



## **EXTRAORDINARY MEETING TO BE HELD ON THURSDAY, 22 MAY 2025 AT 7:30 PM LEVEL 3, COUNCIL CHAMBER**

### **A G E N D A**

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#### **Request for Extraordinary Meeting of Council**

We write to request an Extraordinary Meeting of Council pursuant to Section 366 of the Local Government Act 1993 to consider appropriate actions following exhibition of the preferred alternative to the TOD, including amendments to the LEP.

#### Requested by:

The Mayor, Councillor Christine Kay  
Councillor Alec Taylor

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>

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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

Nil.

## CONFIRMATION OF MINUTES

## MINUTES FROM THE MAYOR

## PETITIONS

## GENERAL BUSINESS

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

### GB.1 **TOD alternative - preferred scenario - proposed amendments - post exhibition**

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File: S14846-2

To advise Council of the outcomes of the public exhibition and to recommend amendments to the exhibited version of the Implementation Strategy and Maps.

#### **Recommendation:**

That Council adopt the amendments to the KLEP 2015 as attached to this report and forward the documents to DPHI.

## 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**

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## **TOD ALTERNATIVE - PREFERRED SCENARIO - PROPOSED AMENDMENTS - POST EXHIBITION**

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### **EXECUTIVE SUMMARY**

**PURPOSE OF REPORT:**

To advise Council of the outcomes of the public exhibition and to recommend amendments to the exhibited version of the Implementation Strategy and Maps.

**BACKGROUND:**

At the Extraordinary Meeting of Council of 30 October 2024 Council endorsed five alternative scenarios for public exhibition. At the EMC 31 March 2025 Council resolved to exhibit the Ku-ring-gai TOD Preferred Alternative - Implementation Strategy and draft LEP Plans for a 3-week period.

**COMMENTS:**

The endorsed documents were placed on public exhibition from 2 April to Tuesday, 22 April 2025.

Input from residents was received via an opt-in survey.

Consultants have been engaged to analyse the community feedback and prepare a summary report.

A further 293 submissions were made informally. Staff have reviewed these and made amendments where required.

Further Consultation has also been undertaken with DPHI to confirm Council's assumptions and planning methodology meets their requirements.

**RECOMMENDATION:**

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

That Council adopt the amendments to the KLEP 2015 as attached to this report and forward the documents to DPHI.

## PURPOSE OF REPORT

To advise Council of the outcomes of the public exhibition and to recommend amendments to the exhibited version of the Implementation Strategy and Maps.

## BACKGROUND

At the Extraordinary Meeting of Council of 31 March 2025 Council resolved to:

- 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).*
  - 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.*

## COMMENTS

The NSW Government introduced the Transport-Oriented Development SEPP in May 2024, allowing 6–7 storey buildings within a five-minute walk of selected Sydney train stations. This policy affects four Ku-ring-gai town centres: Gordon, Killara, Lindfield, and Roseville.

In response Ku-ring-gai Council is exploring alternative ways to accommodate new housing while preserving the area's valued heritage and environmental assets. This includes developing four alternative housing scenarios which, along with the State Government's TOD SEPP, were publicly exhibited between 15 November and 17 December 2024.

The feedback from this exhibition process, together with a range of technical and planning studies, led to Council developing and adopting a TOD Alternate Preferred Scenario.

Council's TOD Alternate Preferred Scenario was exhibited for 3-weeks in April 2025. Engagement, comprising an opt-in survey accessible from Council's YourSay portal, was designed to test resident views on, and identify any specific concerns that may further influence the Preferred Scenario.

### ***What did Council consult on?***

Ku-ring-gai Council sought community feedback on proposed changes to the Ku-ring-gai Local Environmental Plan (KLEP 2015), consistent with Council's adopted Preferred Scenario for Transport Oriented Development around Roseville, Lindfield, Killara and Gordon stations. Council developed the Preferred Scenario after considering community feedback and expert technical advice.

The KLEP 2015 is a key planning document that guides how land can be used and developed across Ku-ring-gai. A central part of the LEP are its zoning and planning control maps, which are used in the assessment of new development proposals and land acquisition.

### ***What did residents say?***

The results of the community survey are documented in the report prepared by Taverner Research Group *TOD Alternative Preferred Scenario – Community Survey Community engagement to identify location-specific concerns*, May 2025 (refer **Attachment A1**). A summary is provided below:

1. The majority of residents agreed that Council's proposed plan aligns with its seven underlying planning principles. In particular:
  - 70% agreed that it (fully or partially) preserved heritage conservation areas.
  - 69% agreed that it minimised heritage item impacts, and avoided environmentally sensitive areas.
  - 66% agreed that it supported local centre revitalisation.
  - However, "only" 56% agreed that it managed transition impacts, and just 52% said that it ensured appropriate building heights – suggesting these remain issues of concern to many residents.
2. In general comments, one-quarter of those taking part expressed support for Council's preferred scenario. However, a further 17% noted concerns about preserving local heritage, 16% took issue with proposed building heights, and 14% were unsure how local infrastructure would keep pace with future developments.
3. Just over half of all respondents had concerns that were specific to a property or location – this included 63% of Lindfield residents, and 64% of those living within 400 metres of an affected train station.
4. Major issues raised included proposed building heights (from 70% of those with location-specific concerns), transitions between areas of different densities (60%) and heritage conservation areas/items (45%).

### Key issues raised in comments relating to specific locations

#### **Building height concerns**

Building height emerged as the primary concern, mentioned by 759 respondents. Most comments advocated for reducing maximum building heights, with additional concerns about insufficient zoning for gradual height transitions and inconsistencies with existing neighbourhood character. Lindfield residents were most likely to raise zoning concerns, while Gordon residents were least likely. Comments were otherwise consistent across suburbs and proximity to transit.

#### **Transition between areas of different densities**

Approximately one-third of respondents (653) raised concerns about transitions between density zones. The main issue was abrupt height changes between adjacent properties, followed by perceived inconsistencies in zoning of neighbouring properties and the impact of varying building height limits on heritage areas. These concerns were more prevalent among residents living beyond 400 metres from train stations, though they appeared across all suburbs.

#### **Heritage conservation**

Heritage preservation was highlighted by 495 respondents, with comments focusing on the need for stronger heritage protection measures, concerns about removing heritage protections from local streetscapes, and perceptions of unfair zoning decisions affecting heritage properties. These concerns were distributed evenly throughout the LGA regardless of proximity to transit stations.

#### **Tree and canopy preservation**

Tree-related concerns were raised by 338 respondents, primarily regarding loss of mature trees and canopy coverage. Many called for additional tree preservation orders in future development plans. These concerns were consistent across all areas of the LGA and across various distances from stations.

#### **Environmental considerations**

Environmental issues were mentioned by 314 respondents, focusing on wildlife habitat destruction, canopy loss, and increased traffic congestion. The concerns were evenly distributed across all four station precincts and at various distances from stations.

#### **Additional concerns**

Other issues were raised by 517 respondents, with traffic congestion and safety being the predominant concern by a significant margin. These concerns were consistent across all suburbs and station proximities.

### Written comments

Over 290 written comments were received and focused predominantly on property/location specific matters. A summary of the themes arising from submissions received up until COB 25 April 2025 have been tabulated and included at **Attachment A2**. The 26 submissions received after this date have also been read and considered by Council's planning staff. The key themes in the written

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comments align with the results seen in the survey and were considered by planners when developing the final Preferred Scenario as outlined in this report. The written submissions were accompanied by three petitions. The first two petitions which relate to reducing density in Bromborough Road, Ontario and Thomas Avenue, Roseville included 89 and 87 signatures. The second petition which related generally to the suburb of Lindfield included two signatures. All submissions and the petitions have been made available to the Councillors

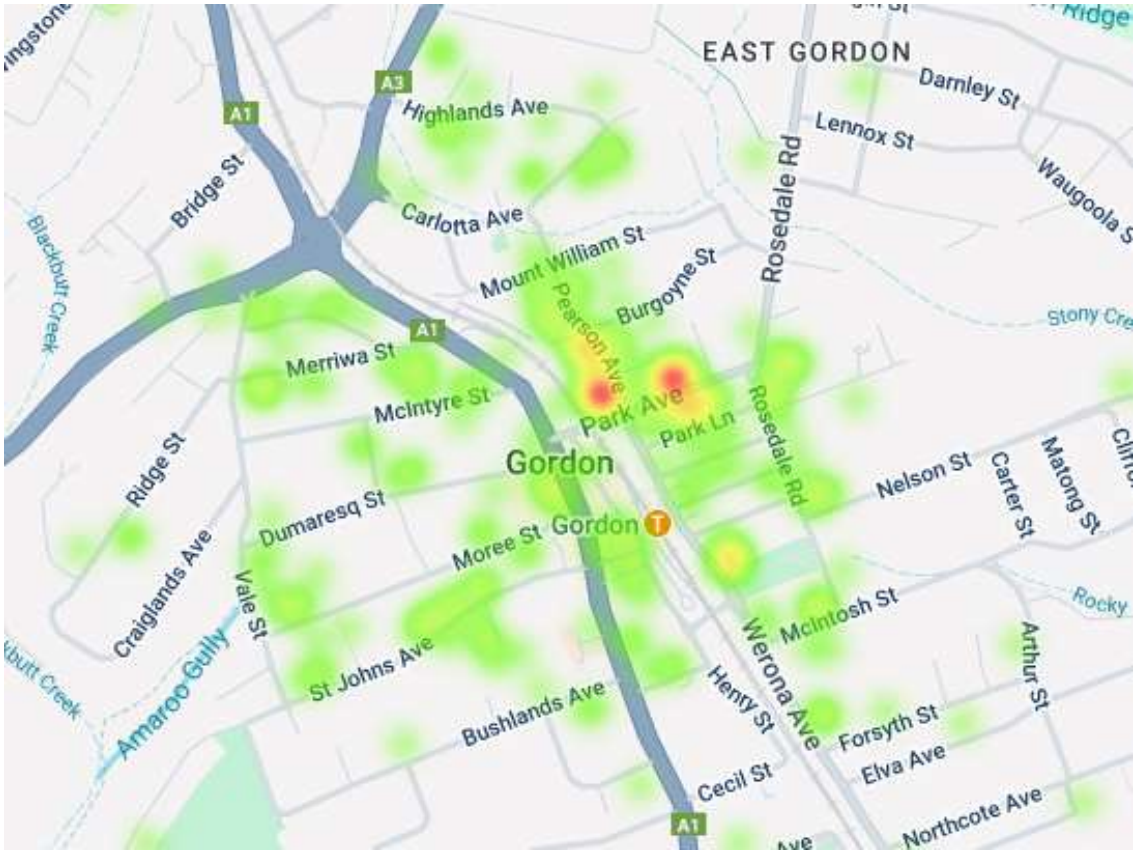
**Location specific matters**

Survey comments, heat maps, and written submissions revealed a range of location-specific concerns across the study area. These inputs were carefully analysed, and where consistent issues were identified, further detailed investigation was undertaken. In response, some minor changes have been made to the plan, which are outlined in this report.

The heat maps below illustrate the density of submissions by location, highlighting where community feedback was most concentrated. While areas with a higher number of submissions were examined more closely, the number of responses alone did not determine whether changes were made. Each comment was considered on its merit, and greater volume did not necessarily equate to greater influence.

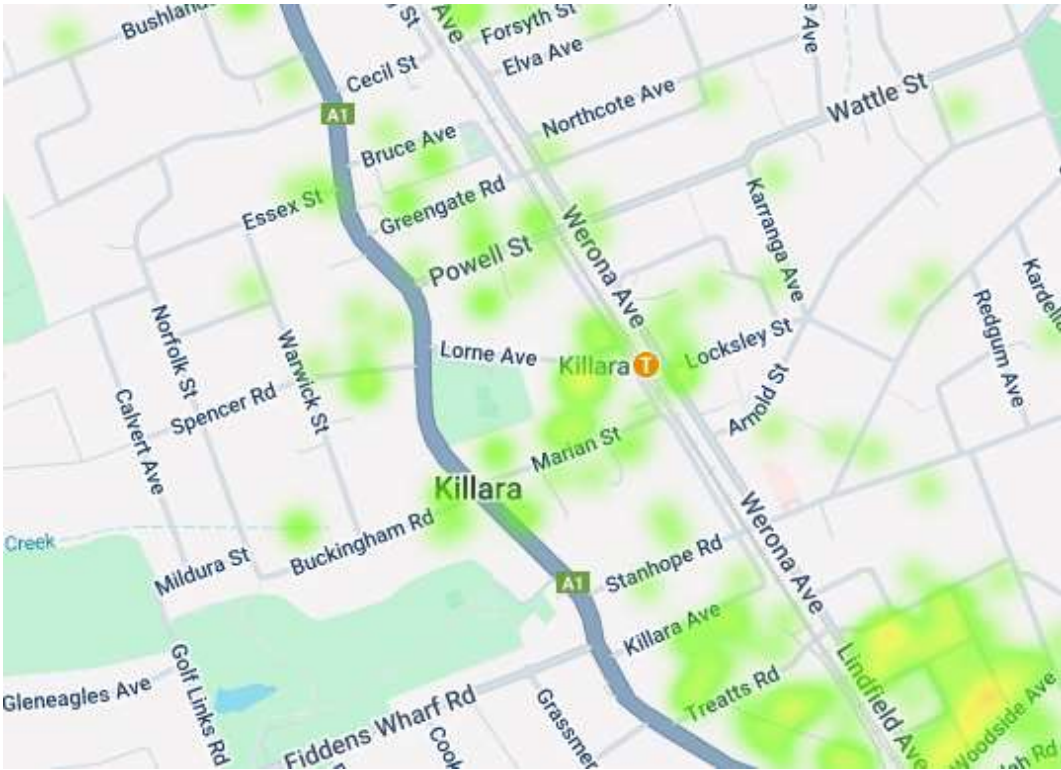
Gordon received the highest volume of location-specific feedback, with particular focus on the areas around Park Avenue and Pearson Avenue. Lindfield followed, with feedback clustered around Woodside Avenue, Kenilworth Road, and Highfield Road. Roseville's feedback was more evenly distributed, though notable concentrations occurred near Shirley Road and Bromborough Road. Killara had the least amount of location-specific feedback, with a small cluster emerging around Lorne Avenue.

Gordon:





Killara:



Lindfield:



Roseville:

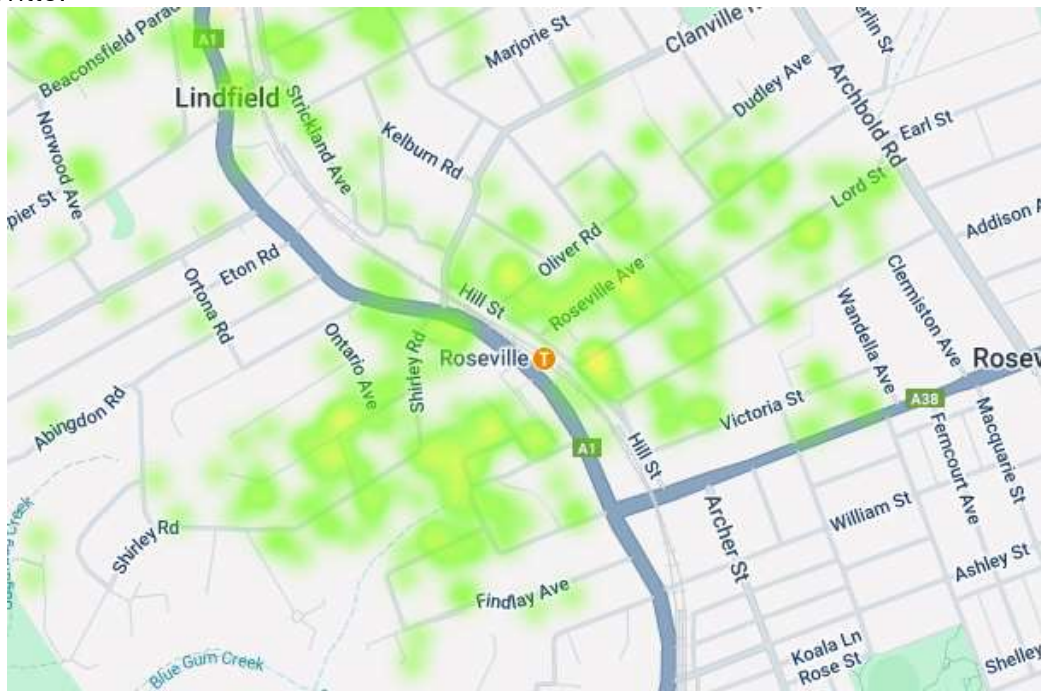


Figure 1 – Results of Community Survey - ‘Heat Maps’

### ***What amendments are proposed to the Preferred Scenario?***

The Ku-ring-gai Local Environmental Plan 2015 (KLEP 2015) is being updated to support and implement Council’s TOD Alternative Preferred Scenario. The changes to the KLEP 2015 include updates to land zoning, building height limits, and development density allowed on each site. In some centres, existing planning rules will be refined or replaced to reflect more up-to-date priorities and design principles.

Council have committed to submitting an alternative TOD plan to the NSW Government by the end of May 2025. To achieve this deadline an extraordinary meeting of Council has been scheduled to deal with this matter. Community consultation on the preferred scenario was for a period of 21 days. This condensed consultation timeframe was necessary to comply with NSW Government deadlines.

The time available for staff to review submissions is significantly reduced, for this reason the review has involved prioritising input received through Council’s on-line survey:

- The results of the survey as it relates to a specific property or a particular location.
- The ‘heat map’ was a particularly useful guide to areas of greatest concern.

Survey responses in these ‘hotspots’ were reviewed in more detail, and if deemed necessary, were considered for amendments.

Council also received a large volume of written submissions via email, these included emails from residents and groups of residents, as well as emails with attached reports prepared by consultants representing single or groups of landowners. Council strongly encouraged providing feedback

through the survey, however all submissions have been read and reviewed by Council planning staff.

The scope and nature of amendments to the exhibited plans is limited. Broadly this report considers an amendment where the review of submissions has identified one or more of the following:

- Mapping errors or omissions;
- inconsistent application of principles; and
- opportunities for upzoning to balance amendments in other locations that have resulted in a reduction in dwelling numbers.

Claims for increases in development rights (more height or more FSR) have generally not been considered unless a review has found adequate justification has been given particularly based on factors noted above. The reason for this is that changes in development rights would result in an increase/decrease in dwelling numbers, this would trigger a review of development rights in other areas to increase/reduce dwelling numbers. The cumulative impact of such changes would be beyond the scope of what can be achieved in the available time. Into the future there is always the option for landowners to lodge their own a private planning proposal to Council to seek further amendments to the final endorsed plan. Council received landowner submissions for two sites in Gordon that justified detailed review. Both sites are in single ownership and are considered important catalyst sites for the revitalisation of Gordon. The sites are:

- 'Aldi site' - 810 Pacific Highway, Gordon
- 'Gordon Centre' - 784-808 Pacific Highway, Gordon

The review of the submissions was undertaken by SJB Urban and Atlas Economics and the findings are included in **Attachment A3**.

### **Proposed amendments to LEP Maps**

A review of resident feedback has identified a number of amendments to the exhibited LEP maps. A detailed justification for these amendments has been prepared and is set out in **Attachment A4**. The exhibited maps and proposed map amendments are identified in **Attachment A5**. The amended LEP map set for Council endorsement is in **Attachment A6**.

Most of the amendments relate to adjustments to building height (generally reducing heights) to reduce transition impacts and ensuring the principle is applied consistently across the plans. This responds directly to the survey findings which reveal that transition between areas of different densities was one of the main topics of concern (selected by 60% of those with address- or location-specific concerns). Taverner state that:

*"The abruptness of height transitions from one property to another was the major concern raised, followed by perceived inconsistency in the ways neighbouring properties were zoned, and the impact of sharply differing building height limits on current heritage areas".*

Other amendments relate to:

- Mapping errors;
- inconsistent application of HOB provisions & mapping error;

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- inconsistent approach to Affordable Housing;
- inconsistent application of HOB and FSR;
- development feasibility;
- incorrect HOB and FSR provisions applied;
- inconsistent approach to applying land use zone; and
- inconsistent approach to heritage protection.

The impact of the amendments on dwelling yield is negligible. Overall, the changes made to the exhibited plans have resulted in a loss of 106 dwellings.

## Gordon

The recommended amendments to the Gordon maps are summarised in Figure 2-4 below. Refer **Attachments A4 and A5** for details.

The amendments result in a increase of 30 dwellings

Gordon				
Site	Exhibited FSR	Revised FSR	FSR difference	Dwelling change
G6	1.3	1.8	0.5	15
G7	6	6.5	0.5	13
G8	3	5	2	17
G9	2	3	1	18
G10	5.5	6.5	1	106
G11	3	2.5	-0.5	-7
G14	1.8	1.3	-0.5	-131
<b>Subtotal</b>				<b>30</b>



Figure 2 – Gordon – Proposed TOD Boundary and land use zone amendments





Figure 3 – Gordon – Proposed Height of Building and land use zone amendments



Figure 4 – Gordon – Proposed Active Frontage and Affordable Housing amendments

Killara

The recommended amendments to the Killara maps are summarised in Figure 5-6 below. Refer **Attachments A4 and A5** for details.

The amendments result in a reduction of 38 dwellings

Killara				
K1	0.3	0.85	0.55	4
K2	1.3	0.85	-0.45	-22
K3	1.3	0.85	-0.45	-20
Subtotal				-38



Figure 5 – Killara – Proposed TOD boundary and Land Use zone amendments



Figure 6 – Killara – Proposed Height of Building and Floorspace Ratio amendments

## Lindfield

The recommended amendments to the Lindfield maps are summarised in Figure 7-9 below. Refer **Attachments A4 and A5** for details.

The amendments result in a increase of 13 dwellings.

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Lindfield				
Site	Exhibited FSR	Revised FSR	FSR difference	Dwelling change
L1	1.8	1.3	-0.5	-17
L2	1.3	1.8	0.5	36
L3	1.8	1.3	-0.5	-45
L4	1.3	1.8	0.5	22
L5	0.3	0.85	0.55	40
L6	1.8	1.3	-0.5	-49
L7	1.3	1.8	0.5	6
L10	2.5	3	0.5	21
<b>Subtotal</b>				<b>13</b>



Figure 7 – Lindfield – Proposed TOD boundary and land use zone amendments

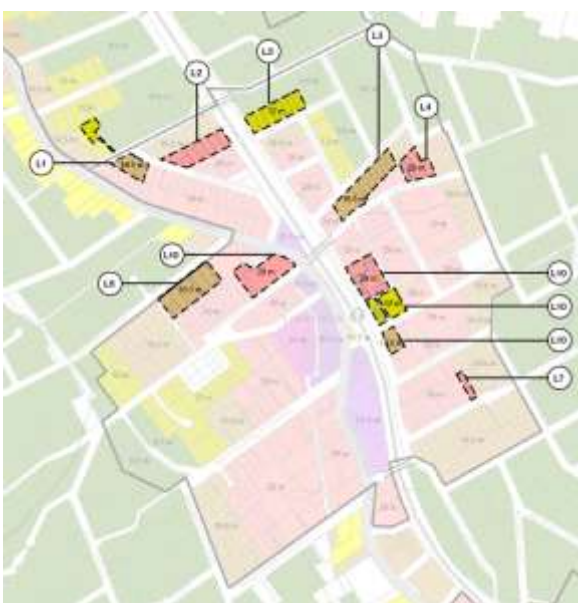


Figure 8 – Lindfield – Proposed height of building and floor space ratio amendments





Figure 9 – Lindfield – Proposed active frontage and affordable housing amendments

## Roseville

The recommended amendments to the Lindfield maps are summarised in Figures 10-12 below. Refer **Attachments A4 and A5** for details.

The amendments result in a reduction of 111 dwellings.

Roseville				
R1	0.3	0.85	0.55	18
R2	1.8	1.3	-0.5	-14
R3	2.5	0.85	-1.65	-42
R4	0.3	0.85	0.55	17
R5	2.5	0	-2.5	-47
R6	1.3	0.85	-0.45	-43
<b>Subtotal</b>				<b>-111</b>





Figure 10 – Roseville – Proposed TOD boundary and land use zone amendments

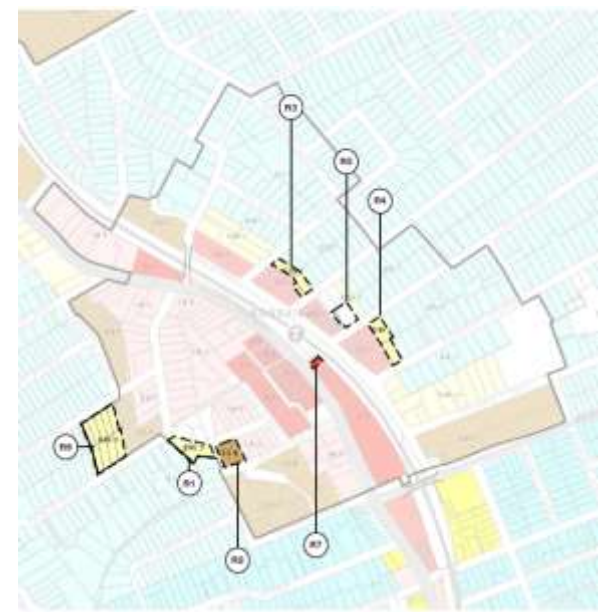


Figure 11 – Roseville – Proposed height of building and floor space ratio amendments



Figure 12 – Roseville – Proposed active frontage and affordable housing amendments

### Proposed amendments to LEP Clauses

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) as well as amendments to *State Environmental Planning Policy (Housing) 2021*. The exhibition documents for Council's Preferred Scenario included an Implementation Strategy that identified the key changes to Council's planning controls including proposed changes specific clauses within the KLEP.

