructure doesn't support population growth



Environmental:

- Protects some tree canopy
- More deep soil (50%) as opposed to 7% deep soil in TOD
- Trees can be near height of buildings rather than much shorter
- Minimises tree canopy loss
- The Blue Zone has deep soil
- More attractive with trees and deep soil

Other:

- No comments

- Practicalities of living in these areas is not considered e.g parking
- Aged care planning

Environmental:

- Environmental impacts with height
- Tree canopy challenges / loss with higher development
- Heat on western side of development and cooling implications
- No more green space

Other:

- No comments



Figure 14 - Attendees participating in the workshop



Scenario 2b – Minor amendments to existing NSW Govt Controls

Insights – Opportunities

Participants highlighted that this scenario would offer a more balanced approach to development, with improved heritage protection compared with Scenario 1. They expressed that it would maintain the character of the area by keeping buildings in line with the existing style while revitalising commercial centres and bringing life into these spaces.

It would allow for some additional development in Gordon, although participants noted that it would not be as extreme as Scenario 2a and would spread the built-up area with lower building heights. This more compact approach would support services and create opportunities to free up green space for parks. Additionally, it would provide the potential for development to blend into the landscape.

Insights – Challenges

Participants expressed that Scenario 2b would result in damage to existing HCAs and allow development within these protected zones without addressing future impacts. They expressed that it may compromise the character and amenity of the area, with participants describing the outcome as offering no major benefits and potentially "butchering" the region with messy streetscapes and transition problems of tall buildings next to small dwellings. Participants also noted that it would fail to fully maximise Gordon as a key centre, missing the opportunity to make better use of its potential. From an infrastructure perspective, participants expressed that this scenario would exacerbate heavy traffic issues in the area. Environmentally it would not protect sensitive areas, impact the tree canopy and destroy the existing environmental character of the North Shore. Participants emphasised the need to ensure open space is increased alongside any increase in development height.

Opportunities	Challenges
<p>Heritage protection:</p> <ul style="list-style-type: none"> Saving heritage compared to Scenario 1 <p>Character and amenity:</p> <ul style="list-style-type: none"> Bring life into commercial areas Keep building in character A bit more development in Gordon but not as extreme as Scenario 2a A bit more variation between village centres Evenly distributed across suburbs <p>Development and planning controls / building heights or location:</p> <ul style="list-style-type: none"> Spreads the built-up area Less height 15 storeys maximum looks after some properties further from the station Some commercial development Similar to current TOD – State govt might like that More space for commercial centres Building heights are good at 15 storeys <p>Infrastructure / traffic / transport:</p> <ul style="list-style-type: none"> Compact for services better use of existing road infrastructure More spread out traffic flow away from the highway <p>Environmental:</p> <ul style="list-style-type: none"> Opportunity for freeing up more green space if development goes higher more potential room for parks etc More opportunity to blend the development into the landscape Retains topography more than Option 2a <p>Other:</p> <ul style="list-style-type: none"> No comments 	<p>Heritage protection:</p> <ul style="list-style-type: none"> Development in heritage areas Destroys the HCAs in all areas and plan does not go further to address further development More spread out into heritage areas Heritage items preserved but isolated by development <p>Character and amenity:</p> <ul style="list-style-type: none"> Entire area is butchered No major benefits Need to maximise Gordon as a centre and it does not make the full use of opportunity Messy streetscapes Transition problems - apartments next to small dwellings <p>Development and planning controls / building heights or location:</p> <ul style="list-style-type: none"> Below the developer sweet spot bringing down quality High rise housing located alongside existing housing Tall buildings and their negative effects <p>Infrastructure / traffic / transport:</p> <ul style="list-style-type: none"> Heavy traffic in the area Infrastructure Doesn't support population growth <p>Environmental:</p> <ul style="list-style-type: none"> Removal of protection to environmental areas Sensitive areas rezoned Destroy existing character of the North Shore in terms of environment Loss of deep soil similar challenges to Scenario 1 Need to ensure that open space is increased as the height of development is increased Significant tree canopy loss <p>Other:</p> <ul style="list-style-type: none"> A compromise that does not work

Scenario 3a – Preserve and intensify



Insights – Opportunities

Participants highlighted that this scenario would offer strong protection for HCAs and federation homes. It would promote design excellence for buildings in commercial precincts, revitalise centres and create new commercial opportunities. The scenario would contain large-scale development effectively with taller buildings—such as 45-storey options—offering good views. From an infrastructure perspective it may lead to increased services and address Sydney's long-term growth needs, providing a more visionary approach to future planning. Environmentally this scenario would create better opportunities for deep green trees and enhance green spaces.

Insights – Challenges

Participants raised concerns regarding the impact on character and amenity, particularly the suitability of units around schools in Roseville, a lack of Council oversight for aesthetics and community amenity. Participants raised the potential for the area to lose its character stating it may become a “concrete jungle”. Participants felt that 45-storey buildings in Gordon were unlikely and expressed concerns that buildings would be too tall, with uneven distribution of built-up areas and questionable commercial viability. Infrastructure concerns included traffic issues around school pick-up times, as well as significant impacts on transport, parking, and utilities. Environmentally, participants were concerned about the potential for state government funding for parks, as well as the overwhelming scale of 45-storey buildings.

Opportunities	Challenges
<p>Heritage protection:</p> <ul style="list-style-type: none"> A lot of protection for federation homes Preserves heritage (particularly streetscape volume, density and flora) Preserves all heritage in Killara and Roseville <p>Character and amenity:</p> <ul style="list-style-type: none"> Design excellence for buildings in commercial precincts Revitalised centres and commercial opportunities Less impact on low density residential Establish two ‘town centres’ and less impact on Roseville and Killara <p>Development and planning controls / building heights or location:</p> <ul style="list-style-type: none"> Contained large scale development 45 storeys has good views New buildings are very close to the station Isolates high rise to the hubs – manageable in Gordon and Lindfield Creates better access to the Gordon and Lindfield shops More residents closer to stations 45 Storeys in Gordon and Lindfield is OK Maximises commercial opportunity Delivers state govt target <p>Infrastructure / traffic / transport:</p> <ul style="list-style-type: none"> May increase services Addresses long-term needs for future growth in Sydney - more visionary Better funding for amenities e.g libraries, sport etc <p>Environmental:</p> <ul style="list-style-type: none"> Provides better opportunities for deep green trees and tree canopy 	<p>Heritage protection:</p> <ul style="list-style-type: none"> No comments <p>Character and amenity:</p> <ul style="list-style-type: none"> Units around schools not ideal for Roseville Lack of Council oversight for aesthetics and community amenity Absent character Impact to local commercial areas Ghetto and concrete jungle No town centre in Killara Impacts the look and feel of Ku-ring-gai “Eye-sore” in Gordon and Lindfield Big change in the area to North Shore <p>Development and planning controls / building heights or location:</p> <ul style="list-style-type: none"> Buildings way too tall and result in density creep (one tall building will lead to more) Not fair distribution of built-up areas Commercial viability questionable Lack of airflow and overshadowing Hugh building heights – especially Gordon and Lindfield. Even in Roseville 25 storeys - hard to be sympathetic to materials/codes “Meriton” affect (less owner control) <p>Infrastructure / traffic / transport:</p> <ul style="list-style-type: none"> Traffic issues around school pick up times Massive impact on transport, parking and utilities Infrastructure does not support population growth Big congestion around the massive buildings Blocks off the main road Need wider access to these large buildings <p>Environmental:</p> <ul style="list-style-type: none"> State government funding for parks etc Too large - 45 storeys will change the climate of the suburb <p>Other:</p> <ul style="list-style-type: none"> Too extreme compromise

Scenario 3b – Preserve, intensify and expand



Insights – Opportunities

Participants noted that this scenario would protect HCAs and ensure uniform preservation of heritage elements across the area. This approach would spread the development area, offering opportunities for high-density development in Gordon and Lindfield. Additionally, it would allow more building on the western side where there are already apartments. This scenario would enable higher development in more areas, providing better options for future generations. Environmentally it would protect heritage and the tree canopy to some degree. Participants noting that the natural slope of the land would also support the integration of development into the surrounding landscape and neighbourhood.

Insights – Challenges

Participants noted that Scenario 3b focuses on the west side of the Pacific Highway and the train line, which spreads impacts to more people and extends development outside the transport-oriented development (TOD) boundary, failing to meet required guidelines. Development further from rail stations and infrastructure, along with the proposal for 15-storey buildings on Hill Street in Roseville, would present challenges. In terms of infrastructure, development too far from transport hubs could lead to increased local traffic and traffic build-up in hub areas. Environmental concerns include potential bushfire evacuation risks, which pose a safety threat.

Opportunities	Challenges
<p>Heritage protection</p> <ul style="list-style-type: none"> Heritage uniformly preserved Optimal HCA preservation including flora Protects heritage of Killara and Roseville <p>Character and amenity</p> <ul style="list-style-type: none"> Spreads the development area Supports local centre revitalisation Uses the suburb space, more diverse and sympathetic Consistent streetscape (apartments clustered) <p>Development and planning controls / building heights or location:</p> <ul style="list-style-type: none"> Confined development in Gordon to high density Expand the development area to Boundary Street Selecting appropriate areas for development Concentrating hubs at Gordon and Lindfield Good for developers Allow more building on western side where there are already apartments Enables more areas to be built higher for future generations then covering the area in five storey apartments Spreads pain a bit further Village heights are good Reduce heights in Killara and Roseville (garden suburbs) <p>Infrastructure / traffic / transport:</p> <ul style="list-style-type: none"> Access to work in Macquarie Park from Gordon Less likely traffic pinch than Scenario 3a Still close enough to stations (walking) <p>Environmental:</p> <ul style="list-style-type: none"> Protects heritage and tree canopy to a degree Reducing maximum height improves treescape Natural sloping of the land lends itself to blending of development into the landscape and neighbourhood Deep soil maintenance in blue zone <p>Other:</p> <ul style="list-style-type: none"> Redevelop public housing Happy medium, ticking boxes 	<p>Heritage protection</p> <ul style="list-style-type: none"> No comments <p>Character and amenity:</p> <ul style="list-style-type: none"> No scenario really protects the beautiful homes <p>Development and planning controls / building heights or location:</p> <ul style="list-style-type: none"> Focused on west side of Pacific Highway and train line Outside the TOD boundary not meeting requirements Moves dwellings spread outside of rail stations and infrastructure 15 storeys on Hill Street Roseville is challenging Might not be able to revitalise Roseville and Killara Not fair to western side of Gordon (east HCA is protected) - 20 storeys in Gordon How to deliver the commercial offerings needed for 23,000 dwellings “Meriton” effect – less owner control Tall buildings much harder to make sympathetic in building materials and codes (e.g roof tiles, red brick) <p>Infrastructure / traffic / transport:</p> <ul style="list-style-type: none"> Development too far from transport hubs Impact on local traffic flow Traffic build-up in hub areas Expands the area of development beyond the TOD - this may increase car usage and traffic Traffic impact (need to drive to stations) Slightly longer walk to the stations Noted concern from people on western side of Roseville regarding traffic Development area is spread too far away from transport hub Needs planning for active transport Infrastructure doesn’t support population growth <p>Environmental:</p> <ul style="list-style-type: none"> Bushfire evacuation - safety risk Find area for open, green space <p>Other:</p> <ul style="list-style-type: none"> No comments



Other questions and comments

Workshop 1:

Questions

- Question about do Council have a say in the quality of apartments that will be built. Council responded by saying that under the current TOD, they wouldn't be able to influence the planning. Other scenarios they will be able to have more control.

Comments

Development:

- Not opposed to development and need more affordable housing
- Focus on redevelopment of old four storey units by encouraging and incentives for developers to redevelop

Heritage:

- Development should spread along the bus and road transport corridors and protect the heritage conservation areas

Supporting infrastructure:

- Questions and concerns about how this TOD will impact other services, traffic and car parking. Council responded with details about the feasibility studies **that are** being undertaken by Council.

Workshop 2:

Questions

- Question about any compulsory acquisition. Council responded that there will be none.
- Question about infrastructure to support the population (schools, hospitals, traffic etc). Council responded that Council will be doing traffic studies, but some of the other items are up to NSW Government to plan for.
- Question about sewage upgrades would be needed. Council responded that they are aware of this issue.
- Question about if some of these sites are Council owned. Council responded that yes, some of these sites are Council owned.
- Question about noise reduction for apartments near train stations. Council responded that there are requirements around this issue.

Comments

Development:

- All options will destroy a unique part of Sydney
- There are some good outcomes from development – revitalised and more interesting centres

Heritage:

- Do we need to protect HCAs 100% - some not worth it
- What about heritage items already surrounded?
- Compromise across all areas – height, HCAs, trees, revitalisation to make it liveable

Supporting infrastructure:

- Nursing homes / downsizing / age care / community facilities / sporting facilities / childcare facilities needs to be considered
- So many elephants in the room – traffic, schools, services

Out of scope comments on the “parking boards”:

- Marian Street Theatre needs to be upgraded
- Selkirk Park to be maintained
- Lindfield Library needs upgrading
- Killara Bowling Club and Tennis Club should be kept for community
- Vacant buildings in good locations.



Appendix 1 – Taverner online questionnaire

INTRO: Thank you for agreeing to complete this survey about potential residential planning scenarios around Gordon, Killara, Lindfield and Roseville train stations. The survey will allow you to register your preferred options, and the reason/s for those preferences.

In order to complete the survey, you will need to read the background materials which explain the different scenarios. This should take around 15 minutes. If you have not already done so, please click on the link [here](#), or cut and paste the link shown below into your preferred web browser:

<https://krg.engagementhub.com.au/housingscenarios>

If possible, keep the background materials open as a separate tab while you complete the survey. Otherwise, you may wish to note down your most and least preferred option/s prior to commencing the survey.

Please note the survey completion deadline is December 17th 2024.

To commence the survey, please click NEXT.

Q1 Have you read the background materials about the five residential planning scenarios currently being exhibited by Council?

- 7. Yes Skip to Q2
- 8. No

ASK Q1A IF Q1=2 (NO)

Q1a You will need to read the background materials for the surveys questions to make sense (as they will refer to specific scenario numbers shown there.) If you wish to complete the survey, please click [here](#) for the background materials, and then, once you have read the materials, press NEXT to continue. Otherwise you can simply close this window to exit the survey.



Q2. Having read the information, do you have a preferred scenario?

1. Yes
2. No Skip to Q4
3. Unsure Skip to Q4

ASK Q3 IF Q2=1 (YES)

Q3 What is your preferred scenario?

1. Option 1 – Existing NSW Government controls retained
2. Option 2a – Safeguard and Intensify
3. Option 2b – Minor Amendments to Existing NSW Government Controls
4. Option 3a – Preserve and Intensify
5. Option 3b – Preserve, Intensify and Expand

ASK Q3A IF Q2=1 (YES)

Q3a Can you explain why you prefer this option?

OPEN ANSWER

ASK Q4 IF Q2 = 2 (NO) OR 3 (UNSURE)

Q4 Can you explain why you do not have a preferred option?

OPEN ANSWER

ASK ALL

Q5 Do you have a LEAST preferred option – i.e. one you would NOT want to see?

1. Yes
2. No Skip to Q8
3. Unsure Skip to Q8



ASK Q6 IF Q5=1 (YES)

Q6 Which is your least preferred option?

1. Option 1 – Existing NSW Government controls retained
2. Option 2a – Safeguard and Intensify
3. Option 2b – Minor Amendments to Existing NSW Government Controls
4. Option 3a – Preserve and Intensify
66. Option 3b – Preserve, Intensify and Expand

ASK Q7 IF Q5=1 (YES)

Q7 Why is this your least preferred option?

OPEN ANSWER

ASK ALL

Q8. How important are the following outcomes to you in delivering more housing?

Options are

1. Not important
 2. Important
 3. Very important
 4. Critical
 66. Unsure
- A. Increasing the number of dwellings in Ku-ring-gai
 - B. Avoiding environmentally sensitive areas
 - C. Minimising impacts on the tree canopy
 - D. Minimising the impact on individual heritage items (e.g. by not locating high density development near heritage items)
 - E. Protecting some Heritage Conservation Areas
 - F. Protecting all Heritage Conservation Areas
 - G. Managing transitions between areas of different densities to avoid impacts such as overshadowing and loss of privacy on neighbours
 - H. Supporting revitalisation of commercial and retail areas
 - I. Making housing more affordable
 - J. Providing affordable rental housing for very low to moderate income households
 - K. Minimising building heights

Q9. How important is the provision of the following infrastructure to support more housing?



Options are

1. Not important
 2. Important
 3. Very important
 4. Critical
 5. Unsure
-
- A. New parks
 - B. New community facilities
 - C. Improved stormwater drainage
 - D. Road and intersection upgrades to improve traffic flow
 - E. Increased public transport
 - F. Water supply and sewer drainage
 - G. New schools
 - H. New hospitals

Q9a. Other than what's listed above, can you identify any additional infrastructure required to support more housing?

OPEN ANSWER

Q10. Do you have any other comments on the subject of residential development within the Ku-ring-gai LGA?

1. No
2. Yes (please add your comments here.)



Q11. Finally, just a few questions about you. Firstly, into which age category would you fall?

1. Under 18
2. 18-24
3. 25-34
4. 35-44
5. 45-54
6. 55-64
7. 65-74
8. 75 or over
9. Prefer not to answer

Q12. With which gender do you identify?

1. Male
2. Female
3. Non-binary
4. Prefer to self-describe (Please tell us)
5. Prefer not to answer

Q13. Do you own/part-own or rent your current residence?

1. Own/Part-own
2. Rent
3. Other (please specify)

Q14. What type of house do you live in?

1. Detached house
2. Semi-detached/terrace/townhouse
3. Apartment
4. Other (please specify)



Q15. Do you live in the Ku-ring-gai local government area?

1. Yes
2. No (please specify which Council area you live in)

[Skip to Q20a](#)

ASK Q16-20 IF Q15=1 (YES)

Q16. In which suburb do you live?

1. East Killara
2. East Lindfield
3. Gordon
4. Killara
5. Lindfield
6. North Turramurra
7. North Wahroonga
8. Pymble
9. Roseville
10. Roseville Chase
11. South Turramurra
12. St Ives
13. St Ives Chase
14. Turramurra
15. Wahroonga
16. Warrawee
17. West Pymble
18. Other (SPECIFY)

Q18. How long have you lived in the Ku-ring-gai local government area?

1. Less than 5 years
2. 5-10 years
3. 11-20 years
4. Over 20 years



Q19. What is your nearest train station?

1. Roseville
2. Lindfield
3. Killara
4. Gordon
5. Other (specify)
6. Unsure, or I don't live anywhere near a train station

ASK Q20 IF Q19 = 1, 2,3 OR 4

Q20. Roughly how close do you live to this train station?

1. Within 400 metres
2. Between 400 and 800 metres
3. More than 800 metres

ASK Q20A IF Q13=1

Q20a. Apart from your home, do you own any properties (either commercial or residential) or own or operate a business within approximately 400 metres of Roseville, Lindfield, Killara or Gordon stations?

1. Yes
2. No

ASK Q20B IF Q13=2 OR 3

Q20b. Do you own any properties (either commercial or residential) or own or operate a business within approximately 400 metres of Roseville, Lindfield, Killara or Gordon stations?

1. Yes
2. No



ASK Q21 IF Q20A OR Q20B = 1

Q21. Which station/s are these properties or businesses closest to?

MULTIPLE RESPONSE

1. Roseville
2. Lindfield
3. Killara
4. Gordon

OUTRO: Thank you, that is the end of the survey. Ku-ring-gai Council greatly appreciates your feedback. If you have any questions about this survey, please call Council on 02 9424 0000.

Results of this research will be made publicly available in early 2025.

This market research survey is carried out in compliance with the Privacy Act, and the information you provided will be used only for research purposes.



Appendix 2 – Taverner paper survey results

During the engagement period leading to the 17 December deadline, Council decided to offer a paper-based version of the opt-in online survey. This was designed to allow residents unable or unwilling to complete the survey online the opportunity to have their say.

In all, 869 paper surveys were completed. The responses were then entered by Council staff into the survey software platform under a separate link to that used for the online survey.

A critical issue with the paper-based surveys is that it is impossible to verify the authenticity of data – and in particular whether residents may have completed multiple questionnaires in order to “game” the outcome. Council hence agreed to analyse the results of the paper-based survey separately, rather than integrate them into the opt-in online results (where multiple quality checks were undertaken to confirm the authenticity of survey data.)

The need for this separation becomes apparent when one looks at the “preferred scenario question” – see below:

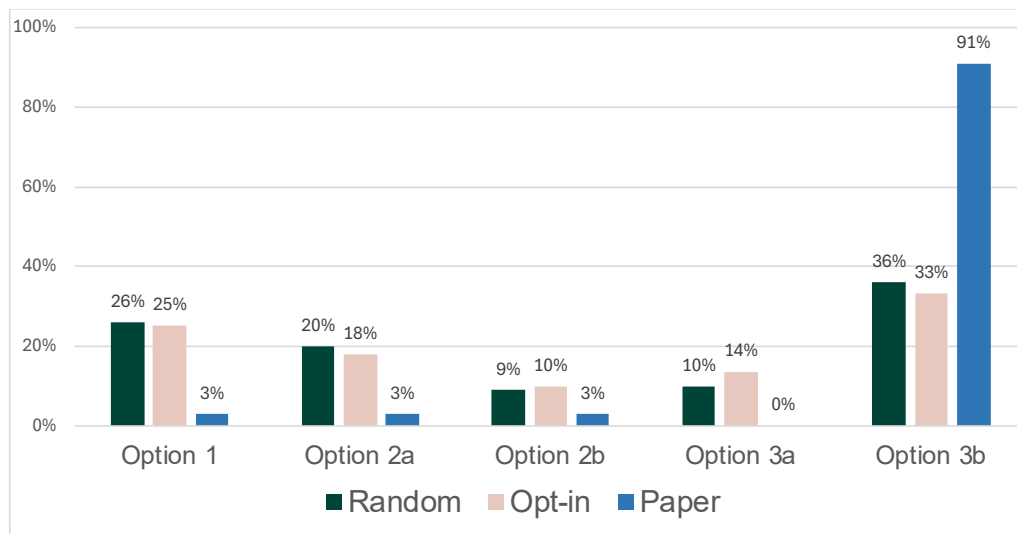


Figure 15 - Preferred scenarios (random vs. opt-in vs. paper)

Whereas between 33% and 36% of residents preferred Option 3b in the online opt-in and random surveys, some 91% of paper-based surveys chose this outcome. This strongly suggests (a) that some/many of those preferring this option co-opted allies with similar views to complete the paper survey; and/or (b) some residents completed multiple paper surveys to “create” this outcome.

The results were similar for the least preferred option. While +/- 41% of online opt-in and CATI respondents chose Option 1, for paper-based response this figure was 77% for paper-based responses (next page).



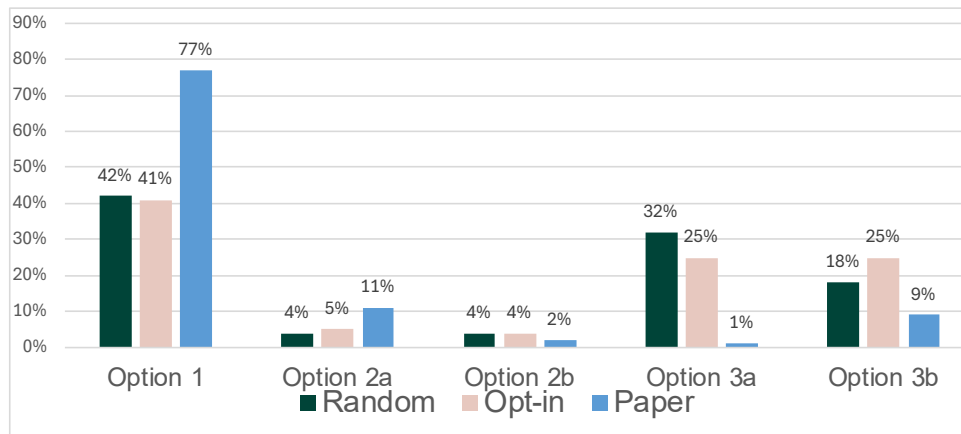


Figure 16 - Least preferred scenarios (random vs. opt-in vs. paper)

In relation to the outcome and infrastructure questions, paper survey results were also markedly different (in some respects). In particular:

- Only 23% of paper-based surveys said that “managing transitions between areas of different density” was very important or critical, against +/- 68% of random and opt-in online responses
- Conversely, 89% of paper responses prioritised the importance of “protecting some Heritage Conservation Areas” (against 55% for random and opt-in online)
- 20% of paper-based surveys prioritised “Minimising the impact on individual heritage items”, against +/- 52% of random and opt-in online
- 51% of paper-based surveys prioritised “Increasing the number of dwellings in Ku-ring-gai”, against +/- 38% of random and opt-in online
- Only 46% of paper-based surveys said that “Roads and intersection upgrades to improve traffic flow” was a very important or critical infrastructure upgrade, against +/- 80% of random and opt-in online responses
- Just 42% of paper-based surveys felt it was very important or critical to create improved public transport, against +/- 68% of random and online opt-in surveys

Finally, we detected a high degree of identical open-ended comments within the paper survey. As just one example of many, below are five responses on why respondents preferred Option 3b:

- “It ensures our HCAs are safe from tall buildings keeping our area's historical charm intact.”
- “It ensures our HCAs are safe from high-rise developments near stations which would overpower the area's historical charm.”
- “It ensures our HCAs are safe from high-rise developments near stations which could overpower the area's historical charm.”
- “It ensures our HCAs are safe from high-rise development near stations.”
- “It ensures our HCAs are safe from high-rise development near stations, which could overpower the area's historic charm.”

Conclusion

Given the robust quality checks applied to the online opt-in survey, the opt-in online survey’s high response rate, and the consistency of results between the opt-in online and random CATI surveys, we feel comfortable that these two methodologies provide a more accurate representative of community opinion than those expressed in the paper survey.



Appendix 3 - Detailed responses from workshop questions

Q2: Briefly explain why you chose your preferred scenario or why you do not have a preferred scenario?	
Workshop 1	Workshop 2
Option 1	
<ul style="list-style-type: none"> We need to move ahead. We have to challenge what is considered heritage or conservation. We must challenge and adopt for the future. Because it develops the area that is 400 m which is closest to the station. 	<ul style="list-style-type: none"> I don't want too high storeys building. High storeys ruin the character of Ku-ring-gai. To avoid becoming a concert jungle like North Sydney and keep the family friend environment/charm the north has. Bringing in the additional traffic will only make the area a nightmare to travel through peak hr. I travel to the west on a daily and it's horrible! It is inevitable that the area will be developed eventually. Think very tall buildings will permanently change the character of the area and make it undifferentiated from other areas like Epping and Macquarie.
Option 2a	
<ul style="list-style-type: none"> It matched councils planning scenarios without 35 storeys. Save environmental areas The scenario agrees with all of councils planning principles apart from partial to HCA preservation. Good balance of preserving character, hca and canopy but creating density. 2a Could strike a good balance visually in these areas. Trying to foresee what skyline balance is We have a reasonable amount sharing amongst all wards without disrupting the general feel of the area 	<ul style="list-style-type: none"> Options 3 building heights are way too tall. These are higher than the buildings at north Ryde. They would cast shadows across the rest of the suburb regardless of trees and heritage. High storeys buildings have more defects. Heritage is important to maintain. These four suburbs offer leafy outlook and enjoyable living experience. Best compromise - limits height of buildings and sprawl of development while still protecting heritage items to a good level. Containing height 2A is pragmatic, feasible, financially viable and probably getting more support from state government compared to other options. Development is not near my residence and height is not too extreme. All the east side is protected. Higher buildings are being proposed in an area that is already developed. Don't want 45 storeys building in Gordon
Option 2b	
<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> Least overall impact Greater equity between centres
Option 3a	
<ul style="list-style-type: none"> So we are not affected by the multi-storey buildings. Keep development close to existing transport hubs 	<ul style="list-style-type: none"> It's the best option out of a bad lot of options! Prevent a largescale mosquito problem from the reduction in tree frog population due to the tree canopy being impacted. Let's preserve the flora and fauna in Ku-ring-gai
Option 3b	
<ul style="list-style-type: none"> 3b has the least impact to the Roseville east area 	<ul style="list-style-type: none"> Heritage protection



<ul style="list-style-type: none"> • 3b is the closest scenario to ideal which would involve development along main roads for example boundary street • The character of the north shore is connection to nature. Preserving as much canopy as possible, whilst retaining as natural a skyline as possible, is the best outcomes • 3A was too intense • Preserving heritage and trees • All principles are met • Balanced impact across all areas. Live here because of the green environment • Spreads out the development and prevents building too high retains character of north shore • Preserving HCAs is important to me so are trees • Min high rise • Concentrates the development. Provides the best protection for HCA. • Preserves the streetscape of the suburbs- trees and heritage • Concern that too much height to preserve character of local environment 	<ul style="list-style-type: none"> • Less impact to heritage areas and appeases the State government's wish to increase dwellings in desirable areas. • Have 100% HCA protection and the height of the buildings are still acceptable. • 3b seems to be the best compromise - housing targets achieved but heights managed and HCA and canopy protection • Most sensitive scenario preserving 100% HCA protection and achieving best neighbourhood preservation in line with Councils planning principles • I do not believe that every HCA is worth protecting but deep soil is important. • Above all any building height over 15 storeys is NOT good • We don't leave heritage areas next to high rises • The apartments are mostly built together, street scape looks neater • Retains heritage and expands neighbourhoods • Achieves the closest match with Council's planning principles. Perhaps does the best in maintaining Ku-ring-gai's existing appearance, feel, features, and neighbourhood. Keeping the status quo, whilst achieving the objectives of the TOD
I do not have a preferred option	
<ul style="list-style-type: none"> • Not enough information about other infrastructure or timeline details. 	<ul style="list-style-type: none"> • I have a better idea of what is less desirable. I am some way from the affected areas.

Q 5 Briefly explain your reason? <i>(referring to why they have or haven't changed their preferred scenario)</i>	
Workshop 1	Workshop 2
Yes	
<ul style="list-style-type: none"> • I have been able to listen to other opinions and have also liked in more detail after bill explained them • Need to compromise on the need to maintain all HCA. • Visualisation of how each scenario would impact our environment changed my mind • Discussion highlighted some issues with my initial choice • Now more informed 	<ul style="list-style-type: none"> • Same scenario group but understand the benefits better after hearing other views • Understanding other people and the Council 's ideas. • Going through and discussing the pros and cons with people gave me more of an insight into what each scenario offered • I understand the scenarios better • I think a solution with 100% heritage protection is a priority and people want this too • 2a is the best compromise • Understanding the scenarios in more detail • Concern broader issues with character beyond trees and conservation haven't been considered eg aged care, community facilities, traffic, sympathetic development sporting
No	
<ul style="list-style-type: none"> • Hearing others opinions to gather as much information 	<ul style="list-style-type: none"> • The building heights are still the major constraint, tall buildings cannot be given the same sympathetic building codes to existing structures.



<ul style="list-style-type: none"> • We didn't change because we still don't want to be surrounded by multi-storey buildings. Also keeps the character of Roseville and Killara. • Prioritising the development in areas like Gordon that are already developed and not expanding too far to contradict transport-orientation of plan • Consolidated my thinking, added nuance • The options provided did not include all possible or best scenarios • Nothing new to change my mind. All are not considering the great risks • Still like 3B although now I have a better understanding of the finer details • After some discussion i have a clearer understanding of the scenarios • Feel this scenario saves the suburbs from super high structures – • Advantages of other scenarios has not changed my mind • I now know much more about the parameters involved eg the green space ratios. • I had looked at the options several weeks ago and thought at length about the pros and cons • I had pre-read the scenarios so had an idea coming into this evening. • No change as nothing unknown was uncovered • Preferred option is still 3b as it provides 100% protection of HCA and has concentrated development in a few areas. • 3b still represents best fit of scale, environment, heritage and development opportunity • I still think 2a is a good mix of low density and nice scenery with potentially lots of trees planted as well • I am sticking to my choice of 3b. It feels like the right level of development with the least amount of impact. • 3a preserve and intensify will enable more buildings to be built on existing high-density sides. To future proof expansion of Sydney and protect HCA • 3B is the most reasonable plan which protected Roseville and Killara and get Hordon developed to be the centre of upper north shore 	<ul style="list-style-type: none"> • Still prefer my choice • Perspectives changed on other options but original answer still seems the best • Still believe that my original choice remains the best option • I wasn't convinced there was a better option • The workshop explained the scenarios well and helped me to support my original choice. • Meeting infrastructure and facilities needs is best achieved by focussing the development on limited areas • Although I have more understanding of the options and an underlying concern about infrastructure but still believe my original decision is the best option to preserve the character of the area • I understand the scenarios better • The reasons I made my initial decision remains valid. • Am still happy with my original choice. • 3b is still best for preserving characteristics of Ku-ring-gai while maintaining target dwellings • The workshop well explained all scenarios. • To me, it's a "no contest". Scenario 3B seems such a lay down misere. The discussions around our table only confirmed this. • The problems are huge & unlikely to change. I realise that we have to select one scenario, but the choices are not palatable. • Restricting the height in Gordon • I am correct
Other	
<ul style="list-style-type: none"> • Still badly planned with no information about infrastructure 	<ul style="list-style-type: none"> • There are pros and cons for each scenario. So it's a question of trade-offs. To each his own.





Attachment 1 - Taverner Housing Scenario Report





Ku-ring-gai Council Housing Scenarios at Train Stations

Attitudes of local residents to
development and infrastructure

January 2025



KU-RING-GAI COUNCIL HOUSING SCENARIOS AT TRAIN
STATIONS: REF 7145, JANUARY 2025

REPORT

Ku-ring-gai Council Housing Scenarios at Train Stations

Attitudes of local residents to development and infrastructure

January 2025

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Version: 01



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KU-RING-GAI COUNCIL HOUSING SCENARIOS AT TRAIN
STATIONS: REF 7145, JANUARY 2025



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1. EXECUTIVE SUMMARY

In November/December 2024, two different resident surveys were conducted:

1. **A self-selecting online and paper survey**, able to be completed by any Ku-ring-gai Council adult resident who had read the 16-page background materials supplied by Council;
2. **A randomly selected, representative CATI (telephone)** survey of residents living in the Gordon and Roseville wards – predominantly including the suburbs of Gordon, Killara, Lindfield and Roseville - and who had read the same background materials.

By survey completion deadlines, 2,946 valid online responses had been received, together with 193 to the CATI survey. (In addition, 877 paper surveys were completed, and data entered by Council. See Appendix 2 for a summary of these results.)

Each survey sought to understand community sentiment towards five different residential planning scenarios: the one proposed by the State government ("Option 1"), against four alternatives proposed by Council.

The surveys also sought community feedback on preferred housing outcomes, and desired infrastructure to support additional housing within the Ku-ring-gai LGA.

There was a high degree of consistency in results between the opt-in online and random CATI surveys.

Key outcomes included:

1. **Options 3b and Options 1 were the most popular with residents** (preferred by one-third and one-quarter of residents respectively)
2. **However, Option 1 was also the most likely to be deemed "least popular"** (by around 41% of respondents)
3. **Option 2a was the "low risk" scenario** – moderately well supported (+/- 20%) with minimal opposition (+/- 4%)
4. Managing transitions, minimising impact on tree canopy, avoiding environmentally sensitive areas, minimising building heights and protecting some heritage areas were considered the most important outcomes
5. Road upgrades, water supply/sewer drainage and stormwater drainage were most likely to be deemed "very important" or "critical" in supporting more housing
6. Parking, community upgrades and revitalising shopping/commerce were also deemed high priorities

2. OBJECTIVES



2.1. RESEARCH OBJECTIVES

The surveys were conducted in order to understand community preferences for housing options around the four train stations within the Ku-ring-gai LGA. More specifically, they were designed to:

- Understand most and least preferred options among five scenarios described above, and reasons for these preferences
- Ensure a widespread yet statistically valid sampling approach
- Understand community wishes around infrastructure and community amenity related to additional housing in the Ku-ring-gai LGA
- See how beliefs varied by factors such as age, gender, proximity to stations



3. METHODOLOGY



3.1. SELF-SELECTING SURVEY

A self-selecting (or “opt-in”) online questionnaire was developed collaboratively by Taverner Research, Council and consulting partner Becscomm (see Appendix 1). It was then scripted by Taverner into the FORSTA software platform.

Respondents were asked to read a 16-page background material, prepared by Council, prior to commencing the survey.¹

The survey opened on November 15th and closed on December 17th. It was promoted heavily by Council via website, social media, YourSay and other channels.

By completion deadline, 4,075 completed responses were received. Some 97% of these came from Ku-ring-gai LGA residents.

Taverner then conducted a series of quality checks to remove duplicate and “bot”-generated surveys. These tests included:

- Duplicate IP addresses
- Surveys conducted outside Australia
- Cut and paste responses to open-ended questions
- Those completing the survey too rapidly (i.e. less than 2 minutes)
- “Straight-lining” multiple response questions (Q8 and 9)
- Identical responses
- Poor quality of open-ended questions
- “Honeytrap” question (a question only visible to bots)

Note that a survey needed to fail at least three of these tests prior to being removed. (For example, there are many legitimate reasons why two or more people might complete a survey from the same IP address.)

In all, 1,129 records were removed due to failing quality checks. This included 460 surveys believed to be completed by one individual, and 40 by another.

The final online sample size was hence n=2,946.

Random sampling error cannot be applied to a self-selecting survey, as it does not meet the necessary conditions of randomness. However, were random sampling to be applied, results would replicate the views of the Ku-ring-gai adult community to within +/- 1.8% at the 95% confidence level.

Results of the paper-based surveys have been analysed separately and are shown in Appendix 2. This is partially because appropriate quality checks could not be conducted on this sample, and also

¹ Note that Taverner Research played no role in preparation of the 16-page background document and makes no comment as to its accuracy or objectivity.





3. METHODOLOGY

because some results suggest the paper-based version of the survey may have been “gamed” to achieve a particular outcome.

3.2. RANDOM CATI SURVEY

For the random CATI² (telephone) survey, a questionnaire – effectively the same as the opt-in but for completion by telephone – was developed by Taverner Research in collaboration with Ku-ring-gai Council and Becscomm.

Recruitment commenced on the evening of November 28th, with a team of eight interviewers calling residents in Gordon and Roseville wards – predominantly comprising the suburbs of Gordon, Killara, Lindfield and Roseville.

Phone numbers were supplied by SamplePages, a leading supplier of phone sample to the market and social research industries. Approximately 75% of numbers purchased were geo-confirmed mobile numbers, with the balance being landlines.

Recruitment continued over 13 nights, concluding on December 17th. Potential respondents were told they would need to read the Council-written 16-page background material in order to complete the survey. Those agreeing to take part supplied an email address and were immediately sent an email with the background material.

In all, 729 residents were recruited. Each was emailed the background materials. Residents could choose to complete the survey either via a dedicated online survey link, or over the phone.

Non-responders were followed up by phone (x5) and email (x2).

By extended survey deadline on Monday, January 6th, 193 of the 729 recruited residents had completed the survey. (From our follow-up phone calls, we understand the higher-than-forecast dropout was caused predominantly by residents’ reluctance to read the background document.)

For a sample size of n=193 residents, results should replicate those of adult residents living within the Gordon and Roseville wards to within +/- 7.0% at the 95% confidence level.

² Computer-assisted telephone interviewing





3. METHODOLOGY

3.3. HOW TO READ THIS REPORT

Statistical Differences

Differences between groups are described as significant differences if they reached statistical significance using an error rate of $\alpha=0.05$. This means that if repeated independent random samples of similar size were obtained from a population in which there was no actual difference, less than 5% of the samples would show a difference as large or larger than the one obtained.

Statistical significance is more often compared between sub-groups, however in some situations statistical significance is measured between response items within the total sample. This is clearly noted in the commentary.

The use of the term 'significant' throughout this report indicates statistical significance. The report may also use the terms 'more likely' and 'less likely' to indicate statistically significant differences.

Subgroups

Comparison tests are used to test if there are statistically significant differences in survey results based on the demographic profile of respondents.

Subgroup analysis was conducted using the following demographic questions:

- Gender
- Age
- Whether respondent lived in a house or apartment
- Duration of residence in Ku-ring-gai
- Nearest train station
- Proximity to nearest train station

The Effect of Rounding

Note that where two or more responses have been combined the sum of the combination may be different (+/- 1%) to the sum of the individual items due to rounding.





4. WHO TOOK PART

Table 1, below, shows the demographic breakdown of the opt-in and random surveys:

Table 1: Survey demographics – opt-in and random surveys

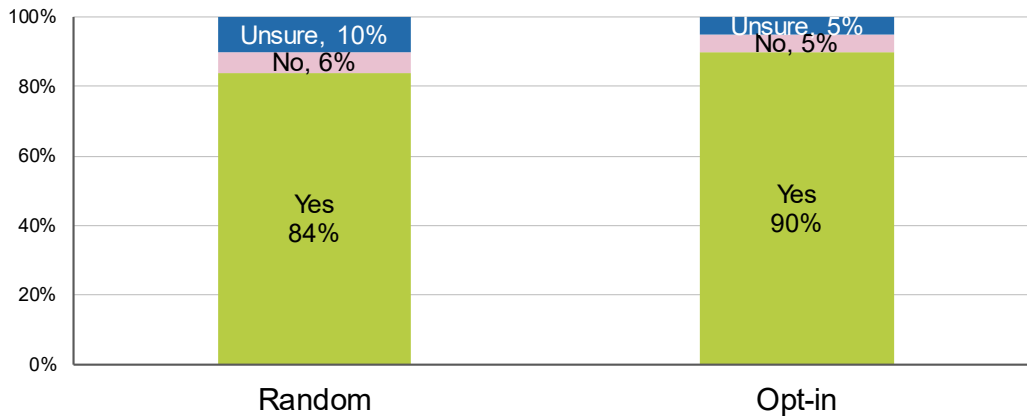
Category	Response	Opt-in (n=2946)	Random (n=193)
Age	18-24	3%	1%
	25-34	6%	5%
	35-44	18%	10%
	45-54	26%	23%
	55-64	21%	33%
	65+	22%	26%
	Prefer not to answer	4%	2%
Gender	Male	50%	54%
	Female	44%	46%
	Other	0%	0%
	Prefer not to answer	6%	0%
Own or rent	Own/part-own	92%	95%
	Rent	6%	3%
	Other	2%	2%
Type of house	Detached house	77%	80%
	Semi-detached	3%	1%
	Apartment	19%	19%
	Other	1%	0%
Suburb of residence	Lindfield	22%	26%
	Gordon	20%	18%
	Roseville	19%	24%
	Killara	15%	20%
	Other - in LGA	21%	12%
	Other	3%	0%
Time lived in LGA	Less than 5 years	13%	1%
	5-10 years	21%	6%
	11-20 years	27%	35%
	More than 20 years	39%	58%
Proximity to nearest train station	Less than 400 metres	28%	26%
	400-800 metres	36%	42%
	More than 800 metres	36%	32%

5. SCENARIO PREFERENCES

Respondents were firstly asked whether they had a preferred scenario from the five offered:

Figure 1: Do you have a preferred scenario

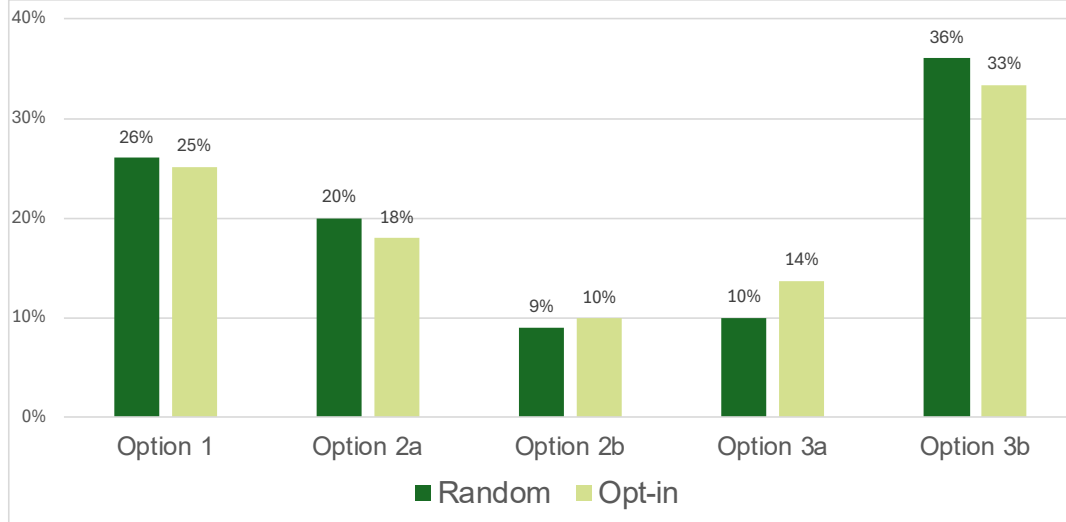
Q2C - HAVING READ THE BACKGROUND INFORMATION, DO YOU HAVE A PREFERRED SCENARIO?
BASE: ALL RESPONDENTS (OPT-IN N=2,946, RANDOM N=193)



The vast majority of respondents in both surveys had a preferred scenario. Within the opt-in survey, younger residents (those aged 18-44) were slightly more likely, at 93%, together with residents living near Roseville station (94%). Other than this, results were consistent across all demographics.

Figure 2: Preferred scenarios

Q3 - WHAT IS YOUR PREFERRED SCENARIO?
BASE: RESPONDENTS WITH A PREFERRED SCENARIO (OPT-IN N=2,670, RANDOM N=163)





5. SCENARIO PREFERENCES

In both surveys, **Option 3b** was the preferred scenario (36% random, 33% opt-in) followed by **Option 1** (26% and 25%) and **Option 2a** (20% and 18%). Options 2b and 3a gathered relatively little support.

For the opt-in survey, Option 1 was preferred by:

- Residents aged 18-44 (32% vs. 29% for Option 3b)
- Residents living near Lindfield Station (31% vs. 24%)
- Those living within 400m of their nearest train station (31% vs. 26%)

For the random survey, results were consistent by age, gender, length of residence and proximity to train stations.

Table 2, below, shows opt-in results for the two most popular options, Option 1 and Option 3b, broken down by proximity to specific train stations:

Table 2: Preferred scenario (Options 1 and 3b only) by proximity to train stations

Nearest station	Less than 400m		400-800m		800+m	
	Option 1	Option 3b	Option 1	Option 3b	Option 1	Option 3b
Lindfield	40%	8%	31%	28%	25%	32%
Roseville	27%	28%	14%	40%	14%	42%
Killara	22%	47%	15%	44%	20%	32%
Gordon	32%	30%	24%	38%	31%	38%
TOTAL	31%	26%	22%	35%	25%	36%

It shows that:

- Those living within a 400-metre proximity of any of the four train stations were more likely to prefer Option 1 to Option 3b (31% against 26%)
- This was driven mainly by those living within a 400-metre radius of Lindfield Station, 40% of whom supported Option 1 (against just 8% for Option 3b)
- Those living within 400 metres of Roseville and Gordon Stations supported both options equally
- Those living within 400 metres of Killara Station strongly preferred Option 3b (47% against 22% for Option 1)

Respondents were next asked to briefly explain why they preferred their specific option. A random sample of the results from both surveys has been coded into themes, with the major responses (ranked from most to fifth most mentioned) shown in **Table 3**, next page.



5. SCENARIO PREFERENCES

Table 3: Reasons for most preferred option

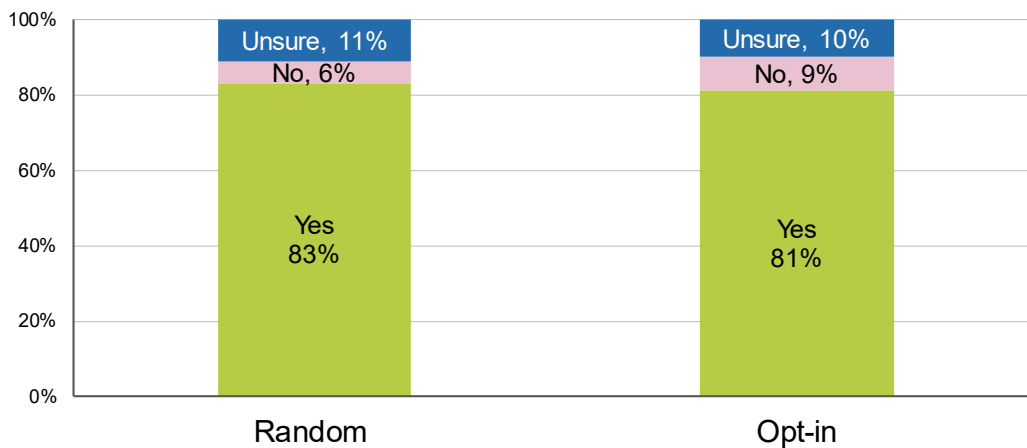
PREFERRED SCENARIO	OPTION 1	OPTION 2A	OPTION 2B	OPTION 3A	OPTION 3B
Most mentioned	Preference for lower building heights	Balancing development with heritage preservation	Balanced development and heritage conservation	Heritage preservation and tree canopy protection	Heritage preservation
Second most	Opposition to high-rise	Proximity to public transport	Proximity to infrastructure	Concentration of high density near transport hubs	Balanced development and housing distribution
Third most	Need for more housing	Controlled building heights	Moderate building heights	Minimal impact on existing residential areas	Environmental sustainability and tree canopy protection
Fourth most	Support for even distribution of developments	Equitable distribution of development	Opposition to high-rise	Concerns about traffic and infrastructure	Opposition to high rise buildings
Fifth most	Concerns re infrastructure and traffic	Environmental and tree canopy protection	Even distribution of housing density		Support for TOD

(Note, all comments have been sent to Council in a separate document)

All respondents were next asked if they also had a least preferred option.

Figure 3: Do you have a least preferred scenario

Q5 - DO YOU HAVE A LEAST PREFERRED OPTION – I.E. ONE YOU WOULD NOT WANT TO SEE?
BASE: ALL RESPONDENTS (OPT-IN N=2,946, RANDOM N=193)



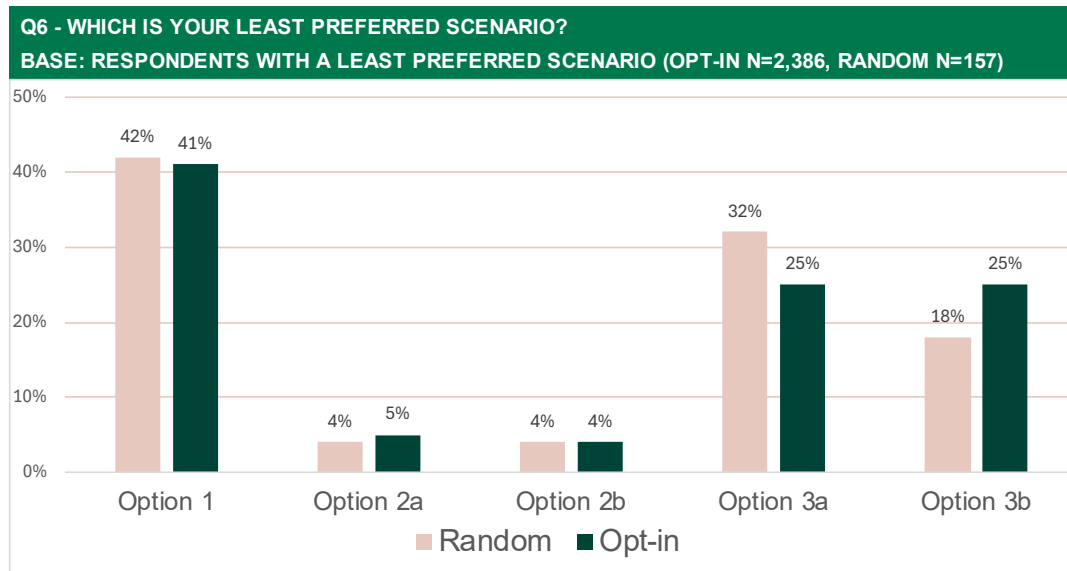
While residents were slightly less likely to have a least preferred option than a preferred option, around 80% of both samples still felt there was an option they did prefer least.

5. SCENARIO PREFERENCES



Within the opt-in survey, those living near Roseville Station were most likely to have a least preferred option (87%) together with those living within a 400-metre radius of any of the four stations (85%).

Figure 4: Least preferred scenarios



Option 1 was the least preferred by +/- 41% of residents across both surveys, with Option 3a the second least liked alternative and then Option 3b. Options 2a and 2b had negligible opposition – hence becoming the least polarising or controversial alternatives.

For the opt-in survey, Option 3b was least preferred by residents living near Lindfield Station (35%, vs. 28% for Option 1). All other cohorts least preferred Option 1.

For the random survey, results were consistent by age, gender, length of residence and proximity to train stations.

Table 4, below, shows opt-in results for the three “least desirable” options, Options 1, 3a and 3b, broken down by proximity to specific train stations:

Table 4: Least preferred scenario (Options 1, 3a and 3b only) by proximity to train stations

Nearest station	Less than 400m			400-800m			800+m		
	Option 1	Option 3a	Option 3b	Option 1	Option 3a	Option 3b	Option 1	Option 3a	Option 3b
Lindfield	22%	37%	36%	28%	23%	40%	33%	33%	29%
Roseville	33%	17%	30%	54%	14%	26%	58%	13%	23%
Killara	51%	17%	13%	58%	22%	15%	53%	16%	20%
Gordon	33%	31%	17%	30%	32%	32%	36%	36%	21%
TOTAL	34%	25%	26%	41%	23%	30%	42%	28%	23%



5. SCENARIO PREFERENCES

This indicates that:

- Option 1 had the highest “least preferred” rating across each station radius
- However, for those living within 400 metres of Lindfield Station, Option 3b was significantly more likely to be rated as “least preferred” than Option 1 (36% and 22% respectively)
- Conversely, those living in proximity to Killara and Gordon Stations were significantly more likely to oppose Option 1 than Option 3b

Respondents were asked why they least preferred one particular option. A random selection of these comments has been coded into themes, with the major responses (ranked from most to fifth most mentioned) shown in **Table 5**, below:

Table 5: Reasons for least preferred option

LEAST PREFERRED SCENARIO	OPTION 1	OPTION 2A	OPTION 2B	OPTION 3A	OPTION 3B
Most mentioned	Destruction of heritage conservation areas	Negative impact on heritage and conservation areas	Building heights excessive	Building heights excessive	Building heights excessive
Second most	Negative environmental impact	Excessive building heights	Insufficient heritage protection	Negative impact on local infrastructure	Negative impact on local infrastructure
Third most	Negative impact on community and lifestyle	Incompatibility with local planning principles	Negative environmental impact	Loss of community character	Unfair distribution of development
Fourth most	Criticism of “one size fits all” approach	Unfair and inequitable development	Destruction of heritage areas	Environmental and visual amenity concerns	Loss of community character
Fifth most	Distrust in Government and/or developers	Loss of privacy and amenity	Poor community and aesthetic appeal	Privacy and safety issues	Environmental concerns

(Note, all comments have been sent to Council in a separate document)

Table 6, next page, shows the most and least preferred options netted out (i.e. most minus least):



5. SCENARIO PREFERENCES

Table 6: Net preferences

		PREFERRED	LEAST PREFERRED	NET PREFERENCE
Random	Option 1	26%	42%	-16%
	Option 2a	20%	4%	16%
	Option 2b	9%	4%	5%
	Option 3a	10%	32%	-22%
	Option 3b	36%	18%	18%
		PREFERRED	LEAST PREFERRED	NET PREFERENCE
Opt-in	Option 1	25%	41%	-16%
	Option 2a	18%	5%	13%
	Option 2b	10%	4%	6%
	Option 3a	14%	25%	-11%
	Option 3b	33%	25%	8%

This indicates that for both surveys, Options 1 and 3a were the most polarising among Ku-ring-gai residents. Option 2a appears to be the least controversial scenario – being moderately well supported, and with negligible opposition.

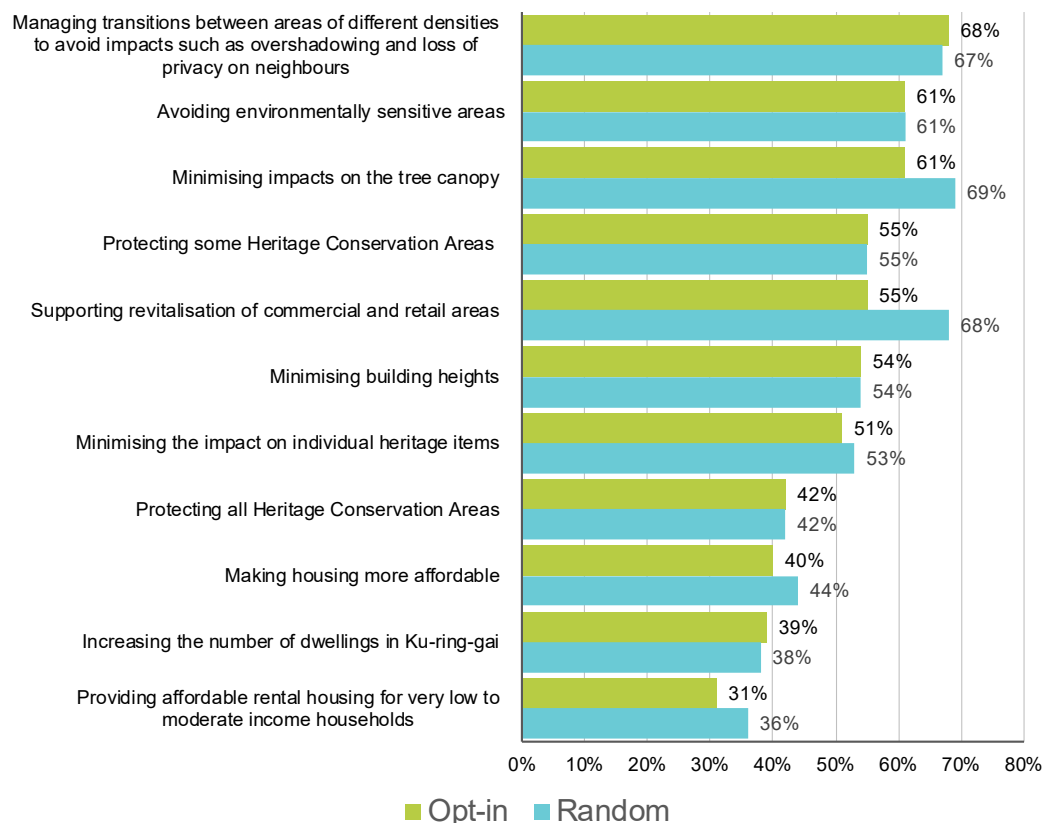
6. PRIORITIES TO SUPPORT MORE HOUSING

Respondents were next asked which 11 specific outcomes they felt were most important in delivering additional housing to the Ku-ring-gai LGA. In order to better isolate “true” importance, the question used a skewed 4-point importance scale: unimportant, important, very important and critical.

Figure 5, below, shows the proportion of respondents saying an outcome was very important or critical. The responses are ranked from (opt-in survey) most to least important.

Figure 5: Importance of specified outcomes in supporting more housing

**Q8. HOW IMPORTANT ARE THE FOLLOWING OUTCOMES TO YOU IN DELIVERING MORE HOUSING?
(THOSE SELECTING “VERY IMPORTANT” OR “CRITICAL”)**
BASE: ALL RESPONDENTS (OPT-IN N=2,946, RANDOM N=193)



Firstly, it can be seen that (other than minimising impacts on tree canopy, and supporting revitalisation of commercial and retail areas), responses were very similar between the two surveys.

The key issues of concern across both surveys were managing transitions, minimising impact on tree canopy, avoiding environmentally sensitive areas, minimising building heights and protecting some heritage areas.



6. PRIORITIES TO SUPPORT MORE HOUSING

Outcomes least likely to be rated of high or critical importance included providing affordable rental housing for low to moderate income households, increasing the number of dwellings, and making housing more affordable.

Table 7, below, shows the mean (average) importance scores for each outcome – with 4.0 being the highest possible score, and 1.0 being the lowest:

Table 7: Mean outcome importance scores (highest to lowest)

Desired outcome	Mean (Opt-in)	Mean (Random)
Managing transitions between areas of different densities to avoid impacts such as overshadowing and loss of privacy on neighbours	3.01	3.03
Avoiding environmentally sensitive areas	2.88	2.90
Minimising impacts on the tree canopy	2.87	2.96
Minimising building heights	2.72	2.69
Protecting some Heritage Conservation Areas	2.71	2.70
Supporting revitalisation of commercial and retail areas	2.71	2.96
Minimising the impact on individual heritage items	2.59	2.64
Making housing more affordable	2.41	2.45
Increasing the number of dwellings in Ku-ring-gai	2.33	2.32
Protecting all Heritage Conservation Areas	2.30	2.34
Providing affordable rental housing for very low to moderate income households	2.17	2.20

Predictably, this shows a similar pattern of results to those in **Figure 5**, with managing transitions, avoiding environmentally sensitive areas and minimising impacts on the tree canopy again the highest priority items – and increasing housing stock to improve affordability at the bottom of the list.



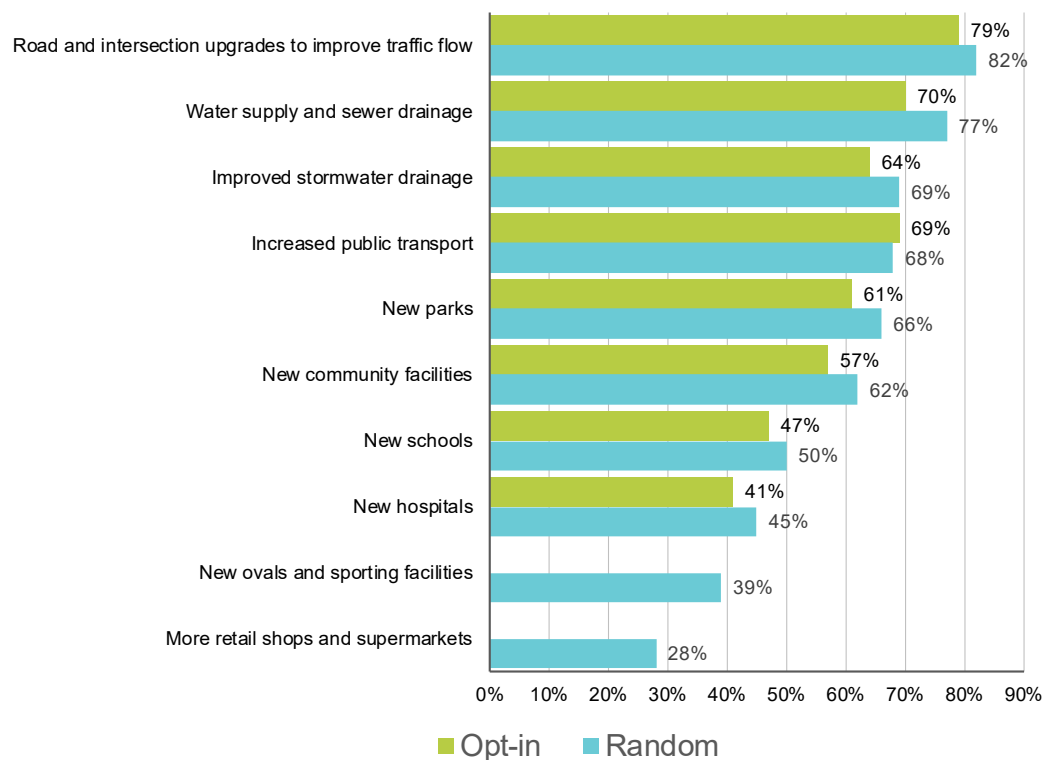
7. ADDITIONAL INFRASTRUCTURE SOUGHT

Respondents were then asked which of ten specific infrastructure items were most important in delivering addition housing in Ku-ring-gai. Again, the question used a skewed 4-point importance scale: unimportant, important, very important and critical.

Figure 6, below, shows the proportion of respondents saying an outcome for each of these infrastructure priorities was very important or critical³. The responses are ranked from (opt-in survey) most to least important.

Figure 6: Importance of specific infrastructure items in supporting more housing

Q9 HOW IMPORTANT IS THE PROVISION OF THE FOLLOWING INFRASTRUCTURE TO SUPPORT MORE HOUSING? (THOSE SELECTING “VERY IMPORTANT” OR “CRITICAL”)
BASE: ALL RESPONDENTS (OPT-IN N=2,946, RANDOM N=193)



Roads and improved traffic flow topped the infrastructure “wish list”, followed by water supply/sewerage, stormwater drainage, increased public transport and new parks/green space. However, residents were quite pragmatic in de-prioritising new schools or hospitals.

Again, findings were relatively consistent between the two surveys.

³ Note that the final two items were added too late to be included in the opt-in survey.



7. ADDITIONAL INFRASTRUCTURE SOUGHT

Table 8, below, shows the mean (average) importance scores for each outcome – with 4.0 being the highest possible score, and 1.0 being the lowest:

Table 8: Mean infrastructure importance scores (highest to lowest)

Desired infrastructure	Mean (Opt-in)	Mean (Random)
Road and intersection upgrades to improve traffic flow	3.29	3.32
Water supply and sewer drainage	3.11	3.16
Increased public transport	3.04	3.02
Improved stormwater drainage	2.98	2.96
New parks	2.85	2.85
New community facilities	2.77	2.80
New schools	2.56	2.59
New hospitals	2.41	2.45
New ovals and sporting facilities	NA	2.39
More retail shops and supermarkets	NA	2.00

Findings were once again extremely consistent between the two surveys. While results are similar to those shown in **Figure 6**, previous page, increased public transport has jumped one space in the priority rankings.

Residents were also asked to nominate any other infrastructure they felt was necessary to support additional housing. For simplicity's sake results for this open-ended question have been merged across both surveys and then coded to identify key themes. Results are shown in **Figure 7** (next page).

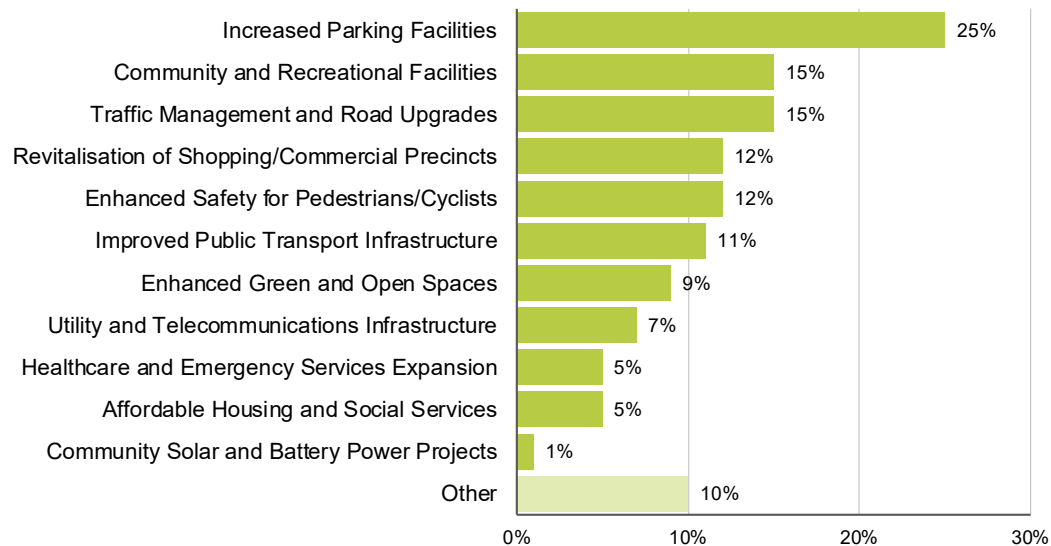


7. ADDITIONAL INFRASTRUCTURE SOUGHT

Figure 7: Other infrastructure sought

Q9A OTHER THAN WHAT'S LISTED ABOVE, CAN YOU IDENTIFY ANY ADDITIONAL INFRASTRUCTURE REQUIRED TO SUPPORT MORE HOUSING?

BASE: ALL RESPONDENTS WHO ANSWERED (N=2114, BOTH SURVEYS)



Parking was the number one issue raised, by one in four of the respondents. Additional community and recreational facilities was the next most mentioned wish (15%) together with traffic management road upgrades (also 15%). (The fact that this was on the previous list suggests this issue was very much top-of-mind for local residents.)

Revitalisation of the shopping and commercial precincts, enhanced safety for pedestrians and cyclists and improved public transport also attracted numerous comments.

(The full list of suggestions has been sent separately to Council.)



8. APPENDIX 2 – ONLINE QUESTIONNAIRE



INTRO: Thank you for agreeing to complete this survey about potential residential planning scenarios around Gordon, Killara, Lindfield and Roseville train stations. The survey will allow you to register your preferred options, and the reason/s for those preferences.

In order to complete the survey, you will need to read the background materials which explain the different scenarios. This should take around 15 minutes. If you have not already done so, please click on the link [here](https://krg.engagementhub.com.au/housingscenarios), or cut and paste the link shown below into your preferred web browser:

<https://krg.engagementhub.com.au/housingscenarios>

If possible, keep the background materials open as a separate tab while you complete the survey. Otherwise, you may wish to note down your most and least preferred option/s prior to commencing the survey.

Please note the survey completion deadline is December 17th 2024.

To commence the survey, please click NEXT.

Q1 Have you read the background materials about the five residential planning scenarios currently being exhibited by Council?

7. Yes [Skip to Q2](#)

8. No

ASK Q1A IF Q1=2 (NO)

Q1a You will need to read the background materials for the surveys questions to make sense (as they will refer to specific scenario numbers shown there.) If you wish to complete the survey, please click [here](#) for the background materials, and then, once you have read the materials, press NEXT to continue. Otherwise you can simply close this window to exit the survey.





8. APPENDIX 2 – ONLINE QUESTIONNAIRE

Q2. Having read the information, do you have a preferred scenario?

1. Yes
2. No Skip to Q4
3. Unsure Skip to Q4

ASK Q3 IF Q2=1 (YES)

Q3 What is your preferred scenario?

1. Option 1 – Existing NSW Government controls retained
2. Option 2a – Safeguard and Intensify
3. Option 2b – Minor Amendments to Existing NSW Government Controls
4. Option 3a – Preserve and Intensify
5. Option 3b – Preserve, Intensify and Expand

ASK Q3A IF Q2=1 (YES)

Q3a Can you explain why you prefer this option?

OPEN ANSWER

ASK Q4 IF Q2 = 2 (NO) OR 3 (UNSURE)

Q4 Can you explain why you do not have a preferred option?

OPEN ANSWER

ASK ALL

Q5 Do you have a LEAST preferred option – i.e. one you would NOT want to see?

1. Yes
2. No Skip to Q8
3. Unsure Skip to Q8





8. APPENDIX 2 – ONLINE QUESTIONNAIRE

ASK Q6 IF Q5=1 (YES)

Q6 Which is your least preferred option?

1. Option 1 – Existing NSW Government controls retained
2. Option 2a – Safeguard and Intensify
3. Option 2b – Minor Amendments to Existing NSW Government Controls
4. Option 3a – Preserve and Intensify
66. Option 3b – Preserve, Intensify and Expand

ASK Q7 IF Q5=1 (YES)

Q7 Why is this your least preferred option?

OPEN ANSWER

ASK ALL

Q8. How important are the following outcomes to you in delivering more housing?

Options are

1. Not important
 2. Important
 3. Very important
 4. Critical
 66. Unsure
- A. Increasing the number of dwellings in Ku-ring-gai
 - B. Avoiding environmentally sensitive areas
 - C. Minimising impacts on the tree canopy
 - D. Minimising the impact on individual heritage items (e.g. by not locating high density development near heritage items)
 - E. Protecting some Heritage Conservation Areas
 - F. Protecting all Heritage Conservation Areas
 - G. Managing transitions between areas of different densities to avoid impacts such as overshadowing and loss of privacy on neighbours
 - H. Supporting revitalisation of commercial and retail areas
 - I. Making housing more affordable
 - J. Providing affordable rental housing for very low to moderate income households
 - K. Minimising building heights

Q9. How important is the provision of the following infrastructure to support more housing?





8. APPENDIX 2 – ONLINE QUESTIONNAIRE

Options are

1. Not important
 2. Important
 3. Very important
 4. Critical
 5. Unsure
-
- A. New parks
 - B. New community facilities
 - C. Improved stormwater drainage
 - D. Road and intersection upgrades to improve traffic flow
 - E. Increased public transport
 - F. Water supply and sewer drainage
 - G. New schools
 - H. New hospitals

Q9a. Other than what's listed above, can you identify any additional infrastructure required to support more housing?

OPEN ANSWER

Q10. Do you have any other comments on the subject of residential development within the Ku-ring-gai LGA?

1. No
2. Yes (please add your comments here.)





8. APPENDIX 2 – ONLINE QUESTIONNAIRE

Q11. Finally, just a few questions about you. Firstly, into which age category would you fall?

1. Under 18
2. 18-24
3. 25-34
4. 35-44
5. 45-54
6. 55-64
7. 65-74
8. 75 or over
9. Prefer not to answer

Q12. With which gender do you identify?

1. Male
2. Female
3. Non-binary
4. Prefer to self-describe (Please tell us)
5. Prefer not to answer

Q13. Do you own/part-own or rent your current residence?

1. Own/Part-own
2. Rent
3. Other (please specify)

Q14. What type of house do you live in?

1. Detached house
2. Semi-detached/terrace/townhouse
3. Apartment
4. Other (please specify)





8. APPENDIX 2 – ONLINE QUESTIONNAIRE

Q15. Do you live in the Ku-ring-gai local government area?

1. Yes
2. No (please specify which Council area you live in) Skip to Q20a

ASK Q16-20 IF Q15=1 (YES)

Q16. In which suburb do you live?

1. East Killara
2. East Lindfield
3. Gordon
4. Killara
5. Lindfield
6. North Turramurra
7. North Wahroonga
8. Pymble
9. Roseville
10. Roseville Chase
11. South Turramurra
12. St Ives
13. St Ives Chase
14. Turramurra
15. Wahroonga
16. Warrawee
17. West Pymble
18. Other (SPECIFY)

Q18. How long have you lived in the Ku-ring-gai local government area?

1. Less than 5 years
2. 5-10 years
3. 11-20 years
4. Over 20 years





8. APPENDIX 2 – ONLINE QUESTIONNAIRE

Q19. What is your nearest train station?

1. Roseville
2. Lindfield
3. Killara
4. Gordon
5. Other (specify)
6. Unsure, or I don't live anywhere near a train station

ASK Q20 IF Q19 = 1, 2, 3 OR 4

Q20. Roughly how close do you live to this train station?

1. Within 400 metres
2. Between 400 and 800 metres
3. More than 800 metres

ASK Q20A IF Q13=1

Q20a. Apart from your home, do you own any properties (either commercial or residential) or own or operate a business within approximately 400 metres of Roseville, Lindfield, Killara or Gordon stations?

1. Yes
2. No

ASK Q20B IF Q13=2 OR 3

Q20b. Do you own any properties (either commercial or residential) or own or operate a business within approximately 400 metres of Roseville, Lindfield, Killara or Gordon stations?

1. Yes
2. No





8. APPENDIX 2 – ONLINE QUESTIONNAIRE

ASK Q21 IF Q20A OR Q20B = 1

Q21. Which station/s are these properties or businesses closest to?

MULTIPLE RESPONSE

1. Roseville
2. Lindfield
3. Killara
4. Gordon

OUTRO: Thank you, that is the end of the survey. Ku-ring-gai Council greatly appreciates your feedback. If you have any questions about this survey, please call Council on 02 9424 0000.

Results of this research will be made publicly available in early 2025.

This market research survey is carried out in compliance with the Privacy Act, and the information you provided will be used only for research purposes.



9. APPENDIX 2 – PAPER SURVEY RESULTS

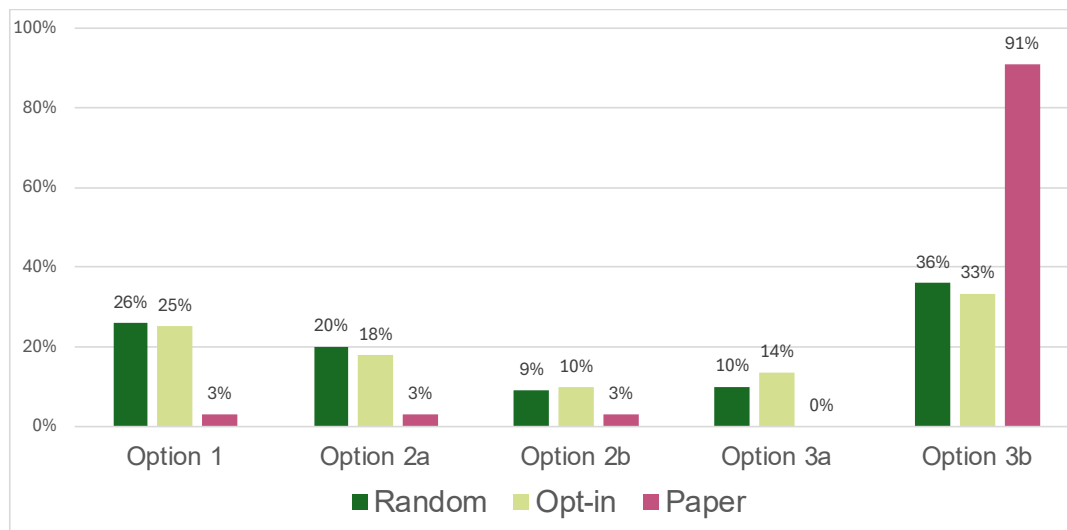
During the engagement period leading to the December 17th deadline, Council decided to offer a paper-based version of the opt-in online survey. This was designed to allow residents unable or unwilling to complete the survey online the opportunity to have their say.

In all, 869 paper surveys were completed. The responses were then entered by Council staff into the survey software platform under a separate link to that used for the online survey.

A critical issue with the paper-based surveys is that it is impossible to verify the authenticity of data – and in particular whether residents may have completed multiple questionnaires in order to “game” the outcome. Council hence agreed to analyse the results of the paper-based survey separately, rather than integrate them into the opt-in online results (where multiple quality checks were undertaken to confirm the authenticity of survey data.)

The need for this separation becomes apparent when one looks at the “preferred scenario question” – see **Figure 8**, below:

Figure 8: Preferred scenarios (random vs. opt-in vs. paper)



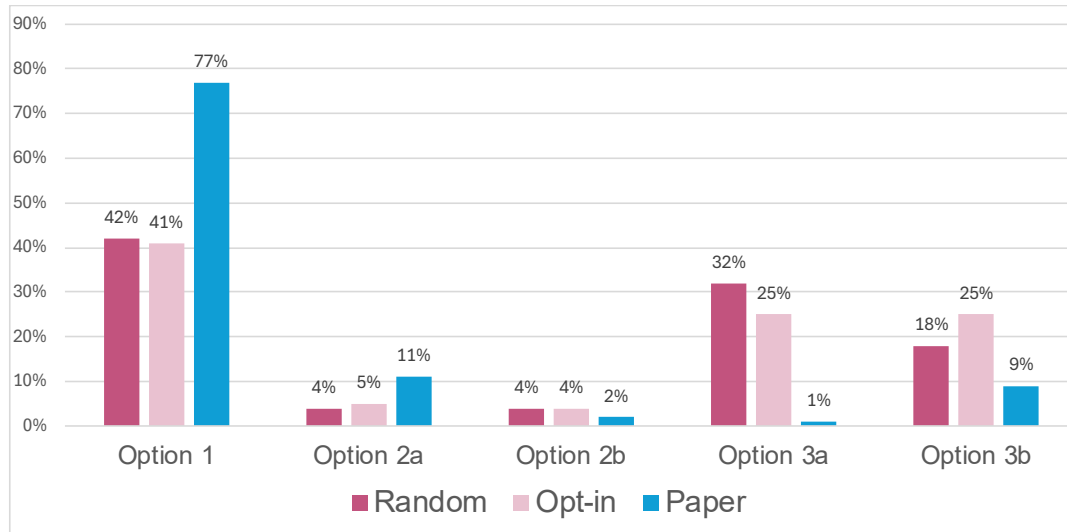
Whereas between 33 and 36% of residents preferred Option 3b in the online opt-in and random surveys, some 91% of paper-based surveys chose this outcome. This strongly suggests (a) that some/many of those preferring this option co-opted allies with similar views to complete the paper survey; and/or (b) some residents completed multiple paper surveys to “create” this outcome.

The results were similar for the least preferred option. While +/- 41% of online opt-in and CATI respondents chose Option 1, for paper-based response this figure was 77% for paper-based responses (**Figure 9**, next page).



9. APPENDIX 2 – PAPER SURVEY RESULTS

Figure 9: Least preferred scenarios (random vs. opt-in vs. paper)



In relation to the outcome and infrastructure questions, paper survey results were also markedly different (in some respects). In particular:

- Only 23% of paper-based surveys said that “managing transitions between areas of different density” was very important or critical, against +/- 68% of random and opt-in online responses
- Conversely, 89% of paper responses prioritised the importance of “protecting some Heritage Conservation Areas” (against 55% for random and opt-in online)
- 20% of paper-based surveys prioritised “Minimising the impact on individual heritage items”, against +/- 52% of random and opt-in online
- 51% of paper-based surveys prioritised “Increasing the number of dwellings in Ku-ring-gai”, against +/- 38% of random and opt-in online
- Only 46% of paper-based surveys said that “Roads and intersection upgrades to improve traffic flow” was a very important or critical infrastructure upgrade, against +/- 80% of random and opt-in online responses
- Just 42% of paper-based surveys felt it was very important or critical to create improved public transport, against +/- 68% of random and online opt-in surveys



9. APPENDIX 2 – PAPER SURVEY RESULTS

Finally, we detected a high degree of identical open-ended comments within the paper survey. As just one example of many, below are five responses on why respondents preferred Option 3b:

- “It ensures our HCAs are safe from tall buildings keeping our area's historical charm intact.”
- “It ensures our HCA's are safe from high-rise developments near stations which would overpower the area's historical charm.”
- “It ensures our HCA's are safe from high-rise developments near stations which could overpower the area's historical charm.”
- “It ensures our HCA's are safe from high-rise development near stations.”
- “It ensures our HCA's are safe from high-rise development near stations, which could overpower the area's historic charm.”

Conclusion

Given the robust quality checks applied to the online opt-in survey, the opt-in online survey's high response rate, and the consistency of results between the opt-in online and random CATI surveys, we feel comfortable that these two methodologies provide a more accurate representative of community opinion than those expressed in the paper survey.



SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
15 November 2024 to 17 December 2024

MATTERS RAISED IN SUBMISSIONS	COMMENT
Category 1: Submission points related to housing scenarios	
SUPPORT Scenario # 1 (TOD)	
<p>Supported for the following reasons:</p> <p><i>General</i></p> <ul style="list-style-type: none"> • Height is maximum 6-storeys. • Respects limitations of local infrastructure. • Aligns housing with existing transport infrastructure, minimises sprawl and reduces environmental disruptions. • Balance between development and preservation. • Maintains character of entire suburbs while meeting housing demand near stations. • Distributes housing fairly among suburbs supported by town centres, avoiding overburdening any single area e.g. Gordon. • Residents have consistently voiced their opposition to high-rise developments. • Sites have been purchased and commencement of design based on TOD provisions. • Provides opportunity for medium density housing to enjoy benefits of Ku-ring-gai – good schools, transport links and national parks. • Whilst it preserves less HCAs than the alternate scenarios, these HCAs won't become "islands" in a sea of high density. • Streamlined - Predicts that State Government will continue to roll out different initiatives to increase housing and creating individualized plans, which places Council in the laborious position of having to constantly create scenarios. <p><i>Gordon</i></p> <ul style="list-style-type: none"> • Reflects our community's values and respects the historical integrity of Gordon. 	<p>During the exhibition period 514 written submissions were received and the following preferences were expressed:</p> <ul style="list-style-type: none"> • 125 submissions expressed support for Scenario 1 (TOD). • 42 submissions expressed opposition to Scenario 1 (TOD). • 48 submissions expressed support for Scenario 2a. • 19 submissions expressed opposition to Scenario 2a. • 19 submissions expressed support for Scenario 2b. • 18 submissions expressed opposition to Scenario 2b. • 24 submissions expressed support for Scenario 3a. • 38 submissions expressed opposition to Scenario 3a. • 99 submissions expressed support for Scenario 3b. • 64 submissions expressed opposition to Scenario 3b. <p>A number of submissions did not express a preference for any option.</p> <p>It should be noted that the written submissions are not a statistically valid sample that can be used to inform the selection of a preferred option.</p>

SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
15 November 2024 to 17 December 2024

<p><i>Roseville</i></p> <ul style="list-style-type: none"> Victoria Street has already seen major development, and Roseville College will continue to add development. Is not within a HCA and is prime location for unit development. <p><i>Lindfield</i></p> <ul style="list-style-type: none"> Lindfield cannot cope with 15+ storey developments. 	<p>The wide range of reasons for either supporting or not supporting the different scenarios are acknowledged. Ultimately the preferred scenario needs to be assessed against the seven principles Council developed to achieve better planning outcomes around Roseville, Lindfield, Killara and Gordon stations.</p>
AGAINST Scenario # 1 (TOD)	The seven principles are:
<p>Not supported for the following reasons:</p> <ul style="list-style-type: none"> Blunt instrument and 'One size fits all' Fails to preserve unique heritage and natural environment of Ku-ring-gai. Allows development on environmentally sensitive land and will lead to destruction of critical habitats e.g. STIF and cause significant tree canopy loss. Heritage items will be encircled by development. Will result in unacceptable high-density development in with HCAs. Will result in high-rise buildings adjacent with low rise buildings. Does not support the revitalisation of our commercial centres – the development controls are not enough for renewal of centres, retail growth or new infrastructure. Redevelopment of Gordon Centre is not feasible under this scenario. Will detrimentally impact heritage item Eryldene and its HCA, as well as isolate historic houses within the HCAs. Poor transition zones leading to privacy and overshadowing issues. Uniform application of development controls fails to account for unique characteristics. 	<p><i>Principle 1 - Avoid environmentally sensitive areas</i> Avoid locating development in areas containing high-value biodiversity, natural watercourses or steeply sloping or bushfire affected land.</p> <p><i>Principle 2 - Minimise heritage item impacts</i> Avoid locating development in areas with a high concentration of listed heritage items. Where this cannot be avoided, allowing heritage items similar development capacity as adjoining land.</p> <p><i>Principle 3 - Preserve heritage conservation areas</i> Prioritise protection of heritage conservation areas by transferring the potential dwelling yield to suitable non-heritage areas.</p> <p><i>Principle 4 - Minimise tree canopy impacts</i> Improve canopy protection and replenishment in new high-density residential areas by reducing densities of apartment buildings to provide for greater deep soil planting and tree replacement.</p>
SUPPORT Scenario # 2a	
<p>Supported for the following reasons:</p> <p><i>Roseville</i></p> <ul style="list-style-type: none"> Support heights 12-14 storeys and FSR 6.1:1 or higher for Hill Street. 	

SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
15 November 2024 to 17 December 2024

<p><i>General</i></p> <ul style="list-style-type: none"> • Includes high percentage of HCA houses. • Good planning and most balanced approach. • Avoids environmentally sensitive areas. • Minimises impacts on heritage items and attempts to preserve HCAs. • Minimises tree canopy impacts. • Minimises transition impacts. • Appropriate building heights and limits height of buildings in commercial centre. • Supports local centre revitalisation. • Closest to ensuring that any new development is within walking distance of the station, with density increasing close to the stations to encourage reduced reliance on cars and minimise vehicle traffic. • Development is equally balanced on both sides of the railway to allow for an equal distribution of population and traffic. • It upzones entire blocks to allow for cohesive developments that will allow developers to create more green spaces. • Redevelopment of Gordon Centre is viable under this scenario. • More likely to be endorsed by the NSW Government as development is within 400m of the stations. 	<p><i>Principle 5 - Manage transition impacts</i> Allow for an acceptable interface between areas of different density by avoiding changes that are 'mid-block' or along property boundaries. Where possible utilise existing roads, lanes or open space as the transition from high density to low density.</p> <p><i>Principle 6 - Ensure appropriate building heights</i> Ensure building heights are appropriate to the regional, district and local context and reflect the hierarchy between the centres. Additionally, building heights are to be transitioned from tallest near the stations to lower where sites adjoin low density residential.</p> <p><i>Principle 7 - Support local centre revitalisation</i> Promote viable urban renewal in commercial areas that include new retail facilities and helps deliver community infrastructure such as libraries, open space, and community centres.</p>
<p>AGAINST Scenario # 2a</p>	
<p>Not supported for the following reasons:</p> <p><i>Roseville</i></p> <ul style="list-style-type: none"> • Building heights of 8-storeys on Lord and Victoria and 15-storeys on Hill Street are unacceptable. • Limiting the height of development on the east side of the Roseville and Lindfield Centre to 5-8 storeys with a FSR of 1.3-1.8 :1 and 50 % deep soil will not be viable. • Lord/Bancroft HCA should be removed. • Impacts The Grove HCA significantly – bisects the length of the street with 5-8 storeys on western side and could result in the loss of 50% of properties within the current conservation zone. 	

SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
15 November 2024 to 17 December 2024

<p><i>Gordon</i></p> <ul style="list-style-type: none"> • Gordon disproportionately targeted for high density growth. Dense, high-rise development with building heights 15-45 storeys. • Significant change to Gordons appeal – liveability, green spaces, accessibility • Will result in destruction of HCA 39. <p><i>Killara</i></p> <ul style="list-style-type: none"> • The Marian Street HCA is not retained. • Northern side of Marian Street is cut in half, allowing high-rise developments on the southern side. Only 5 houses on the northern side will remain, resulting in a street of incohesive developments. • No transition zone (such as a road or open space) between existing houses and 8-storey developments. • Development is proposed on the high side of Marian Street which will overshadow neighbours. <p><i>General</i></p> <ul style="list-style-type: none"> • Concern with high rise developments • Concentrates development in commercial areas and doesn't allow for enough additional housing to be made available for those wishing to live in residential areas. • Excessive building heights, which can also be increased by 30% for affordable housing. • Does not meet Council's Planning Principles as it does not minimise impact on heritage items or preserve HCAs. 	
SUPPORT Scenario # 2b	
<p>Supported for the following reasons:</p> <ul style="list-style-type: none"> • Balance between allowing additional building height in commercial centres and flexibility to achieve planning outcomes, not just those related to heritage conservation. • Protecting 100% of HCAs within the TOD SEPPP is not sustainable and results in imbalance of development around stations. Protecting 31% is a reasonable compromise. • Building heights of 15-storeys in E1 commercial zones is a reasonable compromise. • More likely to be endorsed by the NSW Government as development is within 400m of the stations. 	

SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
15 November 2024 to 17 December 2024

<ul style="list-style-type: none"> Development is equally balanced on both sides of the railway to allow for an equal distribution of population and traffic. 	
AGAINST Scenario # 2b	
<p>Not supported for the following reasons:</p> <p><i>General</i></p> <ul style="list-style-type: none"> Would result in the destruction of 70% of heritage items. Concern with high rise developments Excessive building heights, which can also be increased by 30% for affordable housing. Does not meet Council's planning principles, particularly relating to minimising impacts on heritage items and preservation of HCAs. Only provides 31% protection of HCAs. <p><i>Roseville</i></p> <ul style="list-style-type: none"> Lord/Bancroft HCA should be removed. Impacts The Grove HCA significantly – bisects the length of the street with 5-8 storeys on western side and could result in the loss of 50% of properties within the current conservation zone. <p><i>Gordon</i></p> <ul style="list-style-type: none"> Gordon disproportionately targeted for high density growth. Dense, high-rise development with building heights 15-45 storeys. Significant change to Gordons appeal – liveability, green spaces, accessibility Redevelopment of Gordon Centre is not feasible under this scenario. <p><i>Killara</i></p> <ul style="list-style-type: none"> Marian Street HCA has been wiped out. Heritage value of heritage items will be lost if their setting (HCA) is removed. No value in heritage items if they are isolated, dominated and overshadowed by high-rise developments. 	

SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
15 November 2024 to 17 December 2024

SUPPORT Scenario # 3a	
<p>Supported for the following reasons:</p> <ul style="list-style-type: none"> • Sustainable as Ku-ring-gai continues to grow and expand. • 'Best of a bad lot' • Protects heritage items and HCAs 	
AGAINST Scenario # 3a	
<p>Not supported for the following reasons:</p> <p><i>Roseville</i></p> <ul style="list-style-type: none"> • Building heights of 8-storeys on Lord and Victoria and 15-storeys on Hill Street are unacceptable. • Development on the west side of Roseville and up to 15-storeys in the small shopping centre will be adjacent to the 2-storey HCA on the eastern side which is inappropriate. • Does not manage the transition impacts at all. <p><i>Gordon</i></p> <ul style="list-style-type: none"> • Gordon disproportionately targeted for high density growth. Dense, high-rise development with building heights 15-45-storeys. • Significant change to Gordons appeal – liveability, green spaces, accessibility. • Gordon centre will be bigger than many in St Leonard's and twice the height of buildings in Epping. <p><i>Lindfield</i></p> <ul style="list-style-type: none"> • 35-storey high building at the centre of Lindfield would cause an unsatisfactory transition, uneven streetscape, and overshadowing/privacy issues. <p><i>General</i></p> <ul style="list-style-type: none"> • Concern with high rise developments • Affordable housing should not be located only in commercial hubs. There is no reason that Killara should be an enclave for expensive houses when urban development in modern cities demand extra housing across regions. 	

SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
15 November 2024 to 17 December 2024

<ul style="list-style-type: none"> • Building heights of 15–45-storey buildings are fundamentally inconsistent with the values the Council claims to defend and dramatically change the nature of these suburbs. • Not equitable. • Heights are not supported by infrastructure like Sydney Metro • Complete loss of character. 	
SUPPORT Scenario # 3b	
<p>Supported for the following reasons:</p> <ul style="list-style-type: none"> • Expands HCA 39. • Balances heritage and environmental preservation with providing housing close to train station. • Protects 100% of the HCA – Vital to Ku-ring-gai identity. • Concentrates development density in the areas closest to the train station and mitigates traffic congestion by locating a greater number of residents closer to public transport. • Maximum building heights limited to suit the local and regional context. • Minimises loss of trees/ tree canopy and biodiversity impacts. • Increasing the radius to 800m means there is more scope to increase housing density in a way that takes into account local planning considerations, preserves HCAs and maintains the leafy landscape that characterises Ku-ring-gai. • Accommodates increased housing density in appropriate locations. • Thoughtful to preservation of natural environment – keeps development away from bushland steep slopes, bushfires. • Thoughtful consideration given to transitions between areas of varying density, with boundaries and buffer e.g. roads and parks. Ensures privacy and reduces overshadowing. • Minimises impact on heritage items. • Supports local centre revitalisation. • Spreads the density. 	
<p><i>Gordon</i></p> <ul style="list-style-type: none"> • Higher density at Gordon required to make development viable. 	

SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
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AGAINST Scenario # 3b	
<p>Not supported for the following reasons:</p> <p><i>Roseville</i></p> <ul style="list-style-type: none"> • Building heights of 8-storeys on Lord and Victoria and 15-storeys on Hill Street are unacceptable. • Going beyond 400m on west side of Roseville and Lindfield results in disproportionate density of housing on this side • 6-8-storey developments would be disastrous for Alexander Parade. Result in traffic and overshadowing. • West side of Roseville is a high bushfire prone area. • Existing traffic congestion during peak times. • Maclaurin Parade steep gradient which limits accessibility to the train station. <p><i>Gordon</i></p> <ul style="list-style-type: none"> • Gordon disproportionately targeted for high density growth. Dense, high-rise development with building heights 15-45-storeys. • Significant change to Gordons– liveability, green spaces, accessibility and character • 5-8-storey apartments on south side Moree does not meet Planning Principle relating to preserving HCAs and managing transition impacts. Will lead to loss of privacy, overshadowing/solar access impacts to properties in St Johns HCA. • Highrise down Pearson Avenue and Burgoyne will set a precedent for future development to creep into surrounding areas. • Redevelopment of Gordon Centre is not feasible under this scenario. <p><i>Lindfield</i></p> <ul style="list-style-type: none"> • Disadvantages Lindfield in favour of Killara. • Misleading in relating to transition impacts – Council states it has an acceptable impact but will result in properties in Highgate adjoining directly behind Blenheim HCA being developed for 5-8-storey apartments. Worse than TOD and Scenarios 2 and 3a. • Half of properties in Treatts/Killara Avenue block will be zoned for residential flat buildings 5-8 storeys and half will be low density residential. Will result in significant amenity and streetscape 	

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<p>impacts, ad hoc development pattern. No buffer or transition zone is proposed. Principle of 'manage transition impacts' is not met.</p> <p><i>General</i></p> <ul style="list-style-type: none"> Conflicts with the 800-metre radius of the Low to Mid Rise policy stage 2. Create substandard planning outcomes. Shopping centre revitalisation may not be economically viable for developers. Transition impacts are not addressed, 5-8-storey development adjacent to low rise. Misleading information from Council. Results in a great number of homes located far away from the local centre; up to 800m away from the local railway stations. Excessive building heights, which can also be increased by 30% for affordable housing. Not equitable. Underutilisation of Transport infrastructure. Migration outside of 800m zone Lack of infrastructure, particularly traffic Overcrowding Fails to reflect the balance between safety and growth. TOD is not simply 23,200 dwellings but the creation of that number of dwellings within 400m of station. 3b departs from governments requirements of geographic location. Risk that if Council choses this option, then it could be rejected by State Government based on geographic spread i.e. going beyond the 400m TOD boundary. 	
SUPPORT an Alternate/Compromise Scheme	
<p><i>Alternative Areas for housing</i></p> <ul style="list-style-type: none"> Shopping areas of East Killara and East Lindfield for a low-rise housing option, with retail below. Areas are already established, have no heritage, and will take pressure off the areas surrounding the stations. Expand the scenarios to include all stations along the trainline, ensuring all areas make some contribution to housing. 	<p>The suggestions for alternative areas for housing are noted. In developing alternatives to the TOD, Council is not able to consider any areas outside of the identified station precincts in the TOD SEPP – that is Gordon, Killara, Lindfield, and Roseville.</p> <p>The preference for a combination of scenarios is noted.</p>

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<ul style="list-style-type: none"> • High rise on Pacific Highway and Hill Street Roseville. • Increase density and heights between Gordon and Lindfield. New “intense density” connecting Gordon and Lindfield along the Pacific Highway at Killara. Roseville to be excluded from the TOD and remain at village scale. • Expand into Pymble and Pymble Business Park • Increase height and density within Turramurra, Wahroonga, and St Ives Centre • Underutilised commercial zones (Pacific Highway Gordon and Lindfield – particularly western side) are well suited for residential development. • Masterplan should be developed for whole LGA. • Excavate a sunken Pacific Highway from Boundary Street up to Clanville intersection. The elevated ground level over the highway could serve as a precinct for housing development and community and public space. The area could be extended over the train line, and addition of overpass or underpass would assist traffic flow issues. <p><i>Combination of Scenarios</i></p> <ul style="list-style-type: none"> • Compromise of 2a and 3b. Gordon and Lindfield should not be taking extra dwellings from Killara and Roseville. • Combination of 2A and 2B. Building heights in the shopping strip were increased to 12-storeys, the scenario 2A height limit of unit development of 5-8 (perhaps increased to 10) storeys, but with equivalent of TOD controls of FSR of 2.5 :1 on the eastern side and no 50% deep soil condition. • Combination of 2a and 3b – consist of up-zoning (at Gordon only) as per 2A, and a degree of medium density upzoning (at Gordon only) outside of the 400m zone as per 3b for Gordon only (nowhere else). No medium or higher density outside of the 400m boundaries would be supported. • Combination of 2a and 3b, but with HCA relaxed to 50-75%, Turramurra added, Roseville + Killara at 8-storeys, Lindfield +Turramurra at 8-15 storeys, Gordon at 10-25-storeys, expansion into the 400-800m areas. <p><i>Suggested amendments</i></p> <ul style="list-style-type: none"> • Scenario 1 – allow Heritage listed items to benefit from uplift of TOD and preserve street front curtilage to maintain heritage significance. 	<p>The suggested amendments to specific scenarios are noted.</p> <p>The request to provide for alternate housing typologies is noted. The State Government’s Low and Mid-Rise (LMR) policy came into effect on 28 February 2025 and is focused on delivering housing diversity such as dual occupancies, town houses, terraces, and low-rise apartment buildings. The LMR controls apply up to 800m around the TOD precincts in Ku-ring-gai to ensure housing diversity is achieved.</p>
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<ul style="list-style-type: none"> • Scenario 1 – but extending the boundaries of TOD to 800m, including heritage sites as developable areas, uplift for mixed use sites. • Scenarios 2a, 3a and 3b – both sides of Balfour Street Lindfield should be permitted for high rise development (like in Scenarios 1 and 2b) • Scenario 2a - all Shirley Road properties and adjacent properties (as per 3b) were included, it would be possible to save a lot more of HCAs located on the East side of Roseville station. • Scenario 2a – place greatest density on Pacific Highway in urban centres close to stations, no more than 5-8-storeys on East Side and only between South Park Avenue and Robert Street and no high rise north of Park Avenue (including none in Pearson and Burgoyne). No 15-25 storeys on commuter car park, preschool site retained. • Scenario 2a – high rise to the east of the rail line in Gordon should be limited to 8-Storeys. Open space and community centres must be expanded to cater for a larger population. • Scenario 2a – extending development zones to 600-800m from the station to achieve target yield whilst keeping heights acceptable. • Scenario 2a – modify to include 10 properties which are currently in TOD SEPP (2 Nelson, 1a Valley, 63 Trafalgar, 4 Nelson, 1 Valley, 65 Trafalgar, 61 Trafalgar, 6 Nelson, 1b Valley, 59 Trafalgar). A new laneway buffer could be provided by joining battleaxe driveways of 1a and 1b Valley Road • Scenario 2a and 2b – both sides of The Grove to have the same height. • Scenario 2b – allowing moderate development on the northern side of Balfour Road. • Scenario 2b – Mandatory generous setbacks and tree canopies to properties in HCAs/items. • Scenario 2b – incorporate heritage items into developments via adaptive use or transferable development rights. • Scenario 2b – incorporate gradual transition in heights and allow delisting or redevelopment of isolated heritage items. • Scenario 3a – Roseville does not have any building height more than 15-storeys on the west side of the railway line. • Scenario 3a – amendment so all heights are limited to existing zoning heights and identify more sites in the Gordon and Lindfield commercial areas which have the potential for 6-8 storeys. • Scenario 3a and 3b – no increase in density east of the railway line at Gordon, Killara and Roseville. 	
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<ul style="list-style-type: none"> Scenario 3b – too many 'blue' areas – high rise should be concentrated along the Pacific Highway (50m back) to not encroach in residential areas. Extend high rise along the Pacific Highway, this would reduce need for majority of 5-8-storey buildings on western side of Roseville. Scenario 3b – expanded to 800m to all 4 train stations. Scenario 3b – remove proposed development in Burgoyne Lane, Gordon (behind Park Avenue). Scenario 3b – include part of Gordon Golf Course in Scenario 3b, opportunity for 2000 dwellings and currently not financially viable. Should be repurposed. Will create revenue for Council to fund shortfall in Long Term Financial Plan for projects and minimise rate increases. Scenario 3b – remove development from Burgoyne Lane (i.e. directly behind 16 Park Avenue and HCA). Development can be shifted to vacant/underutilised sites on Pacific Highway. Scenario 3b – developments less than 400m from station have a 10-storey limit, and those further away have a 6-8-storey limit. Provides better interface with residential areas. Scenario 3b – extend additional 5-8-storey zonings across the entire area bound by Werona Avenue, McIntosh, Rosedale Road, and Park Avenue. Scenario 3b – high density residential zoning should be extended to the entire Treatts/Killara Avenue block. Gordon – greater density on Pacific Highway, no high rise on northern side of Park Avenue (including Pearson, Carlotta, and Burgoyne) and limit development on commuter carpark to 8-storeys and preserve pre-school on corner of Park and Pearson Killara – convert some of the old low-rise apartments along Mariam Street Killara to higher density development to accommodate the housing shortage. Spread the density across multiple stations (in addition to the 4 TOD stations), retain 100% HCA, extend areas of 5-8-storeys along the State Highway, maximum 8-storeys in Killara and Roseville, 10-storeys in Lindfield, 15-storeys in Gordon, 6-storeys for all other stations. 6-storey buildings to the western side of Pacific Highway. Sprinkle maximum 6-storey apartment buildings throughout the neighbourhoods amongst 1-2 storey houses. Maintain new development to 400m from train stations. Gordon – west of Pacific Highway (Cecil and Dumaresq Street) can have higher development levels (beyond 6-storeys) Killara – carpark adjacent to station could take several storeys without becoming dominant. Robert Street Gordon could increase density (6-8-storeys) 	
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<ul style="list-style-type: none"> • Lindfield – both sides of Nelson Road are either to be included or excluded. <p><i>Alternative housing typologies</i></p> <ul style="list-style-type: none"> • Should include duplexes, granny flats, townhouses, terraces and low-rise apartments of less than 4-storeys. • Increase low rise solutions so that tall towers are not required. Allow duplexes to be 2-3 storeys. Allow granny flats. • Minimum subdivision sizes should be 400sqm and encourage battleaxe blocks. 	
SUPPORT development area being restricted to 400m radius around railway stations	
<ul style="list-style-type: none"> • Oppose to high rise development outside of the 400m zone from Gordon preschool down Pearson Avenue to the depot site. Sets a precedent and reduces tree coverage. • Sprawling out 800m creates additional impacts in parts of LGA outside of TOD boundaries that should be protected for heritage and environmental reasons 	<p>The support for development being restricted to a 400m radius around railway stations is noted.</p> <p>The Department of Planning, Housing, and Infrastructure <i>Transport Oriented Development – Guide to Strategic Planning</i> outlines that Councils may choose to extend the application of provisions beyond the State's 400m radius where this will deliver a better outcome.</p> <p>The extension of the TOD beyond the 400m radius in some areas will assist in protecting important heritage conservation areas (HCAs) in Ku-ring-gai.</p>
SUPPORT development area extending to 800m radius around railway stations	
<ul style="list-style-type: none"> • Sensible to consider alternative approaches that spread density beyond the 400m radius where appropriate. • Increasing the radius to 800m means there is more scope to increase housing density in a way that takes into account local planning considerations, preserves HCAs and maintains the leafy landscape that characterises Ku-ring-gai. 	<p>The support for development extending to 800m radius around the railways stations as in Scenario 3b is noted.</p> <p>The Department of Planning, Housing, and Infrastructure <i>Transport Oriented Development – Guide to Strategic Planning</i> outlines that Councils may choose to extend the application of</p>

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<ul style="list-style-type: none"> Extend beyond 400m for new and increased development to accommodate more housing that are not dwellings or apartments. 	provisions beyond the State's 400m radius where this will deliver a better outcome.
SUPPORT development heights extending above 6-7 Storeys	
<ul style="list-style-type: none"> Increased heights are supported on the basis that heritage and tree canopy are preserved and ailing centres are revitalised. Scenarios that cover a greater footprint and with a lower uniform height are less conducive to liveable neighbourhoods and will result impacts on the HCAs, tree canopy, and traffic. Buildings along the highway interface can be 6, 8, 12 or 25-storeys does not matter as with good urban design these heights can be accommodated. Support general principle of greater heights along the Pacific Highway in return for less penetration of development into the surrounding streets. Sensible to consider alternative approaches that consider greater height and density than 7 storeys on sites like Lindfield Hub, sites close to Pacific Highway and train line. Increased heights and FSRs of 6.1:1 are required for development feasibility. Higher-density projects can fund roads, parks, and public amenities through developer contributions, enhancing the area without straining existing infrastructure. Heights of more than 8-storeys should be restricted to commercial centres, with a maximum of 20-storeys. 	<p>The support for development which has height greater than 6-7 storeys is noted.</p> <p>Council alternative scenarios included heights greater than the 6-7-storeys proposed by the TOD so that heritage conservation areas can be protected and limit the need for spreading development further than 400m from the rail station.</p>
SUPPORT TOD heights (Limit to 6-7 Storeys)	
<ul style="list-style-type: none"> 10-15 storeys will be visible from private homes in Gordon, altering the suburban and landscape character significantly. Heights 25-45 storeys (scenarios 2a and 3a) are excessive and will result in long construction times and tall buildings are not attractive. Concern that heights established in Gordon and Roseville will set precedent for other centres further north such as Turramurra. Aim of TOD is to deliver more mid-rise residential buildings (6-storeys) which are appropriately scaled and compatible with the surrounding character – Council's alternatives with 45-storeys are dramatic shift in character. 	<p>Support for height limited to 6-7 storeys is noted.</p> <p>Council's alternative scenarios included heights greater than the 6-7 storeys proposed by the TOD so that heritage conservation areas can be protected and limit the need for spreading development further than 400m from the rail station.</p>

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<ul style="list-style-type: none"> • New buildings should be a maximum of 6-storeys. • Smaller-scale dwellings fosters a stronger sense of community than high rise. • Although Gordon is commercial heart of Ku-ring-gai, heights above 6-storeys are inappropriate to load development from other suburbs. 	
AGAINST Council Alternative Scenarios	
<ul style="list-style-type: none"> • Scenarios create inequity between areas north and south of Mona Vale Road - majority of development is concentrated around Gordon and Lindfield, creating increased traffic and density. • Inequitable concentration of apartments in Gordon – scenarios aim to preserve Killara and Roseville, at the expense of Gordon. • Council has wasted so much time and money on these alternatives. • Fail to adequately consider key environmental impacts and community priorities. • Extending beyond the boundaries of the TOD and introducing significantly taller building is inconsistent and to the values Council claims to defend. • Concern the alternative scenarios will impact Gordon's and Lindfield's unique, longstanding character. • Fails to align with sustainable planning principles and contradicts the long-term interests of community. • Confused how Council which has historically opposed high density development can then propose 15+ storey buildings in a suburban neighbourhood like Lindfield. • Alternative scenarios are premature with insufficient data and evidence – developed without consideration of traffic, safety, and infrastructure constraints. • Council alternatives relocate density away from residential HCAs to existing commercial zoned land, but as these sites are small, narrow, and held in separate ownership there is a time-consuming process to consolidate the land to achieve large enough development sites. • Council scenarios will not deliver housing in the short to medium term e.g. development in Gordon on sites with long leases Woolworths and Harvey Norman. No development will occur for 10+years which is too long. • Not convinced Council alternatives deliver sympathetic development. 	<p>The comments regarding the lack of support for Council's alternative scenarios are noted.</p>

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<ul style="list-style-type: none"> • Do not support any scenarios for Gordon – will lead to impacts on traffic, environment, open space, and community infrastructure. Dissatisfaction with the high-rise developments. • Too much weight to opinions of developers and too little consideration of environment and infrastructure • All scenarios are unfair. Council has made skewed decisions in each scenario with some groups getting what they want, and others don't. • Inconsistencies throughout the scenarios. HCAs are saved, but one scenario proposes 45 storeys over a heritage listed item. • Council scenarios downzone sites approved for high density under TOD SEPP 	
AGAINST any options (Council Scenarios or TOD)	
<ul style="list-style-type: none"> • Unable to support any Options (TOD or Council alternatives). None of scenarios will deliver ecologically sustainable development. Alternate scenarios are not fit for purpose in the face of the climate and biodiversity crisis. • TOD and the alternate scenarios lack a comprehensive assessment of their cumulative impact. • All options will mean more traffic on the Pacific Highway. • Do not support increased heights in Lindfield. • TOD and all Council's alternatives will result in destruction of Ku-ring-gai's character and tree canopy. • All scenarios compromise the visual impact, either through high-rise development or loss of canopy, and adverse consequences for our heritage items / conservation areas. • Do not support any scenario. Gordon has been unfairly asked to accept the greatest uplift. • Sprawl will not stop at 800m. • All scenarios result in poor urban design transitions with single storey houses next to apartment blocks. • Not convinced that either TOD or Council's alternate scenarios support appropriate and sympathetic development. 	<p>There were 72 submissions received that did not support any options – TOD or Council's alternatives.</p> <p>The TOD planning controls were introduced by the NSW Government in May 2024. Council's alternate scenarios seek to deliver around the same level of housing while retaining and protecting heritage and improving urban tree canopy outcomes.</p> <p>If Council does not develop an alternative planning outcome, then the current TOD will remain in place with its poor planning outcomes, particularly regarding impacts on heritage and the environment.</p>

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SUPPORT Alternative Scenarios	
<ul style="list-style-type: none"> Appreciate Council's work on preparing alternative scenarios to deliver the same amount of housing as the TOD while being sensitive to local considerations of heritage and environment. Support Council approach to developing alternative planning options and further density uplifts for TOD precincts. 	Support noted.
Category 2: Submission points related to Environmental/Amenity impacts	
Environmental Impacts (biodiversity, slope, bushfire, flooding, riparian lands)	
<ul style="list-style-type: none"> Environmental impact of high-density developments like bushfire analysis, wind tunnel effects, and the broader disruption to local wildlife habitats is completely overlooked in scenarios 2, 2b, 3a, and 3b. <p><i>Soil and Terrain</i></p> <ul style="list-style-type: none"> Soil compositions and terrain in Gordon does not support intensive construction (15-45 storeys). Will need significant engineering work. <p><i>Biodiversity</i></p> <ul style="list-style-type: none"> Alternative scenarios will disrupt existing green corridors, fragment habitats for wildlife movements. Will lead to decline in local fauna. Building heights from alternative scenarios will affect growth and health of surrounding trees and vegetation. Alternative scenarios will result in increased artificial lighting from high rise which will impact on nocturnal wildlife, and compound negative impacts of habitat fragmentation. 23,200 apartments will lead to environmental damage and tree damage. All scenarios pose significant risks to Ku-ring-gai's tree canopy, biodiversity, and will lead to further degradation of Blue Gum High Forest and the Sydney Turpentine Ironbark Forest both critically endangered ecological communities. 	<p>Council's alternatives and Preferred Scenario are governed by a set of planning principles, one of which is '<i>avoid areas that are environmentally sensitive</i>' and the following criteria were used to locate high density housing:</p> <ul style="list-style-type: none"> Properties with core biodiversity have no potential for additional housing. Properties with 20% or more of the land area with Support for Core, Landscape Remnants and/or Biodiversity Corridors are constrained with some potential for additional housing subject to detailed analysis and ground-truthing. Properties with more than 25% of the land area affected by Category 1 or 2 Riparian Lands are heavily constrained with no potential for additional housing. Properties with less than 25% of the land area affected by Category 1 or 2 Riparian Lands are constrained with some potential for additional housing subject to detailed analysis and ground-truthing. Properties with more than 25% of the land area with a slope greater than 18% have no potential for additional housing.

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<p><i>Bushfire – particularly West Roseville Alexander Parade/Findlay/Maclaurin</i></p> <ul style="list-style-type: none"> Concern that Council's alternative scenarios have not adequately assessed bushfire impacts, traffic impacts, limitations of access road and evacuation capacity. Council should not be exhibiting alternative scenarios (e.g. 3b) that expand development into areas such as Roseville without understanding the traffic and bushfire evacuation implications. Reference to 1994 Bushfires in Roseville near Findlay Avenue and Maclaurin Parade Reference to Council's Sim Table video simulation shared by Council which illustrates the risks of bushfire evacuation. Evacuation will become more difficult with additional residents from unit developments currently under construction plus the additional residents of the development resulting from scenario 3b. Road access out of West Roseville is already compromised it cannot support more development. Independent studies on bushfire risks and evacuation modelling are required to account for developments already approved. All scenarios should be reassessed with a focus on bushfire evacuation risks. All high-risk bushfire zone and areas deemed at high risk for bushfire evacuation safety should be exempt from further development. Concern that all of Alexander Parade is subject to ember spread. Access is restricted (Corona Avenue, Maclaurin Parade at Highway Intersection, Kings Avenue at Blue Gum High Forest) making evacuation difficult. <p><i>Flooding</i></p> <ul style="list-style-type: none"> Concern with existing flooding in from storm events in Gordon and for this reason Gordon is not suitable for additional development. Concern with existing stormwater runoff into and flooding of Blue Gum Creek Roseville because of development, and concern this will worsen with additional development. 	<ul style="list-style-type: none"> Properties mapped as Bushfire Prone Vegetation Category 1 and 2 lands have no potential for additional housing; and Properties immediately adjoining Bushfire Prone Vegetation Category 1 or 2 lands have no potential for additional housing. <p>It should be noted that endangered ecological communities will remain protected under the <i>Biodiversity Conservation Act 2016</i>. No areas on the west side of Roseville identified for potential development uplift in any of the scenarios is mapped as bushfire prone land or bushfire evacuation risk. No areas are immediately adjoining Bushfire Prone Vegetation Category 1 or 2 lands. However, the bushfire history in the Alexander Parade/Findlay Avenue area and its connectivity to the broader Land Cove National Park is noted.</p> <p>It is acknowledged that the proposed development uplift in Alexander Parade in option 3b does put greater density closer to bushfire prone vegetation.</p> <p>Regarding issues raised in relation to evacuation during bushfire events, it should be noted that evacuation routes are not set, are dependent on the specific event, and are usually managed by emergency services according to conditions. Nevertheless, further road network improvements within the Maclaurin Parade precinct that would assist egress from the area should be investigated and modelled. Refer to further comments in this table that relate to Traffic/Road capacity.</p> <p>Any new development will need to specifically consider flooding in areas mapped as Overland Flow or Mainstream Flow Flood</p>
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	Planning Area. New development will also need to specifically consider Council's water management DCP controls, including requirements for rainwater re-use and on-site detention systems.
Heritage Conservation Areas	
<p><i>Support for Heritage Conservation Areas</i></p> <ul style="list-style-type: none"> Retain HCAs – they should be protected regardless of distance from rail. Majority of Ku-ring-gai's high quality intact HCAs are located within 800 metres from the railway. Ku-ring-gai HCAs and heritage items are of National significance by the National Trust of Australia (NSW), HCAs are worth preserving for future generations – community asset. <p><i>Concern of impact of High Density on HCAs</i></p> <ul style="list-style-type: none"> High density adjacent to HCAs destroys the character that makes these areas desirable and worthy of preservation. Protection of HCAs needs to consider not just proximity but impact of buildings 25-45 storeys on the skyline. Transition from high density to HCAs needs to be carefully managed. <p><i>Lord Street/Bancroft Avenue HCA</i></p> <ul style="list-style-type: none"> Historical and aesthetic significance and needs to be protected. Federation style housing, which represents an intact portion of the 1903 Clanville Estate subdivision and characterised by garden settings and 1 or 2-storey buildings. <p><i>Middle Harbour Road HCA</i></p> <ul style="list-style-type: none"> High value HCA due to home and tree canopy Environmental significant due to one of the Two Creeks running between Valley Road and Middle Harbour Road <p><i>St Johns, Nelson, and Edward Streets Gordon</i></p> <ul style="list-style-type: none"> Contain housing of significant character which should not be displaced by high rise. St Johns and Nelson Street are good examples of HCAs. 	<p>Support for Heritage Conservation Areas, and particular HCAs is noted.</p> <p>Council's recent independent heritage review by TKD Architects confirmed these conservation areas retain an overall moderate or high integrity, a high aesthetic quality, are highly significant for documenting the history and development of the municipality, and they all satisfy the NSW Heritage Council's criteria of local heritage significance for listing as a conservation area. Council's comparative study further found that Ku-ring-gai's conservation areas have distinct qualities not found in other Sydney conservation areas.</p>

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<p><i>Pockley Avenue HCA</i></p> <ul style="list-style-type: none"> Pockley Avenue HCA should not be included for development 	
<p><i>Opposition to Heritage Conservation Areas</i></p> <p><i>Oppose HCA extension – McIntosh.</i></p> <ul style="list-style-type: none"> Reason for extension is 'ease' rather than any valid justification. Object to 21 and 23 McIntosh Street being included in HCA extension. Properties have little conservation value and will undermine HCA. Current designs are modern and 21 McIntosh has been significantly expanded. Oppose expanding heritage listing to more homes near Gordon's transport and amenities. Need to reconsider the HCA status of McIntosh Street as this it is a poor example. Contains modern houses built in 2000s. <p><i>Opposition to HCAs</i></p> <ul style="list-style-type: none"> Heritage has held back development. Council should not misuse HCAs to avoid housing delivery. HCAs do not mean no development. Many modern homes that have been built after 2000 fall within HCAs which undermines the integrity. Protect some HCAs, but do not protect them all – focus on saving only the best HCAs. Irrational to attempt to preserve all HCAs as this outcome can only be achieved by massive overdevelopment. Some existing HCAs are of little heritage value (e.g. the Blenheim Road conservation area). It is not correct that all HCAs are of equal merit and value, and refusing to give up any HCA on principle will not provide the best outcomes for residents. For every HCA home protected in the TOD zone, the opportunity for 15 homes is lost. Where HCAs are going to be detrimentally impacted by high rise, the HCAs should be removed. 	<p>The opposition to Heritage Conservation Areas is noted.</p> <p>Council's recent independent heritage review by TKD Architects confirmed these conservation areas retain an overall moderate or high integrity, a high aesthetic quality, are highly significant for documenting the history and development of the municipality, and they all satisfy the NSW Heritage Council criteria of local heritage significance for listing as a conservation area. Council's comparative study further found that Ku-ring-gai's conservation areas have distinct qualities not found in other Sydney conservation areas.</p> <p>Council has not proposed any changes to heritage listings as a conservation area or heritage item in the exhibited scenarios for community feedback or Council consideration at this stage. The conservation area revisions recommended in this review will be considered by Council and the public consulted at a separate stage, if or when Council adopts a planning proposal containing these changes for public exhibition.</p>

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<p><i>St Johns Avenue HCA</i></p> <ul style="list-style-type: none"> • If high density housing is permitted on southern side of Moree, then low density townhouses should be permitted on northern side of St Johns Avenue. • Housing stock is not unique, and the streetscape of trees and concrete roading does warrant preservation. <p><i>Trafalgar Avenue Conservation Area (C31)</i></p> <ul style="list-style-type: none"> • Integrity rating of 'High' but this is not supported by specific comments in the heritage report. 	
<p><i>Other comments regarding Heritage Conservation Areas</i></p> <p><i>Transition Requirements</i></p> <ul style="list-style-type: none"> • Critical how to transition from HCA properties to medium/high density. Don't have apartment blocks directly next to or in the backyard of the HCA. • Need to provide transition areas/buffer between proposed high and medium density areas and the low scale HCAs. <p><i>TOD and HCA Protection</i></p> <ul style="list-style-type: none"> • HCAs are already protected under the TOD SEPP through established approval processes, setbacks, and spacing requirements. 	<p>Council's alternatives and preferred scenario are guided by a set of planning principles, one of which is '<i>Manage transition impacts</i>' which seek to ensure:</p> <ul style="list-style-type: none"> - An acceptable interface between areas of different density or use - Avoiding changes mid-block or along property boundaries and instead using existing roads, lane, or open space as the transition and if required the creation of new roads, lanes, walkways, or open space as a transition boundary.
Heritage Items	
<p><i>Support Protection of Heritage Items</i></p> <ul style="list-style-type: none"> • Heritage properties significantly contribute to the desirability of the local real estate market. • Adaptive reuse and sensitive infill development that can meet housing needs without sacrificing heritage. • Should protect heritage items – history of Australia for future generations. • Encourage public access to heritage items so that they are more accessible, and more people can enjoy them. • Need to protect heritage items from being overpowered e.g. Old Gordon School precinct, • Additional work is required to ensure local heritage items are not left isolated by future developments. 	<p>Support for heritage items is noted.</p>

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<ul style="list-style-type: none"> Where future development is near heritage items there needs to be controls to ensure privacy, setbacks, orientation. High value high integrity heritage should be protected. Eryldene should be considered one of our local significant heritage items and an appropriate master planned solution provided to see this item maintained. 	
<p><i>No Support for Protection of Heritage Items / Delisting of Heritage Items</i></p> <ul style="list-style-type: none"> Allow delisting of heritage items that are surrounded by high density or support owners to have the same rights to develop as non-heritage listed properties. If HCAs are destroyed, then the only items that should remain are state or federal heritage items – local heritage loses its relevance. Needs to be provision for heritage items to be delisted where they are unlikely to be incorporated into development sites e.g. eastern side of Nelson Road Heritage preservation is undermined by heritage items that have low status, while other better examples are not listed. Examples given are 10, 12 and 16 Roseville Avenue that should not be listed. Heritage-listed items are currently located near or opposite low-rise apartments, demonstrating that careful development can coexist with heritage preservation. Heritage items within the 200m radius from the train stations be considered for removal to allow for more density near stations. Support reviewing and re-evaluating heritage items, especially in context of being surrounded by development 	<p>Council's proposal seeks to minimise the impacts of additional housing on heritage conservation areas and heritage items through changes to the planning and development framework rather than changes to heritage listing.</p> <p>Arguments involving heritage item settings are not supported by any identified NSW heritage policy as justification to remove heritage item listings. Surrounding apartment development does not alter the significant features or site of the subject heritage item to the extent of the listed curtilage. The amenity or context issue from surrounding development is considered through the planning and development process rather than the listing. Development that is proposed in the vicinity of a heritage item needs to consider the impact on the significance of the heritage item at the development application stage.</p> <p>The local heritage significance of existing heritage items and conservation areas were established and reviewed by Council through the completed planning process at the time of listing, in most cases more than 10 years ago, as set out by planning law and NSW Government standards. This process included a heritage consultant's heritage assessment, community consultation, public exhibition, Council's consideration of submissions, NSW Government approval, and other required planning steps completed over a number of years.</p>

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<p><i>General Comments/Suggestions Regarding Heritage Items</i></p> <ul style="list-style-type: none"> • 50-100 residents of heritage items in TOD areas that are at very high risk of isolation. • Heritage items are only of value if they are surrounded by an area of similar character. • Infill around heritage items, ought only to be developed to 2-storeys. • TOD does provide protection for Heritage items through setbacks. • Needs to be a way of delisting heritage items. • High value, high-integrity houses be protected, low-value, low-integrity heritage be de-listed and freed up for responsible development. • Heritage conservation should not be limited to preserving single-family homes and their associated streetscapes. Instead, it should consider how core design principles and meaningful architectural elements can be thoughtfully integrated into new developments. Simply maintaining expensive, low-density properties in an area poised for more efficient land use undermines the potential for equitable, community-focused growth. • Needs to be a LGA wide review of HCAs and Items. There are many items and areas listed which if independently assessed would not meet threshold for listing. <p><i>Alternative Scenarios</i></p> <ul style="list-style-type: none"> • Council is inconsistent with protection of heritage – scenarios propose 45-storeys on heritage item but won't allow development in HCAs. • Alternative scenarios fail to consider the reality of high-rise development next to heritage properties within the commercial centres. • No guarantee that there will be the capacity to properly evaluate and mitigate heritage impacts. • Questionable if Council's scenarios do minimise impact on heritage items. Council is proposing higher heights (5, 6, 8 storeys) across street from items (e.g. Nelson Road Lindfield) no assurance there will be adequate transition zones, leading to loss of privacy, overshadowing and loss of property value. • Needs to be a better transition / interface with heritage items, such as lower storeys towards the interface side, higher setbacks from the street, tall trees and green space at the interface, sympathetic designs, limitations on balconies. • Feasibility analysis has not considered the impact of heritage listings on development potential. 	<p>Council's alternative and preferred scenario are guided by a set of planning principles, one of which is '<i>minimise impacts on heritage items</i>'. Where heritage items are included within high density residential areas they are to be integrated within future development by:</p> <ul style="list-style-type: none"> - Being allocated the same or similar development rights as adjoining properties. - Being required to be amalgamated with adjoining development sites to ensure they do not become isolated. <p>Arguments involving heritage item settings are not supported by any identified NSW heritage policy as justification to remove heritage item listings. Surrounding apartment development does not alter the significant features or site of the subject heritage item to the extent of the listed curtilage. The amenity or context issue from surrounding development is considered through the planning and development process rather than the listing. Development that is proposed in the vicinity of a heritage item needs to consider the impact on the significance of the heritage item at the development application stage.</p> <p>The Heritage Council policies 'Assessing Heritage Significance' (years) and 'Levels of Heritage Significance' (2008) dismisses the unrecognised terms like "low value heritage" and 'low integrity heritage'.</p> <p>Council's current proposal seeks to minimise the impacts of additional housing on heritage conservation areas and heritage items through changes to the planning and development framework rather than changes to heritage listing.</p>
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<ul style="list-style-type: none"> Development and heritage can co-exist. Council should not exclude heritage items or HCAs from the same development opportunities for renewal. 	
<p><i>Heritage Items and Transferable Development Rights</i></p> <ul style="list-style-type: none"> Transferable Development Rights must apply to all local heritage items under all scenarios including TOD, Scenarios 2a and 3a will include Transferable Development Rights. Uncertain whether 3b will. Heritage items should also be afforded greater height and FSR to make the transaction attractive to developers. Statutory requirement needed to ensure developers purchase adjoining heritage properties at equivalent land rate as neighbouring non-residential houses to ensure items are incorporated into development and not left isolated. Incentives adaptive reuse 	<p>Councils' alternative and preferred scenario are guided by a set of planning principles, one of which is '<i>minimise impacts on heritage items</i>'. Where heritage items are included within high density residential areas they are to be integrated within future development by:</p> <ul style="list-style-type: none"> - Being allocated the same or similar development rights as adjoining properties. - Being required to be amalgamated with adjoining development sites to ensure they do not become isolated.
Tree Canopy Cover	
<ul style="list-style-type: none"> Tree canopy is community long term asset and should be conserved. Deep excavations for underground parking 'mines' critically endangered tree seed stock, putting at risk the regeneration of ecological communities. Potential for significant canopy loss with the alternate scenarios. Green spaces and forested areas should be protected as they mitigated climate change and provide respite for residents. Requests Council amend all scenarios to show land containing Blue Gum High Forest from 'unlikely to redevelop' to 'exempt to high density development.' 	<p>Councils Urban Forest Strategy 2022 aims to increase canopy cover from 45% up to 49% across the LGA.</p> <p>Councils' alternative and preferred scenario are guided by a set of planning principles, one of which is '<i>Minimise impacts on the tree canopy</i>' which seeks to improve canopy retention and replenishment in new high density residential areas by:</p> <ul style="list-style-type: none"> - Reducing densities of apartment buildings (compared to TOD SEPP). - Inclusion of controls similar to current DCP which require 40-50% deep soil, max 30% site coverage and tree replacement and planting.
Deep Soil	
<p><i>Support Provision of Deep Soil</i></p> <ul style="list-style-type: none"> Existing low density deep soil requirements be maintained whilst allowing additional dwellings. e.g. manor home. 	Support noted.

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<p><i>Opposition to Council Deep Soil Requirements</i></p> <ul style="list-style-type: none"> • ADG required 7% deep soil, Council alternatives 50% deep soil. This is likely to render project unviable and will lead to unusual building typologies i.e. tower in the park with poor safety outcomes, inactive street frontages and dead/leftover spaces. • Reduction in TOD FSR and requirement for 50% deep soil planning will be unacceptable to developers and State Government • A blanket 50% seems inappropriate when there has been no significant native canopy over much of this area for 100 years. It is understood that KRG wants to increase this, but it would be done in a more targeted way. • 50% deep soil requirement is excessive and would unnecessarily restrict development feasibility and take-up of new housing. ADG recommends 15%. Suggestion of 20 - 25% or 40%-50% would be reasonable. 	<p>Opposition noted.</p>
Traffic/Road Capacity	
<p><i>General</i></p> <ul style="list-style-type: none"> • Increase of 23,200 apartments will lead to traffic congestion. • Concentrated density as close as possible to our train stations and Pacific Highway (e.g. Scenarios 2a and 3a) will lessen vehicular traffic and make traffic more manageable. • Additional 50,000 residents along the rain corridor will use cars and not just rely on public transport. • Roads, and particularly Pacific Highway are already congested at peak times. • Condition of our roads cannot cope with existing numbers (e.g. potholes). • Traffic report isn't due until Feb - no time to understand the traffic implications. • Ride sharing is a band aid approach and no part of longer-term infrastructure planning. • <p><i>Gordon</i></p> <ul style="list-style-type: none"> • Roads and parking in Gordon not designed to support the population that the alternative scenarios would bring. Require costly upgrades. 	<p><i>General</i></p> <p>The NSW Government's TOD SEPP is currently in force, which is based on the premise that there is "enabling infrastructure capacity" in the TOD Precincts. As a result, no specific transport upgrades have been proposed by the NSW Government.</p> <p>Council is undertaking its own assessment of the transport impacts of the TOD SEPP as well as Council's alternative and preferred scenario, to better understand any transport infrastructure requirements to accommodate additional dwellings in the four TOD Precincts, with a focus on encouraging active transport access from TOD developments to the station and shops.</p> <p>Analysis of household vehicle ownership from the 2021 Census shows that in parts of the TOD precincts of Gordon, Lindfield, Killara, and Gordon where apartments are prevalent, an average</p>

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<p><i>Lindfield</i></p> <ul style="list-style-type: none"> Lindel Place is a small, narrow cul-de-sac that is not suited to increased cars and traffic. Council scenarios show increased development in this area. <p><i>Roseville – Maclaurin / Corona / Findlay/ Pockley/ Alexander</i></p> <ul style="list-style-type: none"> Concern with cumulative impacts of new developments in Roseville TOD area, and additional development under Council Scenario 3b. Road exits from this area are limited to the Pacific Highway only via Findlay Avenue, Corona Avenue, and Maclaurin Parade Concern that increases in density in this area, the roads will not cope. Changes are needed to the road access in and out of the precinct to accommodate growth. Council is pushing development to western side of Pacific Highway Suggestion to: Corona Avenue - Restrict parking to one side in Corona Avenue and change traffic lights to allow cars to go straight across to Boundary Street (or alternatively a right turn) Maclaurin Parade – Mark yellow cross hatching on Pacific Highway so cars leave space and don't queue across intersection. Council needs to consider the impacts of existing development under construction (traffic, access to Pacific Highway, noise, and general amenity) before allowing any more development to proceed. <p><i>Roseville – Shirley / Ontario / Bromborough</i></p> <ul style="list-style-type: none"> Congestion at lights at Shirley Road/Pacific Highway is very bad and intersection is dangerous. Concern about adding further development to this area. Suggestion to install right turn green arrow on northbound Pacific Highway at Shirley Road. <p><i>Killara</i></p> <ul style="list-style-type: none"> Existing roads around Killara centre are limited. Plans should include the widening of Culworth Avenue. 	<p>of 72% of households own no cars or 1 car. This indicates that households around stations are not heavily reliant on private cars for their travel needs, and therefore generate low amounts of vehicle traffic.</p> <p><i>Gordon</i></p> <p>Discussions with Transport for NSW regarding proposed road and transport upgrades in Gordon have been ongoing since 2023, and Council's own analysis of the NSW Government's TOD SEPP in Gordon as well as Council's alternative and preferred scenario will help to progress and refine those proposals as well as advance planning for active transport improvements identified in the Gordon Public Domain Plan.</p> <p><i>Lindfield</i></p> <p>Lindel Place is an interface area, and any uplift would be limited in height and density to ensure an appropriate transition to the Frances Street Conservation Area.</p> <p><i>Roseville</i></p> <p>As part of Council's assessment of the transport impacts of the Roseville TOD precinct (as well as Council's alternative and preferred scenario), discussions are being held with Transport for NSW regarding improvements to the intersection of Pacific Highway and Maclaurin Parade, and other locations on Pacific Highway and Boundary Street, but these are subject to Transport for NSW approval.</p> <p>To provide additional connectivity for the West Roseville area and to reduce demand at the intersection of Pacific Highway and</p>
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	<p>Maclaurin Parade, consideration is being given to the provision of a new limited access local road connection between the curve in Pockley Avenue and the curve in Shirley Road. The 5-8 storey buildings on the southern side of Alexander Parade as part of Scenario 3B are being considered for removal, to reduce demand on the intersection of Pacific Highway and Maclaurin Parade.</p> <p><i>Killara</i> Council is undertaking its own analysis of the NSW Government's TOD SEPP in Killara, as well as Council's alternative and preferred scenario. Conditions in Culworth Avenue will be considered as part of the analysis.</p>
Parking	
<ul style="list-style-type: none"> • Council carpark at Lindfield required to take pressure off street parking. • More high-rise development will only make parking more difficult. Need to ensure that there are plenty of parking for all the owners and tenants. • Should be an audit of street parking within reasonable walking distance of the TOD stations. The impact on commuter parking as it exists in 2024 should be included in the evaluation of the options. • Residential car parking at the centres should be restricted to less than one space per apartment. • Parking issues around stations. 	<p>Analysis of household vehicle ownership from the 2021 Census shows that in parts of the TOD precincts of Gordon, Lindfield, Killara, and Gordon where apartments are prevalent, an average of 13% of households own no cars and 59% own 1 car. This indicates that households around stations are not heavily reliant on private cars for their travel needs. This also suggest that parking requirements for new developments could be revised down (and supported by public car share availability) to encourage the continuation of this behaviour, and to improve housing affordability.</p> <p>New TOD developments would be located within easy walking distance from TOD stations and would therefore be unlikely to increase commuter parking demand around stations.</p>

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Local Centre Revitalisation	
<ul style="list-style-type: none"> Need for shops in Roseville to be redeveloped to provide services and facilities – current shops are not fit for purpose. Increasing the height to 12-storeys in the Roseville/Lindfield shopping zone may make revitalisation viable. Council has failed to adopt effective planning controls to encourage revitalisation of town centres, especially Gordon. Lindfield Hub site should be for residential only. No need for additional supermarket Revitalisation of existing town centres along Pacific Highway is needed regardless of the scenario chosen. TOD does a good job promoting the improvement of the Gordon Centre. Council's scenarios should explore this opportunity and prepare principles and strategies for revitalising Gordon. Use this opportunity to plan long-term for our commercial centres. The argument that certain centres lack facilities and therefore cannot support them in the future is short-sighted. Final preferred option should continue to recognise Gordon as the higher order centre and functions to support more services for the benefit of the community 	<p>Feasibility advice finds that the sites within the E1 Local Centres (typically two-storey buildings along the retail strip and low-rise commercial buildings) are unlikely to redevelop under the TOD, as they require higher densities to be feasible.</p> <p>Council's alternative and preferred scenario is based on a set of planning principles, one of which is '<i>Support local centre revitalisation</i>' which will be supported by:</p> <ul style="list-style-type: none"> Promoting mixed use development (including retail) within the local centres. Supporting redevelopment of key sites within the local centres through sufficient height and floor space ratio. Utilising Council owned land as a catalyst for revitalisation and delivery of community infrastructure such as libraries, open space, and community centres.
Local Character	
<p><i>Gordon</i></p> <ul style="list-style-type: none"> increase in heights will set a long-term precedence. Threaten the integrity of Gordons heritage and will alter the character of the suburb. <p><i>View Corridor and Skyline</i></p> <ul style="list-style-type: none"> Alternative scenarios will introduce dense high-rise development which will obstruct iconic views and disrupt skyline. Diminish suburb aesthetic and detract from cultural and heritage value. <p><i>General</i></p> <ul style="list-style-type: none"> Character of Ku-ring-gai is unique and worth protecting – housing. Heritage and trees Landscape character under pressure from tree removal. 	<p>Comments noted.</p> <p>The interplay between Ku-ring-gai's historic built environment and its natural environment, and the conservation of extensive mature canopy trees form the foundation of Ku-ring-gai's local character.</p>

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<ul style="list-style-type: none"> Urban planning should avoid creating a “two-class” suburb. High-rise developments in one area and expensive, low-density heritage homes in another fosters inequality, dividing residents into “haves” and “have-nots.” New buildings should have a masonry character with neutral and earthy tones. 	
Infrastructure (Parks, Water/Sewer, Services, Public Transport, Schools, Health)	
<p><i>Roseville</i></p> <ul style="list-style-type: none"> New development should not be approved until improvements to infrastructure, particularly traffic management and bushfire exits and entrances for emergency services, are planned and implemented. Wheelchair and pram access to the highway and station are required - suggestion for elevated walkway. A public park is also needed for West Roseville. <p><i>Gordon</i></p> <ul style="list-style-type: none"> Alternative scenarios will result in pressure on Gordons infrastructure – roads, public transport, water, sewage, footpaths, schools and health care are already at capacity. Concern that alternative scenarios do not take into consideration maximum capacity of basic infrastructure. <p><i>Killara</i></p> <ul style="list-style-type: none"> Alternative scenarios will increase congestion and urbanisation. Killara is unsuitable for the inclusion due to absence of a commercial centre. <p><i>Lindfield</i></p> <ul style="list-style-type: none"> Lindfield has fewer parks per resident than any other suburb in Ku-ring-gai. <p><i>General</i></p> <ul style="list-style-type: none"> Council should progress local infrastructure to ensure new development is supported. Community will need open space, community infrastructure, performance spaces, libraries and sports facilities. 	<p>The planning controls for the Transport Oriented Development areas are already in effect, applications are being lodged with the NSW State Government as State Significant Development, and with Council, and all must be assessed on their merits. There is no capacity to prevent or delay the determination of validly made development applications. The NSW State Government, prior to giving effect to the upzoning in the TOD areas, would have been in a situation to fully consult with the state agencies concerning the provision and/or upgrade of state infrastructure arising from the anticipated development. Ku-ring-gai's alternative options each provide for the same total number of dwellings/population.</p> <p>Ku-ring-gai has an existing s7.11 local infrastructure contributions plan which levies for the provision of new open space on a per capita basis which will continue to provide contributions for new parks. The need identified for West Roseville and additional open space in Gordon is noted for further investigation during the review of the current contributions plan. Greengate Park in Bruce Avenue (specifically mentioned) is an example of a local park delivered by this mechanism (in addition to several other parks).</p>

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<ul style="list-style-type: none"> Existing community land should be retained and allocated for public use rather than for high density development. Alternative scenarios will significantly increase the pressure on local infrastructure, transport, and Pacific Highway. Need to consider infrastructure for schools, childcare, open space, sports grounds, shopping centres, traffic, parking, electricity, stormwater, water, gas, sewage, internet and mobile for an increased population. No long-term infrastructure planning has been done to increase capacity of the North Shore line. Trains already overcrowded at peak times. Concern regarding spillover effects from Hornsby LGA Questions how the required infrastructure will be paid for. The following infrastructure is needed to support TOD numbers: <ul style="list-style-type: none"> New road tunnel needed under Pacific Highway. New commuter parking to replace lost street parking. Duplication of Fullers Bridge over the Lane Cove River and duplication of Fullers Rd, Millwood Avenue, and Delhi Road. Duplication of Lady Game Drive New flyover or underpass at Boundary Road intersection with Archbold Rd and Penshurst Street. New Metro from Northern Beaches to Macquarie Park and from Epping to Parramatta. Undercover, safe, and well-lit kiss and ride near stations. Secure parking for bikes, e-bikes and motorbikes. Pedestrian bridges over the Pacific Highway. <p><i>Open Space</i></p> <ul style="list-style-type: none"> Importance of access to open space when living in apartments Gordon is lacking open space and consideration should be given to creation of parks like Bruce Avenue to cater for increased density. Disappointed that no proposed additional parkland 	<p>Ku-ring-gai Council is undertaking traffic studies for all four TOD areas that will inform the review of the current s7.11 Local Infrastructure contributions plan.</p> <p>Water and sewerage, schools and health care are state infrastructure provided by the NSW State Government. It is noted that redevelopment in the Greater Sydney Area, including Ku-ring-gai, also attracts state infrastructure contributions (called the Housing and Productivity Contributions or HAPs) and it is a matter for the State Government to determine expenditure on infrastructure delivery for these contributions. The Pacific Highway is also a State Road however it is anticipated that the traffic & transport studies that council is undertaking (supported by expert consultants) will identify road upgrades and intersection improvements required. More extensive State Infrastructure, such as a new metro, are matters for the State Government as are the flow-on effects on roads outside of the Ku-ring-gai Local Government Area such as Millwood, Fullers and Delhi. Lady Game Drive adjoins Crown Land on both sides. Upgrades to railways stations are also a matter for the NSW State Government.</p> <p>Killara has been selected as a Transport Oriented Development Area by the State Government. Ku-ring-gai Council can plan for local supporting infrastructure, including pedestrian facilities, to support the possibility of mixed-use development near the station and along the Pacific Highway frontages, linked by improved pedestrian and cycle access between them.</p>
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<p><i>State Government Authorities and Infrastructure</i></p> <ul style="list-style-type: none"> • Questions the mechanism to coordinate the planning with NSW State Roads, NSW State Education, NSW SES, etc. There must be coordination with other services and infrastructure prior to voting on the scenarios. • NSW government should increase funding for basic infrastructure for roads, school, parks to support increased population from TOD SEPP. 	
<p>Transition</p>	
<ul style="list-style-type: none"> • Council needs to carefully consider the impact of development on existing residential areas, especially those adjacent to high-rise buildings. • It is inconsistent with Principle 5 to have a boundary between different zonings mid-block. • Some scenarios are better at managing transitions than others. E.g. Scenario 3b is good for Killara East, but not so good for Killara West nor for Lindfield. • No mention of impacts of the scenarios around or next to HCAs, only within them. 	<p>Council's alternatives and preferred scenario are guided by a set of planning principles, one of which is '<i>Manage transition impacts</i>' which seek to ensure:</p> <ul style="list-style-type: none"> - An acceptable interface between areas of different density or use. - Avoiding changes mid-block or along property boundaries and instead using existing roads, lane, or open space as the transition and if required the creation of new roads, lanes, walkways, or open space as a transition boundary.
<p>Amenity</p>	
<p><i>General</i></p> <ul style="list-style-type: none"> • Quality of life of the population should be the first consideration. <p><i>Loss of privacy</i></p> <ul style="list-style-type: none"> • Concern of loss of privacy from high rise development <p><i>Construction</i></p> <ul style="list-style-type: none"> • Concern that alternative scenarios will lead to prolonged construction in Gordon – noise, disruption, and traffic congestions. 	<p>Comments regarding amenity impacts are noted.</p> <p>Ensuring appropriate interfaces between higher-density developments and low-density housing is a key consideration and principle for the development of the alternative and preferred scenario.</p>

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<p><i>Solar Access and Overshadowing</i></p> <ul style="list-style-type: none"> high rise developments will cast significant shadows over neighbouring properties and public spaces, reducing natural light and efficiency of solar energy systems. <p><i>Noise</i></p> <ul style="list-style-type: none"> Noise pollution resulting from high rise development. <p><i>Air quality</i></p> <ul style="list-style-type: none"> Concern regarding degraded air quality from high rise development <p><i>Urban Heat Island Effect</i></p> <ul style="list-style-type: none"> Alternative scenarios reliance on large scale developments will contribute to urban heat islands and disrupt airflow patterns, negatively impacting on microclimate. <p><i>Poor Construction Quality</i></p> <ul style="list-style-type: none"> No guarantee on quality of building of apartments. Bad building can lead to expensive remedial work and financial burden on occupants. Increase in building defects for high rise developments. <p><i>Visual outlook</i></p> <ul style="list-style-type: none"> Lost visual outlook. 	
<p>Population Increase</p> <ul style="list-style-type: none"> Additional 23,200 dwellings will equate to an additional 46,400 an increase of 33% of our current population (assuming 2 occupants per house). If three occupants per home, then that is over 55% population increase. Number of immigrants is unsustainable. Needs to be a moratorium on immigration, if the current and proposed immigration continues the housing crisis will never be solved. Ku-ring-gai has a higher number of children per household (1.8) than the NSW average, so the number of additional children could be 41,760. Need significantly more pre-schools, primary and secondary schools, libraries, sports fields, open spaces, and community facilities. 	<p>Noted.</p> <p>The Department of Planning, Housing and Infrastructure <i>Transport Oriented Development – Guide to Strategic Planning</i> outlines that where Councils are developing alternatives to the TOD they are required to provide 'equal or greater housing outcomes'.</p>

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<ul style="list-style-type: none"> Sydney currently houses at least 61% of the population of NSW and we cannot increase our population without it having detrimental effects to our way of life. 	
Housing Typology	
<ul style="list-style-type: none"> TOD is only providing one type of living – high rise – majority of people in Sydney do not want to live in high rise once they are in the family formation stages of their lives. Liveable cities need to provide housing choice. Secondary benefit of maintaining HCAs (e.g. Options 3a and 3b) is that it also maintains housing diversity. New developments should be a mix of units, townhouses, duplexes and shop top housing. Council failed to see demand of downsizers wishing to remain in community. <p><i>Ownership</i></p> <ul style="list-style-type: none"> All new dwellings should be owned by Australian citizens, who live in the dwellings and contribute to community. 	<p>Noted.</p> <p>The aim of the TOD SEPP is to deliver mid-rise residential flat buildings (6-storeys).</p> <p>The NSW Government is implementing further planning for housing diversity through the Low and Mid-rise Housing reforms, which seek to expand the permissibility of low and mid-rise housing options such as dual occupancy, terraces, town houses, low and mid-rise apartments. These reforms came into effect on 28 February 2025.</p>
Affordable Housing	
<ul style="list-style-type: none"> Affordable housing should not be all in one single apartment block but spread out within standard residential apartment blocks. Proposed 2% affordable housing contribution is totally inadequate. Should be in perpetuity. No point to TOD if it just delivers luxury units that remain unaffordable. Planning controls need to ensure developers provide at least around 20% -25% affordable housing, including some social housing. Suggestion that developments 400-800m from station could have more affordable housing and those closer not have affordable housing (or not as much) Need to develop areas close to stations e.g. Lindfield to provide housing for essential workers such as teachers, nurses and tradesmen who could never afford to live in area otherwise. Does not appear that Council scenarios include requirement to provide affordable housing as per TOD. 	<p>At OMC 17 December 2024 Council resolved to advance Ku-ring-gai's affordable housing objectives. Council was to pursue the implementation of an:</p> <ul style="list-style-type: none"> - Affordable Housing Policy, and; - Affordable Housing Contribution Scheme. <p>The Draft Ku-ring-gai Affordable Housing Policy was on exhibition from 3 February to 3 March 2025, and proposes:</p> <ul style="list-style-type: none"> - Affordable housing to be in perpetuity. - A 10% affordable housing target for rezonings arising from private planning proposals. - An Affordable Housing Contribution Scheme developed alongside any strategic rezoning of areas within Ku-ring-gai by council.

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<ul style="list-style-type: none"> • Questions regarding who decides on suitability of residents, what happens after 15-year period and do normal building standards apply? • Should be consistent with Council's draft affordable housing policy which seeks 10% affordable housing in new residential and mixed-use developments as a result on private planning proposals. • Do not agree with bonus height – affordable housing should be included in the 6-storey height limit. • Concern that affordable housing linked to bonus height will revert to developer after 15-years. • Council should progress affordable housing scheme to ensure delivery of new affordable housing options. • Sites further from station are less valuable, and therefore could have higher proportion of affordable housing. • Lobby the government that any uplift in height due to the Affordable Housing provisions must be in perpetuity. 	<ul style="list-style-type: none"> - Both in-kind contributions (proponent dedicates land or dwellings to Council for the use of affordable housing in perpetuity), and monetary contributions. - Council will engage a registered Community Housing Provider (CHP) to lease and manage affordable housing on Councils 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. <p>The Department of Planning, Housing, and Infrastructure <i>Transport Oriented Development – Guide to Strategic Planning</i> outlines that in terms of strategic planning for alternatives for the TOD SEPP, 'In the first instance the prescribed affordable housing rate within the Housing SEPP will apply (2%). In the event that a council takes a different rate or approach, we expect that councils will prepare an affordable housing contribution scheme that prescribes the rate and mechanism for delivering affordable housing'.</p> <p>The Housing SEPP affordable housing 20-30% bonus height and FSR apply to all land in Greater Sydney, and it is unlikely that the Department of Planning, Housing, and Infrastructure will allow an exemption to these provisions.</p>
Development Uptake and Viability	
<ul style="list-style-type: none"> • What percentage of areas proposed for high density development under each of proposals is expected to be developed in next 15yrs? 	Comments noted.

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<ul style="list-style-type: none"> Feasibility advice regarding viable development in commercial areas is due on inflated sales based on speculation that development of properties can include residential. Housing supply will be delivered with greater certainty by lots of developers with mid-rise, rather than concentrating on a few high-rise sites. Councils' feasibility analysis has not factored in the impact of heritage items on the development potential of the land identified for uplift. Council has not done its due diligence on likely amalgamated scenarios. Questioned whether an FSR of less than 1.8 with 50% deep soil will be commercially viable for development. Dwelling numbers stated in Councils Scenarios will not be delivered due to significant strata titled land ownership, unequitable uplift. No feasibility testing to assess the scenarios. Unclear how Council and State Government can be certain that the scenarios will deliver the same or similar dwellings as TOD has not been substantiated. Disparity between development standards proposed on the Pacific Highway in comparison to other areas said to be based on tipping point analysis. The value of commercial sites has diminished due to popularity of shopping centre e.g. St Ives and difficulty of parking on highway. Sales that have taken place based on speculation have created a misleading understanding of the value of commercial sites. Many of land identified for uplift is Council land – questions how quickly this is likely to be developed. 	<p>Preliminary feasibility was undertaken by Atlas Economics to inform preferred options and SJB Urban's built form modelling. More detailed feasibility analysis will be completed to inform final development standards and planning controls.</p>
Development Controls	
<p><i>Setbacks</i></p> <ul style="list-style-type: none"> Questions whether the setback requirements will result in good planning? E.g. Larger setbacks for developments (including corner blocks) <p><i>Site Amalgamation</i></p> <ul style="list-style-type: none"> Questions whether the minimum lot size for high rise development will be sufficient to require the amalgamations of smaller sites on Pacific Highway A minimum development site area of 3,000sqm. 	<p>Comments and questions are noted. The exhibited alternative scenarios were based on high level scenario planning only. Detailed built form modelling was carried out post-exhibition by SJB Urban to ensure the Preferred Scenario will be consistent with Council's DCP, minimise overshadowing and address interface impacts as well as comply with the Apartment Design Guide (ADG).</p>

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<p><i>Building Heights</i></p> <ul style="list-style-type: none"> Council has not provided any rationale regarding the different building heights – factors such as distance from station, visual prominence, impact on surrounding area and viability should be considered. <p><i>Floor Space Ratio</i></p> <ul style="list-style-type: none"> Question regarding how and why there are different FSRs in the different scenarios. <p><i>Roads</i></p> <ul style="list-style-type: none"> Proposed development should be located on roads that are greater than 20m wide. <p>Deep soil</p> <ul style="list-style-type: none"> 50% deep soil is unnecessarily restrictive and will limit the number of residential units that can be achieved. <p>General</p> <ul style="list-style-type: none"> Overly burdensome design rules add cost, complexity, and time, pushing developers would minimise quality to made projects viable. Require architectural innovation. 	
<p>Topography</p> <ul style="list-style-type: none"> North Shore train line and the Pacific Highway follow a ridgeline, with significant topographical drops to the east and west in. Older-than-average population may struggle with the steep gradients when walking to facilities such as shops and train stations. Taller buildings should be placed further down the slope, especially at Gordon, to be visually less intrusive. 	Comments noted.

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Category 3: Submission Points related to general impacts	
Financial	
<p><i>Property values</i></p> <ul style="list-style-type: none"> Construction of 23,200 apartments will significantly lower house values. Unfair economically that residents in TOD can sell properties for substantial amounts while other residents are left with devalued properties. <p><i>Council Financial</i></p> <ul style="list-style-type: none"> Council's decision to spend significant time and resources opposing the TOD SEPP, despite its widespread support at state and federal levels, has been both costly and inefficient. Long term financial plan removes \$46m from potential asset sales and plans to raise rates. No evidence of examination of alternative sources of revenue. 	<p>Comments noted.</p> <p>Strategic planning for a better result while delivering the same overall number of dwellings as the TOD SEPP, supports community feedback received in respect of Council's Local Strategic Planning Statement, Local Character Study and Community Plan. Strategic planning for supporting local infrastructure delivery is still required to be undertaken whether the current TOD SEPP remains in place, or an alternative is developed.</p>
Resident Certainty	
<ul style="list-style-type: none"> Council needs to decide on this matter and not defer it given the State provisions are in force and creating poor land use and transport outcomes in the intervening period. A quick resolution of the uncertainty is more important than anything. Certainty and clarity for landowners and stakeholders are vital to ensuring the timely progression of development to meet housing needs. 	<p>Comments noted.</p> <p>The timeline for finalisation of Council's Preferred Alternative is May 2025.</p>
Legal	
<p><i>Support for Council undertaking Legal Action</i></p> <ul style="list-style-type: none"> Support Council's legal action against TOD. <p><i>Court Case and Timing of Alternative Scenarios</i></p> <ul style="list-style-type: none"> Alternative scenario exhibition was premature. Council should have waited for the results of the court case. Weakens Council's position to negotiate. Mediation agreement includes another four suburbs north along the train line, which none of the scenarios consider. 	<p>Support noted.</p> <p>A mediation agreement was reached between Council and the NSW State Government on 21 November 2024 (and approved at OMC 26 November 2024). The mediation agreement sets out that:</p> <ul style="list-style-type: none"> Council will continue the public consultation on the alternative scenarios, and if a preferred option is adopted Council, and the Department will work towards implementation by May 2025

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	<ul style="list-style-type: none"> - Legal proceedings will remain in place and mediation will be left open, with a hearing date set for June 2025.
<p><i>Do not support legal action taken by Council.</i></p> <ul style="list-style-type: none"> • Potential for legal action being taken against Council should one of the alternative scenarios be adopted, and what is Councils budget. • Withdraw the lawsuit and work collaboratively with the government. • Legal action is a waste of time and money. 	<p>Opposition noted.</p> <p>A mediation agreement was reached between Council and the NSW State Government on 21 November 2024 (and approved at OMC 26 November 2024). The mediation agreement sets out that:</p> <ul style="list-style-type: none"> - Council will continue the public consultation on the alternative scenarios, and if a preferred option is adopted Council, and the Department will work towards implementation by May 2025 - Legal proceedings and mediation remain open, with a hearing date set for June 2025.
<p><i>Legal Action Arising from Council Alternative Scenarios</i></p> <ul style="list-style-type: none"> • Resident threatening to legal action against Council should Council adopt Scenarios 2a, 3a or 3b. • Will result in further litigation costs to Council if Council adopts one of the alternative scenarios. 	<p>Comments noted.</p>
Category 4: Submission Points related to process	
Background Studies	
<ul style="list-style-type: none"> • NSW Government only assessed 'water and wastewater capacity' in developing the TOD. • Need for feasibility study to justify reduction in TOD FSR • All scenarios are unsupported by detailed studies. • Need for independent studies to assess bushfire risk and evacuation modelling with current and proposed residential densities. • Canopy mapping analysis needs to be included. 	<p>The purpose of the alternative scenarios is to identify whether the community are prepared to trade off height and density for protection of HCAs and other best practice planning outcomes such as canopy protection.</p> <p>The alternative scenarios have been developed using Council's extensive evidence base included in its strategies, studies,</p>

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<ul style="list-style-type: none"> Scenarios appear to lack an evidence-based approach which compromises the value of the exhibition. Will result in residents being ill-informed. The alternative housing scenarios needs to be developed based on sound planning evidence such as traffic and car parking studies, infrastructure and public service assessment, recreation and facilities assessment, and environmental considerations such as bushfires. Evidence based approach is needed for negotiating with State Government Traffic studies should have been completed before exhibiting scenarios. 	<p>plans, and policies relating to environment, heritage, social and economic considerations.</p> <p>Should Council adopt a preferred scenario, then further detailed assessment, modelling, and studies will be undertaken.</p>
Conflict of Interest	
<ul style="list-style-type: none"> Council has a clear conflict of interest in all the alternative scenarios. Value of Councils land increases if an alternative scenario is adopted. Concern that alternative scenarios place significant additional density on Council owned assets (e.g. Council Chambers, Lindfield Living). Will result in Council controlling the pace of housing delivered and concern that Council will have the ability to prevent the delivery of housing. Council owned sites benefit from the greatest development uplifts. Risk Council will sell these sites for significant profit or 'sit on' these sites and prevent development. Conflict of interest as certain Councillors could benefit 3x market value for their properties based on which option is approved. A third party (separate to Councillors and Council) should make the determination. Council has a conflict of interest in that it owns a large portion of Killara Town Centre, and this should be removed. 	<p>Council is a significant landowner in all four of the TOD centres. Council is required to undertake strategic planning for Ku-ring-gai which includes Council owned land, under the relevant NSW Planning legislation and Council policies including the Ku-ring-gai Local Strategic Planning Statement 2020.</p> <p>Conflicts of interest are managed by the Ku-ring-gai Council Code of Conduct, issued by the Office of Local Government-s440 of the Local Government Act 1993 and Regulations 2005.</p> <p>Council's land holdings under the TOD scenarios are also managed under the provisions of the NSW Local Government Act, including the principles of sound financial management.</p>
Exhibition Material	
<ul style="list-style-type: none"> Lack of clarity and inadequate transparency on Council planning and assumptions Traffic studies won't be completed until late February 2025, which is way past the deadline for the Scenario submissions. Inconsistencies in the Council's scoring, which may unduly influence responders to a certain outcome. Concern that the Scenarios make misleading assumptions about development capacity, mistakes, and misinformation. 	<p>The study - <i>Planning for Better Outcomes Alternative Scenarios to TOD</i> was made available during the public exhibition and included a list of assumptions and limitations involved in making the alternative scenarios.</p>

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<ul style="list-style-type: none"> - Example Scenario 2b Killara shows redevelopment of existing 3-4 storey apartments which is unlikely, Telstra exchange, Marian Street theatre and Council carpark are shown as redevelopment site, half blocks are included in Lorne Avenue and battle axe sites the driveways are included in HCA and dwelling shown as development site. • Information on number of storeys is presented in a misleading manner. • Lindfield Map contained in the Council report GB.1/46 and GB.1/47 is not the subject of public exhibition restricting the ability of residents to make informed submissions. 	
Consultation	
<ul style="list-style-type: none"> • Consultation process is flawed and not representative of the community. • Vocal minorities are loud and self-interested. Much of the community will not put forward their views and Council should not base their decision on the small percentage who do provide feedback. • Many residents are not aware of the alternative scenarios. • Comparison of alternative scenarios exhibition vs Council announcements of the TOD e.g. newspaper, tv, radio and Council election messages – not a fair comparison. • Scenario 3b shows a green circle next to every constraint which isn't true and is designed to influence survey voters into thinking this is the best option. • A 4-page form letter with a pre-paid envelope from an anonymous person was dropped in numerous letter boxes which could skew perspectives. • Residents are being asked to comment with no transparency on how many estimated new people there will be per suburb. • Would like further consultation examining site-specific zoning. • Many properties are listed as “development unlikely to occur” but without much explanation. • Process has not been transparent and has led to much confusion in the community. • NSW Government has done a deal with Council to support an alternate scenario to be progressed through the SEPP process. Concern the government has pre-empted an outcome without properly or fairly evaluating all proposed outcomes. • Residents of neighbouring LGAs (e.g. Willoughby) that are left out of this process even though it affects them. 	<p>Comments noted.</p> <p>Council's public exhibition engagement program included a range of activities to ensure Council received balanced and useful input that is both reflective of the community and enabled any person to raise issues which are important to them. Besides the traditional opt-in submissions and survey, the engagement program also included:</p> <ul style="list-style-type: none"> - A representative survey with randomly selected community members from Roseville and Gordon wards (statistically significant and representative of age, and gender of population) - Workshops with randomly selected participants from Roseville and Gordon wards.

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<ul style="list-style-type: none"> Disappointed Council pursued consultation on Scenarios that impact each property individually as this has resulted in scenarios being chosen/preferred based on personal impact. The current presentation of mixed development scenarios is confusing, and it is unclear which scenario is Council's preferred or agreed-upon approach. 	
Time Frames	
<ul style="list-style-type: none"> Questions raised as to why this process is being rushed so close to Christmas. Period of community feedback is too short and runs into school holiday and lead up to Christmas. 	<p>Council's 8 May 2024 resolution which required the preparation of the alternative scenarios, also required that the studies, scenario analysis and community engagement be presented to Council by February 2025.</p> <p>To meet this timeframe, the exhibition of the draft scenarios needed to occur in late 2024.</p>
Savings Provision – TOD Controls	
<ul style="list-style-type: none"> TOD controls should remain in place to provide a level of continued certainty for developers. Any change in controls such that they are no longer applicable should be afforded a savings provision in the LEP to allow current DAs to progress. 	<p>The Department of Planning, Housing, and Infrastructure <i>Transport Oriented Development – Guide to Strategic Planning</i> outlines that '<i>These planning provisions will remain in place until Councils have finalised strategic planning work to deliver suitable alternative local planning controls.</i>'</p>
Process – Finalising Preferred Scenario	
<ul style="list-style-type: none"> Unclear on specific steps to occur after exhibition of scenarios, with Councils alternative to be implemented by May 2025 Recommends Council work with key landowners to develop preferred scheme and translate broad heights and FSRs into concrete. Recommended Council seek support from DPHI to progress rezoning under a SEPP to amend the LEP. 	<p>The Department of Planning, Housing and Infrastructure have advised that the mechanism will be through a SEPP to amend the LEP, and not a planning proposal.</p>

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State Government	
<p><i>Process</i></p> <ul style="list-style-type: none"> • Essential Council provide the State Government with sufficient incentives to gain its approval. <ul style="list-style-type: none"> - Drop legal action. - Expand the TOD radius to 800m – aligns with Productivity Commissioners recommendation. - Exceed State Government housing targets. • Need a masterplan for the whole LGA. 	Comments noted.
<p><i>Support State Government Changes</i></p> <ul style="list-style-type: none"> • Support NSW government for implementing TOD policy. • Council has resisted providing housing, and State Government acted. 	Support noted.
<p><i>Oppose State Government Changes</i></p> <ul style="list-style-type: none"> • Presenting scenarios for discussion clearly must weaken our negotiation power with NSW government. • The way in which DPHI and State Government have progressed the TOD planning provisions is unprofessional and reckless. • Council should think about how to remove the state government / dismiss the government. • Imposition of TODs is attack on local democracy. • No confidence in the NSW Department of Planning, and/or Minns' government in delivering a viable and acceptable plan due to politics. 	Opposition noted.
Survey	
<ul style="list-style-type: none"> • Online survey can be completed many times by the same person. • Results of the survey need to be ignored by Council as it is only representative of those groups or people with an agenda. • Voting is not limited to residents in Ku-ring-gai, and therefore may be interested developers. 	<p>Council undertook two separate surveys to ensure comprehensive and accurate community feedback:</p> <ol style="list-style-type: none"> 1. Open Community Survey (Opt-in) – While this survey is anonymous and open to all, Taverner employs various

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	<p>safeguards to prevent manipulation and duplicate responses. These include IP address monitoring, pattern analysis, and manual verification tools. While not completely foolproof, these measures effectively prevent significant data skewing.</p> <p>2. Randomised statistical survey – This survey, conducted by Taverner on Council's behalf, is designed to be statistically significant with a 95% confidence level. It provides an accurate representation of community sentiment, for consideration alongside the opt-in survey results.</p> <p>Using the results of both surveys, provides confidence that final results accurately reflect community's views, and are protected from potential bias introduced by special interest groups or other parties.</p>
Other Housing Planning Reforms – Low and Mid Rise	
<ul style="list-style-type: none"> • What impact will the Low- and Mid-Rise Housing reforms have on achieving the Ku-ring-gai's housing targets? • Need to consider both the impacts of Scenarios/TOD and Low and Mid Rise at the same time. 	<p>The NSW Governments Low and Mid-rise (LMR) reforms commenced on 28 February 2025 and apply to areas around the existing TOD precincts. The Low and Mid-Rise reforms are focussed on delivering housing diversity as well as additional homes. DPPI have advised that the housing delivered under the LMR will be in addition to housing delivered under the TODs.</p> <p>Council will be carefully considering the integration of the preferred scenario and the Low and Mid-rise Reforms.</p>

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Category 5: Submission Points related to Specific Sites (grouped by Suburb)	
Roseville	
<p><i>37 Lord Street</i></p> <ul style="list-style-type: none"> Request that property be zoned the same as immediate neighbours in Scenario 1 and Scenario 2b to avoid being stranded/isolated. Property is isolated under TOD (scenario 1) but other houses currently isolated under TOD are upzoned under Scenario 2b. 	<p>The Preferred Scenarios propose to protect the C36 -Lord Street/Bancroft Avenue HCA. High density development around the subject property previously included in Council's exhibited scenarios 1 and 2b, are now excluded from the Preferred Scenario. Therefore, the property will no longer be isolated.</p>
<p><i>14 Roseville Avenue</i></p> <ul style="list-style-type: none"> Property could be developed under TOD but adjoining houses 10, 12 and 16 Roseville Avenue are heritage items and excluded. If TOD remains requests Council remove heritage listing from 10, 12 and 16 Roseville Avenue and ensure they become subject to TOD. Request the same if TOD approvals are given to sites on other side of Roseville Avenue or Oliver Road before Councils can put in place a better scenario. 	<p>The Preferred Scenario proposes to protect most of the C32 Clanville HCA including the three heritage items surrounding the subject property and is consistent with Principle 2 – Minimise impacts on Heritage Items, and Principle 3 – Preserve Heritage Conservation Areas.</p> <p>NOTE: Council's proposal seeks to minimise the impacts of additional housing on heritage conservation areas and heritage items through changes to the planning and development framework rather than changes to heritage listing.</p> <p>Council has not proposed any changes to heritage listings in the exhibited scenarios for community feedback or Council consideration.</p> <p>To seek an amendment to a heritage listing a separate planning proposal and supporting heritage assessment is required. The proponent's heritage assessment would need to justify the amendment by demonstrating that the NSW Heritage Council criteria of local heritage significance are no longer met.</p>

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<p><i>Hill Street</i></p> <ul style="list-style-type: none"> Support heights and FSR above TOD along Hill Street in Roseville. <p><i>21 Hill Street</i></p> <ul style="list-style-type: none"> Requests FSR closer to 6.1:1 to maximise development potential and economic return for landowners. Requests Height of 12-14 storeys. Requests flexibility in planning controls to allow minor variations in building height density. 	<p>Support for increased height and FSR above TOD along Hill Street Roseville is noted. The Preferred Scenario proposes to increase height and FSR at the front section of the block between Oliver Road and Roseville Avenue along Hill Street. However, the height and FSR proposed in the submission do not align with the centre's hierarchy and its development capacity. This approach is consistent with Principle 6 – Ensure appropriate building heights and Principle 7 – Support Local Centre Revitalisation.</p>
<p><i>1 Maclaurin and 3 Larkin</i></p> <ul style="list-style-type: none"> 3 Larkin Street owner concerned that the proposed management of transition impacts to heritage items i.e. properties adjoining heritage listed items may be zoned to have lower FSR (1.3-1.8:1) and lower building height will result in loss of land value. 1 Maclaurin is on corner of two roads, and has a car park to rear, and open space adjoining Larkin Lane. It is not in danger of being surrounding by high rise development – this is only possible on side boundary which adjoins 3 Larkin. Requests that Council consider this heritage item context specifically and not part of blanket policy of management of heritage items. 	<p>Under the Preferred Scenario this site and its surroundings will be included in the high-density E1 and MU1 zones. The area provides an excellent opportunity due to its proximity to the train station and its unconstrained land. It will contribute to the revitalisation of the Roseville local centre, aligning with Principle 7 – Support Local Centre Revitalisation. More generous setbacks and height transitions will be introduced in the new development control plans to retain visual prominence of heritage items such as the property in question.</p>
<p><i>3-15 Bancroft Avenue</i></p> <ul style="list-style-type: none"> Concerned about the upzoning of properties directly south of them (along Victoria Street). Seeking one of two outcomes: either remove the upzoning on Victoria Street, or upzone the southern side of Bancroft Avenue which would be consistent with the overall approach of having a street between higher density and residential areas. 	<p>The C36 Lord Street/Bancroft Avenue HCA is proposed to be excluded from the Preferred Scenario to protect this HCA (and its high concentration of heritage items) in its entirety. However, due to suitability of the land, its proximity to the train station and its unconstrained location, the area in Victoria Street remains included in the Preferred Scenario. However, the building heights and densities are proposed to be reduced to ensure that there is an appropriate interface/transition with the conservation area.</p>

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	This is consistent with Principle 2 – Minimise impacts on Heritage Items, Principle 3 – Preserve Heritage Conservation Areas, and Principle 5 – Manage Transition Impacts.
<p><i>69-83 Pacific Highway</i></p> <ul style="list-style-type: none"> Significant land holding next to Roseville Station – Four titles under one ownership, with a frontage to the highway of 60m and a site area of 1,924sqm. Corner building is heritage listed, and owners think this can be successfully integrated into a future development. Seeking a height of 20-storeys and an FSR of 7:1. 	Under the Preferred Scenario, these properties and the adjacent blocks are proposed for higher density E1 /MU1 zoning.
<p><i>2-8 Trafalgar Avenue + 1-9 The Grove</i></p> <ul style="list-style-type: none"> Included within Scenario 1, but none of Council's alternate scenarios. Seek to be included. Scenarios 2a and 2b have this site removed from TOD, but immediately adjacent to its which is the worst outcome. Scenarios 3a and 3b remove the site and it's surrounds. If TOD zoning isn't possible, they seek this outcome. 	The Preferred Scenario proposes to protect a significant portion of C35 The Grove Conservation Area and its heritage items. As a result, these properties are not identified for development uplift. This is consistent with Principle 2 – Minimise impacts on Heritage Items, and Principle 3 – Preserve Heritage Conservation Areas.
<p><i>180 Pacific Highway</i></p> <ul style="list-style-type: none"> Seeking inclusion in TOD. Block size is 2,000sqm and have direct north-south access to Pacific Highway, and 400m to Roseville. 	Under the Preferred Scenario, this property and its surrounding land are proposed to be included in higher density residential areas.
<p><i>"Roseville Block"</i></p> <ul style="list-style-type: none"> Bound by Lord St, St Martin's Lane, Roseville Avenue, Trafalgar Avenue, Oliver Road, The Grove, Clanville Road, and Hill Street. Allowing development of those sites to their full potential will clearly result in significant numbers of dwellings to count towards the Council's target in as rapid a timeframe as is possible. 	The Roseville block is partially included in the Preferred Scenario with proposed development consisting of high density E1 and MU1 zoning along Lord Street facing Hill Street and a lower scale R4 zone to provide an interface with the adjoining land in the HCAs. This approach protects a large portion of C32 Clanville and a section of C35 The Grove Conservation area while utilising the land fronting Hill Street to revitalise the Roseville centre and invite foot traffic. This is consistent with

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	Principle 2 – Minimise impacts on Heritage Items, and Principle 3 – Preserve Heritage Conservation Areas, Principle 5 – Manage Transition Impacts, and Principle 7 – Support Local Centre Revitalisation.
<p><i>16 Victoria Street</i></p> <ul style="list-style-type: none"> Isolated heritage item. Requests delisting Increased density should be allowed on northern side of Victoria Street. 	<p>The north of Victoria Street is included as an area marked for increased height and FSR controls as part of the Preferred Scenario. However, the building heights and density are proposed to be reduced to ensure that there is an appropriate interface/transition with the conservation area. This will help facilitate the integration of the heritage item at 16 Victoria Street within future development as:</p> <ul style="list-style-type: none"> It will be allocated the same or similar development rights as adjoining properties. Amalgamation with adjoining development sites will be required so it does not become isolated. It will be further protected by mandatory masterplans for affected areas. <p>NOTE: Council's proposal seeks to minimise the impacts of additional housing on heritage conservation areas and heritage items through changes to the planning and development framework rather than changes to heritage listing.</p> <p>Council has not proposed any changes to heritage listings in the exhibited scenarios for community feedback or Council consideration.</p> <p>To seek an amendment to a heritage listing a separate planning proposal and supporting heritage assessment is required. The proponent's heritage assessment would need to justify the</p>

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	amendment by demonstrating that the NSW Heritage Council criteria of local heritage significance are no longer met.
3 Shirley Road <ul style="list-style-type: none"> Site should be classified as 'likely to be redeveloped' under each of Council's alternative scenarios with proposed high-density development standards. 	Under the Preferred Scenario, this property and its surrounding land are proposed for high density residential development.
Lindfield	
Precinct around Woodside Avenue <ul style="list-style-type: none"> 1-3 Woodside increase density beyond TOD SEPP 5-storey apartments at western boundary of 11 Woodside and 2a Havilah and continuing eastward would blend with existing development and not overshadow. Eastward to 21 Woodside + Havilah has scope for 5-storey apartment development subject to controls regarding setbacks, tress and design and would not overshadow adjacent heritage properties. Area between Woodside and Havilah Road are suitable for R3/townhouse development (exception being those houses facing Nelson Road) 	Under the Preferred Scenario, these properties are included for upzoning to E1/MU1. The adjoining site and the remainder of the block continuing eastward to Nelson Road is proposed for high density residential development.
9 Balfour Street and surrounding area <ul style="list-style-type: none"> Properties around 9 Balfour Street Lindfield which are included in the TOD precinct are well suited to higher density development. Council scenarios let the south side of Balfour Street be potential for 15-storeys but no development on the north side (e.g. 9 Balfour) Balfour Street should be re-zoned for development. Balfour Street should not be an HCA. There is not heritage value on the northern side of Balfour Street. Under Council's alternate scenarios (except 2b) eight houses on the northern side of Balfour will be left isolated. To the rear of the dwellings on the northern side of Balfour a biodiversity zone would provide a transition between high and lower density development. 	Under the Preferred Scenario, this property and its surrounding block is proposed to be zoned for higher density residential development.