A review of submissions and feedback from the exhibition period identified LEP drafting amendments required to more effectively implement the final alternate scenario. Also, further drafting has been undertaken for the new additional local provisions that are proposed to be included within the KLEP. A copy of the new provisions and an explanation of their intent is included as **Attachment A7**. These provisions have been drafted with the assistance of SJB Planning and Council's legal team.

### *Affordable housing*

The TOD program requires the provision of 2% affordable housing for development within the TOD boundaries. Council's intention is to remove the 2% provision for Affordable Housing under the Housing SEPP and impose variable affordable housing contribution rates of 2%, 3%, 5% and 10% across the TOD precincts. The variable rates are derived from the feasibility analysis by Atlas Economics which identifies that the capacity for development to contribute affordable housing differs across sites within the TOD precincts.

The affordable housing contribution will be calculated on the gross floor area (GFA) of the residential component of a development – i.e. it will exclude the GFA of non-residential uses.

*Design Excellence*

A Design Excellence clause is proposed to be included in the KLEP requiring that development within the TOD precincts exhibit design excellence. The proposed clause identifies key matters that a consent authority is required to consider in relation to design when determining an application for certain developments. This includes development for new buildings or alterations and additions to existing buildings within the E1 and MU1 zones and within the R4 zone where the building exceeds 18.5m.

The clause will require Council to establish a Design Excellence Panel (DEP), comprised of or drawn from a pool of experts across architecture, landscape architecture, urban design or related fields of its choosing. The DEP would take the form of a sitting panel to assess any developments to which this clause applies.

*Active Frontages*

The KLEP currently contains an active street frontages clause (6.7 Active Street Frontages in Zones E1 and MU1). It is proposed that this existing active frontage clause be amended to refer to an active frontage map which identifies the areas of the E1 and MU1 zoned land within the TOD precincts where active frontages are required.

Active frontage will continue to be required for E1 zones throughout the LGA. As the existing MU1 zones are within the TOD precincts, for which the active frontages are mapped, the reference to the MU1 zone in this clause is proposed to be deleted.

*The Gordon Centre*

The Preferred Scenario included a site-specific clause for the Gordon Centre that would enable a mixed-use development of FSR 6.5:1 and 93 metres (28 storeys) with a non-residential floorspace requirement of FSR 1:1. This would be on the condition that any development included a minimum of 3,000 square metres of community infrastructure floor space or 2% affordable housing.

A submission was made by the landowner raising a number of concerns with the clause. A review of the submission was undertaken by SJB Urban and Atlas Economics and the findings are included in **Attachment A3**.

The intention of the site-specific clause for the Gordon Centre is to allow additional floor space on site to facilitate mixed development incorporating retail and other commercial uses, diverse housing types (including Build to Rent), while requiring public benefits in the form of community infrastructure or affordable housing. Following consideration of the issues raised in the landowner's submission and further analysis undertaken by SJB Urban and Atlas Economics, the following amendments are proposed to the exhibited draft clause:

- Subclause 2 has been amended to clarify that achieving the additional FSR is dependent on the provision of community infrastructure or affordable housing.
- To encourage housing diversity, an additional 1:1 FSR, (resulting in a maximum overall FSR of up to 7.5:1) is provided where a minimum FSR of 2:2:1 is used for build-to-rent housing.
- The minimum site area requirement has been reduced from 9,500 to 9,000 square metres in response to clarification of existing lot areas. The minimum site area will encourage amalgamation to maximise the potential public benefits that can be delivered within centre.

- Clarification that the provision of affordable housing is applied to 2% of the residential gross floor area.

The amended clause is included at **Attachment A7**.

*Minimum frontages for employment land and mixed-use zones*

The current Clause 6.8 of the KLEP requires a minimum frontage of 20m for certain employment lands within the centres. The exhibited preferred scenario and implementation plan proposed to amend Clause 6.8 to exclude its application from the E1 and MU1 zones within the centres in the TOD precincts. The reason for this was to provide for a more nuanced, centre by-centre approach to minimum street frontages within the E1 and MU1 zone via updated precinct and site provisions for the centres within Part 14 of KDCP.

However, upon further review it is considered that the current Clause 6.8 of the KLEP should continue to apply within the TOD precinct in its current form. Therefore, this proposed amendment will no longer proceed.

**Amendments to State Environmental Planning Policy (Housing) 2021**

The implementation of Preferred Scenario will require amendments to the *Ku-ring-gai Local Environmental Plan 2015* (KLEP) as well as amendments to *State Environmental Planning Policy (Housing) 2021*. It is intended that the KLEP and SEPP Housing amendments will be made by the Minister for Planning via a self-repealing SEPP.

It is intended that Council's four alternate TOD precincts remain as 'TOD Areas' under Chapter 5 of SEPP Housing SEPP. However, the applicable development standards, affordable housing provisions and other relevant provisions will be those contained in the KLEP rather than Chapter 5 of SEPP Housing SEPP.

The significance of the precincts remaining as 'TOD Areas' is that the low and mid-rise (LMR) provisions of Chapter 6 of SEPP Housing will not apply to these areas. Removal from Chapter 5 completely would mean that LMR provisions would override the new KLEP provisions, completely undermining the significant planning work undertaken by Council in developing the alternate TOD scenario. This would include permitting medium density housing typologies in the protected low density heritage conservation areas and allowing residential flat buildings with significantly higher heights and densities within the expanded R4 zones with no transition considerations.

To ensure Council's TOD alternative is implemented in a way that ensures Council's intended outcomes, Council staff will need to work closely with DPHI and Parliamentary Counsel on the drafting of the written instrument for a self-repealing SEPP. To this end, SJB Planning and Council's lawyers are preparing a draft written instrument that would detail the amendments required to the KLEP and SEPP Housing to implement Council's proposed scheme. This will be submitted to DPHI, along with the maps, to help ensure the final amending SEPP achieves Council's desired outcomes.

*Development Control Plan (DCP)*

In addition to the changes to the LEP, amendments will also need to be made to the Ku-ring-gai Development Control Plan (KDCP). These will provide further details about new development design, including provisions for building setbacks, landscaping, parking, and the relationship of new buildings to their surrounding context. The aim is to ensure development not only meets housing and employment targets but also contributes positively to the character and quality of life in our centres.

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 Ku-ring-gai that supplements the general provisions applying to development types and uses in Section A.

The proposed final alternate scenario will require review and updating of the current precinct specific provisions applying to Gordon (Part 14D), Lindfield (Part 14E) and Roseville (Part 14F) centres. A new Part will need to be introduced for Killara as no such section for this centre in the DCP.

Each of the centres also include sub-precincts, with some more detailed and site-specific provisions. Following consideration of submissions, it is identified that there is a need for amendments to the DCP to address broader strategic issues. This includes consideration of mechanisms to encourage appropriate site amalgamation in mixed-use zones and around heritage items in R4 and MU1 zones. There is also a need for further consideration of suitable development controls that are supplemented by Character statements and site-specific controls.

A number of components within each precinct/site will need to be considered. These include:

- Urban Precincts and key sites such as the Gordon Centre and Lindfield Village Hub;
- Public Domain and Pedestrian Access
- Community Infrastructure;
- Building Setbacks;
- Built Form;
- Heritage including site-specific development controls around heritage items within R4 – High Density Residential zones and MU1 – Mixed Use zone; and
- Environmental Protection and Bushfire Protection where relevant.

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. This process will be carried out parallel with DPHI reviewing Council's final alternate scenario and undertaking the required drafting to implement the required amendments to the KLEP and SEPP Housing to implement Council's plans.

### ***Heritage Conservation Areas (HCAs)***

Council's survey found that heritage conservation concerns was one of the higher rated concerns by residents, with 495 respondents (23% of the total) offering comments. In their report Taverner states:

*"The largest proportion of these were related to a need to find better heritage preservation measures, the impact of removing heritage protection from local streetscapes, and perceptions of unfair zoning decisions impacting some heritage properties. These comments/concerns were widely spread across the LGA and were relatively consistent regardless of train station proximity".*

Taverner provide samples of comments:

*"Council's proposal is discriminatory and treats my neighbours and I unfairly and inequitably. There is no basis for Council's proposal that the low to medium rise (LMR) provisions should not apply to TOD areas within an HCA."*

*"Residents in a TOD area in an HCA should be treated the same as their non-TOD neighbours within that HCA."*

*"Development will be allowed on one side of the street only which will give a very lopsided result."*

The development of the Preferred Scenario involved defining an alternative TOD boundary around each of the centres utilising roads or HCA boundaries and including whole HCAs where possible. The boundary of the Preferred Scenario has been expanded in some locations and contracted in others compared to the NSW government TOD. 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.

The exhibited alternative TOD boundary protects 117 properties within HCAs by excluding them from the Low to Mid Rise (LMR) zone and its associated controls. At the same time, it adds 134 properties to the LMR zone—these were previously within the original TOD boundary and not subject to LMR controls. This results in a net increase of 17 properties within the LMR zone. Overall, the exhibited TOD boundary is estimated to create capacity for an additional 325 dwellings above what was originally expected under the LMR zoning.

The exhibited plans incorporate six HCAs within the revised TOD boundary. These areas are fully protected as they are exempted from the LMR. However, on the outside of the revised TOD boundary, and on the opposite side of the road, the properties, all within the same HCAs, are subject to Low and Mid-rise SEPP.

The interaction between the Low and Mid-rise SEPP and Council's alternative TOD boundary has resulted in heritage streetscapes being treated inconsistently. Streets within HCAs will have different planning outcomes on each side of the road, so that one side (within TOD) will remain low density while the other side (outside of TOD) is subject to LMR allowing 2-storey medium density

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building typologies. From a heritage point of view consistency of streetscape is an important quality to protect.

Following the exhibition of the Preferred Scenario, further refinements to the Alternative TOD boundary are proposed in response to submissions and to provide better protection for HCAs.

To reduce the impact on streetscapes within HCAs the Alternative TOD boundary has been extended outward to incorporate properties on both sides of streets along the edge of the TOD. This includes along Powell Street, Karranga Avenue, Springdale Road, Stanhope Road, Treatts Road, Nelson Road, Clanville Road and Trafalgar Avenue. These areas have been analysed in detail in **Attachment A4**.

The amended TOD boundary (shown in **Attachment 4 and Attachment 5**) protects 250 properties within HCAs by excluding them from the Low to Mid Rise (LMR) zone and its associated controls. At the same time, it adds 128 properties to the LMR zone—these were previously within the original TOD boundary and not subject to LMR controls. This results in a net decrease of 122 properties within the LMR zone. We estimate that this change would reduce LMR capacity by approximately 170 dwellings compared to what was originally expected under the previous LMR zoning.

However, this reduction is minimal in the broader context. The Amended Preferred Scenario is expected to deliver approximately 24,460 dwellings—exceeding the State Government's target of 22,580 by around 1,880 dwellings. A reduction of 170 dwellings within the LMR zone is therefore not considered significant. It is also important to note that the intent of the Low to Mid Rise Housing Policy is to provide a greater diversity of housing - bridging the gap between freestanding houses and high-rise apartments. The Amended Preferred Scenario responds to this by introducing a new R4 zone within the TOD boundary, with a height of building (HOB) limit of 12 metres and a floor space ratio (FSR) of 0.85:1. This zone is expected to deliver outcomes similar to those intended under the LMR policy.

The exhibited plans, subject to approval from DPHI, would have no requirement for compensatory zoning of additional lands as a result of the boundary change.

### *Heritage Items*

The Preferred Scenario makes significant improvements when compared to the TOD. The Preferred Scenario will fully protect 120 heritage items, meaning they will be located within low-density residential zones, preserving their existing setting; 54 heritage items have been situated within high-density areas.

Despite a 69% improvement over the TOD, the survey results show that the impacts on homes that are listed heritage items remains a concern for residents. Impacts on heritage items are exacerbated by State Significant Development Applications (SSDAs) many of which directly adjoin heritage items. This is an outcome Council has specifically sought to avoid in the Preferred Scenario by allocating the same development rights to heritage items as adjacent properties which in turn provides further protection by triggering the 'site isolation' control in Part 3 of the Ku-ring-gai DCP.

It is recommended that Council commission an independent preliminary review of all heritage items proposed to be retained in the TOD or alternative scenario areas envisaged to have controls varied from those under KLEP 2015, or items that are impacted directly by development

applications including for SSDs that rely on controls contained in the TOD SEPP. The purpose of this review is to seek to identify any items that may warrant a more detailed assessment to determine if they continue to meet the criteria for local significance, taking into account NSW heritage standards, guidelines, legislation and case law. It is noted that the context of many heritage items may be likely to change significantly under the TOD SEPP or Council's alternate plan, and this will be considered in the review.

### *Planning Capacity*

Latest capacity modelling for the Amended Preferred Scenario (post-exhibition) shows that the four centres can accommodate about 24,500 new dwellings. This broadly matches the yield from the Exhibited Preferred Scenario and remains well above the State's target of 22,580 total capacity. Growth is distributed hierarchically - approximately 9,000 dwellings in Gordon, 9,400 in Lindfield, 2,800 in Killara and 3,300 in Roseville - so that the highest densities are concentrated near town centres services while sensitive edges remain lower rise and impact is reduced on heritage and tree canopy streetscapes.

Furthermore, State Significant Development Applications (SSDAs) at SEARS stage or already lodged within the TOD areas across the four centres, have the capacity to contribute a further ~1,570 dwellings, in addition to Council's Amended Preferred Scenario. If all bonus height and FSR provisions are fully taken up, the theoretical yield would rise to about 2,770 additional dwellings. This built-in "head room" provides a strategic buffer that allows Council to refine zoning, adjust built form controls or respond to site-specific heritage considerations without jeopardising overall supply.

That flexibility is critical in proposing further boundary adjustments aimed at minimising impacts on Heritage Conservation Areas. Analysis of the HCAs and Low and Mid-Rise interfaces highlight several precincts where upzoning would border small or fragmented conservation areas, creating inverted densities and undermining the intent of HCA protection. Council therefore proposes to further refine the TOD boundary to include the Low and Mid-rise parcels already located within HCAs, adding only minor extensions where a coherent streetscape is essential. It can be demonstrated that surplus capacity from the Amended Preferred Scenario and lodged SSDAs would absorb this change, ensuring the planning capacity stays well above the State target and delivering a supply-neutral, heritage-conscious outcome that aligns with Council Planning Principles and broader housing objectives.

## ***State Significant Development Applications***

### **SSDA Dwelling yields**

At the time of writing this report, within the existing TOD areas there have been 19 State Significant Development Applications (SSDAs) under the In-fill affordable housing provisions of SEPP Housing that have had Secretary Environmental Assessment Requirements (SEARS) issued, of these applications, 8 are at exhibition stage.

At this stage, no SSDAs within TOD areas have been approved. There is also no guarantee that any SSDA will be approved in the form it is lodged or approved at all. Therefore, it is difficult to determine actual final additional dwellings these applications yield over and above the potential dwelling yield of the alternate TOD scenario. As result, the potential dwelling yields for the sites subject to SSDAs have been calculated based on the underlying TOD controls i.e. FSR of 2.5:1



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(without the bonus) and assumed apartment sizes of 90sqm. This net additional yield from each of the existing SSDA sites are provided in the Table below,

Based on these assumptions, the current SSDA sites are likely to add 1,569 dwellings (without the 30% bonus) over and above the dwelling capacity of Council's alternate TOD Scenario. Of these 1,569 dwellings, 580 dwellings are from the sites where the SSDs are lodged and on exhibition. To offset this potential additional dwelling yield, Council may wish to consider reducing development capacity within other locations of the Alternate TOD precincts.

Table – Net Additional Yield from State Significant Development Applications

State Significant Development Applications - as of 15 May 2025					
Gordon					
SSD	Exhibited Plans FSR	SSD FSR	difference	Yield difference	Status
SSD-82395459	0.7	2.5	1.8	154	EIS
SSD-78775459	1.3	2.5	1.2	26	Exhibition
	1.3	2.5	1.2	33	
SSD-83478456	0.7	2.5	1.8	164	EIS
<b>Subtotal</b>				<b>377</b>	
Killara					
SSD-81890707	0.85	2.5	1.65	117	Exhibition
		2.5	2.5	39	
<b>Subtotal</b>				<b>156</b>	
Lindfield					
SSD-78493518	1.8	2.5	0.7	31	Exhibition
SSD-79261463	2.7	2.5	-0.2	-9	Exhibition
SSD-78669234	1.3	2.5	1.2	41	Exhibition
SSD-79276958	0.7	2.5	1.8	147	Exhibition
SSD-78156462	1.3	2.5	1.2	57	Exhibition
SSD-82899468	0.7	2.5	1.8	109	EIS
SSD-82548708	1.3	2.5	1.2	48	EIS
SSD-83431958	1.8	2.5	0.7	30	EIS
SSD-82900461	1.8	2.5	0.7	41	EIS
SSD-81623209	1.8	2.5	0.7	70	EIS
	1.3	2.5	1.2	59	EIS
SSD-82709458	1.8	2.5	0.7	38	EIS
<b>Subtotal</b>				<b>661</b>	
Roseville					
SSD-78996460		2.5	2.5	243	Exhibition
SSD-77829461	1.8	2.5	0.7	28	EIS
SSD-81943462	1.8	2.5	0.7	9	EIS
	1.3	2.5	1.2	30	
SSD-77825469	1.8	2.5	0.7	32	EIS
	1.3	2.5	1.2	33	
<b>Subtotal</b>				<b>374</b>	
<b>TOTAL POTENTIAL</b>				<b>1569</b>	
<b>TOTAL ON EXHIBITION (LODGED)</b>				<b>580</b>	
The following assumptions are used to ensure compatibility with Council's Preferred Scenario yield estimate					
FSR excludes 30% bonus FSR					
Average dwelling size 90sqm					

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Based on these assumptions, the current SSDA sites are likely to add 1,569 dwellings (without the 30% bonus) over and above the dwelling capacity of Council's alternate TOD Scenario. Of these 1,569 dwellings, 580 dwellings are from the sites where the SSDs are lodged and on exhibition. To offset this potential additional dwelling yield, Council may wish to consider reducing development capacity within other locations of the Alternate TOD precincts.

Potential options to offset the additional yield from SSDs have been identified. **Attachment A8** outlines the sites and the proposed building heights used to estimate potential yield reductions. Three such sites are located in Gordon, north-east of the railway line near Carlotta and Pearson Avenue. In Lindfield, five sites have been identified - two between Highfield Road and Bent Street, and three between Beaconsfield Parade and Gladstone Parade.



Figure 13: Potential HOB amendments in Gordon

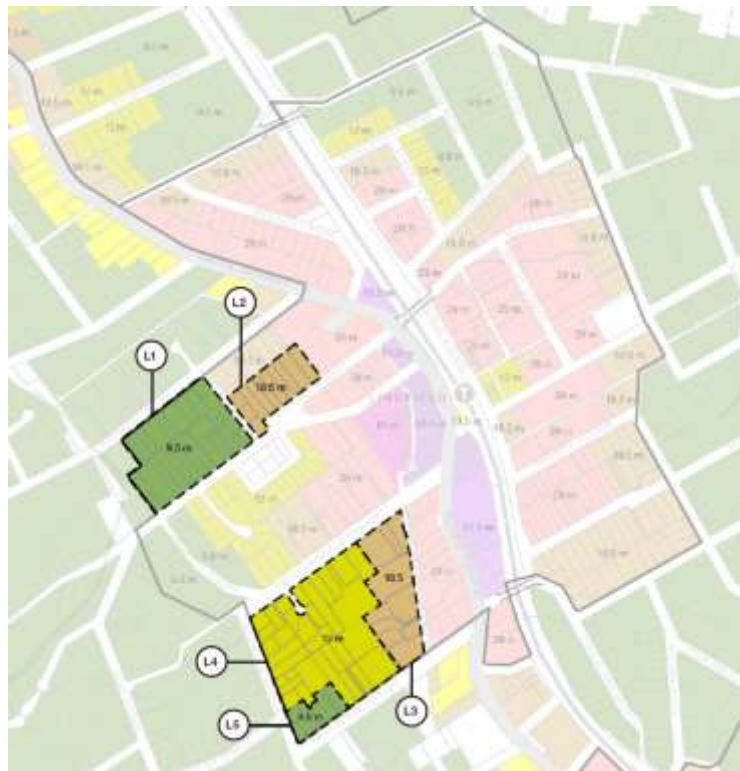


Figure 14: Potential HOB amendments in Lindfield

If all the identified sites were reduced as proposed, the total residential yield across the four centres could decrease by approximately 1,800 dwellings, as shown in the Table below. These options are presented for Council's consideration, with flexibility to reduce the capacity of all, some, or none of the identified sites.

Table - Potential yield reductions that could be applied to the Amended Preferred Scenario

Gordon				
Site	Final FSR	Potential FSR	FSR difference	Dwelling change
G1	1.8	1.3	-0.5	-120
G2	1.3-1.8	0.3	-1-1.5	-276
G3	1.3-1.8	0.3	-1-1.5	-253
<b>Subtotal</b>				<b>-649</b>
Lindfield				
Site	Final FSR	Potential FSR	FSR difference	Dwelling change
L1	.85-1.3	0.3	-0.55-1	-387
L2	1.8	1.3	-1	-245
L3	1.8	1.3	-0.5	-13
L4	1.3-1.8	0.85	-0.45-0.95	-438
L5	1.3	0.3	-1	-74
<b>Subtotal</b>				<b>-1,157</b>
<b>TOTAL</b>				<b>-1,806</b>

### Savings provisions for SSDAs

Council has ongoing concerns 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 SSDAs. Also, Council's alternate TOD Scenario includes 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 has been Council's stated preference that these current SSDAs not be "saved", and further, that a moratorium on further such applications being lodged either with the Department or Council be put in place.

At the EMC of 31 March 2025, Council resolved the following in relation to the saving of SSDAs:

*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.*

The Director Strategy & Environment wrote to DPHI Deputy Secretary on 3 April with Council's request. On 15 April 2025 DPHI advised via email the following:

*In response to Item 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') of the resolution and in line with my earlier correspondence with Mr David Marshall on 28 March 2025, I confirm the following:*

- The TOD SEPP planning controls currently apply to TOD precincts within the Ku-ring-gai LGA. Applications can be lodged now for proposed development within the TOD precincts.*
- Once council submits an alternative scheme to the Department, Government will look to prevent the lodgement of further development applications until such time as an alternative scheme is finalised.*
- This is to reduce the risk of proposed development undermining the alternative scheme.*
- Government intends that all development applications (including State Significant development applications) that are lodged but not determined prior to the submission of an alternative scheme, will be assessed and determined in accordance with the controls that applied when the application was lodged.*
- Secretary's Environmental Assessment Requirements that have been issued but not responded to prior to the submission of an alternative scheme will not be saved.*

This advice identifies the point at which Council submits its alternative scheme to the Department will be the point at which SSDAs and development applications that are lodged but not determined will be saved. This would involve the SSDAs that have proceeded to the public exhibition phase. Applications which have SEARs issued but where an EIS had not been finalised and lodged would not be saved. The Department have also indicated that they will prevent the lodgement of further development applications until such time as an alternative scheme is finalised.

Council has sought advice from the Department on the statutory mechanisms that will be used to save existing applications and prevent the lodgement of any further applications. At the time of writing this report no such advice had been provided by the Department. This issue remains of considerable concern to Council and the community.

### *Traffic and transport planning*

Taverner find that some 517 respondents (26% of the total sample) noted other concerns.

The largest of these issues, by a significant margin, related to traffic congestion and related safety issues. These concerns came from residents among all suburbs and station proximities, and included comments along the following themes:

- Increased traffic flows/congestion, and impacts to pedestrian safety;
- additional demand for on-street parking from new dwellings, and impacts to vehicular access/circulation on local streets and on-street parking availability for existing residents; and
- limited access to/from Pacific Highway.

Transport Impact Assessment Studies have been or are currently being undertaken in each of the four TOD areas of Roseville, Lindfield, Killara and Gordon. Works arising from new studies will be costed and recommended for inclusion in the draft review of the contributions plan. Works in the Ku-ring-gai Contributions Plan 2010 (in response to developments 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 have assessed the existing transport situation and the transport impacts of the NSW Government's TOD SEPP. Key transport-related works already identified in the Development Contributions Plan 2010 that have been re-assessed include road widening on Pacific Highway to accommodate 3 northbound lanes and fully controlled right turns into Maclaurin Parade. A Transport Response is being developed, to mitigate the impacts of new development and to create a centre with improved walkability/bicycle access to the shops and station.

Any new transport infrastructure identified in the TIA will inform the review of the Contributions Plan, including:

- Improved local access on the western side of Roseville with a new street between Pockley Avenue and Shirley Road;
- new and upgraded walking and cycling infrastructure and reduced speed limits to encourage active transport to the station and shops; and
- dedicated car share vehicles within and near development sites to reduce car ownership and dependence, and bicycle parking at key locations.

This new infrastructure will also be tested as part of the assessment of Council's preferred alternative housing scenario. Other improvement opportunities being considered in the assessment of the TOD SEPP and Council's preferred alternative scenario (if adopted by Council) include upgrades identified in the Roseville Public Domain 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 in-principal 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. The provision of dedicated car share vehicles within and near development sites will incentivise reduced private car ownership.