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<p><i>Lindel Place</i></p> <ul style="list-style-type: none"> • Council's scenarios undermine the principle of minimising impacts on heritage items. • Request Lindel Place and area of Bent Street between Lindel Place and Newark Crescent (as per Scenario 1) are excluded from development proposals. • 5-8 storey development would affect character of street and amenity. • Narrow cul-de-sac that cannot support increased traffic or parking. 	<p>Under the Preferred Scenario, proposed development densities transition from high-density residential on the eastern portion of the block to medium-density residential on the southern portion to ensure an appropriate transition to Frances Street Conservation Area and minimise traffic impacts.</p> <p>This is consistent with Principle 2 – Minimise impacts on Heritage Items, and Principle 3 – Preserve Heritage Conservation Areas, Principle 5 – Manage Transition Impacts.</p>
<p><i>Middle Harbour Conservation Area</i></p> <ul style="list-style-type: none"> • Council's housing scenarios should permit development in the Middle Harbour Road Heritage Conservation Area (MHR HCA) that overlaps with the relevant TOD SEPP area in Lindfield. • Lindfield's HCAs do not warrant the same level of protection from potential TOD SEPP impacts as higher quality HCAs elsewhere. The relevant section of the MHR HCA contains only one Heritage Item and significant development is already occurring in the area. • 61 Trafalgar and adjoining properties should be included in Council's proposed Scenario 2. 	<p>The TOD SEPP applies to properties that fall wholly or partially within a 400-meter radius of designated train stations. This blanket approach would have affected eight properties in C42 Middle Harbour HCA (including the subject property), potentially creating significant interface impacts for the adjoining properties. As illustrated on page 16 of Planning for Better Outcomes – Alternative Scenarios to The TOD Program (Ku-ring-gai Council, November 2024), Council's refined catchment boundaries based on actual walking distances along existing streets and paths, considering topography and landscape features. These boundaries follow established street patterns rather than bisecting properties minimising interface issues and transition impacts.</p> <p>As a result, C42 Middle Harbour Conservation Area is excluded from the upzoning provisions in the Preferred Scenario to protect the entirety of this HCA and prevent mid-block transitions and interface issues.</p> <p>NOTE: Council's recent independent heritage review by TKD Architects confirmed that the Ku-ring-gai conservation areas still</p>

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	warrant listing under the NSW heritage standards. This review found these conservation areas retain an overall moderate or high integrity, a high aesthetic quality, are highly significant for documenting the history and development of the municipality, and that all satisfy the NSW Heritage Council's criteria of local heritage significance for listing as a conservation area.
<p><i>4 and 4a Beaconsfield Parade</i></p> <ul style="list-style-type: none"> Submission is supported by comprehensive Urban Design Study which undertakes a comparative study of the scenario and find that larger lots within the TOD boundary have redevelopment potential but not included in Council's scenarios – 2a Beaconsfield, 280-286 Pacific Highway, 4&4a Beaconsfield, 12 Beaconsfield, 20a Beaconsfield, 23 Bent, 1 Wallace, 365 and 367 A1, 1a Highgate, 6, 8 & 10 Woodside and 2,4 and 6 Nelson Recommend inclusion of 'transitional height zone' to bridge height gaps and ensure smooth transition: <ul style="list-style-type: none"> Scenario 2a recommends sites have heights of 10-12 storeys. Scenario 2b recommends sites have heights of 10-12 storeys. Scenario 3a recommends sites have heights of 15-25 storeys. Scenario 3b recommends sites have heights of 10-12 storeys. Requests 4 & 4a Beaconsfield Parade be included in all scenarios for TOD area. 	The subject properties are proposed for upzoning under the Preferred Scenario.
<p><i>8-10 Reid Street + 7-9 Kenilworth Road</i></p> <ul style="list-style-type: none"> Council has already undertaken extensive strategic planning work to identify suitable areas for the delivery of new housing in Lindfield. This work has identified that the subject site (and the immediate surrounding area) has the potential to be rezoned to accommodate additional housing, potentially up to 6-storeys, due to it being unconstrained by factors such as heritage, and in close proximity to Lindfield Station. 	Under the Preferred Scenario, the subject properties are proposed to be upzoned to R4 with increased building heights and floor space ratios.
<i>345 Pacific Highway</i>	Under the Preferred Scenario, the subject property is proposed for E1 zoning with increased building heights and floor space

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<ul style="list-style-type: none"> Appropriate development standards for the subject site are Height 21-storeys, FSR 6:1 (including a minimum non-residential of 1:1). Refer to submission for alternate FSRs if different heights are adopted. 	ratios consistent with Principle 6 – ensure appropriate building heights.
<p><i>367 Pacific Highway – Palm Court</i></p> <ul style="list-style-type: none"> 365, 367, 375 Pacific Highway and 12-14 Wolseley Road is suited to high density development, however Council's four alternate scenarios exclude this land. Development controls for Wolseley Road must be consistent with the adjoining R4 zoned Pacific Highway land. Remove the HCA from Wolseley Road (C28) – there is no heritage items. <p><i>12 Wolseley Road</i></p> <ul style="list-style-type: none"> Included in Scenario 1 (along with 365, 367, 375 Pacific Hwy Lindfield) but are left out of the alternate 4 scenarios. It should be included in Council's Scenarios Request uplifting the FSR of the properties 12,14,16 Wolseley Road & 365,367,365 Pacific Hwy Lindfield to match FSR of 345 Pacific Hwy, Lindfield, that's building height 8-15 storeys and FSR 3.0:1 to 6.1:1. <p><i>Against: Wolseley Road Heritage Conservation Area (HCA)</i></p> <ul style="list-style-type: none"> Seeking removal of the HCA designation and uplift. Does not have any heritage items within it. Topography between Wolseley Road and Pacific Highway places Wolseley Road properties as a significantly lower elevation, meaning high rise along Pacific Highway would appear to loom over low rise development here. Upzoning would create a continuous development along Pacific Highway. Walk to station is a relatively flat 800m walk to Lindfield. Want specifically to develop 365, 367, 375 Pacific Highway and 12-14 Wolseley Road, Lindfield. The site has two road frontages, no heritage items, is underutilised, identified for growth in scenario 1, it is located along Pacific Highway. There are already high-density developments at 8-10 Wolseley Road. 	<p>The Preferred Scenario proposes the subject block of Wolseley Road for upzoning to high density residential development. Under the Preferred Scenario, the development boundary is extended to include the whole of C28 Wolseley Road Heritage Conservation Area as subject to high density residential. This is based on the areas geographical potential and surrounding context as well as the following planning criteria:</p> <ul style="list-style-type: none"> - absence of heritage items - proximity to the rail station - discrete boundaries formed by roads will minimise interface impacts. - adjoining proposed high-density zone fronting Pacific Highway and on the opposite side of Wolseley Road - assist with meeting dwelling targets. <p>NOTE: Council's recent independent heritage review by TKD Architects confirmed that all Ku-ring-gai conservation areas still warrant listing under the NSW heritage standards. This review found these conservation areas retain an overall moderate or high integrity, a high aesthetic quality, are highly significant for documenting the history and development of the municipality, and that all satisfy the NSW Heritage Council's criteria of local heritage significance for listing as a conservation area.</p>

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<p><i>For: Wolseley Road Heritage Conservation Area (HCA)</i></p> <ul style="list-style-type: none"> • HCA's overall integrity is high, and that neighbouring development manages the transition. • The argument that dwellings in this HCA have been heavily renovated and modernised and no longer reflect the character is incorrect. • Development creep is not a reason to remove the HCA. If anything, it needs to reinforce it. • State government targets can be achieved whilst still protecting the HCA. 	<p>In the preferred scenario, careful consideration has been given to minimise impact of development over Heritage Conservation Areas (HCAs). However, in the case of C28 Wolseley Road HCA, the development boundary is extended to include the whole of C28 as subject to high density residential. This is based on the areas geographical potential and surrounding context as well as the following planning criteria::</p> <ul style="list-style-type: none"> - absence of heritage items - proximity to the rail station - discrete boundaries formed by roads will minimise interface impacts. - adjoining proposed high-density zone fronting Pacific Highway and on the opposite side of Wolseley Road - assist with meeting dwelling targets. <p>Multiple resident submissions supported this proposal.</p> <p>NOTE: Council's recent independent heritage review by TKD Architects confirmed that all Ku-ring-gai conservation areas still warrant listing under the NSW heritage standards. This review found these conservation areas retain an overall moderate or high integrity, a high aesthetic quality, are highly significant for documenting the history and development of the municipality, and that all satisfy the NSW Heritage Council's criteria of local heritage significance for listing as a conservation area.</p>
<p><i>5-7 Beaconsfield</i></p> <ul style="list-style-type: none"> • The proposed heights and FSRs in Council's scenarios (5-8 storeys) are not a realistic reflection of the highest and best use of site. • Requests Council consider site as opportunity for high density development. 	<p>This subject site and adjacent properties to the west are incorporated in the Preferred Scenario for high density residential development. Building height controls will establish a graduated transition, stepping down from Lindfield Village Hub to lower heights west of Beaconsfield Parade.</p>

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Killara	
<p><i>10, 14 and 14a Stanhope Road</i></p> <ul style="list-style-type: none"> Is a highly accessible site that has the potential to make a notable contribution to housing affordability. Support the retention of TOD controls for this site. 	<p>There is a high concentration of heritage items to the east, west and south of these properties. The properties at 10 and 14A Stanhope sit on the northern edge of the C25 Stanhope Road HCA, while 14 Stanhope Road is within the HCA. The C25 Stanhope Road HCA is to be excluded from the Preferred Scenario to protect this HCA (and its high concentration of heritage items) in its entirety. However, due to suitability of the land, its proximity to the train station, the sites at 10 and 14A Stanhope Road remain included in the Preferred Scenario. However, the building heights and densities are proposed to be reduced to ensure that there is an appropriate interface/transition with the conservation area.</p> <p>This is consistent with Principle 2 – Minimise impacts on Heritage Items, Principle 3 – Preserve Heritage Conservation Areas, and Principle 5 – Manage Transition Impacts.</p>
<p><i>24 Marian Street</i></p> <ul style="list-style-type: none"> All Council scenarios surround property with apartments without giving property ability to be redeveloped. Request delisting of heritage item 	<p>This property and its surrounding sites are proposed for mid-density residential development under the Preferred Scenario. The heritage property is to be integrated within future development by:</p> <ul style="list-style-type: none"> - being allocated the same or similar development rights as adjoining properties. - required to be amalgamated with adjoining development sites such that it does not become isolated. - and further protected by mandatory masterplans for affected areas. <p>NOTE: Council's proposal seeks to minimise the impacts of additional housing on heritage conservation areas and heritage</p>

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	<p>items through changes to the planning and development framework rather than changes to heritage listing.</p> <p>Council has not proposed any changes to heritage listings in the exhibited scenarios for community feedback or Council's consideration.</p> <p>To seek an amendment to a heritage listing a separate planning proposal and supporting heritage assessment is required. The proponent's heritage assessment would need to justify the amendment by demonstrating that the NSW Heritage Council criteria of local heritage significance are no longer met.</p>
Gordon	
<p><i>9 Burgoyne Street</i></p> <ul style="list-style-type: none"> • Should be coloured and not left white on the 3b option. It is a heritage item. • Development should not be permitted near heritage items. • Council is to refer to the submitted heritage assessment prepared by Architectural Projects which concludes that the property does not meet the threshold for listing as a heritage item due to the low-level heritage significance, its condition and comparative examples of other dwellings in the LGA which have more integrity. 	<p>Council's exhibited Scenarios 1, 2b and 3b, included development potential for sites adjacent to 9 Burgoyne Street. However, under the Preferred Scenario, the adjacent block is proposed to be excluded from rezoning to protect the integrity of C12 Gordondale Estate Conservation Area and its significant concentration of heritage items. This is consistent with Principle 2 – Minimise impacts on Heritage Items and Principle 3 – Preserve Heritage Conservation Areas.</p> <p>NOTE: Council's proposal seeks to minimise the impacts of additional housing on heritage items through changes to the planning and development framework rather than changes to heritage listing.</p> <p>Council has not proposed any changes to heritage listings in the exhibited scenarios for community feedback or Council consideration.</p>

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	<p>The submitted heritage assessment is noted, however this does not provide sufficient justification for the recommended delisting under the Heritage Council standards, as set out by the Heritage Council criteria and NSW policy 'Assessing Heritage Significance.' The assessment does not demonstrate that the heritage item no longer has local significance under any of the seven Heritage Council criteria. No substantive new information or evidence has been provided under these criteria to support delisting.</p>
<p><i>15 Bushland Avenue</i></p> <ul style="list-style-type: none"> Concerned about the 'critically endangered Blue Gum Forest' surrounding 15 Bushland Avenue Gordon. The critically endangered Blue Gum Forest near 15 Bushland Avenue must be included as EXEMPT to high density development in all four (4) of Council's housing scenarios. 	<p>Under the Preferred Scenario, the north side of Bushlands Avenue is excluded from rezoning and higher-density development. The area between St John Avenue and Cecil Street west of Pacific Highway has limited housing potential due to environmental constraints, heritage overlays, and tree canopy coverage exceeding 30%. As a result, this area is excluded from higher-density development under the Preferred Scenario. This is consistent with Principle 1 – Avoid Environmentally Sensitive Areas, Principle 2 – Minimise impacts on Heritage Items, and Principle 3 – Preserve Heritage Conservation Areas, Principle 4 – Minimise Impact on tree canopy.</p>
<p><i>East Side Gordon – 11 Park, 23 Park, 26 Park, 16-18 Rosedale, 2 Garden, 16 Khartoum, 35 Rosedale, portion of Gordondale Estate HCA – 'The Gordon Solution'.</i></p> <ul style="list-style-type: none"> Request delisting of seven heritage items (local) located on the east side of the Pacific Highway in Gordon. Request delisting of portion of the Gordondale Estate HCA, east side of Garden Square Delist houses that are low value and or not architecturally significant. The properties are in the TOD precinct and will free up additional land for residential flat buildings. Without this change the properties will be stranded amongst higher density development. 	<p>Council's proposal seeks to minimise the impacts of additional housing on heritage conservation areas and heritage items through changes to the planning and development framework rather than changes to heritage listing.</p> <p>Council has not proposed any changes to heritage listings in the exhibited scenarios for community feedback or Council consideration.</p>

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	<p>To seek an amendment to a heritage listing a separate planning proposal and supporting heritage assessment is required. The proponent's heritage assessment would need to justify the amendment by demonstrating that the NSW Heritage Council criteria of local heritage significance are no longer met.</p> <p>Under the Preferred Scenario, the C12 Gordondale Estate Conservation Area is proposed to be excluded from rezoning to protect the integrity of the HCA and its significant concentration of heritage items. This is consistent with Principle 2 – Minimise impacts on Heritage Items and Principle 3 – Preserve Heritage Conservation Areas.</p>
<p><i>19 Yarabah</i></p> <ul style="list-style-type: none"> Should be included within the TOD precinct. Otherwise, the site will be isolated as TOD is allowed on its northern boundary and a heritage item and HCA abut its southern boundary. 	<p>Under the Preferred Scenario, this site and its surrounding block are proposed to be excluded from rezoning and increased density. The property directly interfaces with two Heritage Items along its southern and eastern boundaries and is adjacent to a third Heritage Item. The Yarabah Avenue block has tree canopy coverage exceeding 30%. To protect the Heritage Items, the C18 Yarabah Avenue Conservation Area, and the existing tree canopy, this block is proposed to be excluded from the Preferred Scenario. This is consistent with Principle 2 – Minimise impacts on Heritage Items, and Principle 3 – Preserve Heritage Conservation Areas, and Principle 4 – Minimise Impact on tree canopy.</p>
<p><i>3-9 Park Avenue</i></p> <ul style="list-style-type: none"> Sites purchased and design has commenced based on TOD. All the alternative scenarios proposed by Council would have severe impact on development potential of the land and are not supported. 	<p>Under the Preferred Scenario, the properties on the south of Park Avenue, including the four properties in question are proposed for rezoning to high density residential development.</p>

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<p><i>65/65A Werona Avenue</i></p> <ul style="list-style-type: none"> • In the TOD precincts but excluded from Council's alternate scenarios. • Requested the properties be included as developable land in all five housing scenarios. • FSR of 4.5:1 or higher • The sites are located within 100m of one heritage property, not located in a HCA, little tree canopy. 	<p>Under the Preferred Scenario, the subject site and its adjacent land will be included for high density residential development.</p>
<p><i>16 Park Avenue</i></p> <ul style="list-style-type: none"> • All proposals will have detrimental impact to property. • Exclusion zone is required to protect historically significant areas. • Scenario 3b – remove development from Burgoyne Lane (i.e. directly behind 16 Park Avenue and HCA). Development can be shifted to vacant/underutilised sites on Pacific Highway. 	<p>This site and the properties north of Park Avenue and south of Burgoyne Street are no longer included for high density development under the Preferred Scenario. Under the Preferred Scenario, the C12 Gordondale Estate Conservation Area is proposed to be excluded from rezoning to protect the integrity of the HCA and its significant concentration of heritage items. This is consistent with Principle 2 – Minimise impacts on Heritage Items and Principle 3 – Preserve Heritage Conservation Areas.</p>
<p><i>15 McIntyre, 17 McIntyre, 17a McIntyre, 19 McIntyre and 21 McIntyre</i></p> <ul style="list-style-type: none"> • Currently zoned R4, excluded from TOD and have no constraints. • Requests to be included in the 400m TOD precinct development as sites have potential for higher building heights and higher FSR and meet Council's planning principles. 	<p>The Preferred Scenario proposes rezoning of these properties for E1 and MU1 zoning with increased building heights and floor space ratios.</p>
<p><i>51 Werona Avenue</i></p> <ul style="list-style-type: none"> • Located within 400m of the train station and is outside a HCA, but excluded from all 5 scenarios, and is seeking clarification as to why this site isn't included. • The exclusion will cause sunlight concerns and will impact privacy. 	<p>This heritage item adjoins another heritage item and has proximity to the State Heritage-listed property on McIntosh Street and its surrounding Heritage Conservation Area. Under the Preferred Scenario, the property is located approximately 120 meters south of the nearest 5-storey buildings on McIntosh Street and 190 meters diagonally southeast of 8-storey buildings across the rail corridor on Ravenswood Avenue and Henry Street. Given these distances, it is unlikely that the proposed high-density development to the north and northwest of the site create overshadowing impacts on this property, even during winter solstice when shadows are longest.</p>

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<p><i>35 Rosedale Gordon</i></p> <ul style="list-style-type: none"> A heritage item that is seeking inclusion via adaptive use or transferable development rights. 	<p>The previously exhibited Alternative Scenarios and the Preferred Scenario have been guided by a set of planning principles, one of which is '<i>minimise impacts on heritage items</i>'. Where heritage items are included within high density residential areas they are to be integrated within future development by:</p> <ul style="list-style-type: none"> - Being allocated the same or similar development rights as adjoining properties - Being required to be amalgamated with adjoining development sites to ensure they do not become isolated. <p>This property is in the C13 Roberts Grant Conservation area which contains a high concentration of heritage items. Under the Preferred Scenario, this heritage item and the C13 Conservation area is excluded from high density development to protect the heritage significance of this HCA.</p>
<p><i>1 Khartoum Avenue to 67 Werona Avenue</i></p> <ul style="list-style-type: none"> Concern that development will remove the interwar garden flats that should be heritage listed. 	<p>The recent independent heritage review by TKD Architects identified 81 Werona Avenue to be investigated to determine whether it reaches the threshold for heritage listing. No other sites were identified in the area between Khartoum Avenue and 67 Werona Avenue. Council has not proposed any changes to include or remove any heritage listings (conservation area or heritage item) at this stage. The Preferred Scenario proposes rezoning of properties along Werona Avenue.</p>
<p><i>1, 3, 5, 7, 7a, 9, 9a, 11, 15, 17 Bushlands Avenue, 22 St. Johns Avenue and 8 Oberon Crescent</i></p> <ul style="list-style-type: none"> Council's scenarios 'downzone' the site, meaning that development is not feasible. Request Scenario 1 zoning for this land 	<p>Under the Preferred Scenario, the north side of Bushlands Avenue is excluded from upzoning and higher-density development. The area between St John Avenue and Cecil Street west of Pacific Highway has limited housing potential due</p>

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	to environmental constraints, heritage overlays, and tree canopy coverage exceeding 30%. As a result, this area is excluded from higher-density development under the Preferred Scenario. This is consistent with Principle 1 – Avoid Environmentally Sensitive Areas, Principle 2 – Minimise impacts on Heritage Items, and Principle 3 – Preserve Heritage Conservation Areas, Principle 4 – Minimise Impact on tree canopy.
<p><i>25 Macintosh Street</i></p> <ul style="list-style-type: none"> Seeking property to be removed from HCA. 	<p>Under the Preferred Scenario, McIntosh Street is the most southern boundary for high density development in Gordon, with high density residential development restricted to the northern side between Werona Avenue and Rosedale Road. As such, the proposed property is not included for high density development under the Preferred Scenario. The property is located within C15 Gordon Park Estate, McIntosh Street and Ansell Conservation Area. The exclusion of this site and its surrounding area from the Preferred Scenario contributes to protecting the integrity of C15 HCA. This is consistent with Planning Principle 3 – Preserve Heritage Conservation Areas.</p> <p>NOTE: Council's recent independent heritage review by TKD Architects confirmed that the Ku-ring-gai conservation areas still warrant listing under the NSW heritage standards. This review found that these conservation areas retain an overall moderate or high integrity, a high aesthetic quality, are highly significant for documenting the history and development of the municipality, and that all satisfy the NSW Heritage Council's criteria of local heritage significance for listing as a conservation area.</p> <p>To seek an amendment to a heritage listing as either a heritage item or heritage conservation area, a separate planning proposal</p>

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	and supporting heritage assessment is required by planning law and NSW Government standards. The proponent's heritage assessment would need to justify the amendment by demonstrating that the NSW Heritage Council's criteria of local heritage significance are no longer met.
<p><i>8 Pearson Avenue</i></p> <ul style="list-style-type: none"> Heritage item, seeking same treatment as non-heritage owners (either Transferable Development Rights or de-listing) 	<p>Council's proposal seeks to minimise the impacts of additional housing on heritage conservation areas and heritage items through changes to the planning and development framework rather than changes to heritage listing.</p> <p>The previously exhibited Alternative Scenarios and the Preferred Scenario are guided by a set of planning principles, one of which is '<i>minimise impacts on heritage items</i>'. Where heritage items are included within high density residential areas they are to be integrated within future development by:</p> <ul style="list-style-type: none"> - Being allocated the same or similar development rights as adjoining properties - Being required to be amalgamated with adjoining development sites to ensure they do not become isolated. - <p>Council has not proposed any changes to heritage listings in the exhibited scenarios for community feedback or Council consideration.</p> <p>To seek an amendment to a heritage listing a separate planning proposal and supporting heritage assessment is required. The proponent's heritage assessment would need to justify the amendment by demonstrating that the NSW Heritage Council criteria of local heritage significance are no longer met.</p>

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<p><i>East Side Gordon – Pearson Avenue / Park Avenue / Burgoyne Street</i></p> <ul style="list-style-type: none"> • No rezoning of the Gordon Preschool. • No high-rise development outside the 400m zone from Gordon Preschool down to the depot site (development creep, decimate tree canopies, traffic gridlock) • No high-rise development along Burgoyne Street (development creep, no transition, unacceptable lack of privacy, undermine heritage conversation streetscape of Park Avenue directly behind). • No high rise on the northern side of Park Avenue (keep low rise streetscape from the corner of Pearson Avenue to North side of Park Avenue for heritage reasons) • Keep the proposed 5-8 storeys east of the station between the southern side of Park Avenue to Robert Street as per Scenario 1 and 2a. • No buildings above 5-8 storeys east of the railway. • Commuter car park no greater than 5-8 storeys. • Commercial centre no greater than 20-storeys. • A section of the HCA east of Gordon acceptable for development, but no greater than 5-8 storeys. The homes on the northern side of Park Avenue, Nelson Street and Edward Street with Rosedale Road as the divider. • Concerned about increased in density in areas adjacent to Highlands Avenue as outlined in 3b. Set a precedent and foreshadow further, creeping development. • High rise development along Pearson Avenue would lead to the loss of trees and vegetation. Exacerbate existing traffic congestion. 	<ul style="list-style-type: none"> • The Gordon preschool is currently zoned, under the Ku-ring-gai LEP, for R4 – High Density Residential allowing 5-storey apartment buildings. These controls have been reviewed as part of the process of preparing alternative TOD scenarios. The site is currently protected by being community classified and heritage listed, and no change is proposed to this status. • The Preferred Scenario proposes development within the 400m range of the train station but extends to the 800m radius to the north and west of the station to protect environmentally sensitive land, preserve heritage conservation areas, while ensuring appropriate building heights. • Under the Preferred Scenario only the front section of the Burgoyne St between the railway and Pearson Avenue is included for high density development. This will have little to no impact on C12 Gordondale Heritage Conservation Area. • In the Preferred Scenario development on northern side of Park Avenue is proposed for the area between the railway and Pearson Avenue and does not exceed beyond Pearson Avenue. • The Preferred Scenario designates the eastern blocks between Park Avenue and Robert Street for E1, MU1 and R4 zoning to achieve increased building heights and floor space ratios. This approach will allow for distribution of foot traffic, and active frontages on both sides of the railway. • In the Preferred Scenario the commuter carpark is proposed for E1 zoning with increased building heights and FSR to maximise development opportunities in Council owned land. • In the Preferred Scenario, the height provisions proposed for Gordon Centre exceed the figures suggested in this submission. These higher rise buildings serve as landmarks
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	<p>and are located mainly around the rail line and along Pacific Highway contributing to greater housing numbers and increased commercial space while enhancing legibility and wayfinding across the precinct.</p> <ul style="list-style-type: none"> • The Preferred Scenario proposes to fully protect the Heritage Conservation Areas of C12 Gordondale Estate Conservation Area and C13 Robert Grant Conservation Area. • Neither Scenario 3b nor the Preferred Scenario have proposed high density development on or in areas adjacent to Highland Avenue. The furthest extent of the proposed areas for change north of Gordon as per the preferred scenario is Carlotta Avenue on the east and Ryde Road on the west of the railway. • The preferred scenario aims to minimise impacts of TOD on the environment, tree canopy and road traffic. Rather than allowing unrestricted high-rise development, it provides a transitional density approach where building heights and floor space ratios gradually decrease toward lower density housing areas.
<p><i>Gordon Centre</i></p> <ul style="list-style-type: none"> • Require a minimum FSR of 8.5:1 for the Gordon Centre site, and 5.5:1 on the Gordon Village Arcade site for a viable redevelopment. • Quantum of non-residential floor space – a high percentage of non-residential floor space has a significant impact on project feasibility. Multi-level retail, with the exception of a below grade supermarket, is not viable; plus, demand for commercial office space will be limited. 	<p>Submission noted. Detailed built form modelling for the Gordon Centre has been undertaken and the preferred scenario recommends an FSR that can be achieved within a height plane of 25-28 storeys and meets the Apartment Design guidelines (ADG).</p>
<p><i>Eryldene (17 McIntosh Street)</i></p> <ul style="list-style-type: none"> • The heritage listed house must be protected for its historical and architectural significance. • It's also a unique community asset used for social, cultural and educational gatherings and events. 	<p>The concerns raised in this submission are noted. The Preferred Scenario excluded the areas directly adjacent to this heritage item from high density development. As a result, the Heritage</p>

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<ul style="list-style-type: none"> Seeks the avoidance of planning policies that will result in a development that isolates Eryldene from its existing context, being single storey detached residences within a streetscape of similar houses. 	Conservation areas of C15 and C17 are now fully protected to maximise retention of heritage fabric around the property while accommodating dwelling targets in the 400m – 800m radius of the train station.
<p><i>Gordon Community Preschool</i></p> <ul style="list-style-type: none"> Preschool should be retained on its current site in its current form. 	The Gordon preschool is currently zoned, under the Ku-ring-gai LEP, for R4 – High Density Residential allowing 5-storey apartment buildings. These controls have been reviewed as part of the process of preparing alternative TOD scenarios. The site is currently protected by being community classified land and heritage listed and no change is proposed to this status.
<p><i>55 Werona Avenue</i></p> <ul style="list-style-type: none"> 55 Werona Avenue along with 3 adjoining landowners in McIntosh Street have put their property up for sale. In all Council's scenarios the land is considered "land considered unlikely to redevelop" despite not being in a HCA / or being a heritage item. Seeking same zoning as neighbours. 	Under the Preferred Scenario this property is proposed to be included in and R4 High density residential zone with the same height and floor space ratios as the adjoining sites.
<p><i>747-759 Pacific Highway, Gordon</i></p> <ul style="list-style-type: none"> Seeking 26+ storeys and FSR range 7.1:1 to 10.0:1 as per the Gordon Centre across the road. 2,500sqm site with a 53m Pacific Highway frontage located in the middle of the Gordon CBD. 	The Preferred Scenario proposes E1 and MU1 zoning with increased height and floor space ratios for these properties. Detailed built form modelling has been undertaken for this precinct which is outlined in the Gordon TOD structure plan and reflected in the proposed Height of Building and Floor Space Ratio maps.
<p><i>26 Park Avenue</i></p> <ul style="list-style-type: none"> Heritage listing is erroneous. Requests delisting. If not delisted, then requests development rights to enable inclusion in development site to prevent being isolated. 	Council's proposal seeks to minimise the impacts of additional housing on heritage conservation areas and heritage items through changes to the planning and development framework rather than changes to heritage listing.

SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
15 November 2024 to 17 December 2024

<ul style="list-style-type: none"> Suggestions that Council consider 'The Gordon Solution' where low value, low integrity heritage houses on the east side of the railway line are delisted. Suggestion of alternative 'The Park Avenue Peninsular' <ul style="list-style-type: none"> Comprises properties bounded by Park Avenue, Garden Square and Rosedale Road, totalling 9500sqm. Requests this area be zoned for development with 5-8 storey fronting Park Avenue and then transition to 2-storeys at the rear. Remove HCA from land to the east of Garden Square and delist heritage items or enable heritage items development uplift. Could be extended further down Rosedale Road 	<p>Council has not proposed any changes to heritage listings in the exhibited scenarios for community feedback or Council consideration.</p> <p>To seek an amendment to a heritage listing a separate planning proposal and supporting heritage assessment is required. The proponent's heritage assessment would need to justify the amendment by demonstrating that the NSW Heritage Council's criteria of local heritage significance are no longer met.</p>
<p><i>3a Burgoyne Street, 3b Burgoyne Street, 5a Burgoyne Street, 7 Burgoyne Street, 3 Pearson Avenue, 1 Pearson Avenue, 4 Burgoyne Lane</i></p> <ul style="list-style-type: none"> Property group has interests in the properties for a consolidated land holding. Minimal constraints and within 400m of Gordon Station Recommend building height of 8-15 storeys and FSR of 3:1-6:1:1 	<p>Under the Preferred Scenario, the identified sites are proposed to be excluded from rezoning to protect the integrity of the adjacent C12 Gordondale Estate Conservation Area and its significant concentration of heritage items. This is consistent with Principle 2 – Minimise impacts on Heritage Items and Principle 3 – Preserve Heritage Conservation Areas and Principle 5 – Manage Transition Impacts.</p>
<p><i>836-842 Pacific Highway and 1 McIntyre Street</i></p> <ul style="list-style-type: none"> Significant well-located landholding at the northern end of Gordon Local Centre, 400m to Station and close to retail and services. Property is suited to higher density development as it meets Council's 7 planning principles. Recommend a height of 20-storeys and FSR of 7:1 	<p>The Preferred Scenario proposes E1 and MU1 zoning with increased height and floor space ratios for these properties.</p>
<p><i>19-21 Dumaresq Street</i></p> <ul style="list-style-type: none"> Supports Scenario 2a, 3a or 3b with height of 25-storeys and FSR of 8:1 Recommends Council collaborate with landowners and developers to masterplan Gordon to support delivery of Cultural and Civic Hub. Recommends increased density and heights for remaining sites in Dumaresq Street and McIntyre Street block to allow for suitable built form transition from east to west. 	<p>The Preferred Scenario proposes E1 and MU1 zoning with increased height and floor space ratios for these properties. Areas on Dumaresq Street and McIntyre Street block are now included for rezoning and increased height and FSR.</p>

SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
15 November 2024 to 17 December 2024

Pymble	
<i>Bridge Street Precinct</i> <ul style="list-style-type: none">• 1.3ha parcel of land on Bridge Street Pymble Business Park• Recommends that mixed use residential be considered in the Bridge Street Precinct given its strategic location within 800m of Pymble station and consistency with Council's planning principles• Could deliver significant quantity of housing, which would ease pressure on other areas to deliver housing targets	<p>Noted.</p> <p>In developing alternatives to the TOD, Council is not able to consider any areas outside of the station precincts identified in the NSW Government's TOD SEPP – that is Gordon, Killara, Lindfield, and Roseville.</p>

LATE SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
18 November 2024 to 17 February 2025

MATTERS RAISED IN THE LATE SUBMISSIONS	
Total Number of Late Submissions = 143	
Category 1: Submission points related to housing scenarios	
SUPPORT Scenario # 1 (TOD)	
<ul style="list-style-type: none"> Support for Scenario #1 (TOD) was expressed in 33 of the late submissions. 	
AGAINST Scenario # 1 (TOD)	
<ul style="list-style-type: none"> Opposition to Scenario #1 (TOD) was expressed in 29 of the late submissions. A number of the submissions expressed the view that the TOD SEPP is a top-down initiative, established without any consultation. 	
SUPPORT Scenario # 2a	
<ul style="list-style-type: none"> Support for Scenario # 2a was expressed in 1 of the late submissions. 	
AGAINST Scenario # 2a	
<ul style="list-style-type: none"> Opposition to Scenario # 2a was expressed in 30 of the late submissions. 	
SUPPORT Scenario # 2b	
<ul style="list-style-type: none"> Support for Scenario # 2b was expressed in 3 of the late submissions. 	
AGAINST Scenario # 2b	
<ul style="list-style-type: none"> Opposition to Scenario # 2b was expressed in 5 of the late submissions. 	
SUPPORT Scenario # 3a	
<ul style="list-style-type: none"> Support for Scenario # 3a was expressed in 2 of the late submissions. 	
AGAINST Scenario # 3a	
<ul style="list-style-type: none"> Opposition to Scenario # 3a was expressed in 8 of the late submissions. 	
SUPPORT Scenario # 3b	
<ul style="list-style-type: none"> Support for Scenario # 3b was expressed in 83 of the late submissions. The view was expressed in a number of the submissions that Scenario 3b provided a balance between meeting housing targets and maintaining the unique character and environment of Ku-ring-gai. 	
AGAINST Scenario # 3b	
<ul style="list-style-type: none"> Opposition to Scenario # 3b was expressed in 3 of the late submissions. Concern was expressed about increasing housing density in streets subject to bushfire risk. The streets mentioned in the submissions are located in south-west Roseville - Alexander Parade, Kings Avenue, Pockley Avenue, Corona Avenue and Maclaurin Parade. 	
SUPPORT an Alternate / Compromise Scheme	
<i>Suggested amendments</i> <ul style="list-style-type: none"> Expand Scenario 3b to include all residential areas within 800m of stations in order to evenly distribute development and reduce pressure on the environment, tree canopy and 	

LATE SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
18 November 2024 to 17 February 2025

<p>heritage conservation areas. This would also reduce potential for abrupt transitions. The heights recommended were as follows: residential 5-8 storeys, commercial 15-20 storeys, residential along the Pacific Highway 8 storeys.</p> <ul style="list-style-type: none"> Expand Scenario 3b to include a broader range of housing types and provide better infrastructure to support liveability at Gordon e.g. increased public spaces. The density of the area between the Pacific Highway and rail line could be increased. <p><i>Alternative locations for housing</i></p> <ul style="list-style-type: none"> The commercial zones between Pymble and Wahroonga, were suggested as alternate housing locations as it was considered environmental impacts in these areas would be less. The commercial zones between Roseville and Gordon which have good access to buses were also suggested as alternate locations for increased housing. <p><i>Alternative Scenarios</i></p> <ul style="list-style-type: none"> The Gordon Solution requests the delisting of seven, heritage items on the east side of the Pacific Highway in Gordon. The author of the submission states releasing these will add over 20,000m² for development under the TOD framework. The Park Avenue proposal requests TOD development rights be extended to all properties in the area bounded by Garden Square, Park Avenue and Rosedale Road.
Do not support any options (Council Scenarios or TOD)
<ul style="list-style-type: none"> The increase in housing and population will have negative impacts on infrastructure, the environment and Ku-ring-gai's heritage assets.
Category 2: Submission points related to Environmental/Amenity impacts
Environmental Impacts (biodiversity, slope, bushfire, flooding, riparian lands)
<p><i>General</i></p> <ul style="list-style-type: none"> A strong theme expressed in the late submissions was concern for Ku-ring-gai's tree canopy and environment. <p><i>Bushfire</i></p> <ul style="list-style-type: none"> A number of late submissions were lodged by residents of South-west Roseville who raised concerns about increasing housing density in bushfire risk areas, with existing ingress/egress issues: <ul style="list-style-type: none"> The three road exits onto the Pacific highway from the subject area are already congested. Increased traffic from TOD or alternate scenario development will impact the feasibility of bushfire evacuation. The Ku-ring-gai Principal LEP Background Study March 2012 (Managing Bushfire Risk Now and into the Future) was referenced as showing the subject area to have an extreme risk rating. The relevant submission referenced a report by Thomas J. Cova published in 2005 (Setting Wildfire Evacuation Trigger Points Using Fire Spread Modelling and GIS) which specifies the desired ratio of households to exit roads. The submissions included a request for an independent study on bushfire evacuation and traffic congestion, prior to any increase in housing density.

LATE SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
18 November 2024 to 17 February 2025

<p><i>Flooding</i></p> <ul style="list-style-type: none"> Concern was expressed that the scenarios proposed increase housing within the flood prone areas of Lindfield such as Highgate Road, Reid Street and Wolseley Road. The author of the submission stated that these areas are subject to mainstream and overland flooding and are classified as a high hazard area. Concern was expressed about properties burdened by easements for Council's Trunk Drainage systems. The easements fragment the lots complicating development options. Existing drainage infrastructure can't manage current flows. The rail line compromises safe evacuation routes during floods.
Local Character
<ul style="list-style-type: none"> Tall buildings (25-45 stories) tend to be built with standardised templates, which leads to a monotonous, uninspired cityscape.
Amenity
<p><i>Wind</i></p> <ul style="list-style-type: none"> Large buildings can create wind tunnels that make outdoor spaces unpleasant. <p><i>Health</i></p> <ul style="list-style-type: none"> Living in tall apartment buildings can negatively impact physical and mental health.
Housing Typology
<ul style="list-style-type: none"> Smaller minimum lots sizes recommended to enable subdivision with smaller dwellings. A new medium density building code targeted at young families should be prepared with the housing only made available to those aged 45 and under.
Affordable Housing
<ul style="list-style-type: none"> Encourage expanding the affordable housing contribution framework to include non-residential zones. Ensure that affordable housing is delivered with State Significant Development applications. Affordable housing should include 2-3 bedroom apartments to cater for working families. Recommends audit of council owned sites that have potential to be developed with affordable housing. Negotiate with the State government and seek an increase to the low TOD affordable housing contribution rate of 2%.
Development Controls
<p><i>Sustainable Design Standards</i></p> <ul style="list-style-type: none"> Any new development must prioritise sustainability, particularly when it comes to units and high-rise buildings. Incorporating renewable energy sources, such as solar panels, community batteries, and tri-generation systems, should be a requirement for all developments. In addition, sustainable practices like providing spaces for drying clothes naturally, composting, and establishing community gardens should be encouraged to promote a sustainable lifestyle. The ability to charge electric vehicles in unit developments and the inclusion of rainwater capture systems are essential components of sustainable living.

LATE SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
18 November 2024 to 17 February 2025

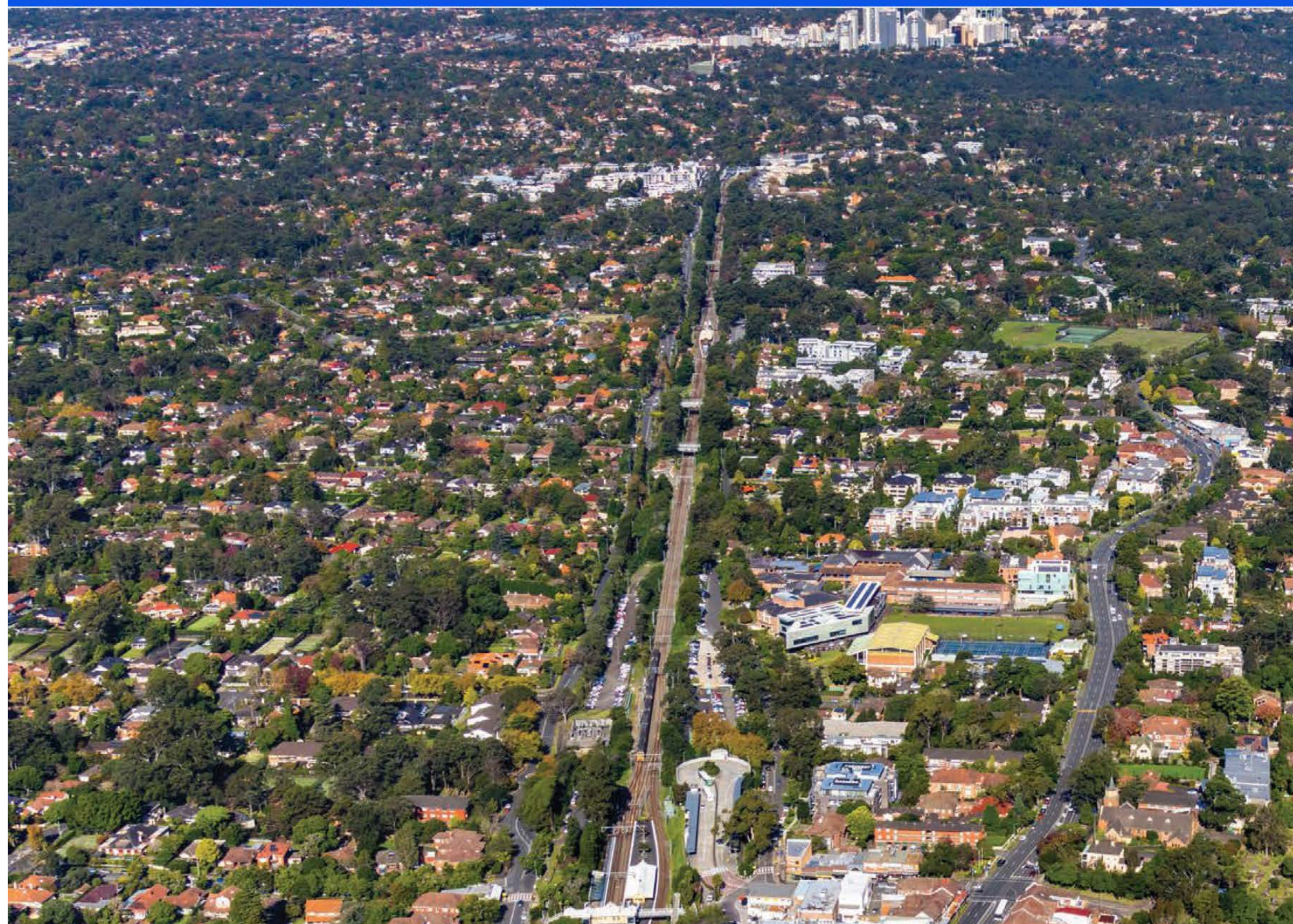
<p><i>Universal Design Principles</i></p> <ul style="list-style-type: none"> • Important to ensure that all homes are accessible and adaptable for people of all ages and abilities. <p><i>Floor Space Ratio</i></p> <ul style="list-style-type: none"> • A minimum FSR of 2:1 is needed for development feasibility. • A minimum FSR of 1.5:1 is needed to ensure amalgamations are financially viable. <p><i>Height</i></p> <ul style="list-style-type: none"> • A minimum building height of 6 storeys was recommended.
Category 5: Submission Points related to Specific Sites (grouped by Suburb)
Roseville
<p><i>2-4 Larkin Street and 1-5 Pockley Avenue</i></p> <ul style="list-style-type: none"> • Two State Significant Development Applications (SSDA) are progressing. • Three Council Scenarios (2a, 3a and 3b) reduce the currently permitted FSR of 2.5:1 considerably to between 1.2-1.7:1. This reduction would result in a net loss of yield equivalent to 120 dwellings and constrain development unnecessarily in a location that is well suited to increased density. • Down zoning of sites within the TOD catchment is contradictory to the State's planning direction and policy. • The existing 2.5:1 FSR and 22m height provisions available under the TOD SEPP are suitable. • Council needs to be mindful of projects that have progressed, and any amendments to the TOD need to address active DAs and include transitional provisions.
<p><i>Boundary Street</i></p> <ul style="list-style-type: none"> • Allow the portion of Boundary Street, Roseville between Spearman Street and Wandella Avenue to include buildings of 5-6 storeys. The Heritage Conservation Area (HCA) impacting this land is not justified. • Removing the HCA listing from the subject area would enable conservation of the Lord Street/ Bancroft Avenue HCA which has greater significance.
Lindfield
<p><i>Lindel Place</i></p> <ul style="list-style-type: none"> • Council's scenarios undermine the principle of minimising impacts on heritage items. Lindel Place is outside the 400-metre radius from Lindfield Station; therefore, TOD creates less impact on the heritage in Lindel Place. • Request Lindel Place and the area of Bent Street between Lindel Place and Newark Crescent (as per Scenario 1) be excluded from all Scenarios that allow for increased housing density.
<p><i>Lower Side of Nelson Road (between Tryon Road, Havilah Road and Smith Street):</i></p> <ul style="list-style-type: none"> • Scenarios 2-5 focus development on the east side of the Lindfield town precinct and include the upper side of Nelson Road. This will mean the lower side of Nelson Road will be shadowed by 8-25-storey apartment buildings. • Request that both sides of Nelson Road be included in any development plans or entirely excluded to ensure fairness.

LATE SUBMISSION SUMMARY TABLE
S14715-1 – TOD Housing Alternative Scenarios
18 November 2024 to 17 February 2025

<p><i>15 Treatts Road – North Shore Synagogue</i></p> <ul style="list-style-type: none"> It is inappropriate to place high-rise next to the Synagogue. This is disrespectful to the Jewish community and will damage the cultural and religious significance of the Synagogue.
<p><i>59-63 Trafalgar Avenue and 1a and 1b Valley Road</i></p> <ul style="list-style-type: none"> Acquisition of sites based on TOD SEPP provisions SSD Application for infill affordable housing is progressing. The scenarios propose to reduce the existing permissible FSR of 2.5:1. Down zoning of sites within the TOD catchment is contradictory to the intentions of planning direction and policy. The existing 2.5:1 FSR and 22m height are suitable. Council needs to be mindful of projects that have progressed, and any amendments to the TOD need to address active DAs and include transitional provisions.
<p><i>25 - 35 Gladstone Parade and 9 Norwood Avenue</i></p> <ul style="list-style-type: none"> A request was made that these properties be included in Scenario 3b. They have been excluded because they are included in C45-Lindfield West Conservation Area, but the submission authors consider this HCA should be reduced in size.
Killara
<p><i>20 Powell Street</i></p> <ul style="list-style-type: none"> Request Council maintain TOD development standards and R4 zone.
Gordon
<p><i>77-87 Werona Avenue</i></p> <ul style="list-style-type: none"> A sale was negotiated for the consolidated group of properties in 2020. It was accompanied by a 2018 Draft Urban Design Report which recommended 8 storeys and an FSR of 2.25 – 2.75:1 for ground floor retail and shop top housing.
<p><i>18 Bushlands Avenue</i></p> <ul style="list-style-type: none"> The concern was expressed that the property would be left isolated surrounded by 5-8 storey buildings. The property is not a heritage item.

Ku-ring-gai Centres Technical Study

Transport Oriented Development Preferred Scenario
for Gordon, Killara, Lindfield and Roseville



Prepared for
Ku-ring-gai Council

Issued
March 2025

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SJB acknowledges the Traditional Custodians of the lands, waters, and skies, and their perpetual care and connection to Country where we live and work. We support the Uluru Statement from the Heart and accept its invitation to walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people towards a better future.

We believe that inequity enshrined in our society continues to significantly disadvantage First Nations colleagues, friends, and community. Following the referendum, we are personally and professionally recommitting our support of Aboriginal and Torres Strait Islander people. We will continue to strive for (re)conciliation by acting with integrity and passion, in an effort to address this imbalance in our country and create lasting generational change.

Issued		
V01	Draft Urban Design study - stage 1	05/12/2024
V02	Draft Urban Design study - stage 1	13/12/2024
V03	Draft Urban Design study	22/01/2025
V04	Summary of Urban Technical Studies	20/02/2025
V05	Summary of Urban Technical Studies	21/02/2025
V06	Final Report of Urban Technical Studies	28/02/2025
V07	Final Report of Urban Technical Studies	17/03/2025
V08	Final Report of Urban Technical Studies	24/03/2025



Certified Management Systems
ISO 9001:2015 Quality Management System
ISO 45001:2018 Occupational Health & Safety Management System
ISO 14001:2015 Environmental Management System

Version: 08
Ref: 7053
Prepared by: LV, ZC, LW
Checked by: JK, JMcG

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1

Introduction

Introduction

Overview

In May 2024 the Department of Planning, Housing and Infrastructure (DPHI) introduced their Transport Oriented Development (TOD) Program as part of a suite of reforms to increase housing supply to address the housing crisis.

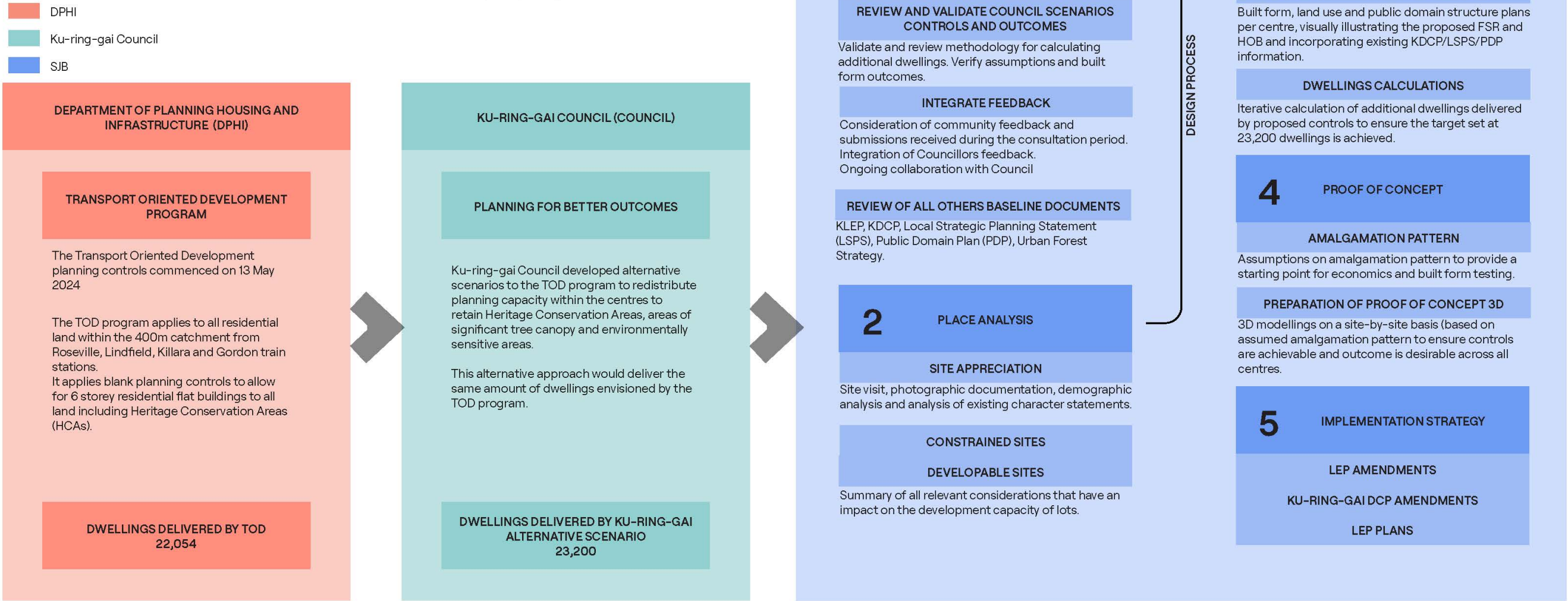
The TOD Program allows residential apartment buildings of six to seven storeys to be built within a 400m catchment of train stations within Gordon, Lindfield, Killara and Roseville.

In response to the TOD program, Council prepared the 'Planning for Better Outcomes - Alternatives Scenarios to the TOD program' (the Alternative Scenarios) for public consultation during November and December 2024. The Alternative Scenarios identified options for achieving the TOD dwellings targets across the four centres, while minimising impacts on heritage, environmentally sensitive areas and maintaining tree canopy.

SJB Urban and SJB Planning (SJB) were engaged by to review the Alternative Scenarios and TOD baseline scenario and working closely with Council, formulate a Preferred Scenario.

SJB's engagement has involved the following key tasks:

- Establishing a baseline - reviewing existing studies, policies, and data to inform decision-making.
- Place analysis - assessing urban, social, and environmental factors to shape the structure plans.
- Preparation of structure plans - defining spatial frameworks to guide land use, density, built form and public domain.
- Preparation of a proof of concept - testing the feasibility of proposed controls and development outcomes.
- Preparation of a Implementation strategy - outlining the required amendments to Ku-ring-gai Local Environmental Plan 2015 (KLEP) to implement the Preferred Scenario.



Introduction

Understanding Transport Oriented Development (TOD)



The Department of Planning, Housing and Infrastructure (DPHI) Transport-Oriented Development (TOD) Policy is incorporated within the State Environmental Planning Policy Housing 2021 (Housing SEPP). It amends planning controls within 400 metres of strategically located Metro and railway stations.

The objectives of the TOD program are to:

- Increase housing supply in well-located areas
- Enable a variety of land uses (residential, commercial, recreational) within walking distance of train and metro stations
- Deliver housing that is supported by attractive public spaces, vibrancy, and community amenity
- Increase the amount of affordable housing in these locations

Since 8 May 2024, Gordon, Killara, Lindfield, and Roseville have been designated as Tier 2 TOD stations. The Guide to Transport-Oriented Development, prepared by DPHI in May 2024, outlines the proposed controls and details the application of bonuses for senior living and affordable housing.

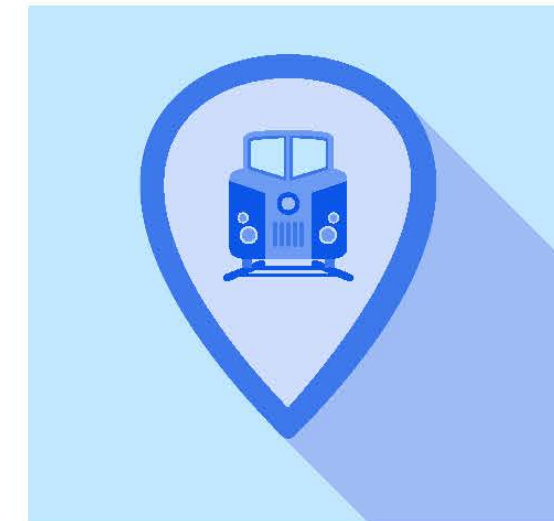
- The TOD program will allow residential flat buildings in residential zones and local centre zones, along with shop-top housing in local centre and commercial zones.
- Maximum 2.5:1 FSR
- Maximum 22m HOB in R1, R2, R3, R4
- Maximum 24m HOB in E1 (B2), E2 (B3)
- No minimum lot sizes
- Minimum 21m lot width.

The TOD amendment only applies if existing maximum height and floor space ratio controls are lower than the controls allowed under the policy.

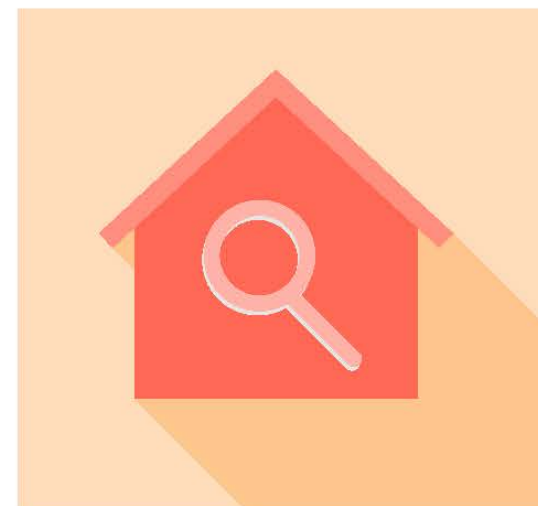
The dwelling yield generated under TOD controls has been used as a baseline, and any alternative masterplan or proposed controls must achieve an equivalent housing capacity.



01 Increase housing supply in well-located areas



02 Enable a variety of land uses (residential, commercial, recreational) within walking distance of train and metro stations



03 Increase the amount of affordable housing



04 Deliver housing that is supported by attractive public spaces, vibrancy, and community amenity

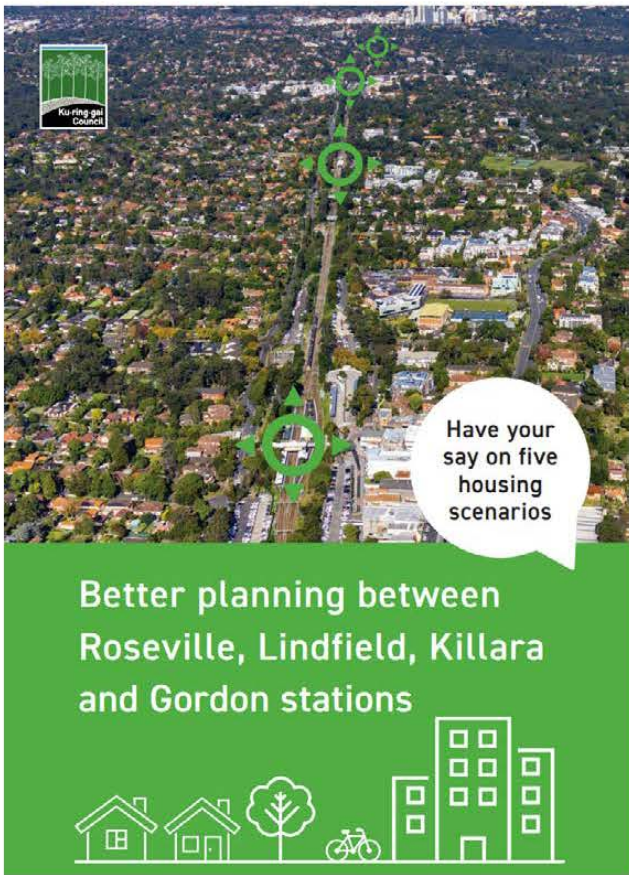
Introduction

Ku-ring-gai exhibited planning policy

In response to the blanket controls of the TOD program Council investigated four alternative scenarios to deliver housing which were publicly exhibited at the end of 2024. Each of the scenarios deliver the NSW Government housing targets within walking distance of the subject stations however they represent trade-offs between local character protection and building height.

Council's scenarios propose building heights in excess of the TOD on appropriate sites as this enables protection of Heritage Conservation Areas (HCAs) and the associated mature tree canopy.

The scenarios were informed by the NSW Government's *Transport Oriented Development - Guide to Strategic Planning*. The estimated number of additional dwellings under the TOD controls differs between Council and DPPL. This can be attributed to Council's more rigorous application of the controls during investigation.



Council's principles



Principle 1

Avoid environmentally sensitive areas

Not encouraging development in areas containing high-value biodiversity, natural watercourses, or steeply sloping or bushfire-affected land.



Principle 2

Minimise heritage item impacts

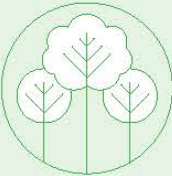
Avoiding locating development in areas with a high concentration of heritage items, which are properties individually listed in Council's planning controls due to their importance. Where this cannot be avoided, allowing heritage item owners to benefit from surrounding development if their home is preserved and respected by this development.



Principle 3

Preserve heritage conservation areas

Prioritising the protection of heritage conservation areas, which are areas recognised and valued for their special historical and aesthetic character.



Principle 4

Minimise tree canopy impacts

Allowing more space around new buildings in development areas, to set aside space for existing and future trees, while also encouraging the replacement of any removed trees.



Principle 5

Manage transition impacts

Striving for an acceptable transition between areas of different density, including avoiding unreasonable privacy and overshadowing impacts on neighbours.



Principle 6

Ensure appropriate building heights

Delivering a range of building heights which are appropriate for Ku-ring-gai and in line with comparable Sydney centres.

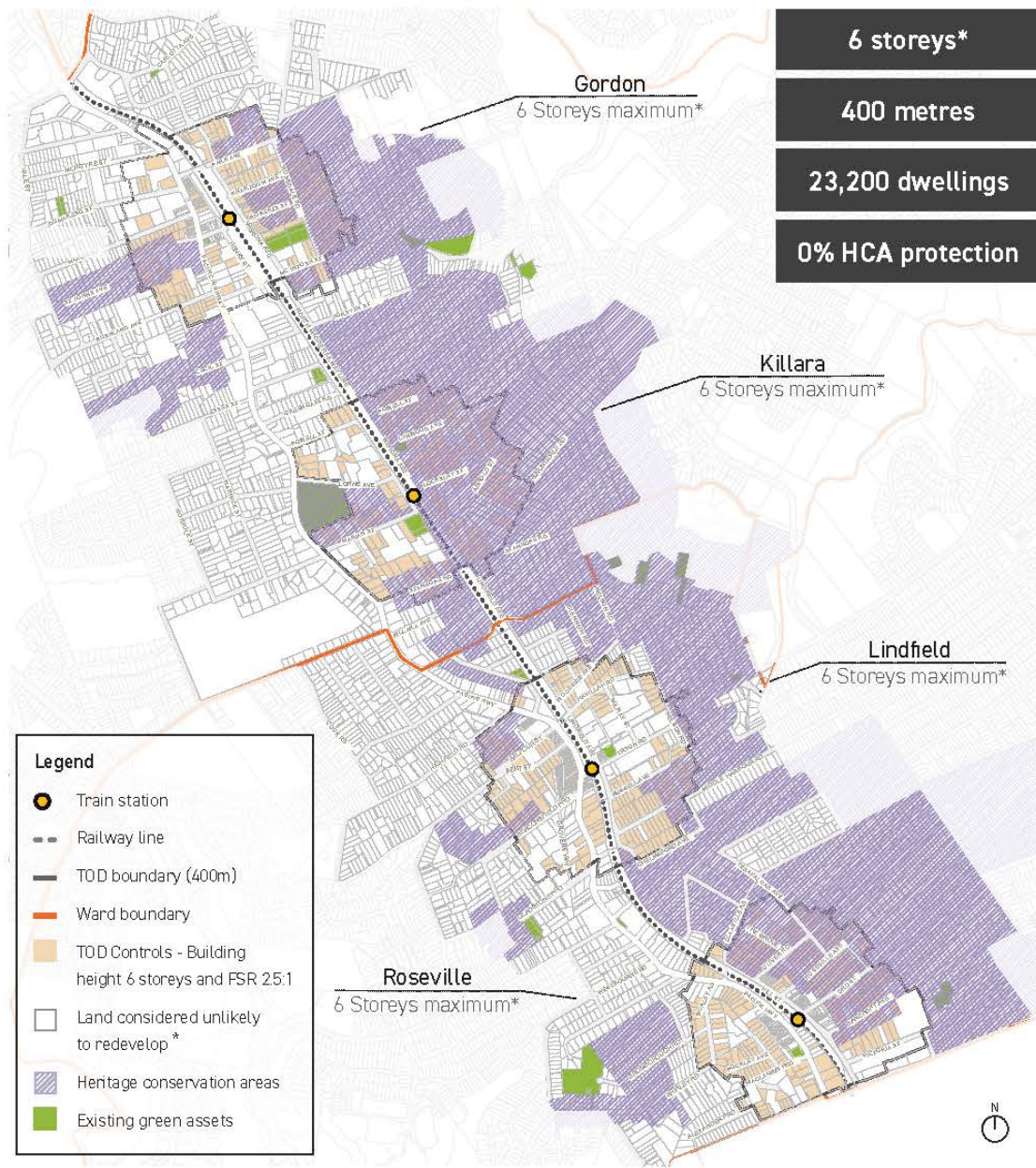


Principle 7

Support local centre revitalisation

Promoting viable urban renewal in commercial areas that includes new retail facilities (including supermarkets) and helps deliver community infrastructure such as new libraries, open space and community centres.

Scenario 1 - Baseline TOD controls (prepared by Council)

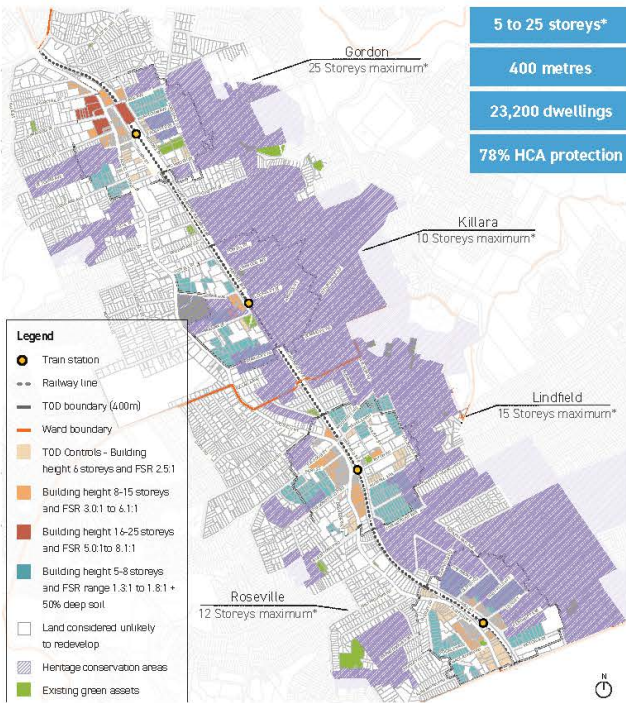


Introduction

Ku-ring-gai Better Planning scenarios overview

Scenario 3B is preferred by the community

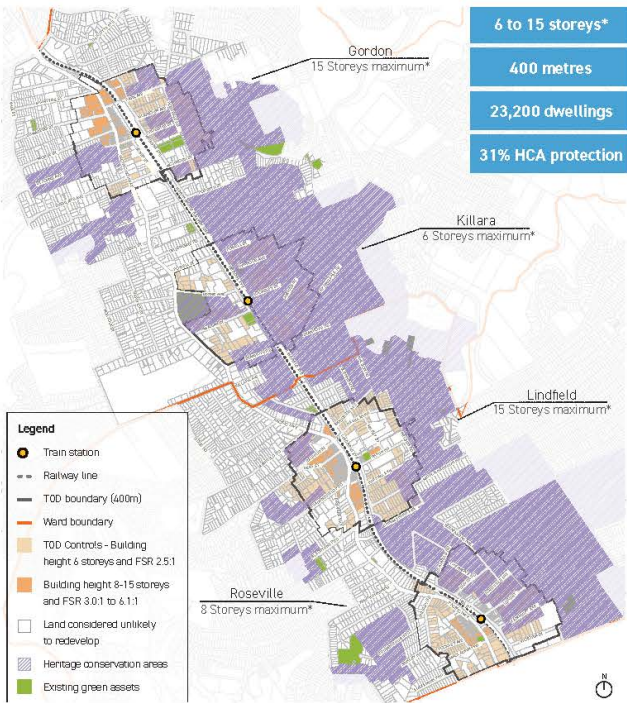
Scenario 2A - Safeguard and intensify



- By transferring dwellings to the E1 commercial zones, this option safeguards a large proportion of HCAs (78%) across the TOD areas
- Improvements in canopy protection are achieved by transferring dwellings from HCAs to the commercial areas and by changing TOD controls including reduced densities, flexibility in height and deep soil controls as per Principle 4
- Heritage items are protected by removing TOD controls from surrounding areas or allocating development rights as per Principle 2
- Transition impacts are managed by expanding or contracting development boundary as per Principle 5
- Increased building heights and density in commercial zones will support revitalisation as per Principle 7
- Maximum building heights - Gordon 25 storeys, Killara 10 storeys, Lindfield 15 storeys & Roseville 12 storeys

(Ku-ring-gai Planning For Better Outcomes, Pg 46)

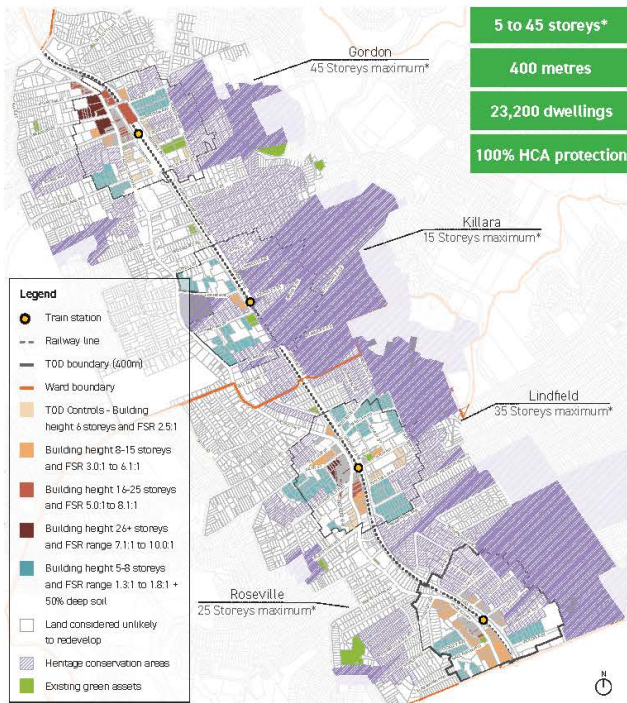
Scenario 2B - Minor Amendments to Existing NSW Government Controls



- Provides no protection for Heritage Items - not consistent with Principle 2
- Provides limited protection for HCAs (31% protection) - not consistent with Principle 3
- Provides minimal protection for tree canopy - not consistent with Principle 4
- Creates transition impacts - not consistent with Principle 4
- Provides some variation in building heights and density - partly consistent with Principle 6
- Increased building heights and density in commercial zones will support some revitalisation as per Principle 7
- Maximum building heights - Gordon 15 storeys, Killara 6 storeys, Lindfield 15 storeys & Roseville 8 storeys

(Ku-ring-gai Planning For Better Outcomes, Pg 48)

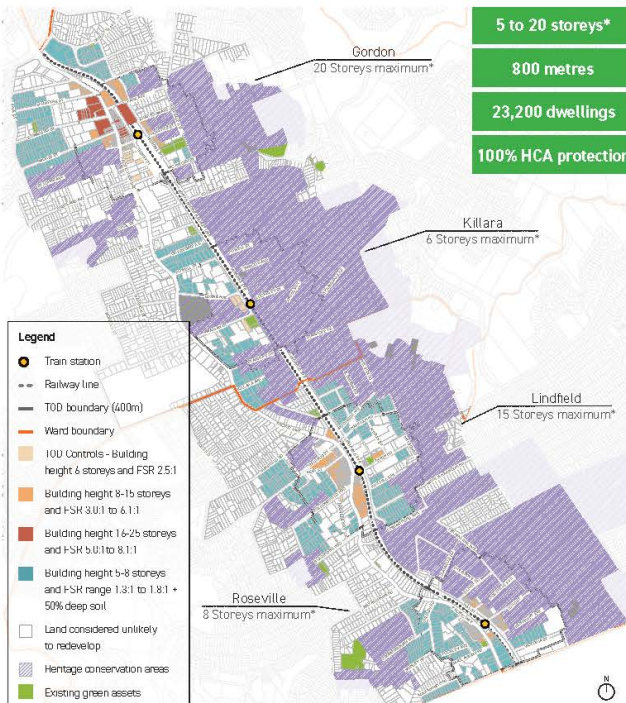
Scenario 3A - Preserve and Intensify



- Preserves 100% of existing HCAs in the TOD areas by transferring dwellings to areas within 400m of the rail stations - primarily to the commercial zones
- Provides added protection to the smaller centres of Killara and Roseville by transferring dwellings to the larger centres
- Improvements in canopy protection are achieved by transferring dwellings from HCAs to the commercial areas and by changing TOD controls including reduced densities, flexibility in height and deep soil controls as per Principle 4
- Heritage items are protected by removing TOD controls from surrounding areas or allocating development rights as per Principle 2
- Transition impacts are managed by expanding or contracting development boundary as per Principle 5
- Building heights exceed heights in larger centres like Hornsby - not consistent with Principle 6
- Increased building heights and density in commercial zones will support revitalisation as per Principle 7
- Maximum building heights - Gordon 45 storeys, Killara 15 storeys, Lindfield 35 storeys & Roseville 25 storeys

(Ku-ring-gai Planning For Better Outcomes, Pg 50)

Scenario 3B - Preserve, intensify and expand



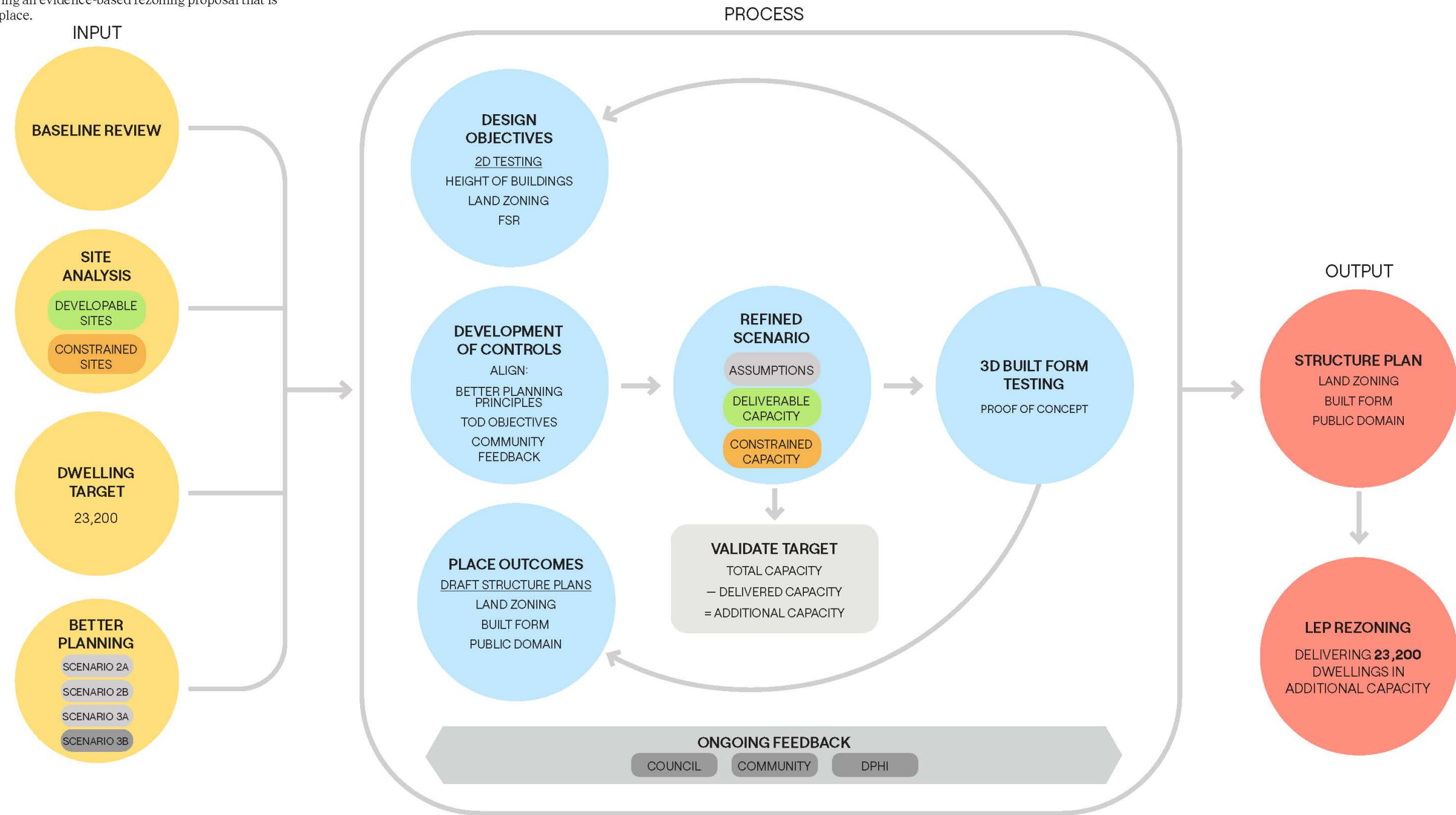
- Preserves 100% of HCAs in the TOD Areas by transferring dwellings to areas within the 400m & 800m of the rail stations as per Principle 3
- In addition, an area in Gordon has also been protected as it is recommended as an extension to the Robert Street/ Khartoum Avenue Heritage Conservation Area (C39) by the Draft Ku-ring-gai Southern Heritage Conservation Area Review, October 2024
- Provides added protection to the smaller centres of Killara and Roseville by transferring dwellings to Gordon and Lindfield
- Heritage items are protected by removing TOD controls from surrounding areas or allocating development rights as per Principle 2
- Improvements in canopy protection are achieved by transferring dwellings from HCAs to the commercial areas and by changing TOD controls including reduced densities, flexibility in height and deep soil controls as per Principle 4
- Transition impacts are managed by expanding or contracting development boundary as per Principle 5
- Building heights are managed appropriately consistent with Principle 6
- Increased building heights and density in commercial zones will support revitalisation as per Principle 7
- Maximum building heights - Gordon 20 storeys, Killara 6 storeys, Lindfield 15 storeys & Roseville 8 storeys

(Ku-ring-gai Planning For Better Outcomes, Pg 52)

Introduction

Our approach

The below methodology diagram explains the processes used to deliver an evidence-based outcome. Consideration of existing work has informed the design process, with rigorous and iterative testing ensuring an evidence-based rezoning proposal that is grounded in place.



Introduction

Approaches to calculating dwelling capacity

The methodology adopted by SJB to determine the additional dwelling targets for the centres can be explained through a number of key concepts:

Delivered capacity is the number of existing (built) dwellings on site.

Both Council and SJB methodologies, have accounted for the existing dwellings within the centres.

We understand DPHI has not considered the existing dwellings but relied on existing capacity (see below).

Existing capacity is the dwellings that could be developed on a site under the existing planning controls.

Existing unrealised capacity is the additional dwellings that could be developed on a site under the existing planning controls. This occurs where the height and FSR of the existing development on site is less than what is permitted under the existing planning controls. It is calculated by subtracting the 'delivered capacity' from the 'existing capacity'.

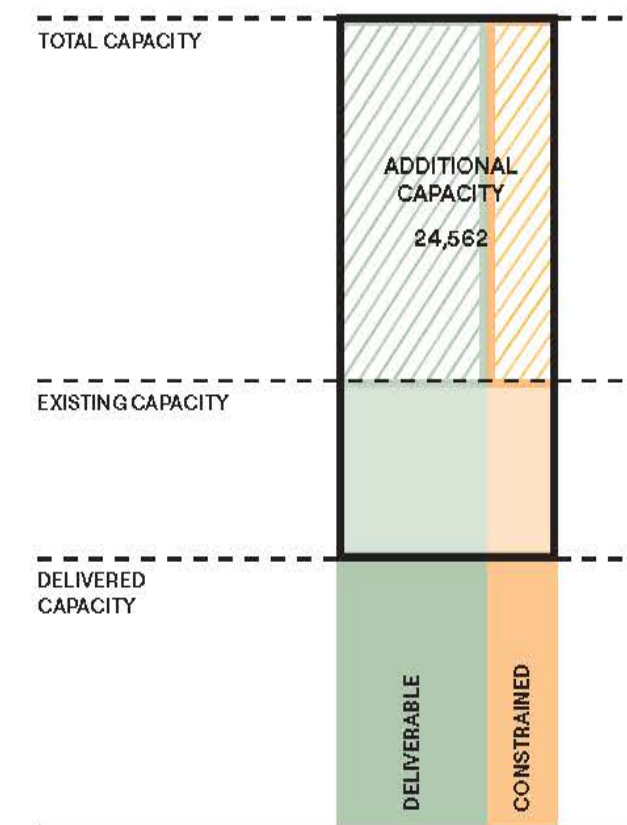
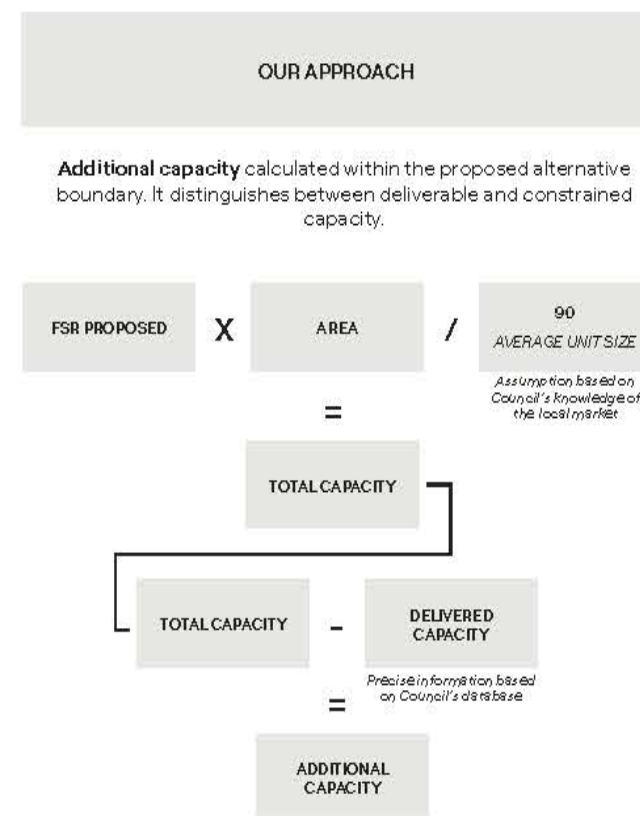
Total capacity is the total dwellings that could be delivered on a site under the proposed planning controls.

Additional capacity is the additional dwellings that could be developed on a site under the proposed planning controls. It is calculated by subtracting the 'delivered capacity' from the total 'planning capacity'.

Ordinarily, determining additional capacity involves distinguishing between 'deliverable capacity' and 'constrained capacity'. While all sites may have development potential under the planning controls, some sites are constrained and are less likely to be redeveloped. Of the overall additional capacity, only a portion will be deliverable as the rest is constrained. In determining additional dwelling capacity, SJB differentiates between "constrained" and "deliverable" capacity.

Constrained capacity refers to the dwellings that could be developed under the planning controls on sites that have been identified as being constrained. These are sites that are less likely to develop in the short to medium term. Identified constraints include considerations such as strata developments with more than 10 lots, schools, places of public worship or recently completed developments.

Deliverable capacity refers to the dwellings that could be developed under the proposed planning controls on largely unconstrained sites. These are sites which are likely to be redeveloped in the short-to medium term. It excludes potential capacity on constrained sites.



Introduction

Purpose of this study

The primary objective of Council's alternative scenarios, is to refine the dwelling distribution proposed under the TOD program to achieve better planning outcomes that minimises impacts on HCAs and heritage items, tree canopy and environmentally sensitive areas while ensuring that new development aligns with the desired character of each centre.

In line with the principles established by Council for the alternative scenarios, this study identifies a preferred scenario that focuses on relocating density to well-located sites and expanding the boundaries of change to include suitable areas within an 800m catchment of train stations.

This allows for a more controlled and strategic distribution of growth, ensuring that development occurs in appropriate locations while preserving valued areas. The redistribution of dwellings also considers the hierarchy of centres, reinforcing their role within the broader urban framework and ensuring that density is directed to locations that can best support it.



2

Baseline review and site appreciation

Baseline review and site appreciation

Study area

The Ku-ring-gai Local Government Area (LGA) is located approximately 13km north of the Sydney CBD and is flanked by national parks, such as Berowra Valley, Ku-ring-gai Chase, Garigal and Lane Cove.

The centres of Gordon, Killara, Lindfield and Roseville sit on the Pacific Highway and North Shore railway line in the southern part of the LGA. Each of these centres have historically evolved along the North Shore rail line and have had excellent connectivity to central Sydney since their late Victorian establishment.

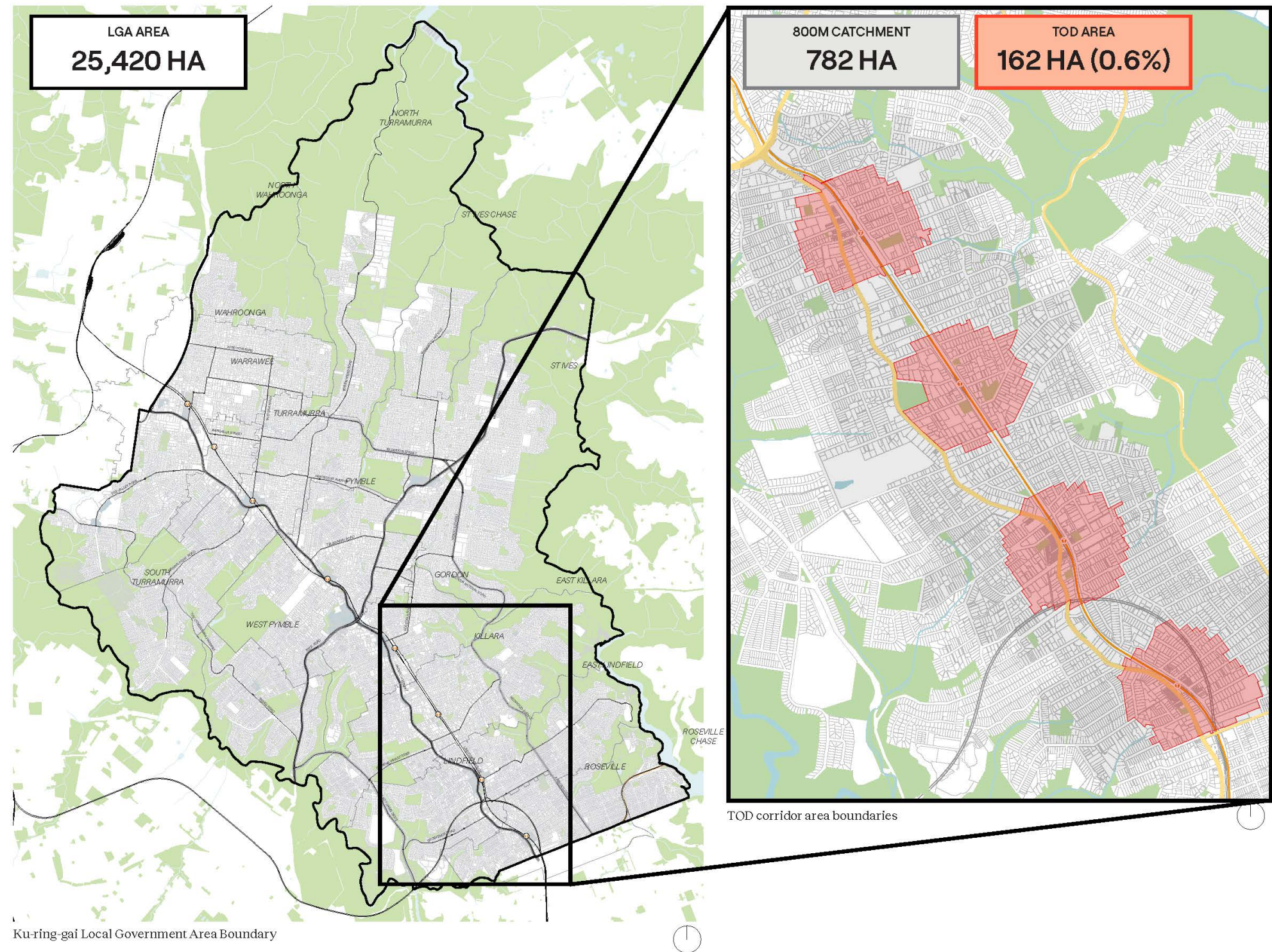
The presence of train stations as well as excellent existing infrastructure and bushland amenity make these four centres opportune locations to increase housing in line with the Ku-ring-gai Local Strategic Planning Statement and the objectives of the TOD program. The TOD Program adopts a blanket approach to intensification and dwelling delivery across the centres. Good planning and urban design requires a nuanced, place-based approach that is sensitive to the existing natural, physical and historical characteristics that define these places today.

The TOD program applies to around 162 hectares (ha) across the centres, which equates to approximately 0.6% of the total LGA area.

Key takeaway

The area of change impacted by the TOD rezoning constitutes a relatively small percentage of the entire LGA. However this area will accommodate a substantial proportion of additional dwelling for the LGA.

- Open space
- Waterway
- Local centre
- Train station
- Railway line
- Arterial Roads
- Secondary roads
- TOD boundaries
- Proposed alternate boundary
- 800m catchment

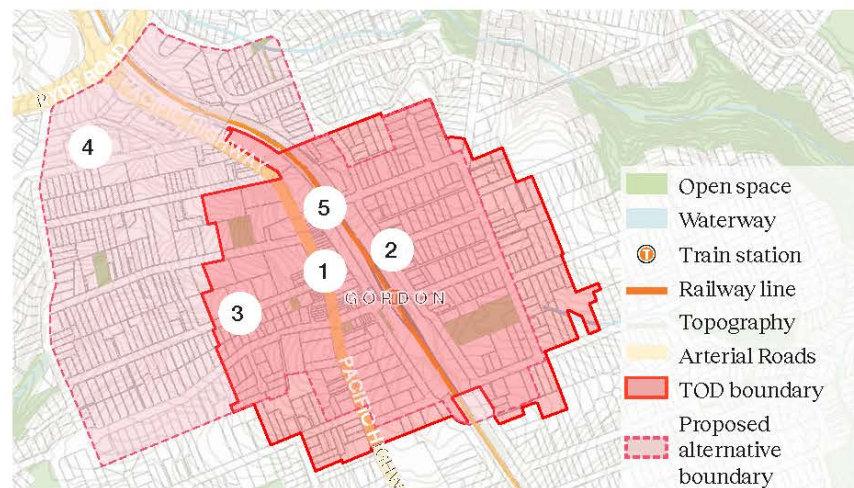


Baseline review and site appreciation

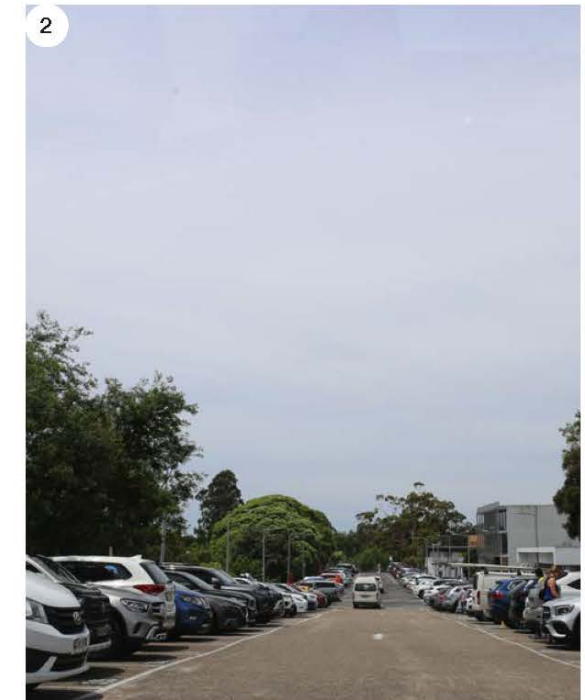
Gordon

Gordon local centre (Gordon) is a civic and commercial hub. Heritage-listed buildings, including the Council chambers, reflect its historic character. The Pacific Highway serves as the main commercial street, lined with low scale shop-top housing. St Johns Avenue connects to the train station and Bus Interchange.

Situated on a narrow ridge, the centre slopes steeply westward, making pedestrian and cyclist movement challenging. Limited crossing points over the highway hinder east-west connectivity, and the pedestrian bridge remains underutilised due to poor access and restricted hours.

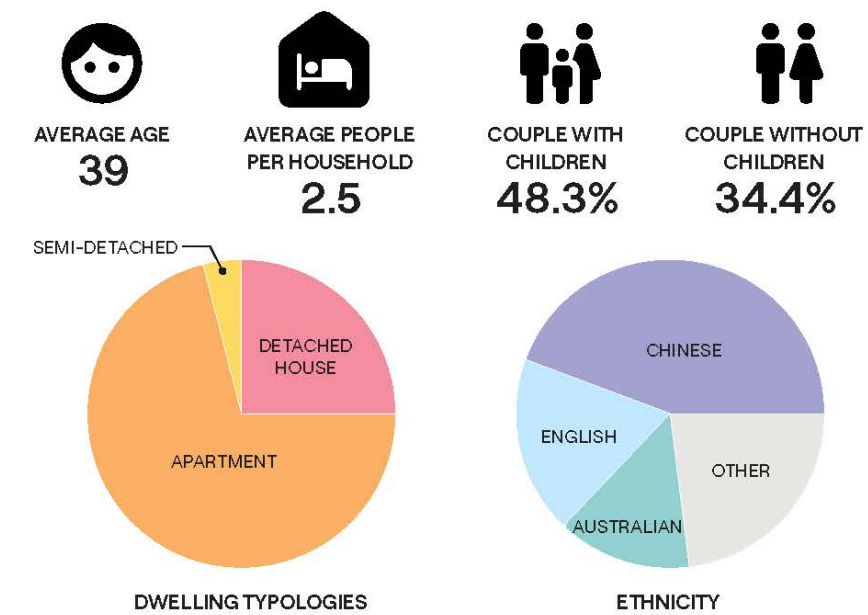


Pacific Highway is a busy movement corridor that is activated by retail shops and eateries.



Commuter carpark adjacent the train station

Demographics



SJB

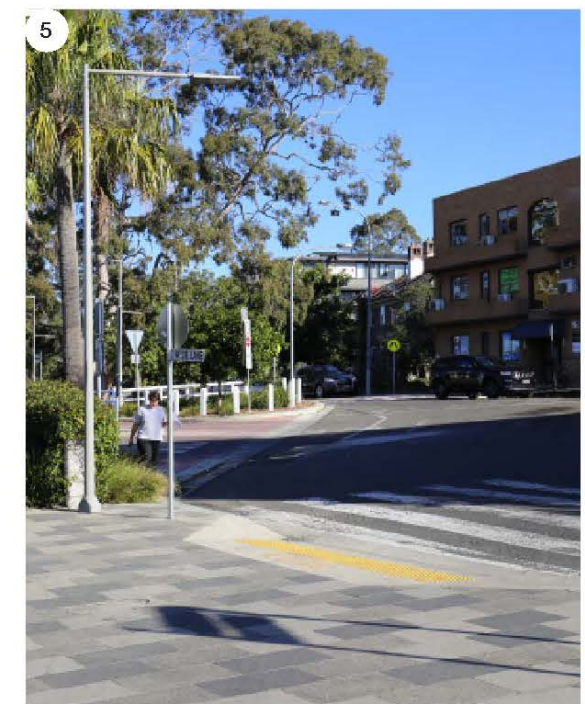
Ku-ring-gai Centres Technical Study



5 storey apartment building with deep landscaped setbacks



7 storey apartment building surrounded by tall trees



Wide pedestrian footpaths leading into Wade Lane

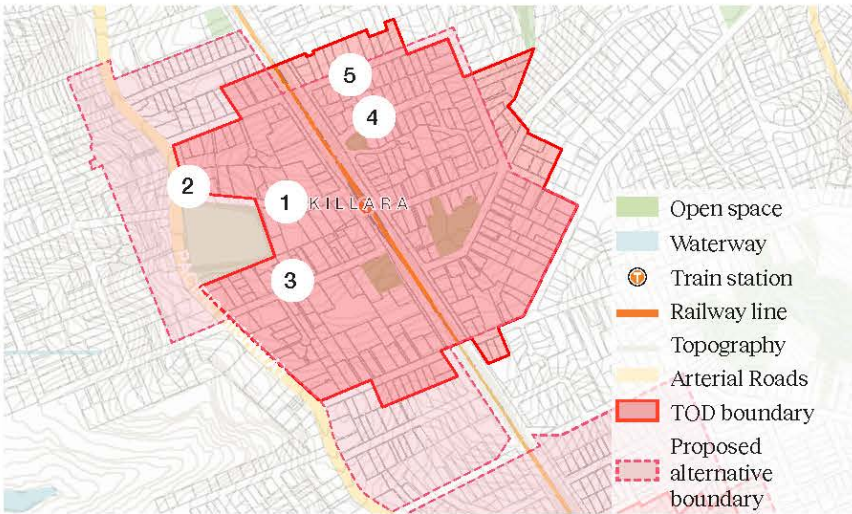
14

Baseline review and site appreciation

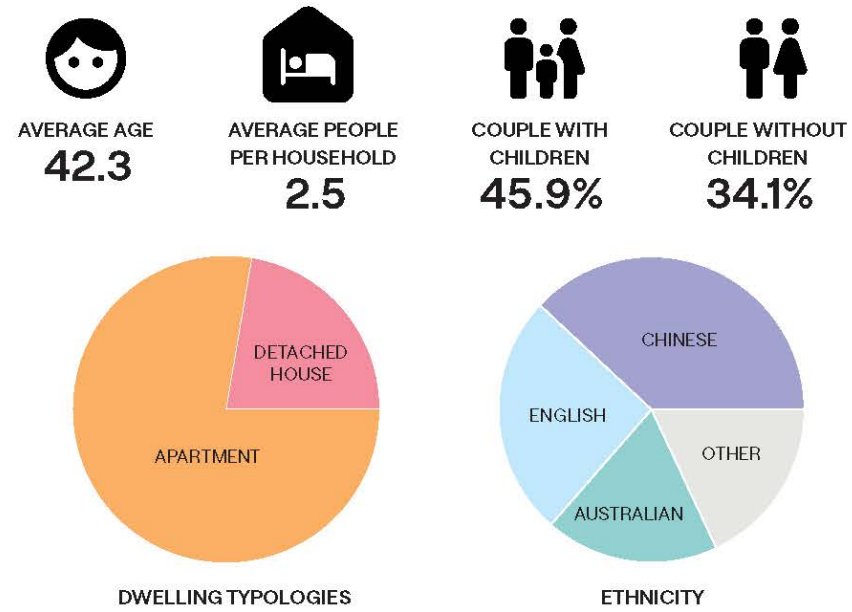
Killara

Killara is a secondary local centre. It is renowned for its lush landscapes, featuring fine examples of Federation and Inter-War architecture, expansive private gardens, and a generous tree canopy. Notable heritage-listed sites include the Harry and Penelope Seidler House and the Greengate Hotel.