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, which has reached the 50% design stage. Detailed design has also commenced for modifications to the intersection of Pacific Highway and Balfour Street/Havilah Road, which is approaching 50% design completion. 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) are at the 90% design stage. It is estimated that construction of stage one of the Streetscape Upgrade will begin in early 2026 subject to environmental/service approvals and a successful outcome of Council's tender processes.

Development of the Lindfield Village Hub would trigger a separate series of public domain, pedestrian facilities and road upgrades, including:

- New traffic signals at the intersection of Pacific Highway and Beaconsfield Parade;
- the creation of the new Drovers 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. 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. Assessment of the NSW Government's TOD SEPP has commenced, with analysis of Council's preferred alternative scenario commencing shortly.

Transport improvements being considered include new and upgraded walking and cycling infrastructure and reduced speed limits to encourage active transport to the station and shops, dedicated car share vehicles within and near development sites to reduce car ownership and dependence, and bicycle parking at key locations. Investigations are also underway for improvements to the intersection of Pacific Highway and Stanhope Road/Fiddens Wharf Road.

### Gordon TOD Precinct

Building upon transport analysis undertaken for Gordon Town Centre in 2022/23, consultants used this work as a basis to prepare the Gordon TOD Precinct TIA. 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. These include:

- Modification of the intersection of Pacific Highway and Park Avenue/Dumaresq Street;
- modification to the intersection of Pacific Highway and St Johns Avenue;
- changes to traffic circulation in St Johns Avenue, Wade Lane and Park Avenue;
- new local street connecting St Johns Avenue and Moree Street; and
- new traffic signals at the intersection of Pacific Highway and Ravenswood Avenue

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. Planning for the provision of on-street car share vehicles and within new developments encourages residents to reduce private car ownership while at the same time providing access to additional vehicles for occasional car trips.

Assessment of the transport impacts of the NSW Government's TOD SEPP has commenced, with Council's preferred alternative to follow shortly. Any additional transport infrastructure over that already identified Ku-ring-gai Contributions Plan 2010 will be recommended for inclusion in the Contributions Plan review.

Transport upgrade works are typically development driven – for example, if the Gordon Centre were to redevelop, it would likely trigger several public domain and road upgrades, including the modification of the intersection of Pacific Highway and Park Avenue/Dumaresq Street.

### ***Infrastructure funding***

Ku-ring-gai Council's current s7.11 Local Infrastructure Contributions Plan will need to be comprehensively reviewed to consider the infrastructure demands arising directly from unprecedented concentrated high-density redevelopment. It is essential that the revised plan be an IPART-reviewed contributions plan to enable contribution rates above the uninflated 2009 "cap" imposed on most s7.11 contributions by Ministerial Direction. This requirement is a direct result of the need for land acquisition for new road links and new parks relative to the considerable cost of land acquisition in Ku-ring-gai.

It is acknowledged that Ku-ring-gai has benefited from an exemption from this cap in the areas immediately surrounding the railway stations (and St Ives) where redevelopment was originally planned in 2010/2012, but these boundaries are outdated and bear little resemblance to the TOD areas. The current contributions plan was drafted based on pro-rata per capita contributions and can remain in place until it is replaced, however, higher-density development outside of the original centres' areas will be subject to the cap of a maximum of \$20,000 for each dwelling authorised by the consent.

The review process is already underway, as formerly endorsed at the 31 March EMC. A multi-disciplinary team has been established within Council to oversee this review and initial approaches to IPART to commence the process are being made. Further, IPART's report into the revision of their own processes for assessing s7.11 contributions plans was issued in mid-April 2025.

A comprehensive gap analysis of supporting documentation is underway with reference to stormwater management. As indicated in other sections, comprehensive traffic and transport studies are also underway which will inform the works programme for each of the TOD precincts.

Land for new parks is also being targeted based on council's existing open space acquisition strategy targeting areas of intensive development that are poorly served by existing local open space.

Ku-ring-gai Council completed Public Domain strategies for most of the larger centres relatively recently (2022), except for Killara, which will also need a Public Domain strategy as a result of the targeted redevelopment around its railway station precinct to ensure funding for the delivery of comparable supporting infrastructure. Unfortunately, community facilities infrastructure is explicitly excluded from an IPART reviewed contributions plan as a result of the Essential Works List. Consequently, an integrated financial strategy for community facilities like library expansion, will need to be developed in parallel with this review.

## INTEGRATED PLANNING AND REPORTING

### Theme – Places, Spaces and Infrastructure

#### Community Strategic Plan Long Term Objective

P2.1 A robust planning framework is in place to deliver quality design outcomes and maintain the identity and character of Ku-ring-gai.

#### Delivery Program Term Achievement

P2.1.1 Land use strategies, plans and processes are in place to effectively manage the impact of new development.

#### Operational Plan Task

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



Risk #	Risk Name	How effective are the existing controls?	Residual Risk rating	Is the Residual Risk Outside the appetite?
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:

- Ongoing monitoring of State Government legislation and District Plan requirements;
- 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 decide on an alternative TOD scenario, 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.

### Land Acquisition

Council's Preferred TOD alternative includes the proposed acquisition of a number of properties for open space and new road links. They are intended to be identified as acquisitions in a reservations map to be gazetted as part of the package of planning controls forming an alternative to the TOD. Council is proposed to be the nominated acquisition authority for these reservations.

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Some of these prospective acquisitions have been previously adopted by Council, and partially implemented, though not always reflected in LEP reservations (Roseville Avenue and Dumaresq Street for example). The need for others arises specifically because of extra demand generated by the TOD or a Council alternative to the TOD (Pockley/Shirley and Bent/Newark).

Proposed rezoning for future land acquisition understandably has a significant impact on owners and their families. Council acknowledges this. Council has an ongoing role to plan for future needs for public land for the whole of the community.

The time and timeframes of the current proposals for acquisition have been driven by factors emanating from actions of the NSW government, and it is acknowledged that this has led to a greatly expedited process of public consultation. Council also recognises the uncertainty arising, particularly in relation to timing, amenity impacts, and the valuation of compensation.

It is instructive to note that:

- The compulsory acquisition of land for public purposes, including open space, is a long-established part of the planning system and follows a structured legal process.
- Acquisition is generally not immediate and in the past Council has not initiated compulsory acquisition, with a preference for acquisition at a mutually convenient time. It is expected that Council will use the power to compulsorily acquire sparingly in the future.
- Council will endeavour to acquire land by negotiation if and when requested by an owner. Owner initiated compulsory acquisition can also be triggered in cases of hardship.
- The process for compulsory acquisition, including compensation, is governed by the *Land Acquisition (Just Terms Compensation) Act 1991*, which includes independent valuation by the Valuer General.
- Whilst Council can indicate planning intent and facilitate owner-initiated acquisition requests where appropriate, Council is not the final arbiter of compensation offers under compulsory acquisition.

It is appreciated that the level of compensation payable in the event of acquisition will be matter of the highest interest to some property owners, however Council is unable to give detailed advice on this to owners. It is appropriate in all cases that owners seek the guidance of their own independent valuation and legal advice. Ultimately, in any compulsory acquisition process, the Valuer General will determine the market value in accordance with the Act, based on the applicable planning controls and relevant market information at the time of acquisition.

Council will strive that its actions embody fairness, transparency, sensitivity and accountability, and we commit to keeping affected residents informed as the planning process progresses.

In the past, Council has purchased land for public open space and road improvements by negotiation or on the open market. It has not been uncommon for there to be a decade between the first purchase of land for a particular park and purchase of the last land parcel for that park. The exceptions have been owner initiated compulsory acquisition and opportunistic acquisitions where a land holding of sufficient size and suitable location has been offered to Council by a party that has agglomerated them.

Once the proposed acquisitions are gazetted, there will be an obligation on Council to purchase them at some point in the future. Therefore, it is possible that Council could be required to acquire

numerous properties within a short space of time. It is estimated that the total of the proposed acquisitions could amount to circa \$100m.

This level of commitment for property acquisition is not built into the current development contributions plans. However, as of March 2025 there is \$105m in the development contribution reserves, collected for various purposes, which may be accessed if required for acquisitions (borrowed) and repaid from future contributions when received. This could potentially impact on the timing of delivery of some planned projects, depending on the timing of acquisitions and the collection of future contributions. It would also be possible, as a last resort, to borrow funds from a bank and repay from future contributions.

The funding of the proposed acquisitions is a cash flow timing issue. In the past Council has generally received in the order of \$10m to \$20m in development contributions and associated interest per annum. This will substantially escalate in the future noting that even at the capped rate of \$20,000 per dwelling, for example, 20,000 new dwellings in the four TOD areas alone would generate some \$400m in development contributions.

The reservation of properties for open space and new road links in the proposed new housing plan is critical to support the incoming population. If these properties are not reserved now, they may be developed and the opportunity for acquisition lost.

## **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.

A Transport response is being developed, to mitigate the environmental impacts of new development with improved initiatives for walkability and active transport access to the shops and stations

## **COMMUNITY CONSULTATION**

Community input was invited on the Preferred Scenario to ensure they were aware of and able to make comments and raise issues or concerns with Council.

The feedback period spanned 21 days (from 2 to 22 April 2025). This is shorted than the Council standard 28-days but was necessary to meeting meet state government deadlines. This engagement represents the second phase of consultation, building on initial community consultation that was conducted in late 2024.

***Phase 1 consultation- scenario options***

Development of Preferred Scenario was informed by an extensive process of community engagement undertaken from November-December 2024. The aim of this process was to:

- Ascertain the community's preferred option out of the five scenarios;
- identify concerns about the scenarios; and
- local factors that may necessitate changes.

The scenarios under consideration were:

Option 1 (Existing NSW Government controls retained)

Option 2a (Safeguard and intensify)

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

Option 3a (Preserve and intensify)

Option 3b (Preserve, intensify, and expand)

**Engagement Methods**

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

Representative telephone survey for community members from Gordon and Roseville wards – 193 participants

Two recruited representative workshops for community members from Gordon and Roseville wards.

Online engagement portal including maps

Opt-in community survey – approx. 3000 participants

Public meetings x2 – 200 attendees

Online forum - approx. 90 attendees

Two community drop-in sessions – approx. 50 attendees

Written submissions – 293

The first phase of engagement found that:

Option 3b was the most preferred scenario across all feedback 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%).

**Phase 2 - Preferred Scenario (subject of this report)**

As outlined above, community feedback was conducted over a 21-day period (2-22 April, 2025) and focused primarily on a survey conducted by Taverner Research who were employed to support Council navigate the project on a shorter than normal timeframe.

The survey was supplemented with written comments received via email and verbal feedback at a community drop-in session.

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

Communications/promotion methods	Details
<b>Letter</b> Sent to property owners/ occupants in Roseville and Gordon Wards	<ul style="list-style-type: none"> <li>• Approx 27,000 letters</li> </ul>
<b>Email</b> Sent to all participants of phase 1 engagement (who provided contact details)	<ul style="list-style-type: none"> <li>• 660</li> </ul>
<b>Press advertising</b> Advertisements promoting the engagement process	<ul style="list-style-type: none"> <li>• North Shore Times</li> <li>• Sydney Observer</li> <li>• The Post</li> </ul>
<b>Media release</b> Details project and opportunities for community participation to council's media contact list	Distributed Wednesday 2 April too over 40 local and national media contacts
<b>Social media posts</b> Designed to promote project –	<ul style="list-style-type: none"> <li>• Facebook – Ku-ring-gai – 1505 reach, 119 engagement</li> </ul>
<b>E-newsletters</b> Electronic newsletters sent to Council subscribers list via Campaign Monitor	<ul style="list-style-type: none"> <li>• Ku-ring-gai News e-news (38k subscribers) -</li> <li>• Business E-news (1.8k subscribers) -</li> <li>• Yoursay E-news, (1187 subscribers)</li> <li>• Housing e-news (2046 subscribers)</li> </ul>
Council website and the engagement hub site. Engagement hub site included:	<ul style="list-style-type: none"> <li>• Total page visits – 12341</li> <li>• Unique visitors – 5270</li> <li>• Doc downloads – 8444</li> </ul>
<ul style="list-style-type: none"> <li>• Details maps and explanations of the preferred scenario</li> <li>• Background information including reports and weblinks</li> <li>• Extensive FAQ</li> </ul>	

### Engagement process

#### Survey

The focus for engagement was the survey delivered and managed by Taverner research. The aim was to collect feedback on Council's alternative to the NSW Government's TOD Planning Controls and assess how well the community believed that the preferred scenario aligns with the seven core planning principles which formed the basis of the project. Feedback was also sought to identify specific property matters, create a heatmap of concern clusters (which may necessitate changes), and analyse response variations by demographics, location, and proximity to transport. The survey had 2,020 verified responses.

The full details of the results can be seen in Taverner's report in **Attachment A1**.

#### Community Drop in sessions

Council staff ran a community drop-in session on Monday, 14 April. Approximately 80 groups attended (120 individuals) to discuss the preferred scenario with Council planning staff. The majority of matters discussed related to individual properties and circumstances, with staff

providing clarity around the scenario as it affected individual properties and answered questions on range of matters including timescales, process.

Feedback from the session were recorded and investigated along with feedback captured in the other feedback mechanisms.

### **Written comments**

Although Council requested that all feedback should be made via the survey (to assist in meeting tight deadlines) 293 items of written feedback were received via our Housing email address. Some of these were significant submissions outlining a range of feedback, predominantly on property/location specific matters.

## **INTERNAL CONSULTATION**

Throughout the process of preparing TOD alternatives Councillors have been briefed on the scenarios, community engagement, preferred scenario, and implementation strategy on several occasions throughout 2024 and on the following dates in 2025: 9 January, 6 February and 13 February, 26 March and 2 May 2025.

The General Manager, Director Strategy and Environment and senior Council staff have met regularly with representatives from DPHI during the development of the Preferred Scenario.

## **SUMMARY**

The exhibited plans have been reviewed based on feedback received from residents and advice provided by consultants.

Capacity modelling of the Amended Preferred Scenario (post-exhibition) shows that the four centres can accommodate about 24,500 new dwellings. This broadly matches the yield from the Exhibited Preferred Scenario and remains well above the State's target of 22,580 total capacity. Overall, the impact of the amendments on dwelling yield is negligible, it is estimated the changes made to the exhibited plans result in a loss of 106 dwellings.

Most of the amendments relate to adjustments to building height (generally reducing heights) to reduce transition impacts and ensuring the principle is applied consistently across the plans. This responds directly to the survey findings which reveal that transition between areas of different densities was one of the main topics of concern. Further adjustments to the TOD boundary are proposed to improve the protection of HCAs and resident amenity.

The most significant risk to Council's Alternative Scenario is the State Significant Development Application (SSDAs). At the time of writing this report there have been 19 State Significant Development Applications (SSDAs). Council estimates the current SSDA sites are likely to add 1,569 dwellings (without the 30% bonus) over and above the dwelling capacity of Council's alternate TOD Scenario. This report provides potential options to offset the additional yield from SSDs in Gordon and Lindfield.

## **RECOMMENDATION:**

That Council:

Item GB.1

S14846-2

- A. Adopt the draft LEP maps at **Attachment A6** and draft clauses at **Attachment A7** subject to the amendments outlined in **Attachment A8** to reduce yield to offset additional dwellings reflected in known State Significant Development Applications.
- B. Submit the amended LEP maps and clauses and a revised implementation strategy reflecting these amendments to DPHI for the purposes of preparing a State Environmental Planning Policy to implement Council's alternate TOD scheme.
- C. Commission a preliminary assessment of heritage items proposed to be retained in the TOD or alternative scenario areas envisaged to have controls varied from those under KLEP 2015, or items that are impacted directly by development applications including for SSDs that rely on controls contained in the TOD SEPP as described in this report.
- D. Commence preparation of all required amendments to the Ku-ring-gai DCP including site-specific development controls and site amalgamation controls around all heritage items within R4 – High Density Residential zones. That the draft DCP amendments be reported back to Council for endorsement prior to public exhibition.
- E. Commence preparation of a Public Domain Plan (PDP) for Killara and amendments to PDP for Gordon, Lindfield and Roseville.
- F. That Council authorise the Director of Strategy and Environment to correct any anomalies in the documentation to be submitted to the NSW DPHI.

Stephanie Griffiths  
Senior Urban Designer

Fae Sarshoghi  
Urban Design Projects Officer

Bill Royal  
Team Leader Urban Design

Craig Wyse  
Team Leader Urban Planning

Andrew Watson  
Director Strategy & Environment

<b>Attachments:</b>	A1	Community Survey Report	2025/149920
	A2	Review of Community Feedback	2025/149481
	A3	Atlas and SJB Consultants Reviews	2025/151228
	A4	Assessment Summary Table	2025/150520

Item GB.1

S14846-2

A5	<a href="#">↓</a>	Proposed amendments to exhibited maps	2025/149603
A6	<a href="#">↓</a>	Draft Local KLEP Maps	2025/152750
A7	<a href="#">↓</a>	Draft Local KLEP Clauses	2025/151483
A8	<a href="#">↓</a>	Possible Amendments to Reduce Yield	2025/151667





## REPORT

# **TOD Alternative Preferred Scenario – Community Survey**

Community engagement to  
identify location-specific concerns

May 2025



TOD ALTERNATIVE PREFERRED SCENARIO – COMMUNITY  
SURVEY: REF 7267, MAY 2025

## REPORT

# TOD Alternative Preferred Scenario – Community Survey

## Community engagement to identify location-specific concerns

May 2025

**Prepared by:** James Parker

Document Reference: 7267

Version: 04



**Taverner Research Group** | T +61 2 9212 2900 | W [www.taverner.com.au](http://www.taverner.com.au)

A Level 2, 88 Foveaux Street, Surry Hills, NSW 2010, Australia |

Taverner Research Group is wholly owned by Tobumo Pty Ltd | ABN 93 003 080 500

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TOD ALTERNATIVE PREFERRED SCENARIO – COMMUNITY  
SURVEY: REF 7267, MAY 2025



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## 1. EXECUTIVE SUMMARY

The Ku-ring-gai Council TOD Alternative Preferred Scenario survey is part of an ongoing community engagement to explore issues relating to Council's preferred planning model for future development around Roseville, Lindfield, Killara and Gordon train stations.

Specifically, this opt-in online survey – conducted in April 2025 – sought to uncover location-specific concerns that may potentially influence changes to Council's preferred development model.

**Key conclusions include:**

1. The majority of residents agreed that Council's proposed plan aligned with its seven underlying planning principles. In particular:
  - a. 70% agreed that it (fully or partially) preserved heritage conservation areas
  - b. 69% agreed that it minimised heritage item impacts, and avoided environmentally sensitive areas
  - c. 66% agreed that it supported local centre revitalisation.
2. However, "only" 56% agreed that it managed transition impacts, and just 52% said that it ensured appropriate building heights – suggesting these remain issues of concern to many residents.
3. In general comments, one-quarter of those taking part expressed support for Council's preferred scenario. However, a further 17% noted concerns about preserving local heritage, 16% took issue with proposed building heights, and 14% were unsure how local infrastructure would keep pace with future developments.
4. Just over half of all respondents had concerns that were specific to a property or location – this included 63% of Lindfield residents, and 64% of those living within 400 metres of an affected train station.
5. Major issues raised included proposed building heights (from 70% of those with location-specific concerns), transitions between areas of different densities (60%) and heritage conservation areas/items (45%). See Section 6 of the report for a full analysis of concerns, locations and comments.
6. If Council votes to approve the revised Preferred Scenario, all required documentation will be forwarded to the Department of Planning, Housing and Infrastructure for review. The Minister for Planning and Public Spaces will then implement changes to the Ku-ring-gai Local Environmental Plan 2015 through a State Environmental Planning Policy. At the same time Council will develop the necessary policy updates including to the Ku-ring-gai Development Control Plan, Public Domain Plan and Development Contributions Plan.





## 2. BACKGROUND AND OBJECTIVES

### 2.1. BACKGROUND

In response to the ongoing housing crisis, the NSW Government introduced the Transport-Oriented Development (TOD) State Environment Planning Policy (SEPP) in May 2024. SEPP allows six to seven storey buildings within a five-minute walk of selected Sydney train stations. This policy affects four Ku-ring-gai town centres: Gordon, Killara, Lindfield, and Roseville.

In response, Ku-ring-gai Council explored alternative ways to accommodate new housing while preserving the area's valued heritage and environmental assets. This included developing four alternative housing scenarios. These, along with the State Government's TOD SEPP, were publicly exhibited between 15 November and 17 December 2024.

The feedback from this exhibition process, together with a range of technical and planning studies, led to Council developing the TOD Alternate Preferred Scenario.

The latest round of engagement, comprising an opt-in survey accessible from Council's YourSay portal, was designed to test resident views on Council's TOD Alternate Preferred Scenario, and identify any specific concerns that may further influence this scenario.

### 2.2. COMMUNITY FEEDBACK OBJECTIVES

- To gather community feedback on Council's preferred alternative scenario to the NSW Government's Transport Oriented Development Planning Controls (TOD Planning Controls).
- To understand resident perceptions on how Council's preferred scenario aligns with its seven core planning principles
- To gain qualitative feedback on property-specific concerns
- To enable creation of a heatmap showing "clusters" of concern
- To see how results differed by factors such as age, homeowner status, nearest train station and proximity to that train station.





### 3. METHODOLOGY

#### 3.1. OPT-IN SURVEY

A self-selecting (or “opt-in”) online questionnaire was developed collaboratively by Taverner Research and Council based on achieving the objectives shown above. It was then scripted by Taverner into the FORSTA software platform.

The survey was housed on Council’s YourSay portal, located prominently within its website. Respondents were asked to read background material, prepared by Council, prior to commencing the survey.<sup>1</sup>

The survey opened on April 2<sup>nd</sup> and closed on April 22<sup>nd</sup>. It was promoted heavily by Council via website, social media, YourSay and other channels.

By completion deadline, 2,516 completed responses were received. Some 96% 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
- Cut and paste responses to open-ended questions
- Those completing the survey too rapidly (i.e. less than 90 seconds)
- 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, 496 records were removed due to failing quality checks. However this included 355 identical responses believed to be completed by one individual.

**The final online sample size was hence n=2,020.**

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 LGA adult community to within +/- 2.2% at the 95% confidence level.

---

<sup>1</sup> Taverner Research played no role in preparation of the background document and makes no comment as to its accuracy or objectivity.







### 3. METHODOLOGY

#### 3.2. 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 owned or rented their home
- Nearest train station
- Proximity to nearest train station

Within tables, any statistically significant differences are shown in blue or red text.

##### 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 breakdown of who participated in the survey:

**Table 1: Demographics of survey respondents**

Category	Response	Sample size (n=2,020)
Age	18-24	4%
	25-34	5%
	35-44	15%
	45-54	24%
	55-64	22%
	65+	23%
	Prefer not to answer	7%
Gender	Male	51%
	Female	40%
	Other	0%
	Prefer not to answer	9%
Own or rent	Own/part-own	92%
	Rent	4%
	Other	4%
Type of house	Detached house	82%
	Semi-detached	3%
	Apartment	13%
	Other	2%
Suburb of residence	Lindfield	27%
	Gordon	22%
	Roseville	31%
	Killara	13%
	Other - in LGA	3%
	Other – outside LGA	4%
Time lived in LGA	Less than 5 years	10%
	5-10 years	20%
	11-20 years	27%
	More than 20 years	43%
Proximity to nearest train station	Less than 400 metres	30%
	400-800 metres	41%
	More than 800 metres	29%

## 5. ALIGNMENT WITH PLANNING PRINCIPLES

Respondents were initially asked to what extent Council's preferred scenario met its seven planning principles – these being to:

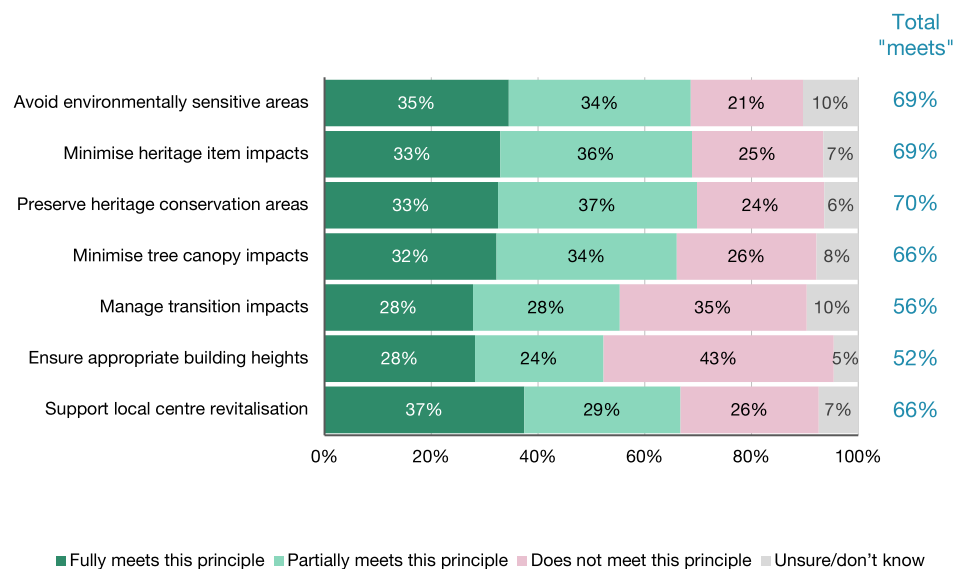
1. Avoid environmentally sensitive areas
2. Minimise heritage item impacts
3. Preserve heritage conservation areas
4. Minimise tree canopy impacts
5. Manage transition impacts
6. Ensure appropriate building heights
7. Support local centre revitalisation

Results are shown in **Figure 1**, below:

**Figure 1: Alignment of Council's preferred scenarios with planning principles**

**Q2 TO WHAT EXTENT DO YOU THINK COUNCIL'S PREFERRED SCENARIO MEETS THESE SEVEN PRINCIPLES?**

BASE: N= 2,020



This suggests that residents for the most part looked favourably on the alignment between Council's preferred planning scenario and its underlying planning principles. The only principles generating sizable concern were managing transition impacts (35% saying it did not meet this principle) and 43% feeling the revised planning proposal did not adequately ensure appropriate building heights.