The suburb is primarily residential, with commercial activities concentrated along the Pacific Highway. The HCAs and heritage items are concentrate on the eastern side of the rail corridor.



Demographics



Source: ABS Census 2021

SJB

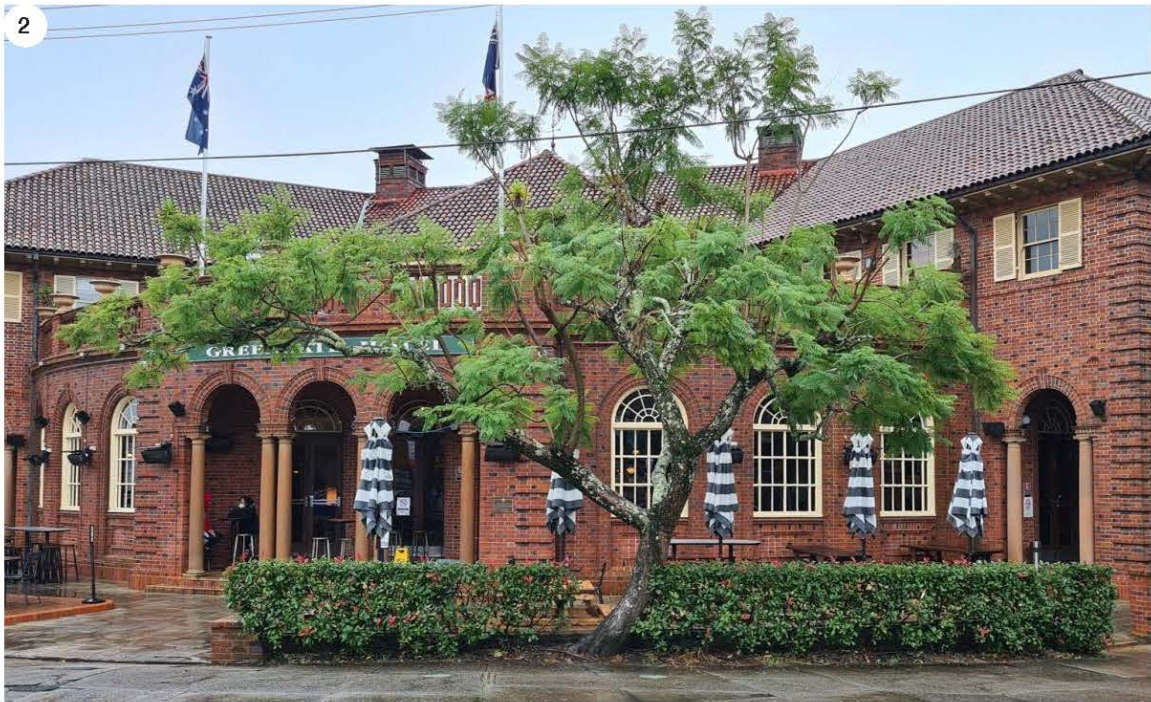
Ku-ring-gai Centres Technical Study



5 storey apartment building with deep landscaped setbacks



Red brick 3 storey apartment buildings



Historic Greengate Hotel that functions as a busy pub with event spaces



Large single detached houses of Killara



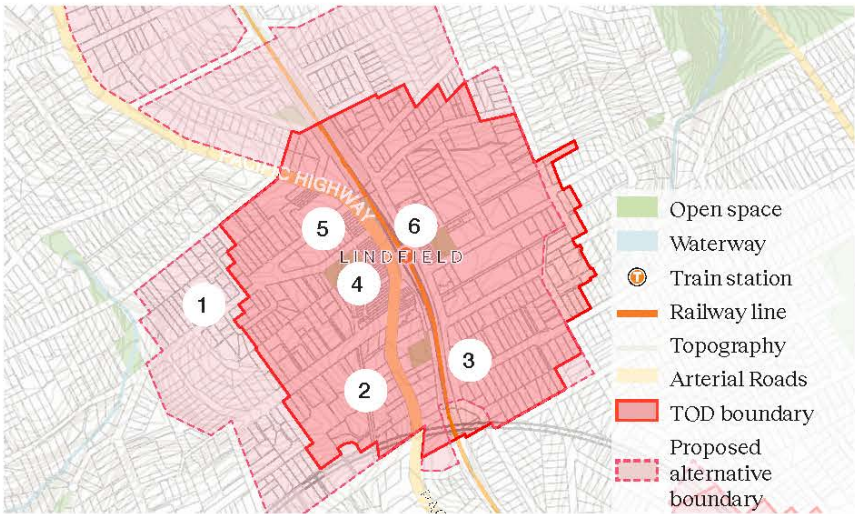
Extensive canopy coverage and tall street trees

Baseline review and site appreciation

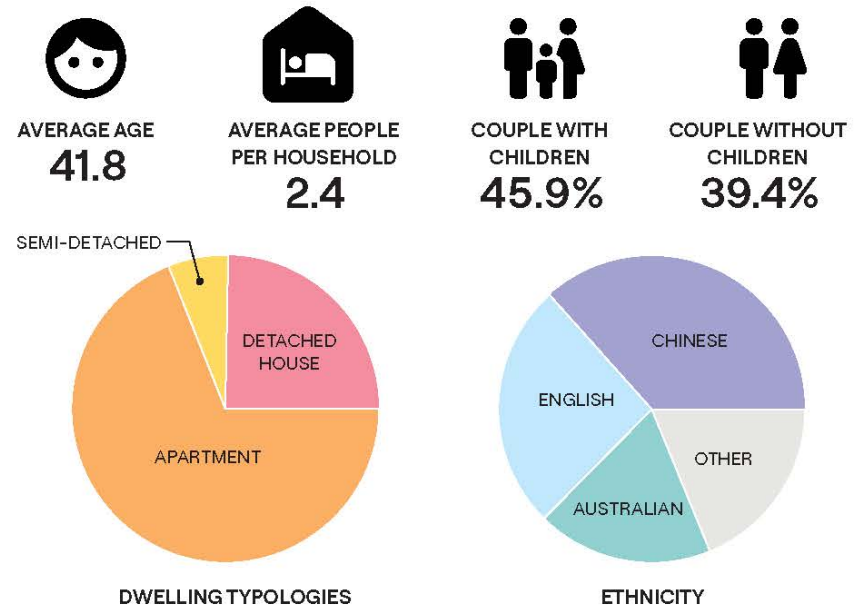
Lindfield

Lindfield is one of Ku-ring-gai's largest local centres, characterised by examples of Federation and Inter-War housing, shop-top housing, generous tree canopies, topography, and a mix of cafés, retail, and professional services.

The Pacific Highway and rail corridor divide the centre into two distinct halves, with the western side serving as the primary commercial precinct, anchored by the Lindfield Village Hub. On the eastern side, Lindfield Avenue continues to evolve as a vibrant shopping street, complemented by the Lindfield Village Green, a public space designed for gatherings, retail, and pedestrian movement.



Demographics



Source: ABS Census 2021

SJB

Ku-ring-gai Centres Technical Study



Existing single detached housing of varying character



Apartment buildings located along steep roads



Wide roads lined with street trees offer extensive canopy cover



Woodford Lane carpark is planned to become the Lindfield Village Hub, offering community facilities, shops and housing



New mixed-use development along Pacific Highway with 4 storeys of above podium residential apartments

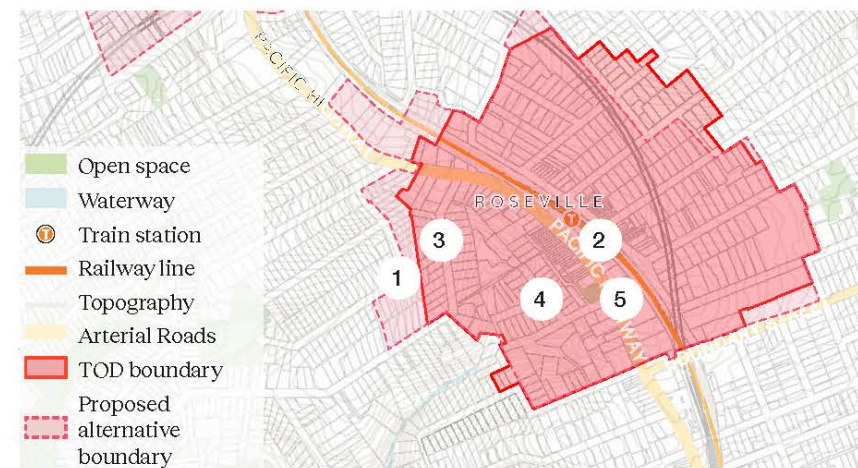


Lindfield Village is a new mixed-use development that activates Lindfield Avenue with ground floor retail

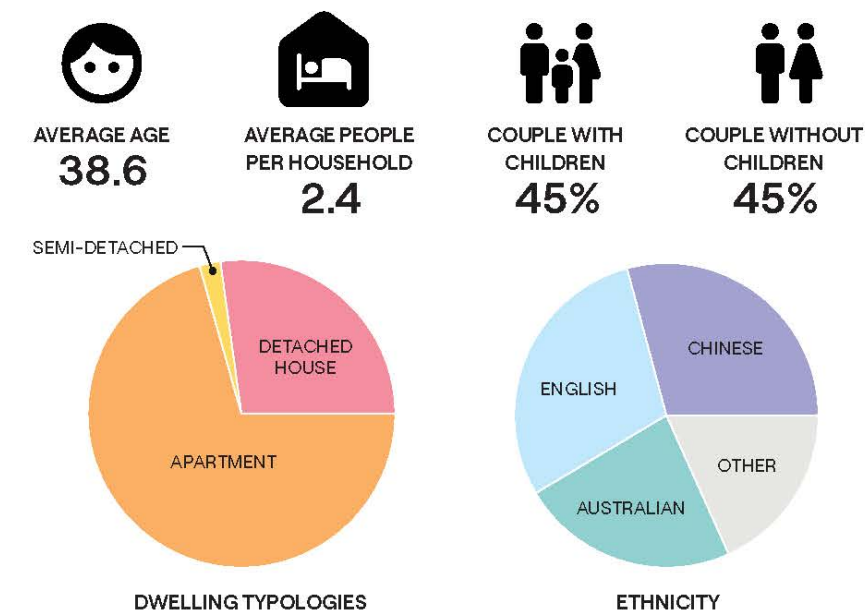
Baseline review and site appreciation

Roseville

Roseville local centre (Roseville), the southernmost gateway to Ku-ring-gai, is divided by the Pacific Highway and rail corridor. The eastern side features some of Ku-ring-gai's oldest streetscapes, characterised by detached dwelling houses, HCAs, and grand tree-lined avenues. The western side serves as the commercial hub, with retail, cafés, and the heritage-listed Roseville Cinema, the only cinema in Ku-ring-gai. Roseville's growth began with the railway in the 1890s, with early settlement favouring the flatter eastern side, while the steeper western side retains a bushland character. Many original shop fronts from the 1920s remain, continuing to support retail and commercial activity.



Demographics



SJB

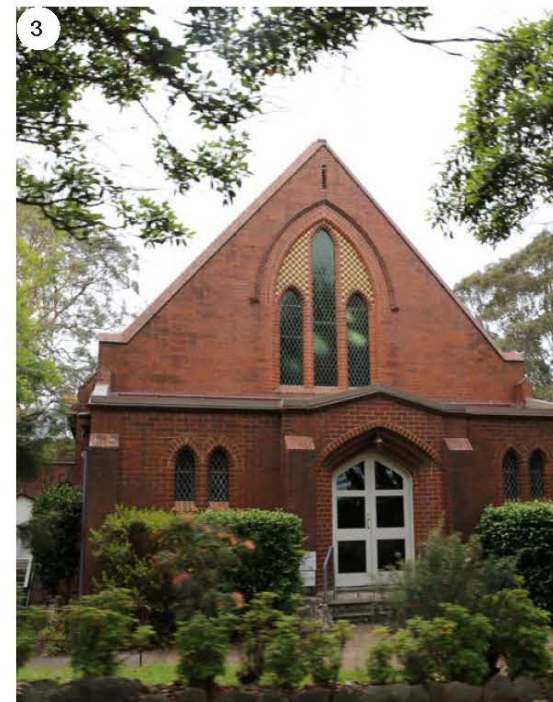
Ku-ring-gai Centres Technical Study



Existing single detached housing of heritage character



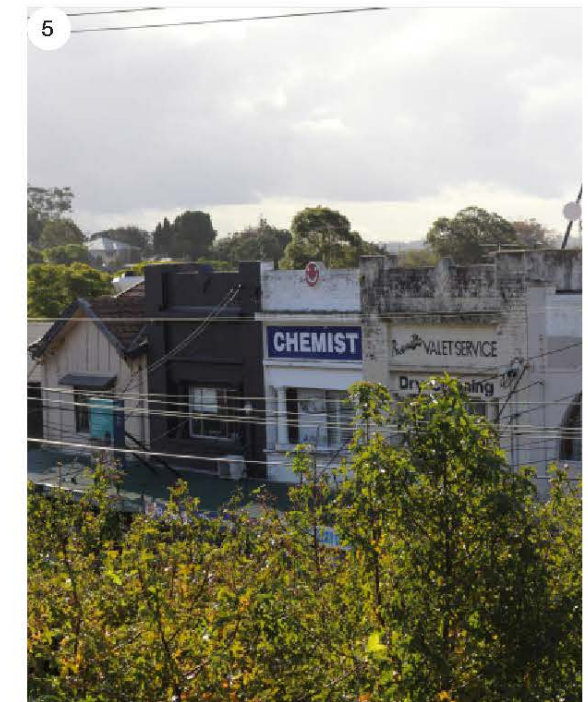
Recently upgraded entry into Roseville Station from Hill Street



Roseville New Church



5 storey apartment building located on steep topography



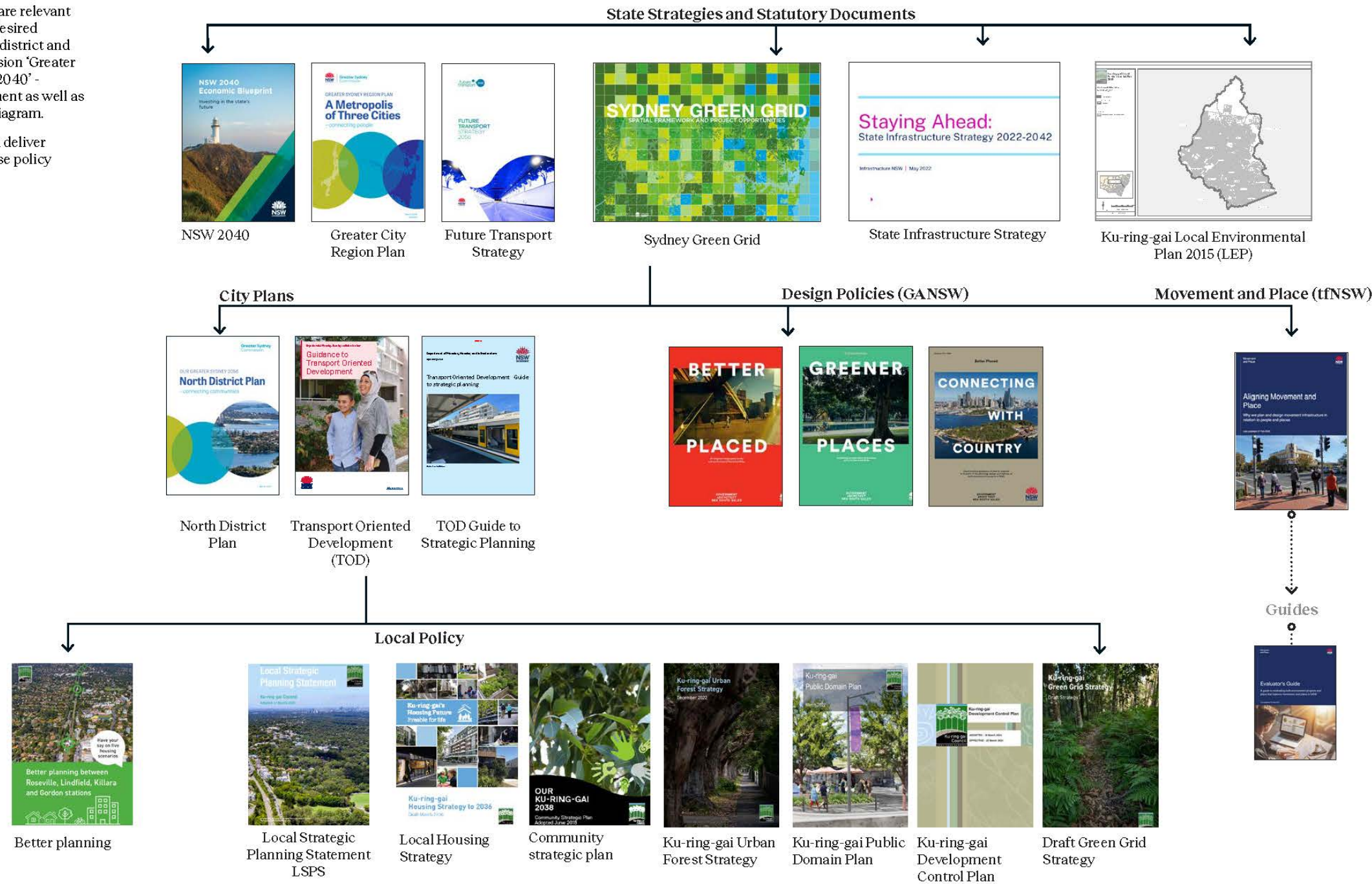
Fine grain retail character along Pacific Highway

Baseline review and site appreciation

Hierarchy of planning documents

There exists a number of key planning policies that are relevant to any renewal of the site, and which articulate the desired planning priorities and outcomes at a metropolitan, district and local level. They include: the Greater Cities Commission 'Greater Sydney Region Plan', 'North District Plan', 'Towards 2040' - Ku-ring-gai Council Local Strategic Planning Statement as well as a number of local strategy guides, identified in the diagram.

The proposed changes are deemed to align with and deliver the relevant priorities and actions set out within these policy documents.



Baseline review and site appreciation

Ku-ring-gai Local Strategic Planning Statement (LSPS)

The District Plans introduced by the NSW Government and the Greater Sydney Commission include Ku-ring-gai LGA within the North District Plan. The Ku-ring-gai Local Strategic Planning Statement (LSPS) responds to the priorities and actions outlined within the District Plan, and provides directions regarding future land use planning and development. This is then presented as part of an overall vision for the LGA.

The LSPS has a strong relationship with Council's Community Strategic Plan - Our Ku-ring-gai 2038 which will continue to be utilised as the basis for Council's decisions, resource allocation and activity over the next 10-20 years. Council's vision for the LGA is as follows:

"Strategically located in the heart of Sydney's North District, Ku-ring-gai is an area of socially connected, healthy, sustainable communities that support vibrant local centres, live in harmony with the unique natural environment, and conserve our local assets for future generations"

The LSPS highlights a number of planning priorities which address the elements of infrastructure and collaboration, liveability, local and neighbourhood centres. Key planning priorities that have been identified by the LSPS include:

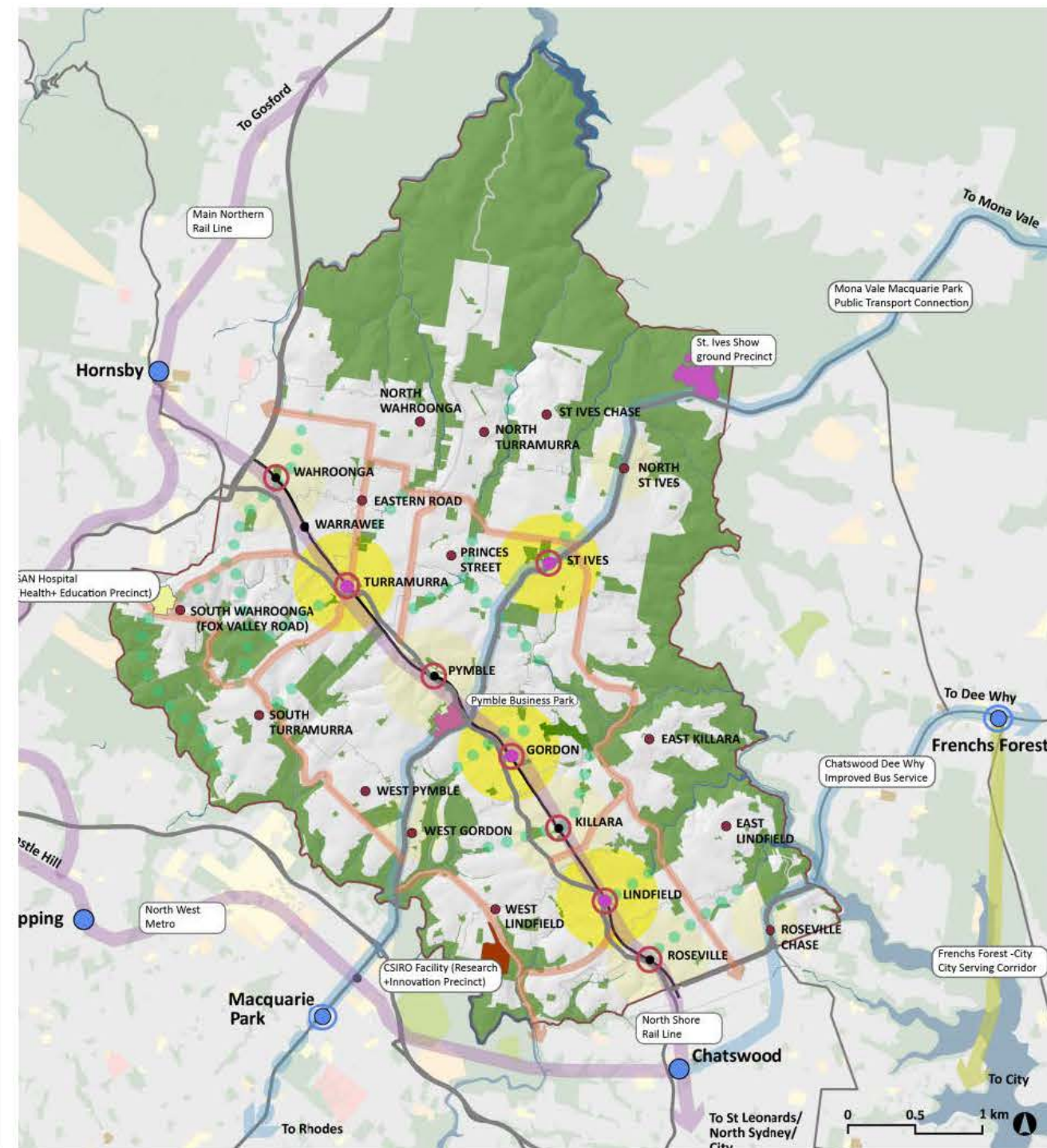
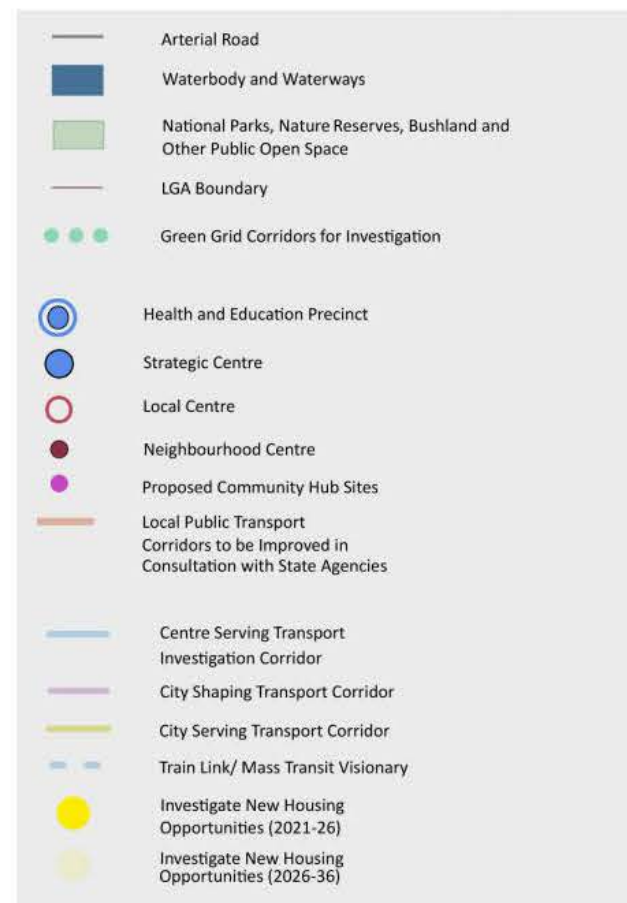
- K3. Providing housing close to transport, services and facilities to meet the existing and future requirements of a growing and changing community;
- K4. Providing a range of diverse housing to accommodate the changing structure of families and households and enable ageing in place;
- K5. Providing affordable housing that retains and strengthens the local residential and business community;
- K6. Revitalising and growing a network of centres that offer a unique character and lifestyle for local residents. This priority will support and build a sense of community identity by recognising and protecting local characteristics and qualities of the centres that residents value while offering a range of shops and new homes where people can live, work, shop and spend leisure time;
- K7. Facilitating mixed use developments within the centres that achieve urban design excellence. This priority will support delivering safe, inclusive and walkable mixed-use areas that exhibit urban design excellence and are connected to transport, social infrastructure and open space. The LSPS also acknowledges that the key challenge facing the LGA in the provision of additional housing is its integration into the established fabric of the area, and the retention of its significant natural character.

This is supported by the following planning priorities:

- K12. Managing change and growth in a way that conserves and enhances Ku-ring-gai's unique visual and landscape character.
- K13. Identifying and conserving Ku-ring-gai's environmental heritage.
- K16. Protecting, conserving and managing Ku-ring-gai's Aboriginal heritage objects, items and significant places.

Key takeaway

The Ku-ring-gai LSPS establishes a centre hierarchy along the corridor and prioritises Gordon and Lindfield for development renewal due to their connectivity and access to existing infrastructure and amenity.



Structure Plan - Ku-ring-gai LSPS, p23

Baseline review and site appreciation

Ku-ring-gai LSPS - Urban Precincts

As part of the Local Strategic Planning Statement (LSPS), Ku-ring-gai Council has identified local and neighbourhood centres where revitalisation is prioritised as a key planning objective. Gordon and Lindfield are among the identified centres, recognised for their potential to bring people together and enhance the area's liveability.

To support this vision, the Council has committed to:

- Undertaking a place-based planning process for primary local centres, including targeted community engagement focused on housing scenarios.
- Preparing Local Centre Structure Plans for primary local centres, identifying locations for new housing (short-term).
- Developing revised Public Domain Plans to improve the public realm within the primary local centres. (complete)
- Drafting site-specific Development Control Plans (DCPs)** for primary local centres (short-term).
- Establishing an Urban Design Excellence Policy and incorporating statutory provisions to ensure high-quality design outcomes for primary local centres (short to medium-term).

For both Gordon and Lindfield, specific actions have been outlined in relation to land use, built form, movement, key sites, streetscape, and public domain improvements.

Key takeaway

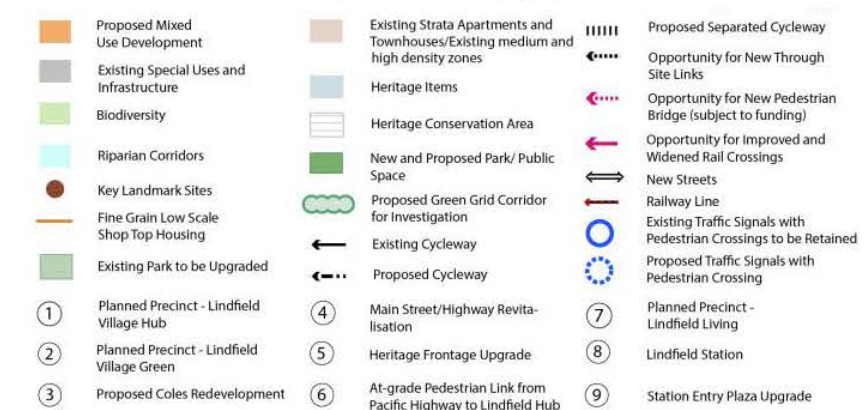
The Ku-ring-gai LSPS prioritises Gordon and Lindfield as local centres with new housing opportunities, supported by detailed public domain plans. However, since the TOD program considers all centres with train stations as key locations for new housing, Killara and Roseville must be investigated with a similar rigour.



Gordon Structure Plan - Ku-ring-gai LSPS, liveability, (p 34)



Lindfield Structure Plan - Ku-ring-gai LSPS, liveability, (p 60)



Baseline review and site appreciation

Ku-ring-gai DCP Review - Built Form Controls

As identified below, Section A, Part 7 and 8 of the KDCP contains objectives and controls for residential flat buildings and mixed use development, which were considered in the baseline analysis.

This included:

- Street setbacks
- Site coverage
- Deep soil
- Side and rear setbacks to manage transitions between to lower density residential zones.

Part A is supplemented by precinct specific provisions contained in Part 14 of the KDCP. Gordon, Lindfield and Roseville centres have precinct specific provisions relating to context, public domain, community infrastructure, setbacks and built form. The baseline analysis included consideration of the relevant precinct objectives and controls. Given the extent of change that is proposed for the centres, the existing DCP provision will need to be reviewed.



Section A - Part 7 of Ku-ring-gai DCP covers controls for residential flat buildings. The following are the controls that have an impact on the development potential of the site.

Setbacks in residential zones:

- Front setback: 10m plus 2m articulation zone
- Side and rear setback within similar zoning: min 6 up to 4 storey, min 9 from the 5th storey and above
- Side and rear setback in transition zones: min 9 up to the 4th storey, min 12 from the 5th storey and above.

Separation between buildings:

- as per Apartment Design Guide

Site coverage:

- 30 % site coverage

Deep soil:

- Less than 1800 sqm: 40% of the site
- 1800 sqm or more: 50% of the site



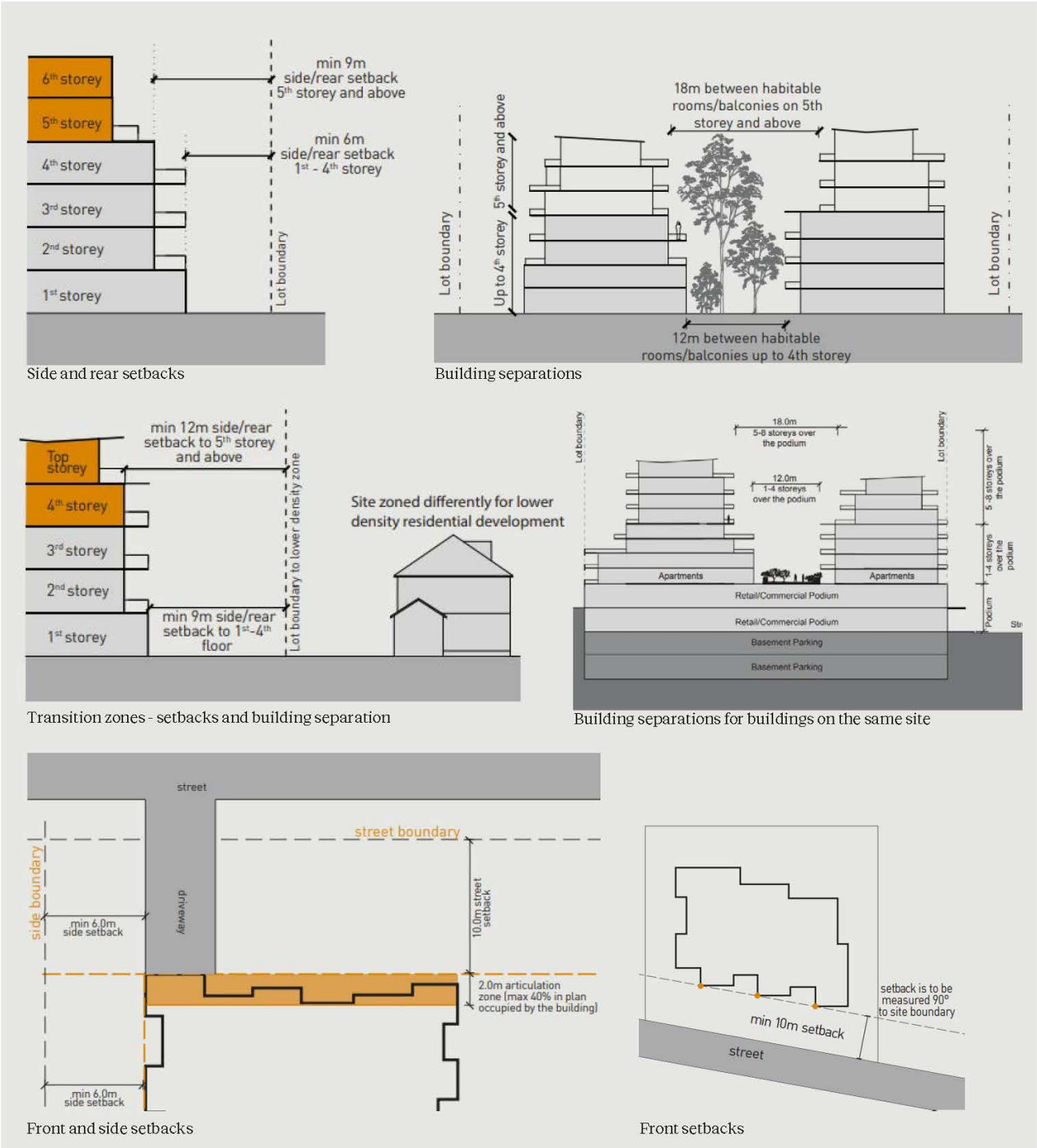
Section A - Part 8 of Ku-ring-gai DCP covers controls for mixed use developments. The followings are the controls that have an impact on the development potential of the site.

Setbacks in E1 and MU1 zones:

- Front setback: Required to be built to the street alignment with a zero setback.
- Side and rear setback: Generally not required to provide side and rear setbacks.

Separation between buildings:

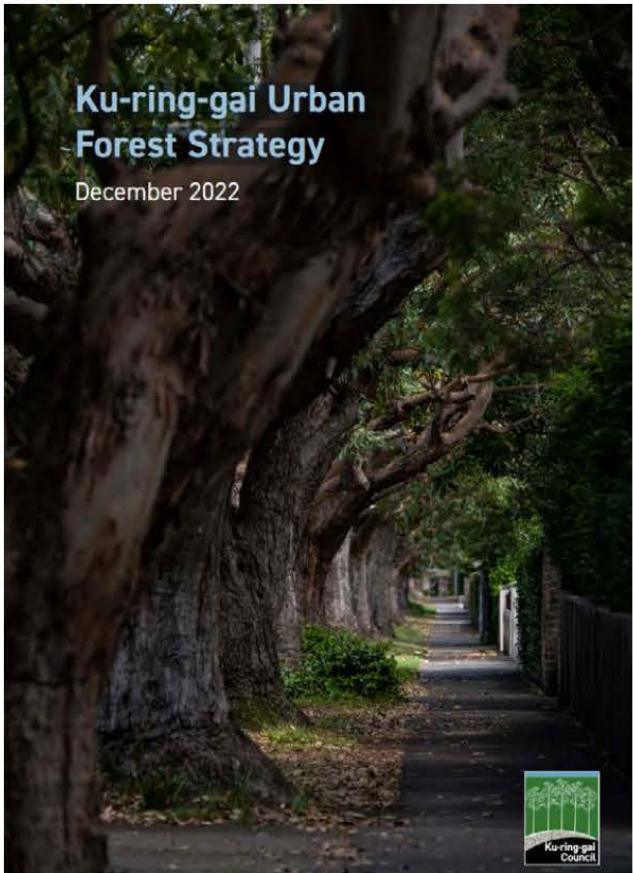
- as per Apartment Design Guide



Diagrams - Source: Ku-ring-gai DCP, Section A

Baseline review and site appreciation

Ku-ring-gai Urban Forest Strategy



Council has developed the Urban Forest Strategy to protect and enhance its character and identity through sustainable management of the trees. The strategy includes actions and plans for:

- Integration of green landscaping elements within built infrastructure
- Conservation of our magnificent environment for future generations
- Balancing benefits from the protection, health and growth of the urban forest against associated risks

Council is committed to maintaining, protecting, replenishing it and expanding the urban forest. They have identified areas that lack canopy, pinpointing road reserves that can accommodate trees, parks that lack sufficient tree cover, and active transport routes that lack shade.

The key strategic principles are:

1. Retain & Protect - Key to increasing urban tree canopy is

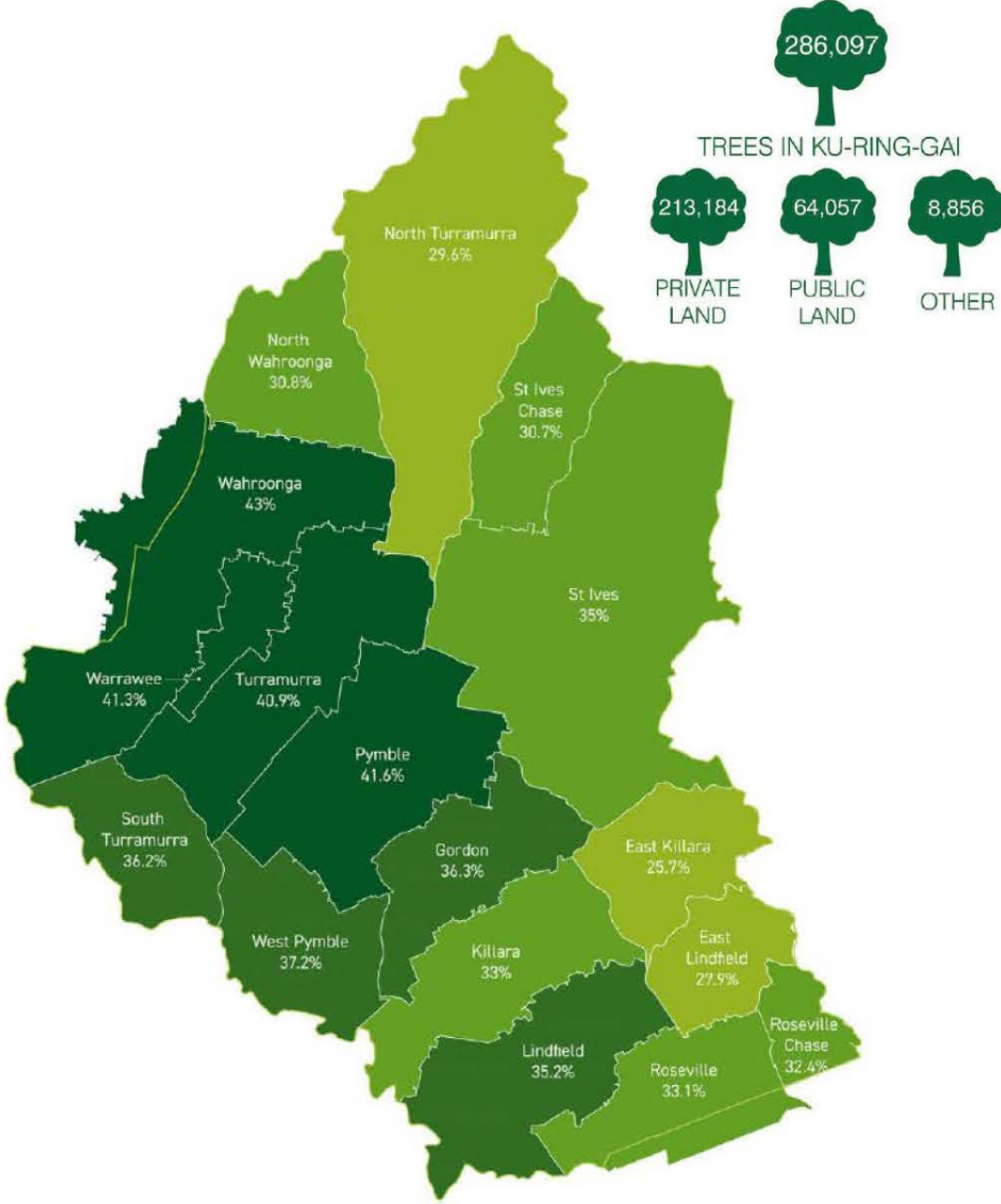
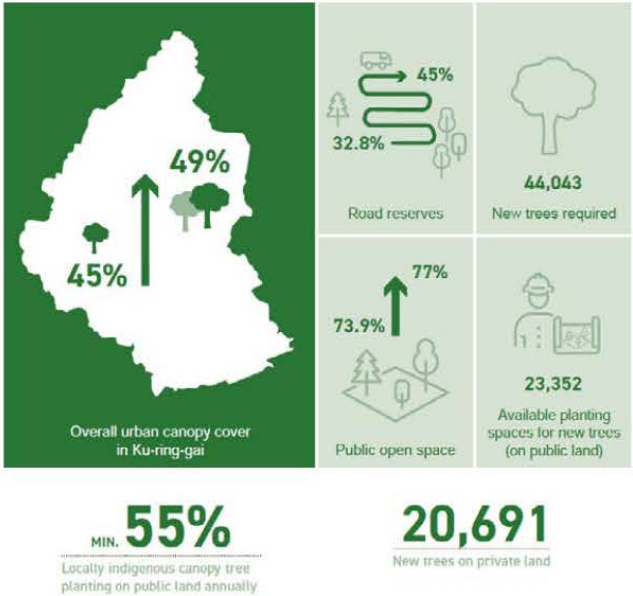
- protecting what you have.
2. Expand & Integrate - Expand tree planting programs and integrate capital programs to increase canopy on public land.
3. Monitor & Maintain - You need to know what you have to know how to manage it.
4. Collaborate & Incentivise - Raising awareness of the benefits of trees across the community will drive change.

The document identifies challenges for the retention and expansion of the urban forest these are:

- Ageing tree population with many trees aged over 100 years old
- Physical challenges - conflicting uses within the public realm
- Social challenges - negative perception of the public
- Climate change and urban heat - 47% of the vegetation is at risk from increasing temperatures and shows low adaptation to climate change.
- Population increase and urban consolidation - population growth, subdivision of land and increasing densities of urban areas reduce the likelihood of retaining trees on private land

Key takeaway

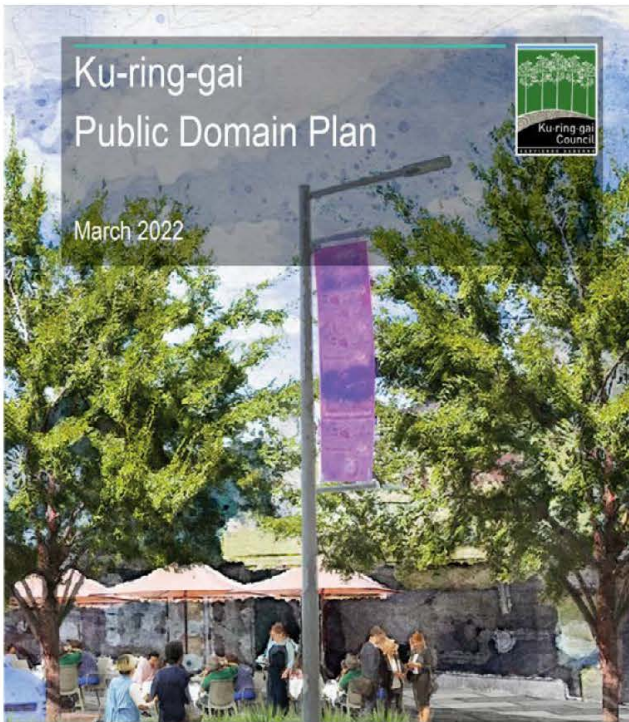
Tree canopy is a significant feature of Ku-ring-gai's place identity and amenity. Council prioritises the retention and protection of its extensive tree canopy and aims to expand it in areas that lack canopy



Canopy mapping - Source: Ku-ring-gai Urban Forest Strategy (KRG), p28

Baseline review and site appreciation

Ku-ring-gai Public Domain Plan



The Ku-ring-gai Public Domain Plan aims to enhance the public spaces within the LGA, focusing on making them more accessible, sustainable, and lively. It ensures that local town centre development aligns with the growing needs of the community and broader region, while also creating a sense of place that celebrates local character.

The plan adopts the Liveability and Sustainability Framework detailed in the North District Plan and aligns them with the Local Planning Priorities from the Ku-ring-gai LSPS. The key objectives of the plan include:

- Deliver a high quality public realm with vibrant streetscapes and public areas that facilitate public life
- Ensure an accessible, inclusive and safe public domain that is pedestrian focussed
- Respond to climate change by providing shade and implementing Water Sensitive Urban Design
- Preserve and enhance the landscape character and cultural heritage of Ku-ring-gai while managing urban growth responsibly

The plan outlines the design considerations for the public domain and provides frameworks for improving streetscapes, parks, urban spaces, and transport hubs, in order to integrate them into the area's local and heritage character.



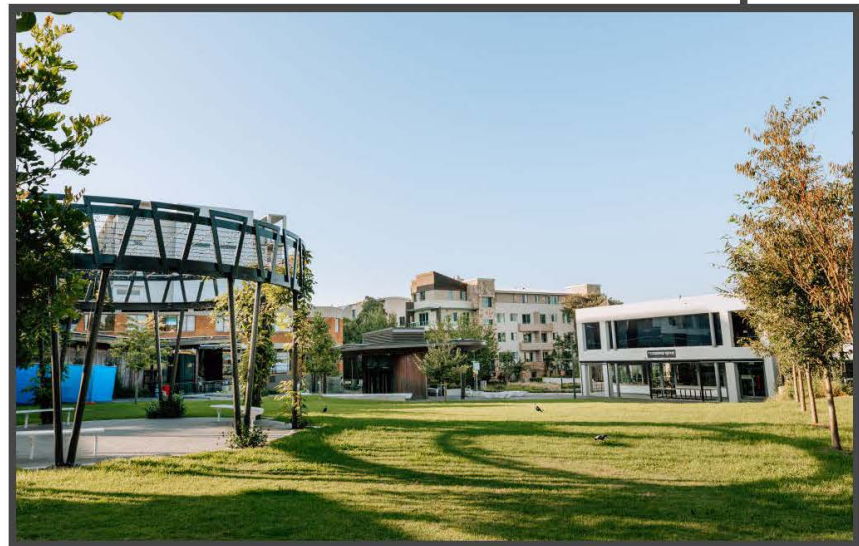
Gordon Illustrative Masterplan - Source: Ku-ring-gai Public Domain Plan (p.85)



Lindfield Illustrative Masterplan - Source: Ku-ring-gai Public Domain Plan (p. 154)



Roseville Illustrative Masterplan - Source: Ku-ring-gai Public Domain Plan (p. 334)



Lindfield Village Green - public open space delivered by Council on the site of the former Tryon Road car park

3

Understanding the place

Understanding the place

Site analysis methodology

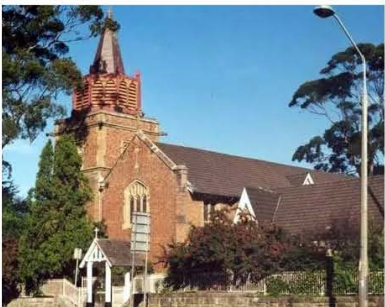
The site analysis focused on understanding key elements which shape the character and development potential of the centres. These include:

- **Community infrastructure and restricted sites:** Identifying essential services, public amenities, and facilities that support the local population.
- **Heritage:** Identifying heritage-listed sites and conservation areas that require preservation and influence future development patterns.
- **Ownership type:** Analysing land tenure, including strata ownership, which significantly affects the feasibility of redevelopment.
- **Environmental factors:** Evaluating the natural landscape, particularly regarding tree canopy and existing mature trees which impact site suitability for development.

These elements are both opportunities for future growth, however can also act as constraints on the development potential of specific sites. By understanding these constraints and opportunities, this analysis informs the broader strategy for optimising dwelling delivery within the study area.

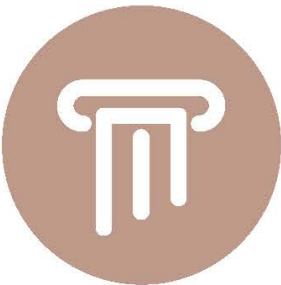
COMMUNITY INFRASTRUCTURE AND RESTRICTED SITES

- Churches and places of worship
- Recent development (<15 years)
- Approved DAs
- Hospitals
- Schools and education
- Community titles



HERITAGE

Heritage items and HCAs



STRATA TITLES

Strata titles unlikely to redevelop (generally more than 10 lots), unless provided with significant uplift



EXISTING TREES

- Small trees (>10m)
- Medium trees (10-20m)
- Tall trees (<20m)



Understanding the place

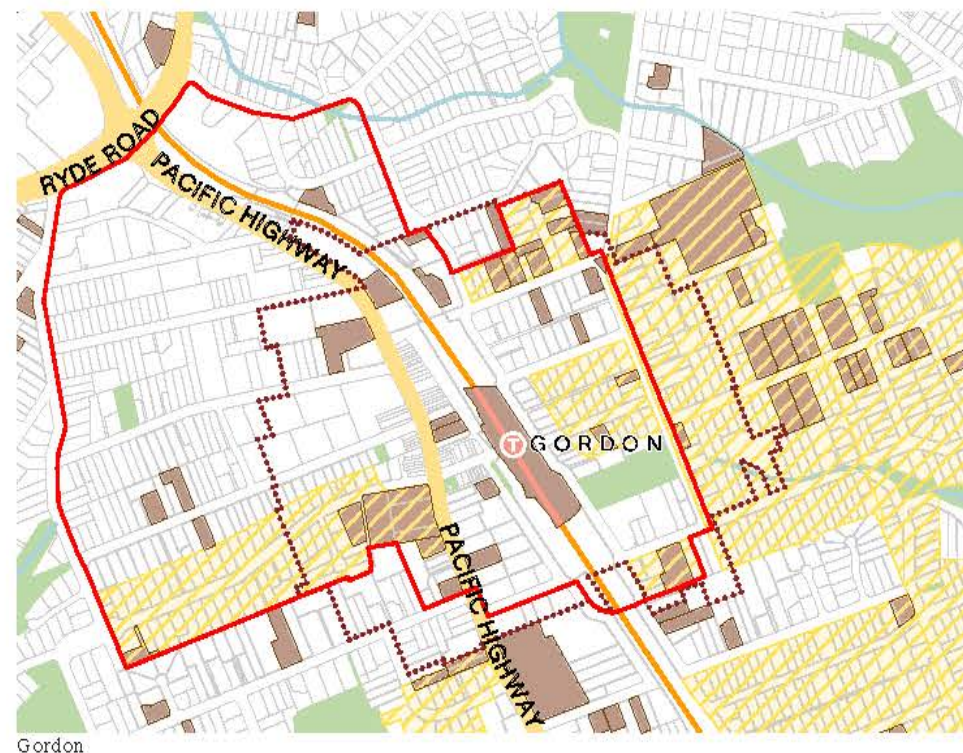


Heritage and conservation areas

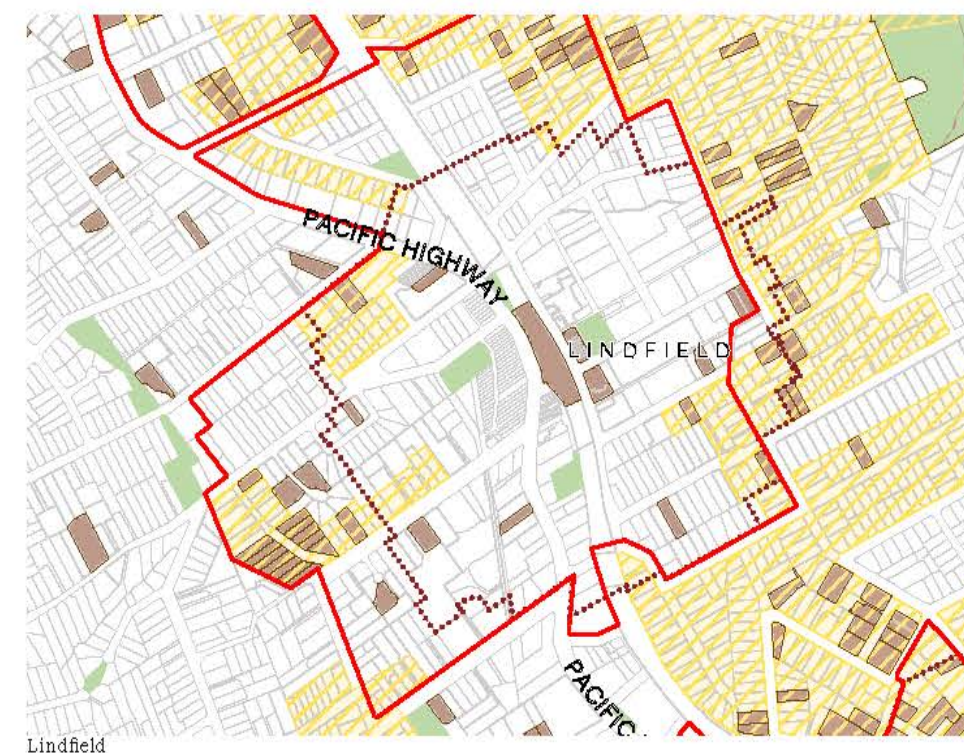
HCAs and heritage items, which are highly valued by the community are mapped in the diagrams opposite. The TOD controls apply to HCAs, but do not apply to heritage items. The Alternative Scenarios seek to distribute density across a broader catchment to minimise impacts on HCAs while accommodating growth and ensuring appropriate transitions to surrounding areas.

This study has applied the following approach to HCAs and heritage items, which is consistent with the Alternative Scenarios:

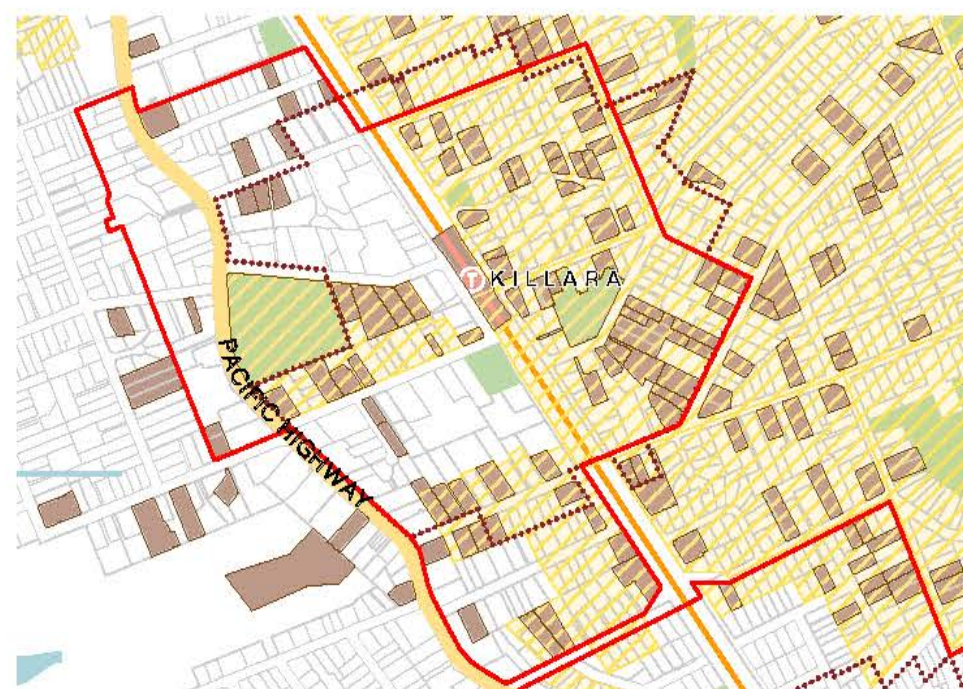
- HCAs are generally retained and designated areas of no change where possible.
- HCAs with a high proportion of heritage items are retained and designated as areas of no change.
- HCAs that are located on the outer edges of the 400 radius are generally retained and designated areas of no change where possible.
- HCAs wholly located within the 400m radius, isolated or wedged between areas of change are included in the areas of change.
- Heritage items are given the same development potential as adjacent sites, even if the likelihood of redevelopment is low.



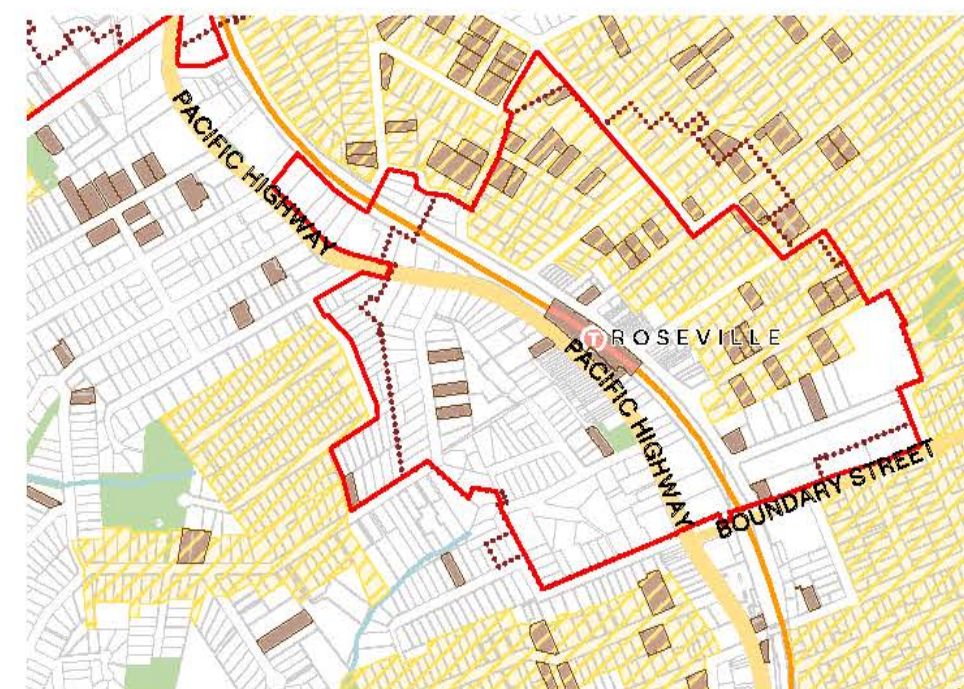
Gordon



Lindfield



Killara



Roseville

- Proposed alternate boundary
- TOD boundary
- HCAs
- Heritage item
- Train station
- Railway line
- Arterial roads
- Open space
- Waterway

Understanding the place



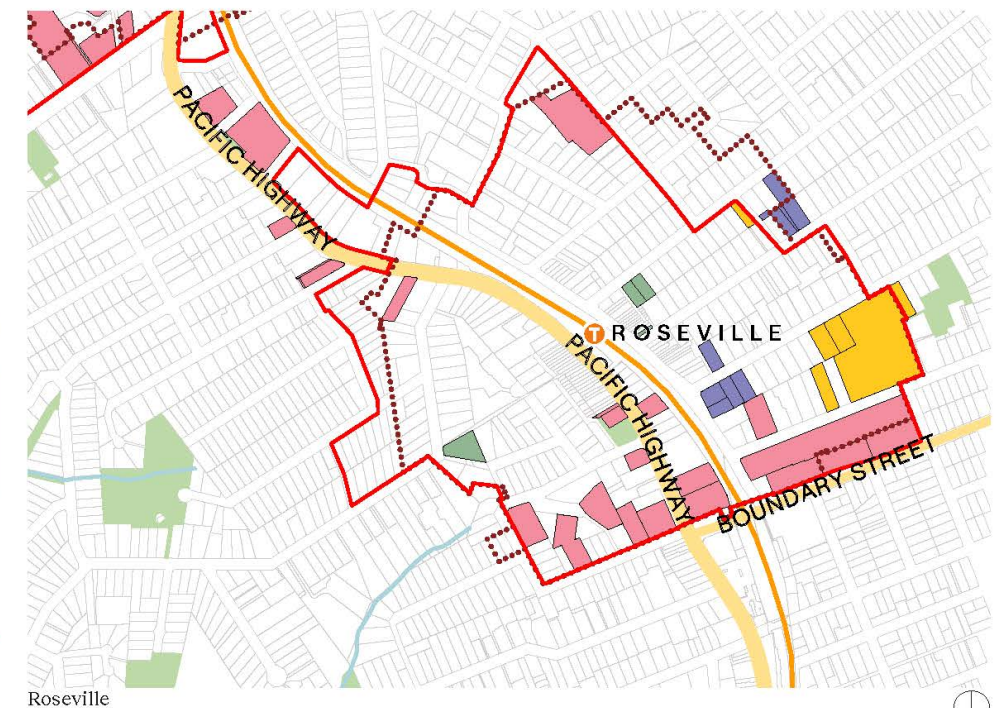
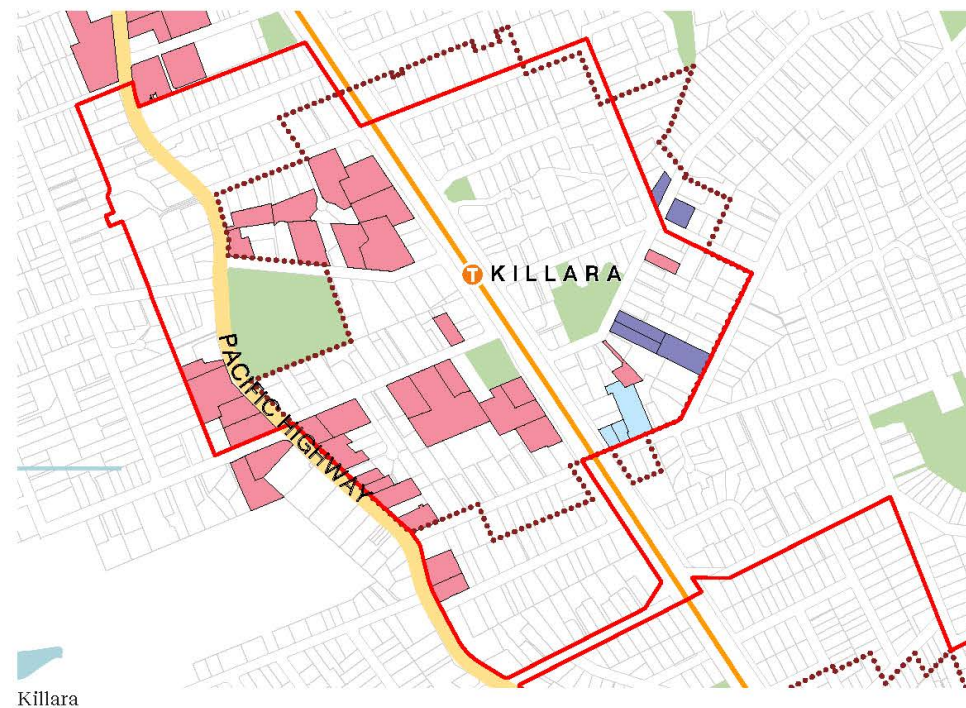
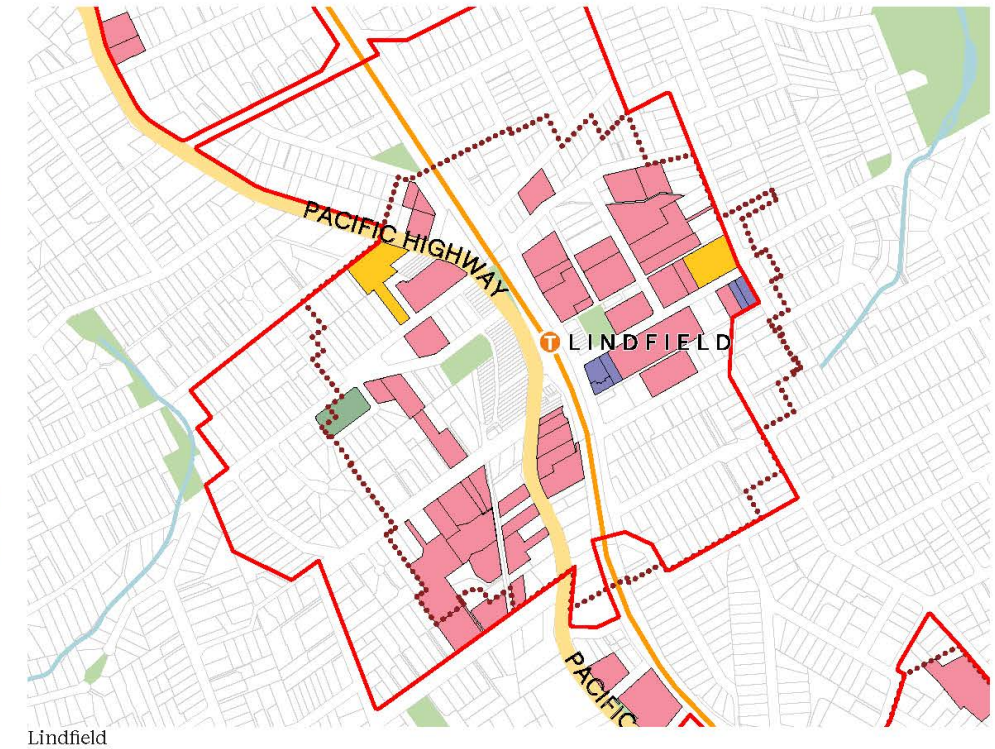
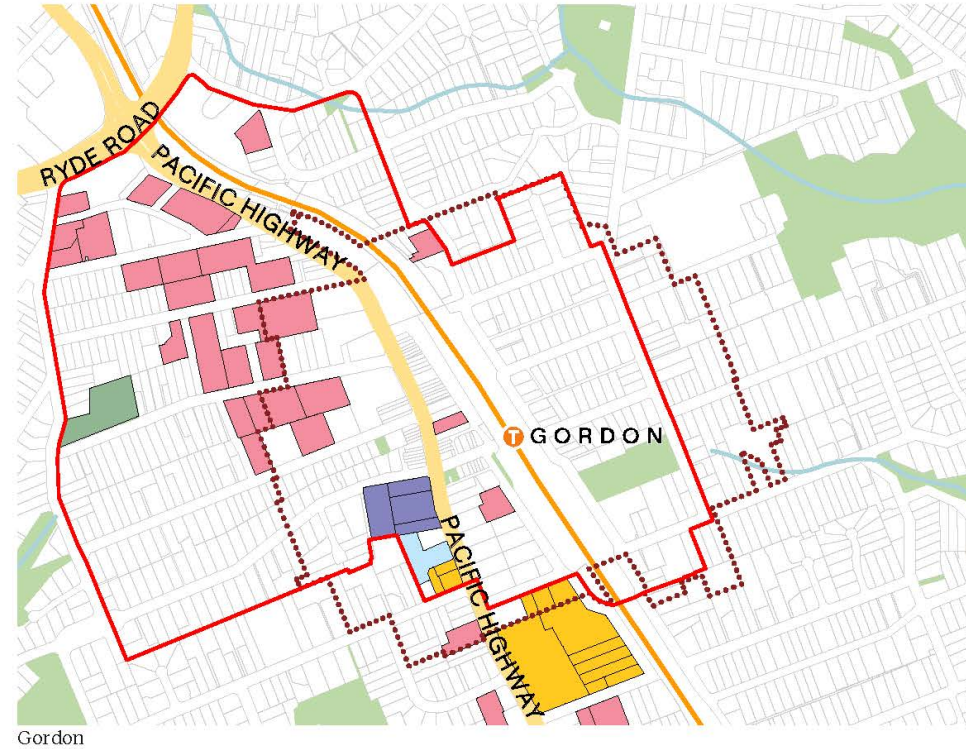
Community infrastructure and restricted sites

Major community infrastructure and restricted sites that are considered unlikely to redevelop include:

- Churches and places of worship
- Recent development (<15 years)
- Hospitals
- Schools and education

Although these sites have a low likelihood of redevelopment, if the zoning currently applicable allows for residential use (R2, R3, R4, MU1, or E1), this study assumes they will receive the same uplift as adjoining sites and will contribute to the dwellings target.

- Proposed alternate boundary
- TOD boundary
- Churches
- Schools
- Hospitals
- Recent developments (<15 years)
- Future parks
- Train station
- Railway line
- Arterial roads
- Open space
- Waterway



Understanding the place

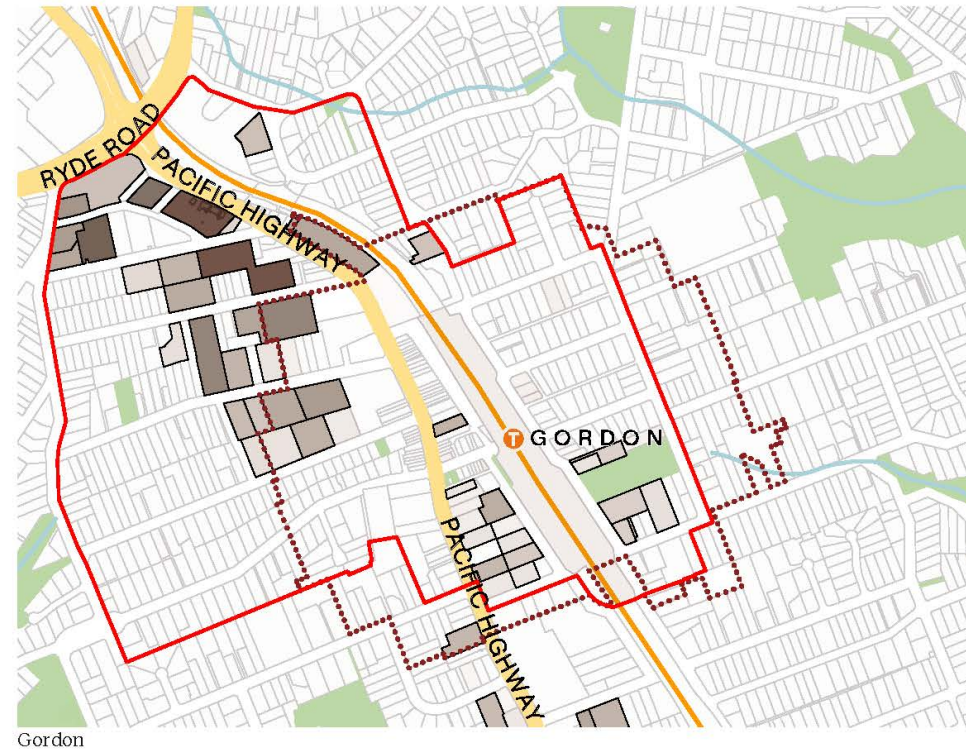
Strata lots

Strata ownership has been mapped in the diagram opposite, illustrating the number of ownerships per lot. The greater the number of individual owners, the less likely redevelopment is to occur. Redeveloping strata properties is complex due to the requirement for majority owner agreement (typically 70%) for a collective sale.

This study assumes the following:

- Strata properties with fewer than 10 lots are developable, while those exceeding 10 lots require further feasibility assessment.
- Strata lots that achieve significant FSR uplift are also considered developable regardless of the number of lots.
- Strata lots that do not meet the above criteria are classified as having constrained capacity.

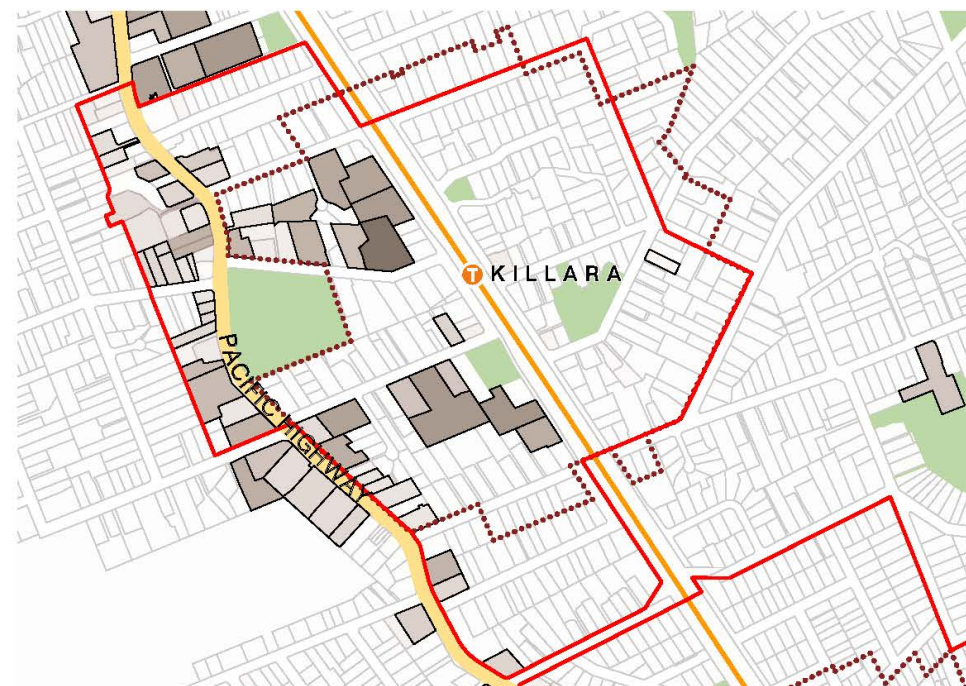
- Proposed alternate boundary
- TOD boundary
- Strata over 10 lots
- Number of strata lots
- Train station
- Railway line
- Arterial roads
- Open space
- Waterway



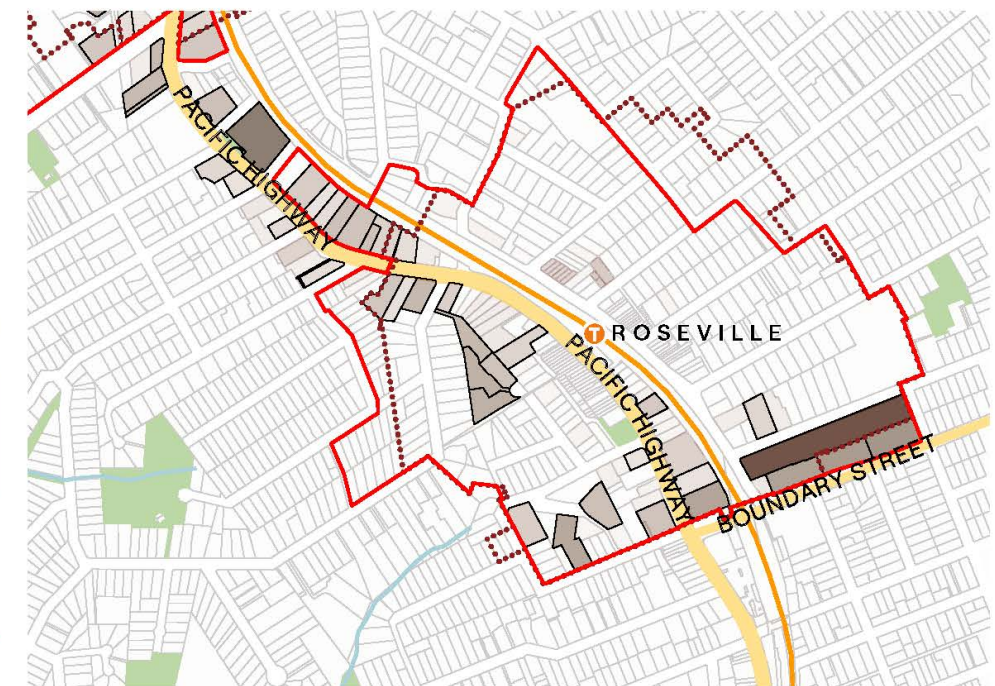
Gordon



Lindfield



Killara



Roseville

Understanding the place

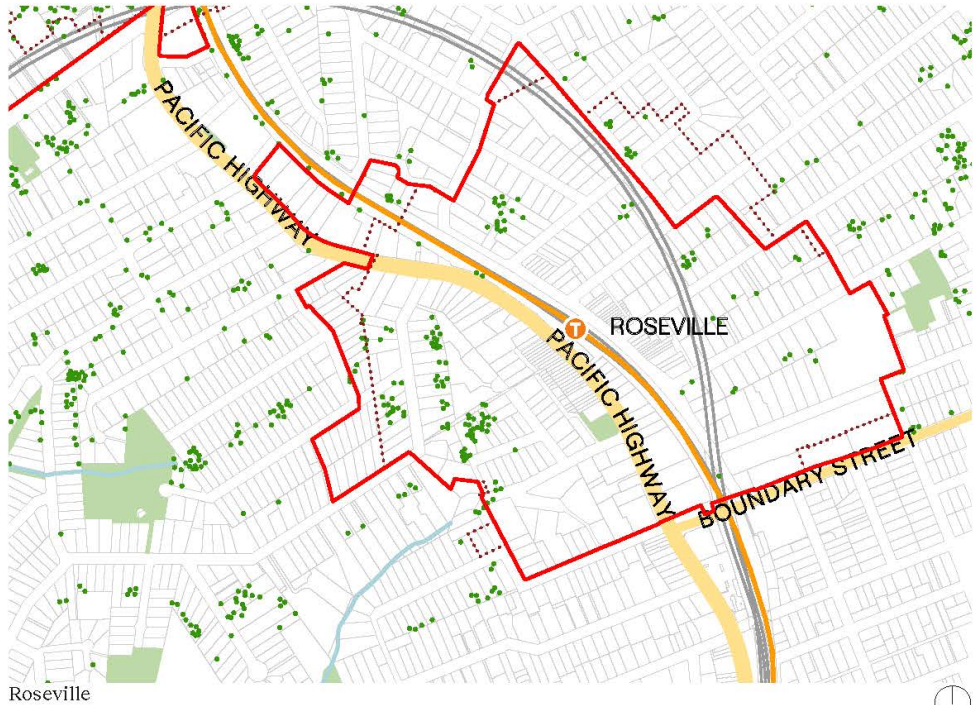
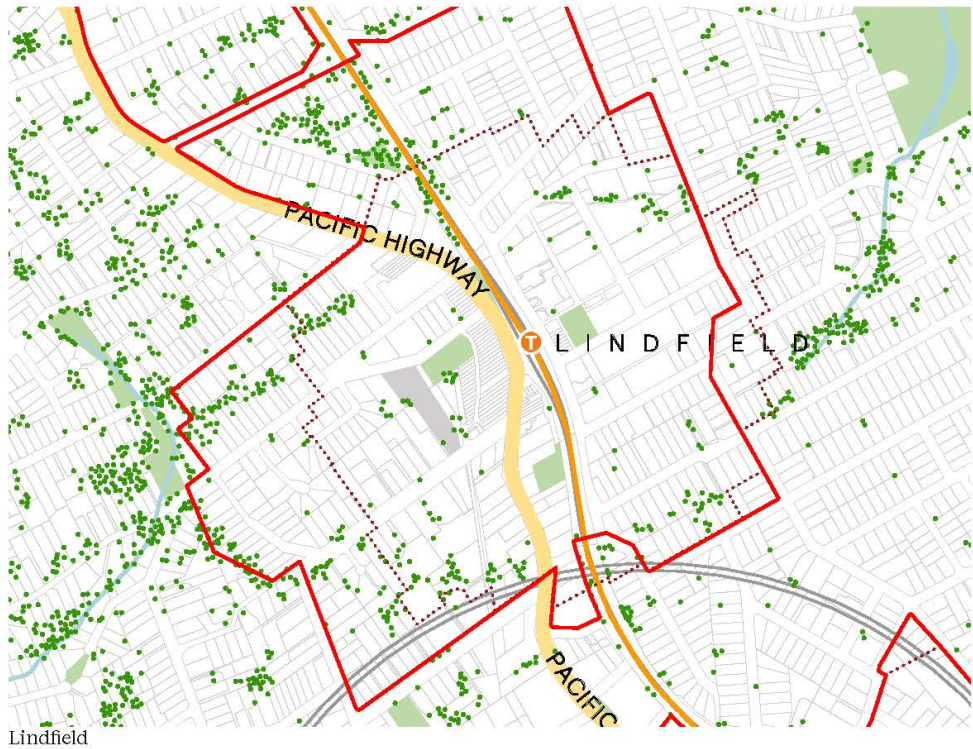
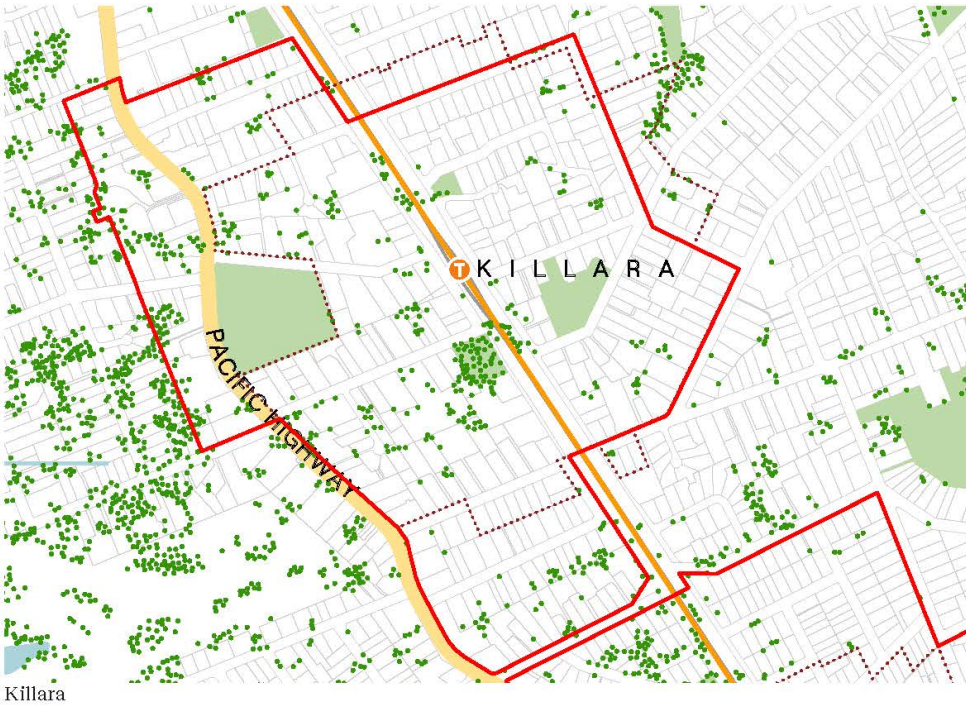
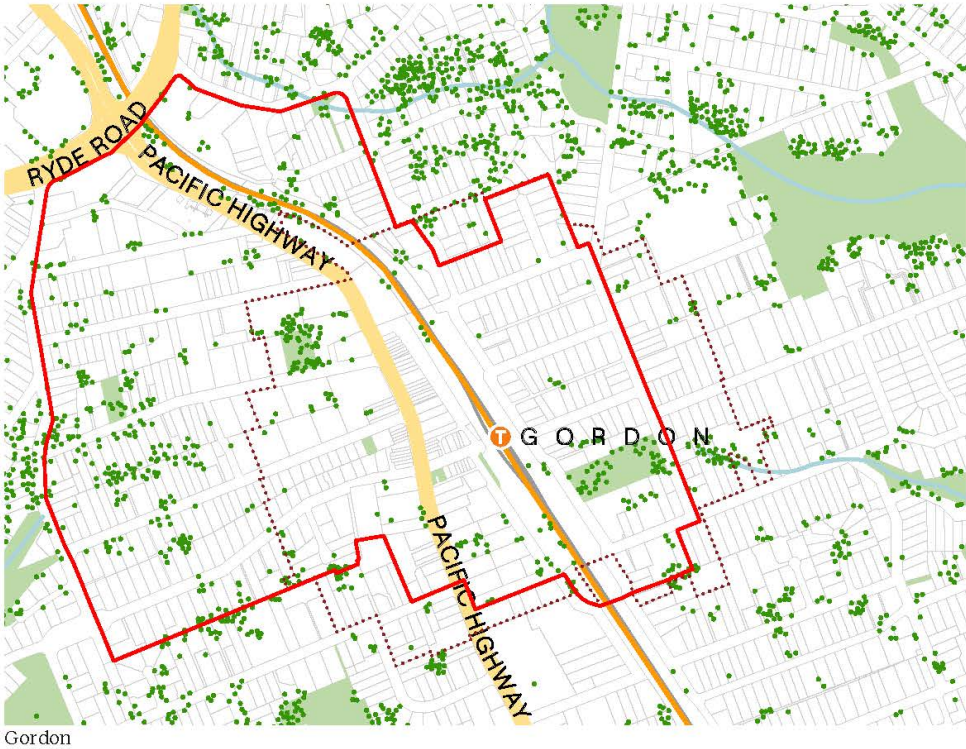
Tree analysis



Existing trees have been classified by height as follows:

- Trees under 10m: Small
- Trees between 10m and 20m: Medium
- Trees exceeding 20m: Tall

Although all existing trees may have ecological value it is assumed by this study, that tall trees have high environmental value and will be retained with any future development. For this reason, tall trees have been identified and located on the diagram opposite and considered in the development of the proof of concept (3D massing of proposed controls) to ensure retention is possible under the preferred scenario. Tall trees have been treated as a design consideration during the testing process.



- Proposed alternate boundary
- TOD boundary
- Tall trees - trunk location
- Train station
- Railway line
- Arterial roads
- Open space
- Waterway

Understanding the place

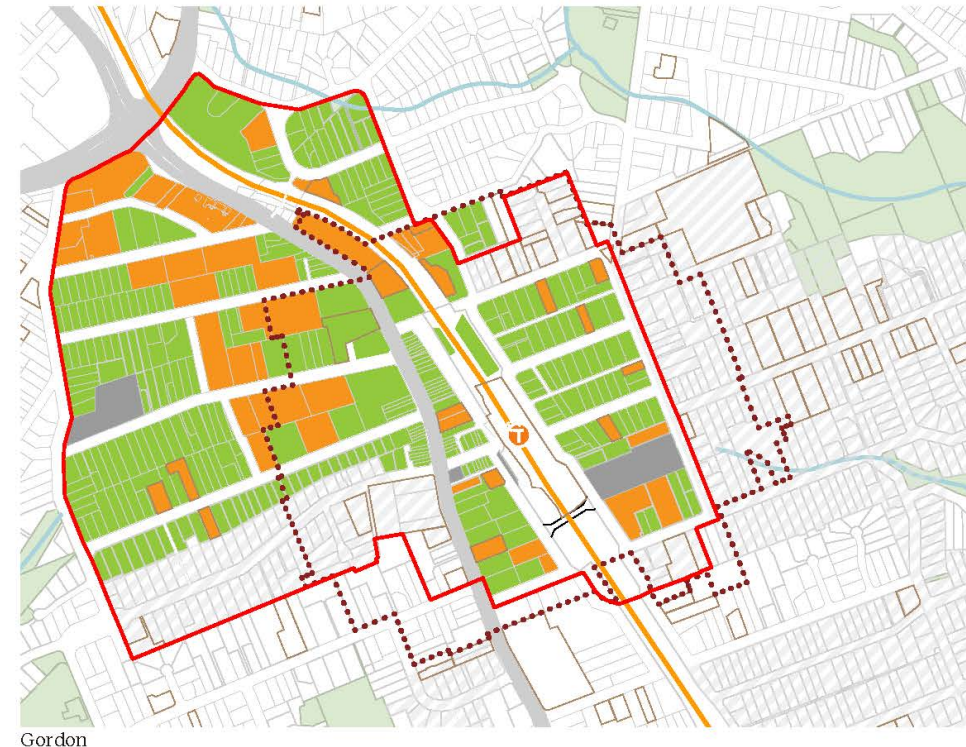
Understanding the opportunity

The target of 23,200 net additional dwellings is achieved through an overarching rezoning of the four centres. This diagram consolidates the findings of the site analysis to identify constrained lots within the four centres. Sites considered to be constrained include:

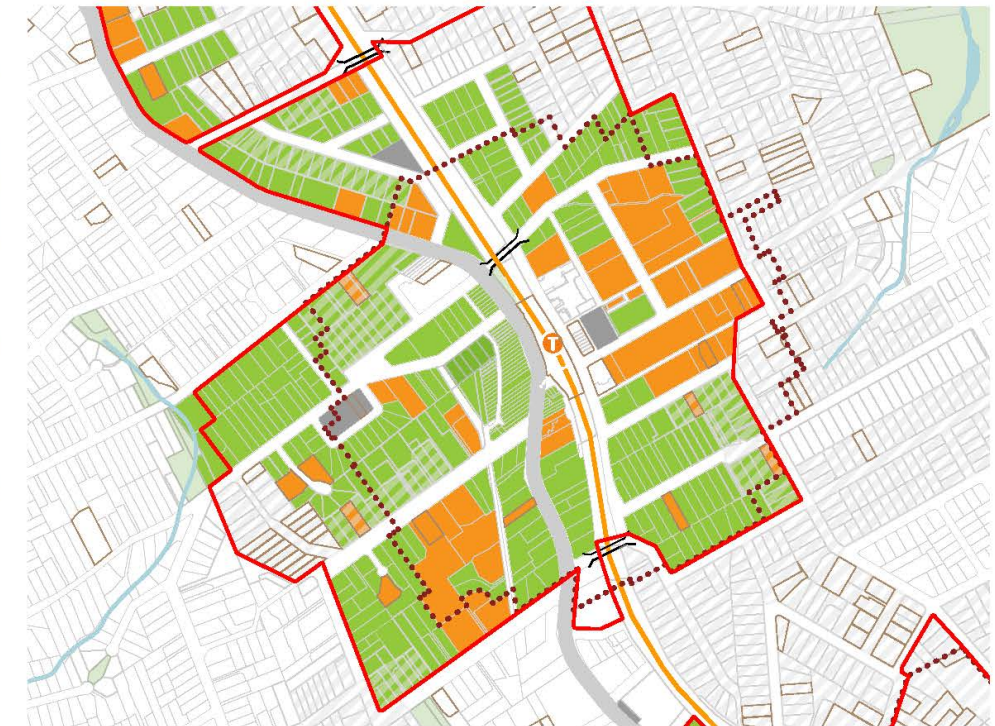
- Heritage items
- Strata over 10 lots (subject to feasibility assessment)
- Isolated lots
- Recent development
- Churches and places of worship
- Recent development (<15 years)
- Hospitals
- Schools and education

Although these constrained sites have been identified for uplift, it is unlikely that they will be redeveloped for additional housing in the short to medium term.

Unchanged lots are sites which already have planning controls that align with the desired future character and built form of the centre.



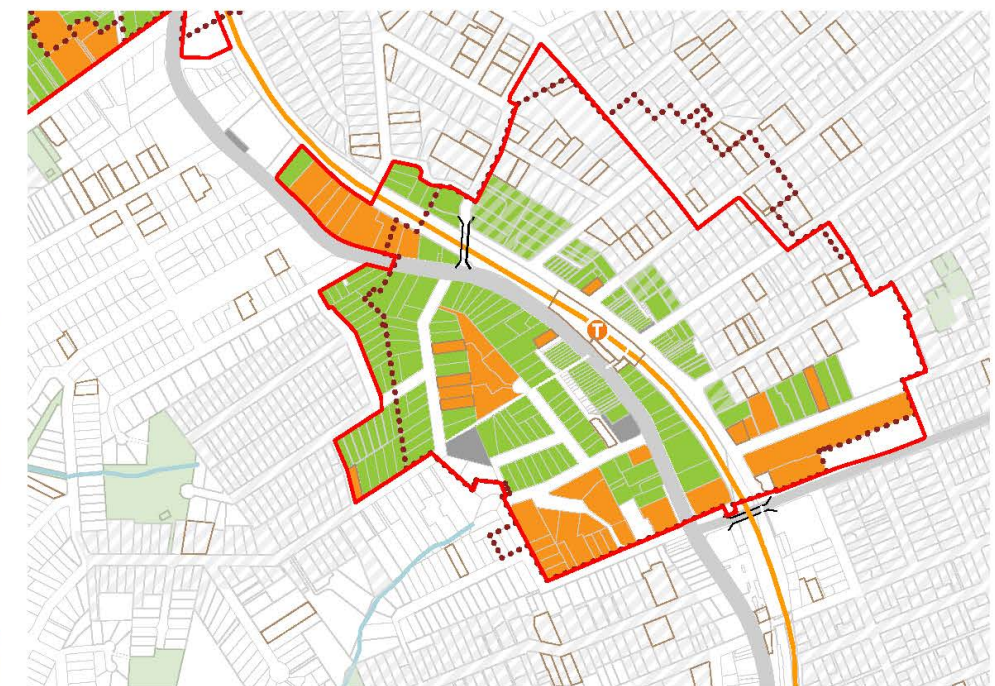
Gordon



Lindfield



Killara



Roseville

- Proposed alternate boundary
- TOD boundary
- Unconstrained lots
- Constrained lots
- Open space
- Areas of no change
- HCAs
- Train station
- Railway line
- Arterial roads
- Pedestrian overpass/underpass

4

Place-based approach

Place-based approach

Corridor concept design
















This study has adopted a corridor concept which has been informed by a detailed understanding of place and aligns the design concept of the four centres with project objectives.

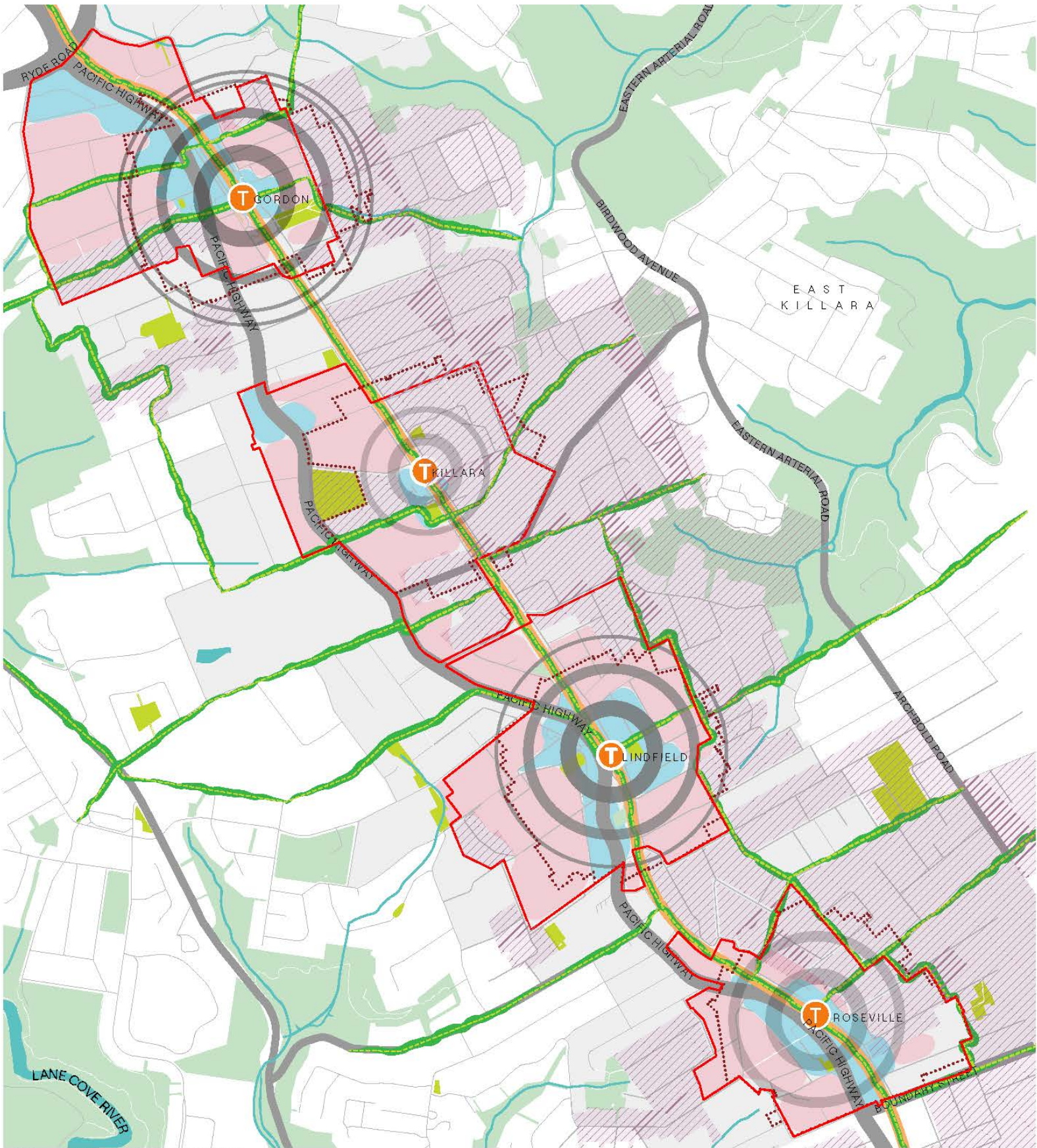


Place-based approach

Corridor concept structure plan

The approach to the corridor concept design has been informed by the detailed understanding of place and alignment with the project objectives. Balancing the priorities of place, such as heritage and biodiversity and green corridors, with the strategic vision of a centres hierarchy has reveals the locations that offer opportunity for change.

- 
Intensification areas - Mixed use
 Existing and proposed areas for mixed use including ground floor retail or commercial uses and residential.
- 
Intensification areas - Residential
 Area of intensification of density with the introduction of residential flat buildings.
- 
Conservation areas
 Existing conservation areas have been retained where possible affected areas are consistent with alternative scenarios.
- 
Green corridors
 Green corridor to be implemented through built form controls are in accordance with the LSPS
- 
Centre hierarchy
 The hierarchy of the 4 centres has been taken in consideration when distributing height and density.
- 
 Proposed alternate boundary
- 
 TOD boundary
- 
 Open space
- 
 Waterways
- 
 HCAs
- 
 800m catchment of train stations
- 
 Train station
- 
 Railway line
- 
 Arterial roads
- 
 Secondary roads



Corridor concept structure plan

Place-based approach

Approach to the centres

The planning capacity, in dwellings for residential uses and in square metres (sqm) in gross floor area (GFA) for non residential uses, is identified for each centre and the corridor in the table opposite.

The assumptions used to calculate the additional capacity are summarised below.

Assumptions:

- Total capacity is calculated by multiplying the site areas by the proposed FSR.
- The additional capacity is calculated by subtracting the delivered capacity (existing dwellings).
- For sites proposed to be zoned E1 or MU1 one level of non-residential uses is assumed.
- The additional capacity is composed of both deliverable and constrained capacity (refer to page 10 for explanation).

Unit size:

- 90 sqm average unit size of residential Gross Floor Area (GFA)

Floor to floor assumptions:

- 4m ground floor residential
- 5m ground floor mixed use
- 3.2 residential floors above ground
- 3.6 commercial floors above ground
- 1.5m lift overrun

Gross building area (GBA) to Gross Floor Area (GFA) efficiency assumptions:

- Typical level residential GBA to GFA: 75%
- Commercial GBA to GFA: 85%
- Ground floor retail GBA to GFA in E1 zones: 50%
- Ground floor retail GBA to GFA in MU1 zones: 30%

- Proposed alternate boundary
- Open space
- Waterways
- Train station
- Railway line
- Areas of change

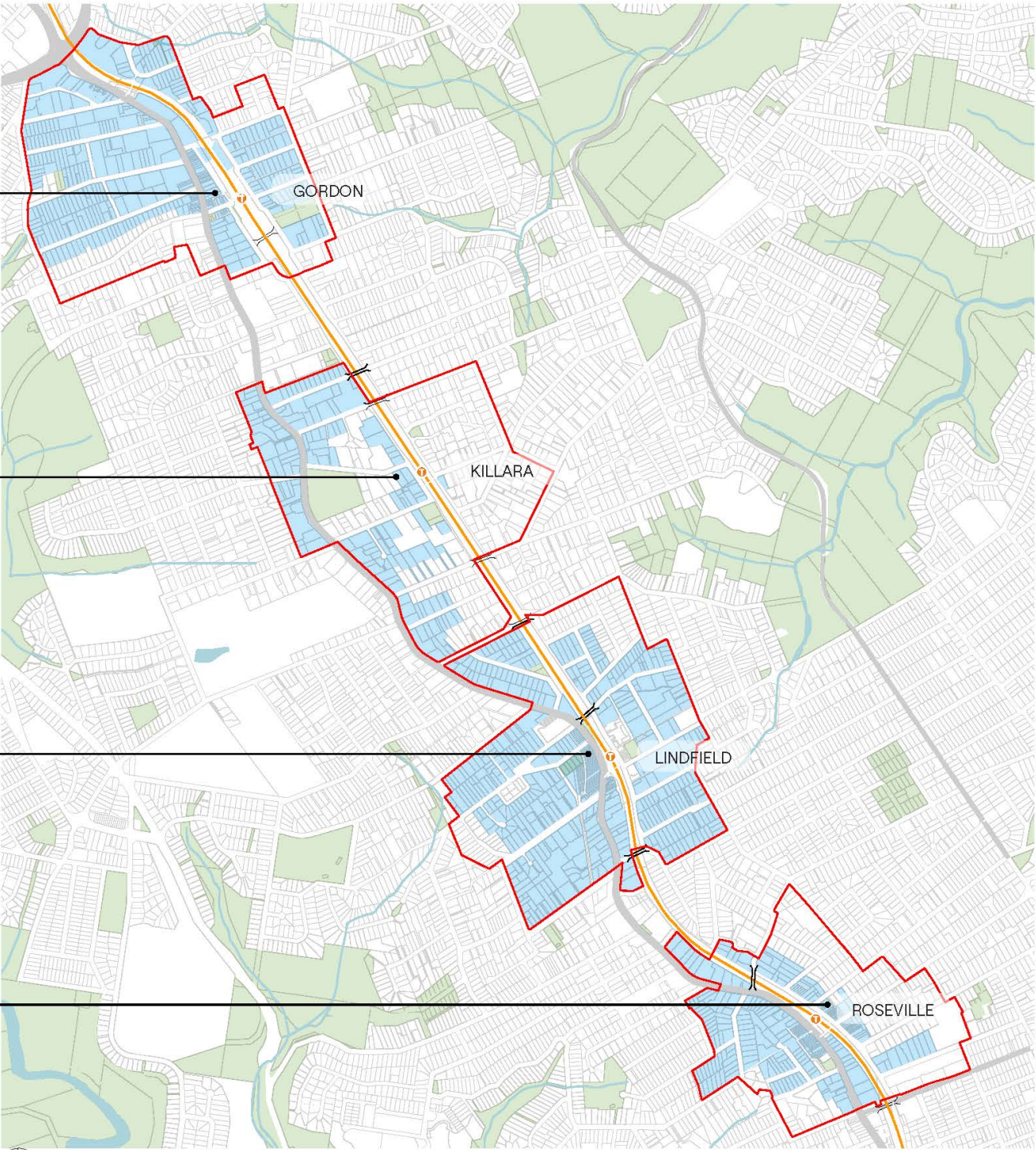
CORRIDOR	
ADDITIONAL CAPACITY:	24,562 DWL
DELIVERABLE CAPACITY:	19,665 DWL
CONSTRAINT CAPACITY:	4,897 DWL
NON RESIDENTIAL GFA:	155,247 SQM

GORDON	
ADDITIONAL CAPACITY:	9,012 DWL
DELIVERABLE CAPACITY:	7,250 DWL
CONSTRAINT CAPACITY:	1,764 DWL
NON RESIDENTIAL GFA:	61,422 SQM

KILLARA	
ADDITIONAL CAPACITY:	2,778 DWL
DELIVERABLE CAPACITY:	1,972 DWL
CONSTRAINT CAPACITY:	806 DWL
NON RESIDENTIAL GFA:	33,817 SQM

LINDFIELD	
ADDITIONAL CAPACITY:	9,419 DWL
DELIVERABLE CAPACITY:	7,687 DWL
CONSTRAINT CAPACITY:	1,731 DWL
NON RESIDENTIAL GFA:	32,778 SQM

ROSEVILLE	
ADDITIONAL CAPACITY:	3,353 DWL
DELIVERABLE CAPACITY:	2,756 DWL
CONSTRAINT CAPACITY:	596 DWL
NON RESIDENTIAL GFA:	27,230 SQM



Corridor key plan

Place-based approach

Centre structure plans

The corridor concept structure plan is implemented through three key urban design elements. These elements have been translated into three distinct structure plans for each centre:

- Open space
- Land use
- Built form

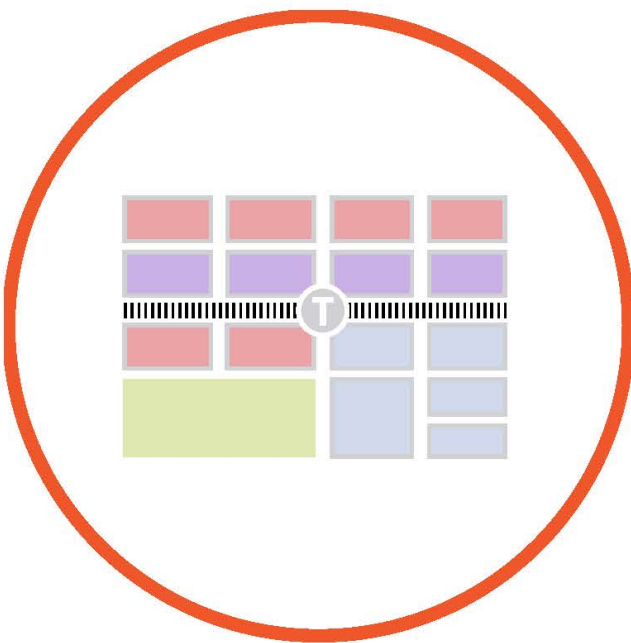
These structure plans are complementary and must work in tandem to achieve desired future character and support development objectives.



Open space structure plan

This integrates the Ku-ring-gai Public Domain Plan principles and objectives with KDCP 2015 precinct specific public domain and identifies:

- Through site links and arcades
- Planned new public open spaces
 - Public space upgrades
- Acquisition and dedications of land for public use



Land use structure plan

This identifies proposed land uses in line with the zoning in the KLEP 2015, including:

- R4
- MU1
- E1
- RE2

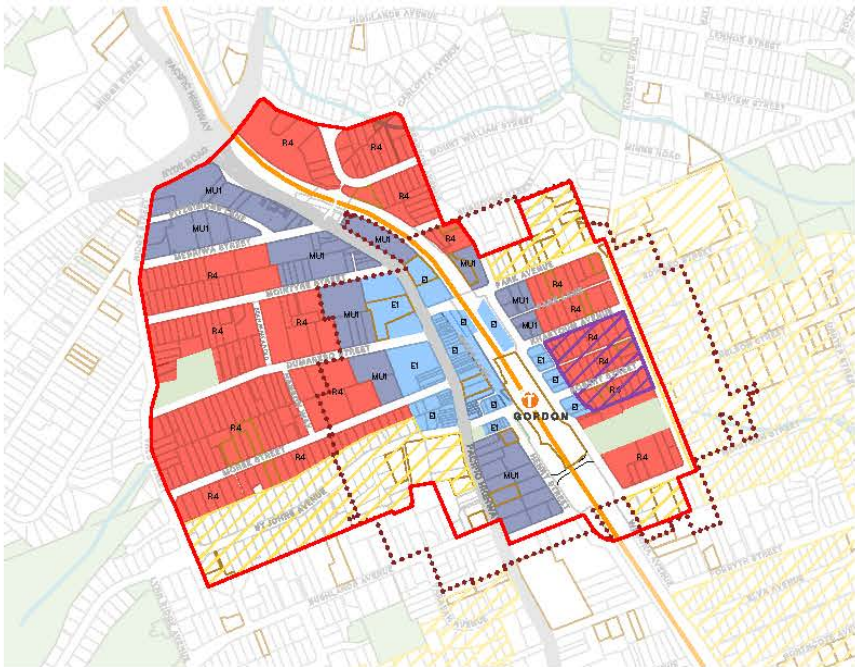


Built form structure plan

This identifies the desired built form outcomes for the centre, including a range of building height in storey where height transitions should be provided to adjoining lower scale areas outside the proposed TOD boundary and HCAs.

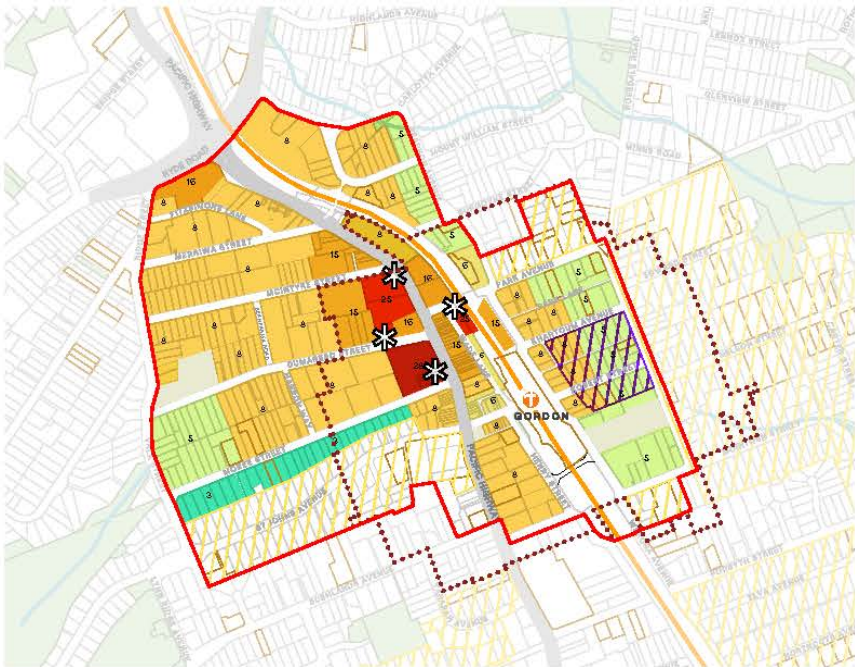
Place-based approach

Gordon



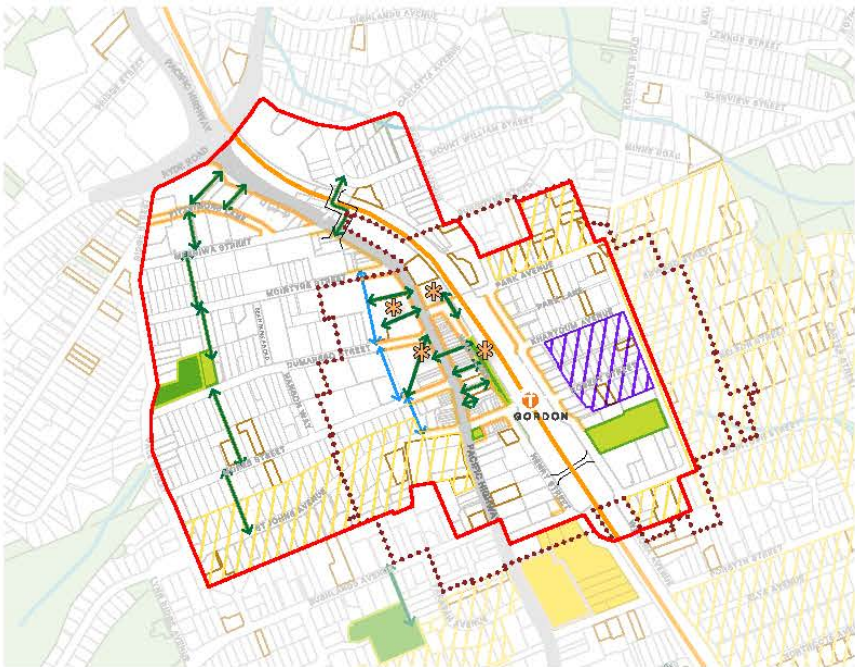
Land use structure plan

- E1 zones allow residential living and commercial activity and mandate non-residential uses at ground
 - MU1 zoning allows flexibility of uses at ground and offer opportunity for transition between E1 and R4 zones
 - R4 zones align with DCP controls and maintain a 30% site coverage control to enable adequate setbacks and tree retention
-
- Proposed alternative boundary
 - TOD boundary
 - Areas of no change
 - Open space
 - Railway corridor
 - Arterial road
 - Pedestrian overpass/underpass
 - Heritage item
 - HCA's - unaffected
 - HCA's - upzoned



Built form structure plan

- 3 storey townhouses and terraces provide a medium density interface on lots abutting areas of no change
- 5 storey buildings provide height transition on lots separated by roads from areas of no change
- 6 storey buildings provide height transition between proposed built form
- 8 storey buildings are located around the centre and along the Pacific Highway and rail corridor
- 15 storey buildings are limited to key sites in local centres
- 25 storey towers are limited to landmark sites
- 28 storey towers are limited to Gordon Centre landmark site
- Landmark towers that signal gateways into the centre

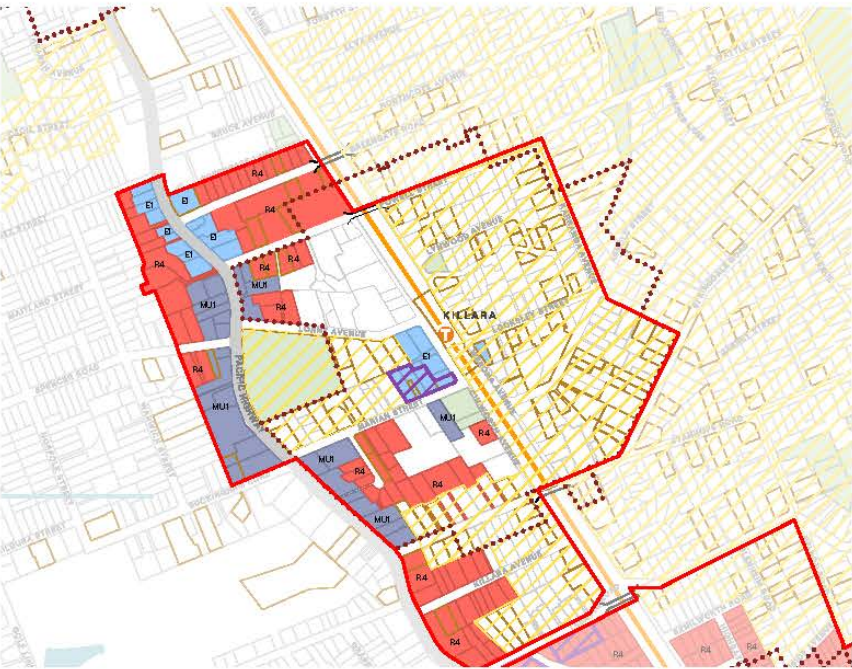


Public domain structure plan

- Active frontages support land use controls by mandating non-residential ground floor uses
- Existing and proposed through site links create block permeability and strengthen the pedestrian network
- Existing open space
- Planned open spaces to be delivered in order to serve the growing population and community needs
- Major community infrastructure opportunities
- Proposed new roads improve block permeability and reduce the bulk of the streetscape
- Schools

Place-based approach

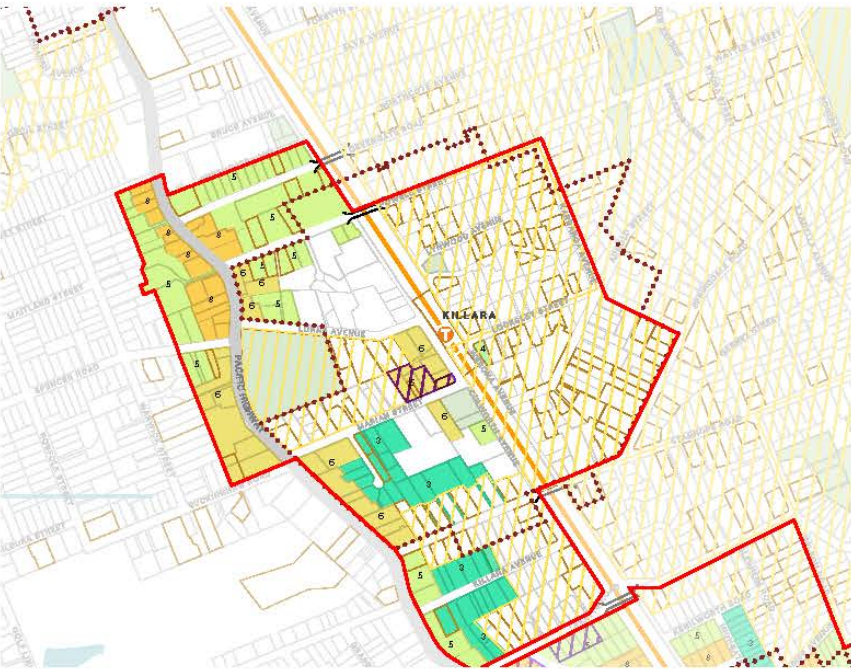
Killara



Land use structure plan

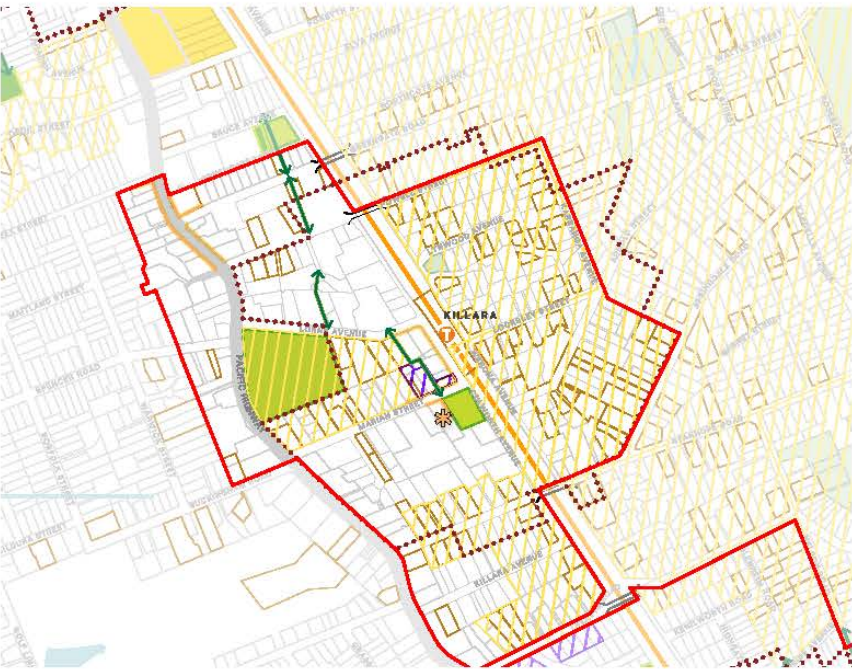
- E1 zones allow residential living and commercial activity and mandate non-residential uses at ground
- MU1 zoning allows flexibility of uses at ground and offer opportunity for transition between E1 and R4 zones
- R4 zones align with DCP controls and maintain a 30% site coverage control to enable adequate setbacks and tree retention

- Proposed alternative boundary
- TOD boundary
- Areas of no change
- Open space
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- Heritage item
- HCA's - unaffected
- HCA's - upzoned



Built form structure plan

- 3 storey townhouses and terraces provide a medium density interface on lots abutting areas of no change
- 5 storey buildings provide height transition on lots separated by roads from areas of no change
- 6 storey buildings provide height transition between proposed built form
- 8 storey buildings are located around the centre and along the Pacific Highway and rail corridor

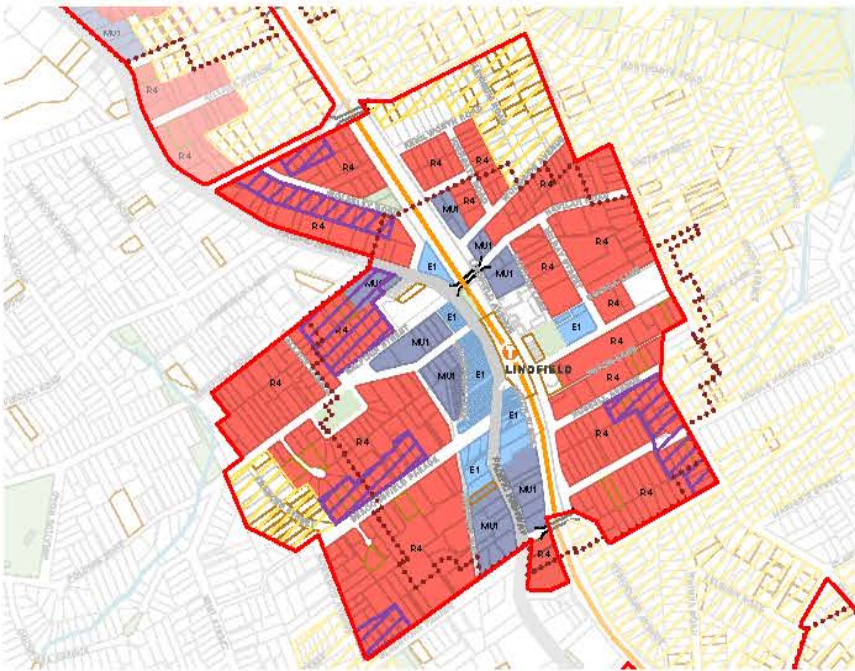


Public domain structure plan

- Active frontages support land use controls by mandating non-residential ground floor uses
- Existing and proposed through site links create block permeability and strengthen the pedestrian network
- Existing open space
- Planned open spaces to be delivered in order to serve the growing population and community needs
- Major community infrastructure opportunities
- Proposed new roads improve block permeability and reduce the bulk of the streetscape
- Schools

Place-based approach

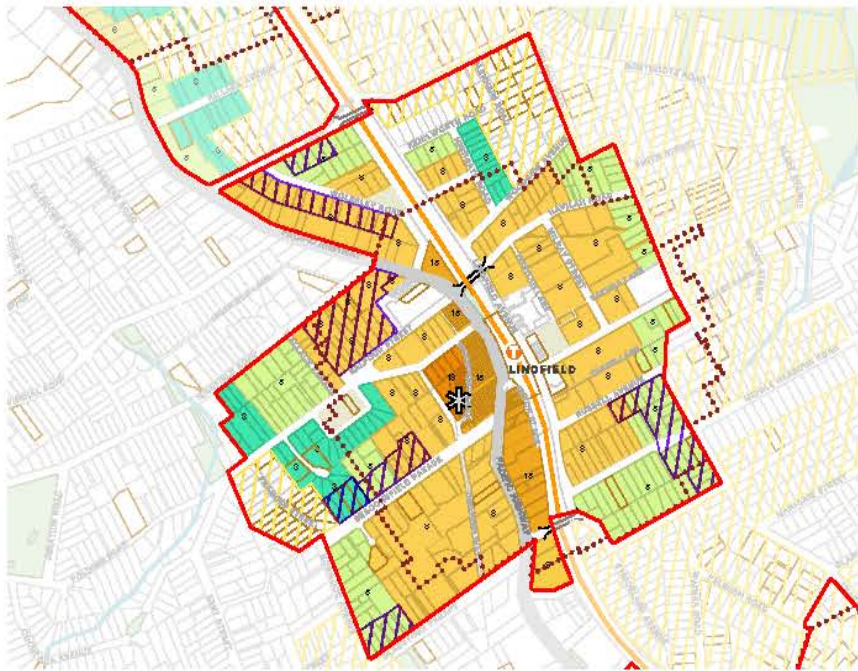
Lindfield



Land use structure plan

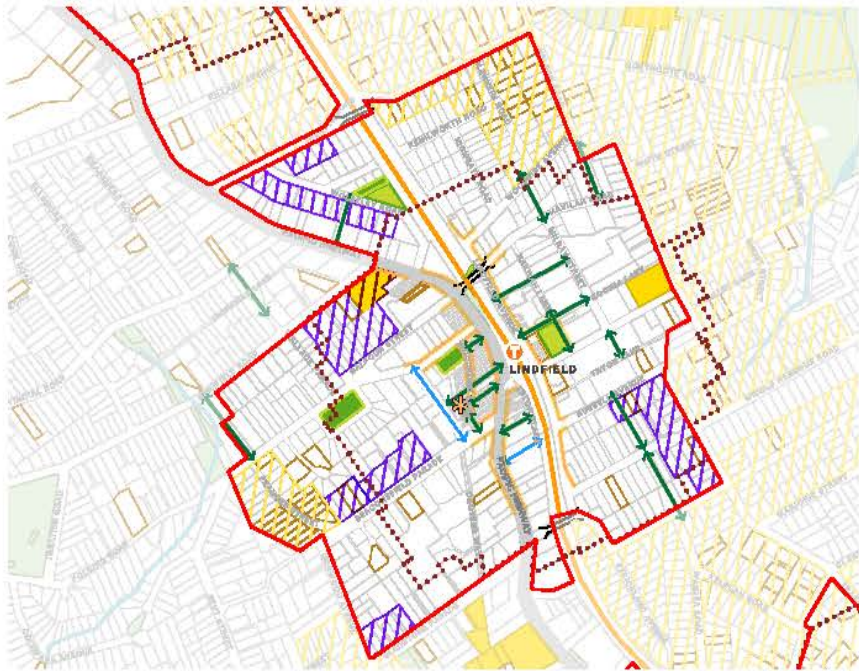
- E1 zones allow residential living and commercial activity and mandate non-residential uses at ground
- MU1 zoning allows flexibility of uses at ground and offer opportunity for transition between E1 and R4 zones
- R4 zones align with DCP controls and maintain a 30% site coverage control to enable adequate setbacks and tree retention

- Proposed alternative boundary
- TOD boundary
- Areas of no change
- Open space
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- Heritage item
- HCA's - unaffected
- HCA's - upzoned



Built form structure plan

- 3 storey townhouses and terraces provide a medium density interface on lots abutting areas of no change
- 5 storey buildings provide height transition on lots separated by roads from areas of no change
- 6 storey buildings provide height transition between proposed built form
- 8 storey buildings are located around the centre and along the Pacific Highway and rail corridor
- 15 storey buildings are limited to key sites in local centres
- 18 storey buildings envisioned for the Lindfield Village Hub

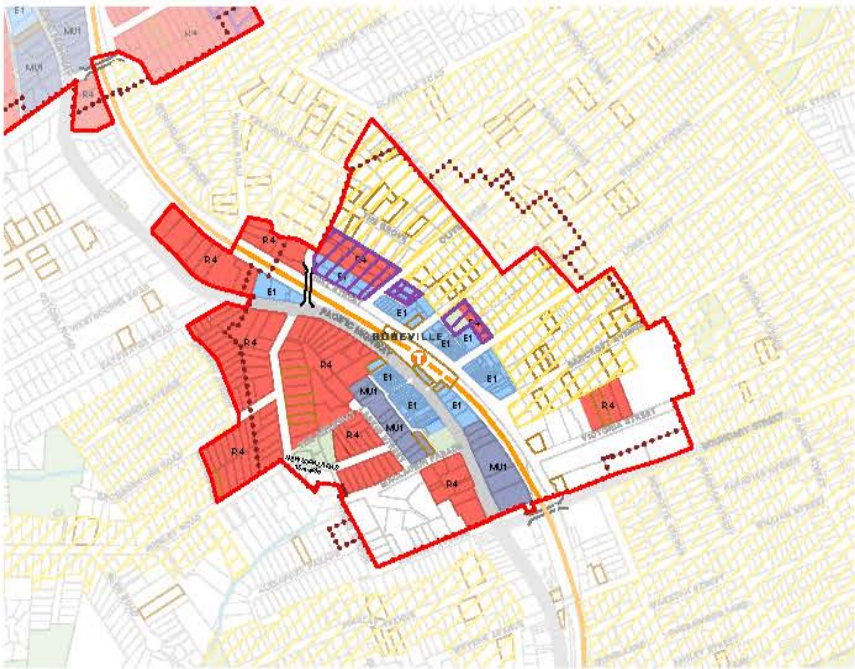


Public domain structure plan

- Active frontages support land use controls by mandating non-residential ground floor uses
- Existing and proposed through site links create block permeability and strengthen the pedestrian network
- Existing open space
- Planned open spaces to be delivered in order to serve the growing population and community needs
- Major community infrastructure opportunities
- Proposed new roads improve block permeability and reduce the bulk of the streetscape
- Schools

Place-based approach

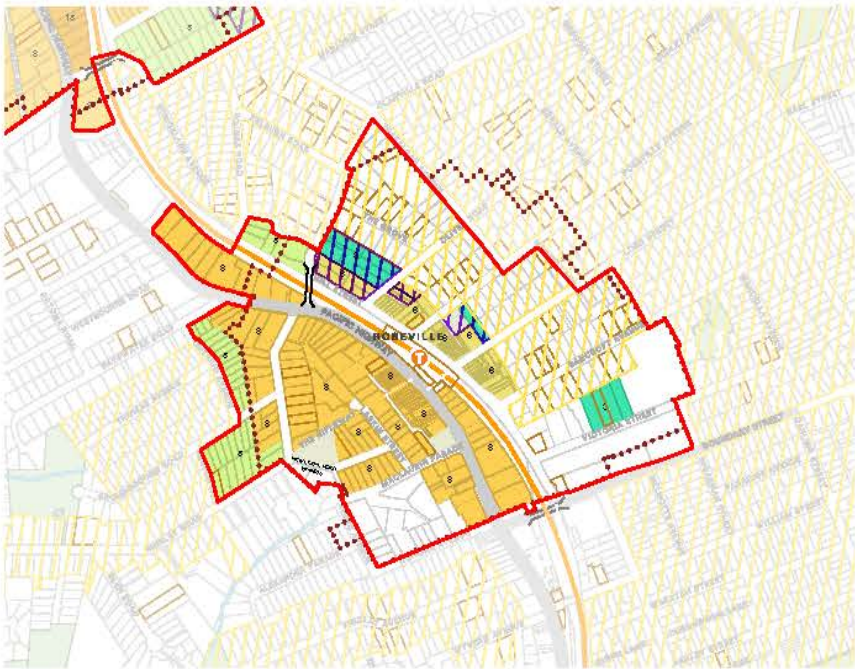
Roseville



Land use structure plan

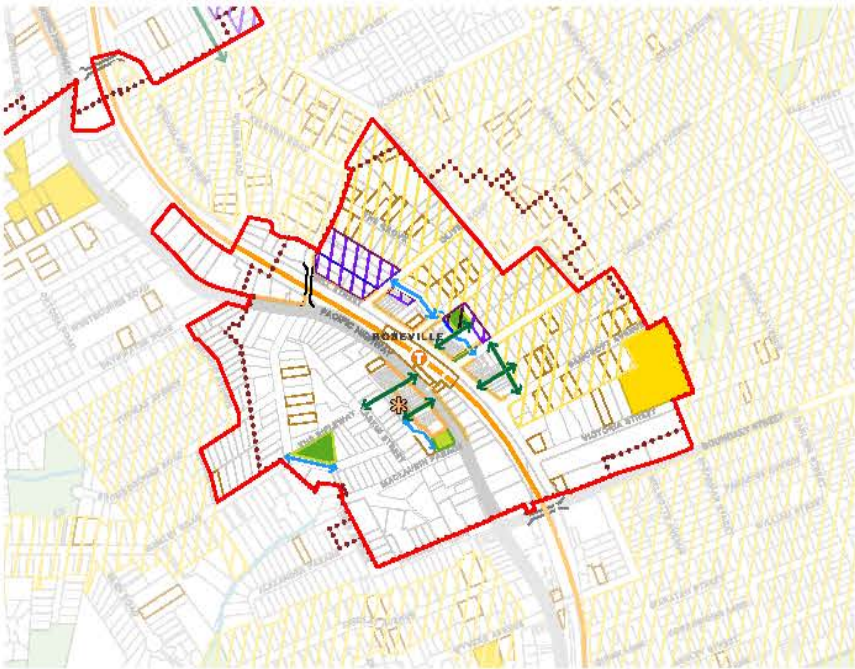
- E1 zones allow residential living and commercial activity and mandate non-residential uses at ground
- MU1 zoning allows flexibility of uses at ground and offer opportunity for transition between E1 and R4 zones
- R4 zones align with DCP controls and maintain a 30% site coverage control to enable adequate setbacks and tree retention

- Proposed alternative boundary
- TOD boundary
- Areas of no change
- Open space
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- Heritage item
- HCA's - unaffected
- HCA's - upzoned



Built form structure plan

- 3 storey townhouses and terraces provide a medium density interface on lots abutting areas of no change
- 5 storey buildings provide height transition on lots separated by roads from areas of no change
- 6 storey buildings provide height transition between proposed built form
- 8 storey buildings are located around the centre and along the Pacific Highway and rail corridor



Public domain structure plan

- Active frontages support land use controls by mandating non-residential ground floor uses
- Existing and proposed through site links create block permeability and strengthen the pedestrian network
- Existing open space
- Planned open spaces to be delivered in order to serve the growing population and community needs
- Major community infrastructure opportunities
- Proposed new roads improve block permeability and reduce the bulk of the streetscape
- Schools

5

Implementation strategy

Implementation strategy

Ku-ring-gai TOD preferred alternative - Implementation Strategy

KLEP 2015 Amendments

The implementation of the TOD preferred alternative will require amendments to the KLEP 2015 as outlined below.

Land use zones

The existing land use zones within the proposed centre boundaries will be amended to align with the land use structure plan.

This will require an amendment to the Land Zoning Map as illustrated in **Map 6.1**.

Building height

The existing building heights within the proposed centre boundaries will be amended to align with the built form structure plan.

This will require:

- Amendments to the building heights identified on the Height of Buildings (HOB) Map, as illustrated in **Map 6.2**.
- Amendments to the HOB Map and Clause 4.3 Height of Buildings, as illustrated in **Map 6.3** to ensure the height caps and associated lot sizes applying to R4 zoned land under clause 4.3 (2A), do not apply to the R4 zoned land within the centres.

Floor space ratio

The existing floor space ratio (FSR) controls within the centres will be amended to achieve the floor space required to accommodate dwelling target and commercial uses within the proposed building heights.

This will require:

- Amendment to the FSR controls identified on the FSR Map, as illustrated in **Map 6.4**.
- Amendments to the FSR Map and Clause 4.4 Floor Space Ratio to ensure the FSR caps and associated lot sizes applying to R4 zoned land under clause 4.4 (2C), do not apply to the R4 zoned land within the centres.
- Amendments to clause 4.4 and the FSR Map to:
 - Remove the FSR cap on retail and commercial uses applying to sites within Gordon and Lindfield under clause 4.4(2E).
 - Introduce a minimum 1:1 FSR for non-residential uses on certain E1 sites with FSR 5:1 and over as illustrated in **Map 6.5**.

Land Reservation Acquisition

Identify sites to be acquired by Council for local roads and local open space to align with the public domain structure plan.

This will require an amendment to the Land Reservation Acquisition Map to include the sites identified in **Map 6.6**.

Lot sizes and frontage for residential flat buildings

Introduce the following minimum lot size and minimum frontage for development for residential flat buildings within the R4 zones located within centres to assist in achieving the dwelling targets, while

still ensuring the KDCP 2015 controls relating to deep soil and site coverage can be achieved:

- Minimum lot size of 1500m2 and street frontages of 24m.

This will require:

- An amendment to Clause 6.6 to include the new minimum lot size of 1500m2 and street frontages of 24m.
- An amendment to the Lot Size Map to identify the R4 zoned land within the centres where the new lot and frontage control applies. These sites are identified in **Map 6.3**.
- An amendment to Clause 6.6 (2) to clarify that the existing minimum lot and frontage sizes do not apply to R4 zoned land in the centres. These sites are identified in **Map 6.3**.

Active frontages

Introduce active frontages within the MU1 and E1 zones to align with the Public Domain Structure Plan.

This will require:

- Amend Clause 6.7 in Zones E1 and MU1 to clarify that active frontages are only required along primary frontages.
- The inclusion of an active frontage map into the KLEP which identifies where the active frontages are to be provided within the MU1 zones within the centres. The active frontage maps will be referenced in Clause 6.7 (refer to **Map 6.7**).

Minimum frontages for employment land and mixed use zones

Clause 6.8 requires a minimum frontage of the 20m for certain employment lands within the centres. A more nuanced, centre-by-centre approach to minimum street frontages within the E1 and MU1 zone is considered more appropriate. This should be considered in the preparation of the updated precinct and site provisions for the centres within Part 14 of KDCP.

This will require:

- An amendment to Clause 6.8 to exclude its application from the E1 and MU1 zones within the centres, as illustrated in **Map 6.8**.

Affordable housing

The TOD program requires the provision of 2% affordable housing for development within the TOD boundaries.

To satisfy the affordable housing requirements of the TOD program, a new clause will be inserted into the KLEP 2015 that requires the provision of between 2% and 10% affordable housing for development within the each of the centres (refer to **Map 6.9**).

The requirement for affordable housing applies to development involving

- The erection of a new building where more than 200 sqm of the GFA is used for residential accommodation; or
- Alterations to an existing building that results in 200sqm of additional GFA being used for residential accommodation.

This requirement for affordable housing does not apply to:

- Development for the purposes of boarding houses, community housing, group homes, hostels or social housing.
- The Gordon Centre (refer to requirement for Gordon Centre below).

The affordable housing requirement for the Gordon Centre will be covered by the site specific 'Gordon Town Centre' clause. Further detail regarding affordable housing is included in the Affordable Housing Feasibility Analysis prepared by Atlas Economics

Lindfield Village Hub

The height and FSR provisions required for the Lindfield Village Hub will be superseded by the proposed new height and FSR controls. To align with the structure plans, Clause 6.13 will be deleted. Further detailed planning of the Lindfield Village Hub will be required.

Gordon Centre

The Gordon Centre which comprises the following properties, has a base FSR of 3.5:1 and HOB of 38.5m.

- Lot 1 D 3337
- Lot 21 DP 732238
- Lot A DP 402533
- Lot B 402533
- Lot A DP 386879
- Lot B DP 386879

A FSR of up to 6.5:1 and HOB up to 93m may be achieved provided:

- A minimum FSR of 1:1 is allocated for purposes other than residential accommodation; and
- The development has a minimum site area of 9,500 sqm; and
- It includes 3,000 sqm of community infrastructure floor space or affordable housing equivalent to 2% of the total GFA.

The maximum FSR and height can be achieved on the Gordon Centre through the application of the site specific Gordon Town Centre clause (page 37 of the Atlas Economics Ku-ring-gai Transit Oriented Development (TOD) Centres - Affordable Housing Feasibility Analysis) rather than being reflected in the floorspace and height of building maps. The FSR and height of building maps in the KLEP will retain the existing controls for the site, being 3.5:1 and 38.5m respectively.

Design Excellence

A design excellence clause will be inserted requiring that development within the centres, on land zoned E1 and MU1, exhibits design excellence. This will include, but will not be limited to, consideration of the following:

- Architectural design and materials
- Quality and amenity of the public domain
- Solar access and overshadowing
- Impact on view corridors
- Impact on heritage and conservation areas
- Built form and massing

Ku-ring-gai Development Control Plan (KDCP) 2015 Amendments

The LEP amendments will need to be supported by amendments to the existing KDCP 2015 that align with the structure plans.

Section A, Part 7 - Residential Flat Buildings, Part 8 - Mixed Use Development and Part 9 Non-Residential and Office Buildings of KDCP 2015 contain provisions that guide site and building design, such as building setbacks, site coverage and deep soil requirements, and car parking provision, for a range of building typologies. These provisions require review to ensure consistency with the structure plans.

Section B, Part 14 of KDCP 2015 contains provisions that apply to specific sites and precincts within the LGA, to supplements the general provisions applying to development types and uses in Section A.

The following subsections of Part 14 apply to centres:

- Part 14D Gordon Local Centre
- Part 14E Lindfield Local Centre
- Part 14F Roseville Local Centre

The precinct specific provisions applying to Gordon, Roseville and Lindfield centres, contained in Part 14D, E and F will require updating, and new provisions be introduced for the Killara centre. Each of the centres also include sub-precincts, with some more detailed and site-specific provisions.

The preparation of amending and new KDCP 2015 provisions for different typologies and the centres will be subject to a separate process, that will include engagement with community and stakeholders. It is anticipated that amendments will align with the structure and content will potentially contain provisions relating to:

- Context and character.
- Public domain and pedestrian access, including new through site links and locations of awnings.
- Community infrastructure provision.
- Site coverage and deep soil landscaping.
- Car parking provisions.
- Street setbacks for cohesive streetscape street tree planting, footpaths and road widening.
- Built form including street wall heights, upper-level setbacks and transitions between zones.
- Site access.
- Updated sub-precinct provisions.
- Design and planning controls for redevelopment of, or adjacent to, heritage items and conservation areas, which will be informed by further heritage and design studies.

6

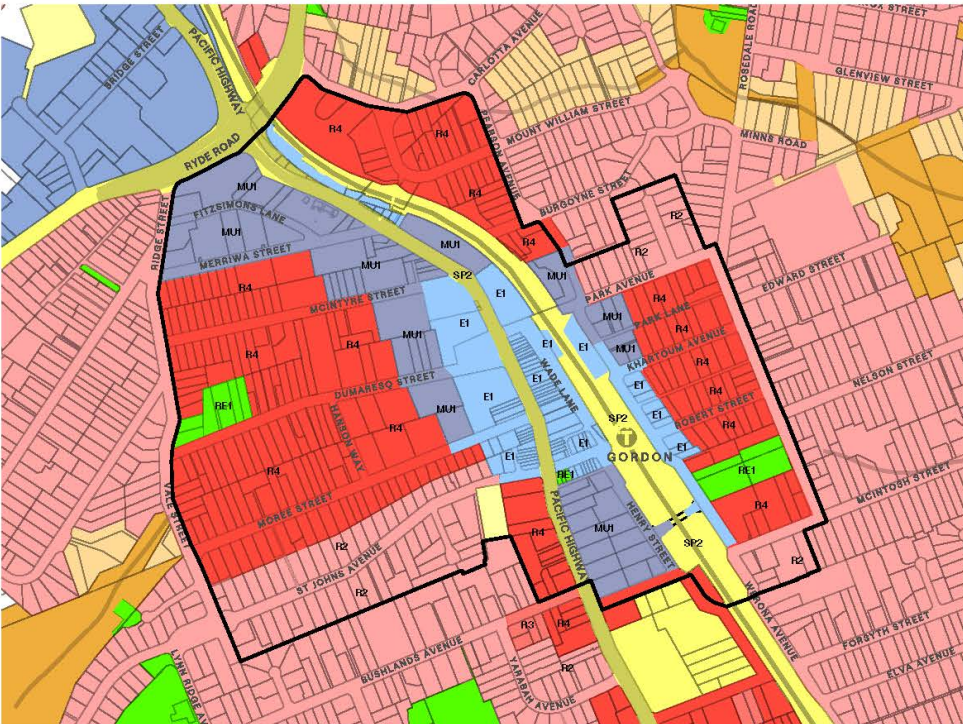
LEP Plans

LEP Plans

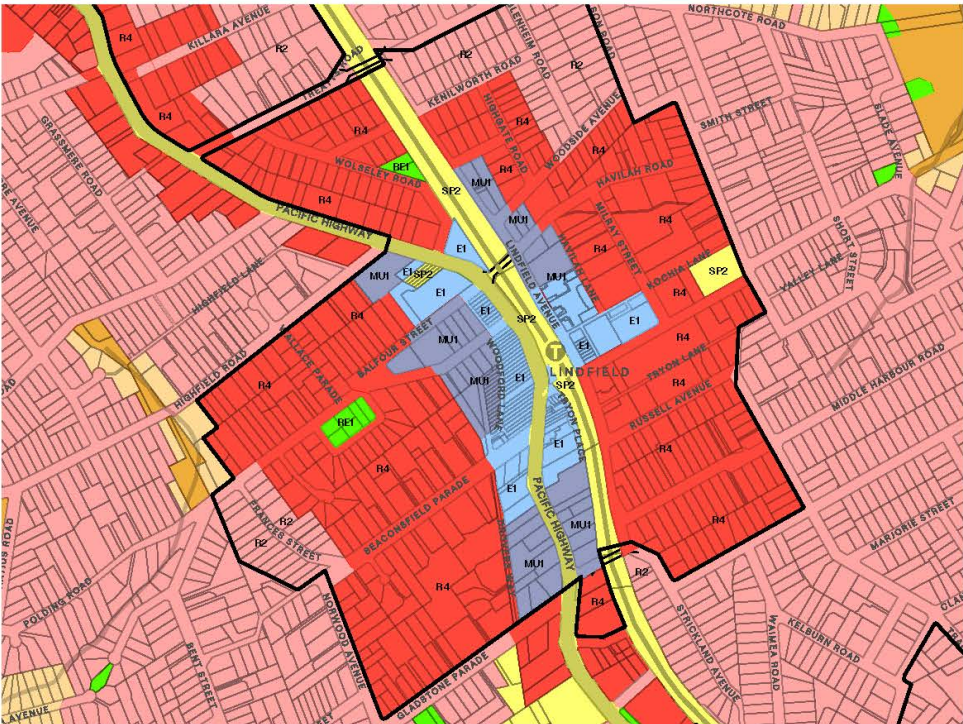
6.1 Land Use Zoning (LZN) map

Map 6.1

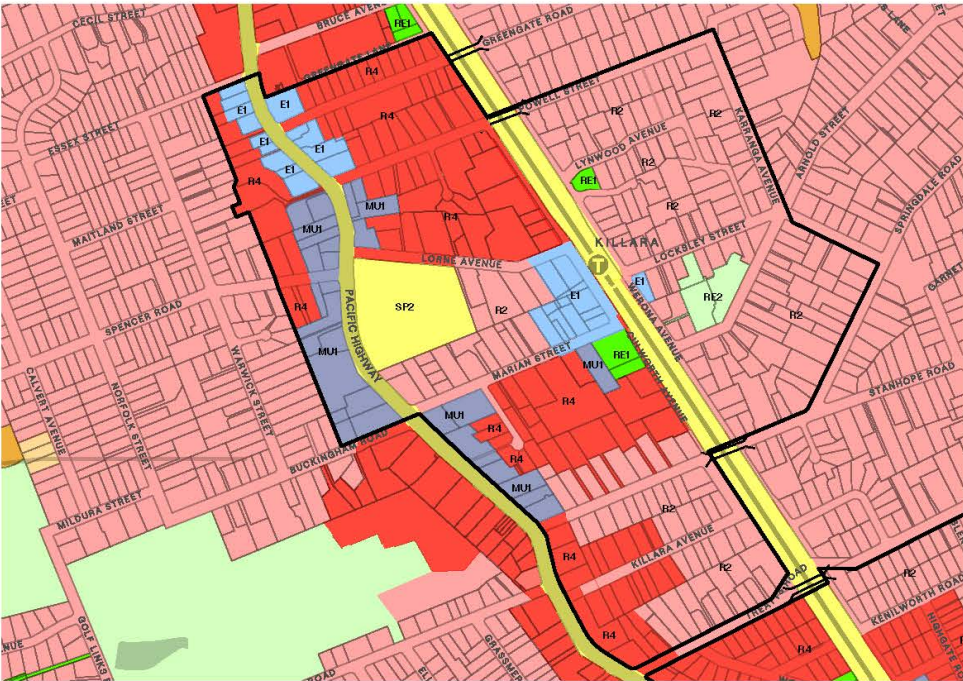
- Proposed alternate boundary
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- E1
- MU1
- R4
- R3
- R2
- RE2
- RE1
- SP2



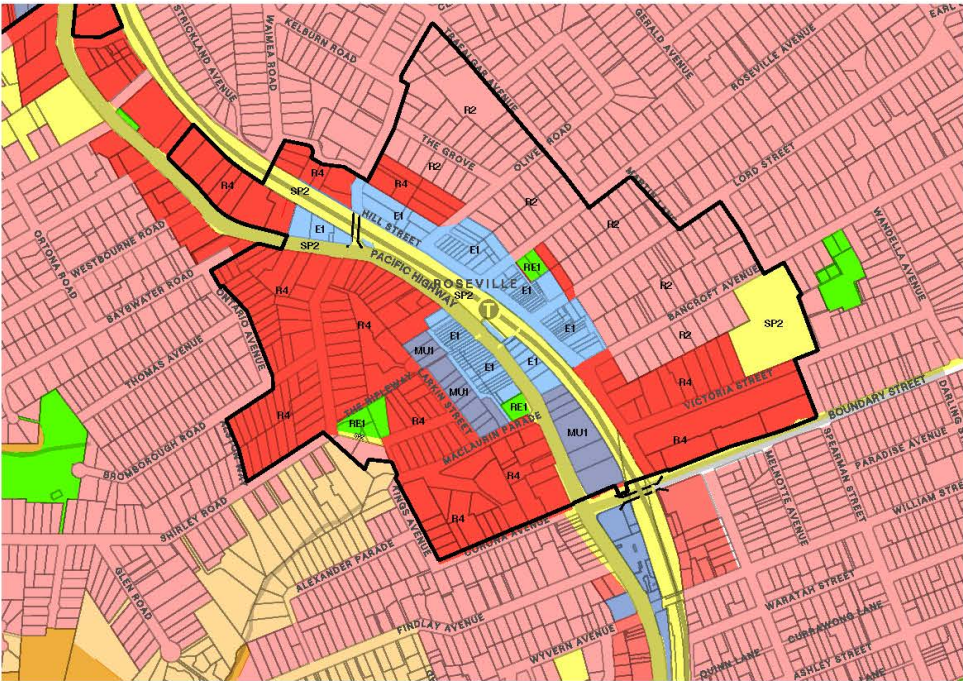
Gordon



Lindfield



Killara



Roseville

LEP Plans

6.2 Heights of buildings (HOB) map

Map 6.2

Note:
The Gordon Centre which comprises the following properties, has a base HOB of 38.5m

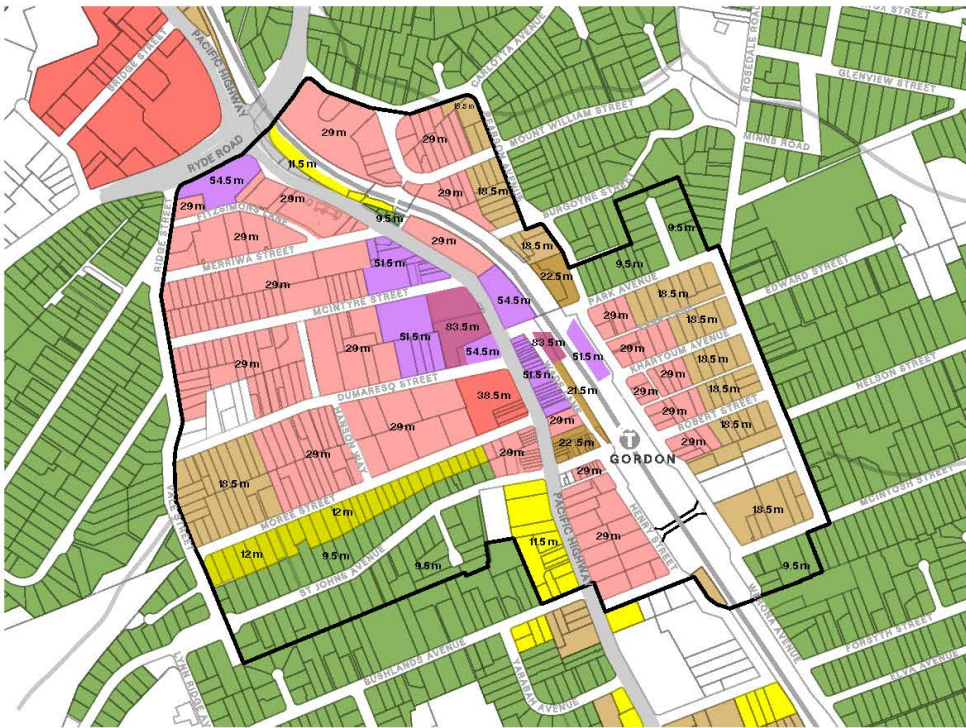
- Lot 21 DP 732238
- Lot A DP 402533
- Lot B 402533
- Lot A DP 386879
- Lot B DP 386879

A HOB of up to 93m may be achieved provided:

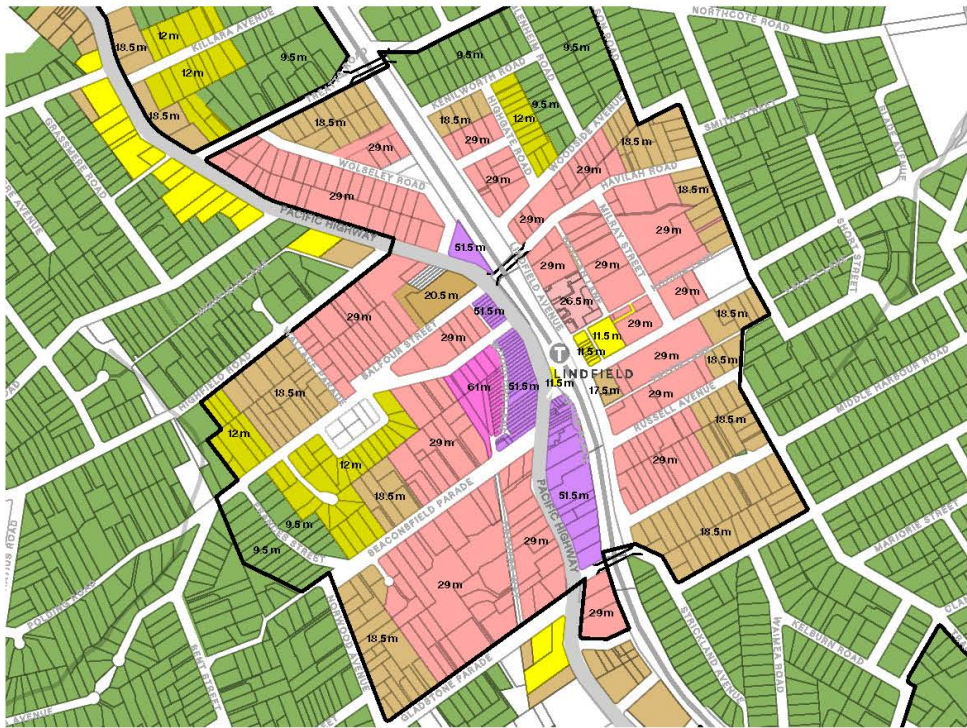
- The development has a minimum site area of 9,500 sqm; and
- It includes 3,000 sqm of community infrastructure floor space or affordable housing equivalent to 2% of the total GFA.

- Proposed alternate boundary
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass

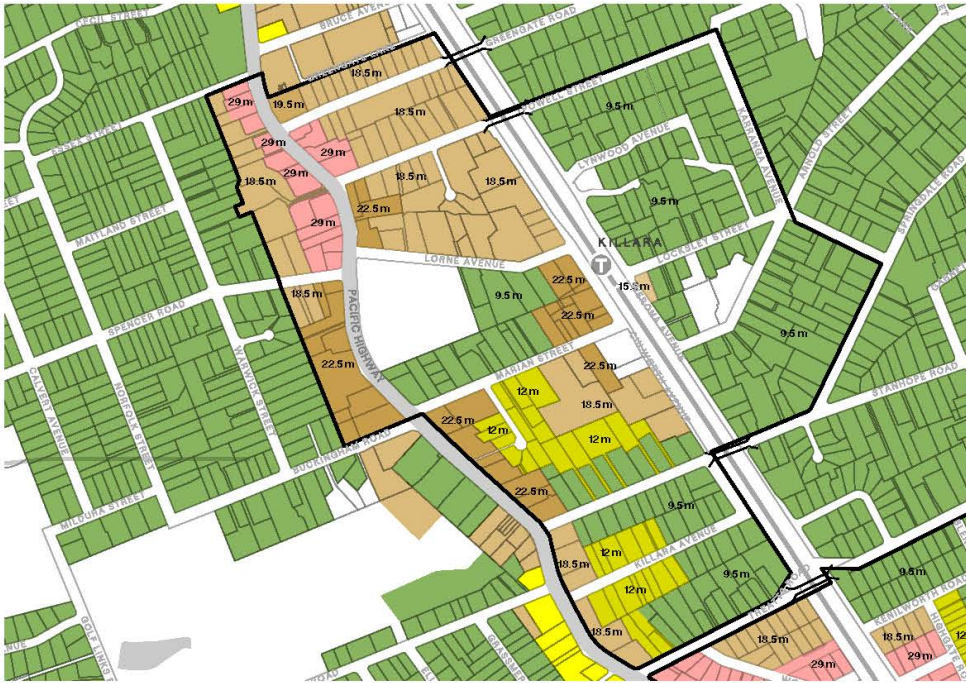
- 9.5m
- 11.5m
- 12m
- 17.5m
- 18.5m
- 21.5m
- 22.5m
- 26.5m
- 29m
- 32.5m
- 38.5m
- 51.5m
- 54.5m
- 61m
- 83.5m
- 93m



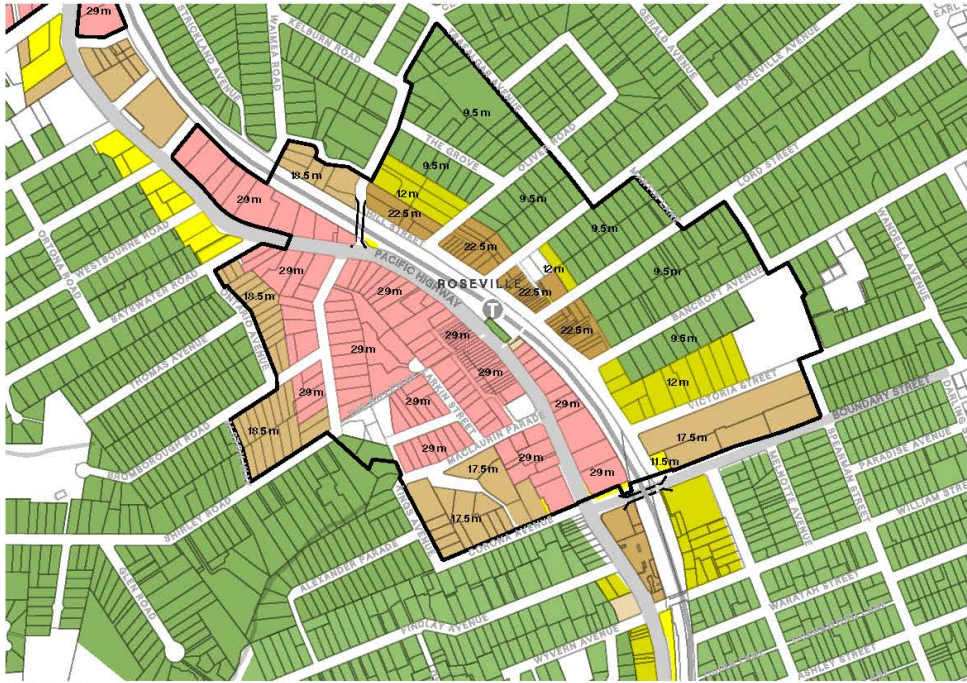
Gordon



Lindfield



Killara

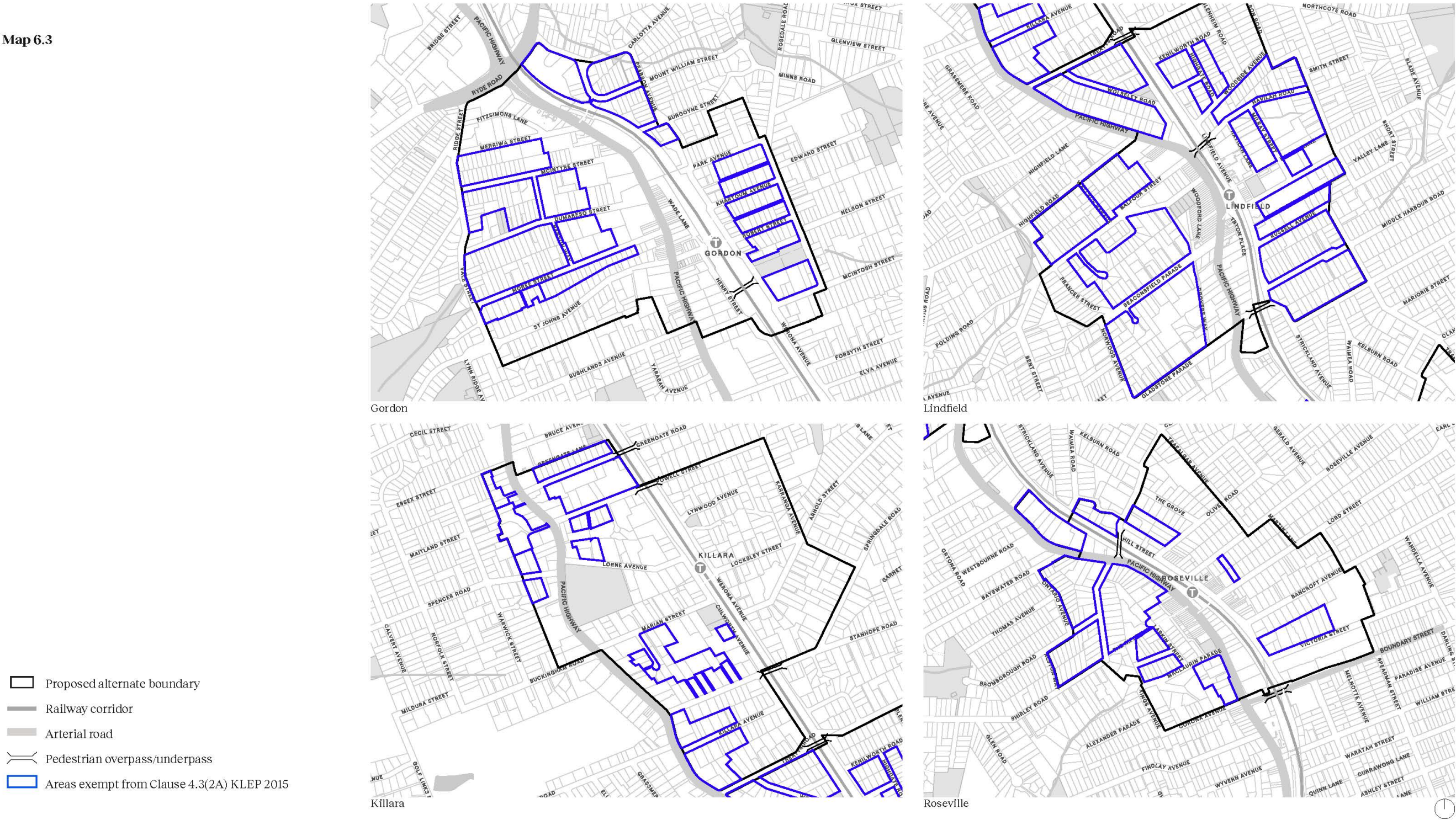


Roseville

LEP Plans

6.3 Height of Buildings (Clause 4.3 (2a) KLEP)

Map 6.3



LEP Plans

6.4 Floor Space Ratio (FSR) map

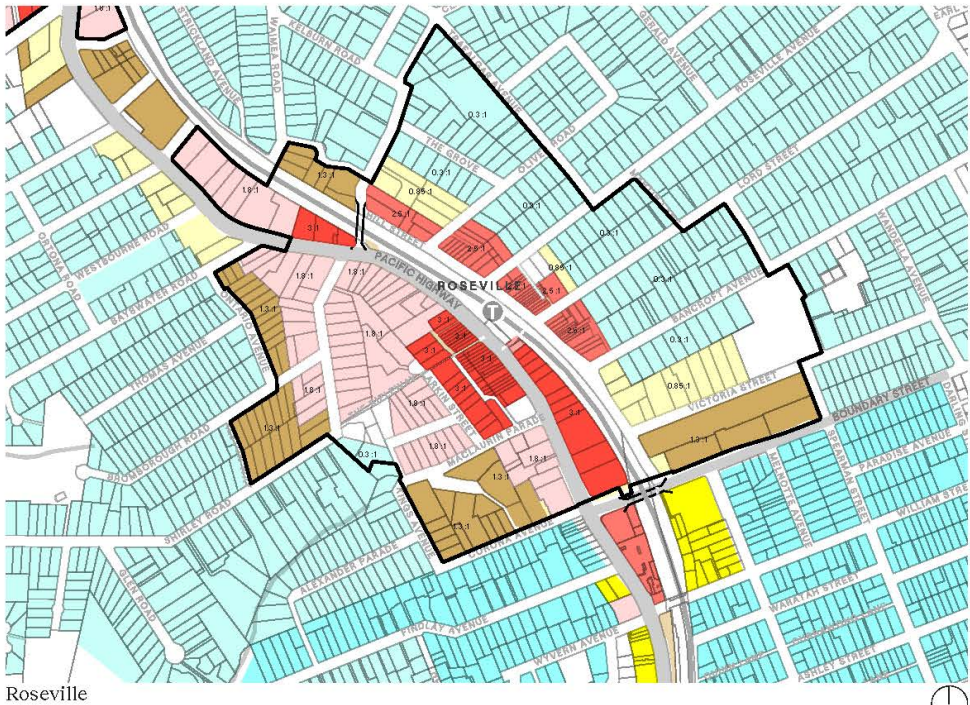
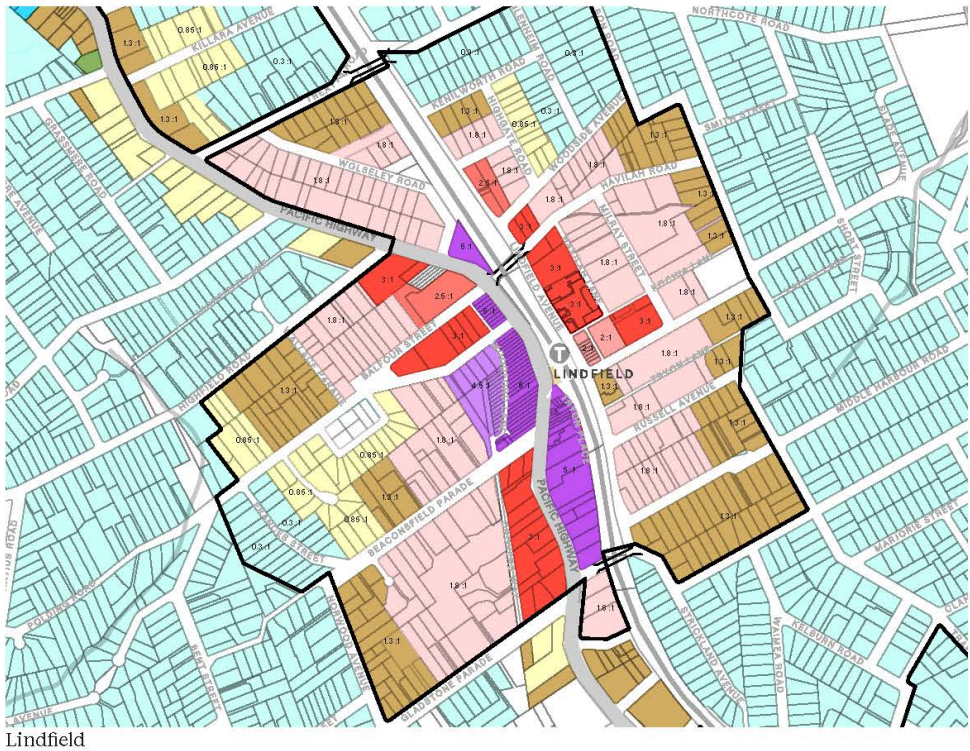
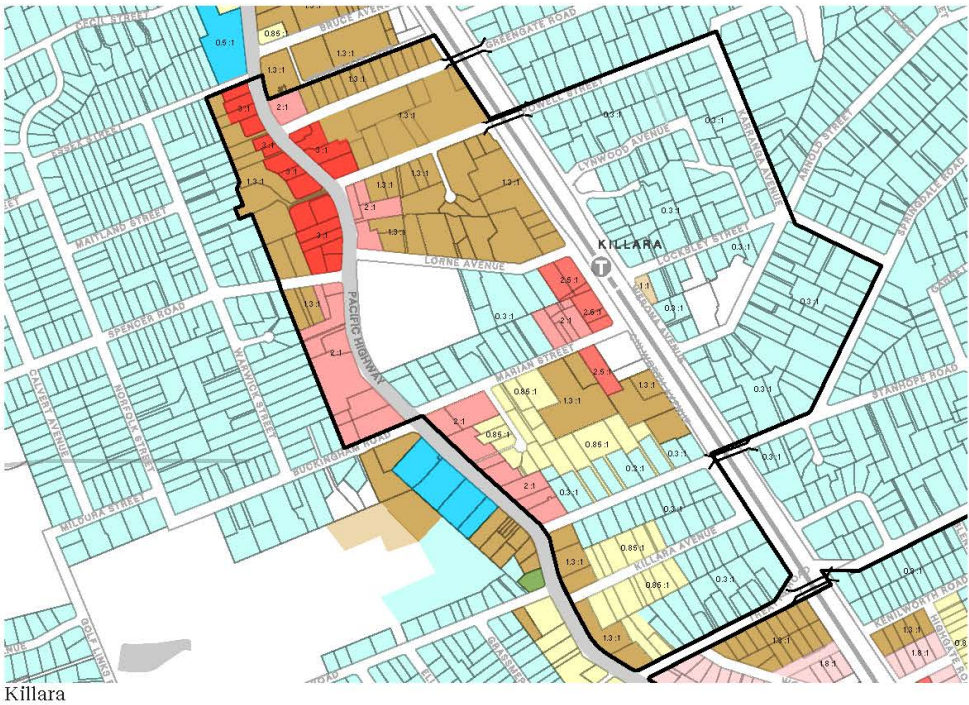
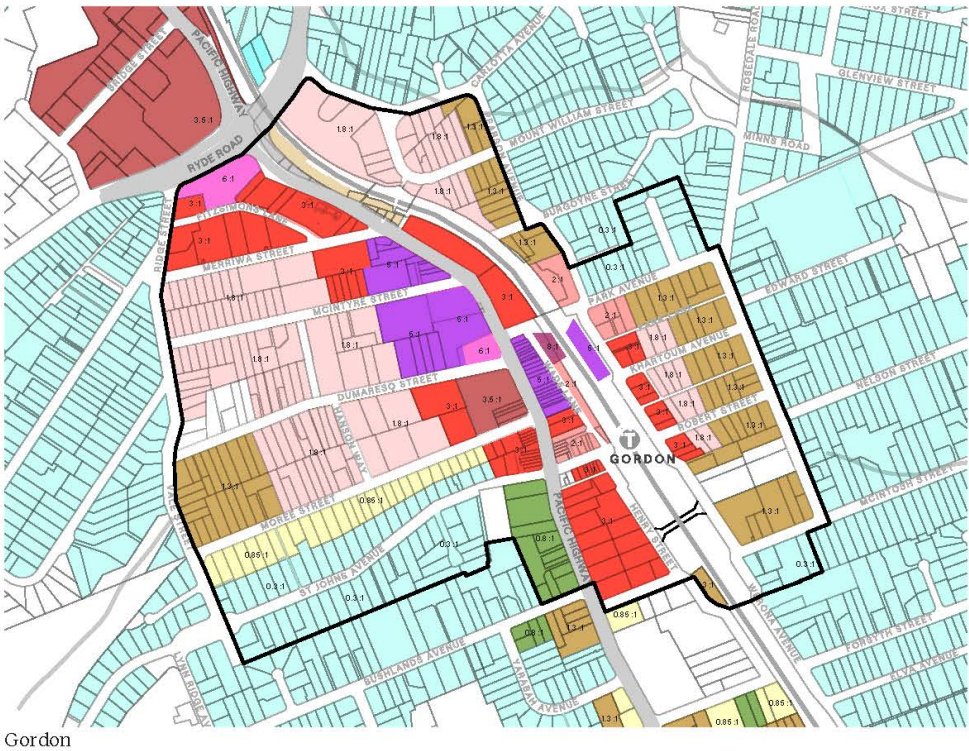
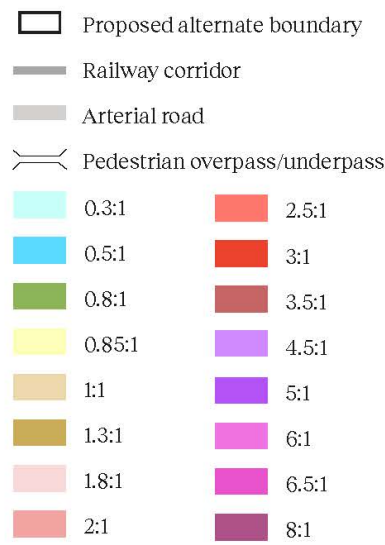
Map 6.4

Note:
The Gordon Centre which comprises the following properties, has a base FSR of 3.5:1.

- Lot 21 DP 732238
- Lot A DP 402533
- Lot B 402533
- Lot A DP 386879
- Lot B DP 386879

A FSR of up to 6.5:1 may be achieved provided:

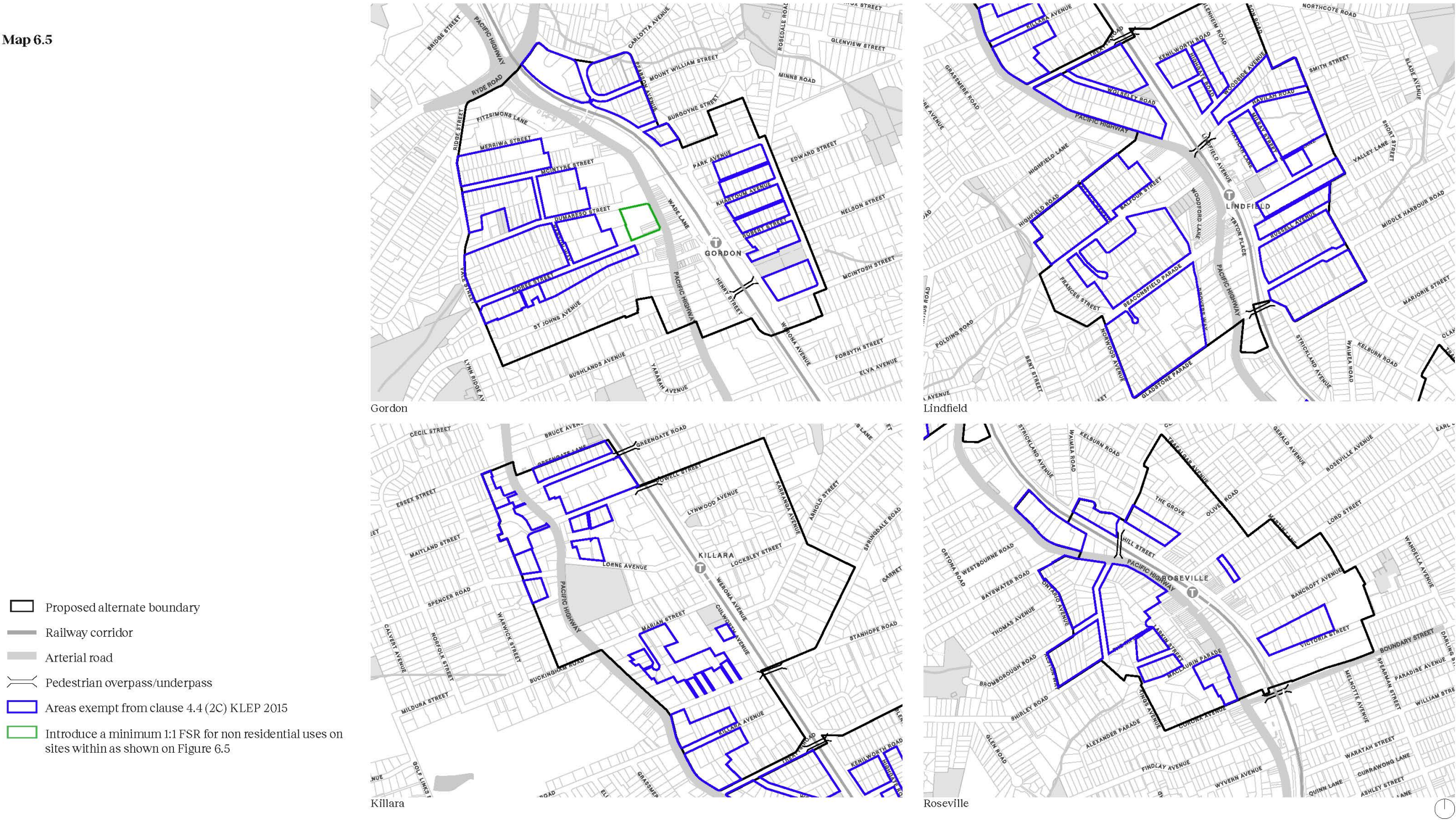
- A minimum FSR of 1:1 is allocated for purposes other than residential accommodation; and
- The development has a minimum site area of 9,500 sqm; and
- It includes 3,000 sqm of community infrastructure floor space or affordable housing equivalent to 2% of the total GFA.



LEP Plans

6.5 Floor Space Ratio (Clause 4.4 KLEP 2015)

Map 6.5



SJB

Ku-ring-gai Centres Technical Study

LEP Plans

6.6 Land reservation acquisition map

Map 6.6



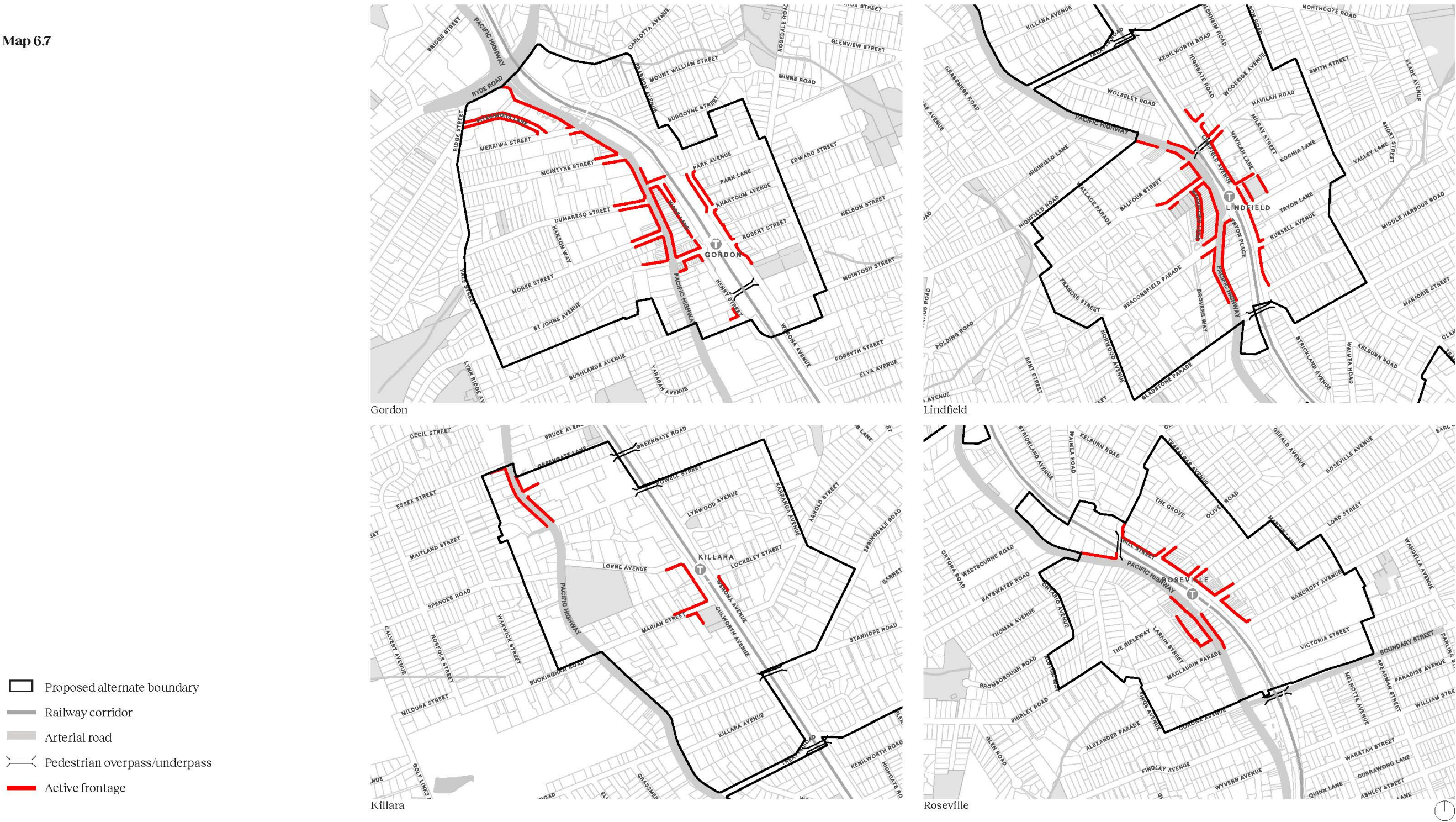
SJB

Ku-ring-gai Centres Technical Study

LEP Plans

6.7 Active frontages

Map 6.7



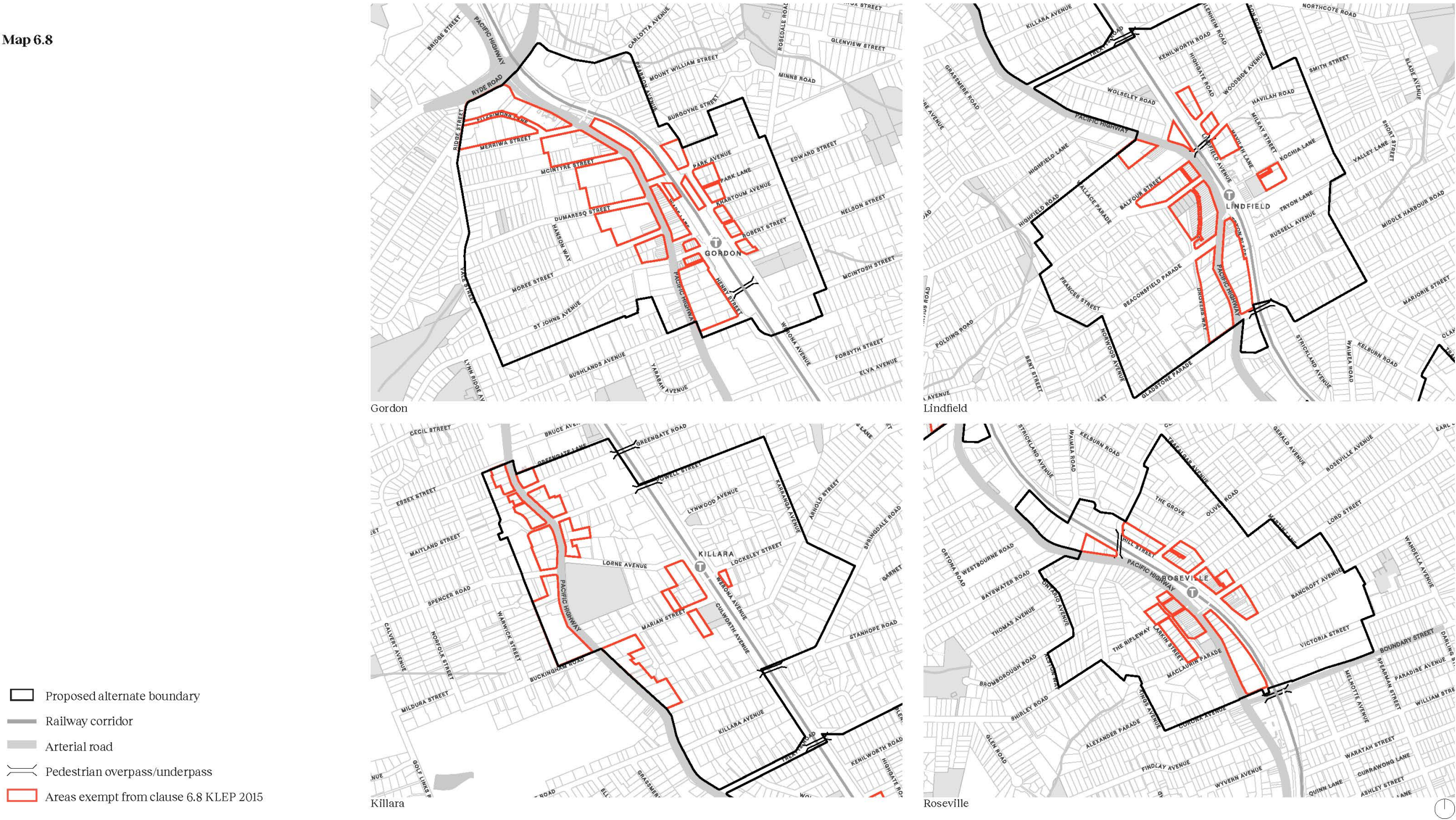
SJB

Ku-ring-gai Centres Technical Study

LEP Plans

6.8 Minimum street frontages for lots in employment and mixed use zones (Clause 6.8 KLEP 2015)

Map 6.8



SJB

Ku-ring-gai Centres Technical Study

LEP Plans

6.9 Affordable housing map

Map 6.9



SJB

Ku-ring-gai Centres Technical Study

SJB is passionate about the possibilities of architecture, interiors, urban design and planning. Let's collaborate.