## 5. ALIGNMENT WITH PLANNING PRINCIPLES

Among specific groups, younger residents and males were most likely to agree that Council fully met all seven principles. Likewise, those living in proximity to Roseville Station were most likely to agree with all seven statements, as shown in **Table 2**, below. (Statistically significant differences are shown in **blue**, above overall total or **red**, below overall total).

**Table 2: Alignment with planning principles, by nearest train station**

% SAYING COUNCIL PLAN FULLY OR PARTIALLY MEETS PRINCIPLE	ROSEVILLE	LINDFIELD	KILLARA	GORDON
Avoid environmentally sensitive areas	75%	65%	70%	65%
Minimise heritage item impacts	76%	64%	71%	65%
Preserve heritage conservation areas	77%	64%	70%	67%
Minimise tree canopy impacts	76%	61%	63%	61%
Manage transition impacts	66%	49%	56%	47%
Ensure appropriate building heights	64%	43%	60%	43%
Support local centre revitalisation	75%	63%	69%	60%

Meanwhile those living within 400 metres of one of the four affected stations were less likely to agree that the new plan avoids environmentally sensitive areas, minimises heritage impact items and supports local centre revitalisation – while noting that all three scores remained 62% or higher.

**Table 3: Alignment with planning principles, by proximity to nearest train station**

% SAYING COUNCIL PLAN FULLY OR PARTIALLY MEETS PRINCIPLE	<400M	400-800M	>800M
Avoid environmentally sensitive areas	62%	73%	72%
Minimise heritage item impacts	64%	72%	72%
Preserve heritage conservation areas	66%	71%	73%
Minimise tree canopy impacts	62%	68%	67%
Manage transition impacts	51%	56%	58%
Ensure appropriate building heights	48%	53%	55%
Support local centre revitalisation	62%	70%	69%

There were no statistically significant differences between lengths of residence in the LGA, nor between owners and renters.



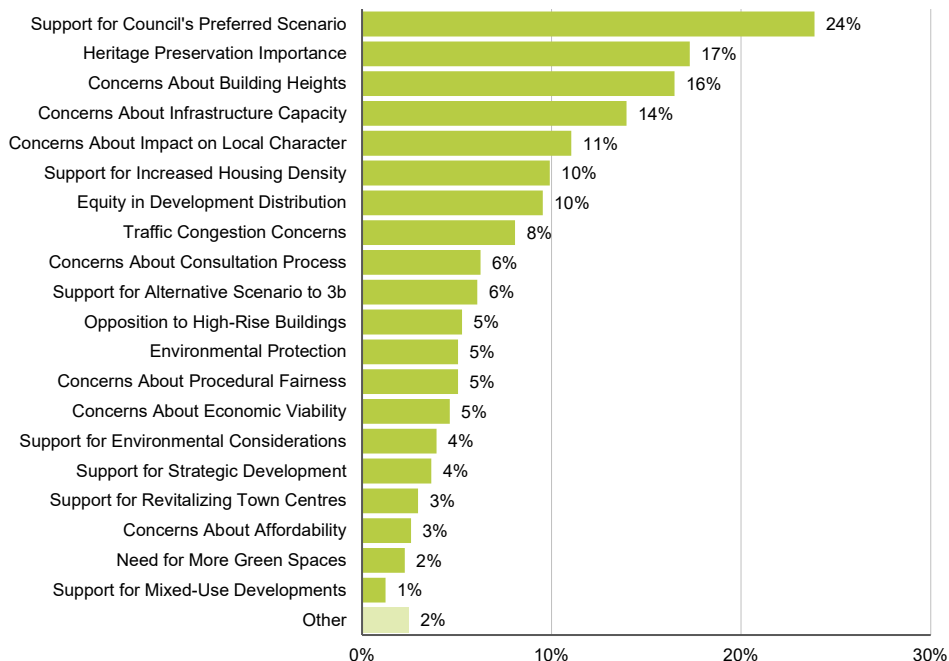
## 5. ALIGNMENT WITH PLANNING PRINCIPLES

Respondents were next invited to provide additional general comments on Council's preferred scenarios. These comments have been coded, with the major themes shown in **Figure 2**, below<sup>2</sup>:

**Figure 2: Comments about Council's preferred scenario**

**Q4 PLEASE PROVIDE ANY GENERAL COMMENTS ABOUT THE PREFERRED SCENARIO HERE. (IF YOU HAVE COMMENTS ABOUT AN INDIVIDUAL PROPERTY OR LOCATION, THESE CAN BE PROVIDED IN THE NEXT SECTION)**

**BASE: N=1,856**



Of those providing additional feedback, one quarter took the opportunity to provide support for Council's preferred plan. Of the remainder, 17% focussed on preserving heritage values, 16% expressed concern about Plan building heights, and 14% on the ability of local infrastructure to cope with the new developments.

Roseville residents were the most supportive of Council's plan (mentioned by 37% of residents), with Lindfield (17%) and Gordon (16%) residents the least likely to note such approval. Those living within 400 metres of a train station were most likely to support increased housing density (13%) and least likely to mention concerns about infrastructure capacity (8%) - against some 21% of those living more than 800 metres away.

<sup>2</sup> Noting that residents could make comments on multiple themes

## 6. LOCATION-SPECIFIC CONCERNS

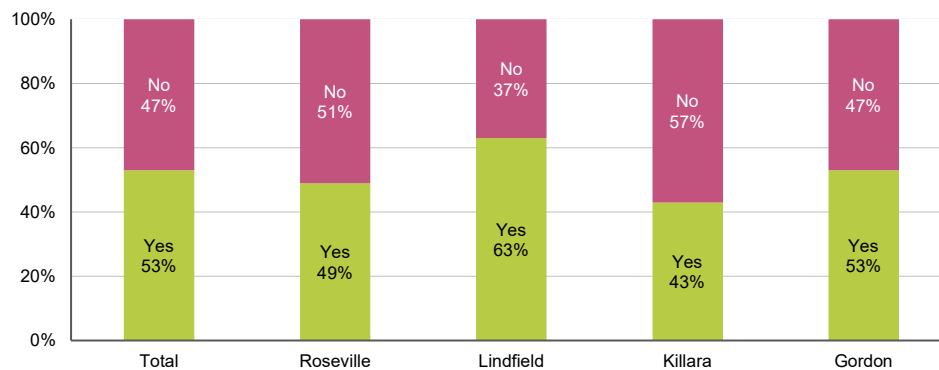
### 6.1. INTRODUCTION

Respondents were next asked whether they had any concerns about Council's preferred scenario specifically as it related to their property or a particular location. Results (by nearest train station) are shown in **Figure 3**, below:

**Figure 3: Incidence of specific concerns, by nearest station**

**Q7 - DO YOU HAVE ANY CONCERNS ABOUT COUNCIL'S PREFERRED SCENARIO SPECIFICALLY AS IT RELATES TO YOUR PROPERTY OR A PARTICULAR LOCATION?**

**BASE: N=2,020 (FOR TOTAL)**



Just over half of all respondents (53%) specified addresses or locations of concern. This was highest among residents closest to Lindfield Station (63%) and lowest for those living in proximity to Killara Station (43%).

As one would expect, those living within close proximity to the relevant stations were most likely to raise property-specific concerns (**Table 4**, below). However, in the case of Lindfield the high level of response was also evident among those living up to 800 metres from that station. (Statistically significant differences are shown in **blue**, above overall total or **red**, below overall total).

**Table 4: Incidence of specific concerns, by proximity to nearest station**

% SAYING YES	TOTAL	ROSEVILLE	LINDFIELD	KILLARA	GORDON
Within 400m	64%	65%	67%	49%	70%
400-800m	55%	45%	72%	43%	54%
More than 800m	35%	31%	34%	36%	39%
<b>TOTAL</b>	53%	49%	63%	43%	53%

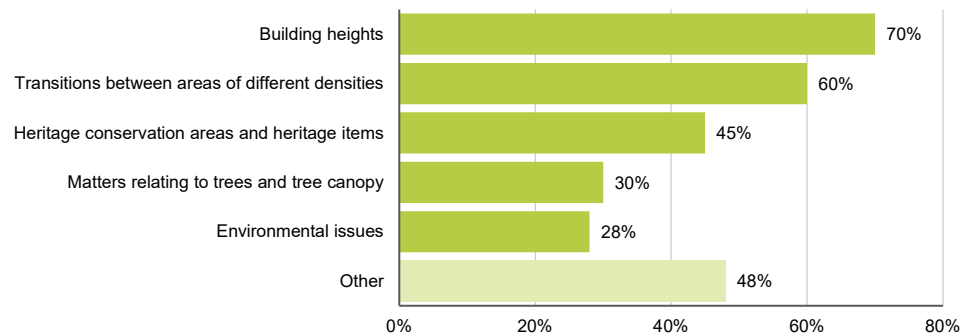
## 6. LOCATION-SPECIFIC CONCERNS

Those answering Q7 in the affirmative were then asked to specify the major theme or themes of concern, from a list offered:

**Figure 4: Major themes of concern**

**Q8 WHAT IS/ARE THE MAJOR THEME OR THEMES OF THIS CONCERN?**

**BASE: THOSE ANSWERING “YES” AT Q7 (N=1,045)**



Building heights were the main topic of concern (selected by 70% of those with address- or location-specific concerns) followed by transitions between different areas of different densities (60%), heritage conservation areas or items (45%), matters relating to tree/tree canopy (30%), and environmental issues (28%). While covering a wide range of issues, the largest component of “Other” (48%) was traffic and parking concerns.

**Table 5**, below, shows the themes of concern by nearest train station. While results were fairly consistent, Gordon residents were most likely to cite building height concerns (78%) but least likely to mention heritage issues (36%). And “other” concerns (more than one-third of which were related to traffic and/or parking) were most common by those living nearest to Roseville station. (Statistically significant differences are shown in **blue**, above overall total or **red**, below overall total).

**Table 5: Major themes of concern, by nearest train station**

	ROSEVILLE	LINDFIELD	KILLARA	GORDON
Transitions between areas of different densities	60%	66%	57%	61%
Environmental issues	28%	26%	28%	30%
Matters relating to trees and tree canopy	29%	30%	36%	29%
Heritage conservation areas and heritage items	50%	49%	47%	36%
Building heights	64%	74%	59%	78%
Other	55%	45%	41%	42%



## 6. LOCATION-SPECIFIC CONCERNS

At this point, respondents were invited to describe their address-specific concerns. These (in some cases extensive) comments have been passed separately to Council planners for further analysis.

The following pages reflect specific themes of concern. Each concern is divided into four sections:

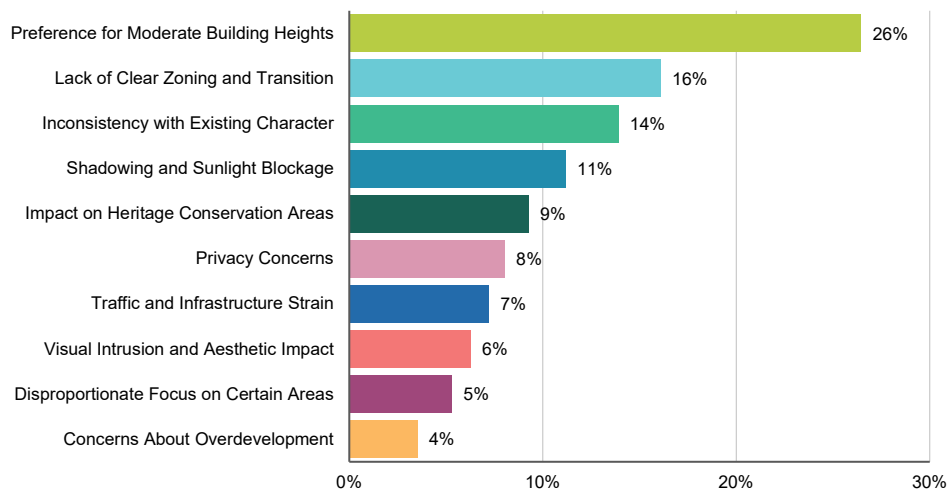
- A brief summary of findings
- A chart showing issues raised within each concern (themed from open-ended comments)
- Heatmaps of the impacted areas– with each blue dot representing a single address or location where this concern was raised
- An example of “typical” comments among the many hundreds raised for each theme.

### 6.2. BUILDING HEIGHT CONCERNS

#### Summary

This was the major issue raised, with 759 comments (38% of all respondents). The major concern related to reducing maximum building heights, followed by a perceived lack of clear zoning to accommodate a gradual height transition, and concern around inconsistencies with existing suburb or street character. Lindfield residents were the most likely (and Gordon residents the least likely) to raise zoning concerns, otherwise comments were fairly consistent by suburb and proximity.

Figure 5: Building height concerns (top 10)





6. LOCATION-SPECIFIC CONCERNS

Figure 6: Heatmap for building height concerns

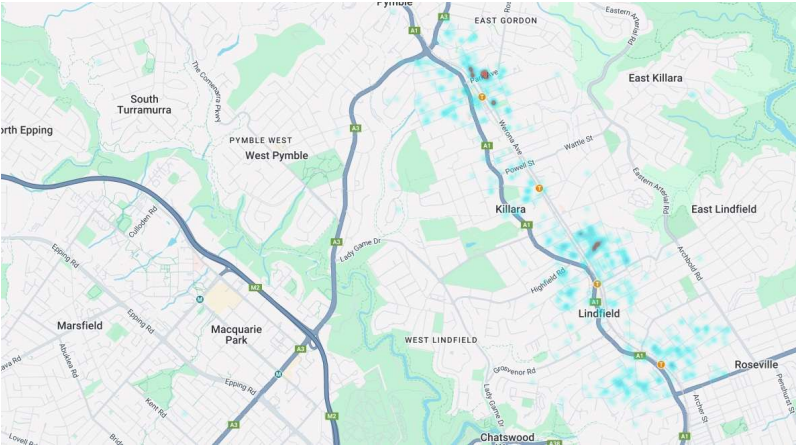


Table 6: Building height concerns - typical examples of comments

SUB-THEME	EXAMPLES OF COMMENTS
Preference for Moderate Building Heights	<p>We would rather not have 15 storey buildings at the top of the ridge.</p> <p>We should not have building heights over three storeys outside the 400m TOD zone.</p> <p>These are way too high. A more preferable approach would be an equitable spread of lower rise buildings across Ku-Ring-Gai.</p>
Lack of Clear Zoning and Transition	<p>A more gradual and context-sensitive transition in building height is necessary to avoid these impacts.</p> <p>Build in areas that have not been developed so buyers know what to expect, don't force this on residents that planned for their future.</p> <p>Imbalance transition throughout street - 4 different heights ranges, from 28m, 18.5m, 12m and 9.5m within a 300m length street.</p>
Inconsistency with Existing Character	<p>We could end up with high rise in the middle of a quiet, residential street.</p> <p>The triangular area bounded by Moree Street, Vale Street and Pacific Highway will become "apartmentsville", contrary to the overall character of Ku-ring-gai.</p> <p>The failure to include medium-density buffers exacerbates stark contrasts in built form, undermining neighbourhood character and liveability.</p>
Shadowing and Sunlight Blockage	<p>Building heights on both sides of Shirley Road too high, resulting in overshadowing and wind tunnel effect.</p> <p>Height of new buildings will be higher than existing building which will block the sunlight.</p> <p>Single &amp; double storey houses overshadowed.</p> <p>There should be transition beyond this distance to reduce density and impact on the HCA and traffic etc.</p>
Impact on Heritage Conservation Areas	<p>Our heritage home will be fully surrounded by apartment blocks, this will destroy not just the value of our home but with our experience of Anglicare constructions for 2 years have giving my family many health issues and cracks on our house storm water issue</p> <p>Ripping out heritage street front and totally changing the nature of the suburb.</p>



## 6. LOCATION-SPECIFIC CONCERNS

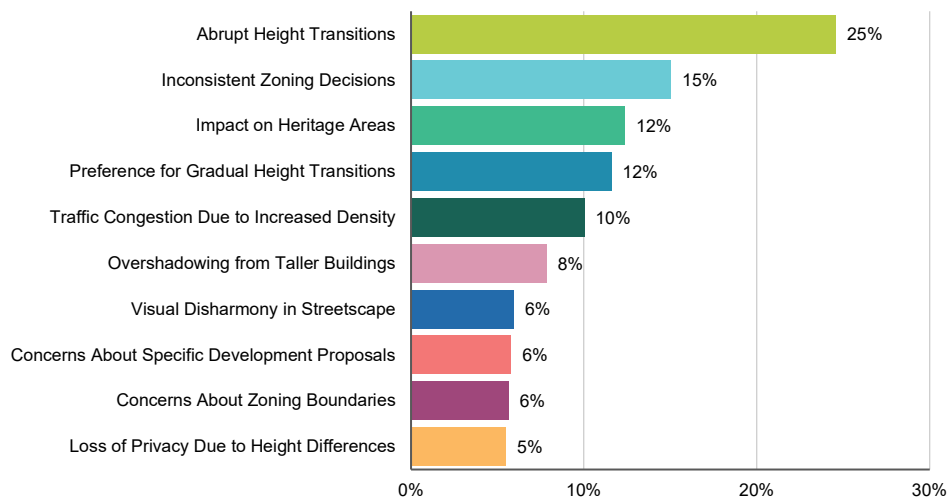
### 6.3. TRANSITION BETWEEN AREAS OF DIFFERENT DENSITIES

#### Summary

This was one of the other major issues raised, with 653 respondents (almost one-third of all respondents) offering comments. The abruptness of height transitions from one property to another was the major concern raised, followed by perceived inconsistency in the ways neighbouring properties were zoned, and the impact of differing building height limits on current heritage areas.

While concerns were relatively consistent between suburbs, they were more concentrated among those living more than 400 metres from their nearest train station.

Figure 7: Transition concerns (top 10)



6. LOCATION-SPECIFIC CONCERNS

Figure 8: Heatmap for transitions concerns

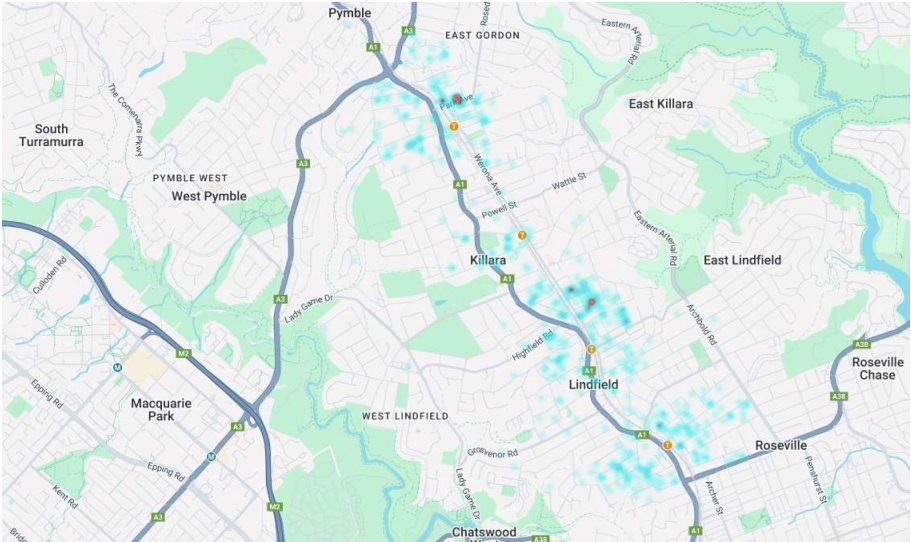


Table 7: Transition concerns - typical examples of comments

SUB-THEME	EXAMPLES OF COMMENTS
Abrupt transitions	<p>Developments of 8 storeys will be adjacent existing single storey homes severely compromising the amenity of our area.</p> <p>My back yard neighbours will be R4 Zoning and St Johns will remain as R2. It shouldn't be such a big contrast from one neighbour to the other. If any changes to be made it should be only R3 or keep it all consistent at both being at R2. All the houses on St Johns Avenue are HCA will be affected not just mine.</p> <p>There will be a drastic difference on both sides of Kings Avenue as one side is environmental living and the other side R4 high density it is zoned</p>
Inconsistent zoning	<p>Currently, the property is an apartment, and the land has been zoned for high-rise construction, which feels like it has been forcibly included in the municipal planning scheme. May I ask if it is possible to reconsider the zoning of the land? This translation maintains the original meaning and context of the query.</p> <p>The proposal ignores the principle that transitions should occur on roads, not blocks, leading to inconsistent and abrupt changes in zoning.</p> <p>No provision has been made to manage the transition from 6 stories on our western boundary to our single storey federation cottage. This block next door has been rezoned under the preferred scenario from residential R4 to commercial and mixed use, with a building height limit of 6 storeys.</p>
Impact on heritage areas	<p>Properties in Killara Avenue that are directly adjacent to my heritage property are marked as R4 High Density Residential. This is inconsistent with Council's stated objective to ensure all adjacent properties are marked as R2 Residential.</p> <p>Proposed development too high in this location - opposite HCA and heritage homes, also on a ridgeline.</p>



6. LOCATION-SPECIFIC CONCERNS

Preference for gradual transitions	This is a significant state heritage listed residential property that the Council wants to turn it and surrounding residential buildings into MU1 zoning, totally changing the setting of this heritage asset
	<p>To ease the transition to heritage the building heights should be reduced along the southern side of Park Avenue</p> <p>To increase density the most sensible option will be building apartment along busy streets</p> <p>We are concerned that the TOD Preferred Scenario lacks appropriate transition between areas of differing densities. In particular, our property (in Gordon) lies immediately adjacent to land proposed for high-density development, yet it has been excluded from the TOD boundary. This results in an abrupt and poorly planned interface between high-rise apartment blocks and existing low-density residential homes, with no consideration for visual harmony, privacy, or urban cohesion.</p>
Traffic congestion due to density	<p>High-capacity apartment blocks will bring excessive traffic into an already jam-packed street you can barely drive down on weekdays.</p> <p>Increase in traffic. Trying to get onto Pacific Highway Parking problems, trees destroyed Unsuitable in heritage conservation area.</p> <p>Loss of privacy, overshadowing, increased noise and traffic, ugly aesthetics of building all different shapes and sizes, no space for trees and personal green spaces.</p> <p>So unfair and dangerous to have so many more residents coming into the Lindfield area.</p>

6.4. HERITAGE CONSERVATION CONCERNS

Summary

This was one of the higher rated concerns, with 495 respondents (23% of the total) offering comments. The largest proportion of these were related to a need to find better heritage preservation measures, the impact of removing heritage protection from local streetscapes, and perceptions of unfair zoning decisions impacting some heritage properties.

These comments/concerns were widely spread across the LGA and were relatively consistent regardless of train station proximity.

## 6. LOCATION-SPECIFIC CONCERNS

Figure 9: Heritage conservation concerns (top 10)

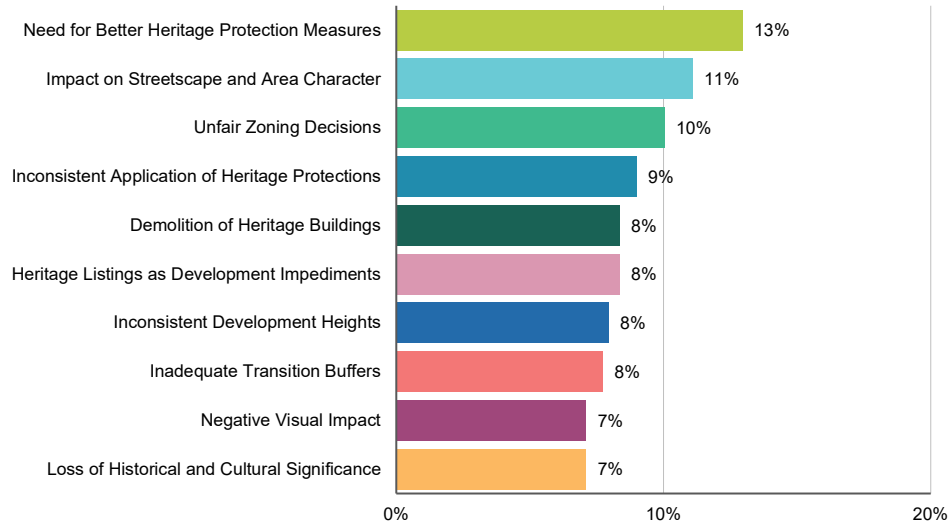
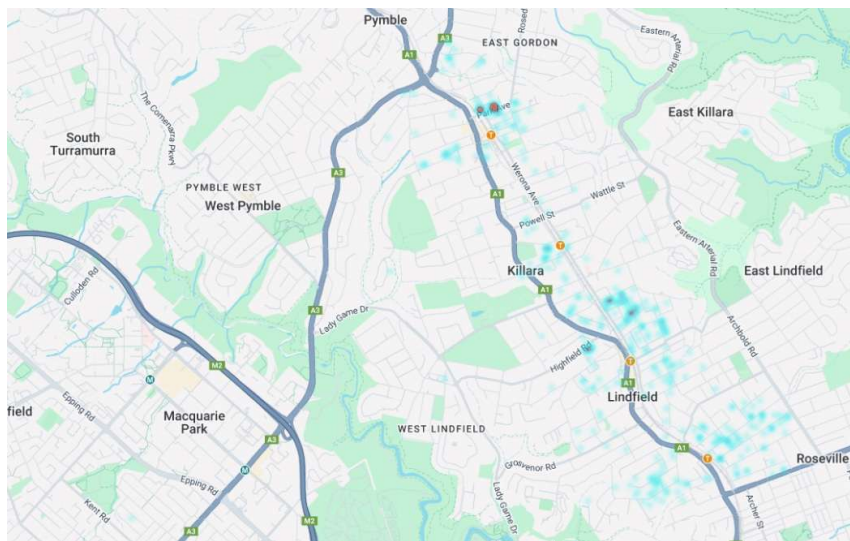


Figure 10: Heatmap for heritage conservation concerns





## 6. LOCATION-SPECIFIC CONCERNS

**Table 8: Heritage conservation - typical examples of comments**

SUB-THEME	EXAMPLES OF COMMENTS
<b>Need for Better Heritage Protection Measures</b>	<p>We only have one chance to save our heritage buildings.</p> <p>Both heritage and heritage conservation areas need to be preserved for future generations and to retain the areas uniqueness.</p> <p>Ku-ring-gai is more than its designated Heritage area - many non-designated houses are still valuable examples of Ku-ring-Gai's garden suburb heritage generally.</p>
<b>Impact on Streetscape and Area Character</b>	<p>We do not want these suburbs to become another Chatswood.</p> <p>There are heritage homes in this street that will be left stranded. Heritage is about the area and the street scape.</p> <p>The Hilcorp development will destroy 9-character homes which contribute to the HCA character and overshadow the scout hall and numerous other heritage homes.</p>
<b>Unfair Zoning Decisions</b>	<p>Council's proposal is discriminatory and treats my neighbours and I unfairly and inequitably. There is no basis for Council's proposal that the low to medium rise (LMR) provisions should not apply to TOD areas within an HCA. Residents in a TOD area in an HCA should be treated the same as their non-TOD neighbours within that HCA.</p> <p>Development will be allowed on one side of the street only which will give a very lopsided result. The initial plan was for development up to 400 metres from the station. It has now been doubled to 800 metres. There seems to be much more development on the western side of the station now and less on the eastern side.</p> <p>Inability to sell own property in HCA while others just across the road can.</p>
<b>Inconsistent Application of Heritage Protections</b>	<p>Council advocate to protect HCAs, but this seems to only apply to Roseville and Killara. HCA have been devalued with the random TODD developments scattered in the suburbs. This raises the question: is there substantial merit in preserving these properties.</p>
<b>Demolition of Heritage Buildings</b>	<p>These houses can't be replaced and are underrepresented in the country.</p> <p>The Trafalgar HCA should be formally abolished as the preferred scenario assumes demolition of properties in that HCA.</p> <p>Beautiful solidly built building being demolished.</p>

### 6.5. TREE AND CANOPY CONCERNS

#### Summary

Concerns were raised by 338 respondents (17% of all respondents). Loss of tree canopy and mature trees were the major issues raised, followed by the need for additional tree preservation orders in any future development plans. Concerns came from across the LGA and regardless of station proximity.







6. LOCATION-SPECIFIC CONCERNS

Figure 11: Tree and canopy concerns (top 10)

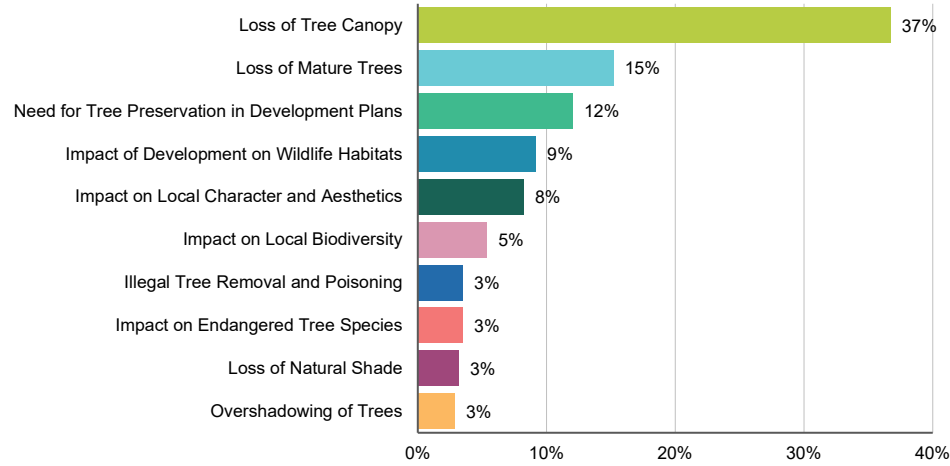
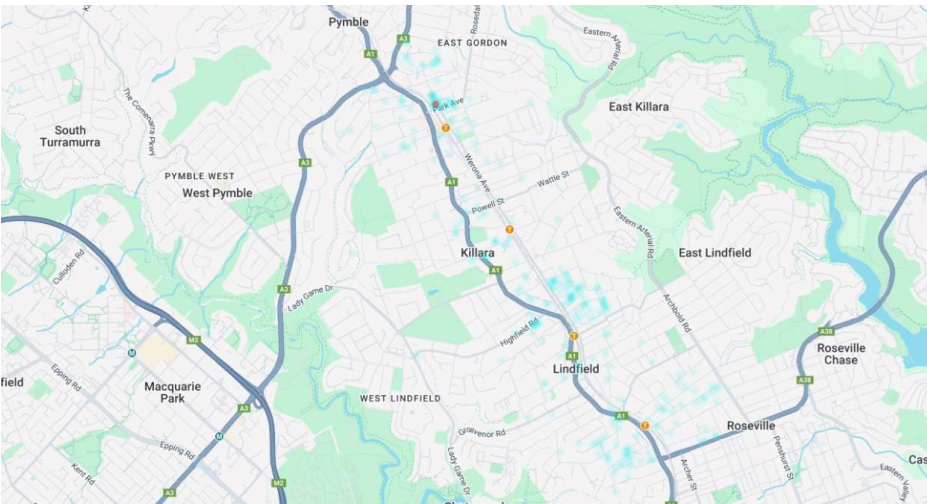


Figure 12: Heatmap for tree canopy concerns







## 6. LOCATION-SPECIFIC CONCERNS

**Table 9: Tree and canopy transitions - typical examples of comments**

SUB-THEME	EXAMPLES OF COMMENTS
<b>Loss of Tree Canopy</b>	<p>Unless trees are planted on top of the high-rise buildings (high density) one cannot speak of a tree canopy.</p> <p>Despite the assurances of 50% deep soil in parts of the proposed TOD, it will take decades for the canopy to recover. If ever.</p> <p>Loss of canopy = increase in temp and increase in need for artificial cooling.</p>
<b>Loss of Mature Trees</b>	<p>DA conditions relating to large/mature trees should be better enforced.</p> <p>Destroying trees some of significant age and beauty.</p> <p>The plan demands the cutting down of well-established trees effecting fauna.</p>
<b>Need for Tree Preservation in Development Plans</b>	<p>They need to ensure the trees are kept for environmental as well as privacy reasons.</p> <p>Prior developments of increased density have taken into account trees and tree canopy, importantly integrating into the environment, rather than scarring it. Future development should be of the same nature.</p> <p>Keep these trees safe and viable by not developing this section at all or only with smaller individual Torrens title town houses.</p>
<b>Impact of Development on Wildlife Habitats</b>	<p>Difficulty of making room for the future long-term survival of large trees suitable for nesting hollows.</p> <p>Impact on native bees, cockatoos, brush turkeys, butterflies etc.</p> <p>Our area has many gum trees which make the area attractive to birds and possums and wildlife and these will be lost.</p>
<b>Impact on Local Character and Aesthetics</b>	<p>Their removal therefore has a permanent effect in reducing amenity for local residents.</p> <p>Our beautiful suburb will be soulless.</p> <p>Kur-ring-gai's unique beauty arises not only from the widespread heritage character of homes within the area but also from the environment of ornate gardens and urban forests.</p>



6. LOCATION-SPECIFIC CONCERNS

6.6. ENVIRONMENTAL CONCERNS

Summary

Environmental concerns were raised by 314 respondents (15% of the overall sample). Destruction of wildlife habitats, loss of tree canopies and increased traffic congestion across the LGA were the major issues raised. As shown by the heatmap (Figure 14, below), concerns were evenly spread across the four stations and within a wide range of station proximities.

Figure 13: Environmental concerns (top 10)

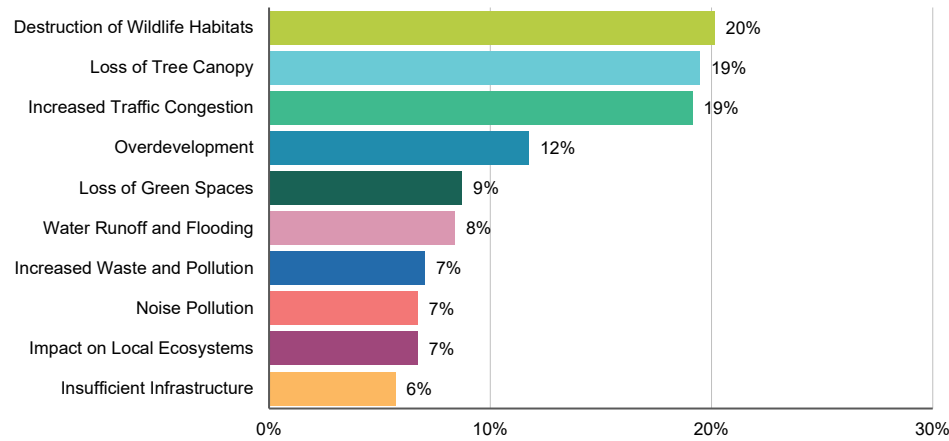
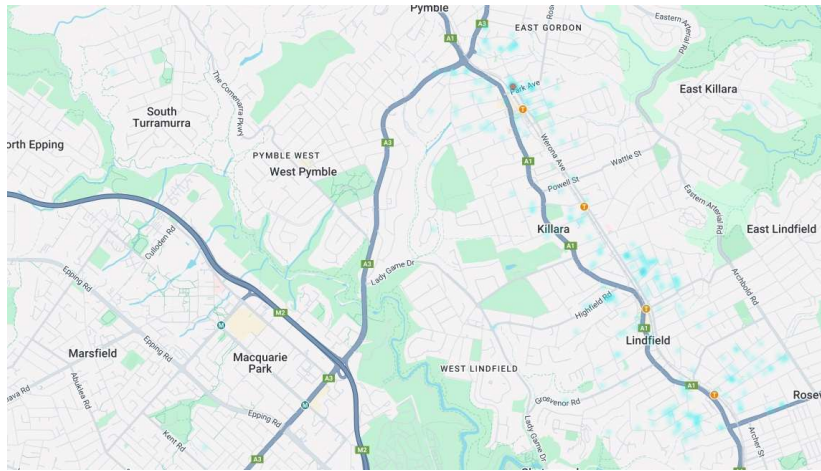


Figure 14: Heatmap for environmental concerns





## 6. LOCATION-SPECIFIC CONCERNS

Table 10: Environmental concerns - typical examples of comments

SUB-THEME	EXAMPLES OF COMMENTS
<b>Destruction of Wildlife Habitats</b>	<p>Local natural flora and fauna being replaced by imported vermin and weeds</p> <p>The Rifleway in Roseville is a wildlife haven. Surrounding streets support animals that roam through private properties to this area. Noted animals are snakes, water dragons, bandicoots, possums and birds.</p> <p>Reducing habitat for native birds and animals who use the trees in the middle of the Balfour-Highfield-Wallace block as a corridor.</p>
<b>Loss of Tree Canopy</b>	<p>It is home to significant flora and fauna, including protected Turpentine trees and other significant green canopy which are all under threat.</p> <p>Loss of natural tree canopy and removal of heritage Sydney blue gum eucalyptus trees.</p> <p>Outstanding canopy along Pearson up to railway should be preserved as it acts as green buffer zone close to a major centre and connects the green corridors running down Mt William and Burgoyne connecting to Richmond Forest.</p>
<b>Increased Traffic Congestion</b>	<p>Cars parked in front of driveways, including boats and school drop offs a nightmare adding further units will make this street impassable for 2 cars.</p> <p>Congested traffic issues as majority of the apartments' owners having more than one car.</p> <p>Larger traffic flow will affect safety of residents.</p>
<b>Overdevelopment</b>	<p>Too many apartment buildings already</p> <p>Spreading this development over a larger area of the community, creating anxiety for more residents and owners rather than keeping this undesirable requirement contained as it could be.</p> <p>All surrounded by apartments and townhouses.</p>
<b>Loss of Green Spaces</b>	<p>Crowding and lack of green space and associated amenities e.g. children's play; park and garden areas.</p> <p>The high rises don't have any green around them.</p> <p>Vastly insufficient green space proposed in this plan for the additional dwellings in West Roseville.</p>



## 6. LOCATION-SPECIFIC CONCERNS

### 6.7. OTHER CONCERNS

#### Summary

Some 517 respondents (26% of the total sample) noted other concerns. The largest of these – by a big margin – related to traffic congestion and related safety issues. These concerns came from residents among all suburbs and station proximities.

Figure 15: Other concerns (top 10)

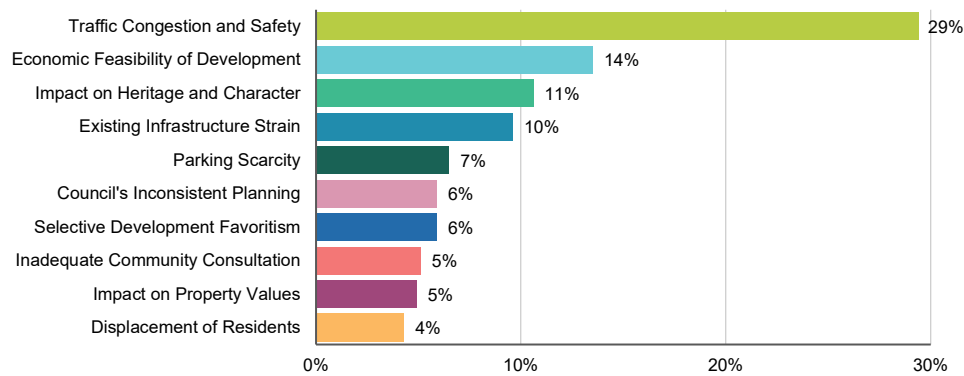
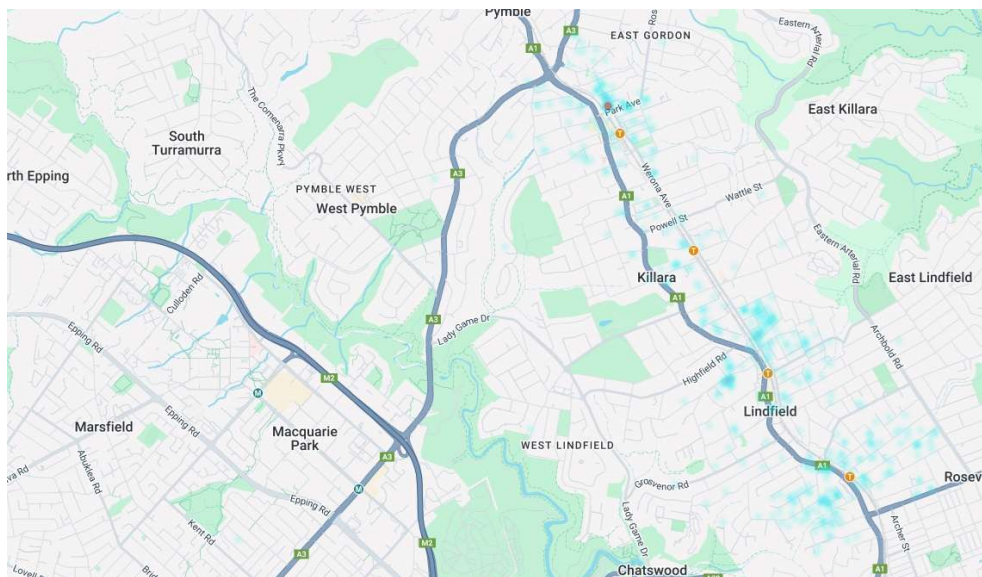


Figure 16: Heatmap for other concerns





## 6. LOCATION-SPECIFIC CONCERNS

Table 11: Other concerns – typical examples of comments

SUB-THEME	EXAMPLES OF COMMENTS
<b>Traffic Congestion and Safety</b>	<p>Worried that this will cause bottlenecks of traffic and also busy residential streets, there are not enough exit and entry points to the Pacific Highway from these dwellings.</p> <p>Traffic flow is suboptimal currently, with cars queuing to turn into Wallace Parade from Highfield Road as the street can only accommodate a lane of traffic. The significant increase in dwellings will exacerbate these problems.</p> <p>Increased congestions and pedestrian risk.</p>
<b>Economic Feasibility of Development</b>	<p>Council should be mindful of putting in place FSR controls that will actually make development feasible for developers, particularly along Pacific Highway. Otherwise, the proposed rezoned land will remain undeveloped, no new dwellings will be constructed, and Pacific Highway will remain dilapidated.</p> <p>Irrespective of other factors (such as heritage conservation measures), it is subsequently unclear whether development can feasibly reach the proposed heights and FSRs mapped within affected centres.</p> <p>The Atlas Economics Report attached to Council Agenda shows that the development of e1 and MU1 zones where FSR is less than 5:1 will not be developed as it is unfeasible. My calculations for Roseville show that it will only deliver 54% of the expected new dwellings required.</p>
<b>Impact on Heritage and Character</b>	<p>Why not significant high rise on the highway and Hill St, rather than knocking down lots of houses.</p> <p>This will produce a patch quilt of low rise and high-rise mess, where the heritage homes near/adjoining these taller buildings will draw attention to the stark differences in the style, size, and amenity of the dwellings producing an eye sore.</p> <p>After constructing Chatswood Mark 2 the social dynamic of the suburb will be destroyed.</p>
<b>Existing Infrastructure Strain</b>	<p>Already limited access, long queues, illegal speed and vehicle use, car crash with no responsible contact cost to owner only.</p> <p>Existing roads are already busy in peak and school periods.</p> <p>Streets are too narrow and steep for this level of development.</p>
<b>Parking Scarcity</b>	<p>We are within 350m from the station and already have commuters parking on the street. I often can't park anywhere near my own home.</p> <p>It is ridiculous to assume that people living in Lindfield will not have cars.</p>





## 7. APPENDIX 1 - QUESTIONNAIRE

### INTRO: Thank you for taking part in this survey.

This survey has been developed by Ku-ring-gai Council to gather community feedback on Council's **preferred alternative scenario** to the NSW Government's **Transport Oriented Development Planning Controls (TOD Planning Controls)**.

Council's alternative scenario has been developed using **extensive community input** and a range of technical and planning studies. This survey is intended to capture **final reflections and preferences** as part of the current planning process.

#### Please note:

- The State Government's TOD Planning Controls are already in place.
- This survey is being conducted on a **tight timeline**.

The survey is in three sections:

1. Your views on the preferred scenario from a community-wide perspective
2. Comments specific to your property or local area
3. About you - general demographic questions to help us understand your feedback in context

Taverner Research abides by the Privacy (Market and Social Research) Code. You can find Taverner's privacy policy [here](#).

This survey is completely voluntary. If you wish to no longer take part, simply close your web browser at any time.

**To commence the survey, please click NEXT:**





## 7. APPENDIX 1 - QUESTIONNAIRE

### Section 1 – Your views on Council's TOD Alternative Preferred Scenario

**Q1. Ku-ring-gai Council has worked on developing a preferred scenario as an alternative to the TOD Planning Controls for a range of reasons. Two of the most important factors relate to:**

- 1. Delivering housing while at the same time minimising impact on Ku-ring-gai's heritage and environmental assets.**
- 2. Empowering the community by informing them about plans which may significantly change the local area and incorporating feedback where possible.**

**Council's preferred scenario, and its key differences to the State Government's TOD Scheme, is located on the page where you accessed this survey.**

**Once you have read this material, please click NEXT:**

### **Section 1 – General feedback**

**Q2. Council's approach to developing the alternative scenario is based on seven planning principles (shown below). To what extent do you think Council's preferred scenario meets these seven principles?**

- A. Avoid environmentally sensitive areas**
- B. Minimise heritage item impacts**
- C. Preserve heritage conservation areas**
- D. Minimise tree canopy impacts**
- E. Manage transition impacts**
- F. Ensure appropriate building heights**
- G. Support local centre revitalisation**

**ANSWER OPTIONS ARE:**

- 1. Fully meets this principle**
- 2. Partially meets this principle**
- 3. Does not meet this principle**
- 99. Unsure/don't know**





## 7. APPENDIX 1 - QUESTIONNAIRE

**Q4. Please provide any general comments about the preferred scenario here. (If you have comments about an individual property or location, these can be provided in the next section)**

OPEN-ENDED

MAX WORD COUNT - 150 WORDS (750-1000 CHARACTERS)

### Section 2 - Comments specific to your property or local area

This is an opportunity to provide feedback on a local property or location. While you may briefly mention broader state government services like infrastructure or healthcare, our primary focus is on local issues.

**Q7. Do you have any concerns about Council's preferred scenario specifically as it relates to your property or a particular location?**

1. Yes
2. No Skip to Q10

Q7a-9 only to be answered by those answering "yes" to Q7

(OPEN-ENDED, THREE SINGLE LINES, NO REQUIREMENT FOR NUMBERS)

**1. Q7a. What is the address of the property or location you have concerns about?**

Street Number:

Street Name:

Suburb:

**Q8. What is/are the major theme or themes of this concern? (Please tick any that apply.)**

1. Transitions between areas of different densities
2. Environmental issues
3. Matter relating to trees and tree canopy
4. Heritage conservation areas and heritage items
5. Building heights
6. Other







## 7. APPENDIX 1 - QUESTIONNAIRE

### Q9. And what is/are the nature of these concerns?

(OPEN-ENDED – ONE BOX PER CATEGORY NOMINATED IN Q8, PLEASE USE THE Q8 CODES 1-6 TEXT AS HEADER FOR EACH OF THESE BOXES)

Max word count - 500 words (3000 characters)

ALL TO ANSWER FROM Q10 ONWARDS

### Q10. Do you have any other comments?

OPEN-ENDED, 500 WORDS MAX

### Section 3 – About you

#### 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





## 7. APPENDIX 1 - QUESTIONNAIRE

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

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

### Q14. What type of house do you live in?

1. Detached house
2. Semi-detached/terrace/townhouse
3. Apartment
66. 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





## 7. APPENDIX 1 - QUESTIONNAIRE

- 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?**

- 19. Less than 5 years
- 20. 5-10 years
- 21. 11-20 years
- 22. Over 20 years

**Q19. What is your nearest train station?**

- 1. Roseville
- 2. Lindfield
- 3. Killara
- 4. Gordon
- 23. 5. Other (specify)
- 24. 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





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## 7. APPENDIX 1 - QUESTIONNAIRE

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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 66

**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.**





Taverner Research Group  
T +61 2 9212 2900 | W [www.taverner.com.au](http://www.taverner.com.au)  
A Level 2, 88 Foveaux Street, Surry Hills, NSW 2010 |  
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**Preferred housing scenario between Roseville and Gordon****Summary of Issues Raised in Written Submissions: Feedback Organised by Theme**

<b>Housing Supply and Affordability</b>
<ul style="list-style-type: none"> <li>• Providing more housing in Ku-ring-gai will not significantly impact supply as many apartments and houses are left vacant. Additionally, it will not result in affordable housing due to land costs.</li> <li>• Council is encouraged to pursue their legal challenge. Neither TOD or the Preferred Scenario will address the housing crisis or housing affordability.</li> <li>• New developments in Ku-ring-gai are not affordable – many apartments in Lindfield sell for over \$1.2 million or rent for upwards of \$800/week. These prices don't help young people, families, or key workers.</li> <li>• The National Trust of Australia (NSW) in a submission to the State Government (dated February 2024) identified "well over 150,000 unoccupied dwellings in Sydney alone."</li> <li>• The reason for the excessive TOD housing targets is the unsustainable levels of immigration.</li> <li>• The 2021 census data shows that 9% (over 4000) Ku-ring-gai dwellings were unoccupied – this is far higher than the national average. In line with this trend, 2500 of the newly developed dwellings will remain empty.</li> <li>• Council needs to investigate other options for increased density that will not lead to the destruction of traditional existing housing. The Gordon CBD is blighted by the highway. The highway is an impediment. Why not bridge over the highway and create new public open space and housing. The railway car park on Rosedale Road, Gordon should be developed for housing.</li> <li>• Develop the Gordon Golf Club.</li> </ul>
<b>Process</b>
<p><b>Consultation</b></p> <ul style="list-style-type: none"> <li>• The exhibition was carried out across the school holiday/easter period.</li> <li>• Supporting studies, such as traffic, environmental, infrastructure and flood studies, must be made available, and the exhibition period extended.</li> <li>• There has been no specific consultation between Council and the owners of stranded heritage items.</li> <li>• It has not been made clear how the Preferred Scenario and NSW Government's Low to Mid-rise Housing policy interact. How can comprehensive comments on the Preferred Scenario be provided without this knowledge. The exhibition period needs to be extended.</li> <li>• The on-line survey sought to confirm Council's views.</li> <li>• Impact of the SSDs has not been communicated or factored into the Preferred Scenario. Further studies and consultation are required.</li> <li>• Council must halt work until supporting studies are prepared.</li> <li>• The exhibition documentation seeking community feedback was disingenuous as there was a lack of willingness to consider written submissions.</li> <li>• There was confusion over the exhibition closing time (5pm vs 9pm), Council must accept all submissions that came in between 5pm and 9pm.</li> </ul>

***Change from Scenario 3b to Preferred Scenario***

- Scenario 3b was the community preference and protected 100% of the HCAs.
- Object to the alteration of Scenario 3b. The Preferred Scenario places too much burden on the western side of the Pacific highway.
- The change to 3b must be based on studies, a Traffic Impact Assessment must be prepared for Lindfield. The increase in density is different to what the community supported and what Council proposed for the Lindfield Village Hub.
- Scenario 3b fulfilled Council's seven planning principles and there was a clear majority in favour of it, and yet Council has seen fit to opt for a different scenario.
- This new proposal was not supported by the community. It disregards key concerns about affordability, traffic, heritage, infrastructure capacity, and environmental damage. It undermines trust in democratic processes.
- The Council has no studies to support the Preferred Scenario: flooding and lack of infrastructure are real concerns.
- Scenario 3b was not only the community's clear preference, but also represented a balanced approach to development, prioritising the preservation of Ku-ring-gai's unique environment, native flora and fauna, and rich heritage. Council members were elected with a clear mandate to uphold these values and to represent the community's interests. To deviate from that mandate without further consultation undermines the trust placed in the Council.