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Surry Hills NSW 2010

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W sjb.com.au

TOD Alternative Preferred Scenario (indicative only)

Attachment A5

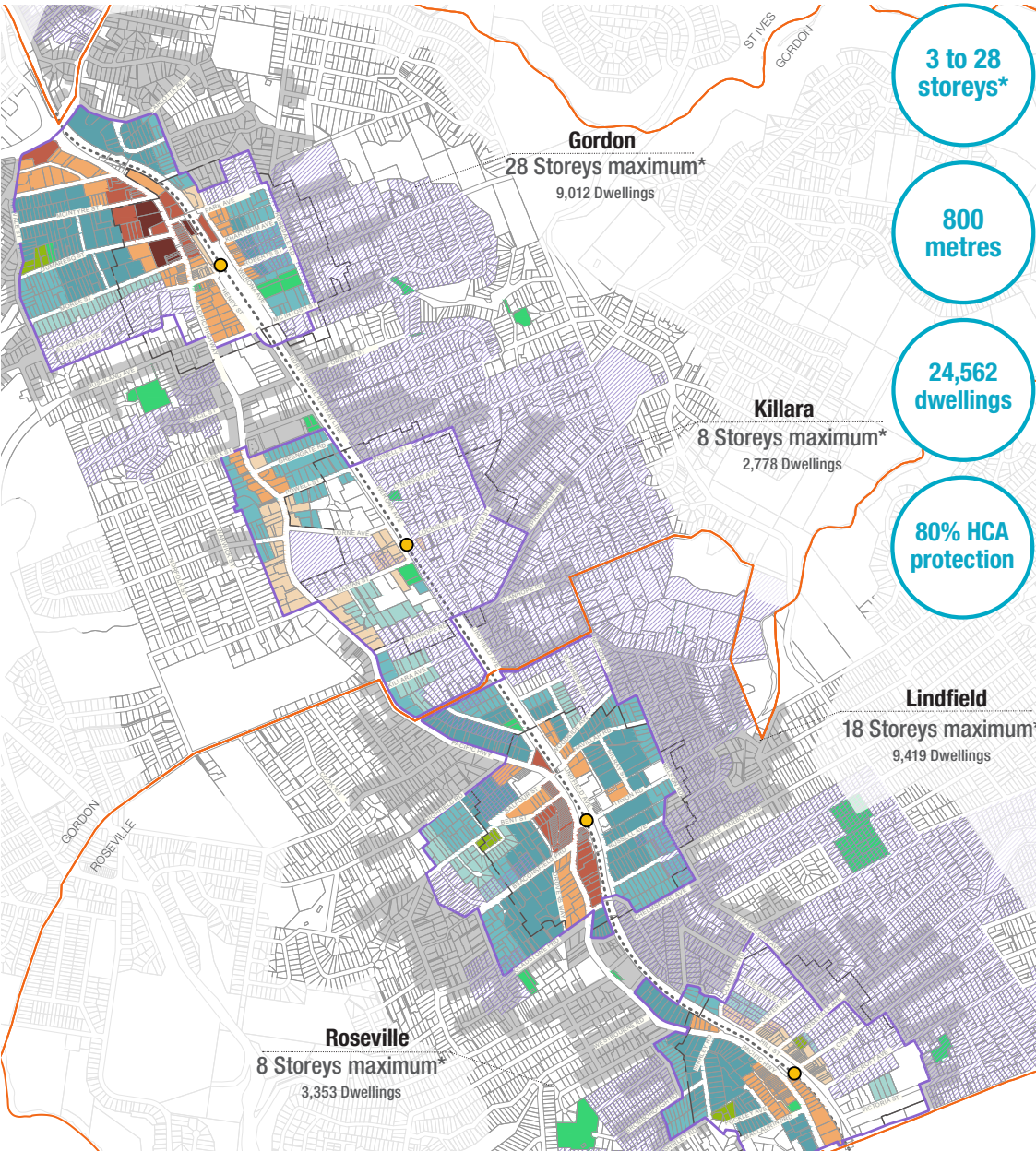


Figure A5.1 TOD Alternative Preferred Scenario

Disclaimer: This map is an indicative representation of the proposed LEP amendments set out in the Ku-ring-gai Centres Technical Study 2025 (Attachment A4). While all efforts have been made to ensure consistency, this map is for illustrative purposes only and does not constitute a planning instrument. Ku-ring-gai Council accepts no liability for the accuracy or otherwise of this map.

*** Note 1:** Building heights do not include height and FSR bonuses available under Housing SEPP. A height and FSR bonus of up to 30% bonus may be applied to developments that provide 15% affordable housing for 15 years.

Note 2: The NSW Government's Low and Mid-Rise Housing Policy applies to residential zones within 800 metres walking distance of town centres and rail stations, for further information refer to NSW Government website.

Note 3: The Indicative Low and Mid-rise Housing Areas identified on this map are based on the LMR Housing Area map provided by NSW Government. While the outline provides an indication of lots that may be eligible to use the Low and Mid-Rise Housing Policy, it is a guide only and shall not be used to inform planning decisions.

Preferred Scenario

Attachment A6

Justification for TOD Areas Removed and Added– Heritage Conservation Areas

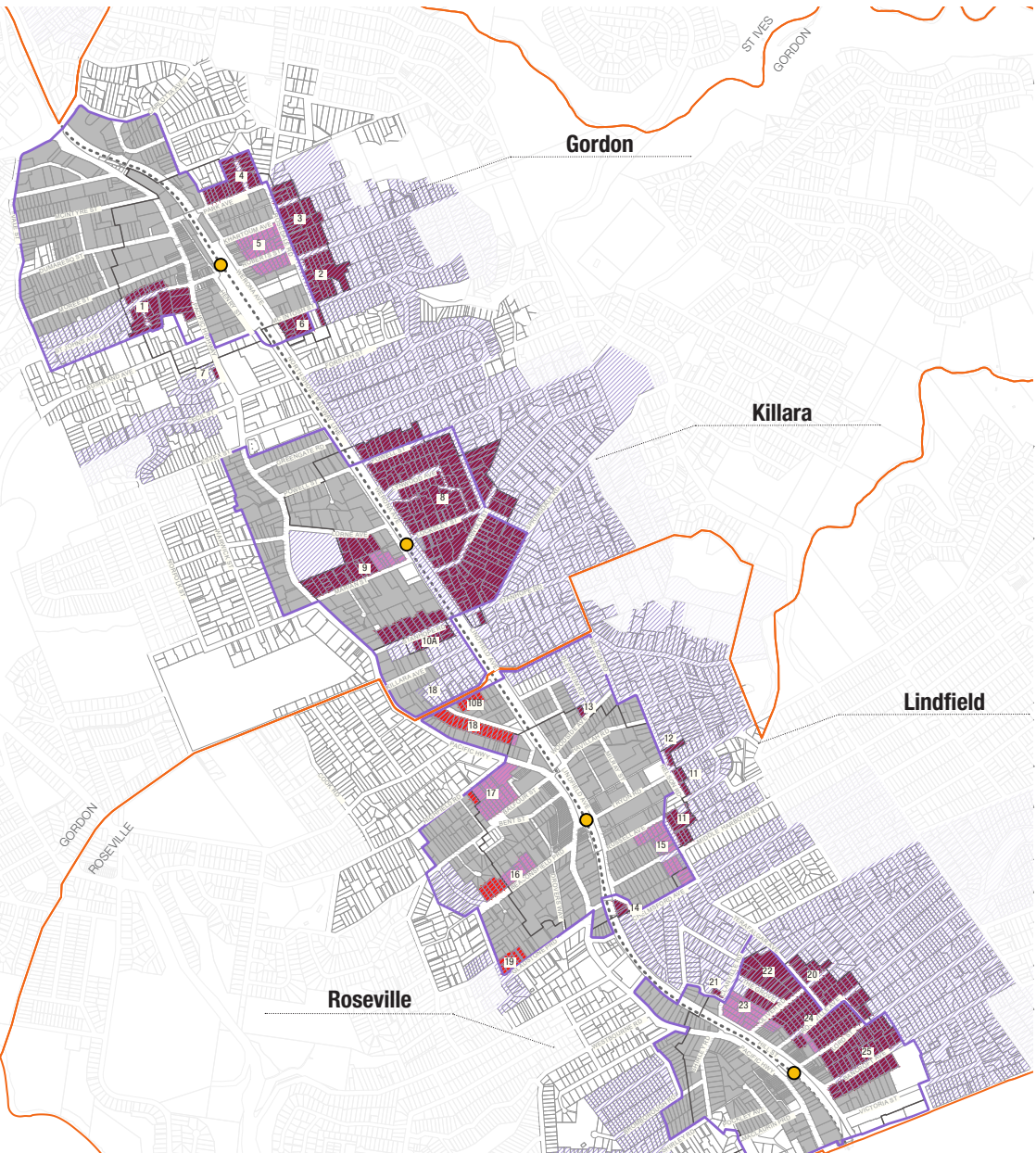


Figure A7.1 Heritage Conservation Area Impacts: Preferred Scenario & TOD Controls

LEGEND

Transport

- Train Station
- Railway Line

Cultural Protection

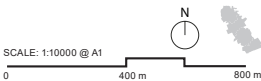
- Heritage Conservation Areas

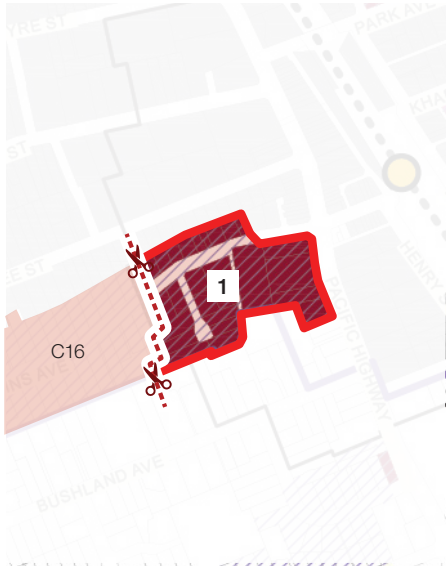
Planning & Land Use Designation

- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Ward Boundary
- Existing zone retained

HCA with Rezoning Status

- Land to be rezoned
- HCA impacted by TOD controls and excluded from the preferred scenario
- HCA impacted by TOD controls and included in the preferred scenario
- HCA not impacted by TOD controls but included in the preferred scenario

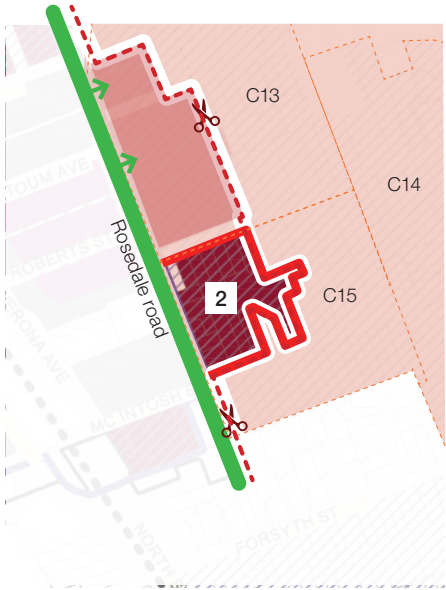


Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Gordon	1	C16 St Johns Avenue Conservation Area	Yes (part)	No	<p>C16 is a linear shaped HCA stretching about 600m from the Pacific Highway to Vale Street. The TOD impacts on about 30% of this HCA at its eastern end from just west of Oberon Crescent up to the Pacific Highway creating interface impacts and impacting on the integrity of HCA. The HCA includes St Johns Church, manse and cemetery which are listed items.</p> <p>The portion of the HCA impacted by the TOD is contiguous with the remainder of the HCA which extends west down slope to Vale Street.</p> <p>There is no suitable planning solution that would allow the HCA to be divided in two parts and manage downslope transition impacts.</p> <p>The preferred option protects C16 St Johns Avenue Conservation Area in its entirety consistent with Principle 3 - Preserve Heritage Conservation Areas and Principle 5 - Manage transition impacts</p> 

LEGEND

- HCA impacted by TOD controls and **excluded** from the preferred scenario
- HCA impacted by TOD controls and **included** in the preferred scenario
- HCA **not** impacted by TOD controls but **included** in the preferred scenario
- Segmenting Conservation Area
- Poor Interface Outcome
- Desirable Interface Outcome

Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Gordon	2	C15 Gordon Park Estate Macintosh/ Ansell Grant Conservation Area	Yes (part)	No	<p>The TOD affects the western portion of the HCA between Macintosh Street and Nelson Road resulting in potential for extensive interface impacts along the eastern and southern TOD boundary and impacting on integrity of HCA.</p> <p>This HCA is contiguous with C14 and C13 and lacks a spatially discrete boundary to the east where it meets C14.</p> <p>Inclusion of this HCA as high density residential would create zone transition impacts that are not easily mitigated. Therefore it is proposed to contract the TOD development boundary westward to Rosedale Road which would become the boundary between high density (west of Rosedale Road) and low density (east of Rosedale Road).</p> <p>Accordingly, the Preferred Scenario protects C15 Gordon Park Estate Conservation Area in its entirety consistent with Principle 3 - Preserve Heritage Conservation Areas and Principle 5 - Manage transition impacts.</p>

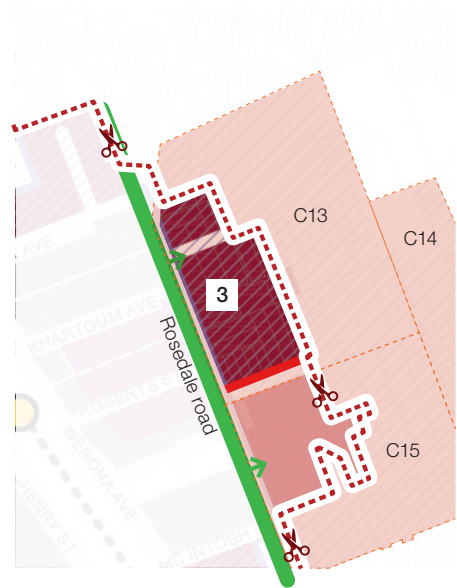


LEGEND

- HCA impacted by TOD controls and **excluded** from the preferred scenario
- HCA impacted by TOD controls and **included** in the preferred scenario
- HCA **not** impacted by TOD controls but **included** in the preferred scenario
- Segmenting Conservation Area
- Poor Interface Outcome
- Desirable Interface Outcome

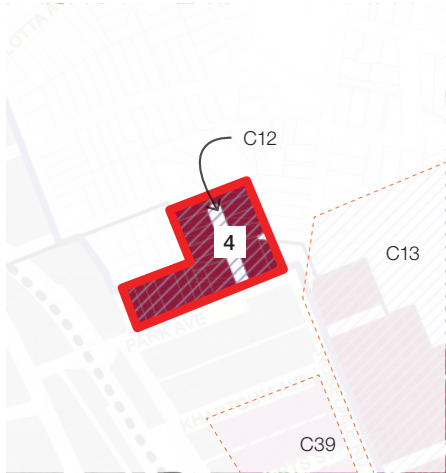
PREFERRED SCENARIO - JUSTIFICATION FOR TOD AREAS REMOVED AND ADDED – HERITAGE CONSERVATION AREAS

Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Gordon	3	C13 Roberts Grant Conservation Area	Yes (part)	No	<p>The TOD affects the majority of this HCA resulting in extensive interface impacts along the eastern TOD boundary particularly between Nelson Road and Melkin End. The TOD also impacts on the integrity of the HCA.</p> <p>This HCA is contiguous with C14 and C15 and lacks a spatially discrete boundary to the east where it meets C14.</p> <p>Inclusion of this HCA as high density residential would create zone transition impacts that are not easily mitigated. Therefore it is proposed to contract the TOD development boundary westward to Rosedale Road which would become the boundary between high density (west of Rosedale Road) and low density (east of Rosedale Road).</p> <p>Accordingly, the Preferred Scenario protects C13 Roberts Grant Conservation Area in its entirety consistent with Principle 3 - Preserve Heritage Conservation Areas and Principle 5 - Manage transition impacts.</p>



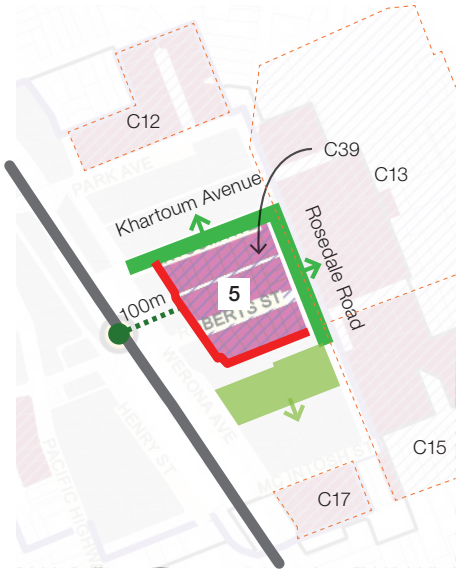
LEGEND

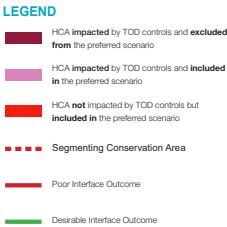
- HCA impacted by TOD controls and excluded from the preferred scenario
- HCA impacted by TOD controls and included in the preferred scenario
- HCA not impacted by TOD controls but included in the preferred scenario
- Segmenting Conservation Area
- Poor Interface Outcome
- Desirable Interface Outcome

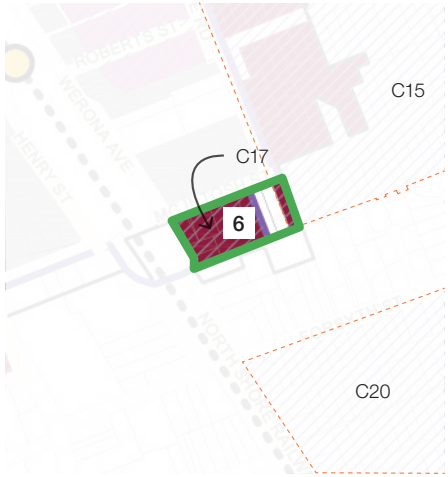
Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Gordon	4	C12 Gordondale Estate Conservation Area	Yes	No	<p>A small HCA comprising 18 properties of which 7 are listed heritage items. The high proportion of heritage items would likely limit development potential of area.</p> <p>TOD impacts on integrity of HCA and isolates several heritage items. The TOD would also result in interface impacts to north and east.</p> <p>The Preferred Scenario protects the C12 Gordondale Estate Conservation Area in its entirety consistent with Principle 2 - Minimise impacts on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas, and Principle 5 - Manage transition impacts.</p> 

LEGEND

- HCA impacted by TOD controls and excluded from the preferred scenario
- HCA impacted by TOD controls and included in the preferred scenario
- HCA not impacted by TOD controls but included in the preferred scenario
- Segmenting Conservation Area
- Poor Interface Outcome
- Desirable Interface Outcome

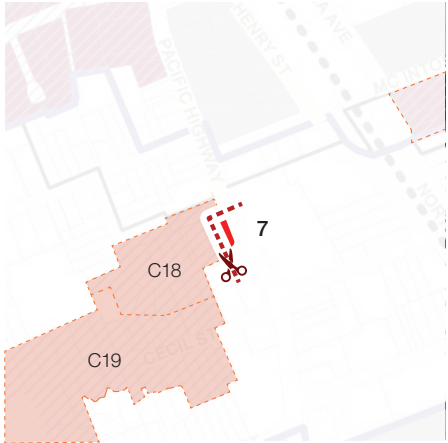
Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Gordon	5	C39 Robert Street/Khartoum Avenue Conservation Area	Yes	Yes	<p>The TOD impacts the whole of this HCA.</p> <p>As discussed above it is proposed to fully protect the HCAs to the east of Rosedale Road and contract the TOD development boundary westward to Rosedale Road.</p> <p>This HCA is proposed for high density residential based on the following planning criteria:</p> <ul style="list-style-type: none">• proximity of HCA to rail station (within 250m)• low concentration of heritage items• discrete boundaries formed by Rosedale Road, Park Avenue and Gordon Recreation Grounds minimise transition impacts. <p>The inclusion of C39 will create a more balanced pattern of land use between the eastern and western sides of Gordon.</p> <p>The inclusion of C39 will assist with meeting dwelling targets.</p> 

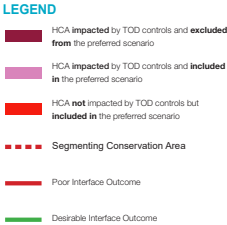


Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Gordon	6	C17 Gordon Park Conservation Area	Yes	No	<p>C17 is a small HCA comprising 6 properties including a State Heritage Item (Eryldene). The TOD impacts the entire HCA resulting in potential interface issues on the east. The presence of a State Heritage Item would likely limit the development potential of this area.</p> <p>The preferred option fully protects C17 St Gordon Park Avenue Conservation Area consistent with Principle 2 - Minimise impacts on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas, Principle 5 - Manage transition impacts.</p> 

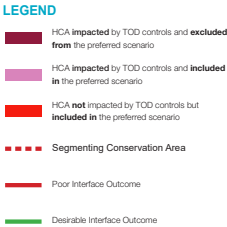
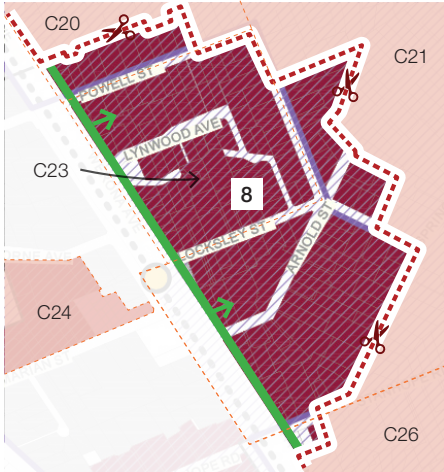
LEGEND

- HCA impacted by TOD controls and **excluded** from the preferred scenario
- HCA impacted by TOD controls and **included** in the preferred scenario
- HCA **not** impacted by TOD controls but **included** in the preferred scenario
- Segmenting Conservation Area
- Poor Interface Outcome
- Desirable Interface Outcome

Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Gordon	7	1 Yarabah Avenue	Yes	No	<p>This property has an area of 816sqm and is located within C18 Yarabah Avenue Conservation Area.</p> <p>The property is included within the TOD due to anomalies arising from the application of a 400m radius to define the development boundary of TOD.</p> <p>It is proposed to retain the property as low density residential within C18, an HCA proposed to be fully protected in the Preferred Scenario. This is consistent with Principle 3 - Preserve Heritage Conservation Areas and Principle 5 - Manage transition impacts.</p> 

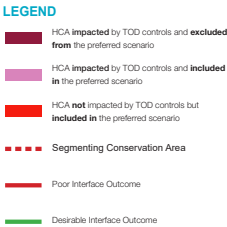
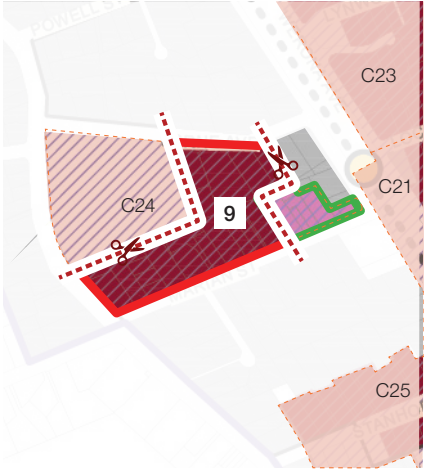


Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Killara	8	C20 Greengate Estate Conservation Area, C21 Springdale Conservation Area, C23 Lynwood Avenue Conservation Area	Yes	No	<p>The TOD impacts on the entirety of C23; a small part of C21 between Locksley Street, Stanhope Road and Springdale Road; and a small part of C20 along southern edge fronting Powell Street.</p> <p>The three Conservation areas merge to create a continuous area on the eastern side of Killara.</p> <p>The precinct has a high concentration of heritage items, as well as irregular street and block patterns that make the area largely unsuitable for development.</p> <p>The preferred option protects C20, C21 and C23 in their entirety consistent with Principle 2 - Minimise impacts on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas and Principle 5 - Manage transition impacts.</p>

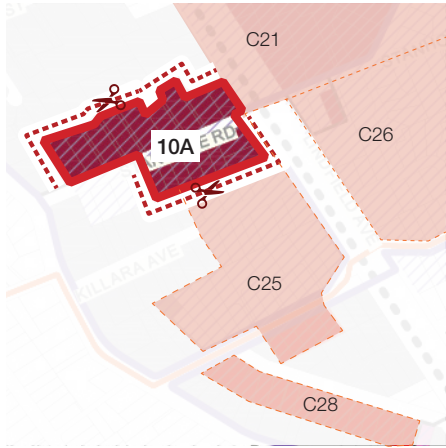


PREFERRED SCENARIO - JUSTIFICATION FOR TOD AREAS REMOVED AND ADDED – HERITAGE CONSERVATION AREAS

Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Killara	9	C24 Marian Street Conservation Area	Yes	Part Only	<p>The TOD impacts on the entirety of C24</p> <p>C24 is a relatively small HCA with some 25 properties and about 10 heritage items. By area C24 comprises of heritage items for over 70% of its area. The area includes Regimental Park owned by Sydney Water which is listed as a local heritage item.</p> <p>Due to the concentration of heritage items the HCA is largely unsuitable for development except for a portion at its eastern end which is proposed for mixed-use (nos.1, 3, 5, 7, 11-15 and 17 Marian Street).</p> <p>A mixed-use building in this location will provide activation of the street corner. The Preferred Scenario protects this HCA in consistency with Principle 7 – Support Local Centre Revitalisation.</p>

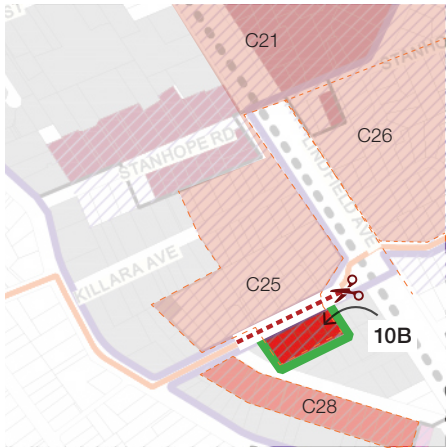


Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Killara	10A	C25 Stanhope Road Conservation Area	Yes	No	<p>C25 is a relatively small HCA located between the railway and Pacific Highway, expanding from south of Treatts Road to Northern side of Stanhope Road. Under the TOD SEPP properties on either side of Stanhope Road within C25 were impacted.</p> <p>This HCA is described in two parts:</p> <ul style="list-style-type: none">- Properties fronting Stanhope Road (10A)- Properties fronting Killara Ave and Treatts Road (10B) <p>Due to the concentration of heritage items in this part of the HCA it is deemed as largely unsuitable for development.</p> <p>The preferred option protects this portion of C25 consistent with Principle 2 - Minimise impacts on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas and Principle 5 - Manage transition impacts.</p>



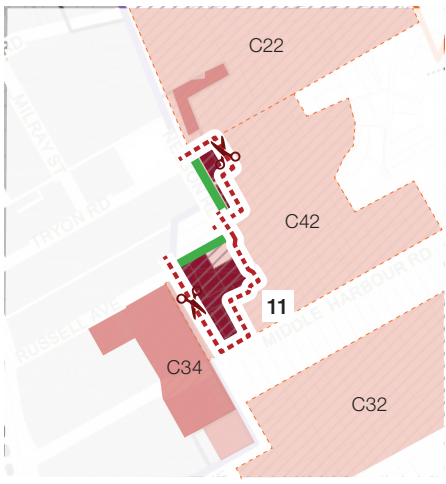
LEGEND

- HCA impacted by TOD controls and **excluded** from the preferred scenario
- HCA impacted by TOD controls and **included** in the preferred scenario
- HCA **not** impacted by TOD controls but **included** in the preferred scenario
- Segmenting Conservation Area
- Poor Interface Outcome
- Desirable Interface Outcome

Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Killara	10B	C25 Stanhope Road Conservation Area	No	Yes (part - 5 properties)	<p>Five properties along the edge of this portion of C25 (3, 5, 7, 9 & 11 Treatts Rd) are identified for upzoning in the Preferred Scenario. Although these properties were not originally included for upzoning under the TOD SEPP, they have been incorporated into the Preferred Scenario to create a more gradual height transition from the development proposed along Wolseley Road and Treatts Road. This is consistent with Principle 5 - Manage transition impacts.</p> 

LEGEND

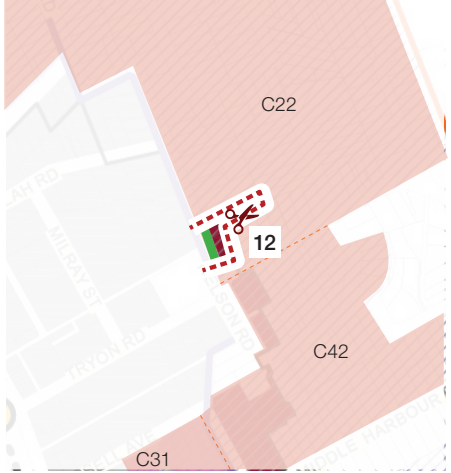
- HCA impacted by TOD controls and **excluded** from the preferred scenario
- HCA impacted by TOD controls and **included** in the preferred scenario
- HCA **not** impacted by TOD controls but **included** in the preferred scenario
- Segmenting Conservation Area
- Poor Interface Outcome
- Desirable Interface Outcome

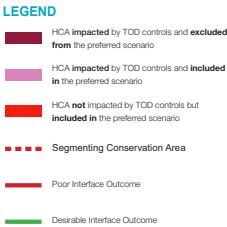
Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Lindfield	11	C42 Middle Harbour Road Conservation Area	Yes (part)	No	<p>Eight properties in this HCA are affected by the TOD with an additional 3 heritage items directly interfacing.</p> <p>The HCA has discrete boundaries defined by Trafalgar Avenue, Russell Lane, Nelson Road, Tryon Road, Valley Road, Howard Street, Capper Street and Middle Harbour Road.</p> <p>Due to the concentration of heritage items in this portion of the HCA it is deemed as largely unsuitable for development. Additionally, there is no suitable planning solution that would allow this portion of the HCA to be divided from the remainder. The Preferred Scenario protects C42 in its entirety consistent with Principle 2 - Minimise impacts on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas and Principle 5 - Manage transition impacts.</p> 

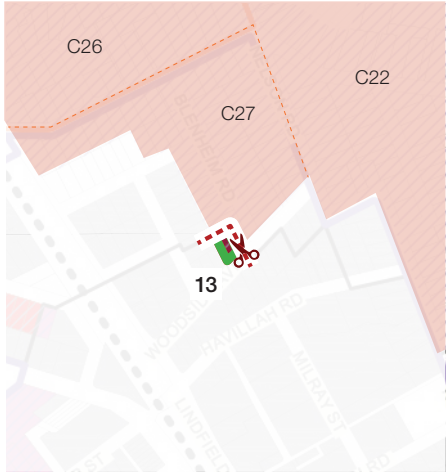
LEGEND

- HCA impacted by TOD controls and **excluded** from the preferred scenario
- HCA impacted by TOD controls and **included** in the preferred scenario
- HCA **not** impacted by TOD controls but **included** in the preferred scenario
- Segmenting Conservation Area
- Poor Interface Outcome
- Desirable Interface Outcome

PREFERRED SCENARIO - JUSTIFICATION FOR TOD AREAS REMOVED AND ADDED – HERITAGE CONSERVATION AREAS

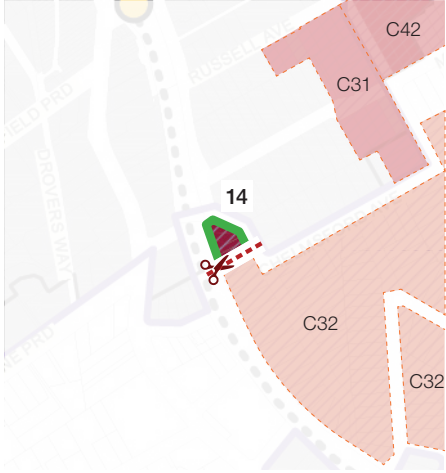
Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Lindfield	12	C22 Crown Blocks Conservation Area	Yes, 2 properties	No	<p>The TOD affects 2 properties within this HCA (no.1 Nelson Road and no.30 Tryon Road)</p> <p>The properties are included within the TOD due to anomalies arising from the application of a 400m radius to define the development boundary of TOD.</p> <p>It is proposed to contract the TOD development boundary to Nelson Road to protect the integrity of the HCA and mitigate against transition impacts.</p> <p>Under the Preferred Scenario, the subject properties will be retained as low-density housing within an HCA.</p> 

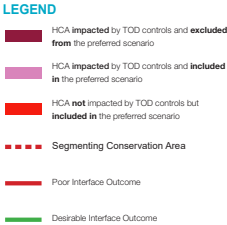


Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Lindfield	13	C27 Blenheim Road Conservation Area	Yes, 1 property	No	<p>The TOD affects 1 property within this HCA (no.12 Woodside Road).</p> <p>The property is included within the TOD due to anomalies arising from the application of a 400m radius to define the development boundary of TOD.</p> <p>It is proposed to contract the TOD development boundary to Highgate Road and Woodside Avenue to protect the integrity of the HCA and mitigate against transition impacts.</p> <p>Under the Preferred Scenario, the subject property will be retained as low-density housing within an HCA.</p> 

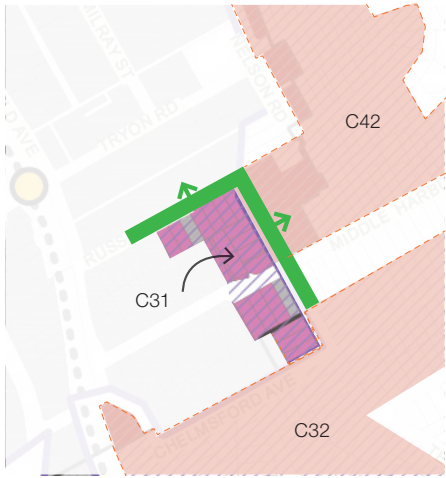
LEGEND

- HCA impacted by TOD controls and **excluded** from the preferred scenario
- HCA impacted by TOD controls and **included** in the preferred scenario
- HCA **not** impacted by TOD controls but **included** in the preferred scenario
- Segmenting Conservation Area
- Poor Interface Outcome
- Desirable Interface Outcome

Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Lindfield	14	C32 Clanville Conservation Area	Yes, 2 properties	No	<p>The TOD affects 2 properties within this HCA (nos. 34 and 36 Strickland Avenue).</p> <p>The properties are included within the TOD due to anomalies arising from the application of a 400m radius to define the development boundary of TOD.</p> <p>It is proposed to contract the TOD development boundary to Strickland Avenue to protect the integrity of the HCA and mitigate against transition impacts.</p> <p>Under the Preferred Scenario, the subject property will be retained as low-density housing within an HCA.</p> 



Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Lindfield	15	C31 Trafalgar Avenue Conservation Area	Yes	Yes	<p>C31 is a small HCA located at the eastern ends of Russell Avenue, Middle Harbour Road and Chelmsford Avenue near the intersection with Trafalgar Avenue, it comprises 19 properties of which two are listed items.</p> <p>The TOD development boundary generally extends all the way to Trafalgar Avenue impacting on most of the HCA but excludes no.s42,44 and 46 Trafalgar Avenue.</p> <p>On the eastern and southern boundaries, the HCA is defined on 3 sides by roads resulting in clear boundaries separating it from nearby C32 and C42. The western boundary of the HCA interfaces directly with low density housing (proposed for 5-8 storey apartment buildings) and lacks a spatially discrete boundary.</p> <p>Retention of this HCA would create zone transition impacts that are not easily mitigated therefore it is proposed to retain the TOD development boundary at Trafalgar Avenue and incorporate the HCA within a high-density residential zone.</p> <p>The proposal is consistent with Principle 5 - Manage transition impacts.</p> <p>The inclusion of C31 will assist with meeting dwelling targets.</p>

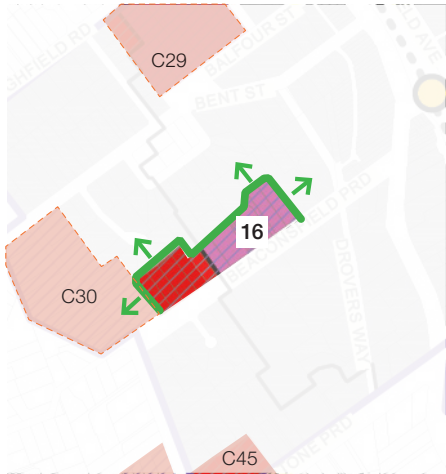


LEGEND

- HCA impacted by TOD controls and excluded from the preferred scenario
- HCA impacted by TOD controls and included in the preferred scenario
- HCA not impacted by TOD controls but included in the preferred scenario
- Segmenting Conservation Area
- Poor Interface Outcome
- Desirable Interface Outcome

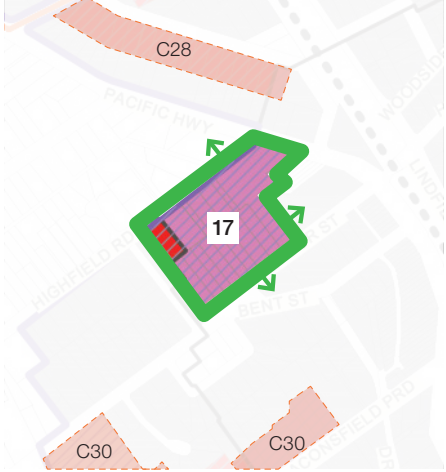
PREFERRED SCENARIO - JUSTIFICATION FOR TOD AREAS REMOVED AND ADDED – HERITAGE CONSERVATION AREAS

Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Lindfield	16	C30 Frances Street Conservation Area	Yes (part - 6 properties)	Yes (part - 11 properties)	<p>This HCA is an L-shaped HCA that can be described in two parts:</p> <ul style="list-style-type: none">-11 properties fronting Beaconsfield Parade (nos. 11, 15, 17, 19, 21, 25, 27, 29, 31, 33, 35 Beaconsfield Parade); and-23 properties fronting Frances Street (1 - 26 Frances Street). <p>The TOD impacts 6 properties fronting Beaconsfield Parade within C30.</p> <p>The complexity of the street, block and lot pattern in this area make it very difficult to find a solution that does not result in heritage and transition impacts.</p> <p>In this case a small extension to TOD boundary is proposed to include nos. 27, 29, 31, 33 and 35 Beaconsfield as there is no suitable planning solution that would allow dividing this portion of the HCA without compromising its integrity and resulting in interface impacts.</p>



LEGEND


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- HCA impacted by TOD controls and **included** in the preferred scenario
- HCA **not** impacted by TOD controls but **included** in the preferred scenario
- Segmenting Conservation Area
- Poor Interface Outcome
- Desirable Interface Outcome

Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Lindfield	17	C29 Balfour Street/ Highfield Road Conservation Area	Yes (all but one property)	Yes	<p>All properties, but one, within this HCA are affected by the TOD. The upper portion of the HCA towards the Pacific Highway is occupied by the Holy Family School and church. There is only one heritage item out of a total of 13 properties within the HCA.</p> <p>This area is recommended for high density residential in the Preferred Scenario based on the following considerations:</p> <ul style="list-style-type: none">-low concentration of heritage items-proximity to the rail station-discrete boundaries formed by roads and school minimise interface impacts-Most properties within a 200m walk of Coles supermarket <p>The inclusion of C29 will assist with meeting dwelling targets. consistent with Principle 5 - Manage transition impacts.</p> 







LEGEND

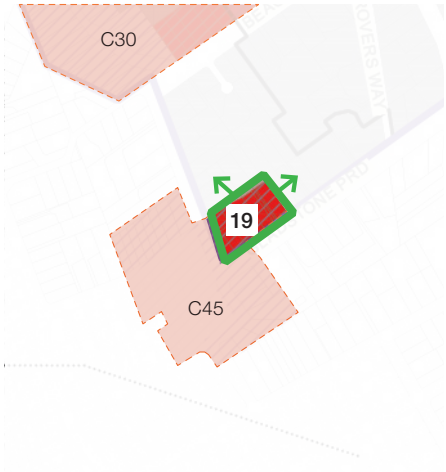
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- Segmenting Conservation Area
- Poor Interface Outcome
- Desirable Interface Outcome

PREFERRED SCENARIO - JUSTIFICATION FOR TOD AREAS REMOVED AND ADDED – HERITAGE CONSERVATION AREAS

Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Lindfield	18	C28 Wolseley Road Conservation Area	Yes, 1 property	Yes	<p>C28 is a linear HCA comprising 16 properties fronting Wolseley Road with no heritage items.</p> <p>TOD affects only one property at the eastern end (12 Wolseley Road) due to anomalies arising from the application of a 400m radius to define the development boundary of TOD.</p> <p>It is proposed to extend the TOD development boundary to include the whole of C28 as high density residential based on planning criteria:</p> <ul style="list-style-type: none"> • absence of heritage items • proximity to the rail station • discrete boundaries formed by roads will minimise interface impacts • adjoining proposed high density zone fronting Pacific Highway and on the opposite side of Wolseley Road • assist with meeting dwelling targets. 

LEGEND

-  HCA impacted by TOD controls and **excluded** from the preferred scenario
-  HCA impacted by TOD controls and **included** in the preferred scenario
-  HCA **not** impacted by TOD controls but **included** in the preferred scenario
-  Segmenting Conservation Area
-  Poor Interface Outcome
-  Desirable Interface Outcome

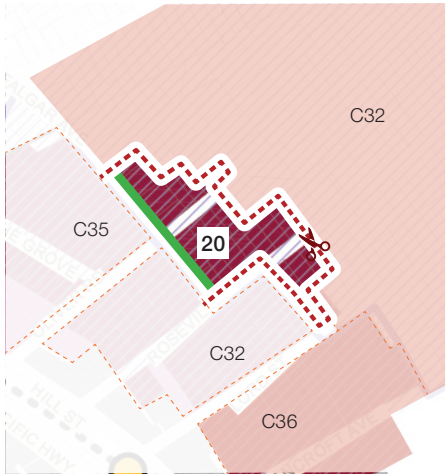
Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Lindfield	19	C45 Lindfield West Conservation Area	No	Yes, partially (7 properties)	<p>The TOD does not affect this HCA</p> <p>Seven properties from the HCA are proposed to be included within the Preferred Scenario as R4 – High Density Residential. The properties are located on the corner of Norwood Ave and Gladstone Pde and include no.9 Norwood Ave and nos.25, 27, 29, 31, 33 and 35 Gladstone Parade.</p> <p>These properties will form part of a large R4 zone defined by Beaconsfield Pde, Norwood Ave, Gladstone Pde and Drovers Way.</p> <p>The properties are spatially separated from the remainder of the HCA and it is proposed to extend the development boundary to include this portion of C45 to mitigate against transition impacts consistent with Principle 5 - Manage transition impacts.</p> 

LEGEND

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- Poor Interface Outcome
- Desirable Interface Outcome

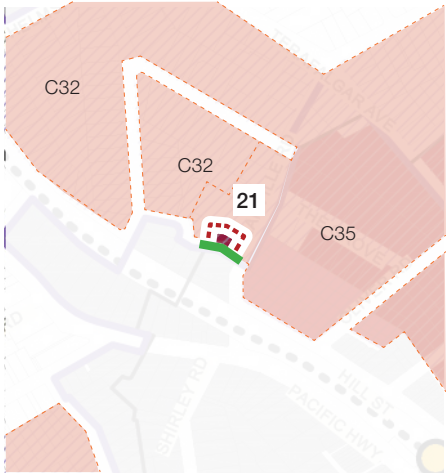
PREFERRED SCENARIO - JUSTIFICATION FOR TOD AREAS REMOVED AND ADDED – HERITAGE CONSERVATION AREAS

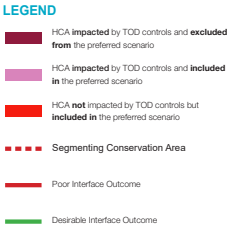
Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Roseville	20	C32 Clanville Conservation Area (portion west of Clanville Road, and north-east of of Trafalgar Avenue, Martin Lane, Glencroft Road and Roseville College	Yes	No	<p>C32 is a large conservation area stretching to all the way to Archibold Road to the north-east and Chelmsford Avenue to the north-west.</p> <p>The TOD affects only a small number of properties (22 properties) in this HCA due to anomalies arising from the application of a 400m radius to define the development boundary of TOD.</p> <p>It is proposed to contract the TOD development boundary westward to align with Trafalgar Avenue, Martin Lane, Glencroft Road and Roseville College and protect this portion of C32 in its entirety consistent with Principle 2 - Minimise impacts on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas and Principle 5 - Manage transition impacts.</p>

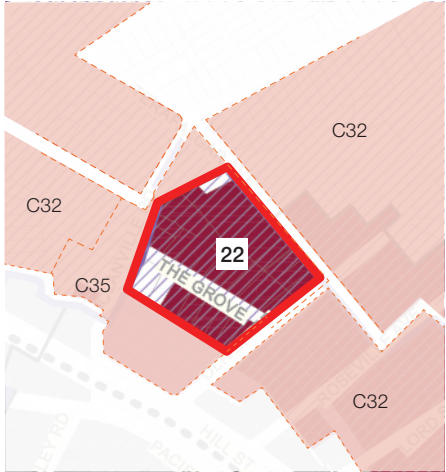


LEGEND

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- Poor Interface Outcome
- Desirable Interface Outcome

Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Roseville	21	C32 Clanville Conservation Area	Yes	No	<p>The TOD affects one property (no.8 Clanville Road) on the northwestern side of Clanville Road</p> <p>The property is included within the TOD due to anomalies arising from the application of a 400m radius to define the development boundary of TOD.</p> <p>It is proposed to contract the TOD development boundary to Clanville Road to mitigate against transition impacts and protect the HCA.</p> <p>The subject property will be retained as low- density housing within an HCA consistent with Principle 3 - Preserve Heritage Conservation Areas and Principle 5 - Manage transition impacts.</p> 

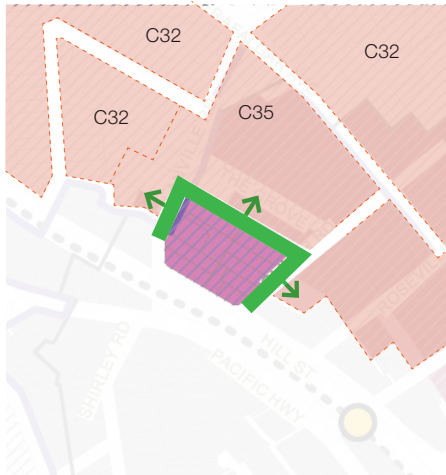


Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Roseville	22	C35 The Grove conservation Area	Yes	No	<p>The TOD affects all properties within the block defined by The Grove, Clanville Road, Trafalgar Avenue and Oliver Road, which forms part of C35.</p> <p>Due to the high concentration of heritage items in this HCA it is deemed as largely unsuitable for development.</p> <p>The preferred option protects this portion of C35 in its entirety consistent with Principle 2 - Minimise impacts on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas and Principle 5 - Manage transition impacts.</p> 

LEGEND

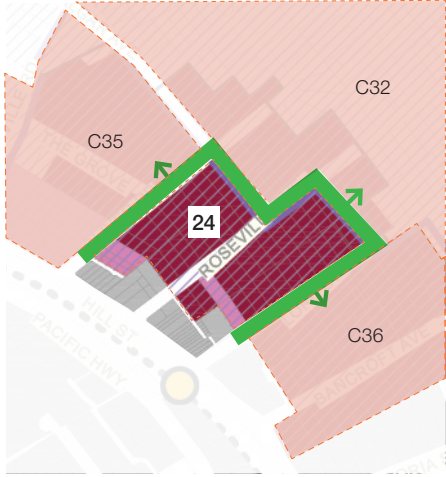
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- HCA **not** impacted by TOD controls but **included** in the preferred scenario
- Segmenting Conservation Area
- Poor Interface Outcome
- Desirable Interface Outcome

Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Roseville	23	C35 The Grove conservation Area	Yes	Yes (part - 11 properties)	<p>The TOD affects all properties within the block defined by Clanville Road, The Grove, Oliver Road and Hill Street which forms part of C35.</p> <p>The location of this block (fronting Hill Street) represents an opportunity to extend the Hill Street commercial precinct. Additional retail and commercial uses are required to support future population growth.</p> <p>In the preferred scenario the properties on the southwestern edge are identified for a mixed-used use zone (nos. 1 and 3 Clanville, nos. 2 and 4 Oliver and 75 Hill Street). Properties to the rear of these are identified for high density residential (nos. 5, 7 & 9 Clanville and 6, 8 & 10 Oliver).</p> <p>The preferred scenario partially retains a portion of C35 which include the properties fronting the Grove (nos. 2-16, The Grove)</p> <p>Mixed-use in this location will provide activation of Hill Street and activation of the street corner and is consistent with Principle 7 – Support Local Centre Revitalisation.</p> <p>The inclusion of part of C35 will assist with meeting dwelling targets.</p>



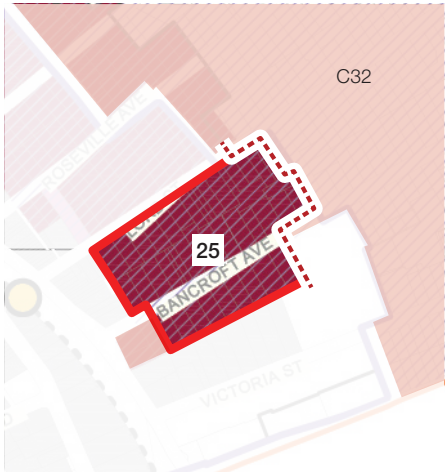
LEGEND

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- Segmenting Conservation Area
- Poor Interface Outcome
- Desirable Interface Outcome

Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Roseville	24	C32 Clanville Conservation Area (portion bounded by Oliver Road, Trafalgar Avenue, Roseville Avenue, Martin Lane and Lord Street	Yes	Yes (part - 5 properties)	<p>This area sits adjacent to the larger C32 precinct to the east, and is clearly defined with roads bordering 3 sides, creating a distinct boundary.</p> <p>The Preferred Scenario aims to protect contiguous heritage conservation areas with high concentrations of heritage items. As such, development impacts around this area are minimised by transferring additional dwelling capacity from the east side of the Roseville train station to Lindfield.</p> <p>This portion of C32 is protected while allowing upzoning on the section fronting Hill Street with gradual height transition eastward.</p> <p>Under the Preferred Scenario, two properties (4 Lord St and 7 Roseville Ave) will be upzoned to create gradual height transitions towards the low density housing. Two properties adjacent to Council Car Park will be rezoned to RE1 for provision of future open space. Additionally, three properties on Oliver Road (1A, 3 & 5 Oliver Rd) will be upzoned to allow for the extension of the E1 zone. This is consistent with Principle 2 - Minimise impacts on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas, Principle 5 - Manage transition impacts, and Principle 7 - Support Local Centre Revitalisation.</p> 

LEGEND

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- Poor Interface Outcome
- Desirable Interface Outcome






Location	Site Refer Figure #	Description	HCA Included in TOD	HCA Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Roseville	25	C36 Lord Street/ Bancroft Avenue Conservation Area	Yes	No	<p>The TOD affects the majority of this HCA with the exception of:</p> <ul style="list-style-type: none">37 Lord Street which is omitted due to anomalies arising from the application of a 400m radius to define the development boundary of TOD.10 heritage items which are isolated by the TOD <p>Due to the high concentration of heritage items in this HCA it is deemed as largely unsuitable for development.</p> <p>The preferred option protects C36 in its entirety consistent with Principle 2 - Minimise impacts on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas and Principle 5 - Manage transition impacts.</p> 

LEGEND







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- HCA **not** impacted by TOD controls but **included** in the preferred scenario
- Segmenting Conservation Area
- Poor Interface Outcome
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PREFERRED SCENARIO - JUSTIFICATION FOR TOD AREAS REMOVED AND ADDED – HERITAGE CONSERVATION AREAS

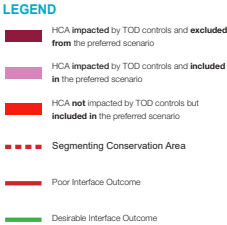
LEGEND

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-  Segmenting Conservation Area
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-  Desirable Interface Outcome







LEGEND

-  HCA impacted by TOD controls and **excluded** from the preferred scenario
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-  Poor Interface Outcome
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PREFERRED SCENARIO - JUSTIFICATION FOR TOD AREAS REMOVED AND ADDED – HERITAGE CONSERVATION AREAS



LEGEND

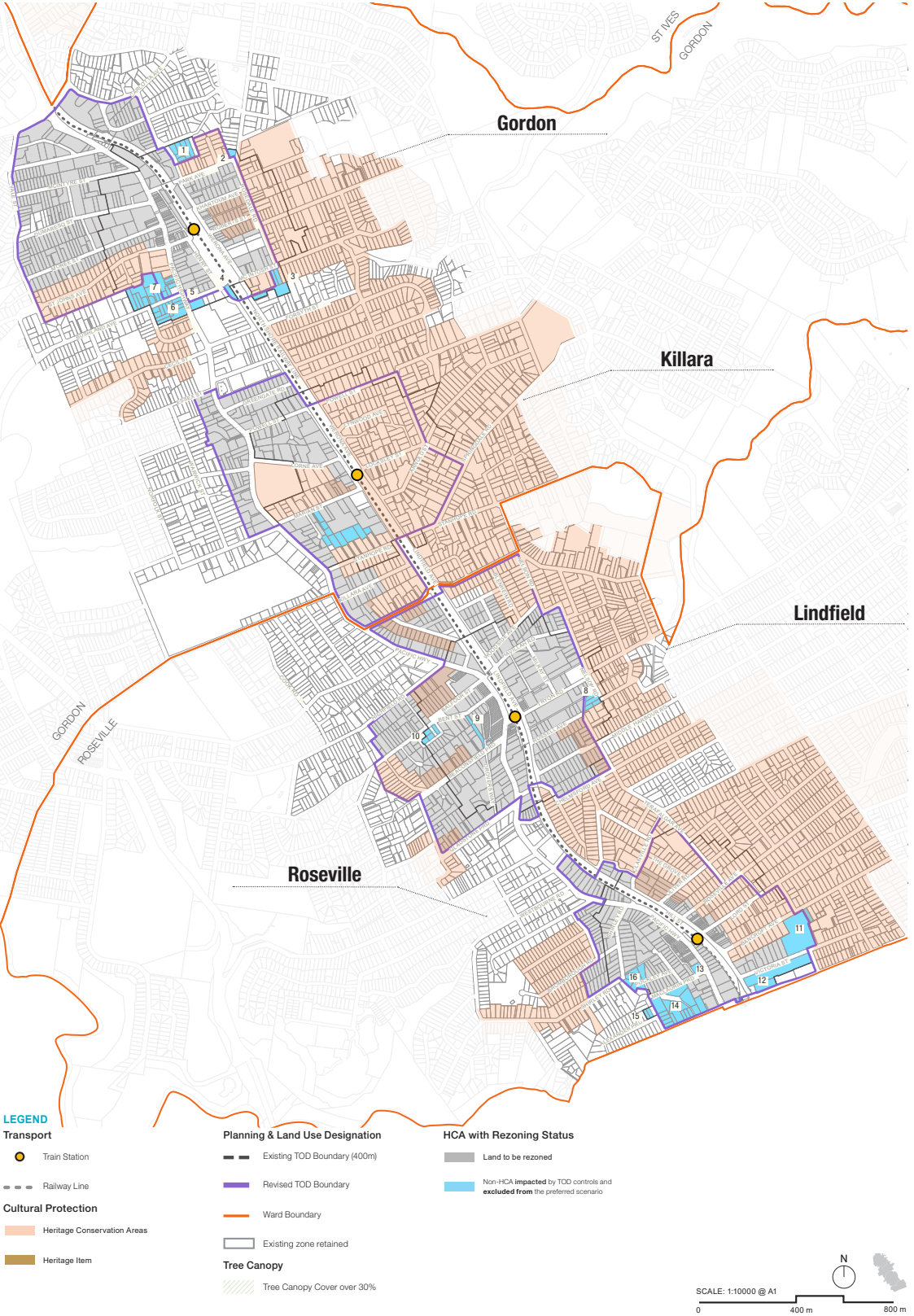
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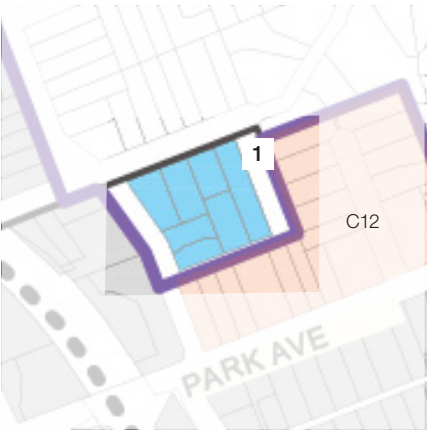
PREFERRED SCENARIO - JUSTIFICATION FOR TOD AREAS REMOVED AND ADDED – HERITAGE CONSERVATION AREAS

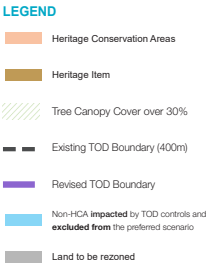
Preferred Scenario

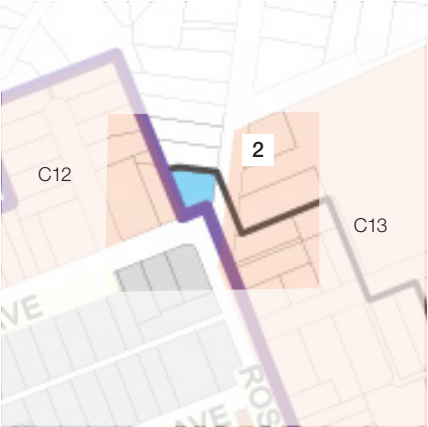
Attachment A7

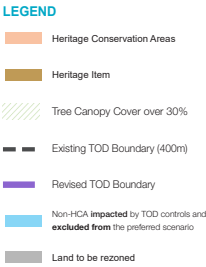
Justification for TOD Areas Removed from Preferred Scenario – Non Heritage Areas

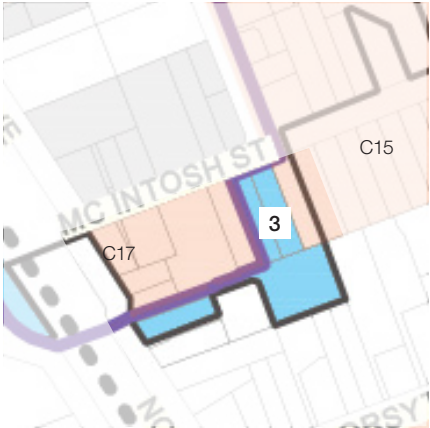


Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Gordon	1	Portion of Burgoyne Street - Pearson Avenue	Yes	No	<p>This block consists of seven properties (3A, 3B, 5A, 7 Burgoyne Street, 1 & 3 Pearson Avenue, and 4 Burgoyne Lane). These properties are located on the edge of the revised TOD boundary neighbouring low density housing to their north and C12 Gordondale Estate Conservation Area to their east and south.</p> <p>There is a high concentration of Heritage Items adjoining this block which would likely limit its development potential. Furthermore, one of the properties (3A Burgoyne Street) contains biodiversity that supports core biodiversity land.</p> <p>Unlike TOD, the Preferred Scenario excludes these seven properties from high density development. This is to avoid interface impacts on the adjoining Heritage Items and C12 Conservation Area which is proposed to be fully protected. This is consistent with Principle 1 - Avoid Environmentally Sensitive Areas, Principle 2 - Minimise Impact on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas, and Principle 5 - Manage transition impacts.</p> 



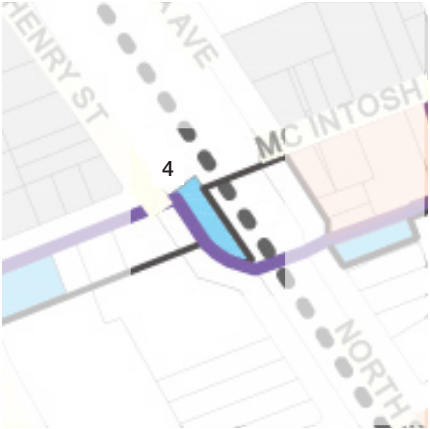
Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Gordon	2	14 Rosedale Road	Yes	No	<p>This property is surrounded by two Conservation Areas (C12 to the west and C13 to the east). There are heritage items adjoining the property on both sides (16-18 Rosedale Road and 26 Park Avenue). The property and its surrounding block benefit from high tree canopy coverage (over 30%).</p> <p>The area's current low density residential zoning is complicated by overlapping TOD provisions and heritage items creating a patchwork development pattern. This irregular configuration, with TOD parcels isolated between heritage items at the Rosedale Road corner, prevents feasible lot amalgamation and could result in undesirable transition impacts.</p> <p>Considering all of the above challenges, the Preferred Scenario excludes 14 Rosedale Road from high density development consistent with Principle 1 - Avoid Environmentally Sensitive Areas, Principle 2 - Minimise Impact on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas, Principle 4 - Minimise Impact on the Tree Canopy, and Principle 5 - Manage transition impacts.</p> 



Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Gordon	3	Portion of McIntosh Street and Werona Avenue Block	Yes	No	<p>This portion of McIntosh Street and Werona Avenue block, contains 10 properties plus a State Significant Heritage Item (Eryldene). Six of these properties (11, 15, 17, 19 & 25 McIntosh Street, and 57 and 59 Werona Avenue) are in the two Conservation Areas of C15 and C17 while the subject four properties (21 & 23 McIntosh Street and 53 & 55 Werona Avenue) do not fall in either of the HCAs.</p> <p>The Preferred Scenario proposes to protect the integrity of C15 and C17 Conservation Areas. High density development in the area between these two conservation areas would result in transition impacts. Therefore, these four properties are excluded from high density development in consistency with Principle 2 - Minimise Impact on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas, and Principle 5 - Manage transition impacts.</p> 


LEGEND

- Heritage Conservation Areas
- Heritage Item
- Tree Canopy Cover over 30%
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Non-HCA impacted by TOD controls and excluded from the preferred scenario
- Land to be rezoned

Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Gordon	4	15 Henry Street	Yes	No	<p>Originally included for high density development under the TOD SEPP, this parcel of land is property of Ravenswood School for Girls. Council's Preferred Scenario avoids high density development on land allocated for educational facilities and community infrastructure. The site is currently zoned for high density residential and is proposed to retain its existing height and FSR.</p> 

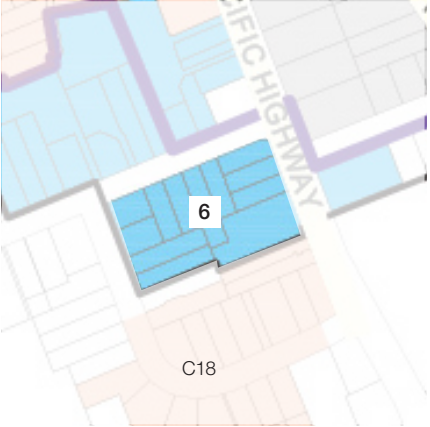
LEGEND

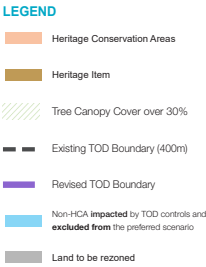
- Heritage Conservation Areas
- Heritage Item
- Tree Canopy Cover over 30%
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Non-HCA impacted by TOD controls and excluded from the preferred scenario
- Land to be rezoned

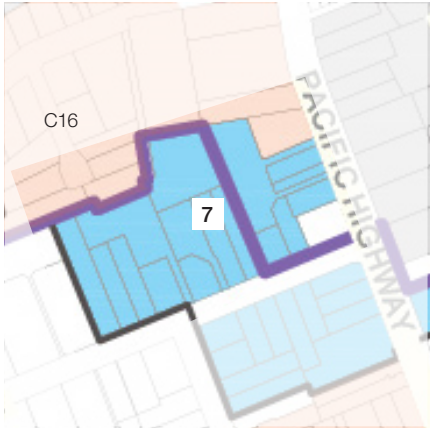
Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Gordon	5	695 Pacific Highway	Yes	No	<p>Originally included for high density under the TOD SEPP, this property belongs to Twilight Aged Care. Council's Preferred Scenario avoids high density development on land allocated for community facilities. The site is currently zoned for high density residential and is proposed to retain its existing height and FSR.</p> 

LEGEND

- Heritage Conservation Areas
- Heritage Item
- Tree Canopy Cover over 30%
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Non-HCA impacted by TOD controls and excluded from the preferred scenario
- Land to be rezoned

Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Gordon	6	Portion of Yarabah Avenue Block	Yes	No	<p>There are 12 properties on the northern portion of Yarabah Avenue block which were included for high density development under the TOD SEPP. To the south this group of properties border with C18 Conservation Area and are directly neighbouring heritage items of 17 Yarabah Avenue and 726 Pacific Highway.</p> <p>C18 Yarabah Avenue Conservation Area is a relatively small but contiguous with another HCA (C19 Smith Grant Conservation Area) without a spatially discrete boundary. Both HCAs are fully protected under the Preferred Scenario.</p> <p>The Yarabah Avenue block contains high existing tree canopy cover of (over 30%) in approximately 85%. To preserve this natural and built character and avoid undesirable transition impacts, the Preferred Scenario proposes to exclude the non-HCA northern portion of Yarabah Avenue block.</p> <p>The site is currently zoned for a mix of R2, R3 and R4 and is proposed to retain its existing provisions to protect Heritage Conservation Areas.</p> <p>This is consistent with Principle 2 - Minimise Impact on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas, Principle 4 - Minimise Impacts on the Tree Canopy, and Principle 5 - Manage transition impacts.</p> 



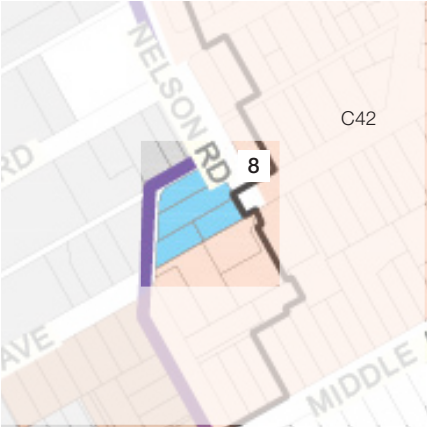
Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Gordon	7	Northern portion of Bushlands Avenue	Yes	No	<p>This cluster of 15 properties on the northern side of Bushlands Avenue were included for upzoning under the TOD SEPP. Three of these properties (740, 744 and 746 Pacific Highway) front the Pacific Highway and are currently in the R4 High Density residential zoning. Three properties including 740 and 738 (heritage item) Pacific Highway as well as 1A Bushlands Avenue belong to Ravenswood School for Girls. This area is also directly adjacent to C16 St Johns Avenue Conservation Area. Nearly 30% of the total area of these 15 properties benefits from high tree canopy (over 30%) coverage.</p> <p>These properties sit in between heritage conservation areas - C16 directly adjacent to the north and C18 and C19 just a short distance away beyond Bushlands Ave. All three HCAs are fully protected under the Preferred Scenario.</p> <p>Given this context and the significant tree canopy, more moderate density development would be more appropriate than the TOD provisions currently in place. The Preferred Scenario proposes to exclude these 15 properties from high density development and retain their existing zoning, height and FSR provisions. This is consistent with Principle 2 - Minimise Impact on Heritage Items, Principle 3 - Preserve Heritage Conservation Areas, Principle 4 - Minimise Impacts on the Tree Canopy, and Principle 5 - Manage transition impacts.</p> 

LEGEND

- Heritage Conservation Areas
- Heritage Item
- Tree Canopy Cover over 30%
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Non-HCA impacted by TOD controls and excluded from the preferred scenario
- Land to be rezoned

**ATTACHMENT NO: 7 - A7 JUSTIFICATION FOR TOD AREAS
REMOVED FROM PREFERRED SCENARIO – NON HERITAGE
AREAS**

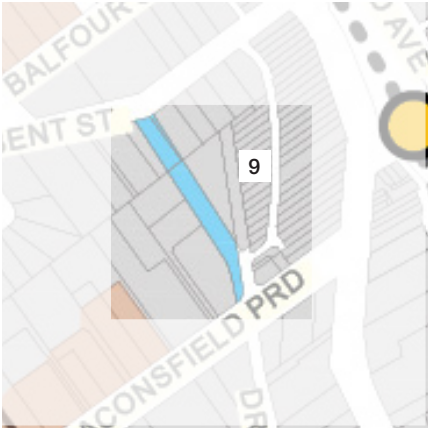
ITEM NO: GB.1

Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Lindfield	8	Russell Lane - Nelson Road Block	Yes	No	<p>This group of four properties (65 Trafalgar Avenue, 2, 4 and 6 Nelson Road) is situated at the intersection of Russell Lane and Nelson Road. and was originally included for high density development under the TOD SEPP.</p> <p>These properties directly back onto the C42 Middle Harbour Conservation Area which is proposed to be fully protected under the Preferred Scenario. This adjacency creates a sensitive interface, while the narrow width of Russell Lane could impose accessibility challenges for potential high density development on this site.</p> <p>Furthermore, the properties have irregular shapes and orientations, especially at the intersection, making them difficult to consolidate for high density development. Similar to their adjacent blocks, these four properties benefit from significant tree canopy coverage (over 30%)</p> <p>The Preferred Scenario proposes to fully protect the adjacent C42 Conservation Area and therefore exclude these properties from high density development. Being located at a boundary between different character areas of proposed high density residential and Conservation Areas, these four properties are better suited to create a buffer zone rather than accommodating high-density development.</p> 

LEGEND

- Heritage Conservation Areas
- Heritage Item
- Tree Canopy Cover over 30%
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Non-HCA impacted by TOD controls and excluded from the preferred scenario
- Land to be rezoned

JUSTIFICATION FOR TOD AREAS REMOVED FROM PREFERRED SCENARIO – NON HERITAGE AREAS

Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Lindfield	9	Future road connecting Beaconsfield Parade to Bent Street	Yes	No	<p>Portions of three properties (1B Beaconsfield Parade, 10 and 12 Bent Street) owned by the Council, form a future road that would provide better access between Beaconsfield Parade and Bent Street. Under the Preferred Scenario the road would act as a buffer and transition zone between mixed use and high density residential developments of varying heights.</p> 

LEGEND

Heritage Conservation Areas

Heritage Item

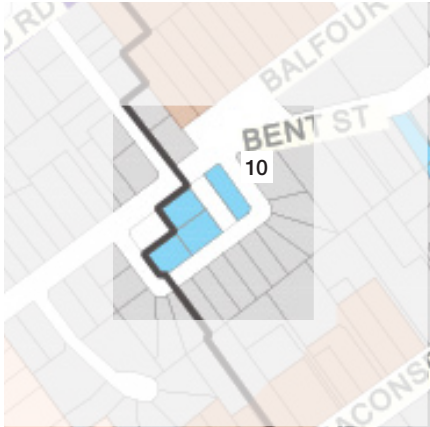
Tree Canopy Cover over 30%

Existing TOD Boundary (400m)

Revised TOD Boundary

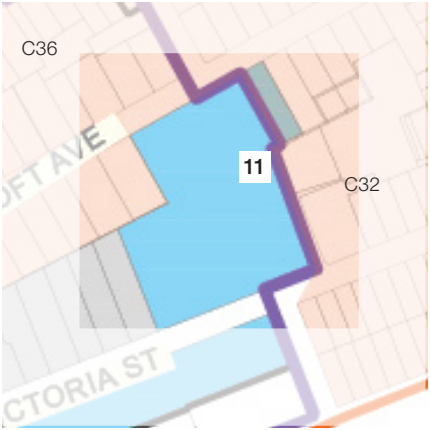
Non-HCA impacted by TOD controls and excluded from the preferred scenario

Land to be rezoned

Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Lindfield	10	Newark Crescent	Yes	No	<p>The six properties of 1, 3 Newark Crescent, 26, 28, 30 and 32 Bent Street form an island in the middle of what is proposed to be high density residential development with 50% deep soil. This cluster of properties of which one (28 Bent St) is a heritage item, provide an excellent opportunity for an open space, rather than additional density as prescribed by the TOD SEPP.</p> 

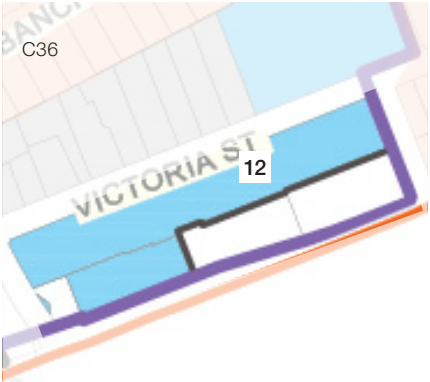
LEGEND

- Heritage Conservation Areas
- Heritage Item
- Tree Canopy Cover over 30%
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Non-HCA impacted by TOD controls and excluded from the preferred scenario
- Land to be rezoned

Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Roseville	11	Roseville College	Yes	No	<p>Originally included for high density development under the TOD SEPP, this parcel of land is property of Roseville College - a private Anglican day school for girls. Council's Preferred Scenario avoids high density development on land allocated for educational facilities and community infrastructure. The site is currently zoned SP2 Infrastructure. All schools in Ku-ring-gai LGA are zoned as SP2 as they provide key employment generating uses. The Preferred Scenario proposes to retain the existing zoning of this site.</p> 

LEGEND

- Heritage Conservation Areas
- Heritage Item
- Tree Canopy Cover over 30%
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Non-HCA impacted by TOD controls and excluded from the preferred scenario
- Land to be rezoned

Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Roseville	12	Victoria Street Block	Yes	No	<p>This block of land, initially designated for high-density development under the TOD SEPP, already contains recently developed strata-titled buildings with over 50 units each. Council has determined these properties are not feasible for redevelopment. As a result, the Preferred Scenario proposes to retain the existing zoning, FSR and height controls for this site.</p> 

LEGEND

Heritage Conservation Areas

Heritage Item

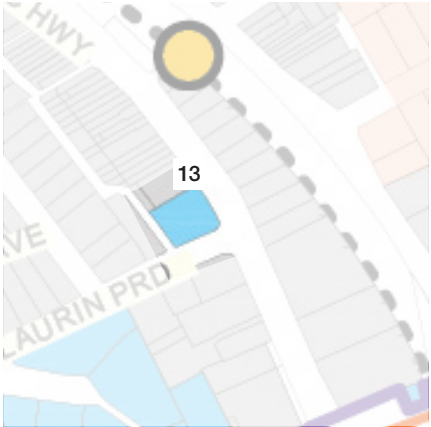
Tree Canopy Cover over 30%

Existing TOD Boundary (400m)

Revised TOD Boundary

Non-HCA impacted by TOD controls and excluded from the preferred scenario

Land to be rezoned

Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Roseville	13	Roseville Memorial Park	Yes	No	<p>Roseville Memorial Park is currently zoned as RE1 - Public Recreation. Under the TOD blanket approach this parcel of land was identified suitable for high density development. Council's scenarios avoid high density development on existing RE1 zones. Therefore, the Preferred Scenario maintains the current zoning for this site to ensure there is sufficient open space accommodating for increased density around the centres.</p> 

LEGEND

Heritage Conservation Areas

Heritage Item

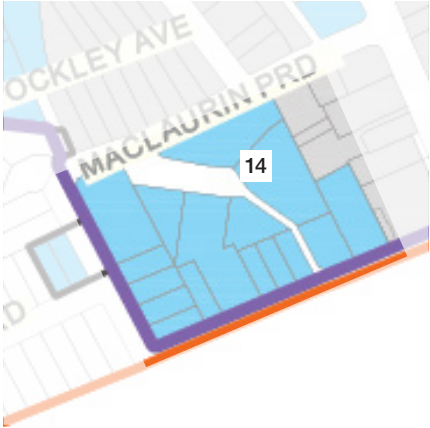
Tree Canopy Cover over 30%

Existing TOD Boundary (400m)

Revised TOD Boundary

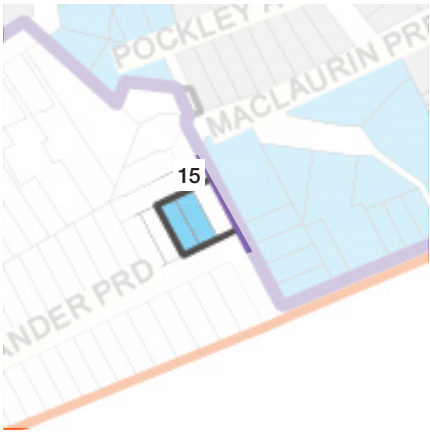
Non-HCA impacted by TOD controls and excluded from the preferred scenario

Land to be rezoned

Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Roseville	14	Maclaurin Block	Yes	No	<p>This area is currently zoned R4 - High Density Residential and is characterised by established strata-titled properties, many with over 20 units per building, creating complex ownership arrangements that make land redevelopment particularly challenging. The area also features significant tree canopy coverage (over 30%). Including these properties for high-density development would likely result in increased traffic congestion on local roads and substantial loss of the existing tree canopy. Given these constraints, this block of land was excluded from the Preferred Scenario and is proposed to retain its existing height and FSR controls.</p> 

LEGEND

- Heritage Conservation Areas
- Heritage Item
- Tree Canopy Cover over 30%
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Non-HCA impacted by TOD controls and excluded from the preferred scenario
- Land to be rezoned

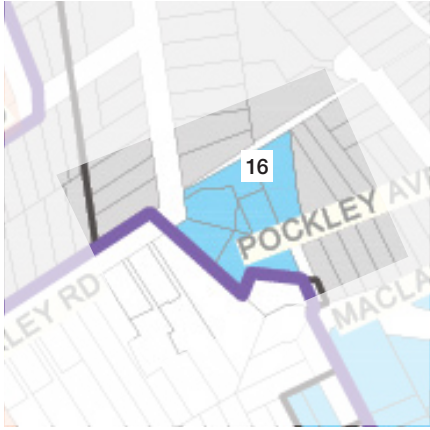
Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Roseville	15	Alexander Parade - Kings Ave TOD-impacted properties	Yes	No	<p>Under the TOD provisions two properties on the corner of Alexander Parade and Kings Avenue (1 and 3 Alexander Parade) are included for high density development while the remainder of Alexander Parade maintains its low density character. The Preferred Scenario proposes to remove such anomalies created by TOD and avoid high density development on small blocks surrounded by low density residential. Therefore, these two properties are excluded from high density development under the Preferred Scenario.</p> 

LEGEND

- Heritage Conservation Areas
- Heritage Item
- Tree Canopy Cover over 30%
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Non-HCA impacted by TOD controls and excluded from the preferred scenario
- Land to be rezoned

**ATTACHMENT NO: 7 - A7 JUSTIFICATION FOR TOD AREAS
REMOVED FROM PREFERRED SCENARIO – NON HERITAGE
AREAS**

ITEM NO: GB.1

Location	Site Refer Figure #	Description	Property Included in TOD	Property Included in Preferred Scenario	Reason for Exclusion and Detail Plan
Roseville	16	Properties west of Pockley Avenue	Yes	No	<p>Cluster of five properties including 17 and 19 Pockley Ave, 20A, 22 and 24 Shirley Road, as well as The Rifleway were proposed for high density development under the TOD SEPP. The Preferred Scenario proposes the following for this area:</p> <ul style="list-style-type: none"> - The Rifleway retains its functionality as a popular pedestrian access which links Larkin Street and Shirley Road. This is a vegetated pedestrian bridge, with mature trees lining the walkway and diverse flora growing beneath. The area's physical configuration and environmental attributes make it inherently unsuitable for development of any density. High density residential development with 50% deep soil is proposed on both sides of The Rifleway under the Preferred Scenario. - 17 Pockley Ave, 20A and 22 Shirley Road provide an excellent opportunity for a future park and open space to accommodate the increased density of the surrounding blocks. Considering the high coverage of tree canopy in this area (over 30%) this future open space will sever as a lush green open space and refuge from the hustle and bustle of the town centre. This open spce will further act as a buffer zone between the high density residential to its east and north and the low density housing on the west and south of Shirely Road. - 19 Pockley Avenue and 24 Shirley Road, are excluded from high density development under the Preferred Scenario as they are directly adjacent to low density residential without a buffer zone to their south. <p>The Preferred Scenario further proposes a new road connecting Pockley Ave to Shirley Road taking up portions of four of these properties (17 and 19 Pockley Ave, 22 and 24 Shirley Road) for better traffic flow in this area.</p> 

LEGEND

- Heritage Conservation Areas
- Heritage Item
- Tree Canopy Cover over 30%
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Non-HCA impacted by TOD controls and excluded from the preferred scenario
- Land to be rezoned

JUSTIFICATION FOR TOD AREAS REMOVED FROM PREFERRED SCENARIO – NON HERITAGE AREAS

Evaluation of Preferred Scenario
TOD Evaluation - Principle 1

Attachment 8



Figure A8.1. Redevelopment of Environmentally Sensitive Lands under TOD

LEGEND

- Train Station
- Railway Line
- Existing TOD Boundary (400m)
- Ward Boundary
- Areas proposed to be redeveloped
- Environmentally sensitive lands that are proposed to be redeveloped that are not required to have 30% deep soil



Evaluation of Preferred Scenario
Preferred Scenario Evaluation - Principle 1

Attachment 8



Figure A8.2. Redevelopment of Environmentally Sensitive Lands under Preferred Scenario

LEGEND

- Train Station
- Railway Line
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Ward Boundary
- Areas proposed to be redeveloped
- Environmentally sensitive lands that are proposed to be redeveloped that are not required to have 30% deep soil

SCALE: 1:10000 @ A1
0 400 m 800 m

Evaluation of Preferred Scenario
TOD Evaluation - Principle 2

Attachment 8

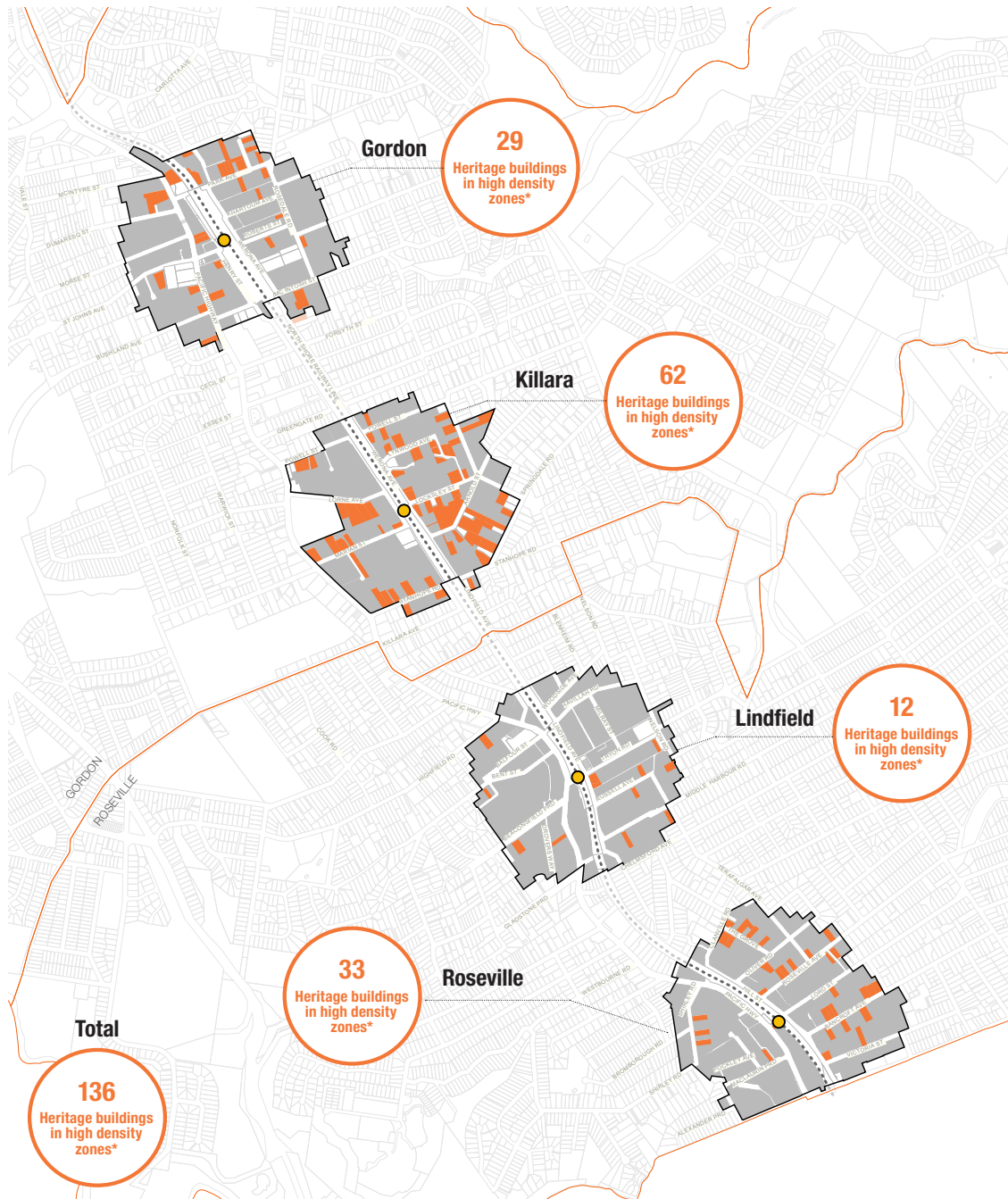


Figure A8.3. Impact on heritage items under TOD

Evaluation of Preferred Scenario
Preferred Scenario Evaluation - Principle 2

Attachment 8



Figure A8.4. Impact on heritage items under Preferred Scenario

LEGEND

- Train Station
- Railway Line
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Ward Boundary
- Areas proposed to be redeveloped
- Heritage buildings located within a high-density setting
- **Under the preferred scenario, these items are given development rights, and so may be integrated
- Heritage items that are protected

SCALE: 1:10000 @ A1
0 400 m 800 m

Evaluation of Preferred Scenario
TOD Evaluation - Principle 3

Attachment 8

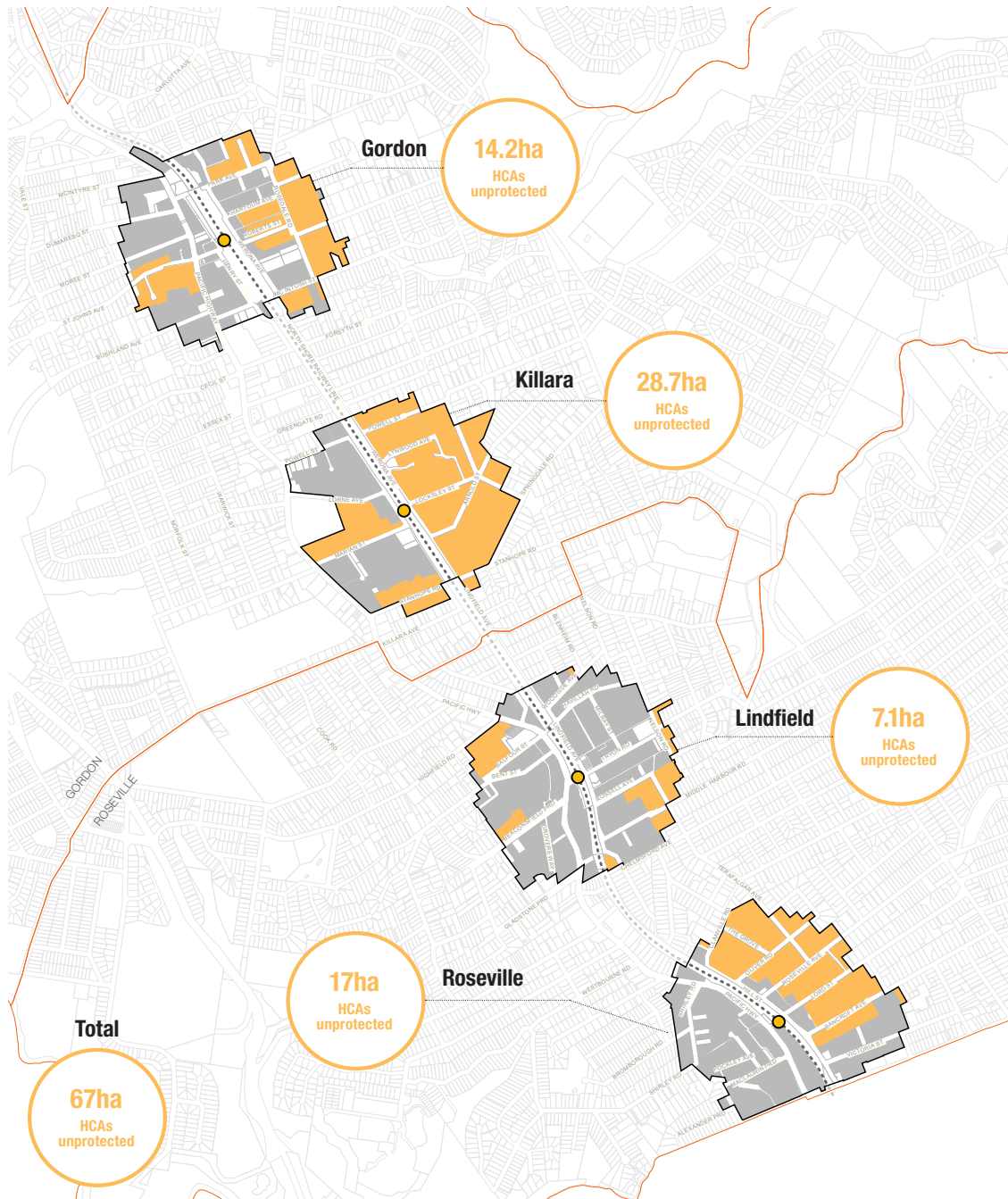


Figure A8.5. Redevelopment of Heritage Conservation Areas (HCAs) under TOD

LEGEND

- Train Station
- Areas proposed to be redeveloped
- Railway Line
- Heritage conservation areas that may be redeveloped
- Existing TOD Boundary (400m)
- Ward Boundary