***Interface of Preferred Scenario and Low to Mid Rise Housing Legislation***

- Council has sought to protect HCAs within the Preferred Scenario but has not considered how these areas will become islands when the low to mid-rise housing policy commences.
- There is a conflict between sites which are proposed to provide an FSR of 0.3:1 within the 400m catchment of stations and the 0.8:1 FSR permitted under low to mid-rise provisions at greater distance from the stations.

***Conflict of Interest***

- Council has a conflict of interest proposing 18 storeys on the Lindfield hub site.
- All redacted property addresses in the Councillor's disclosure of interest dealing with this matter must be made available.
- Council has blocked TOD out of self-interest so that it can construct high-rise on the car park and theatre in Killara.

***Background Studies***

- The Preferred Scenario cannot proceed lawfully without the necessary traffic/parking, infrastructure, and environmental impact studies.

**Equity*****Distribution of density across the four rail stations:***

- TOD was a more equitable policy; it is not fair to expect Gordon and Lindfield residents to accept the most significant increases in density.
- The infrastructure in Lindfield is already stretched to capacity, it is unfair for Lindfield to have carry a larger increase in density than Killara and Roseville.
- For Gordon the Preferred Scenario is worse than TOD. Development must be minimised in the Pearson Avenue precinct.

- Minister Scully's TOD SEPP distributed additional housing roughly equally amongst Roseville, Lindfield, Killara and Gordon. It limited higher rise impacts to a small radius from each station. It may have been unpalatable to some but seemed democratic and fair.

***Distribution of density east/west across the Pacific Highway***

- The Preferred Scenario protects properties to the east of the Pacific Highway and not those to the west. Heritage is given precedence over safety as density is increased in areas impacted by the threat of bushfires and flooding.
- HCA's west of the Pacific Highway in Roseville are upzoned in the Preferred Scenario while areas that are not HCA's east of the highway are downzoned or excluded from the TOD altogether.
- There appears to be one set of rules for Roseville east and another for Roseville west. Development in the east has been restricted to protect HCA's but there are HCA's in the west as well.
- There is obvious inequity between how the east and west side of Roseville has been treated. The 18.5m height proposed on Ontario Avenue, Roseville, opposite an HCA does not comply with the Council's stated planning principles.

**Economic Viability**

- E1 & MU1 Zones with FSR less than 5:1 are not feasible.
- An 8-storey height limit combined with council's other controls will not encourage development.
- The 50% deep soil zone requirement, and Council's exclusion from affordable housing infill and low to mid-rise legislation will make development unfeasible.
- The 50% Deep Soil planting proposed by Council in their Preferred Scenario in lieu of the NSW ADG expectation of 7% deep soil coverage suggests that Council's proposal will make most development unfeasible.
- Given the existing deep soil landscaping requirement for RFBs under the Ku-ring-gai Development Control Plan, which is 40% for sites of less than 1800 m<sup>2</sup> and 50% for sites of greater than 1800 m<sup>2</sup>, it is unnecessary to impose any additional deep soil requirement.

**Transition (General)**

***Transition between zones within the perimeter of the Preferred Scenario***

- Transition should occur across roads not back fences or midblock and respect HCA's. This issue was raised by residents:
  - On the northern side of St Johns Avenue, Gordon
  - Park Avenue, Gordon
  - Treatts Road, Lindfield
  - Killara Avenue, Lindfield
  - Blenheim Road, Lindfield
  - Woodside Avenue, Lindfield
  - Frances Street, Lindfield
  - Bancroft Avenue, Roseville
  - The Grove, Roseville
  - Oliver Road, Roseville
- Want housing numbers in Roseville and Killara to be increased to allow for more reasonable transitions in Lindfield.



## Infrastructure

### *General*

- Increases in housing density must be supported by infrastructure. If apartments are to be built the residents will need open space, schools and community facilities. Where are the studies quantifying these needs?
- The existing stormwater, water and sewerage infrastructure in Gordon and Lindfield is already at capacity it will not cope with the projected increases in housing.
- Parks and open spaces for children and families are important for health and wellbeing. There is no park within walking distance of the new development down Pearson Avenue, Gordon.
- The overground trains are already at capacity of 25,000 people per hour. The Metro with its capacity of 60,000 people is full of commuters travelling from the Hills districts.
- S.4.15 of the EP&A 1979 requires decision makers to consider environmental, social and economic impacts, including infrastructure capacity.
- All 4 zones require commercial investment to accommodate the 24,562 residences, yet this FSR amendment prioritises Gordon and Lindfield and will advertently direct residential development to these areas.

### *Road & Parking Capacity*

- Access and traffic conditions on the western side of the Pacific Highway in Roseville are already compromised. The Preferred Scenario unfairly burdens this area with more development, and this will compound the existing poor conditions.
- Housing people near train stations may reduce their likely car use; however, the new residents will still own cars and if the new development has insufficient parking the new tenants will park on the street affecting commuter parking.
- The roads around and including Park Avenue, Gordon are at capacity and there has been 5 reported accidents in the past 5 years, four with injuries and three classified as serious. Adding traffic will make the situation worse.
- The parking in High Gate Road, Lindfield is non-existent.
- The carpark in Larkin Lane is currently too small.
- Traffic from Pearson Avenue on to Park Avenue, Gordon is already a problem. With extra apartments, traffic from that area will be total chaos. We understand no traffic study has been done.
- Both TOD and the Preferred Scenario will have negative impacts on traffic and parking in Roseville. There are limited access points from Roseville onto the main arterial routes of Pacific Highway, Boundary Street and Archbold Road. These access points are already congested and increased density will exacerbate the situation.
- Traffic flow to the Pacific Highway from southwest Roseville to the extent that it travels south towards Chatswood and the City can only exit via Bayswater Road, Shirley Road and Maclaurin Parade. All these routes currently experience traffic delay. Adding a substantial number of residences, without any upgrade to road infrastructure, will create traffic chaos.

### *New Road*

- The new road proposed to link Shirley Road and Pockley Avenue in west Roseville has been proposed before by Council and subsequently abandoned because it was too expensive due to the steep incline between the two roads. Where are the traffic studies to support the proposed new road?

***New Parks***

- 26 Bent Street, Lindfield object to the altered zoning to RE1.
- 32 Bent St, Lindfield object to the altered zoning to RE1.
- 30 Bent Street and 1 Newark Crescent, Lindfield object to the zoning of their land to RE1.
- The proposed parkland adjacent to the Rifleway, Roseville is inadequate on multiple fronts. Not only is it in a natural depression, but it also suffers from poor sunlight and constant noxious weed infestation, including Maderia vine.

**Environmental Issues**

- Wildlife linkages will be impacted by the NSW Government's requirement for higher density living. Ku-ring-gai has important remnant examples of the Sydney Basin GeoRegion/BioRegion crucial to the support of diverse flora and fauna.
- Australia's Town Planning laws and regulations were imported from England where they had one category for 'Open Space'. There was no concept of Space for Functioning Natural Systems within urban and suburban areas.
- FOKE supports efforts to address state housing targets, however, the absence of critical supporting studies - traffic, parking, infrastructure (e.g., water, sewerage, utilities), and environmental assessments - combined with impacts on adjacent LMRH, heritage conservation areas and isolated heritage items, renders Council's Preferred Scenario premature. The absence of environmental impact studies fails to address the effects on Ku-ring-gai's valuable biodiversity, tree canopy, and heritage landscapes.
- The environment must not be compromised it is of national significance. The impact on bio linkages has not been addressed.
- The critically endangered Sydney Turpentine and Blue Gum trees must be protected. These, century old trees form a vital habitat and wildlife corridor that must be protected. There trees are impacted by the Preferred Scenario as they can be found in the rear gardens of 1-17 Robert Street, Gordon and 67 Werona Avenue, Gordon.
- The future is the natural world, Council must continue to resist TOD, Low to Mid-rise housing and dual occupancy. Biodiversity and Climate have not been considered.
- Riparian zones need to be protected to preserve environmentally important biodiversity.

**Environmental Hazards*****Bushfire Risk***

- The steep topography, congested road network and threat of bushfire make Maclaurin Parade, Roseville unsuitable for further development.

***Flooding Risk***

- The Preferred Scenario prioritises the protection of HCAs over avoiding development in flood areas. This choice to place human life secondary to heritage protection is troubling. Gordon is expected to shoulder too much density in the Preferred Scenario.
- Reducing HCA boundaries within the 800-meter TOD radius could offset density requirements so flood impacted areas are not upzoned. Such a compromise would demonstrate the Council's commitment to both heritage and community safety
- A flood study is required before the Council enables increased density in Bushlands Avenue, Gordon.
- Concern for flooding risks in Eleham, Treatts and Wolseley Roads, Lindfield.

## Heritage

### *Heritage Items General:*

- Treat all heritage items equally or provide for the de-listing of those impacted by TOD/Preferred Scenario.
- Council's Heritage Officers have stated that only 'Merit' and not the 'Context' of a heritage item is relevant to the listing or de-listing of stranded heritage items, however the NSW Heritage Manual specifically outlines the importance of context.
- Council's view that context is not a consideration of heritage significance is challenged. Developers provided offer of \$5 million for heritage home while adjacent neighbours were offered \$6 million. Request for Council to re-assess the heritage significance of impacted heritage items in Gordon based on merit and context. Force alignment between planning and heritage policy.
- Retaining heritage status in a drastically changed context serves neither the objectives of heritage conservation nor the interests of the property owners and unnecessarily constrains the delivery of much-needed housing.
- A submission was lodged representing the owners of 85 Heritage Items within the perimeter of the Preferred Scenario (*About a better outcome under TOD*). The submission states there are examples of where Council and the Land and Environment Court have considered context as a relevant matter with regard to heritage. The submission states the group is not asking for mass de-listing but rather wants Council to enact the following:

#### *Draft Motion*

1. *Requests the Strategic Planning Department to initiate a review of all Heritage listed properties in Gordon, Killara, Roseville and Lindfield affected by the TOD and revised 3B rezonings.*
2. *Ensures that the review assesses heritage items based on individual merit and context in accordance with NSW heritage criteria.*
3. *Acknowledges independent heritage assessments where available.*
4. *Commits to meaningful consultation with affected homeowners during this process.*
5. *Reports back to Council with clear recommendations on whether individual listings remain appropriate under the updated LEP and TOD planning framework, and outlines any proposed changes, in a timely manner.*

### *Heritage Items de-listing request:*

- 8 Pearson Avenue, Gordon
- 10 Rosedale Road, Gordon
- 16 Khartoum Avenue, Gordon
- 16-18 Rosedale Road, Gordon
- 35 Rosedale Road, Gordon
- 9 Middle Harbour Road, Lindfield
- 31 Beaconsfield Parade, Lindfield
- 6 Treatts Road, Lindfield
- 16 Victoria Street, Roseville

***Heritage Items Further Protection Required:***

- The state-listed heritage item Tulkiyan at 707 Pacific Highway, Gordon requires further protection. Exclude from Preferred Scenario and revert zoning back to residential.
- The section of Treatts Road between the Railway line and Nelson Road is one of Lindfield's grandest streets, containing large blocks of land and a number of heritage homes. The tree coverage is spectacular, large stands of gums run the street up the hill towards Stanhope Road. This area should be protected.
- The owners of 9 Middle Harbour Road, Lindfield are aware of proposals under the TOD provisions for 3,5 & 7 Middle Harbour Road and 11-21 Middle Harbour Road. If savings provisions are made that protect these developments, 9 Middle Harbour Road will be left stranded, and the Preferred Scenario will offer no protection.
- Council must resist transitional provisions that protect SSD applications made using TOD provisions as they offer no protection for Heritage Items.
- It seems that the old Gordon Public School will be demolished. This is an important part of our heritage. Gordon Preschool with its outside play area is also an important part of the community.

***Heritage Conservation Areas***

- All HCAs need to be protected, and roads, not back fences, should be the transition point between higher-density areas and HCAs.
- Homes within the Blenheim HCA are threatened under the Preferred Scenario as high-density housing is proposed in High Gate Road, Lindfield adjacent to the boundary of the HCA. This area between the rail line and Archbold Road has the highest concentration of inter-war housing in Australia and therefore is of national significance. The focus should not only be on the preservation of HCAs in Killara and Roseville.
- Residents in Blenheim, Treatts, Woodside and Kenilworth Roads object to the Preferred Scenario. They purchased in a HCA because they value low-rise and now, they could have apartments on their boundaries. They want to see the protection of trees and all HCAs.
- The Preferred Scenario does not protect the Bromborough Road, Roseville, HCA. This does not make sense when substantial non-heritage areas have been removed from TOD or downzoned.
- The HCA on the north side of Treatts Road, Lindfield must be retained intact.
- Objects to Preferred Scenario because it does not protect all HCAs.
- Do not want to lose trees in HCAs.
- Remove the HCA on Wolseley Road as it will restrict opportunities to develop.
- HCAs are a vital part of Lindfield's identity and character, and they must all be protected.
- The proposed rezoning of High Gate Road, Lindfield (1-19) to R4 (High-Density Residential) threatens the integrity of the nearby heritage conservation area, particularly the homes on Blenheim Road (Nos. 2-14). These properties back directly onto the High Gate Road sites.
- The Preferred Scenario prioritises the protection of HCAs over avoiding development in flood areas.
- The Preferred Scenario is on balance better for Eastside Roseville as it will largely preserve the Heritage Conservation Areas (HCAs) within 400m of the station on the eastern side and ensure building heights and transition impacts (including on the numerous Heritage items) are appropriately applied.
- Objection to the volume of new dwellings proposed at Bromborough Road, Ontario Avenue and Thomas Avenue, Roseville as these are directly adjacent to an existing Heritage Conservation Area (HCA). Council must apply appropriate buffers and transitions in this

area, aligned to what the Council has applied across Gordon, Lindfield and the east side of Roseville.

- Council's ongoing protection of the Middle Harbour Road Heritage Conservation Area, despite strong local opposition to its formation, is of concern. Council's own community consultation in 2017 revealed that, the majority of, local residents were against the creation of the MHR HCA.

### **Preferred Scenario Perimeter Boundary**

#### ***Request to extend Preferred Scenario Perimeter Boundary (SSDs addressed at end of table)***

- Block of properties on corner of Rosedale Road and Edward Avenue, Gordon suited to higher density and could be included within Preferred Scenario.
- The properties bounded by Spearman Street, Wandella, Boundary and Victoria Street, Roseville are well suited to higher density.
- Alexander Parade, Roseville should be included within the Preferred Scenario boundary. It was identified for uplift under Scenario 3b which the community supported.
- 16-18 Rosedale Road, Gordon – a boundary correction is required as only a part of their site is shown as excluded from the Preferred Scenario.
- Perimeter boundary and R4 zone should extend to include No's 2, 4 and 6 Nelson Road and 65 Trafalgar Avenue, Lindfield.
- The consortium of properties [1, 3, 5, 7, 7a, 9, 9a, 11, 15, 17 Bushlands Avenue, and 22 St. Johns Avenue and 8 Oberon Crescent, Gordon] total a land area of approximately 18, 303sqm and should be included in the Preferred Scenario and at least given the development potential afforded under TOD. These properties were part of the NSW Government's TOD sites but are largely excluded from Council's Preferred Scenario. Council's process to date has given no consideration to landowners who have gone to lengths including time, cost & effort in dealing with Developers following the announcement of the TOD SEPP.

#### ***Request to reduce Preferred Scenario Perimeter Boundary***

- The boundary of the Preferred Scenario impacts significantly on 8 Spencer Road, Killara. There is no explanation as to why the Council moved away from the boundaries shown in the 3b scenario.

### **Zoning and Zone Boundaries within Perimeter of Preferred Scenario**

#### ***Request to alter zoning or zone boundary***

- The R4 zoning for Russell Avenue and Tryon Road makes no sense.
- The zoning of 36 Henry Street Gordon which is a local heritage item and currently zoned R4 High Density Residential should be down zoned to R2 Low Density Residential.
- Do not support inequitable division of Shirley Road into high-rise on one side and low-rise on the other. The undeveloped side bears the burden of providing trees for the northern high-density side.
- The allocation of MU1 along Lindfield Avenue, Lindfield is nonsensical. This is a narrow local road that has weight restrictions placed on it. It is not on the "business" side of Lindfield and the intersection at the railway bridge is subject to extreme congestion. It is aspirational to believe this could be an activated street frontage.
- Upzone 12-16 Wolseley Road, Lindfield from R4 to MU1.
- Do not support the MU1 zone in Reid Street and Woodside Avenue, Lindfield.

- 4-16 Havilah Road Lindfield and 23-33 Woodside Avenue need to be downzoned to protect an HCA.
- 1A-19 High Gate Road, Lindfield to be re-zoned to low-density residential R2.
- Upzone 2-16 Kenilworth Road to R4 High Density Residential.
- The western section of Treatts Road and Killara Avenue, Lindfield

***Request to retain zoning***

- Requests in Lindfield that an R2 zoning be retained from the Lindfield Avenue roundabout, down Woodside Avenue to Nelson Road and up through Highgate, Reid and Kenilworth Roads. This area should not be upzoned due to existing traffic congestion, heritage and lack of infrastructure.
- The existing zoning on the southern side of Highfield Road, Lindfield near the Pacific Highway must be retained to protect the C29 HCA. The northern side of Highfield Road is not HCA and should be re-zoned for higher density development.
- West Roseville bounded by Pacific Highway, Shirley Rd, Findlay Ave and Alexander Street and including Corona Ave and Kings Ave, Roseville (i.e.: all properties accessed via MacLaurin Parade lights at Pacific Highway) cannot support increased housing density as this area is already too congested and there is a real risk of bushfire. The proposed road will become a rat-run, and the park will be overshadowed.
- To address traffic issues, the existing low-density planning controls must be maintained along the western side of Pearson Avenue between Burgoyne Street and the end (T-intersection) of Mount William Street. To compensate for lost density, allow a 15-storey zone in the area of land from the T-intersection north to Mona Vale Road and bounded by the railway on the west.

**Development Standards (Height & FSR) - properties within Preferred Scenario**

***General Comments:***

- Development around Rail Stations should be done correctly and consider user needs for the next 50 years.

***Request to increase height and/or FSR (SSDs + Key Sites – addressed at end of table)***

***Gordon***

- Block including 725-737 Pacific Highway, Gordon + 1-19 St Johns Avenue, Gordon should have a consistent FSR and Height, with the adoption of the higher proposed FSR and height.
- 737-745 Pacific Highway, Gordon.
- Increase height on the southern side of Park Avenue, Gordon.
- 4-6 Highlands Avenue, Gordon.
- 15A St Johns Avenue, Gordon.
- 1A and 1-7 Carlotta Avenue, Gordon.
- 725-727 & 737 Pacific Highway, Gordon and northern side of St Johns Avenue, Gordon.
- 19-21 Dumaresq, Gordon.
- 23-27 Dumaresq, Gordon continue increased heights until 32-34 McIntyre Street, Gordon.
- The property at 1-3 Burgoyne Street, Gordon has been provided less uplift than the adjacent preschool site.
- 3/17 Park Avenue, Gordon does not match what was proposed under Scenario 3b. Go back to Scenario 3b.
- 77-87 Werona Avenue Gordon and 727 Pacific Highway, Gordon.

*Killara*

- 23A Werona Avenue & No. 1 Locksley, Killara – includes heritage item I407.
- 19-25 Marian Street, Killara.
- 10/16 Cecil Street, Killara.
- 11/692 Pacific Highway, Killara.

*Lindfield*

- 4 & 4a Beaconsfield, Lindfield.
- 24-28 Middle Harbour Road, Lindfield.
- 2-16 Kenilworth Road, Lindfield.
- 7-9 Eleham Road & 7-9 Wolseley Road, Lindfield.
- 12-16 Wolseley Road, Lindfield.
- C28 Wolseley Road, Lindfield Precinct.
- 9 Middle Harbour Road, Lindfield.
- Lindfield Strip (Pacific Highway, Drovers Way, Beaconsfield Road, Gladstone Parade, Lindfield).
- 20-26 Russell Avenue, Lindfield if surrounding SSDs are saved then it makes sense to increase the maximum permissible height for all these Russell Avenue properties. Chris Minns has personally reached out to some of the developers in Lindfield and has reassured them that all lodged with a SEARs will be saved.
- 2-26 Newark Crescent, Lindfield.
- 22-24 Bent Street, Lindfield.
- 4 & 4a Beaconsfield Parade, Lindfield.
- 19A, 19B and 21 Beaconsfield Parade, Lindfield.
- Northern side of Balfour Street, Lindfield.
- 369- 370 Pacific Highway, Lindfield.
- 25a and 25b Gladstone Parade, Lindfield. The shared driveway may need to remain at height 18.5m but the main property area could have increased height.
- 5A Beaconsfield Parade, Lindfield.
- 21 Frances Street, Lindfield.

*Roseville*

- 6-8 Oliver Road and 5-7 Clanville Road, Roseville.
- 19 Hill Street, Roseville.
- Hill Street shops.
- 1-3 Clanville, 75 Hill Street & 2-4 Oliver Street, Roseville – (includes heritage listed Post Office).
- 18-20 Roseville Avenue, Roseville.

***Request to reduce height and/or FSR****Gordon*

- Park Avenue, Gordon, only sympathetic 3-storey development should be allowed.
- Eastern side of Park Avenue and Werona Avenue, Gordon.
- The residents of the northern side of St Johns Avenue, Gordon have named themselves the SJA North Residents and want to see the building heights for the south side of Moree Street reduced. There is currently a height transition from 12m to 9.5m occurring across a back fence.

- 16A Treatts Road, Lindfield the proposed heights and FSR will impact the environment. The heights are excessive, and the traffic is already difficult. The differing densities between the north and south side of Treatts Road are unfair.
- Object to heights proposed on area bounded by Ryde Road, Pacific Highway and Fitzsimons Lane as it will impact sunlight to Merriwa Street homes.
- The proposed development of 18.5m and 29 m in the area bounded by Alston Way, Shirley Road and Bromborough road is excessive in height and will create a canyon like effect for the dwellings on the lower or southern side of Shirley Road. The building heights being exaggerated by the natural slope of the land.
- The proposal for a 28-storey building on the ridge in the centre of Gordon will totally dominate the area and set a dangerous precedent for the future. In a few years developers will be pushing for another and another of that size.
- The proposal for 8 storeys down Pearson Avenue, up to the railway and across to the Pacific Highway off ramp is a big concern. Tree cover will be destroyed, and traffic will be a huge issue. 3-5 storeys is the maximum we consider appropriate.
- Resident of Highlands Avenue, Gordon and considers the development proposed for Gordon is not sustainable, especially the area from Pearson Avenue to the Pacific Highway off ramp. Proposed looking at the blocks opposite east Gordon Station to shift the density from Highlands Avenue to be nearer to the station, where it should be.
- 924 Pacific Highway Gordon was not part of Scenario 3b and in the Preferred Scenario has huge uplift. Objection is raised to the proposed uplift that does not match surrounding sites.
- Ravenswood Avenue, Gordon cannot cope with the proposed heights.
- The *Pearson Avenue Precinct Preserve and Protect Group* represents over 25 households in Highlands and Carlotta Avenue, Gordon. Their submission includes the following main points:
  - Remove all 8-storeys in the Pearson Avenue Precinct and instead plan for 5-storeys graded down to 3-storeys along Pearson as per original TOD 400-800m zone, thus reducing traffic gridlock and blending with the existing canopy.
  - Object to the spread of higher density outside the 400m zone around Gordon station.
  - The precinct is connected to the Richmond Forest and includes high canopy important for biodiversity conservation.
  - No traffic study has been done to measure traffic flows, gridlock at Park and Pearson Avenues, the rat run through Highlands Avenue or the ever-increasing pinch point at the Mona Vale off ramp to Pacific Highway.
  - Development uplift should be shifted to Khartoum because the land is flat. Objects to proposed mixed use zoning for the Gordon preschool site.

#### *Lindfield*

- 2-14 Blenheim Road, Lindfield are in a HCA with maximum permissible heights of 9.5m and they back onto 1-19 High Gate, Road where 12m heights are proposed.
- Heights of 9-11 storeys are proposed opposite 1 Blenheim Road, Lindfield, this will have adverse impacts and lead to a drop in property value.
- 7-9 Eleham & 7-9 Wolseley Road, Lindfield keep height at 5-storeys as otherwise it will impact on a heritage item.
- Proposing 16-24 storey apartments in Lindfield and Gordon is inappropriate. The maximum permissible should be 10 storey developments along the Pacific Highway.
- 9-10 High Gate Road, Lindfield moderate height requested.



- 2-10 Reid Street, Lindfield moderate height requested.
- Height reductions suggested for Reid Street no.2-10 (4 storeys), Highgate Road no. 2-8 (4 storeys), Highgate Road no. 1-19 (2 storeys), Woodside Avenue no. 6-10 (3 storeys) and Woodside Avenue no. 9-25 (4 storeys).

#### *Roseville*

- Maclaurin Parade, Roseville cannot support higher density due to topography and bushfire threat.
- The western side of Roseville is steeply sloping, lacks footpaths, vehicular access/egress is significantly constrained, and it is a bushfire zone. Council needs to re-think increasing density in this area.
- The R4 zoning with increased heights and FSR should stop at Ontario Avenue and not extend down to Alston Way, Roseville. This is required to protect the Thomas Avenue and Bromborough Road HCA.
- The heights proposed adjacent to the property at 8 Oliver, Road Roseville need to be reduced.
- The burden of the "expansion" aspect of the refined Scenario 3(b) has been shifted to west Roseville which already suffers traffic congestion. West Roseville cannot support additional density.
- The Preferred Scenario severely overbuilds the area bounded by Alston Way, Shirley Road and Kings Avenue.
- Alston Way, Roseville is in fact a narrow lane, the effect of allowing 5-storey apartments would be overwhelming.

A submission and two petitions including 89 and 86 signatures were received from the residents of Bromborough Road/ Ontario Avenue and Thomas Avenue, Roseville. The Preferred Scenario is not supported by these residents, and they maintain consultation has been inadequate. The main issues they raise, include:

- A request for reduced density in the subject area due to the existing topography. The area sits on the downside of a valley and therefore the residents maintain Council's proposed increased building heights and densities will have a significant impact on properties in the adjacent HCA.
- The transitions proposed from high to low density in the area are inadequate. The residents require a better transitions consistent with what Council has done elsewhere within the Preferred Scenario precinct. Alston Way, which is a narrow lane, does not provide a satisfactory transition from high to low density.
- Ontario Avenue is used as a rat run for vehicles attempting to exit the residential area heading southbound on the Pacific Highway. The level of density proposed will result in additional congestion on a narrow road and limit access of emergency vehicles.

#### *Request to maintain height and FSR*

- 2-16 Kenilworth Road, Lindfield, do not upzone, keep as R2 Low Density Residential as shown in the Preferred Scenario.
- Keep the R2 Zoning and associated heights and FSR for 4A Treatts Road, Lindfield.
- The heights and FSR proposed for Killara Avenue in the Preferred Scenario must be adopted without any increase.
- The five-storey height proposed for 40 & 42 Wolseley Road must not be increased any further.

- Reddam House Early Learning School on Treatts Road should not be upzoned as there is critically endangered Blue Gum High Forest on this site.
- 32/5 Wallaroo Close, Killara.
- 30 Gladstone Parade, Lindfield – do not want any change as it will have adverse impacts on the environment and exacerbate traffic issues.

### Large Key Sites/State Significant Development Applications

#### *SSDs - Seek Retention of TOD Provisions, Savings Provisions, Infill Affordable Housing and Low to Mid-rise housing provisions*

- The proponent of SSD at 3-9 Park Avenue Gordon. Do not support Council's Preferred Scenario as it splits the site into two and applies a MU1 and R4 zoning.
- The proponent of SSD at 30-34 Culworth Avenue Killara and owner of 4 & 4a Beaconsfield Parade, Lindfield, objects to the downzoning of these sites through the Preferred Scenario. They do not support the Preferred Scenario and request savings provisions.
- Proponent for SSDs involving 10-14a Standhope Road, Killara, 2-8 High Gate Lindfield, + 1-3 Reid St and 2-4 Woodside Lindfield and 3-9 Park Avenue Gordon. Object to Preferred Scenario which downzones the subject sites and lacks clarity around TOD savings provisions and whether TOD Affordable housing provisions will continue to apply.
- 1-5 Nelson Road, Lindfield was subject to TOD provisions but is excluded from the Preferred Scenario. Council's Preferred Scenario does not meet the State Government's strategic direction. Savings Provisions must apply to all development applications which have received SEARs.
- The proponent of the SSD relating to 59-63 Trafalgar Avenue, and 1A & 1B Valley Road, Lindfield objects to the downzoning of these sites through the Preferred Scenario. They request council recognise the strategic location of these sites, given their proximity to the rail station. The request the retention of TOD provisions.
- The proponent of the SSD in the Roseville precinct at 2 & 4 Larkin Street, 1 -5 Pockley Avenue and 2-16 Pockley Avenue wants to retain TOD provisions and requests savings provisions.
- Include the properties (3a, 3b, 5a and 7 Burgoyne street and 1 and 3 Pearson Avenue and 4 Burgoyne lane, Gordon), which are the subject of an SSD within the Preferred Scenario boundary. The subject properties are well suited to increased density due to their proximity to a transport nodes. These properties where within the TOD precinct.
- 24, 26 & 28 Middle Harbour Road, Lindfield.
- 3A, 3B, 5A, and 7 Burgoyne Street, 1 and 3 Pearson Avenue, and 4 Burgoyne Lane, Gordon.
- No support for Council 's request of the NSW State Government that the in-fill affordable housing and LMR controls, in Chapter 2 and Chapter 6 of the Housing SEPP, respectively, do not apply in the Ku-ring-gai LGA.
- Council must include savings provisions for existing SSDs, otherwise it potentially puts 1,093 dwellings at risk at a time when housing delivery is a key priority.

#### *Key Site*

- 784-788 Pacific Highway and the Gordon Village Arcade, Gordon. Request for FSR uplift and changes to site-specific clauses.

***Objections to SSDs***

- Object to the SSD 59-63 Trafalgar Avenue and 1A&1B Valley Road, Lindfield.
- Objection to the affordable housing bonuses used by SSDs as they do not provide the housing in perpetuity.
- Objection to 11 storey abomination on corner of Reid Street and High Gate Road, Lindfield.
- How is Council factoring in the impact of the SSDs into the Preferred Scenario. Must re-think Preferred Scenario.
- Eastside Roseville Action Group (ERAG) is a group formed to object to the Hycorp SSD bounded by Roseville Avenue and Lord Street. The group represents 185 residents. The Hycorp SSD is not included within the Preferred Scenario, and this is supported by ERAG.
- Object to the SSD on High Gate Road as the traffic is already terrible. The roundabout end of Woodside Avenue suffers congestion.
- Council needs to hurry up with adopting a scenario to stop the SSDs using the existing TOD provisions.
- Support Council's call for State Government to halt any further consideration or processing of existing SSD applications and to dismiss any SSDs that have been saved.
- Concern about the proliferation of SSDs can't Council stop them.



12 May 2025

David Marshall  
Ku-ring-gai Council

Sent via email: dmarshall@krg.nsw.gov.au

Dear David,

## **Re: Gordon Centre site Submission - Atlas Economics Review and Response**

Atlas Economics (**Atlas**) is engaged by Ku-ring-gai Council (**Council**) to respond to a submission dated 22 April 2025 (**the Submission**) by Ethos Urban on behalf of Charter Hall (**the Proponent**). The Submission relates to 802-808 Pacific Highway, Gordon.

### **Background**

In March 2025, Atlas carried out a feasibility analysis (**the Study**) to support Council's development of alternate planning controls in the Transport Oriented Development (**TOD**) precincts of Gordon, Killara, Lindfield and Roseville. In particular, the Study focused on testing the capacity of sites to contribute to Affordable Housing assuming the alternate TOD planning controls were in place.

The feasibility analysis indicated there was varying capacity for sites to contribute to Affordable Housing. Relevantly, the Study recommended that an incentive apply to 802-808 Pacific Highway, Gordon (**the Site**) where development up to FSR 6.5:1 could be permitted if, *inter alia*, an affordable housing contribution of 2% or community centre facility were delivered on-site.

### **The Submission**

The Submission makes a number of requests. Atlas confines its review to the following requests:

1. The final drafting of the site-specific clause is to, *inter alia*, increase the upper limit FSR on the combined western site from 6.5:1 to 7.5:1.
2. The 2% affordable housing requirement applies to residential GFA only.
3. Council's Affordable Housing Contribution Scheme include:
  - a. The ability for a reasonable monetary contribution in lieu of stock dedication.
  - b. The ability to include BTR housing (that meets the Federal Government's framework and incentives for the provision of affordable BTR housing within Managed Investment Trusts) in part satisfaction of the required monetary contribution.

Subsequent to the Submission, an email received from Charter Hall makes the following points:

- The intention to deliver a combination of multi-family (or BTR housing) and build-to-sell apartments.
- The difference in feasibility considerations and return profiles for each product type.
- The request for an additional FSR 1:1 will assist deliver the envisaged product mix (apartments for sale and BTR housing) in a diversified residential offer.

The Submission raises issues that require consideration from an urban design and planning perspective, which will be provided by SJB.

Beyond the  
horizon thinking.

[atlaseconomics.com.au](https://atlaseconomics.com.au)

Level 12, 179 Elizabeth St  
Sydney NSW 2000  
Gadigal Country

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## Atlas Comments on Submission Issues

### INCREASE OF FSR FROM 6.5:1 TO 7.5:1

All things being equal, the development feasibility of BTR housing is more challenging compared to conventional residential development that is strata-titled and for sale. Greater density is therefore required for BTR development to be feasible.

The Commonwealth and State governments have provided varying levels of support to enable BTR housing to be delivered at scale. Despite this, BTR housing (particularly in Sydney) is still challenging to deliver due to the high cost of land (relative to other capital cities). BTR housing offers renter households with choice and a better quality of product and customer service, being managed by a professional landlord rather than a 'mum and dad' landlord.

Under the Housing SEPP 2021, there is a prohibition on subdivision for BTR developments in the E2 Commercial Centre, B3 Commercial Core or SP5 Metropolitan zones. In all other zones, the prohibition on subdivision is for 15 years. After 15 years, the BTR development could in theory be subdivided and sold.

Atlas' feasibility analysis concurs with the Submission's assertion that greater density is needed for a BTR product to be viably delivered on the site.

If Council was minded supporting BTR housing as part of the development mix on the Site, it could consider enabling the FSR sought. This would naturally be subject to the environmental capacity of the Site to accommodate the associated GFA. The site-specific clause would require drafting to ensure the incentive did in fact deliver a BTR product on the Site.

### APPLICATION OF AFFORDABLE HOUSING CONTRIBUTIONS

Atlas is assisting Council to prepare an Affordable Housing Contribution Scheme (AHCS). The issue of application (whether on residential GFA only or overall GFA) would be dealt with and specified therein.

### SATISFYING A CONTRIBUTION REQUIREMENT

The AHCS (currently being prepared) would specify a dollar equivalent rate that would apply to affordable housing contributions received in lieu of completed dwelling stock.

The Submission requests for the ability to include BTR housing (that meets the Federal Government's framework) in part satisfaction of the required monetary contribution. This ability is requested for to occur on a case-by-case basis and be encapsulated within a planning agreement.

For context, the Federal Government makes available BTR development tax incentives that give eligible BTR developments access to various tax concessions. There is a range of eligibility criteria, including that the BTR development must be owned by a single entity (cannot be subdivided) for at least 15 years and at least 10% of the dwellings are available as "affordable dwellings". "Affordable dwellings" is defined in the legislative instrument - Income Tax Assessment (Build to Rent Developments) Determination 2024.

Recognising BTR housing (under the Federal Government's framework) to part satisfy the required monetary contribution would be contrary to the intent of Council's requirement for an affordable housing contribution. The requirement for 2% affordable housing contributions or delivery of a community centre facility are part of a planning incentive to additional height and FSR on the Site.

Equally, the Federal Government's eligibility requirements (including the availability of affordable dwellings) seek to utilise tax concessions to support eligible developments.

The affordable housing contributions envisaged in Council's AHCS are intended to result in housing outcomes that are 'forever' (in perpetuity). In contrast, BTR housing (Federal Government framework) has a time-limited aspect to it (15 years). Therefore, any allocation of 'affordable dwellings' (even if a comparable affordability outcome) would be misaligned with the intent of Council's affordable housing contributions.

Atlas is of the view that these are separate initiatives and their respective requirements should be preserved.

We trust this assists Council in its deliberations on suitable affordable housing contributions for the Site.

Yours sincerely

**Esther Cheong**

Director

T: 02 72537601

E: esther.cheong@atlaseconomics.com.au





12 May 2025

David Marshall  
Ku-ring-gai Council

Sent via email: dmarshall@krg.nsw.gov.au

Dear David,

## **Re: ALDI site Submission - Atlas Economics Review and Response**

Atlas Economics (**Atlas**) is engaged by Ku-ring-gai Council (**Council**) to respond to a submission dated 24 April 2025 (**the Submission**) by Solve Property on behalf of Ecove Group and Aldi Foods (**the Proponent**). The Submission relates to 810 Pacific Highway, Gordon.

### **Background**

In March 2025, Atlas carried out a feasibility analysis (**the Study**) to support Council's development of alternate planning controls in the Transport Oriented Development (**TOD**) precincts of Gordon, Killara, Lindfield and Roseville. In particular, the Study focused on testing the capacity of sites to contribute to Affordable Housing assuming the alternate TOD planning controls were in place.

The feasibility analysis indicated there was varying capacity for sites to contribute to Affordable Housing. Relevantly, the Study recommended that 810 Pacific Highway, Gordon (**the Site**) be subject to an affordable housing contribution of 10%. The Site is proposed for higher density controls - its existing FSR 3:1 to be increased to FSR 6:1.

#### **CAPACITY TO CONTRIBUTE VARIES**

The capacity to contribute to Affordable Housing (and indeed any developer contributions) is directly a function of whether development (to the proposed TOD planning controls) is feasible.

The feasibility of development 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.

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 with more fragmented lot and ownership patterns. Accordingly, those sites with valuable existing buildings require higher densities to displace the existing uses and for development to be feasible.

In the Gordon town centre, lot patterns are fine grain and sites are generally 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 to be consolidated. While proposed FSRs may be 'high' compared to existing FSRs of 2:1 to 3:1, development feasibility on some sites is challenging for these reasons.

The Study took a nuanced approach to the feasibility of development in the Precinct. Where development is not feasible, a 'default' affordable housing contribution rate of 2% was applied. In other cases where the proposed planning controls are feasible and deliver a financial uplift, higher affordable housing contribution rates were recommended.

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Level 12, 179 Elizabeth St  
Sydney NSW 2000  
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## The Submission

Principally, the Proponent's Submission makes the following points:

1. Development of the Site is complex, as evidenced by the failure by previous developers to deliver a viable outcome on the Site.
2. Council (Atlas)' assumptions in the feasibility analysis are incorrect:
  - a. Revenue assumptions are too high and not substantiated.
  - b. Cost assumptions do not account for the unique cost pressures of the Site (e.g. sloping topography, water table impacts, etc.).
3. Affordable housing should not be an outright contribution (dedication at no cost to Council) but be through a discounted sale of dwellings to a community housing provider (**CHP**).
4. Inconsistent policy application of affordable housing across the Gordon precinct. For example, the Gordon Centre (proposed for 28 storeys) is subject to a 2% contribution rate whereas the Site (proposed for 16 storeys) is subject to a 10% contribution rate.
5. Council's Affordable Housing Policy provides for "an open book feasibility" where supporting documentation including valuation reports and costings are made available for review. The Proponent has complied and submitted all requested information.

The Submission requests for:

- A peer review of Council's feasibility assumptions and modelling inputs.
- DPHI to support a consistent and transparent approach to the application of affordable housing contribution rates across the Gordon Precinct, reflecting each site's individual development capacity and market feasibility.

Beyond the above, the Submission does not specifically seek a different affordable housing contribution rate or density outcome.

### SUPPORTING RESEARCH AND FEASIBILITY MODELLING

The Submission attaches three revenue assessments (by M3 Property, CBRE and Cushman and Wakefield). The revenue assessments opined on the pricing of new apartments on the Site could achieve.

The Submission points out that all three revenue assessments find that Council (Atlas)' assumed sales rates of \$18,000/sqm to \$20,000/sqm are not supported by current market evidence or site-specific feasibility. It highlights that:

- M3 Property notes that new apartments along Pacific Highway could fall within the range of \$14,500/sqm and \$16,500/sqm.
- CBRE notes that there is limited evidence of new projects in Gordon and provides analysis of modern apartment sales within a range of \$10,400/sqm to \$13,750/sqm.
- Cushman and Wakefield notes that average revenue rates appropriate are \$15,500/sqm to \$16,500/sqm.

Adopting a revenue rate assumption of \$16,000/sqm, the Submission indicates that development at FSR 6:1 is not feasible - resulting in a profit/ risk margin of 4% (at 10% affordable housing contribution) and 12% (at 2% affordable housing contribution).

Though not included within the Submission, the Proponent earlier provided a one-page modelling summary sheet which showed a comparison of feasibility results across a number of scenarios.

**TABLE 1** extracts the feasibility modelling outputs from the Submission and from the one-page sheet earlier provided. Atlas highlights that the above feasibility results (profit/ risk margins) are different to those earlier contained in the one-page table provided.

**TABLE 1: Proponent's Feasibility Modelling and Profit/ Risk Margins**

SCENARIO	REVENUE RATE	AFFORDABLE HOUSING	PROFIT/ RISK MARGIN
<b>FROM SUBMISSION*</b>			
1	\$16,000/sqm	10%	4%
2	\$16,000/sqm	2%	12%
<b>FROM FEASIBILITY SHEET PROVIDED</b>			
E	\$16,000/sqm	10%	-0.2%
F	\$16,000/sqm	2%	9.3%

Source: Proponent Submission and Feasibility Modelling Sheet

\*there appears to be a typographical error in the Submission. A revenue rate of \$16,500/sqm (not \$16,000/sqm) results in the profit/ risk margins of 4% and 12% (for 10% and 2% Affordable Housing contributions respectively). A revenue rate of \$16,000/sqm results in the lower profit/ risk margins of -0.2% and 9.3% respectively (indicated in the earlier submitted feasibility modelling sheet).



## Atlas Comments on Submission Issues

Ahead of providing comment on the Submission, it is useful to consider the Proponent's feasibility modelling outcomes in the context of development and development feasibility in the Gordon locality.

### ANALYSIS OF FEASIBILITY MODELLING SHEET PROVIDED

The feasibility modelling sheet from the Proponent contained eight (8) scenarios; those key observations are summarised in **TABLE 2**. Atlas has replicated the Proponent's assumptions in the one-page feasibility summary sheet provided.

The Proponent's feasibility modelling shows if the development is feasible by varying the following inputs:

- Density:
  - Proposed FSR 6:1
  - Alternate FSR of 6.8:1 and 7.5:1.
- Method of affordable housing contribution:
  - Contribution (dedication at no cost) of 10% and 2% to Council.
  - Discounted sale (75% of market value) of 10% and 2% to a CHP.

The Proponent's feasibility modelling shows development is not feasible in any of the scenarios (as the profit/ risk margin falls below the target of 18%-20%).

The only scenario that is *approaching* 'feasible' is Scenario 7 where the FSR is 7.5:1 and affordable housing is contributed via a discounted sale (75% of market value) to a CHP.

**TABLE 2: Proponent's Feasibility Modelling Results**

	1	2	3	4	5	6	7	8	9 (ATLAS)
<b>FROM FEASIBILITY SHEET PROVIDED</b>									
Site Area (sqm)	2,357	2,357	2,357	2,357	2,357	2,357	2,357	2,357	2,357
FSR	6.0:1	6.0:1	6.0:1	6.8:1	6.8:1	7.5:1	7.5:1	7.5:1	6.0:1
Total GFA (sqm)	14,142	14,142	14,142	16,028	16,028	17,678	17,678	17,678	14,142
Non-residential GFA (sqm)	1,656	1,656	1,656	1,656	1,656	1,656	1,656	1,656	1,656
Residential GFA (sqm)	12,486	12,486	12,486	14,372	14,372	16,022	16,022	16,022	12,486
No. of Units	147	147	147	169	169	188	188	188	147
Affordable Housing (dedicated to Council)	10%	2%			2%	10%		2%	0%
Affordable Housing (sold to CHP at 75% market value)			10%	10%			10%	8%	0%
Revenue Assumption	\$16,000/sqm								
Profit/ Risk Margin	-0.2%	9.3%	9.0%	14.8%	15.1%	9.1%	19.2%	17.2%	10.7%
<b>NOT SHOWN IN FEASIBILITY SHEET, ATLAS ANALYSIS USING PROPONENT'S ASSUMPTIONS</b>									
<b>Equivalent Residential Site Value (no Affordable Housing contributions)</b>									
\$/sqm residential GFA	\$553	The assumptions adopted in the Proponent's Feasibility Modelling sheet result in the site having a residential site value of \$553/sqm GFA (or \$47,000 per unit/ site)							
\$/unit/ site	\$47,000								

Source: Proponent's Feasibility Modelling sheet

Using the Proponent's feasibility assumptions, Atlas has additionally:

- Solved for the profit/ risk margin assuming there was nil affordable housing contribution at the proposed FSR of 6:1. This is indicated in the last column "9 (Atlas)".
- Extended the feasibility modelling results to solve for the residential site value that results. This is indicated in the bottom portion of the table "Not Shown in Feasibility Sheet, Atlas Analysis using Proponent's Assumptions".





By extending the Proponent's feasibility modelling, a number of key observations can be made. In essence, the Submission and the Proponent's feasibility modelling imply that:

- The development under the proposed controls (FSR 6:1) cannot afford to contribute to any Affordable Housing (whether contributed to Council or discounted sale to a CHP). This is because even without any affordable housing (shown in the last column "9 (Atlas)"), the profit/ risk margin is 10.7%, well below the target hurdle rate of 18%-20%.
- The resultant residential site value before any Affordable Housing contributions is equivalent to \$47,000 per unit/ site. This is shown in the bottom portion of the table "Not Shown in Feasibility Sheet, Atlas Analysis using Proponent's Assumptions".

Although not explicitly shown in the Proponent's feasibility modelling sheet, when the modelling is extended, it becomes evident that its assumptions are problematic. This is because the feasibility modelling assumptions result in an equivalent residential site value of <\$50,000/ unit. This suggests that either the revenue assumptions are too low or the cost assumptions are too high, or both. There is no evidence of development sites on the North Shore trading at less than \$300,000/ unit, let alone less than \$50,000/ unit.

In the following sections Atlas provides comment on each of the issues raised in the Submission.

#### **ISSUE 1 - DEVELOPMENT OF THE SITE IS COMPLEX**

Atlas acknowledges that development of the Site is expected to be complex. It should be noted that previous failed attempts were in the context of the current planning controls which permit FSR 3:1.

The proposed controls to permit development to FSR 6:1 would provide a cross-subsidy and alleviate the cost pressure associated with the complexity of delivering a supermarket on the site.

#### **ISSUE 2A - COUNCIL (ATLAS') REVENUE ASSUMPTIONS ARE TOO HIGH AND NOT SUBSTANTIATED**

The Submission is correct in observing there are very few new apartment projects selling off-the-plan in Gordon, being limited to 'Northgrove' at 26-30 McIntyre Street.

There are however new projects in the broader locality - Rosewood Residences and Juliet (Roseville) as well as Balfour Place (Lindfield). Several developments have just reached practical completion - 4-8 Marian Street (Killara) and 'Village Lane' (Lindfield).

These projects are broadly indicative of prices that could be achieved on the Site, after accounting for location- and property- specific attributes. Some of these apartment projects have also been considered in the Submission. **TABLE 3** provides an overview of apartment sale prices in Gordon and surrounds. This includes modern apartments and those selling off-the-plan.

**TABLE 3: Atlas' Apartment Sales Evidence**

ADDRESS	UNIT TYPE	AVG. INTERNAL AREA (SQM)	SALE PRICE	ANALYSIS (\$/SQM INTERNAL AREA)	SALE DATES
'NORTHGROVE', 26-30 MCINTYRE ST, GORDON	3b	131	from \$2.1m	from \$16,030	2025
4-8 MARIAN ST, KILLARA	2b	80	from \$1.5m	from \$18,750	2024
	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	2024
	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	2024
	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 \$980k	from \$19,220	2025
	2b	82	from \$1.5m	from \$18,290	
	3b	110	from \$2.45m	from \$22,270	
'BALFOUR PLACE', 384 PACIFIC HWY, LINDFIELD	1b	58 to 80	\$850k to \$1.1m	\$13,750 to \$14,660	2022
	2b	87 to 104	\$1.3m to \$1.75m	\$14,940 to \$16,830	
	3b	123 to 222	\$2.6m to \$3.4m	\$15,320 to \$21,140	

Source: Atlas



The analysis of the apartment sale prices in **TABLE 3** reflect values ranging from \$16,000/sqm to \$28,000/sqm of internal area. 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 the centres, with sale prices generally increasing toward the south as it is closer to the CBD. 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).