Evaluation of Preferred Scenario
Preferred Scenario Evaluation - Principle 3

Attachment 8

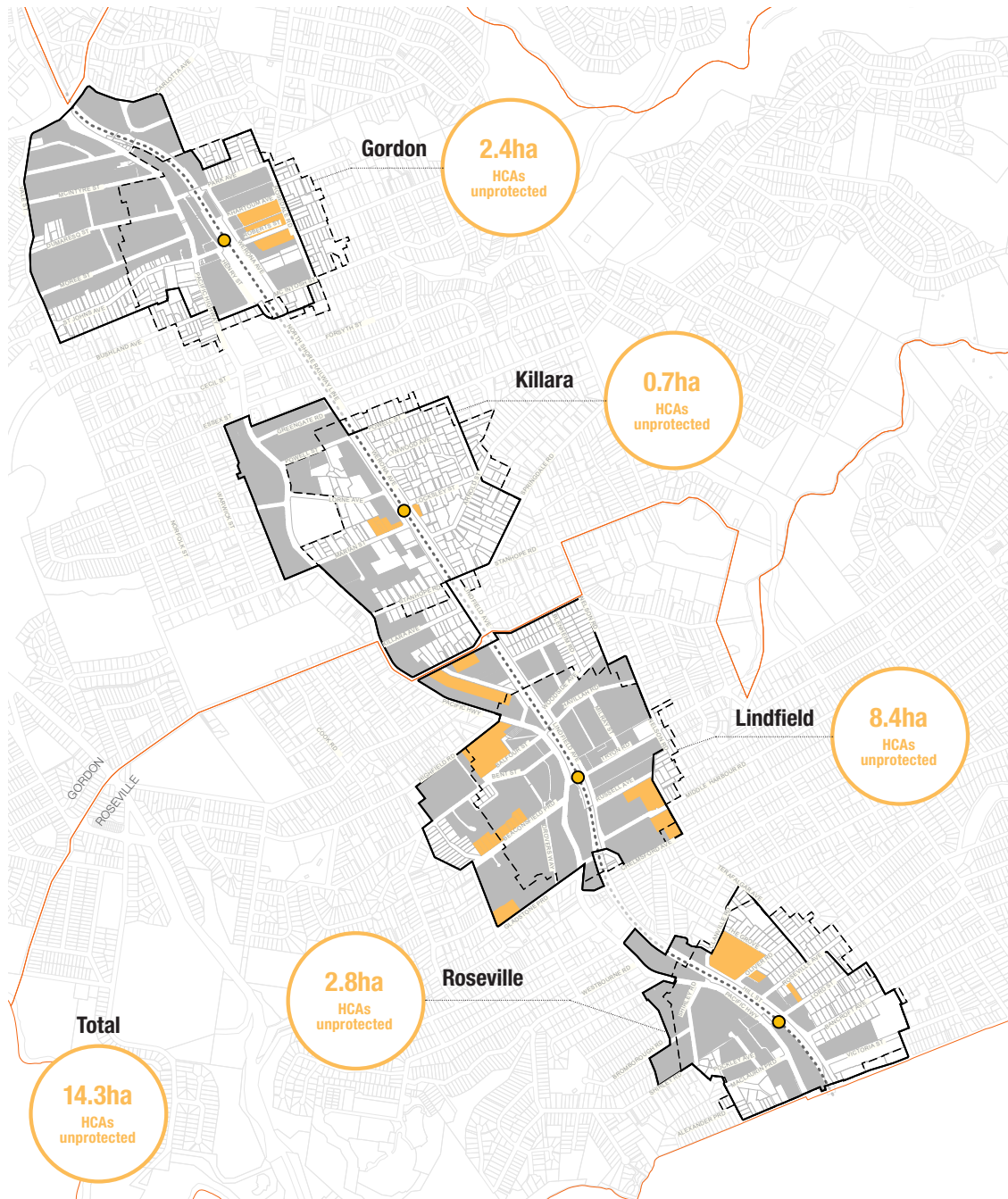


Figure A8.6. Redevelopment of Heritage Conservation Areas (HCAs) under Preferred Scenario

LEGEND

- Train Station
- Railway Line
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Ward Boundary
- Areas proposed to be redeveloped
- Heritage conservation areas that may be redeveloped



Evaluation of Preferred Scenario
TOD Evaluation - Principle 4

Attachment 8

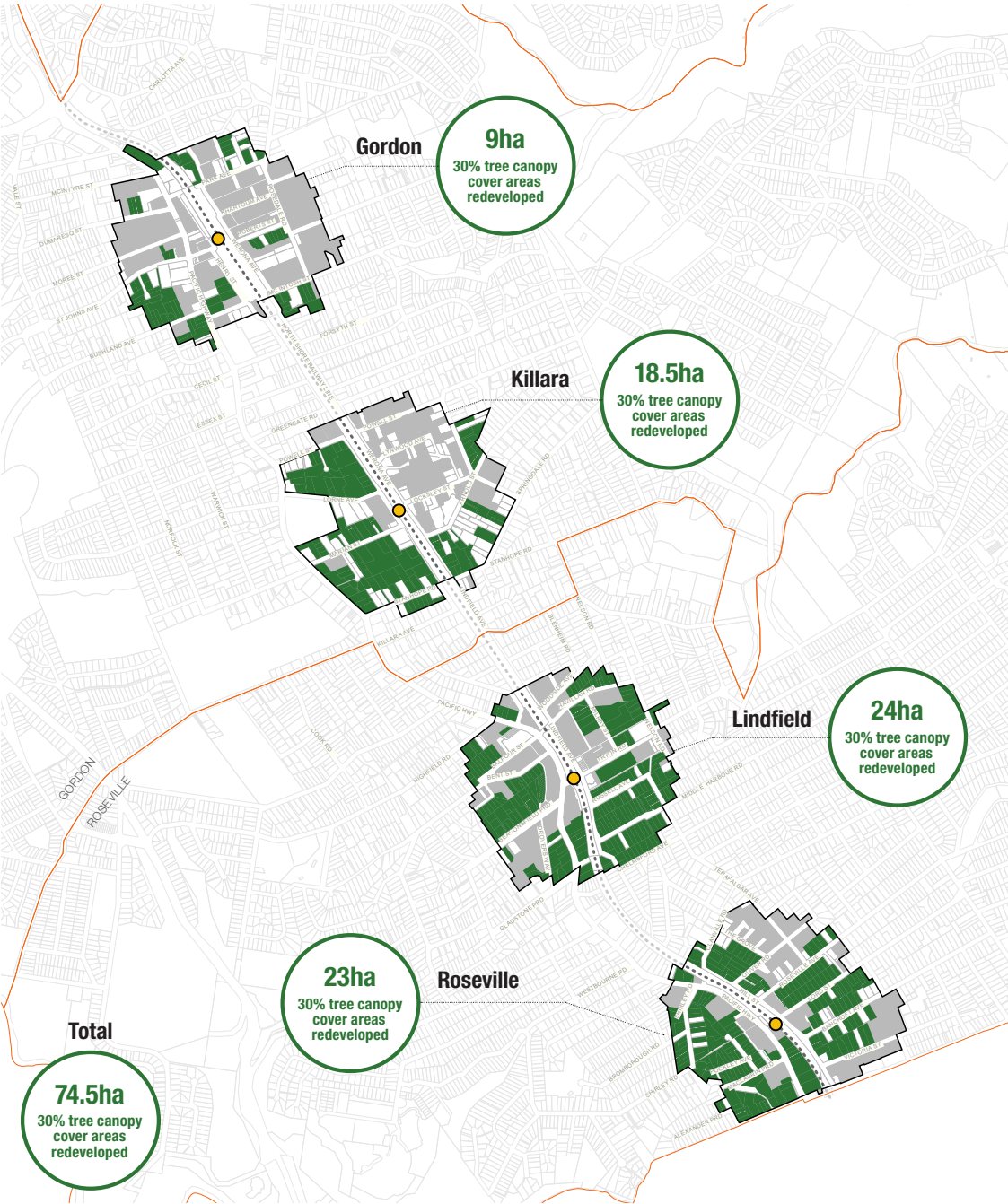
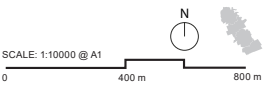


Figure A8.7. Canopy loss due to redevelopment under TOD

LEGEND

- Train Station
- Railway Line
- Existing TOD Boundary (400m)
- Ward Boundary
- Areas proposed to be redeveloped
- Lots that have a tree canopy greater than 30% that may be redeveloped that are not required to have 50% deep soil



Evaluation of Preferred Scenario
Preferred Scenario Evaluation - Principle 4

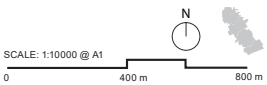
Attachment 8



Figure A8.8. Canopy loss due to redevelopment under Preferred Scenario

LEGEND

- Train Station
- Railway Line
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Ward Boundary
- Areas proposed to be redeveloped
- Lots that have a tree canopy greater than 30% that may be redeveloped that are not required to have 50% deep soil



Evaluation of Preferred Scenario
TOD Evaluation - Principle 5

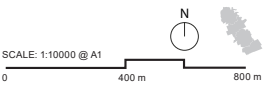
Attachment 8



Figure A8.9. Built form transition impacts under TOD

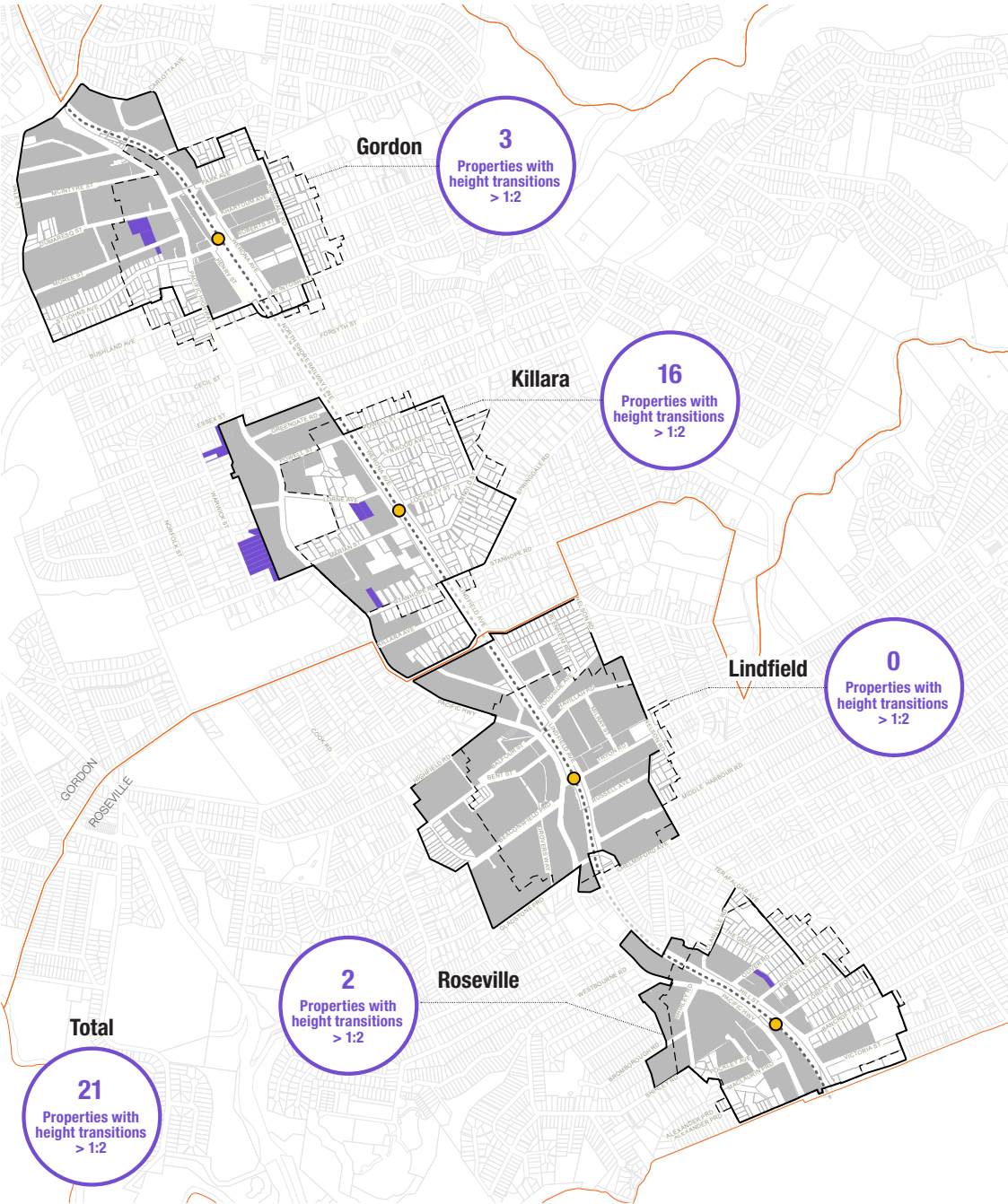
LEGEND

- Train Station
- Railway Line
- Existing TOD Boundary (400m)
- Ward Boundary
- Areas proposed to be redeveloped
- Properties that may have interface issues greater than a ratio of 1:2. E.g. A four-storey adjacent to a two-storey building is an acceptable interface (1:2), but a six-storey adjacent to a two-storey building is not acceptable (1:3)



Evaluation of Preferred Scenario
Preferred Scenario Evaluation - Principle 5

Attachment 8



FigureA8.10. Built form transition impacts under Preferred Scenario

LEGEND

- Train Station
- Railway Line
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Ward Boundary
- Areas proposed to be redeveloped
- Properties that may have interface issues greater than a ratio of 1:2. E.g. A four-storey adjacent to a two-storey building is an acceptable interface (1:2), but a six-storey adjacent to a two-storey building is not acceptable (1:3)

SCALE: 1:10000 @ A1
0 400 m 800 m

Evaluation of Preferred Scenario
TOD Evaluation - Principle 7

Attachment 8

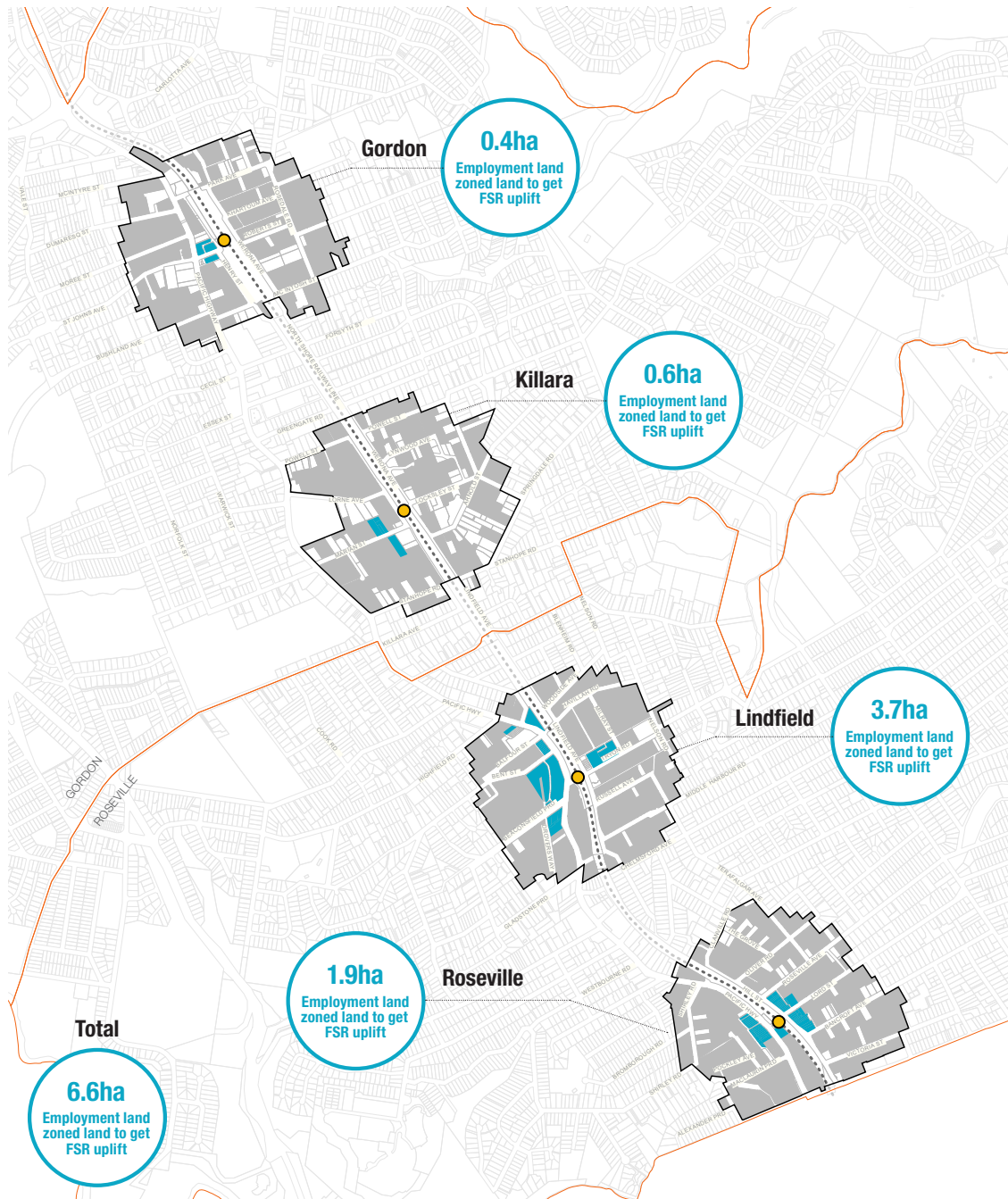


Figure A8.11. Redevelopment potential of employment lands under TOD

LEGEND

- Train Station
- Areas proposed to be redeveloped
- E1 zoned land that will get an FSR uplift
- Railway Line
- Existing TOD Boundary (400m)
- Ward Boundary

SCALE: 1:10000 @ A1
0 400 m 800 m

Evaluation of Preferred Scenario
Preferred Scenario Evaluation - Principle 7

Attachment 8



Figure A8.12. Redevelopment potential of employment lands under TOD Preferred Scenario

LEGEND

- Train Station
- Areas proposed to be redeveloped
- E1 zoned land that will get an FSR uplift
- MU1 zoned land that will get an FSR uplift with an active frontage requirement
- Railway Line
- Existing TOD Boundary (400m)
- Revised TOD Boundary
- Ward Boundary

SCALE: 1:10000 @ A1
0 400 m 800 m

Preferred Scenario Infrastructure Strategies

Attachment A9

Preferred Scenario Infrastructure Strategies

Introduction

The strategies reflect current Council policy in relation to infrastructure delivery as per the;

- Ku-ring-gai Local Strategic Planning Statement (LSPS),
- Ku-ring-gai DCP,
- Local Centres Public Domain Plan,
- Ku-ring-gai Contributions Plan,
- draft Green Grid Strategy,
- Ku-ring-gai Bike Plan
- Ku-ring-gai Community Facilities Strategy
- Ku-ring-gai Community Facilities Strategy
- Traffic and transport plans for Gordon and Lindfield

The strategies also indicate new policy particularly in relation to provision of open space.

The work in the strategies and any future infrastructure provision will be funded via a number of mechanisms including S7.11 and S7.12 contributions, Voluntary Planning Agreements.

GORDON

With reference to Attachment AX – Preferred Scenario - Infrastructure Strategies the following work is proposed for Gordon Local Centre.

It is noted that the list below is preliminary and further infrastructure requirements will be identified as supporting studies are completed.

STREETSCAPE (FIGURE A9.1)

upgrades and improvements to all local streets including wider footpaths, improved lighting and street furniture

overhead powerline bundling and new street trees to all streets

TRAFFIC AND ACTIVE TRANSPORT (FIGURE A9.2)

A new local road connecting St Johns Avenue and Moree Street to improve local traffic circulation

A new local road connecting Moree Street and Dumaresq Street at the rear of the Gordon Centre to improve local traffic circulation

Intersection upgrades along the Pacific Highway between Ravenswood Avenue and Park Avenue

A new signalised pedestrian crossing at the intersection of Merriwa Street and the Pacific Highway

New pedestrian accessways through blocks allowing

Traffic calming and other works in key local streets to improve pedestrian accessibility and safety

New separated cycleways along Werona Avenue and Dumaresq Street

As noted later in this report a Transport Impact Assessment Study is currently underway for Gordon and it is anticipated that additional road and intersection upgrades will be required

OPEN SPACE (FIGURE A9.3)

Upgrades to existing parks including Gordon Recreation Grounds and Heritage Park

New urban plazas on Wade Lane and Council Chambers site

Conversion of the former Gordon Bowling Club land to a new recreation area and local park

A large new local park on the corner of Vale Street and Dumaresq Street, expanding Gordon Glen to an area of 8,700sqm

A network of new pedestrian accessways connecting to the new park on Dumaresq Street

COMMUNITY FACILITIES (FIGURE A9.3)

New larger and upgraded community and cultural facilities as part of a community hub

Size of facilities to be revised considering revised population forecasts as a result of the TOD

GREEN GRID AND CANOPY COVER (FIGURE A9.4)

A canopy target of 30% across all new high density residential areas with a requirement for 50% deep soil as part of new developments

Enhanced 'green grid' streets

Preferred Scenario Infrastructure Strategies
Gordon Town Centre Public Domain Strategy

Attachment A9



Figure A9.1 Gordon Town Centre Public Domain Strategy

- | | | |
|--------------------------|-----------------------------|------------------|
| ① Gordon Glen (Expanded) | ③ Gordon Recreation Ground | ⑤ Greengate Park |
| ② Heritage Square | ④ Gordon Bowling Club (New) | |

Note: For further details in relation to the above Public Domain Strategy refer to the following Council Plans and Strategies;

- Gordon Public Domain Plan, 2022
- Ku-ring-gai Bike Plan, 2022
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

- | | | | |
|--|---------------------------------|---|------------------------------------|
| Pacific Highway to be Upgraded | Local Streets to be Upgraded | Local Centre Low Speed / High Pedestrian Zone | Train Station Overpass Connection |
| Existing Through Site Links and Arcades to be Upgraded | Local Centre Transition Streets | Local Centre Standard Streets | Open Space (Existing and Proposed) |
| New Through Site Links and Arcades | Local Centre Character Streets | New Urban Plaza | Key Point of Interest |

Preferred Scenario Infrastructure Strategies
Gordon Town Centre Traffic and Active Transport Strategy

Attachment A9

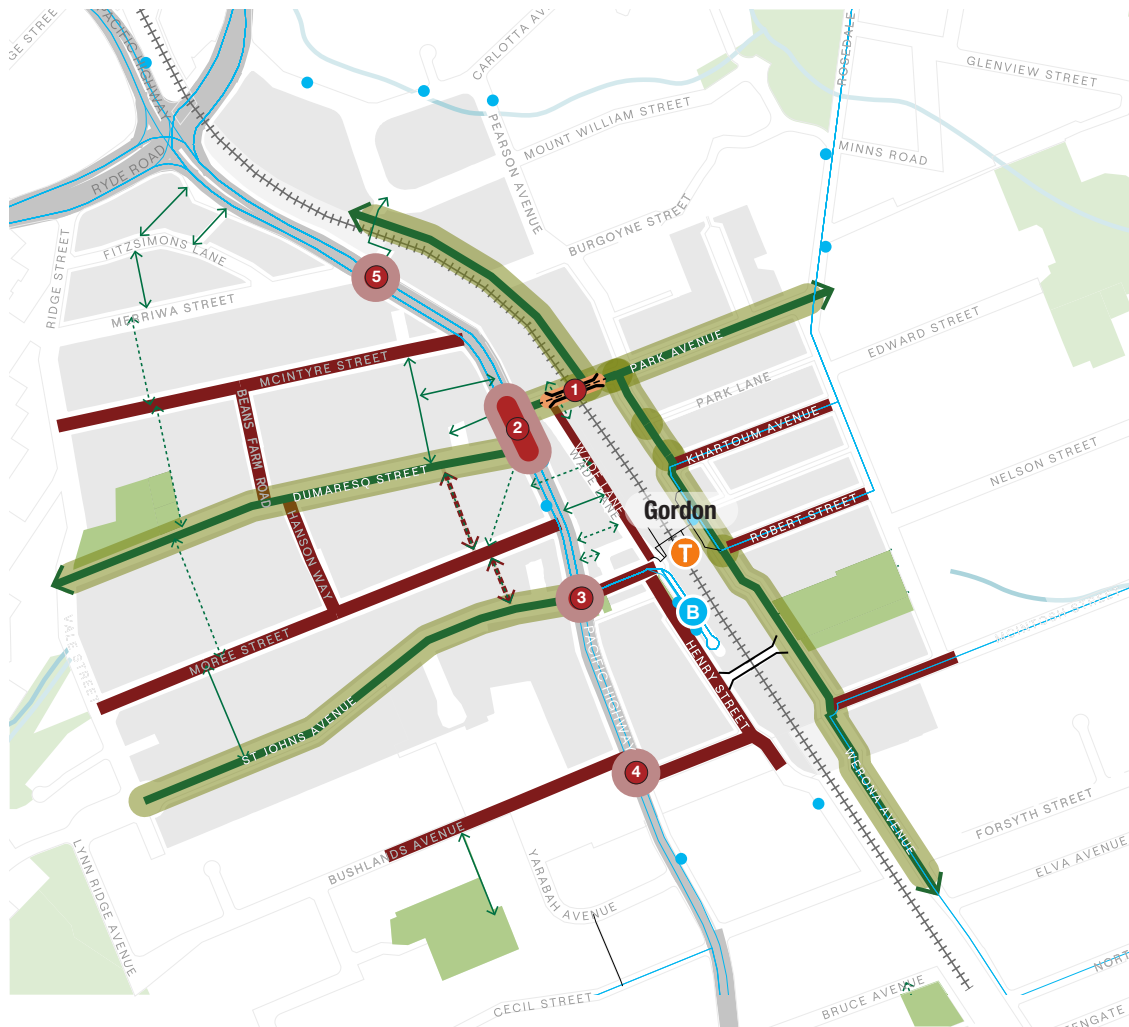


Figure A9.2 Gordon Town Centre Traffic and Active Transport Strategy

- | | |
|--|--|
| ① Park Avenue Bridge Upgrade | ③ St John's Avenue & Pacific Highway Intersection Upgrade |
| ② Dumaresq Street & Park Avenue Intersection Upgrade | ④ Pacific Highway & Ravenswood Avenue Intersection Upgrade |
| ⑤ Pacific Highway & Mount William Street Pedestrian Crossing | |

Note: For further details in relation to the above Traffic and Active Transport Strategy refer to the following Council Plans and Strategies;

- Gordon Public Domain Plan, 2022
- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

Study Area	Traffic Calming / Pedestrian Accessibility	Intersection Upgrades	Open Space (Existing and Proposed)
Separated Cycleway	Public Transport Routes and Stops	Proposed New Road	Potential Crossing Point

Preferred Scenario Infrastructure Strategies
Gordon Town Centre Open Space and Community Facilities Strategy

Attachment A9

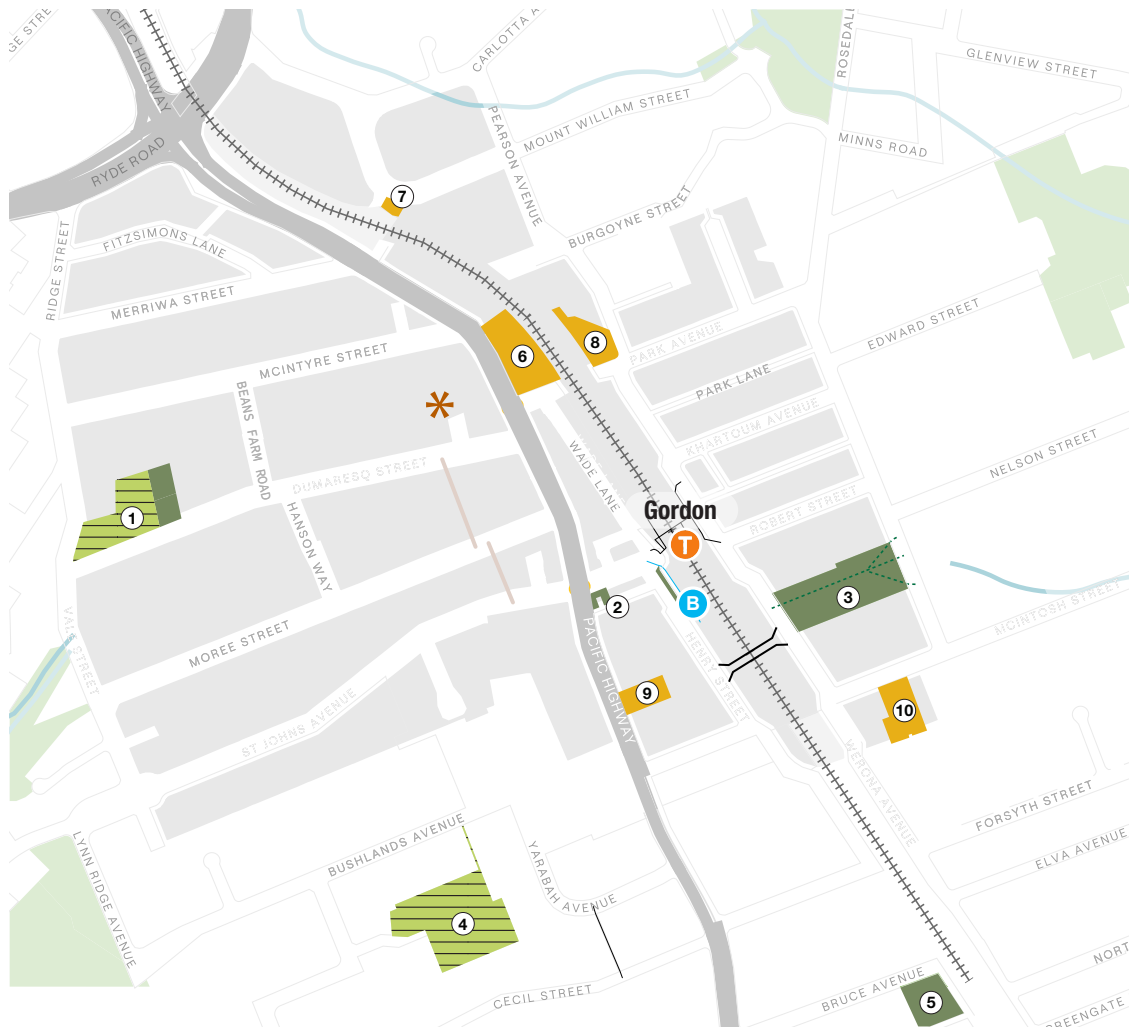


Figure A9.3 Gordon Town Centre Open Space and Community Facilities Strategy

- | | | |
|----------------------------|------------------------------|------------------------------|
| ① Gordon Glen (Expanded) | ④ Gordon Bowling Club (New) | ⑦ Scouts NSW |
| ② Heritage Square | ⑤ Greengate Park | ⑧ Gordon Community Preschool |
| ③ Gordon Recreation Ground | ⑥ Library and Police Station | ⑨ Tulkian Museum |
| | | ⑩ Eryldene Museum |

Note: For further details in relation to the above Open Space and Community Facilities Strategy refer to the following Council Plans and Strategies;

- Gordon Public Domain Plan, 2022
- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

Study Area	Existing Open Space to be Upgraded	Leased Open Space Managed by Council	Existing Community Facilities
Train Station Overpass Connection	Private Open Space	Future Open Space	New Community Facility



Preferred Scenario Infrastructure Strategies
Gordon Town Centre Green Grid and Canopy Cover Strategy

Attachment A9



Figure A9.4 Gordon Town Centre Green Grid and Canopy Cover Strategy

Note: For further details in relation to the above Green Grid and Canopy Cover Strategy refer to the following Council Plans and Strategies;

- Gordon Public Domain Plan, 2022
- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

Pacific Highway	Ku-ring-gai Green Grid Routes	10% Tree Canopy Target in Mixed Use Development Areas	No Change - Existing Retained
Northshore Railway Line	Open Space	30% Tree Canopy Target in Residential Development Areas	

Killara

With reference to Attachment AX – Preferred Scenario - Infrastructure Strategies the following work is proposed for Killara Local Centre.

It is noted that the list below is preliminary and further infrastructure requirements will be identified as supporting studies are completed.

STREETSCAPE (FIGURE A9.5)

High quality upgrades to local centre core streets.

Upgrades and improvements to all local streets including wider footpaths, improved lighting, overhead powerline bundling and new street trees.

TRAFFIC AND ACTIVE TRANSPORT (FIGURE A9.6)

A new local road connecting Tryon Place with the Pacific Highway to improve vehicle access and drop off to Lindfield Station.

Intersection and crossing upgrades on Culworth Avenue and Werona Avenue.

Traffic calming and other works in key local streets to improve pedestrian accessibility and safety.

New separated cycleways along Werona Avenue and Stanhope Road.

As noted later in this report a Transport Impact Assessment study is currently underway for Killara and it is anticipated that additional road and intersection upgrades will be required.

OPEN SPACE (FIGURE A9.7)

Upgrades to existing parks including Abbotsholme Glen and Selkirk Park.

Ongoing management of Regimental Park for public recreation (via a lease from Sydney Water).

COMMUNITY FACILITIES (FIGURE A9.7)

Upgrade and expansion of Marian Street Theatre.

GREEN GRID AND CANOPY COVER (FIGURE A9.8)

A canopy target of 30% across all new high density residential areas with a requirement for 50% deep soil as part of new developments.

Enhanced 'green grid' streets along Stanhope Road and Fiddens Wharf Road, and Marian Street and Buckingham Road.

Preferred Scenario Infrastructure Strategies
Killara Town Centre Public Domain Strategy

Attachment A9



Figure A9.5 Killara Town Centre Public Domain Strategy

- | | | |
|--------------------|-------------------|---|
| ① Greengate Park | ③ Regimental Park | ⑤ Killara Bowling Club and Lawn Tennis Club |
| ② Abbotsholme Glen | ④ Selkirk Park | ⑥ Ibbitson Park |

Note: For further details in relation to the above Public Domain Strategy refer to the following Council Plans and Strategies;

- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

- | | | | |
|--|---------------------------------|---|------------------------------------|
| Pacific Highway to be Upgraded | Local Streets to be Upgraded | Local Centre Low Speed / High Pedestrian Zone | Open Space (Existing and Proposed) |
| Existing Through Site Links and Arcades to be Upgraded | Local Centre Transition Streets | Local Centre Standard Streets | Key Point of Interest |
| New Through Site Links and Arcades | Local Centre Character Streets | Train Station Overpass Connection | |

Preferred Scenario Infrastructure Strategies
Killara Town Centre Traffic and Active Transport Strategy

Attachment A9



Figure A9.6 Killara Town Centre Traffic and Active Transport Strategy

- ① Culworth Avenue Pedestrian Island Crossing Upgrade
- ② Locksley Street & Werona Avenue Intersection Upgrade
- ③ Werona Avenue & Stanhope Road Intersection Upgrade

Note: For further details in relation to the above Traffic and Active Transport Strategy refer to the following Council Plans and Strategies;

- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

	Study Area		Traffic Calming / Pedestrian Accessibility		Intersection Upgrades
	Separated Cycleway		Public Transport Routes and Stops		Open Space (Existing and Proposed)

Preferred Scenario Infrastructure Strategies
Killara Town Centre Open Space and Community Facilities Strategy

Attachment A9

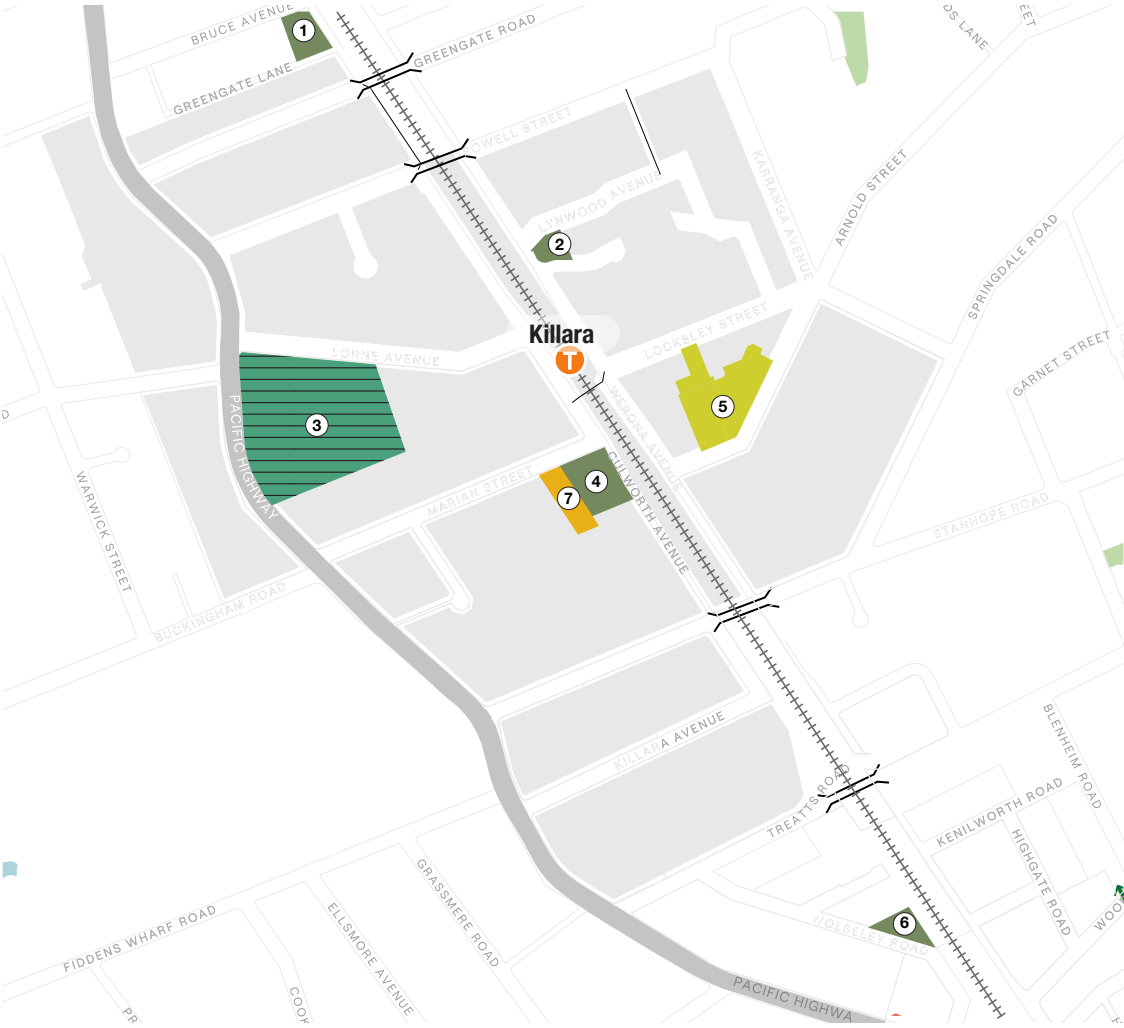


Figure A9.7 Killara Town Centre Open Space and Community Facilities Strategy

- | | | |
|-------------------------|-------------------|---|
| ① Greengate Park | ③ Regimental Park | ⑤ Killara Bowling Club and Lawn Tennis Club |
| ② Abbotsholme Glen | ④ Selkirk Park | ⑥ Ibbitson Park |
| ⑦ Marian Street Theatre | | |

Note: For further details in relation to the above Open Space and Community Facilities Strategy refer to the following Council Plans and Strategies;

- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020



LEGEND

Study Area	Existing Open Space to be Upgraded	Leased Open Space Managed by Council	Existing Community Facilities
Train Station Overpass Connection	Private Open Space	Future Open Space	

Preferred Scenario Infrastructure Strategies
Killara Town Centre Green Grid and Canopy Cover Strategy

Attachment A9



Figure A9.8 Killara Town Centre Green Grid and Canopy Cover Strategy

Note: For further details in relation to the above Green Grid and Canopy Cover Strategy refer to the following Council Plans and Strategies;

- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

 Pacific Highway	 Ku-ring-gai Green Grid Routes	 10% Tree Canopy Target in Mixed Use Development Areas	 No Change - Existing Retained
 Northshore Railway Line	 Open Space	 30% Tree Canopy Target in Residential Development Areas	

Lindfield

With reference to Attachment AX – Preferred Scenario - Infrastructure Strategies the following work is proposed for Lindfield Local Centre.

It is noted that the list below is preliminary and further infrastructure requirements will be identified as supporting studies are completed.

STREETSCAPE (FIGURE A9.9)

High quality upgrades to local centre core streets consistent with recent work in St Johns Avenue Gordon

upgrades and improvements to all local streets including wider footpaths, improved lighting and street furniture

overhead powerline bundling and new street trees to all streets

TRAFFIC AND ACTIVE TRANSPORT (FIGURE A9.10)

A new local road connecting Tryon Place with the Pacific Highway to improve vehicle access and drop off to Lindfield Station

Intersection upgrades along the Pacific Highway and Lindfield Avenue

New pedestrian accessways

Traffic calming and other works in key local streets to improve pedestrian accessibility and safety

New separated cycleways along Lindfield Avenue, Havilah Road and Balfour Street, Drovers Way and Gladstone Parade

As noted later in this report a Transport Impact Assessment study is currently underway for Lindfield and it is anticipated that additional road and intersection upgrades will be required

Optional – widening of the road connection between Trafalgar Avenue and Nelson Road (Russell and Tryon Lanes) to accommodate two-way traffic and pedestrian footpaths

OPEN SPACE (FIGURE A9.11)

A new local park on the corner of Russell Lane, Tryon Lane and Nelson Road with a total area of approximately 2880sqm providing a location for a playground on the eastern side of Lindfield.

COMMUNITY FACILITIES (FIGURE A9.11)

A new library and community centre on the Lindfield Village Hub site

Size of facilities to be revised considering revised population forecasts as a result of the TOD.

GREEN GRID AND CANOPY COVER (FIGURE A9.12)

A canopy target of 30% across all new high density residential areas with a requirement for 50% deep soil as part of new developments

Enhanced 'green grid' streets along Tryon Road, Lindfield Avenue and Bent Street

Preferred Scenario Infrastructure Strategies
Lindfield Town Centre Public Domain Strategy

Attachment A9



Figure A9.9 Lindfield Town Centre Public Domain Strategy



- | | | |
|------------------------------|---------------------------|-----------------------|
| ① Ibbitson Park | ③ Lindfield Village Green | ⑤ Two Turners Reserve |
| ② Newark Crescent Park (New) | ④ Paddy Pallin Reserve | |

Note: For further details in relation to the above Public Domain Strategy refer to the following Council Plans and Strategies;

- Lindfield Public Domain Plan, 2022
- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

- | | | | |
|--|---------------------------------|---|------------------------------------|
| Pacific Highway to be Upgraded | Local Streets to be Upgraded | Local Centre Low Speed / High Pedestrian Zone | Train Station Overpass Connection |
| Existing Through Site Links and Arcades to be Upgraded | Local Centre Transition Streets | Local Centre Standard Streets | Open Space (Existing and Proposed) |
| New Through Site Links and Arcades | Local Centre Character Streets | New Urban Plaza | Key Point of Interest |

Preferred Scenario Infrastructure Strategies
Lindfield Town Centre Traffic and Active Transport Strategy

Attachment A9

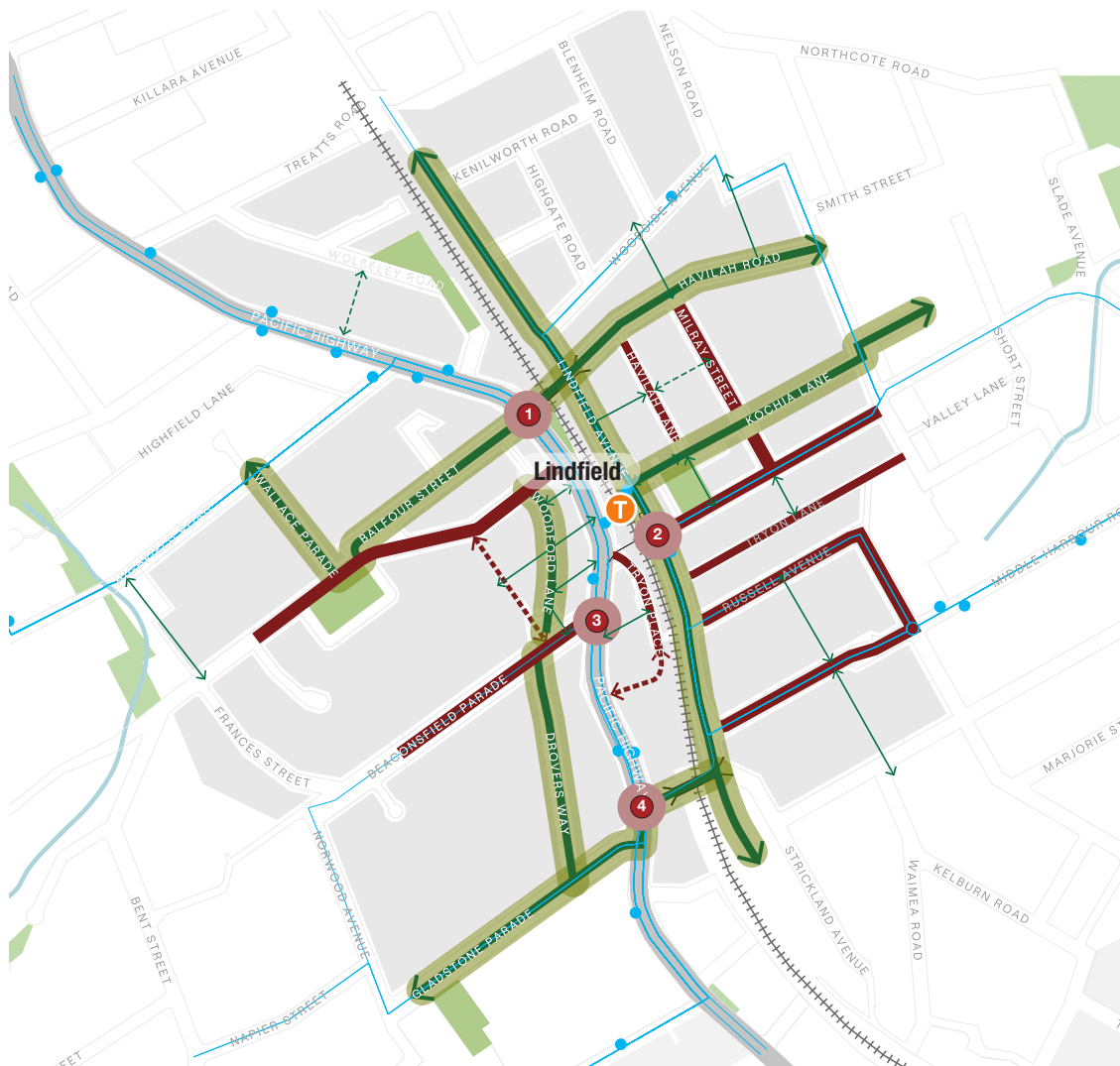


Figure A9.10 Lindfield Town Centre Traffic and Active Transport Strategy



- ① Clansville Road & Pacific Highway Intersection Upgrade
- ③ Pacific Highway & Beaconsfield Parade Intersection Upgrade

- ② MacLaurin Parade & Pacific Highway Intersection Upgrade
- ④ Corona Avenue & Pacific Highway Intersection Upgrade

Note: For further details in relation to the above Traffic and Active Transport Strategy refer to the following Council Plans and Strategies;

- Lindfield Public Domain Plan, 2022
- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

- | | | | |
|--------------------|--|-----------------------|------------------------------------|
| Study Area | Traffic Calming / Pedestrian Accessibility | Intersection Upgrades | Open Space (Existing and Proposed) |
| Separated Cycleway | Public Transport Routes and Stops | Proposed New Road | |

Preferred Scenario Infrastructure Strategies
Lindfield Town Centre Open Space and Community Facilities Strategy

Attachment A9

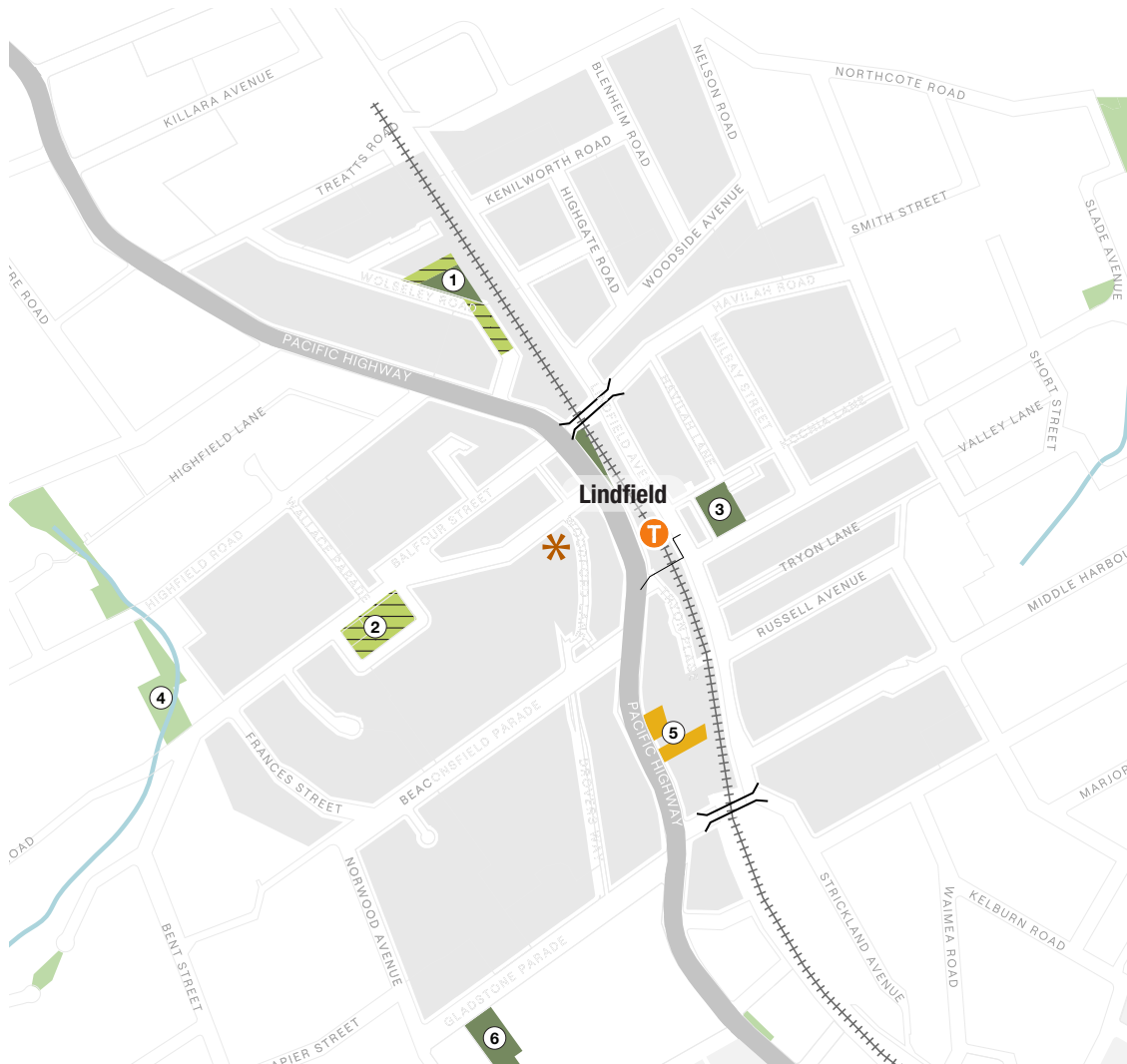


Figure A9.11 Lindfield Town Centre Open Space and Community Facilities Strategy



- | | | |
|------------------------|---------------------------|--------------------------------------|
| ① Ibbitson Park | ③ Lindfield Village Green | ⑤ Lindfield Library & Seniors Centre |
| ② Newark Crescent Park | ④ Paddy Pallin Reserve | ⑥ Two Turners Reserve |

Note: For further details in relation to the above Open Space and Community Facilities Strategy refer to the following Council Plans and Strategies;

- Lindfield Public Domain Plan, 2022
- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

Study Area	Existing Open Space to be Upgraded	Leased Open Space Managed by Council	Existing Community Facilities
Train Station Overpass Connection	Private Open Space	Future Open Space	Lindfield Community Hub

Preferred Scenario Infrastructure Strategies
Lindfield Town Centre Green Grid and Canopy Cover Strategy

Attachment A9



Figure A9.12 Lindfield Town Centre Green Grid and Canopy Cover Strategy



Note: For further details in relation to the above Green Grid and Canopy Cover Strategy refer to the following Council Plans and Strategies;

- Lindfield Public Domain Plan, 2022
- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

Pacific Highway	Ku-ring-gai Green Grid Routes	10% Tree Canopy Target in Mixed Use Development Areas	No Change - Existing Retained
Northshore Railway Line	Open Space	30% Tree Canopy Target in Residential Development Areas	

Roseville

With reference to Attachment AX – Preferred Scenario - Infrastructure Strategies the following work is proposed for Roseville Local Centre.

It is noted that the list below is preliminary and further infrastructure requirements will be identified as supporting studies are completed.

STREETSCAPE (FIGURE A9.13)

High quality upgrades to local centre core streets
upgrades and improvements to all local streets including wider footpaths, improved lighting, overhead powerline bundling and new street trees.

TRAFFIC AND ACTIVE TRANSPORT (FIGURE A9.14)

A new local road connecting Pockley Avenue with Shirley Road providing alternative vehicle access via Shirley Road to the Pacific Highway

Intersection upgrades along the Pacific Highway at Maclaurin Parade and Corona Avenue

New and upgraded pedestrian accessways

Upgrade works to The Rifleway

Traffic calming and other works in key local streets to improve pedestrian accessibility and safety

New separated cycleways along Shirley Road and Clanville Road, and Hill Street and Roseville Avenue

As noted later in this report a Transport Impact Assessment study is currently underway for Roseville and it is anticipated that additional road and intersection upgrades will be required

OPEN SPACE (FIGURE A9.15)

Upgrades to existing parks including Roseville Memorial Park and Bancroft Park

A new park on Lord Street designed to be similar to the Lindfield Village Green

A new local park between Pockley Avenue and Shirley Road with an area of approximately 1,900sqm (incorporating no.17 Pockley Avenue and nos. 22 and 20A Shirley Road)

Open Space Optional – include and additional parcel of land (no.15 Pockley Avenue) to increase the park to about 3,700sqm which achieves the minimum size recommended in Council's Open Space Acquisition Strategy

COMMUNITY FACILITIES (FIGURE A9.15)

Upgrade and expansion of the Ku-ring-gai Arts Centre.

GREEN GRID AND CANOPY COVER (FIGURE A9.16)

A canopy target of 30% across all new high density residential areas with a requirement for 50% deep soil as part of new developments

Enhanced 'green grid' streets along Trafalgar Avenue and Hill Street.

Preferred Scenario Infrastructure Strategies
Roseville Town Centre Public Domain Strategy

Attachment A9

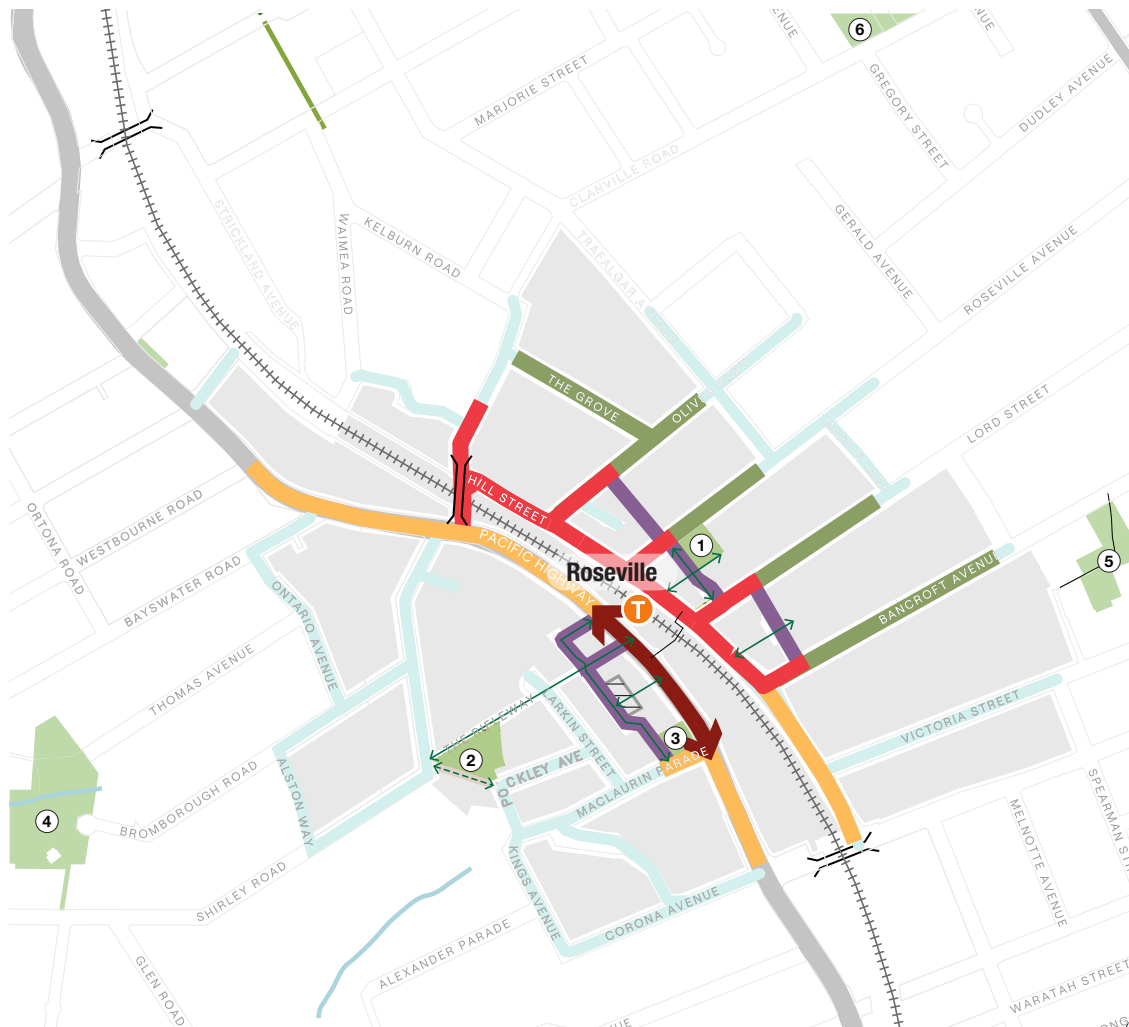


Figure A9.13 Roseville Town Centre Public Domain Strategy

- | | | |
|--|---------------------------|------------------|
| ① Roseville Lane Park (New) | ③ Roseville Memorial Park | ⑤ Bancroft Park |
| ② Shirley Road / Pockley Avenue Park (New) | ④ Loyal Henry Park | ⑥ Roseville Park |

Note: For further details in relation to the above Public Domain Strategy refer to the following Council Plans and Strategies;

- Roseville Public Domain Plan, 2022
- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

- | | | | |
|--|---------------------------------|---|------------------------------------|
| Pacific Highway to be Upgraded | Local Streets to be Upgraded | Local Centre Low Speed / High Pedestrian Zone | Train Station Overpass Connection |
| Existing Through Site Links and Arcades to be Upgraded | Local Centre Transition Streets | Local Centre Standard Streets | Open Space (Existing and Proposed) |
| New Through Site Links and Arcades | Local Centre Character Streets | New Urban Plaza | Key Point of Interest |

Preferred Scenario Infrastructure Strategies
Roseville Town Centre Traffic and Active Transport Strategy

Attachment A9



Figure A9.14 Roseville Town Centre Traffic and Active Transport Strategy

- ① Clonville Road & Pacific Highway Intersection Upgrade
- ③ Corona Avenue & Pacific Highway Intersection Upgrade

- ② MacLaurin Parade & Pacific Highway Intersection Upgrade

Note: For further details in relation to the above Traffic and Active Transport Strategy refer to the following Council Plans and Strategies;

- Roseville Public Domain Plan, 2022
- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

Study Area Boundary	Traffic Calming / Pedestrian Accessibility	Intersection Upgrades	Open Space (Existing and Proposed)
Separated Cycleway	Public Transport Routes and Stops	Proposed New Road	

Preferred Scenario Infrastructure Strategies
Roseville Town Centre Open Space and Community Facilities Strategy

Attachment A9

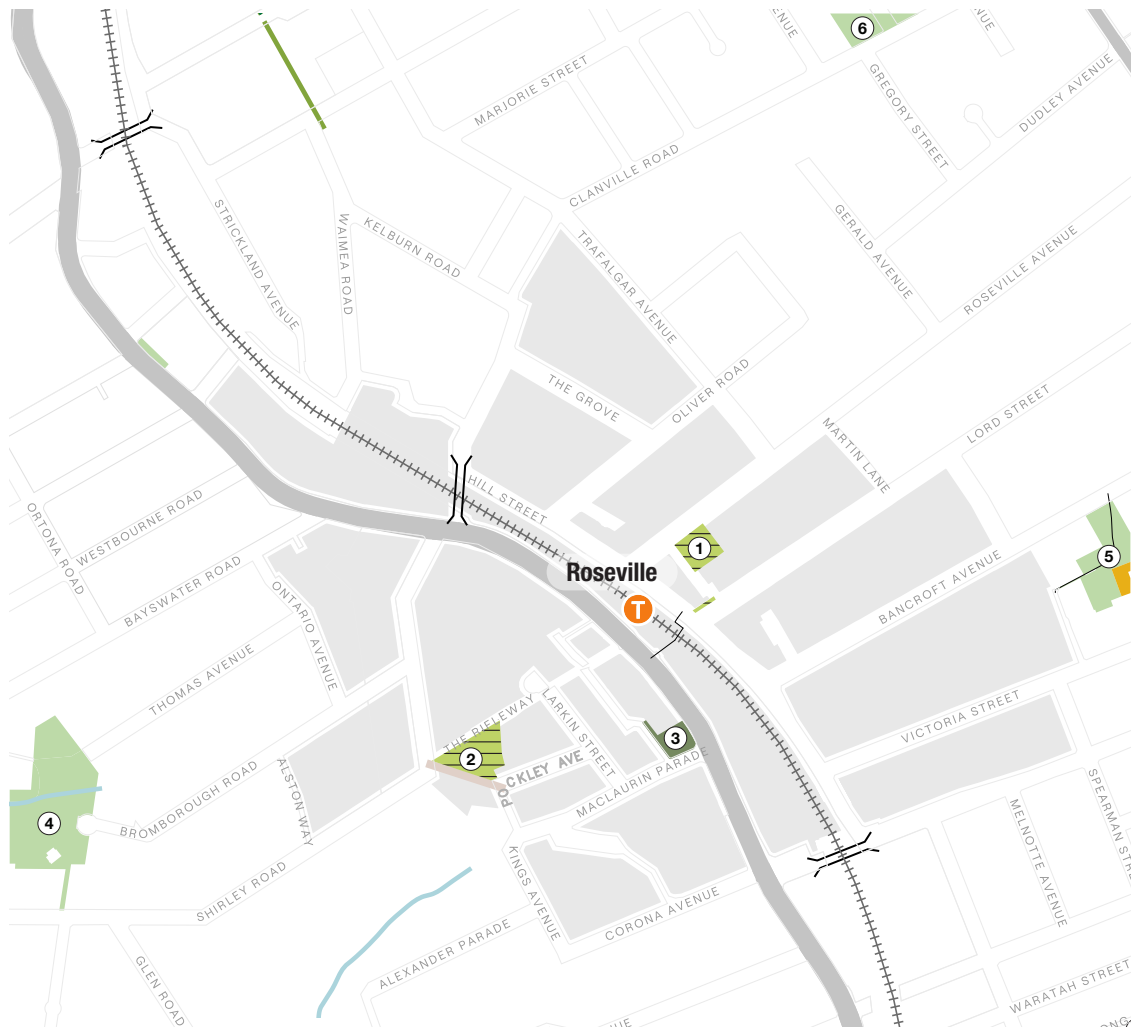


Figure A9.15 Roseville Town Centre Open Space and Community Facilities Strategy



- | | | |
|--------------------------------------|---------------------------|--|
| ① Roseville Lane Park | ③ Roseville Memorial Park | ⑤ Bancroft Park & Ku-ring-gai Art Centre |
| ② Shirley Road / Pockley Avenue Park | ④ Loyal Henry Park | ⑥ Roseville Park |

Note: For further details in relation to the above Open Space and Community Facilities Strategy refer to the following Council Plans and Strategies;

- Roseville Public Domain Plan, 2022
- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

Study Area	Existing Open Space to be Upgraded	Leased Open Space Managed by Council	Existing Community Facilities
Train Station Overpass Connection	Private Open Space	Future Open Space	

Preferred Scenario Infrastructure Strategies
Roseville Town Centre Green Grid and Canopy Cover Strategy

Attachment A9



Figure A9.16 Roseville Town Centre Green Grid and Canopy Cover Strategy

Note: For further details in relation to the above Green Grid and Canopy Cover Strategy refer to the following Council Plans and Strategies;

- Roseville Public Domain Plan, 2022
- Ku-ring-gai Bike Plan, 2012
- Development Contributions Plan, 2010
- Draft Green Grid Strategy, 2025
- Ku-ring-gai Local Strategic Planning Statement (LSPS), 2020

LEGEND

	Pacific Highway		Ku-ring-gai Green Grid Routes		10% Tree Canopy Target in Mixed Use Development Areas		No Change - Existing Retained
	Northshore Railway Line		Open Space		30% Tree Canopy Target in Residential Development Areas		

Atlas Economics[™]

Ku-ring-gai Transit Oriented Development (TOD) Centres

Affordable Housing Feasibility Analysis

KU-RING-GAI COUNCIL

MARCH 2025



Document Control

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Ku-ring-gai Transit Oriented Development (TOD) Centres

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Ku-ring-gai Transit Oriented Development (TOD) Centres

1 Introduction



Beyond the
horizon thinking.

Ku-ring-gai Transit Oriented Development (TOD) Centres

1.1 Background

In accordance with the National Housing Accord, the NSW Government has committed to facilitating the delivery of 377,000 new homes by 2029 (which is equivalent to approximately 75,000 new homes annually for five years).

In response, the NSW Department of Planning, Housing and Infrastructure (**DPHI**) introduced the Transport Oriented Development (**TOD**) program as part of a suite of planning initiatives to enable housing supply. There are two parts to the TOD program:

- Part I focuses on eight accelerated precincts, where land within 1,200 metres of rail and metro stations are rezoned by the NSW Government to increase development capacity. Seven of the precincts were rezoned in November 2024.
- Part II focuses on precincts within 400 metres of 37 selected stations, where land is rezoned through a new State Environmental Planning Policy (**SEPP**) commencing April 2024.

Part II of the TOD program included the precincts of Roseville, Lindfield, Killara and Gordon in the Ku-ring-gai local government area (**LGA**). New planning controls allowing for 6 storey residential flat buildings were applied to all land, including in Heritage Conservation Areas (**HCA**s). This was accompanied by an inclusionary zoning requiring 2% affordable housing contribution for all new development.

In response to the TOD program, Ku-ring-gai Council (**Council**) prepared alternate scenarios to the TOD program for public consultation during November and December 2024. The alternate approach sought to redistribute development capacity within the centres to retain HCA's, areas of significant tree canopy and environmentally sensitive areas.

Council engaged SJB Urban and SJB Planning to review the TOD scenario (as made in the SEPP provisions, referred to as 'Baseline Scenario') and the alternate scenarios (prepared by Council) and to, *inter alia*, prepare structure plans and a proof of concept to test the feasibility of the proposed alternate controls and development outcomes.

The Urban Design technical study (SJB, 2025) identifies a preferred development scenario (**the Preferred Scenario**) where increases to density are focused on well-located sites and the boundaries of planning change are expanded to include suitable areas within an 800m catchment of train stations. If implemented, planning controls for the Preferred Scenario would replace the Baseline Scenario and the previously made SEPP planning controls would be repealed.

Atlas Economics (**Atlas**) is engaged by Council to carry out a financial feasibility analysis (**the Study**) to assist with development of a preferred scenario and Affordable Housing contribution requirements to accompany the implementation of new planning controls.

1.2 Scope and Approach

The overarching objective of the Study is to investigate the capacity of development to contribute to affordable housing. The Study carries out a feasibility analysis of an alternate TOD area around the station precincts of Roseville, Lindfield, Killara and Gordon (individually referred to as '**the Precinct/s**' and collectively referred to as '**the Study Area**'). The feasibility analysis is predicated on the Preferred Scenario and its associated planning controls.

The Study recognises that development feasibility in the Study Area will vary. Lot and ownership patterns as well as the nature of existing uses and buildings collectively influence the cost of site consolidation and the likelihood of development as a realistic and feasible proposition. These accordingly influence the feasibility of the alternate planning controls for development.

To fulfill the requirements of the brief, the Study carries out the following tasks:

- Market appraisal, including an analysis of market activity and prices paid for existing uses/ buildings and development sites.
- Feasibility testing of a sample of sites in the Precincts to investigate if development is feasible, and where feasible, the capacity to contribute to affordable housing.
- Aggregation of observations for the purposes of making recommendations on policy settings and implementation.

Atlas worked with GLN Planning (**GLN**) who provided with policy drafting advice to assist with the Study's recommendations.



1.3 Assumptions and Limitations

The Study carries out a generic feasibility assessment which makes a number of assumptions to enable observations to be made at an aggregate level across the Study Area. The following limitations are highlighted:

- It is not practically viable to examine the feasibility of every site across the Study Area. Sample sites are selected and notional development typologies are assumed (based on the urban design work by SJB) for generic feasibility testing.
- Generic feasibility testing is based on high-level revenue and cost assumptions and does not consider site-specific nuances typically considered in detailed feasibility analysis. If there are site-specific factors (e.g. geotechnical/ topography constraints) that affect the cost of development, the analysis could require revision.
- A desktop appraisal of 'as is' or existing property values is carried out without the benefit of site inspections or property-specific financial information (e.g. rental income, investment returns, lease break clauses). The estimate of existing property values is made in the absence of site-specific information and is accordingly high-level and indicative only.

The observations of the generic feasibility testing are aggregated to consider location-specific factors that influence the capacity of development in the Study Area to contribute to affordable housing.

Notwithstanding the assumptions made and limitations of generic feasibility testing, the Study aims to provide guidance at a strategic level on the relative appropriateness of affordable housing contribution requirements across the Study Area.



2

Preferred Scenario



Beyond the
horizon thinking.

Ku-ring-gai Transit Oriented Development (TOD) Centres

The Urban Design technical study (SJB) is underpinned by principles identified by Council, including a desire to focus increasing density on well-located sites to ensure that development occurs in appropriate locations while preserving valued areas.

FIGURE 2-1 contains a comparison of TOD area boundaries, with FIGURE 2-2 showing the areas of change in the Preferred Scenario.

FIGURE 2-1: TOD Baseline Scenario Boundary v Preferred Scenario Boundary



FIGURE 2-2: Study Area Areas of Change

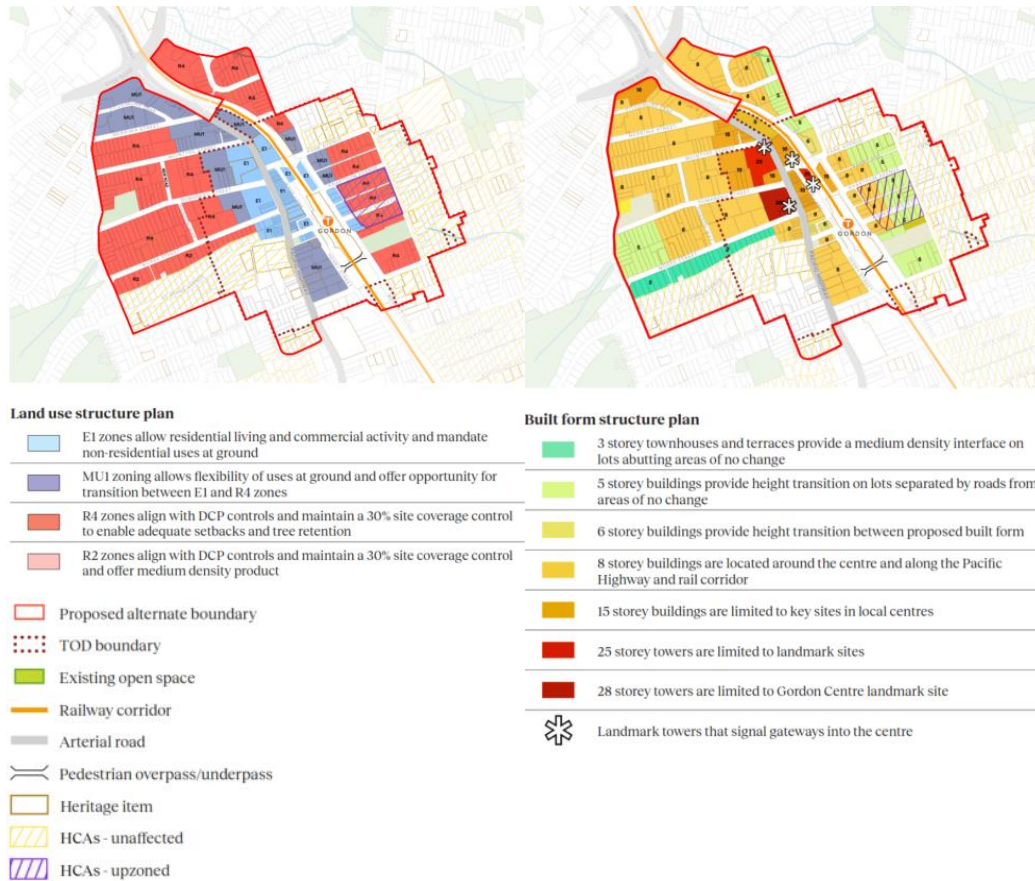


2.1 Gordon

In the Gordon Precinct, the alternate TOD boundary extends further west, with large areas of R2 land to the west proposed for R4.

FIGURE 2-3 extracts the structure plans from the Urban Design study and TABLE 2-1 summarises key planning amendments.

FIGURE 2-3: Land Use and Built Form Structure Plan, Gordon Precinct



Source: SJB Urban

TABLE 2-1: Key Existing and Proposed Planning Controls, Gordon Precinct

AREA	CURRENT ZONE	PROPOSED ZONE	CURRENT FSR (N=1)	PROPOSED FSR (N=1)	PROPOSED STOREYS
WEST OF PACIFIC HIGHWAY					
SOUTHERN SIDE OF MOREE ST	R2	R2	0.3	0.85	3
MERRIWA, MCINTYRE, DUMARESQ, MOREE ST	R2	R4	0.3	1.3, 1.8	5, 8
MERRIWA, MCINTYRE, DUMARESQ, MOREE ST	R3	R4	0.8	1.8	6
MERRIWA, MCINTYRE, DUMARESQ, MOREE ST	R4	R4	0.8, 1.8	3.0	15
MERRIWA, MCINTYRE, DUMARESQ, MOREE ST	R4	MU1	1.3, 1.8	3.0, 5.0	8, 15
NORTHERN SITE OF MERRIWA ST	MU1	MU1	2.0, 2.3, 2.5	3.0, 6.0	8, 16
PACIFIC HIGHWAY	E1	E1	2.5, 2.8, 3.0, 3.5	3.0, 5.0, 6.0	8, 15, 25



AREA	CURRENT ZONE	PROPOSED ZONE	CURRENT FSR (N=1)	PROPOSED FSR (N=1)	PROPOSED STOREYS
EAST OF PACIFIC HIGHWAY					
CARLOTTA, MT WILLIAM, BURGOYNE, PARK	R2	R4	0.3	1.3, 1.8	5, 8
PARK, KHARTOUM AVE	R2	MU1	0.3	2.0	8
WERONA AVE	R2	E1	0.3	3.0	8
BETW PACIFIC HIGHWAY AND TRAIN LINE	R4	MU1	0.85, 1.3	2.0, 3.0	8, 16
WERONA AVE	R4	E1	0.85, 1.3	3.0	8
CARLOTTA AVE	R4	R4	1.3	1.8	8
AROUND TRAIN STATION	E1	E1	2.0, 3.0	2.0, 3.0, 5.0	15, 16, 25

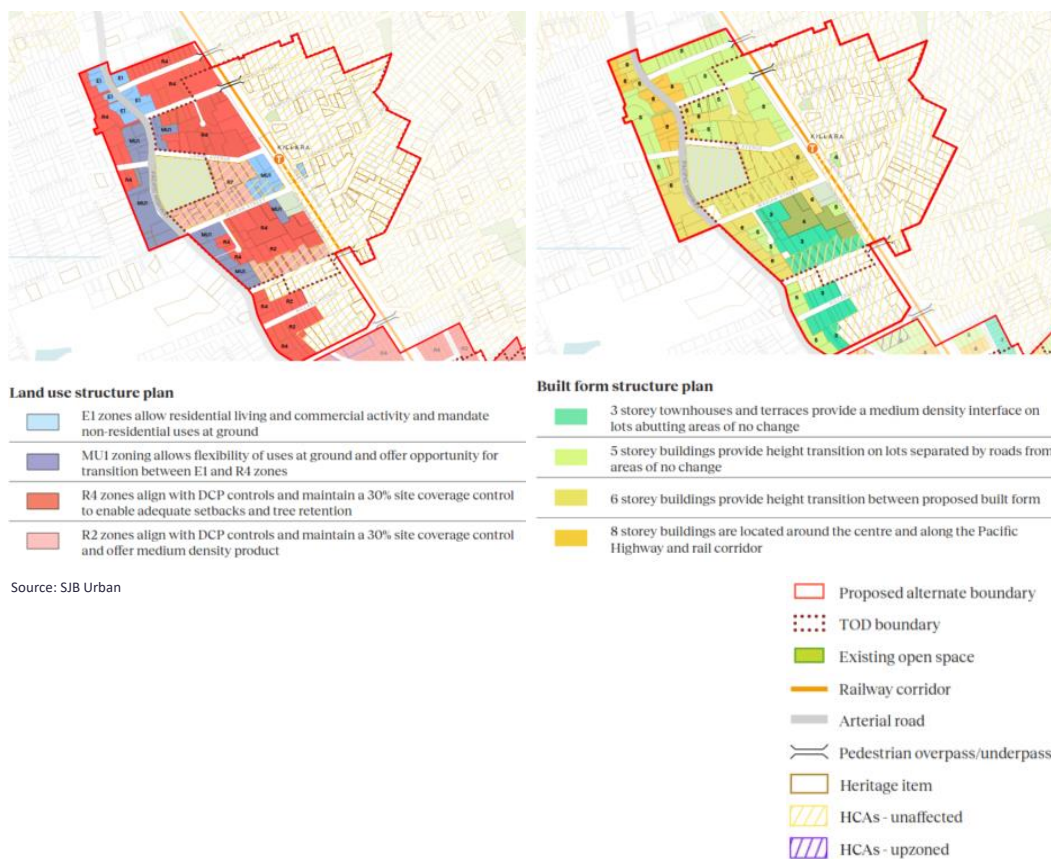
Source: Atlas

2.2 Killara

In the Killara Precinct, increased development capacity is focused on the western side of the train line, with targeted increase to densities on either side of the Pacific Highway.

FIGURE 2-4 extracts the structure plans from the Urban Design study and **TABLE 2-2** summarises key planning amendments.

FIGURE 2-4: Land Use and Built Form Structure Plan, Killara Precinct



Source: SJB Urban



TABLE 2-2: Key Existing and Proposed Planning Controls, Killara Precinct

AREA	CURRENT ZONE	PROPOSED ZONE	CURRENT FSR (N=1)	PROPOSED FSR (N=1)	PROPOSED STOREYS
WEST OF PACIFIC HIGHWAY					
SPENCER ST	R2	R4	0.3	1.3	5
ESSEX, SPENCER ST	R4	R4	0.85	1.3	5
PACIFIC HIGHWAY	R4	MU1	0.85	2.0, 3.0	6, 8
PACIFIC HIGHWAY	R4	E1	0.85	2.5, 3.0	6, 8
EAST OF PACIFIC HIGHWAY					
MARIAN, POWELL, GREENGATE	R2	R4	0.3	1.3	5
CULWORTH	R3	R4	0.8	1.3	5
MARIAN, STANHOPE	R4	R4	0.85, 1.3	1.3, no change	4, 5
PACIFIC HIGHWAY	R4	MU1	0.85, 1.0, 1.3	2.0, 2.5	5, 6
PACIFIC HIGHWAY	R4	E1	0.85	3.0	6

Source: Atlas

2.3 Lindfield

In the Lindfield Precinct, increased capacity is on either side of the train line, with targeted increases to density along Pacific Highway.

FIGURE 2-5: Land Use and Built Form Structure Plan, Lindfield Precinct

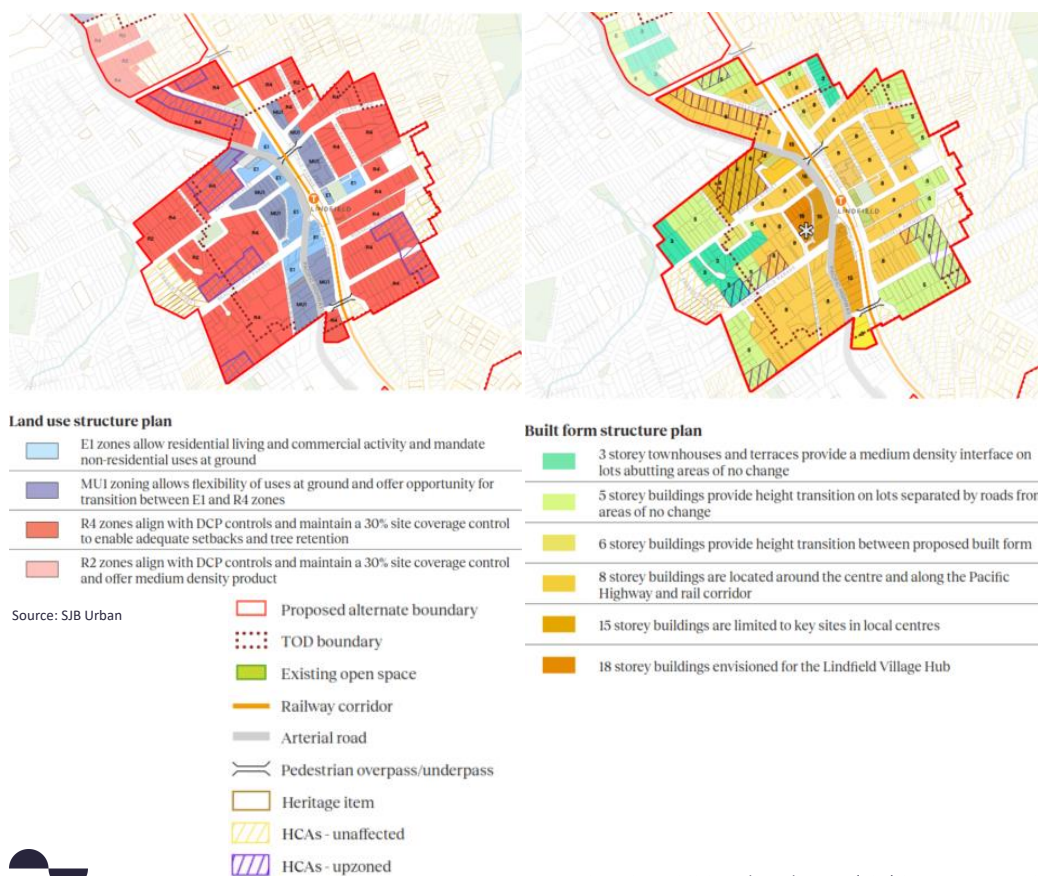


FIGURE 2-5 extracts the structure plans from the Urban Design study and TABLE 2-3 summarises key planning amendments.

TABLE 2-3: Key Existing and Proposed Planning Controls, Lindfield Precinct

AREA	CURRENT ZONE	PROPOSED ZONE	CURRENT FSR (N=1)	PROPOSED FSR (N=1)	PROPOSED STOREYS
WEST OF PACIFIC HIGHWAY					
HIGHFIELD, POLDING, BEACONSFIELD	R2	R2	0.3	0.85	3
HIGHFIELD, POLDING, BEACONSFIELD, GLADSTONE	R2	R4	0.3	1.3, 1.8	5, 8
PACIFIC HIGHWAY	R2	MU1	0.3	3.0	8
BEACONSFIELD, GLADSTONE	R3	R4	0.8	1.8	5
BALFOUR, BEACONSFIELD, GLADSTONE	R4	R4	1.3	1.8	5
GLADSTONE	R4	MU1	0.85	3.0	8
PACIFIC HIGHWAY	E1	E1	2.5	2.5	8
EAST OF PACIFIC HIGHWAY					
KILLARA AVE	R2	R2	0.3	0.85	3
TREATTS, WOLSELEY RD	R2	R4	0.3	1.3, 1.8	5, 8
WOODSIDE, HAVILAH	R2	MU1	0.3	2.5	6
WOLSELEY	R3	R4	0.8, 0.85	1.8	8
PACIFIC HIGHWAY, HAVILAH, MURRAY, TRYON	R4	R4	0.5, 0.85, 1.3	1.3, 1.8	5, 8
WOODSIDE, HAVILAH, LINDFIELD	R4	MU1	0.85, 1.3, 1.6, 2.0	3.0, 5.0	8, 15
PACIFIC HIGHWAY	E1	E1	2.0, 2.5, 3.0	2.0, 3.0, 5.0	8, 15

Source: Atlas

2.4 Roseville

In the Roseville Precinct, increased development capacity is focused on the western side of the train line, with targeted increase to densities on either side of the Pacific Highway.

TABLE 2-4 summarises key planning amendments and FIGURE 2-6 extracts the structure plans from the Urban Design study.

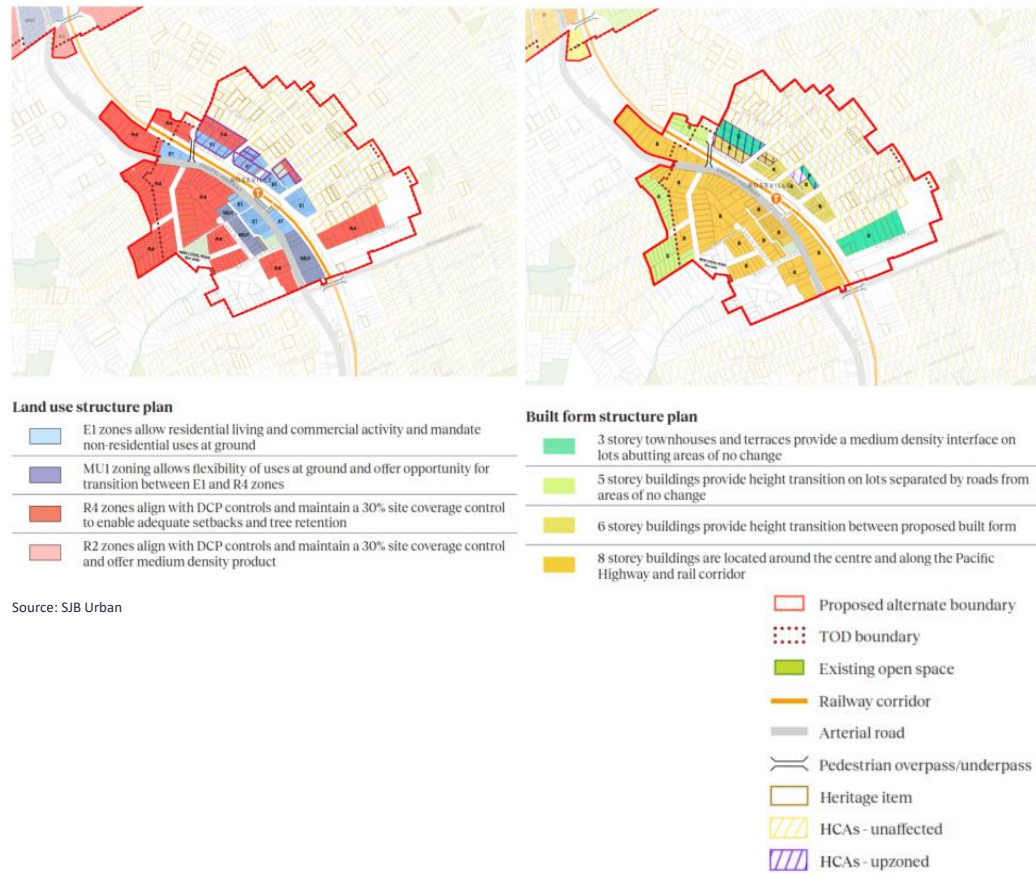
TABLE 2-4: Key Existing and Proposed Planning Controls, Roseville Precinct

AREA	CURRENT ZONE	PROPOSED ZONE	CURRENT FSR (N=1)	PROPOSED FSR (N=1)	PROPOSED STOREYS
WEST OF PACIFIC HIGHWAY					
BAYSWATER, SHIRLEY, MACLAURIN	R2	R4	0.3	1.3, 1.8	5, 8
MACLAURIN, CORONA	R4	R4	0.5, 0.85, 1.3	1.3, 1.8	5, 8
LARKIN	R4	MU1	0.5	3.0	8
PACIFIC HIGHWAY	E1	E1	1.0, 2.0, 3.0	3.0	8
EAST OF PACIFIC HIGHWAY					
VICTORIA, OLIVER, RAWHITI	R2	R4	0.3	0.85, 1.3	3, 5
VICTORIA, BOUNDARY	R4	R4	0.85, 1.3	1.3, 1.8	5, 8
PACIFIC HIGHWAY	R4	MU1	0.85	3.0	8
CLANVILLE, OLIVER, ROSEVILLE	R4	E1	0.85	2.5, 3.0	6, 8
PACIFIC HIGHWAY	E1	E1	1.0, 2.0	2.5, 3.0	6, 8

Source: Atlas



FIGURE 2-6: Land Use and Built Form Structure Plan, Roseville Precinct



2.5 Summary of Proposed Planning Controls

The Preferred Scenario will require amendments to the Ku-ring-gai Local Environmental Plan 2015 (**the LEP**). These include land use zones, building height and floorspace ratio (**FSR**). Additionally, the following provisions would be introduced in the LEP:

- Minimum lot size and frontage for residential flat buildings**

New minimum lot size of 1,500sqm and street frontages of 24m for residential flat buildings in the R4 zone.

- Active frontages within the MU1 Mixed Use and E1 Local Centre zones**

Clarification that active frontages are only required along primary frontages (as indicated by the active frontages map).

Ground floor uses would be required as of course in E1 zones, whereas land in the MU1 land would be required to accommodate active uses along an identified active frontage.

The Study assumes that mixed use developments in the E1 zone would generally provide for FSR 0.8:1 non-residential floorspace, while mixed use developments in the MU1 zone (along an active frontage) would provide for FSR 0.5:1 non-residential floorspace.

The LEP amendments would require supporting amendments to the Ku-ring-gai Development Control Plan 2015 (**the DCP**). Precinct-specific provisions that apply to the Study Area would require updating with new provisions introduced for the Killara centre.

The next chapter investigates the feasibility of development under the Preferred Scenario and the capacity of development to contribute to affordable housing.



3

Feasibility Analysis



Beyond the
horizon thinking.

Ku-ring-gai Transit Oriented Development (TOD) Centres

3.1 Market Appraisal

This chapter undertakes a feasibility analysis to examine if the Preferred Scenario could result in feasible development, and if so, the affordable housing contributions that could be made. The feasibility analysis relies on an analysis of property market activity.

3.1.1 Analysis of Market Activity

This section provides a brief overview of market dynamics, including local market activity, development activity and the key implications for planning controls in the Study Area.

Limited sales activity has been observed across the Study Area in the past 24 months, particularly for large development sites. Most recent transactions have been for existing uses - smaller commercial low-rise buildings and single dwellings.

Understanding property values across the Study Area is relevant because they underpin the cost of land (i.e. what a development site could cost) and influence the type of development activity that will likely be undertaken.

LOT PATTERNS AND EXISTING-USE VALUES

The value of land in the Study Area is influenced by a myriad factors. Principally, the value of land is different depending on whether it is residential or commercial. In the Study Area, land is subject to various land use zones - R2 Low Density Residential, R3 Medium Density Residential, R4 High Density Residential and E1 Local Centre. This land could be improved with single dwellings or apartments, retail strip or commercial buildings, civic or community facilities.

In the R3 and R4 zones, a large proportion of land is improved by apartments and/ or medium density, with a small number of single dwellings in these zones. Residential unit blocks could be held under strata title and in single ownership under Torrens title. There are some residential unit blocks that are aged and approaching the end of their economic useful life.

TABLE 3-1 shows the median lot size of single dwellings in the Study Area (extracted from GIS information provided by Council).

TABLE 3-1: Residential Single Dwelling Lot Patterns, Study Area

PRECINCT	LOT SIZE QUANTILES (SQM)		
	Quartile 1	Median	Quartile 3
GORDON	708	892	1,194
KILLARA	919	1,132	1,437
LINDFIELD	731	965	1,235
ROSEVILLE	842	982	1,214

Source: Council

Focusing then primarily on single dwellings in the residential zones, the factors that influence the value of single dwellings include location, block size, quality and size of the improvements (i.e. number of bedrooms, bathrooms, tennis courts, etc.).

The values of existing single dwellings vary in the Study Area and can range from \$3 million to upwards of \$6 million. When analysed on a dollar rate per square metre of overall improved site area, the sale prices generally reflect a range as summarised in **TABLE 3-2**.

TABLE 3-2: Single Dwellings Existing-use Values, Study Area

PRECINCT	AVERAGE SALE PRICE		ANALYSIS (\$/SQM IMPROVED SITE AREA)	
	Large Block (1200sqm)	Small Block (800sqm)	Large Block	Small Block
GORDON	\$5,100,000	\$3,900,000	\$4,400	\$5,400
KILLARA	\$5,400,000	\$4,000,000	\$4,500	\$5,000
LINDFIELD	\$5,500,000	\$4,000,000	\$4,600	\$5,000
ROSEVILLE	\$5,500,000	\$4,200,000	\$4,600	\$5,300

Source: Atlas

The analysis of sale prices against lot sizes is relevant to the feasibility analysis as there is an inverse relationship between the value of land (with a single dwelling) and block size. That is, the larger the block, generally the lower the property value (per square metre of site area). Furthermore, the larger the block, the lower the need for site consolidation of multiple allotments. This has direct implications for the cost of land to a developer.



If a large single dwelling block was able to be secured, no amalgamation may be necessary. If smaller blocks were secured, there could be a minimum of two or three lots required for development site of workable scale. It could conceivably cost upwards of \$4,500/sqm of overall improved site area to secure a single dwelling, before any premium incentive/ inducement to the landowner.

The Study Area comprises a diverse range of commercial land uses. Along the Pacific Highway there are fine grain, retail strip properties, low-rise commercial buildings as well as large format showrooms and service commercial premises. There are additionally residential unit blocks and other residential uses that front the Pacific Highway.

The values of existing commercial properties vary according to the quantum of lettable floorspace and the level of functional utility - which is a function of exposure, visibility and quality of accommodation. When analysed on an equivalent dollar rate per square metre of improved site area, the sale prices reflect a wide range, as summarised in **TABLE 3-3**.

TABLE 3-3: Commercial Existing-use Values, Study Area

PRECINCT	ANALYSED SALE PRICES (\$/SQM IMPROVED SITE AREA)	
	Large Block (>400sqm)	Small Block (100-300sqm)
GORDON	\$9,000	\$17,000-\$20,000
LINDFIELD	\$9,000	\$13,000
ROSEVILLE		\$10,000-\$10,500

Source: Atlas

There is evidently an inverse relationship between lot size and the intensity of development on the land. Generally, small lots are more intensively developed and therefore more valuable on a rate per square metre of site area. This can be observed from the sales activity of commercial uses. Fine grain, small lots (<200sqm) disclose sale prices approaching \$20,000/sqm of overall improved site area, whereas larger lots (>400sqm) can indicate sale prices of ~\$10,000/sqm of overall improved site area.

If large commercial lots were secured, existing-use values could range from \$10,000/sqm to \$15,000/sqm of overall improved site area. This is lower than smaller commercial lots, wherein existing-use values could range from \$15,000/sqm to \$20,000/sqm of overall improved site area. These rates would be before any premium incentive/ inducement to the landowner is included.

All things being equal, commercial properties are observed to be more valuable in Gordon compared to the other precincts, which is unsurprising given the principal centre role it plays within the LGA.

While not shown above, there are additionally residential strata and commercial strata complexes within the Study Area. Depending on the number of strata units within a complex, on a rate per square metres of improved site area, the existing-use value could be up to 50%-100% higher than properties held under Torrens title. This has direct implications on the cost of land to a developer and the density required for feasible development.

For the analysis recent sales activity by land use and precinct location refer to Schedule 1.

3.1.2 Analysis of Development Site Sales

There has been a dearth of development site sales in the Study Area over the last 12-18 months. The paucity in development site sales activity can be attributed to many factors, including:

- **Uncertainty** following Council's commencement of court proceedings against implementation of the Baseline Scenario. Informal discussions with selling agents indicate that should the Baseline TOD controls be a given, development interest would be notable.
- **Headwinds in the development market** following the rapid increase in construction cost prices, labour and supply chain disruptions and the softening of expected apartment sale prices amid increases to the cash rate and interest rates.

At the end of 2024, there were over 30 development sites in various areas of the LGA for sale. Many of these were located in Gordon, Lindfield and Roseville (~10 sites or more each). There were fewer sites in Killara for sale.

The development sites that were marketed included amalgamations of up to 6 lots, with a range of land parcels being offered (560sqm to 8,500sqm). Existing improvements were predominantly single dwellings (in the R2 zone), with a few sites improved with higher value commercial buildings (MU1/ E1 zone) or older, strata residential unit blocks (R4 zone).

A few sites are understood to have recently sold, however have yet to reach settlement, hence sale details remain confidential. Indicative asking prices were in the order of \$5,000/sqm GFA. Notably, this reflects the upper range of historical residential development site values in the locality (\$4,000/sqm to \$5,000/sqm GFA).

The site value range of \$4,000/sqm to \$5,000/sqm GFA represents residential development potential. Sites with a non-residential floorspace component disclose lower rates, ranging from \$2,500/sqm to \$3,500/sqm GFA depending on the proportion of residential floorspace available. Many of the historical sales do not reflect an Affordable Housing contributions requirement.



3.2 Influencing Factors of Development Feasibility

In existing urban areas, a variety of factors affects the feasibility of development. Arguably, the largest challenge in existing urban areas is the high cost of land. The following are a selection of factors that affect the feasibility of development in the Study Area.

LAND VALUES AND SITE CONSOLIDATION

To economically acquire and develop land, the value of a site as a development prospect must exceed its value in existing use. Development will only occur if a proposed use is valuable enough to displace its existing uses. For instance, while many existing buildings may be aged, they may still be providing a good level of functional utility and be relatively valuable. This is evident of many of the commercial buildings in the Study Area. Furthermore, where there are long-term tenants and long leases, vacant possession of development may be costly and not be immediately forthcoming.

Consequently, the acquisition of land for development can be a high-risk and high-resource activity, particularly where numerous sites have to be amalgamated prior to development. Where multiple properties are required, the payment of incentives over and above market value is often required to incentivise landowners to sell their properties.

Particularly relevant to the Study Area is the high cost of land especially when amalgamation premiums are required.

COST OF CONSTRUCTION

The cost of construction increases as buildings become taller due to additional engineering and building and fire compliance requirements (e.g. service shafts, fire escapes, etc). The cost to construct buildings up to 3 storeys, 8 storeys, 10-20 storeys and 20-40 storeys is different for these reasons. The taller buildings are, the greater the requirement for vertical transportation, fire safety and evacuation and basement parking.

The construction of basements is expensive and depending on geotechnical ground conditions, the construction cost can begin from \$60,000 to \$70,000 per space.

The cost of construction has been under significant upward pressure in the last 36 months. Some industry commentators expect cost rate escalations to return to trend from 2025. This does not mean construction cost prices will return to their previous levels, merely that annual cost rises will be circa 3%-4%, down from their rises in excess of 10% per annum.

LAND USE CONTROLS

The alternate TOD planning controls envisage that ground floor (and potentially first floor) non-residential uses would be required in the E1 Local Centre zone. In contrast, in the MU1 Mixed Use zone, non-residential uses would only be required along streets identified in the 'active frontages' map. Accordingly, if there is no active frontage identified along a site's boundary, development of a residential flat building would be permitted. This has direct implications for the financial feasibility of development given that residential floorspace is generally more valuable than non-residential floorspace.

OBSERVATIONS IN THE STUDY AREA

The Study finds that a number of headwinds makes it challenging for development in existing urban areas to be feasible generally. This is as a result of the cumulative influence of high existing-use values (and therefore the cost to consolidate a development site), elevated construction costs and relatively soft end sale values of completed apartments.

Notwithstanding the challenges of feasibility, the Study Area is in part well positioned to accommodate feasible development to higher densities. This is attributed to:

- Relatively large residential allotment sizes, with the median size of single dwelling lots between 900sqm and 1,100sqm. All things being equal, the larger the block, the lower the property value (per square metre of site area). Larger blocks additionally reduce the need for amalgamation of multiple allotments. This has direct implications for the cost of land to a developer.
- Robust market demand for higher density living. The desirability of the Study Area carries with it a willingness by the market to pay an economic price¹ for completed residential product.

In and around the station precincts and along the Pacific Highway, land use patterns are more intensive - including fine grain commercial and retail properties, residential unit blocks (held under strata title or Torrens title) and strata commercial properties. The cost of land associated with purchasing these sites would accordingly be higher. Consequently, higher densities are required to 'displace' the existing uses.



¹ Economic price refers to the price needed to cover the cost of production (cost of land and cost development) and a commercial return

3.3 Feasibility Testing

METHODOLOGY

The financial feasibility analysis relies on the Residual Land Value approach. The approach involves assessing the value of the completed product, making a deduction for development costs and making a further deduction for profit and risk while ensuring the development achieves a target profit margin and target return (or the 'target hurdle rates').

The amount that a development can afford to pay for land is a 'residual', i.e. the amount that remains after development costs are deducted and target hurdle rates are achieved. The residual land value (**RLV**) is therefore the maximum price a developer would be prepared to pay for a site for the opportunity to develop under the alternate planning controls whilst achieving target hurdle rates.

For there to be an incentive to develop, the RLV must exceed the cost of land. The cost of land includes: a site's existing value which is influenced by its improvements and ownership patterns, and the costs that may be necessary to secure vacant possession (e.g. incentive premium/s to landowner, lease break payments).

Accordingly, the value of existing uses, premium and any other costs that a developer may need to be pay to consolidate a development site, are fundamental to the feasibility equation of new development.

SELECTION OF SITES FOR TESTING

The Study reviews the nature of proposed planning change in the Study Area and the patterns of existing uses, and identifies a selection of sites in each precinct for generic feasibility testing. The sites selected are intended to be representative of sites that would be subject to the alternate planning controls in the Preferred Scenario.

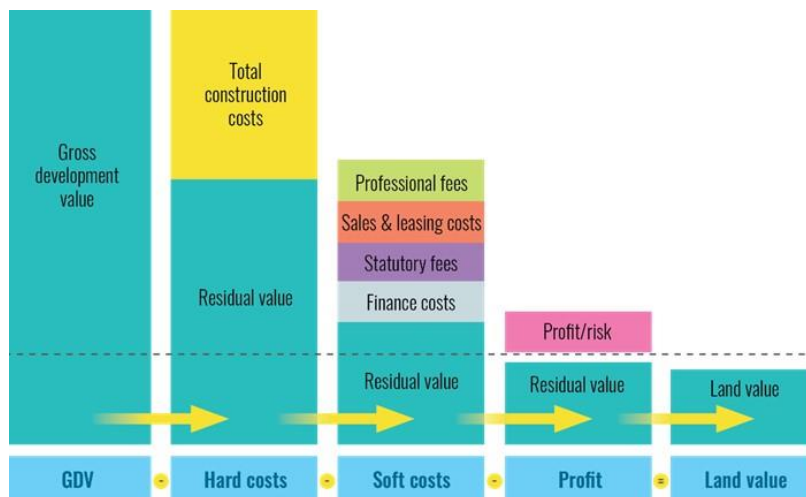
Notional development yields are formulated for the selected sites. The cost to purchase individual properties (including an incentive premium) within a development site is estimated from property market research into sales activity.

There are three key steps in the generic feasibility analysis:

- **Step 1:** Assess the 'as is' value of a selected site under the current planning framework (i.e. existing use value) including an incentive premium a developer would likely need to pay in addition to secure the site. This is the assumed cost of land.
- **Step 2:** Carry out feasibility modelling to identify the RLV of the assumed development site. If the RLV is higher than the assumed cost of land (assessed in Step 1), the alternate controls are feasible to develop. If the RLV is lower than the assumed cost of land, there will be no incentive for a change in use and the site will remain 'as is'. The step is referred to as the 'baseline feasibility'.
- **Step 3:** If feasible, iteratively test for affordable housing contributions that could be made. Affordable housing contributions can be made as a completed dwelling/s (effectively representing sales revenue that is forgone) or as an equivalent monetary contribution. For the purposes of the feasibility modelling, the contributions are assumed in the form of sales revenue foregone.

FIGURE 3-1 illustrates the concept of the Residual Land Value (also known as the Hypothetical Development) approach.

FIGURE 3-1: The Residual Land Value Method



Source: Atlas



3.3.1 Gordon

The Preferred Scenario envisages the most planning change in the Gordon precinct. The key changes to planning controls were outlined in **TABLE 2-1** and are broadly as follows:

- Rezoning of low density residential to permit FSR 0.85:1 (3 storey medium density, e.g. terraces, townhouses).
- Rezoning of low/ medium density residential to permit residential flat buildings at:
 - FSR 1.3:1 (5 storeys)
 - FSR 1.8:1 (8 storeys)
 - FSR 3.0:1 (15 storeys)
- Rezoning of existing high density residential to permit residential flat buildings at higher densities:
 - FSR 1.8:1 (8 storeys)
 - FSR 3.0 (15 storeys)
- Rezoning of existing residential to MU1 Mixed Use at higher densities of up to FSR 5.0:1 (up to 15 storeys).
- Rezoning of existing E1 Local Centre from up to FSR 3.5:1 to densities of up to FSR 6.5:1 (up to 28 storeys).
- Rezoning of existing MU1 Mixed Use from up to FSR 2.5:1 to densities of up to FSR 6.0:1 (up to 25 storeys).

Active frontages are identified along the frontages of E1 zoned land, therefore active, non-residential floorspace is required along the same. In the MU1 zone, active frontages are identified along Park and Werona Avenue (east of Pacific Highway) and at the corner of Pacific Highway and McIntyre Street. Residential flat buildings elsewhere in the MU1 zone would be permitted.

SCENARIOS AND SITES TESTED

A selection of sites in the Precinct is tested to examine if development is likely to be feasible, and if so, the capacity of development to contribute to affordable housing.

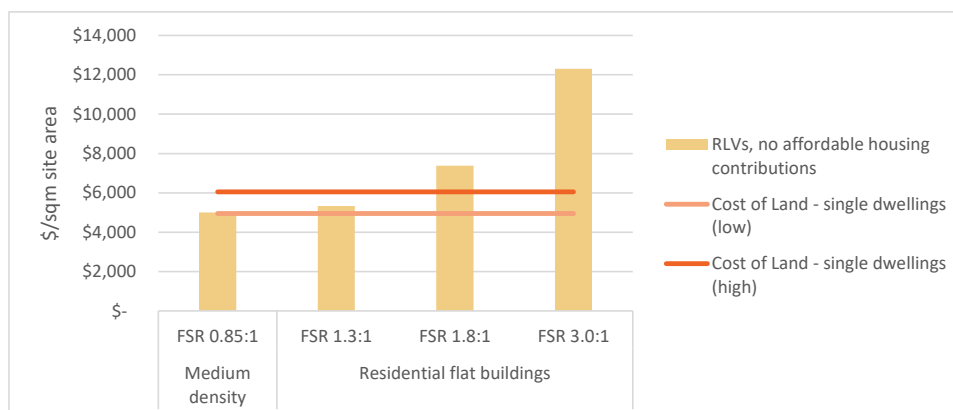
In a series of graphs, the baseline feasibility of development (with no affordable housing contributions) is indicated - through a comparison of the assumed cost of land for selected sites against the residual land value (RLV) of development (to the alternate planning controls). If the RLV is higher than the assumed cost of land, the alternate controls are feasible to develop. If the RLV is lower than the assumed cost of land, there will be no incentive for development and the site will remain 'as is'.

Where sites are indicated to be feasible to develop, the inclusion of affordable housing contributions is made to test the capacity of development to contribute, while remaining feasible.

MEDIUM AND HIGH DENSITY RESIDENTIAL

FIGURE 3-2 shows that at the assumed cost of land, residential flat buildings (to FSR 1.8:1 and FSR 3:1) are generally feasible to develop (i.e. the RLVs exceeding the cost of land and target hurdle rates are met). However, medium density and lower density apartments (FSR 0.85:1 and 1.3:1 respectively) are more marginal to develop - the RLVs modelled to be at or below the cost of land. If a site can be secured at the lower end of the assumed cost of land, these lower density developments could be feasible.

FIGURE 3-2: Feasibility of Residential Development (No Affordable Housing Contributions), Gordon Precinct



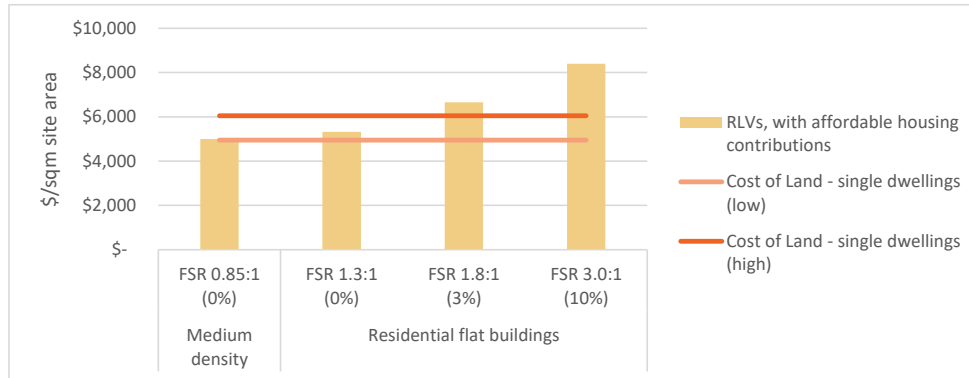
Source: Atlas



Given that lower density residential development is more 'marginal' and therefore only likely to occur at smaller scale, no affordable housing contributions are tested.

FIGURE 3-3 shows the implications for feasibility following the iterative testing of various affordable housing contribution rates in the case of residential flat buildings of FSR 1.8:1 and FSR 3:1.

FIGURE 3-3: Feasibility of Residential Development (with Affordable Housing Contributions), Gordon Precinct



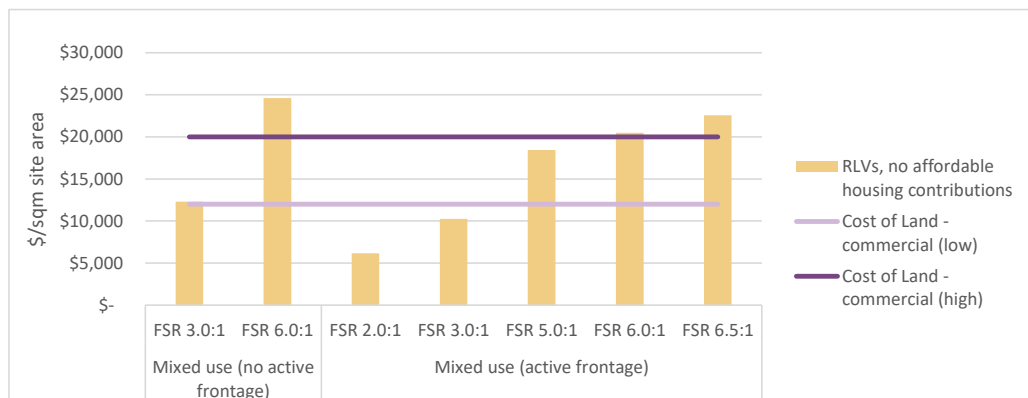
Source: Atlas

At the indicated affordable housing contribution rates, the RLVs exceed the cost of land and target hurdle rates are met. While a developer is able to pay a lower sum for a site (due to lower RLVs), the RLVs still exceed the assumed cost of land, therefore still resulting in an incentive to displace the existing single dwellings.

MIXED USE DEVELOPMENT

FIGURE 3-4 shows that the feasibility of mixed use development in the Precinct could vary significantly depending on the cost of land and the requirement for non-residential floorspace along identified active street frontages.

FIGURE 3-4: Feasibility of Mixed Use Development (No Affordable Housing Contributions), Gordon Precinct



Source: Atlas

The cost of land is a function of its existing use (which could be retail strip, commercial or residential strata buildings). In the Precinct, the Preferred Scenario envisages E1 and MU1 zones that enable mixed use development from FSR 2:1 to 6.5:1. The planning controls however apply in a wide range of scenarios, where there is not necessarily a relationship between existing uses (and therefore the cost of land) and the proposed density of development (and therefore site value, or the price a developer could be prepared to pay).

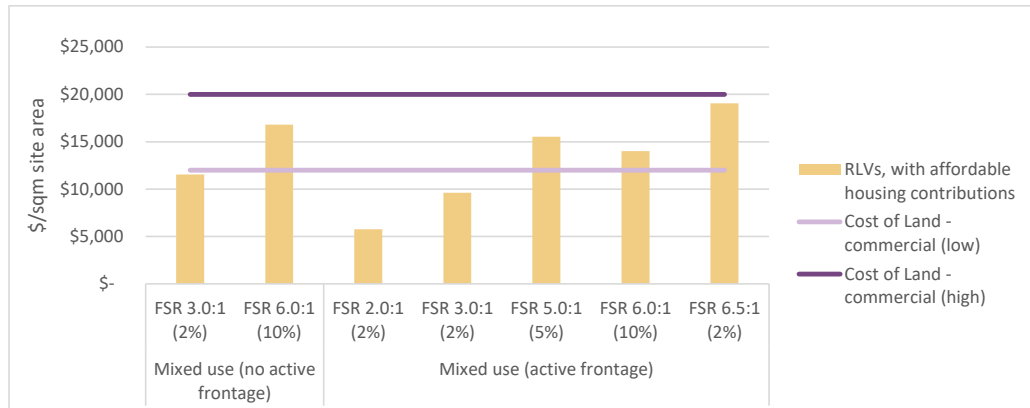
In many instances the proposed planning controls density is insufficient to displace the existing uses, i.e. the RLVs do not exceed the assumed cost of land. In those circumstances, development will not be feasible and the sites will likely remain 'as is'.

If development is not feasible, there is no capacity for development to make affordable housing contributions. Notwithstanding and considering the NSW State Government's TOD policy approach of requiring an inclusionary zoning of 2% affordable housing, where sites are considered not feasible, a default affordable housing contribution rate of 2% is applied.



FIGURE 3-5 shows the implications for feasibility following the iterative testing of various affordable housing contribution rates.

FIGURE 3-5: Feasibility of Mixed Use Development (with Affordable Housing Contributions), Gordon Precinct



Source: Atlas

After inclusion of a default affordable housing contribution of 2%, development in parts of the Precinct remain either not feasible or marginally feasible. Elsewhere, where the existing uses (and therefore the cost of land) are more accommodative of development, those sites have greater tolerance for affordable housing contributions (at 3%, 5% and 10%).

OBSERVATIONS

The feasibility of development in the Precinct depends in the main, on the cost of land. That is, the sum a developer would have to pay to secure a site/s for development. The cost of land is the composite of the value of the existing use/s, any incentive to induce sale and any cost to secure vacant possession (which could involve lease break payments, etc.).

A lower cost of land is generally associated with single dwellings on large lots. The highest cost of land is generally associated with buildings that use a site intensively (e.g. commercial building with multiple levels, multi-level residential unit block) and/ or where ownership is fragmented and multiple lots are required for consolidation into a development site.

In the town centre, lot patterns are fine grain and sites are intensively improved (between Pacific Highway and Wade Lane, and along Pacific Highway between Dumaresq Street and St Johns Avenue). The fine grain patterns require multiple lots consolidated at prices towards the upper end of the indicated cost of land range. While the FSR 5:1 proposed is 'high' compared to the existing FSRs of 2:1 to 3:1, development feasibility is challenging for these reasons. The 'default' affordable housing contribution rate of 2% is applied.

The Gordon Centre (802-808 Pacific Highway) is an enclosed neighbourhood centre anchored by Woolworths and Harvey Norman and is occupied by numerous specialty retail and non-retail tenants. The Gordon Village Arcade (767 Pacific Highway) is connected to the Gordon Centre by a pedestrian bridge over Pacific Highway. Feasible development of these neighbourhood centres will be underpinned by the cost of land which is comprised of the value of the existing uses/s and cost to secure vacant possession. A search of the titles indicates lease expiry dates mostly within four years (2025-2029) and a 10-year option of renewal to Woolworths.

Investment assets with demolition clauses within leases would have less cost associated with lease break payments; the landowner typically able to secure vacant possession by giving the specified/ required notice under the demolition clause. In the absence of demolition clauses, the cost to securing vacant possession for a development would be subject to negotiation and could be high particularly in circumstances where a tenant/s is trading well.

The alternate TOD planning controls would enable a mixed use development of FSR 6.5:1 on the Gordon Centre. A non-residential floorspace requirement of FSR 1:1 will apply, which would facilitate a renewed, contemporary neighbourhood retail offer with associated non-retail and commercial floorspace. The default affordable housing contribution rate of 2% is applied.

The feasibility modelling finds the following particular sites could have greater capacity to contribute to affordable housing.

- 15-21 McIntyre Street - five single dwelling lots. The alternate TOD planning controls envisage mixed use development at FSR 3:1. There is no 'active frontage' requirement, and accordingly an entirely residential development would be permitted. An affordable housing contribution of 10% is suggested, which enables an incentive to the landowners while ensuring development is feasible.
- 810 Pacific Highway - a site approved for mixed use development (FSR 3:1, to include an ALDI supermarket). The alternate TOD planning controls facilitate development at FSR 6:1. An affordable housing contribution of 10% is suggested.

The Study takes a nuanced approach to the feasibility of development in the Precinct. This acknowledges that land use and density controls (using FSR as a proxy) is not necessarily the only indicator of a development's capacity to contribute to affordable housing.



3.3.2 Killara

The Preferred Scenario envisages relatively modest planning change in the Killara precinct. The key changes to planning controls were outlined in **TABLE 2-2** and are broadly as follows:

- Rezoning of low density residential to permit FSR 0.85:1 (3 storey medium density, e.g. terraces, townhouses).
- Rezoning of low/ medium/ high density residential to permit residential flat buildings at FSR 1.3:1 (5 storeys).
- Rezoning of existing high density residential to MU1 Mixed Use at higher densities of up to FSR 3.0:1 (up to 8 storeys).
- Rezoning of existing high density residential to E1 Local Centre at higher densities of up to FSR 3.0:1 (8 storeys).

Active frontages are identified along the frontages of E1 zoned land, therefore active, non-residential floorspace is required along the same. Active frontages are not identified in the MU1 zone, therefore enabling residential flat buildings to be developed.

SCENARIOS AND SITES TESTED

A selection of sites in the Precinct is tested to examine if development is likely to be feasible, and if so, the capacity of development to contribute to affordable housing.

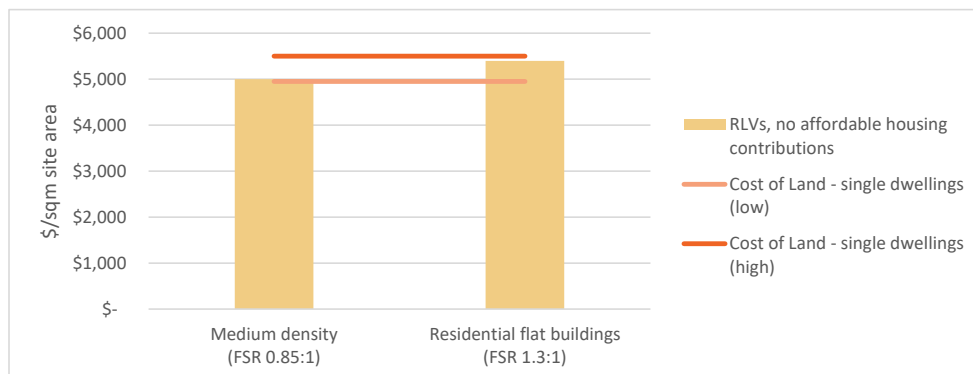
In a series of graphs, the baseline feasibility of development (with no affordable housing contributions) is indicated - through a comparison of the assumed cost of land for selected sites against the residual land value (RLV) of development (to the alternate planning controls). If the RLV is higher than the assumed cost of land, the alternate controls are feasible to develop. If the RLV is lower than the assumed cost of land, there will be no incentive for development and the site will remain 'as is'.

Where sites are indicated to be feasible to develop, the inclusion of affordable housing contributions is made to test the capacity of development to contribute, while remaining feasible.

MEDIUM AND HIGH DENSITY RESIDENTIAL

FIGURE 3-6 shows that at the assumed cost of land, medium density and lower density apartments (FSR 0.85:1 and 1.3:1 respectively) are marginal to develop - the RLVs modelled to be at or below the cost of land. If a site can be secured at the lower end of the assumed cost of land, these lower density developments could be feasible.

FIGURE 3-6: Feasibility of Residential Development (No Affordable Housing Contributions), Killara Precinct



Source: Atlas

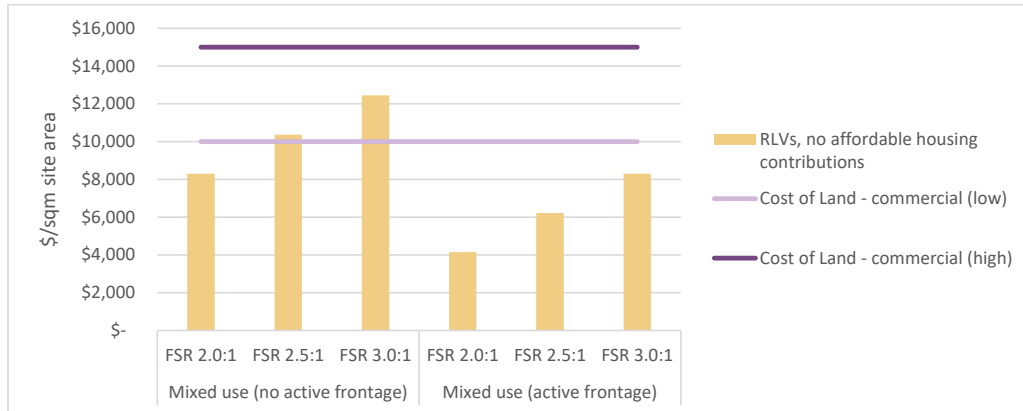
Given that lower density residential development is more 'marginal' and therefore only likely to occur at smaller scale, no affordable housing contributions are tested.



MIXED USE DEVELOPMENT

FIGURE 3-7 shows that the feasibility of mixed use development in the Precinct varies significantly depending on the cost of land. In the Precinct, the Preferred Scenario envisages E1 and MU1 zones that enable mixed use development from FSR 2:1 to 3:1. The MU1 zone is not subject to identified active frontages, which therefore does not require non-residential floorspace provision at ground.

FIGURE 3-7: Feasibility of Mixed Use Development (No Affordable Housing Contributions), Killara Precinct



Source: Atlas

In many instances the proposed density is insufficient to displace the existing uses, i.e. the RLVs do not exceed the assumed cost of land. In those circumstances, development will not be feasible and the sites will likely remain 'as is'.

If development is not feasible, there is no capacity for development to make affordable housing contributions. Notwithstanding and considering the NSW State Government's TOD policy approach of requiring an inclusionary zoning of 2% affordable housing, where sites are considered not feasible, a default affordable housing contribution rate of 2% is applied.

OBSERVATIONS

The feasibility of development in the Precinct depends in the main, on the cost of land. That is, the sum a developer would have to pay to secure a site/s for development. The cost of land is the composite of the value of the existing use/s, any incentive to induce sale and any cost to secure vacant possession.

A lower cost of land is generally associated with single dwellings on large lots - in the Precinct, this is observed to be in the existing low density residential areas. The highest cost of land is generally associated with buildings that use a site intensively (e.g. commercial building with multiple levels, multi-level residential unit block) and/or where ownership is fragmented and multiple lots are required for consolidation. In the Precinct, this is observed to be along Pacific Highway - in the existing E1 and R4 zones.

Along the Pacific Highway, the alternate TOD controls envisage mixed use density of FSR 2:1, 2.5:1 and 3:1. While these are higher compared to the existing FSRs of 0.85:1, 1:1 and 1.3:1, development feasibility is challenging due to the high cost of land (residential unit blocks and commercial buildings). The 'default' affordable housing contribution rate of 2% is applied.

The Study takes a nuanced approach to the feasibility of development in the Precinct. This acknowledges that land use and density controls (using FSR as a proxy) is not necessarily the only indicator of a development's capacity to contribute to affordable housing.



3.3.3 Lindfield

The Preferred Scenario envisages some areas of notable planning change in the Lindfield precinct. The key changes to planning controls were outlined in **TABLE 2-3** and are broadly as follows:

- Rezoning of low density residential to permit FSR 0.85:1 (3 storey medium density, e.g. terraces, townhouses).
- Rezoning of low/ medium/ high density residential to permit residential flat buildings at:
 - FSR 1.3:1 (5 storeys)
 - FSR 1.8:1 (8 storeys)
- Rezoning of existing residential to MU1 Mixed Use at higher densities of up to FSR 5.0:1 (up to 15 storeys).
- Rezoning of existing E1 Local Centre from up to FSR 3.0:1 to densities of up to FSR 5.0:1 (up to 15 storeys).

Active frontages are identified along the frontages of E1 zoned land, therefore active, non-residential floorspace is required along the same. In the MU1 zone, active frontages are similarly identified, therefore precluding residential flat buildings in the MU1 zone.

SCENARIOS AND SITES TESTED

A selection of sites in the Precinct is tested to examine if development is likely to be feasible, and if so, the capacity of development to contribute to affordable housing.

In a series of graphs, the baseline feasibility of development (with no affordable housing contributions) is indicated - through a comparison of the assumed cost of land for selected sites against the residual land value (RLV) of development (to the alternate planning controls). If the RLV is higher than the assumed cost of land, the alternate controls are feasible to develop. If the RLV is lower than the assumed cost of land, there will be no incentive for development and the site will remain 'as is'.

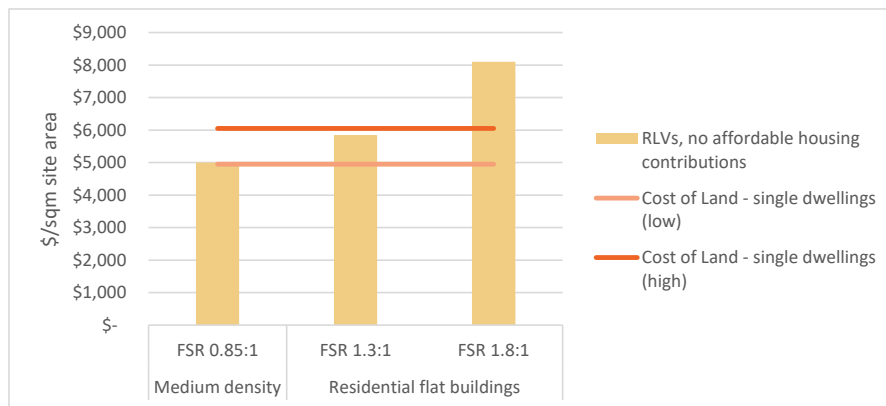
Where sites are indicated to be feasible to develop, the inclusion of affordable housing contributions is made to test the capacity of development to contribute, while remaining feasible.

MEDIUM AND HIGH DENSITY RESIDENTIAL

FIGURE 3-8 shows that at the assumed cost of land, residential flat buildings (to FSR 1.8:1) are generally feasible to develop (i.e. the RLVs exceeding the cost of land and target hurdle rates are met).

However, medium density and lower density apartments (FSR 0.85:1 and 1.3:1 respectively) are more marginal to develop - the RLVs modelled to be at or below the cost of land. If a site can be secured at the lower end of the assumed cost of land, these lower density developments could be feasible.

FIGURE 3-8: Feasibility of Residential Development (No Affordable Housing Contributions), Lindfield Precinct



Source: Atlas

Given that lower density residential development is more 'marginal' and therefore only likely to occur at smaller scale, no affordable housing contributions are tested.

FIGURE 3-9 shows the implications for feasibility following the iterative testing of various affordable housing contribution rates in the case of residential flat buildings of FSR 1.8:1.



FIGURE 3-9: Feasibility of Residential Development (with Affordable Housing Contributions), Lindfield Precinct



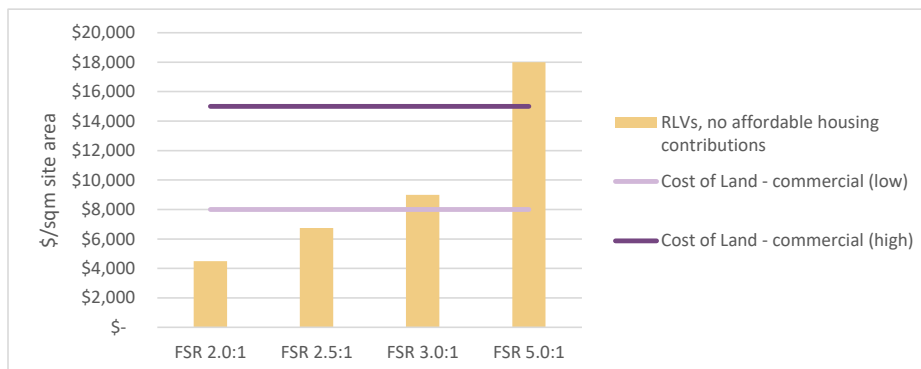
Source: Atlas

At the indicated affordable housing contribution rate (3%) for residential flat buildings (FSR 1.8:1), the RLVs exceed the cost of land and target hurdle rates are met. While a developer is able to pay a lower sum for a site (due to lower RLVs), the RLVs still exceed the assumed cost of land, therefore still resulting in an incentive to displace the existing single dwellings.

MIXED USE DEVELOPMENT

FIGURE 3-10 shows that the feasibility of mixed use development in the Precinct could vary significantly depending on the cost of land. Active street frontages are generally identified along the E1 and MU1 zones, therefore the requirement for non-residential floorspace applies in all the mixed use scenarios modelled.

FIGURE 3-10: Feasibility of Mixed Use Development (No Affordable Housing Contributions), Lindfield Precinct



Source: Atlas

The cost of land is a function of its existing use (which could be retail strip, commercial or residential strata buildings). In the Precinct, the Preferred Scenario envisages E1 and MU1 zones that enable mixed use development from FSR 2:1 to 5:1. The planning controls however apply in a wide range of scenarios, where there is not necessarily a relationship between existing uses (and therefore the cost of land) and the proposed density of development (and therefore site value, or the price a developer could be prepared to pay).

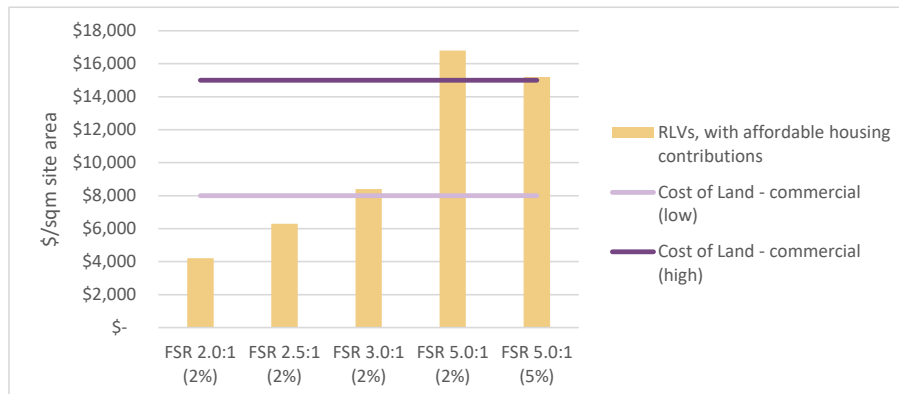
In many instances the proposed density is insufficient to displace the existing uses, i.e. the RLVs do not exceed the assumed cost of land. In those circumstances, development will not be feasible and the sites will likely remain 'as is'.

If development is not feasible, there is no capacity for development to make affordable housing contributions. Notwithstanding and considering the NSW State Government's TOD policy approach of requiring an inclusionary zoning of 2% affordable housing, where sites are considered not feasible, a default affordable housing contribution rate of 2% is applied.

FIGURE 3-11 shows the implications for feasibility following the iterative testing of various affordable housing contribution rates.



FIGURE 3-11: Feasibility of Mixed Use Development (with Affordable Housing Contributions), Lindfield Precinct



Source: Atlas

After inclusion of a default affordable housing contribution of 2%, development in parts of the Precinct remain either not feasible or marginally feasible. Elsewhere, where the existing uses (and therefore the cost of land) are more accommodative of development, those sites have greater tolerance for affordable housing contributions (at 5%).

OBSERVATIONS

The feasibility of development in the Precinct depends in the main, on the cost of land. That is, the sum a developer would have to pay to secure a site/s. The cost of land is the composite of the value of the existing use/s and any incentive to induce sale.

A lower cost of land is generally associated with single dwellings on large lots - in the Precinct, this is observed to be in the existing low density residential areas. The highest cost of land is generally associated with buildings that use a site intensively (e.g. commercial building with multiple levels, multi-level residential unit block) and/ or where ownership is fragmented and multiple lots are required for consolidation. In the Precinct, this is observed to be along Pacific Highway - in the existing E1 and R4 zones.

Along the Pacific Highway, the alternate TOD controls envisage mixed use density of FSR 3:1 and 5:1. While these are higher compared to the existing FSRs, development feasibility is challenging due to the high cost of land (residential unit blocks and commercial buildings). The 'default' affordable housing contribution rate of 2% is applied.

The feasibility modelling finds the following particular sites could have greater capacity to contribute to affordable housing.

- 345 Pacific Highway - existing commercial building. The alternate TOD planning controls envisage mixed use development at FSR 5:1. An affordable housing contribution of 5% is suggested, which still provides an incentive for development.
- 239-257 Pacific Highway - several residential unit blocks held under strata title. The alternate TOD planning controls facilitate mixed use development at FSR 5:1. An affordable housing contribution of 5% is suggested.

The Study takes a nuanced approach to the feasibility of development in the Precinct. This acknowledges that land use and density controls (using FSR as a proxy) is not necessarily the only indicator of a development's capacity to contribute to affordable housing.

3.3.4 Roseville

The Preferred Scenario envisages relatively modest planning change in the Roseville precinct. The key changes to planning controls were outlined in **TABLE 2-4** and are broadly as follows:

- Rezoning of low density residential to permit FSR 0.85:1 (3 storey medium density, e.g. terraces, townhouses).
- Rezoning of low/ medium/ high density residential to permit residential flat buildings at:
 - FSR 1.3:1 (5 storeys).
 - FSR 1.8:1 (8 storeys).
- Rezoning of existing high density residential to MU1 Mixed Use at FSR 3.0:1 (8 storeys).
- Rezoning of existing high density residential to E1 Local Centre at up to FSR 3.0:1 (8 storeys).
- Rezoning of existing E1 Local Centre from up to FSR 2.0:1 to up to FSR 3.0:1 (8 storeys).

Active frontages are identified along the frontages of E1 zoned land, therefore active, non-residential floorspace is required along the same. In the MU1 zone, active frontages are similarly identified, therefore precluding residential flat buildings in the MU1 zone.



SCENARIOS AND SITES TESTED

A selection of sites in the Precinct is tested to examine if development is likely to be feasible, and if so, the capacity of development to contribute to affordable housing.

In a series of graphs, the baseline feasibility of development (with no affordable housing contributions) is indicated - through a comparison of the assumed cost of land for selected sites against the residual land value (RLV) of development (to the alternate planning controls). If the RLV is higher than the assumed cost of land, the alternate controls are feasible to develop. If the RLV is lower than the assumed cost of land, there will be no incentive for development and the site will remain 'as is'.

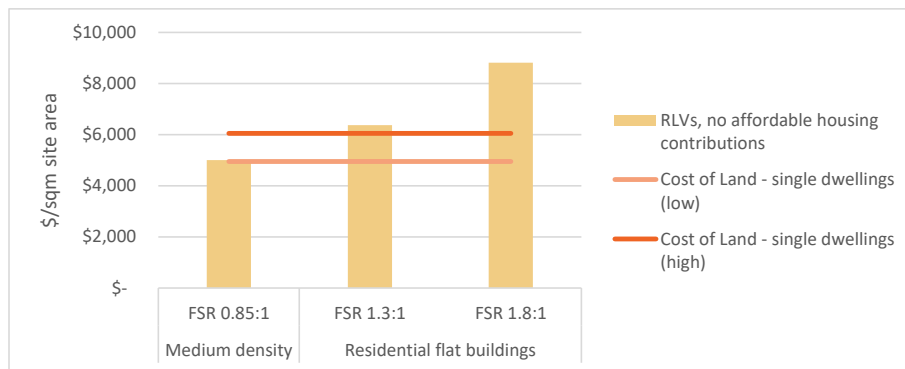
Where sites are indicated to be feasible to develop, the inclusion of affordable housing contributions is made to test the capacity of development to contribute, while remaining feasible.

MEDIUM AND HIGH DENSITY RESIDENTIAL

FIGURE 3-12 shows that at the assumed cost of land, residential flat buildings (to FSR 1.8:1) are generally feasible to develop (i.e. the RLVs exceeding the cost of land and target hurdle rates are met).

Medium density and lower density apartments (FSR 0.85:1 and 1.3:1 respectively) are more marginal - the RLVs modelled are at or below the cost of land. If a site is secured at the lower end of the assumed cost of land, these developments could be feasible.

FIGURE 3-12: Feasibility of Residential Development (No Affordable Housing Contributions), Roseville Precinct

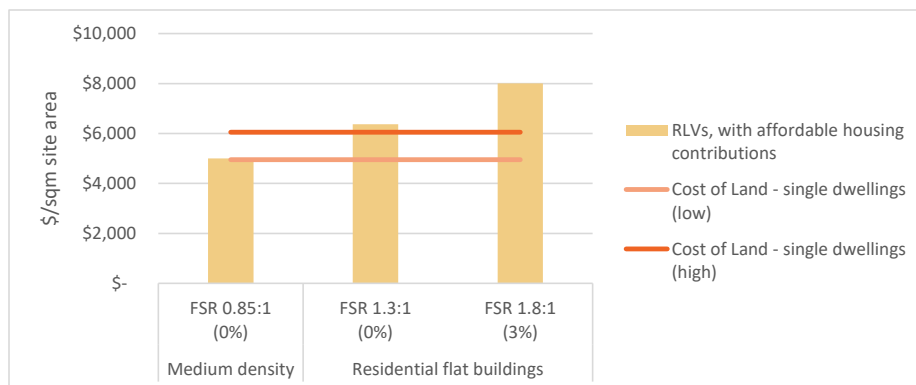


Source: Atlas

Given that lower density residential development is more 'marginal', no affordable housing contributions are tested.

FIGURE 3-13 shows the implications for feasibility following the iterative testing of various affordable housing contribution rates in the case of residential flat buildings of FSR 1.8:1.

FIGURE 3-13: Feasibility of Residential Development (with Affordable Housing Contributions), Roseville Precinct



Source: Atlas

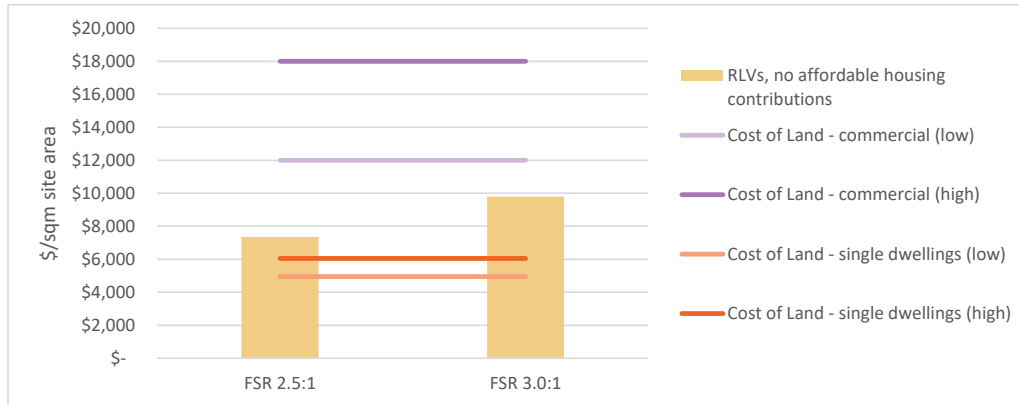
At the indicated affordable housing contribution rate (3%) for residential flat buildings (FSR 1.8:1), the RLVs exceed the cost of land and target hurdle rates are met. While a developer is able to pay a lower sum for a site (due to lower RLVs), the RLVs still exceed the assumed cost of land, therefore still resulting in an incentive to displace the existing single dwellings.



MIXED USE DEVELOPMENT

FIGURE 3-14 shows that the feasibility of mixed use development in the Precinct could vary significantly depending on the cost of land. Active street frontages are generally identified along the E1 and MU1 zones, therefore the requirement for non-residential floorspace applies in all the mixed use scenarios modelled.

FIGURE 3-14: Feasibility of Mixed Use Development (No Affordable Housing Contributions), Roseville Precinct



Source: Atlas

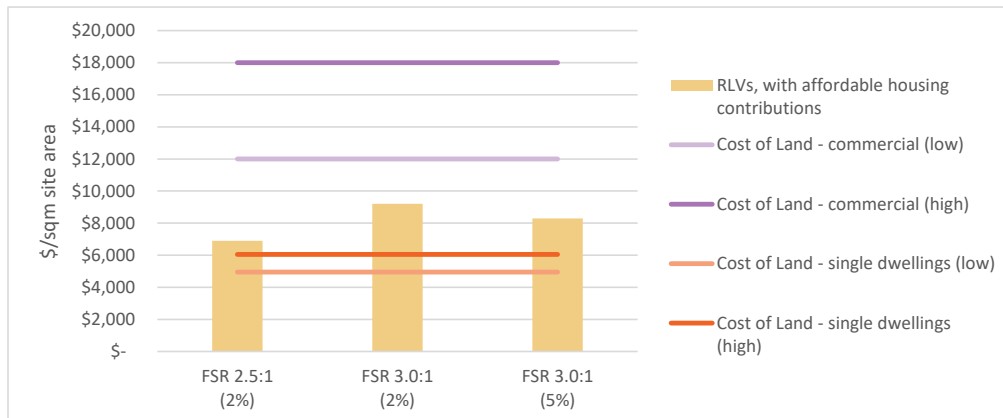
The cost of land is a function of its existing use (which could be retail strip, commercial or residential strata buildings). In the Precinct, the Preferred Scenario envisages E1 and MU1 zones that enable mixed use development from FSR 2.5:1 and 3:1.

In some instances the proposed planning controls density is insufficient to displace the existing uses, i.e. the RLVs do not exceed the assumed cost of land. In those circumstances, development will not be feasible and the sites will likely remain 'as is'. If development is not feasible, there is no capacity for development to make affordable housing contributions. Notwithstanding and considering the NSW State Government's TOD policy approach of requiring an inclusionary zoning of 2% affordable housing, where sites are considered not feasible, a default affordable housing contribution rate of 2% is applied.

Where however, the existing uses are low density residential, the cost of land is lower and therefore, the proposed densities have better prospects of enabling feasible development. In these circumstances, an affordable housing rate greater than 2% is tested.

FIGURE 3-15 shows the implications for feasibility following the iterative testing of various affordable housing contribution rates.

FIGURE 3-15: Feasibility of Mixed Use Development (with Affordable Housing Contributions), Roseville Precinct



Source: Atlas

After inclusion of a default affordable housing contribution of 2%, development in parts of the Precinct remain either not feasible or marginally feasible. Elsewhere, where the existing uses (and therefore the cost of land) are more accommodative of development, those sites have greater tolerance for affordable housing contributions (at 5%).



OBSERVATIONS

The feasibility of development in the Precinct depends in the main, on the cost of land. That is, the sum a developer would have to pay to secure a site/s. The cost of land is the composite of the value of the existing use/s and any incentive to induce sale.

A lower cost of land is generally associated with single dwellings on large lots - in the Precinct, this is observed to be in the existing low density residential areas. The highest cost of land is generally associated with buildings that use a site intensively (e.g. commercial building with multiple levels, multi-level residential unit block) and/or where ownership is fragmented and multiple lots are required for consolidation. In the Precinct, this is observed to be along Pacific Highway - in the existing E1 and R4 zones.

Along the Pacific Highway, the alternate TOD controls envisage mixed use density of FSR 2.5:1 and 3:1. While these may be higher compared to the existing FSRs, development feasibility is challenging due to the high cost of land (residential unit blocks and commercial buildings). The 'default' affordable housing contribution rate of 2% is applied.

The feasibility modelling finds the following particular sites could have greater capacity to contribute to affordable housing.

- 1-21 Larkin Street - six single dwelling lots and two small scale residential unit blocks
- 1-5 Sixth Mile Lane - two single dwelling lots and one small scale residential unit block

The alternate TOD planning controls envisage mixed use development at FSR 3:1. There is an 'active frontage' requirement, and accordingly non-residential floorspace would be required at ground level. An affordable housing contribution of 5% is suggested, which enables an incentive to the landowners while ensuring development is feasible.

The Study takes a nuanced approach to the feasibility of development in the Precinct. This acknowledges that land use and density controls (using FSR as a proxy) is not necessarily the only indicator of a development's capacity to contribute to affordable housing.

3.4 Implications for Affordable Housing Contributions

Sites that have the greatest prospect for development under the alternate controls are generally those with existing single dwellings in the R2, R3 and R4 zones. In the existing E1 Local Centre and R4 High Density Residential zones, the existing uses (e.g. retail strip, commercial, residential units) generally have a higher value threshold with more fragmented lot and ownership patterns. Accordingly, they require higher densities to displace the existing uses and for development to be feasible.

The Preferred Scenario focuses on increasing development capacity in the four centres, which are well located and considered best placed to accommodate growth in the LGA. The highest densities are proposed within the centres of Gordon and Lindfield and along parts of the Pacific Highway.

FEASIBILITY OF DEVELOPMENT

The following observations emerge from the findings of the feasibility analysis:

- The feasibility of development is not solely driven by the proposed controls. It is also influenced by a site's existing use and associated value (which contributes to the cost of land to a developer).
- The cost of land includes:
 - A site's existing value which is influenced by its existing improvements.
 - Incentive payments to induce sale, which is influenced by ownership patterns.
 - The costs that may be necessary to secure vacant possession (e.g. lease break payments).
- If the value of a development site (even with high density) is lower than the cost of land, it is not more attractive than the site's existing uses. That being the case, there is no incentive for the existing uses to be displaced, and the site will remain 'as is'.
- The capacity of development to contribute to affordable housing therefore varies. Sites that are recipient of large planning uplift are not necessarily always feasible, nor have the greatest capacity to contribute to affordable housing.
- All things being equal, development sites in the MU1 Mixed Use zone are more financially attractive than those in the E1 Local Centre zone which have a greater requirement to provide for non-residential floorspace within the development.

In established urban areas, it is a reality that not all sites will be redeveloped, even with higher densities permitted. The cost of land, combined with landowners who may not be motivated, make development in infill areas challenging.



CAPACITY FOR AFFORDABLE HOUSING CONTRIBUTIONS

The findings of the feasibility analysis have the following implications for Affordable Housing contributions:

- Sites with fragmented lot and ownership patterns are challenging and costly to consolidate. Despite higher densities envisaged by the alternate controls in parts of the Study Area, the capacity to contribute to affordable housing is not necessarily higher.
- Existing commercial uses are more valuable than residential uses. Similarly, despite higher densities envisaged by the proposed controls in parts of the Study Area, the capacity to contribute to affordable housing is not necessarily higher.

In some parts of the Study Area, development does not have the capacity to contribute to affordable housing, This because:

- Development is not feasible in the first instance, that is, the cost of land is higher than the value of the site as a development opportunity; and/ or
- Development is only 'just feasible' or marginal.

In these circumstances, despite fragile or poor feasibility, a default affordable housing contribution rate of 2% is applied, in line with NSW State Government policy in TOD areas.

The next chapter examines the requirement for affordable housing contributions in the Study Area and policy considerations for their implementation.



4

Affordable Housing Contribution Requirements



Beyond the
horizon thinking.

Ku-ring-gai Transit Oriented Development (TOD) Centres

4.1 Affordable Housing Contribution Rates

There are two components/ parts to an affordable housing contribution requirement.

- A percentage (%) contribution rate which represents the proportion of a residential development that is ‘contributed’ to affordable housing. In a development of 100 apartments, a 3% requirement would mean 3 apartments are built and contributed (gifted) as affordable housing.
- A dollar (\$) contribution rate which represents the dollar equivalent if the contribution to affordable housing is made in cash. In the same example, an equivalent dollar contribution would be the market value of the 3 apartments.

The Study investigates the capacity of development to contribute in percentage (%) terms, in the context of the planning change envisaged in the Preferred Scenario.

The Study understands Council is planning to develop an Affordable Housing Contribution Scheme (**AHCS**) which would enable it (Council) to collect equivalent monetary contributions in lieu of completed dwellings. The AHCS would specify the method of contribution and dollar (\$) contribution rates that would apply and how equivalent monetary contributions are to be calculated.

LEP CLAUSE AMENDMENT

An LEP clause to enable affordable housing contributions is proposed as follows:

X.X. AFFORDABLE HOUSING CONTRIBUTIONS

(1) This clause applies to development on land identified as “Affordable Housing Contribution Area” on the *Affordable Housing Map* resulting in—

- (a) the erection of a new building with more than 200sqm of gross floor area used for the purposes of residential accommodation, or
- (b) alterations to an existing building that result in at least 200sqm of additional gross floor area used for the purposes of residential accommodation.

(2) This clause does not apply to development for the purposes of boarding houses, community housing, group homes, hostels or social housing.

(3) This clause does not apply to development approved under clause [insert the clause number referring to *Additional floor space and building height in Gordon town centre*]

(4) The consent authority may, when granting development consent to development to which this clause applies, impose a condition requiring an affordable housing contribution equivalent to the contribution specified in subclause (5).

(5) The contribution for development is the amount of gross floor area equivalent to the percentage, shown for the land on the *Affordable Housing Map*, of the gross floor area of the residential component of the development.

(6) A condition imposed under this clause must permit a person to satisfy the contribution by—

- (a) a dedication, in favour of the Council, of land comprising 1 or more dwellings, each having a gross floor area of at least 50sqm, and a monetary contribution, paid to the Council, for any remainder, or
- (b) a monetary contribution paid to the Council, of equivalent value to the gross floor area specified in subclause (5).

(7) The rate at which a dedication of land or monetary contribution is taken to be equivalent to floor area for the purposes of this clause must be calculated in accordance with the *Ku-ring-gai Affordable Housing Contribution Scheme*.

(8) In this clause—

community housing has the same meaning as in the Community Housing Providers National Law (NSW).

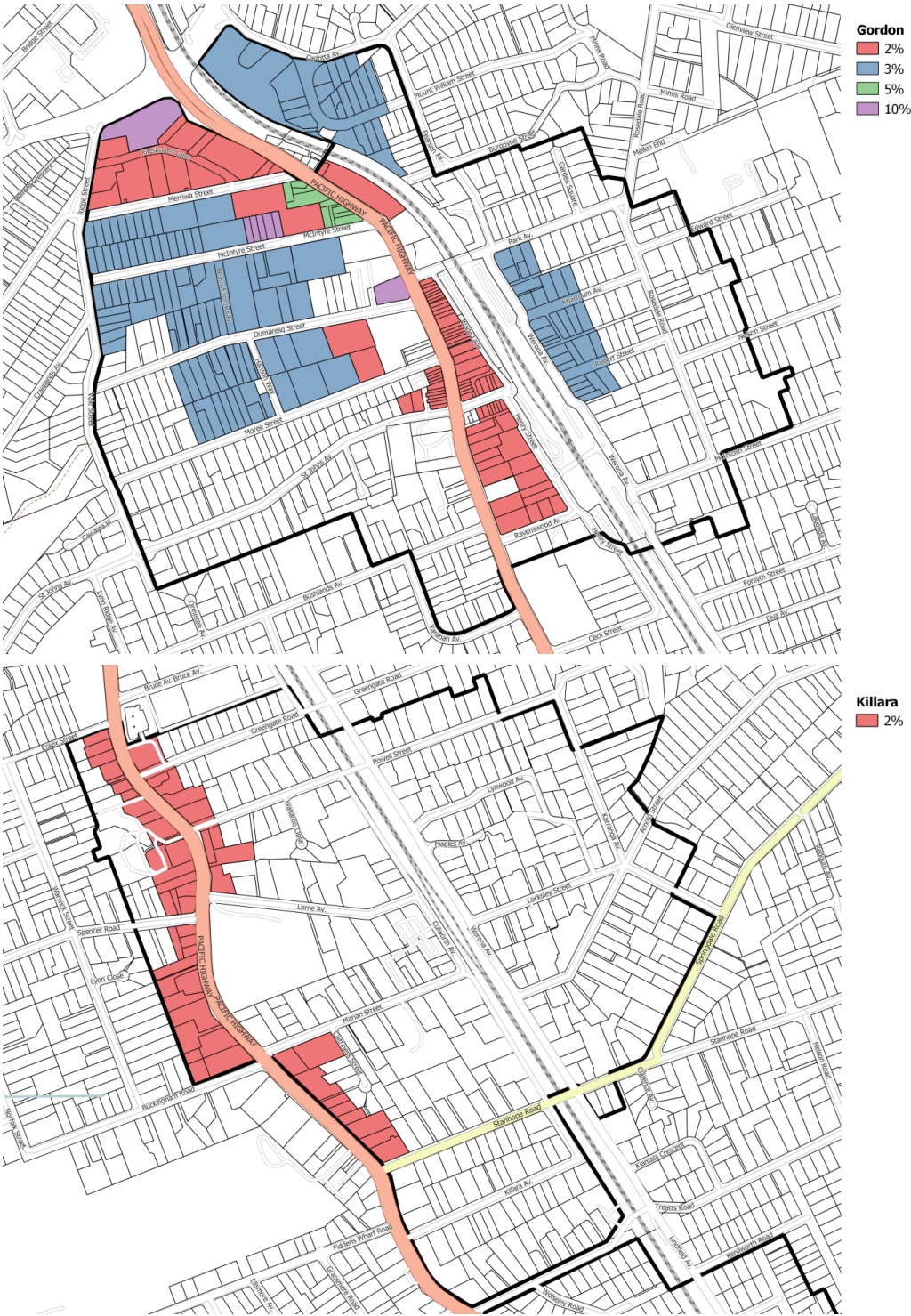
Ku-ring-gai Affordable Housing Contribution Scheme means the Ku-ring-gai Affordable Housing Contribution Scheme published by the Department in [MONTH & YEAR].

social housing providers are listed in the State Environmental Planning Policy (Housing) 2021.

The draft Affordable Housing Map is shown in **FIGURE 4-1**.



FIGURE 4-1: Draft Affordable Housing Map





4.2 Policy Considerations

The Study acknowledges that a number of headwinds currently make it challenging for development to be feasible. This is a result of the cumulative influence of high existing-use values (and therefore the cost to consolidate a development site), elevated construction costs and relatively soft end sale values of completed product.

Notwithstanding, there are some advantages in the Study Area, particularly in its residential areas wherein there are relatively large allotment sizes, with the median size of single dwelling lots between 900sqm and 1,100sqm. All things being equal, the larger the block, the lower the property value (per square metre of site area). Larger blocks additionally reduce the need for amalgamation of multiple allotments. This has direct implications for the cost of land to a developer.

There is generally robust market demand for higher density living. The desirability of the Study Area carries with it a willingness by the market to pay an economic price² for completed residential product.

4.2.1 Enabling Development and Growth

MARKET CONDITIONS

The development pipeline has been severely constrained by the cumulative effects of escalating construction costs, labour shortages, rising interest rates and softer demand. In residential markets, softer demand has been driven by rising interest rates and reduced borrowing capacity.

The cost of construction has been under significant upward pressure in the last 24-36 months. Some industry commentators expect cost rate escalations to return to trend from 2025. This does not mean construction cost prices will return to their previous levels, merely that annual cost rises will be circa 3%-4%, down from their current rises in excess of 10% per annum.

DIVERSITY OF HOUSING OUTCOMES

The Study recommends no affordable housing contribution rates apply to areas proposed for FSR 0.85:1 (medium density) and FSR 1.3:1 (4-5 storeys) to encourage the development of diverse housing forms. Development feasibility is marginal and by not requiring an affordable housing contribution, the sites that are feasible to develop will enable greater housing diversity in the Study Area.

These residential densities are lower than the NSW State Government's TOD program's planning controls (FSR 2.5:1) which have the associated policy requirement of 2% affordable housing.

LOW-MID RISE PLANNING REFORMS

The low and mid-rise housing policy reforms came into effect in February 2025, permitting low and mid-rise housing formats within 800 metres walking distance of town centres and train/ light rail stations. In the LGA, these apply in:

- The Study Area outside the TOD area boundary.
- Pymble, Turramurra and Wahroonga station and St Ives shopping centre.

In R3 and R4 zones, residential flat buildings or shop top housing will be permitted as follows:

- 0-400 metres from station/ centre
 - Maximum FSR 2.2:1.
 - Maximum height 6 storeys - residential flat building (22 metres) or shop top housing (24 metres).
- 400-800 metres from station/ centre
 - Maximum FSR 1.5:1.
 - Maximum height 4 storeys - 17.5 metres.

It is important that the planning controls and requirements for affordable housing in the Study Area are cognisant of the permissibility of higher density outcomes elsewhere in the LGA - FSR 1.5:1 and FSR 2.2:1 (depending on location).

The Study seeks to avoid a perverse outcome where development preferences locations elsewhere than in the Study Area.



² Economic price refers to the price needed to cover the cost of production (cost of land and cost development) and a commercial return

4.2.2 Enabling Affordable Housing

PLANNING UPLIFT AND FINANCIAL UPSIDE

As a general premise, planning uplift is generally accompanied by financial upside (greater revenue potential, land value and profit). It is from this financial upside that a site has the capacity to make affordable housing contributions.

In existing urban areas where lot patterns are established and buildings are valuable, it is a practical reality that not all properties will be redeveloped to new planning controls. Despite the potential for financial upside to be realised, landowner motivations do not always align with those of development.

The Preferred Scenario envisages various changes to planning controls, conveying varying levels of financial upside to properties therein. In some cases, land is more valuable (with greater development potential). In other cases, there is no change to the value of land (due to existing buildings that are more valuable). In those circumstances, there will be no incentive for the existing uses to be displaced, and they will remain. The land will therefore not be developed to the alternate planning controls and remain 'as is'.

While planning uplift could facilitate developer contributions to affordable housing, it could equally facilitate urban renewal outcomes. Where urban renewal occurs, there are positive flow-on implications for growth, amenity and services. Development is able to respond to contemporary market need and demand and bring about renewal in precincts. This is despite lower affordable housing contributions that may be required on sites where development is either not feasible or marginal.

NUANCED APPROACH TO RATE-SETTING

The Study takes a nuanced approach to the feasibility of development in the Study Area. This approach acknowledges that land use and density (using FSR as a proxy) is not necessarily the only indicator of a development's capacity to contribute to affordable housing.

By taking a nuanced approach to rate-setting, the requirement for affordable housing contributions recognises that there are different capacities to contribute. For example, even though land may be proposed for similar land use and density controls, the feasibility of development may vary significantly due to respective existing buildings (which consequently affect the cost of land). Large lots with single dwellings would have a lower cost of land compared to small lots with multi-level commercial buildings for example. Despite being in the same zone and proposed for similar density, the former would have more favourable development feasibility prospects and therefore have greater capacity to contribute to affordable housing.

The nuanced setting of affordable housing contribution rates seeks to avoid disproportionate impact on feasibility, which affects the likelihood of development occurring.

The Study balances government policy and desired housing outcomes. The Study recognises the importance of facilitating housing diversity, and that while low-rise housing forms (i.e. 3-5 storeys) have more limited capacity to contribute to affordable housing, are equally important to the mix of desired housing outcomes. Accordingly, no affordable housing contributions are suggested for these lower density housing formats.

ON-SITE INFRASTRUCTURE REQUIREMENTS

The Gordon Centre (802-808 Pacific Highway) is an enclosed neighbourhood shopping centre anchored by Woolworths and Harvey Norman. The Centre plays an important community asset, playing an important role servicing the retail, non-retail and commercial needs of the catchment. The Gordon Village Arcade (767 Pacific Highway) is connected to the Gordon Centre by a pedestrian bridge over the Pacific Highway.

Council has identified the Gordon Centre site as a suitable location for 3,000sqm of community facilities. This public benefit would ideally be provided by the future developer of the Gordon Centre site. This is done by allowing development on the site to exceed the current maximum FSR and heights in the current LEP in exchange for the developer providing the community facilities floor space. Details of the community facilities floorspace including, including specifications and timing, will be included in a planning agreement.

The alternate TOD planning controls would enable a mixed use development with an FSR of up to 6.5:1 on the Gordon Centre site. A non-residential floorspace requirement of FSR 1:1 will apply, which would facilitate a renewed, contemporary neighbourhood retail offer with associated non-retail and commercial floorspace.

The Study finds that feasibility of development is marginal at best. Furthermore, Council may in the interim find there is a more optimal location for the community floorspace. Accordingly, the Study recommends that there is some flexibility in the public benefits provided by the development. If Council and the developer fail to agree on the terms of the community floor space planning agreement, the developer can still utilise the greater height and FSR applying to the site under the LEP by instead making a 2% affordable housing contribution.



An LEP clause is proposed as follows:

X.X. ADDITIONAL FLOOR SPACE AND BUILDING HEIGHT IN GORDON TOWN CENTRE

- (1) This clause applies to the following land in Gordon town centre:
 - (a) Lot 21 DP 732238
 - (b) Lot A DP 402533
 - (c) Lot B 402533
 - (d) Lot A DP 386879
 - (e) Lot B DP 386879
- (2) The objective of this clause is to provide for additional floor space on certain land in Gordon town centre if any development of the site provides for community infrastructure.
- (3) In this clause community infrastructure means development for the purposes of a community facility or a public administration building.
- (4) Despite clause 4.3, a building on land to which this clause applies may have a height of up to 93 metres.
- (5) Despite clause 4.4, a building on land to which this clause applies may have a floor space ratio of up to 6.5:1, but only if a minimum 1:1 of the floor space ratio is used for a purpose other than residential accommodation.
- (6) Subclauses (4) and (5) do not apply unless the consent authority is satisfied that—
 - (a) the development has a minimum site area of 9,500 square metres, and
 - (b) the development includes either:
 - i. a minimum of 3,000 square metres of community infrastructure floor space and associated parking; or
 - ii. a minimum of 2% of the gross floor area contribution to affordable housing, in accordance with the *Ku-ring-gai Affordable Housing Contribution Scheme*.

METHOD OF CONTRIBUTION

It would be critical to enable contributions to be satisfied through dedication (free of cost) of dwellings or land, as well as through cash contributions. This would align with s7.32(2) of *Environmental Planning and Assessment Act 1979 (EP&A Act)*.

Council's AHCS would convey the ability for Council to receive cash contributions would address:

- The ill-suited nature of completed dwellings that are scattered across the Study Area.
- The ill-suited nature of developments that are designed for sale (not for rent) that have high strata fees and inclusions and finishes that are expensive to maintain.
- Capacity of the community housing sector to deliver affordable housing from the distribution of monetary contributions and by leveraging their structural tax advantages.

PARTNERSHIP WITH THE COMMUNITY HOUSING SECTOR

The Study highlights that not all forms of contributions result in optimum Affordable Housing outcomes.

Developer (cash) contributions and concessional land purchases are valuable resources for the community housing sector, given that affordable housing rents are subsidised and do not grow commensurate with the cost to operate the dwellings. Community housing providers can use their structural tax advantages and combine cash or land contributions received to build new stock in a cost-effective manner.

Council's preparation of an Affordable Housing Contribution Scheme would enable it to specify how contributions received are to be dealt with and managed (under s7.33 of the EP&A Act). It could specify that contributions received must be acceptable to its nominated community housing provider (CHP) and be transferred to a not-for-profit CHP to enable growth of the sector.

Council could additionally develop a policy position wherein Council-owned land that becomes surplus to requirements is appropriated to a nominated CHP for delivery of affordable housing stock.



COUNCIL-OWNED LAND

The Study does not ascribe Affordable Housing contribution requirements to Council-owned land.

Council-owned sites play a public service and community function. They may continue to be needed (in their current form) and in the future may be needed for a different form of community function.

If in the future any of the sites become surplus to Council's operational requirements, Council may decide to make that site available (gifted/ or concessional sale) to a CHP to build purpose-designed affordable housing. In the alternate, a particular site could accommodate a mix of uses - including affordable housing and form of community facility.

Council's preparation of an Affordable Housing Contribution Scheme and policy position would frame how it would work with the community housing sector to maximise affordable housing outcomes.

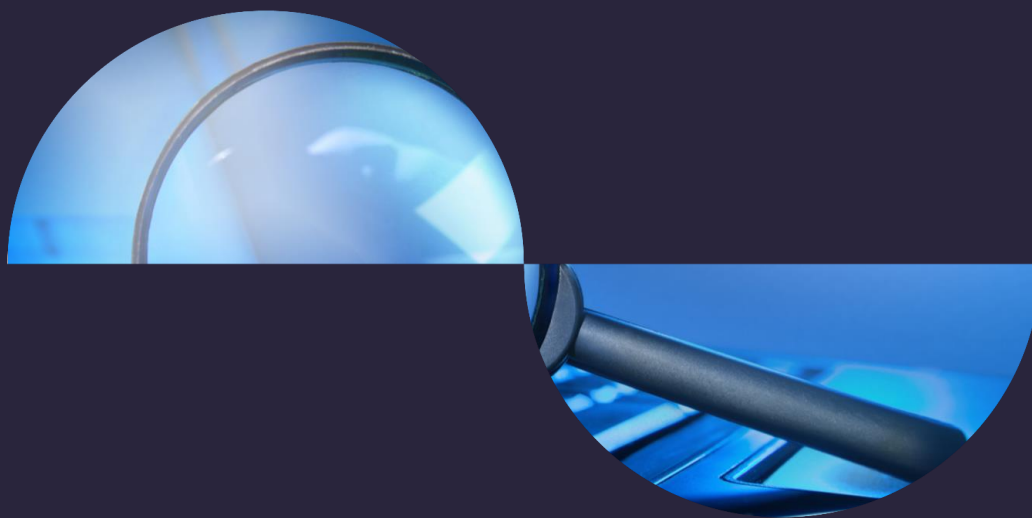


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Schedules



Beyond the
horizon thinking.

Ku-ring-gai Transit Oriented Development (TOD) Centres

SCHEDULE 1

Analysis of Sales Activity

Existing-use Sales Activity

To understand the value of the selected sites' 'as is', the sales activity of comparable residential and commercial property is analysed. **TABLE S1-1** provide a snapshot of the sales of single residential dwellings and **TABLE S1-2** provides a snapshot of sales activity for a variety of commercial uses in the Study Area.

TABLE S1-1: Sales Activity of Residential Uses

ADDRESS	SUBURB	SITE AREA (SQM)	SALE PRICE	SALE DATE	ACCOMMODATION
12 Lennox St	Gordon	801	\$3,504,000	Dec 2024	3b x 1b
2 Robert St	Gordon	814	\$3,200,000	Oct 2024	4b x 1b
4 Ashley Gr	Gordon	794	\$2,920,000	Oct 2024	4b x 2b
86 St Johns Ave	Gordon	879	\$4,326,000	Sept 2024	5b x 4b
8 Mount Ida St	Gordon	824	\$3,400,000	Sept 2024	4b x 3b
26 Lennox St	Gordon	1,219	\$3,730,000	Dec 2024	5b x 2b
36 Bushlands Ave	Gordon	1,189	\$4,925,000	Oct 2024	5b x 3b
27 Ridge St	Gordon	1,228	\$6,600,000	Oct 2024	4b x 3 b
5 Beaumont Rd	Killara	854	\$2,900,000	Nov 2024	3b x 1b
3 Quebec Ave	Killara	782	\$5,092,000	Nov 2024	5b x 5b
4 Greengate Rd	Killara	850	\$4,018,000	Sept 2024	4b x 2b
18 Quebec Ave	Killara	790	\$3,325,000	Sept 2024	4b x 3b
16 Gleneagles Ave	Killara	1,195	\$3,180,000	Oct 2024	4b x 3b
64 Beaumont Rd	Killara	1,100	\$3,875,000	Sept 2024	6b x 4b
12 Bruce Ave	Killara	1,226	\$5,900,000	Mar 2024	3b x 1b
12 Larool Ave	Lindfield	734	\$3,200,000	Dec 2024	3b x 1b
95 Eton Rd	Lindfield	803	\$4,430,000	Nov 2024	5b x 2b
3 Burraga Pl	Lindfield	802	\$3,700,000	May 2024	5b x 4b
85 Grosvenor Rd	Lindfield	1,182	\$3,380,000	Oct 2024	5b x 2b
24 Chelmsford Ave	Lindfield	1,104	\$6,200,000	Sept 2024	5b x 3b
50 Northcote Rd	Lindfield	1,208	\$5,200,000	June 2024	5b x 4b
41 Thomas Ave	Roseville	842	\$4,100,000	Nov 2024	4b x 2b
27 Thomas Ave	Roseville	835	\$6,065,000	May 2024	5b x 2b
93 Shirley Rd	Roseville	841	\$2,820,000	May 2024	5b x 2b
26 Archbold Rd	Roseville	1,107	\$4,020,000	Dec 2024	4b x 2b
39 Archbold Rd	Roseville	1,216	\$3,280,000	Sept 2024	4b x 2b
3 Shirley Rd	Roseville	1,227	\$4,800,000	July 2024	3b x 2b
61 Shirley Rd	Roseville	1,119	\$5,150,000	May 2024	5b x 3b

Source: various

The Study adopts an existing-use value of \$4.0 million to \$5.5 million per detached dwelling within the tested sites. This is equivalent to approximately \$4,500/sqm and \$5,500/sqm of overall improved site area for larger and smaller blocks respectively.



TABLE S1-2: Sales Activity of Commercial Uses

ADDRESS	SUBURB	SITE AREA (SQM)	SALE PRICE	SALE DATE	ANALYSIS (\$/SQM)	ACCOMMODATION
733 Pacific Hwy	Gordon	130	\$2,700,000	Nov 2024	\$20,800	2 storey strip retail
756 Pacific Hwy	Gordon	231	\$4,020,000	Aug 2024	\$17,400	2 storey strip retail, corner
77 Werona Ave	Gordon	444	\$3,980,000	May 2024	\$9,000	Commercial premises (café) in R4 zone
330-332 Pacific Hwy	Lindfield	670	\$6,100,000	Dec 2024	\$9,100	2 storey strip retail, relatively large lot
340 Pacific Hwy	Lindfield	289	\$3,740,000	Sept 2024	\$12,900	2 storey strip retail
342-344 Pacific Hwy	Lindfield	525	\$4,750,000	Jul 2022	\$9,000	2 storey strip retail, relatively large lot
108 Pacific Hwy	Roseville	229	\$2,400,000	Aug 2024	\$10,500	2 storey strip retail
80 Pacific Hwy	Roseville	207	\$2,050,000	Mar 2022	\$9,900	2 storey strip retail

Source: various

There is evidently an inverse relationship between lot size and intensity of development. Generally, small lots are more intensively developed and therefore more valuable on a rate per square metre of site area. This can be observed from the sales activity of commercial uses. Fine grain, small lots (<200sqm) disclose a sale price of approaching \$20,000/sqm of overall improved site area, whereas larger lots (>400sqm) indicate sale prices of ~\$10,000/sqm of overall improved site area.

The Study adopts existing-use values of between \$8,000/sqm and \$15,000/sqm of overall improved site area for commercial lots of large size and \$15,000/sqm to \$20,000/sqm of overall improved site area for commercial lots of smaller size.

There is generally a price hierarchy observed. All things being equal, pricing is highest in Gordon compared to the other precincts.

Residential End Sale Values

A review of residential unit sales activity indicates the prices that could be achieved on completion of new apartments. **TABLE S1-3** provides an overview of brand new/ off-the-plan apartment sale prices of for sale in the precincts.

TABLE S1-3: Sales Activity of Brand New and Off-the-Plan Apartments

ADDRESS	UNIT TYPE	AVG. INTERNAL AREA (SQM)	SALE PRICE	\$/SQM INTERNAL AREA
'NORTHGROVE', 26-30 MCINTYRE ST, GORDON	3b	131	from \$2.1m	from \$16,030
4-8 MARIAN ST KILLARA	2b	80	from \$1.5m	from \$18,750
	3b	100	from \$2.2m	from \$22,000
'VILLAGE LANE' 305-315 PACIFIC HWY LINDFIELD	1b	52 to 58	circa \$880k	\$15,200 to \$19,920
	2b	82 to 100	\$1.35m to \$1.62m	\$16,200 to \$16,500
	3b	from 120	\$2.1m to \$2.6m	\$17,000 to \$21,700
'JULIET' 64-66 PACIFIC HWY ROSEVILLE	1b	50 to 57	\$925k to \$1.07m	\$18,500 to \$18,700
	2b	79 to 89	\$1.5m to \$1.7m	\$18,700 to \$19,000
	3b	97 to 118	\$2.2m to \$3.3m	\$22,700 to \$28,000
'ROSEWOOD RESIDENCES' 6-10 MACLAURIN PDE ROSEVILLE	1b	51	from \$930k	from \$18,240
	2b	82	from \$1.4m	from \$17,100
	3b	110	from \$2.75m	from \$25,000

Source: various

There are limited apartments selling off-the-plan in the station precincts, with projects including 'Northgrove' in Gordon and 'Rosewood Residences' in Roseville. Several developments have just reached practical completion, including 4-8 Marian Street in Killara, 'Village Lane' in Lindfield and 'Juliet' in Roseville.

Analysis of the brand new/off-the-plan apartment sales reflect values ranging from some \$16,000/sqm to \$28,000/sqm of net saleable area (NSA). Larger 3- bedroom apartments typically represent the higher sale price rates, attributed to their superior finishes and upper floor positions.



A price hierarchy is also observed across station precincts, with sale prices generally increasing toward the south. This is illustrated in the lower sale price rates in Gordon (\$16,000/sqm to \$22,000/sqm) and highest in Roseville (up to \$28,000/sqm).

The Study adopts revenue assumptions ranging from \$18,000/sqm (Gordon) to \$20,000/sqm (Roseville) NSA in the feasibility testing.

Development Site Sales

There is a dearth of development site sales in the Study Area in the 12-18 months. To understand the price developers are prepared to pay, the analysis considered a selection of development site sales, as outlined in **TABLE S1-4**.

TABLE S1-4: Sales Activity of Development Site Sales

ADDRESS	SITE AREA (ZONE)	FSR (GFA)	SALE PRICE (DATE)	ANALYSIS	COMMENTS
330-332 Pacific Hwy, Lindfield	670sqm (E1)	2.5:1 (1,680sqm)	\$6.1m (Dec 2024)	\$3,640/sqm GFA	Freehold commercial building situated across the Lindfield station, subject to TOD controls. Marketed to businesses, investors and developers. Sold without DA. Site dimensions are notably small, potentially constraining full development potential.
23 Lorne Ave, Killara	840sqm (R4)	2.5:1 (2,090sqm)	\$6.33m (Sep 2024)	\$3,030/sqm GFA	Single dwelling situated 300m from Killara station, subject to TOD controls. Sold without DA consent. Site dimensions are notably small, potentially constraining full development potential.
3-3a Beaconsfield Pde, Lindfield	3,070sqm (R4)	1.3:1 (3,991 sqm) 2.5:1 (7,670sqm)	\$24.9m (Dec 2023)	\$6,240/sqm GFA \$3,250/sqm GFA	Improved site comprising retirement village, situated 250m from Lindfield station. Sold on a vacant possession basis, with a submitted DA for 37 units (disclosing a sale price of \$6,240/sqm GFA). A DA was subsequently lodged in Sep 2024 for 78 units, in line with TOD controls.
4-4a Beaconsfield Pde, Lindfield	2,550sqm (R4)	1.3:1 (3,320sqm)	c. \$18.6m (2022-23)	\$5,590/sqm GFA	2 older single dwellings. Lots were acquired in Oct 2022 and Jan 2023 without DA consent. DA subsequently lodged and approved for a mid-rise development comprising 22 apartments. Located 300m south of Lindfield station.
26-30 McIntyre St, Gordon	3,360sqm (R4)	1.3:1 (4,370sqm)	\$17.6m (Mar 2023)	\$4,030/sqm GFA	3 older single dwellings. Sold without DA consent. In late 2023 the site was approved for a mid-rise development comprising 31 apartments. Located 600m from Gordon station.
1-3 Woodside Ave, Lindfield	1,410sqm (R4)	1.24:1 (1,740)	\$7.2m (2022-23)	\$4,130/sqm GFA	2 single dwellings acquired separately over 2022-23, 350m northeast of Lindfield station.

Source: various

The site sale analysis indicates a price range of ~\$3,000/sqm to \$6,000/sqm GFA for high density development opportunities in and around the station precincts. It is evident that small sites and sites with mixed use development potential sell for a lower rate per square metre GFA compared to sites in the R4 zone with no requirement for non-residential floorspace.

Generally, development sites on Pacific Highway achieve lower prices compared to those on quieter streets beyond.

Additionally, sites with DA consent achieve higher price levels compared to those without. This represents the value ascribed by developers to planning certainty. This is affirmed by development site sales analysis in **TABLE S1-4**, where 3-3a Beaconsfield Parade achieved a 12% premium compared to 4-4a Beaconsfield Parade situated directly across. Both sites are comparable in size; albeit 3-3a Beaconsfield Parade was offered with a submitted DA for 37 luxury units.

The analysis of development site sales observes a residential site value range of \$4,000/sqm to \$5,000/sqm GFA. Sites with a non-residential floorspace component disclose lower rates, ranging from \$2,500/sqm to \$3,500/sqm GFA depending on the proportion of residential available. Relevantly, some of the sale prices do not reflect any obligation for Affordable Housing contributions.



SCHEDULE 2

Generic Feasibility Assumptions

Notional Development Yields

Notional development scenarios are prepared for the purposes of testing the feasibility of the sites selected and their capacity for affordable housing contributions (if any).

The Study develops notional development yields for the purposes of feasibility testing, as shown in **TABLE S2-1** and **TABLE S2-2**.

TABLE S2-1: Residential Development Typologies

DEVELOPMENT TYPE	TOTAL FSR	NO. STOREYS
MEDIUM DENSITY	0.85:1	3
RESIDENTIAL FLAT BUILDING	1.3:1	5
	1.8:1	6
	3.0:1	15

Source: Atlas

TABLE S2-2: Mixed Use Development Typologies

DEVELOPMENT TYPE	TOTAL FSR	MIN. NON-RESIDENTIAL FSR		
		E1 Active Frontage	MU1 Active Frontage	MU1 No Active Frontage
MIXED USE DEVELOPMENT (SHOP TOP HOUSING)	2.0:1	0.8:1	0.5:1	Nil
	2.5:1	0.8:1	0.5:1	Nil
	3.0:1	0.8:1	0.5:1	Nil
	5.0:1	0.8:1	0.5:1	Nil
	6.0:1	0.8:1	0.5:1	Nil
	6.5:1	0.8:1	0.5:1	Nil

Source: Atlas

TABLE S2-3 illustrates the adopted unit mix and unit sizes adopted in the feasibility testing. An efficiency ratio of 85% to gross floor area (GFA) is adopted.

TABLE S2-3: Unit Mix and Average Unit Sizes

UNIT TYPE	UNIT MIX	NET SALEABLE AREA (NSA)
1-BEDROOM	20%	55
2-BEDROOM	50%	85
3-BEDROOM	30%	120
TOTAL	100%	90

Source: Atlas

Revenue Assumptions

Average end sale values are adopted based on market research and analysis.

The average end sale values are weighted based on an adopted unit mix of:

- 1- bedroom units: 20%.
- 2- bedroom units: 50%.
- 3- bedroom units: 30%.



Based on an average unit net saleable area of 90sqm, average residential end sale values for each precinct are:

- Gordon: \$1,620,000 (\$18,000/sqm NSA).
- Killara: \$1,665,000 (\$18,500/sqm NSA).
- Lindfield: \$1,710,000 (\$19,000/sqm NSA).
- Roseville: \$1,800,000 (\$20,000/sqm NSA).

Other revenue assumptions:

- GST is included on the residential sales.
- Transaction costs of 5.5% on land purchase cost.
- Selling costs of 2.5% of gross revenue.

Cost Assumptions

Cost assumptions are adopted based on cost publications and professional experience.

- Demolition at \$100/sqm estimated building area.
- Residential construction at \$4,500/sqm to \$5,500/sqm GBA (which is grossed-up from GFA at 115%).
- Balconies are assumed at \$1,000/sqm.
- Basement car parking at \$70,000 per car space.
- Construction contingency at 5%.
- Professional fees and application fees at 10% of construction costs.
- Statutory fees:
 - DA fees of 1.0% of construction costs.
 - CC fees of 0.5% of construction costs.
 - Long service levy of 0.25% of construction costs.
 - s7.11 contributions based on Council's 2024-25 fees and charges.
 - Housing and Productivity contributions at \$10,000/dwelling.
 - Water infrastructure charges at \$4,009/ET from July 2026. This is assumed to be equivalent to \$3,207/apartment, based on a unit conversion rate of 1 ET per 0.8 apartments.
- Finance costs:
 - 100% debt funding at interest capitalised monthly at 7% per annum.
 - Establishment costs at 0.35% of peak debt.

Hurdle Rates and Performance Indicators

Target hurdle rates are dependent on the perceived risk associated with a project (planning, market, financial and construction risk). The more risk associated with a project, the higher the hurdle rate.

The key hurdle rate assumed for the feasibility modelling is the profit and risk margin at 18%.

If the resulting profit is sufficient to meet the target profit margin, the development is considered financially feasible.



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