'Village Lane', 'Juliet' and 'Balfour Place' are all on Pacific Highway and provide an indication of achievable end sale values on the Site. Notably, all of them are much lower in height (4-7 storeys) and do not offer the aspect and views of a tall building.

- **'Juliet', 64-66 Pacific Highway, Roseville**

Situated 150m of the Roseville station, the 7-storey development will comprise ground floor retail with 35 apartments across the upper building levels. Informal discussions with the selling agent indicate sale prices range from \$18,000/sqm and upwards. Completion is anticipated in mid-2026.

Sale prices of 2- and 3- bedroom units ranged from \$2.1m to \$3.3m, reflecting rates of \$25,000/sqm to \$28,000/sqm. The selling agent notes that the strong sale prices reflect demand for apartments with convenient public transport access and retail amenity.

Relevantly, the visual amenity associated with this development corresponds to that of its seven-storey height.

- **'Balfour Place', 384 Pacific Highway, Lindfield**

Situated 500m of the Lindfield station, 'Balfour Place' will comprise a 4-storey development with a ground floor Coles supermarket and 59 apartments. Completion is anticipated in 2025.

Off-the-plan sales occurred in 2022, which received overwhelming market interest. Research indicates that the apartments were swiftly sold out in the initial week of commencement. Sale prices ranged from \$850,000 to \$3.4m, reflecting rates between ~\$14,000/sqm to \$21,000/sqm. This reflects dated off-the-plan sales in 2022 - the market is expected to have strengthened since.

Again, the visual amenity associated with this development corresponds to that of its four-storey height.

Apartment developments in Gordon and surrounding suburbs are generally low- to mid- rise, given the existing planning controls. Recent sale prices of new and off-the-plan apartments (of lower building heights) are upwards of \$15,000/sqm.

Notably, apartment sales in the 'Juliet' development have averaged sale rates of \$25,000/sqm. While Roseville is a higher value location, the sale rates reflect that of a much shorter development with more limited views available. This project does not appear to have been considered in the Submission.

The apartments in the mixed use development at 'Balfour Place' (which incorporates a Coles supermarket) were met with strong market response in 2022. The sale prices (\$14,000/sqm to \$21,000/sqm) are now dated (being 3 years old) and would have reflected its 4 storey building height and associated views.

The Site is situated in the Gordon Town Centre, less than 300m of the Gordon train station. The Site is proposed to be enabled for 16 storeys. Generally, sale prices increase with building levels, given the superior views from upper floors.

Notably, there are no developments of comparable height to 16 storeys. Accordingly, Atlas considers revenue assumptions of \$18,000/sqm (for 8 storeys) and \$20,000/sqm (for 16 storeys) is reasonable and in line with market evidence.

#### **ISSUE 2B - COST ASSUMPTIONS DO NOT ACCOUNT FOR THE UNIQUE COST PRESSURES OF THE SITE**

Atlas' report *Ku-ring-gai Transit Oriented Development (TOD) Centres Affordable Housing - Feasibility Analysis* dated March 2025 adopted generic cost and revenue assumptions to assess the feasibility of development and the capacity of development to contribute to affordable housing.

The cost and revenue assumptions adopted in the report were reflective of the 'average' density of development that was expected in each of the TOD centres. In Gordon, an average density of development would be in the order of FSR 3:1 (8 storeys).

Taller buildings are more expensive to build (due to fire safety requirements, greater engineering complexity, etc.). Taller buildings also lend themselves to more attractive vistas and views. With a taller development, both cost and revenue are naturally higher.

If taller buildings were more expensive to build, but could not achieve higher revenue rates, a prudent developer would not proceed with a taller building. That developer would be better off building a shorter building and preserving its profit margins.

When provided with the Proponent's one-page feasibility modelling sheet, Atlas undertook a round of feasibility modelling adopting the Proponent's construction cost assumptions.

Atlas has since received advice from Council on the local contributions (\$7.11) that would be applicable to the Site. A credit offset would be applicable (owing to the commercial building that existed on the site). The amount estimated for statutory fees and charges in the Proponent's feasibility modelling has been over-estimated by about \$1.2 million.



Notwithstanding Atlas' report making use of generic assumptions that were suited to generic sites, it is incorrect for the Submission to assert that Atlas' cost assumptions do not account for the unit pressures of the Site. In the latest round of feasibility modelling (following several meetings with the Proponent), the cost assumptions adopted by Atlas are those of the Proponent's (which presumably account for the unique pressures of the site).

#### **AFFORDABLE HOUSING SHOULD NOT BE AN OUTRIGHT CONTRIBUTION (DEDICATION) TO COUNCIL**

The Submission contends for an approach to affordable housing contribution where completed dwellings are sold at 75% of market value to a CHP. The approach requires a CHP who is willing and with the financial capacity to purchase the completed dwellings. The approach would naturally result in a lower cost obligation on the development and enable partial cost-recovery.

This approach is not uncommon in circumstances of a planning agreement where a proponent may offer a suite of public benefit infrastructure items including the sale of a stratum or block of apartments to a partner CHP at a discounted amount.

In the case of the Site, it is Council's intention that affordable housing contributions are enabled under s7.32 of the *Environmental Planning and Assessment Act 1979*, wherein a contribution for affordable housing is imposed as a condition of consent and made as a dedication (free or cost) and/ or monetary payment used for providing affordable housing.

#### **INCONSISTENT POLICY APPLICATION**

The Submission states there is Inconsistent policy application of affordable housing across the Gordon precinct - the Gordon Centre (28 storeys) is subject to a 2% contribution rate whereas the Site (16 storeys) is subject to a 10% contribution rate.

Atlas' approach to testing the viability of affordable housing contribution rates is underpinned by DPHI's Guideline for Developing an Affordable Housing Scheme. The feasibility analysis demonstrates that different sites have different capacities to tolerate affordable housing contributions. It therefore does not necessarily follow that a high-density development should contribute at the highest rate.

The Gordon Centre is an enclosed neighbourhood centre with a lettable area of ~12,000sqm, anchored by Woolworths and Harvey Norman and is occupied by numerous specialty retail and non-retail tenants. The feasibility of development is critically influenced by the value of the existing building and the cost to secure vacant possession. A search of the titles indicates varying lease expiry dates and a 10-year option of renewal to Woolworths.

For context and in comparison, the Site is currently a vacant site, having previously been improved with a low-rise commercial building (<5,000sqm GFA). ALDI is understood to have paid \$26.5 million for the site. This is referred to as the '**Base Cost of Land**'.

Atlas highlights that the land cost threshold for the Gordon Centre and the Site are notably different, the former being a substantial income-generating asset which is accordingly more valuable on a rate per square metre of site area.

Across the Gordon precinct (and indeed the other TOD centres), the land cost threshold of sites varies. A site with a single dwelling is lower in cost compared to a site with a strata residential unit block. It is for this reason that even though two sites may be proposed for the same land use/ density, their feasibility and capacity to contribute to affordable housing would be different.

Atlas' feasibility analysis takes a nuanced approach and recognises that the proposed planning controls are not the only determinant of the capacity to pay contributions. The recommended affordable housing contribution rates reflect this reality.

#### **PROONENT HAS COMPLIED WITH COUNCIL'S OPEN BOOK FEASIBILITY PROVISION**

The Submission states that the Proponent has complied with Council's provision for "open book feasibility" and submitted all requested information.

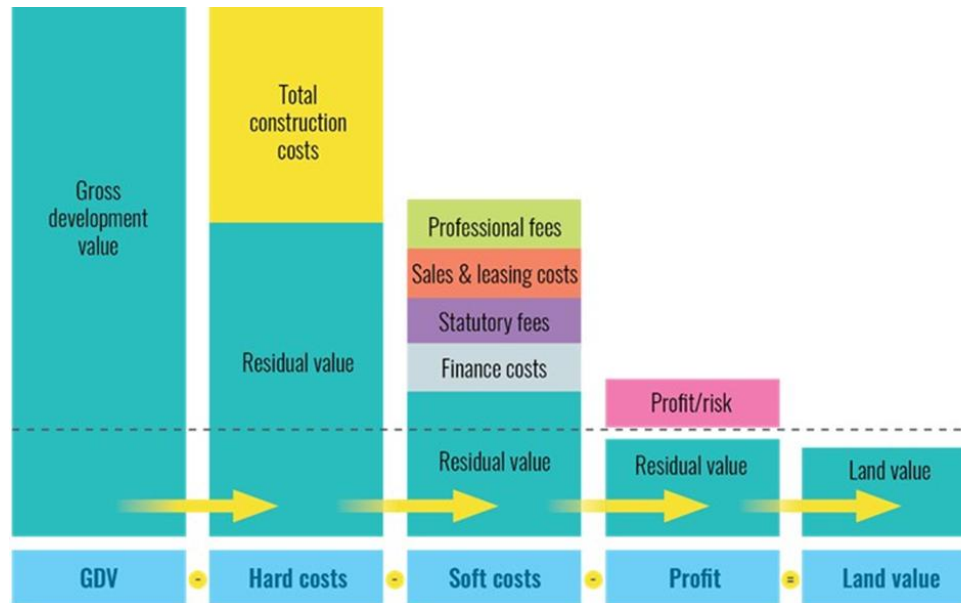
Atlas highlights that a feasibility assessment is informed by a number of inputs - revenue assumptions, cost assumptions and a target profit/ risk margin. The combination of these inputs acts to produce a Residual Land Value (RLV). The RLV represents the amount a developer can afford to pay for a development site.

The Submission has notably not provided Council with all the composite parts, in particular evidence to substantiate the residential site value that results from the interaction of its revenue and cost assumptions. This was suggested at a meeting with the Proponent - that it instruct one of its valuation firms to provide an analysis of development sites that support the site values that are produced by the feasibility modelling.

**FIGURE 1** illustrates the concept of residual land value and how the various revenue, cost and profit/ risk assumptions interact to produce 'land value' at the end.



**FIGURE 1: Concept of Residual Land Value**



When carrying out a feasibility assessment, it is always prudent to ensure that the resultant land value (or residual land value) at the end of the process is consistent with the prices for development sites in the relevant locality.

As indicated in Atlas' extended analysis of the Proponent's feasibility modelling (**TABLE 2**) the interaction of the Proponent's assumptions results in an equivalent residential site value of \$47,000 per unit. This indicates the Proponent's feasibility assumptions are not correctly calibrated - either the revenue assumptions are too low, cost assumptions are too high, or both.

The Submission has only provided analysis to support its revenue assumptions, which is only one part of the development feasibility equation. The Submission has not provided analysis to support the inferred residential site value of \$47,000 per unit.

### Capacity of the Site to Contribute to Affordable Housing

The Proponent's feasibility modelling indicates that at the proposed controls (FSR 6:1), the Site cannot afford to contribute to **any** affordable housing. The modelling sheet shows that only at FSR 7.5:1 can the Site afford to contribute to affordable housing (through a discounted sale to a CHP).

Atlas considers that an average revenue sale rate of \$20,000/sqm is appropriate for the Site. A view analysis by SJB indicates that top five storeys and apartments in part of the south elevation could benefit from views towards the CBD notwithstanding the presence of tall buildings to the south of the Site. The view analysis also indicates there are unencumbered distant views available to the upper levels of the building. It therefore follows that revenues achievable should be higher than those achieved in current developments of 4-7 storeys in the locality.

When the revenue rate of \$20,000/sqm is combined with the Proponent's cost assumptions, this produces a residential site value of \$310,000 per unit. This is consistent with the prices paid (albeit at the lower end) for development sites in the locality. Refer to **Error! Reference source not found.** for an analysis of development site sales.

Atlas' feasibility modelling finds that at the proposed planning controls (FSR 6:1), the Site has the capacity to contribute to affordable housing at 10% and remain feasible to develop. It does not stand to reason that a developer would proceed with a tall development (which is more expensive to build) if they do not expect to achieve sale prices higher than what current 4-7 storey apartments in the area are achieving.

Adopting the Proponent's cost assumptions and Atlas' revenue assumptions at \$20,000/sqm, the feasibility analysis indicates the development would achieve a profit/ risk margin that is feasible (23%).



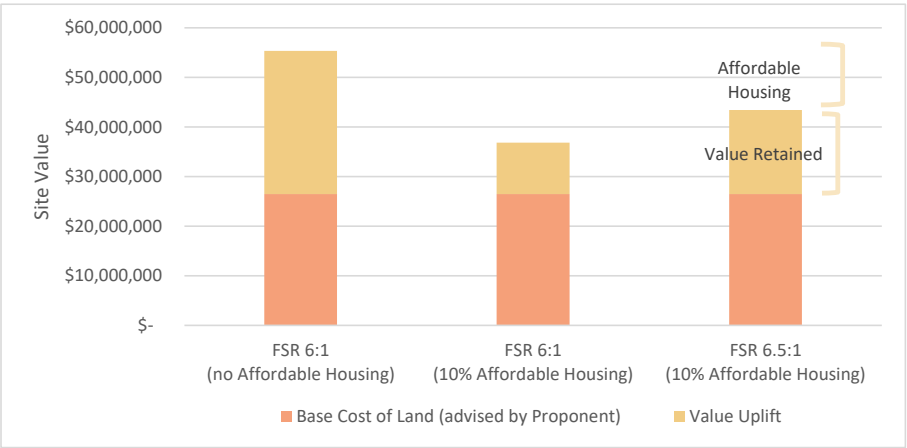
SHARING/ PARTICIPATION IN THE FINANCIAL VALUE UPLIFT

The feasibility modelling (adopting the Proponent’s cost assumptions, Atlas’ revenue assumptions of \$20,000/sqm and correcting for statutory fees and charges) finds that the Site is feasible to develop. That is, the Site is more valuable (\$55.3 million) under the proposed controls compared to the Base Cost of Land of \$26.5 million. This infers a financial value uplift of about \$29 million. After a contribution of 10% to affordable housing, the site value reduces, with the landowner retaining about a third of the value uplift.

Council could consider a scenario where after making the affordable housing contribution, the landowner retains about half the value uplift. This would require an increase to the proposed density, to FSR 6.5:1.

TABLE 4 illustrates the distribution of financial value uplift under the proposed FSR 6:1 and potential FSR 6.5:1.

TABLE 4: Conceptual Illustration of Financial Value Uplift



Source: Atlas

Conclusion

Using the Proponent’s feasibility modelling assumptions, development is not feasible at the proposed controls (FSR 6:1) even with no affordable housing contribution. Higher densities would be required.

The Submission focused solely on revenue assumptions, based on sales analysis of apartments in the Ku-ring-gai LGA and elsewhere. The Submission did not provide any evidence to support the implied site values that result from the interplay of its assumptions. Atlas highlights that when there is an absence of directly comparable sales evidence of new apartments (>10 storeys), it is even more important for any feasibility analysis to cross-check its residual land values against development site sales evidence.

The Submission does not include any analysis of development site sale evidence to substantiate the interplay/ product of its assumptions. On its assumptions, a residential site value equivalent rate of \$47,000 per unit results. Despite the increase in construction costs over the last three years, there has been no evidence of developers paying \$47,000 per unit/ site for development sites in the locality. This indicates that the Proponent’s feasibility assumptions are not properly calibrated.

Atlas feasibility modelling (applying the Proponent’s cost assumptions, Atlas’ revenue assumptions and most recent advice on statutory fees and charges) finds that the Site has the capacity to contribute to 10% affordable housing and be feasible to develop. If Council was minded to enabling an outcome where the value uplift resulting from the proposed controls is distributed equally to the proponent and affordable housing outcomes, Council could consider a slightly higher FSR of 6.5:1 to apply to the Site.

We trust this assists Council in its deliberations on suitable affordable housing contributions for the Site.

Yours sincerely

Esther Cheong  
Director  
T: 02 72537601  
E: esther.cheong@atlaseconomics.com.au



## SCHEDULE 1

## Analysis of Development Site Sales

TABLE S1-1 provides an overview of apartment site sales in the LGA, most of which were analysed in the Atlas feasibility analysis.

TABLE S1-1: Development Site Sales in the LGA

ADDRESS	SITE AREA (ZONE)	FSR (GFA)	SALE PRICE (DATE)	\$/SQM GFA	COMMENTS
46-50 Cowan Rd, St Ives	5,900sqm (R3)	2.2:1 (12,990sqm)	\$67.5m (Apr 2025)	\$5,900	Agent-advised. Vacant site in the St Ives Town Centre. Subject to low- and mid-rise planning controls. Marketed as a development site with potential for a 6/s apartment building.
17-21 Shirley Rd, Roseville	3,430sqm (R2)	2.5:1 (8,580sqm)	\$34.3m (Mar 2025)	\$3,430	Agent-advised. Prospective buyer has entered into call option to purchase property at \$34.3m. TOD site comprising 3 single dwellings.
330-332 Pacific Hwy, Lindfield	670sqm (E1)	2.5:1 (1,680sqm)	\$6.1m (Dec 2024)	\$3,640	Freehold commercial building opposite 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	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 \$3,250	Improved site comprising retirement village, situated 250m from Lindfield station. Sold on a vacant possession basis, with a submitted DA for 37 units (disclosing \$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	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	3 single dwellings, sold without DA consent. In late 2023 the site was approved for a mid-rise building comprising 31 apartments. Located 600m from Gordon 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 TOD 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 uses.

The Proponent's revenue assumptions result in an equivalent residential site value of ~\$550/sqm.

Despite the increase in construction costs over the last three years, there has been no evidence of developers paying ~\$1,000/sqm GFA for development sites in the Gordon locality. This implies that the adopted revenue assumptions are too low.



Gordon centre

GBA to GFA Efficiency used in the submission

85% residential (market housing)

75% residential (co-living and BTR)

90% non resi uses (including community uses)

Notes

The location of community space is not specified

Minimum required non-residential GFA on Gordon Centre site is measured as 9,496sqm GFA and equals to FRS 1.09:1

The massing diagrams currently presented do not align with the stated retail GFA targets. To achieve the nominated non-residential GFA, a minimum of two levels of retail is required within each podium, assuming a 90% efficiency rate. At present, the colour coding within the diagrams appears inconsistent, with residential use shown beneath the north-west tower. For the purpose of this testing, it has been assumed that this is an error, and that the full podium beneath each tower is allocated to retail use.

Site area:

The "right of way" providing access to 790 Pacific Highway with Moore Street, has unclear status. Further information are required.

In addition to the above, an inconsistency has been identified in the calculation of site areas within the submission.

Specifically, the stated area of the south-eastern portion of the site—separated from the Gordon Centre by 790 Pacific Highway and including 788/786/784 Pacific Hwy—is listed as 955 sqm. However, SJB measurements indicate the area to be approximately 1,289 sqm.



Gordon Centre

SJB: 7,930 sqm (includes right of way)

COX: 7,930 sqm

790 Pacific Hwy

SJB: 415 sqm

COX: 775 sqm

788/786/784 Pacific Hwy

SJB: 1,289 sqm

COX: 955 sqm

Right of way and electrical easement

71 sqm

Not included in area calculation

The combined site area is therefore calculated to be 9,290 sqm not 8,885 sqm

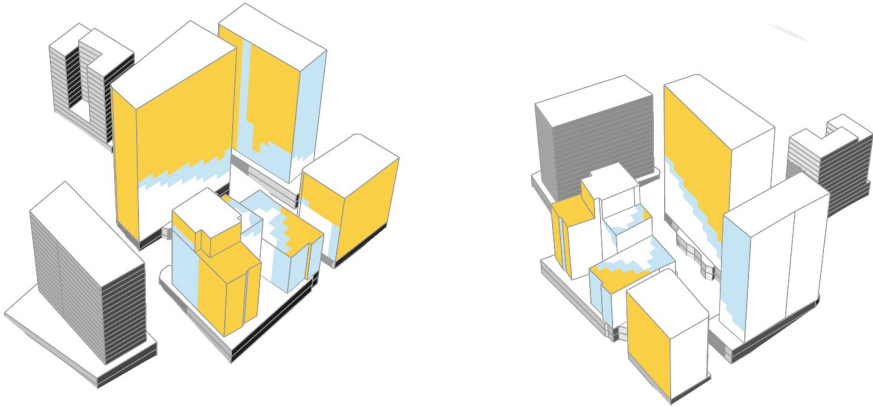
Arcade

SJB: 775 sqm

COX: 775 sqm

Clarification and correction of the area discrepancy are recommended to ensure accuracy and consistency in the masterplan documentation and associated FSR calculations with the inclusion of the easement in the plans and area.

ADG





**White:** 0h of sun light  
**Blue:** between 15mins and 2h of sun access  
**Yellow:** More than 2h of sun light

ADG solar access has been calculated at over 2 hours for 47% of the total façade area. While the general rule of thumb for assessing solar access on envelopes targets approximately 50%, it is considered that, given the majority of dwellings will be delivered within the Build-to-Rent component—which represents the best-performing envelope—compliance with ADG solar access requirements can be reasonably achieved across the masterplan.

Building separation has been review and it is achieved as indicated in the submitted plans.

Recommendations

Request for clarifications

It is recommended that Council request further information from the applicant before proceeding with the amendments:

- The architect’s assumptions regarding GBA to GFA efficiencies for the three residential typologies and retail;
- A more detailed plan of the ground floor layout and indicative location of the community use.
- Confirmation of the number of retail levels assumed in the massing.

Minimum Site Area

Supported

The applicant has requested that the minimum site area requirement be removed, due to difficulties with the amalgamation of 790 Pacific Highway which is required to achieve the minimum site area. It is acknowledged that previous attempts to acquire the site have been undertaken and that Council is aware of this context. 790 Pacific Highway is not considered essential to achieving the intended planning and built form outcomes tested for the Gordon Centre.

In response to this, it is recommended that a solution be adopted which ensures the feasibility of the development, acknowledging the site’s strategic importance to the centre. However, to support a whole of block development outcome—given the planning controls and built form testing have been prepared for the entirety of the site—it is recommended that a revised minimum site area be retained. This revised requirement should enable development to proceed without 790 Pacific Highway if necessary, noting that any application would still need to follow the isolated lot procedure and demonstrate that genuine efforts to achieve amalgamation have been made.

FSR - Gordon Center

Supported

The efficiency rates applied to the market housing and non-residential components in the submission exceed standard industry benchmarks. Typically, a 75% GBA-to-GFA efficiency is adopted for residential development, rather than the 85% assumed in the submission. Similarly, the retail component is modelled at a 90% efficiency, a figure generally associated with commercial floorplates that require minimal circulation and back of house (which is instead a large component of retail uses).

As part of this review, conventional efficiency rates have been applied to the submitted massing. Using 75% for residential uses across all types and 60% for non-residential uses, the recalculated FSR for the Gordon Centre site is approximately 6.6:1.

It is acknowledged that higher efficiency rates may be justified if floorplates have been developed to a level of detail that allows for accurate GFA calculation. Given the proposed massing achieves a comparable built form outcome to the preliminary SJB studies and no additional height is proposed for the site. **It is recommended that the proposed uplift in FSR be supported. However, this recommendation is conditional on the understanding that no further height uplift will be sought in the future to realise the FSR.**

It is also recommended that the additional FSR sought through this submission be explicitly linked to the provision of a minimum floor space ratio dedicated to Built to Rent (BTR) housing. This aligns with the justification provided in the submission, which states that the uplift is necessary to ensure the feasible delivery of the BTR product.

FSR - Arcade

Not supported

The proposed built form adopts a ‘C’-shaped configuration, approximately 9.5 metres in width, and extends to a height of 15 storeys. The envelope is built to the northern and southern boundaries, assuming zero setbacks either side.

This arrangement would result in two high, continuous shear walls on either side of the site—an outcome that is fundamentally inconsistent with the intended built form tested under the proposed controls which assumed larger, amalgamated sites of approximately 1,500 sqm with a 30-metre frontage, designed to deliver well-separated towers that are able to provide setbacks to neighbouring sites.

The proposed built form also compromises other’s capacity to achieve ADG requirements for solar access.

As the proposed uplift—an FSR of 8.32:1, which is 3.32:1 above the control—relies on a specific and unsupportable built form that departs significantly from the tested and intended urban design outcomes, **it is not recommended that Council supports the proposed amendment.**

For further discussion

In addition to the concerns outlined above, this submission raises a broader strategic issue regarding mechanisms to encourage appropriate site amalgamation in mixed-use zones.

There is a need for further consideration of the most suitable form of development control—whether that be:

**Minimum frontage controls,**  
**Minimum site area requirements,**  
**Or a combination.**

**Supplemented by Character statements and site specific controls.**

It is recommended that we discuss this further with Council.



For further discussion	It is recommended that the development of centre-specific DCP Controls — including desired future character statements — be well advanced and in the public realm at time the new LEP controls are implemented.
	<b>Housing SEPP - Applicability of clause 72 at chapter 3 part 4</b>
For further discussion	Based on our interpretation of the Housing SEPP that BTR is permitted on the site as under clause 72(2)(a1), Part 4 applies where development for the purpose of a residential flat building or shop-top housing is undertaken in a TOD under Chapter 5 in which a residential flat building is permitted. Gordon is a TOD under Chapter 5 and in accordance with clause 154(1)(b) residential flat buildings are permitted in the E1 zone i.e. they would be undertaking BTR as part of a shop-top housing development, within a TOD in the E1 zone in which RFBs are permitted under 154(1)(b). We would like Council to confirm our interpretation.

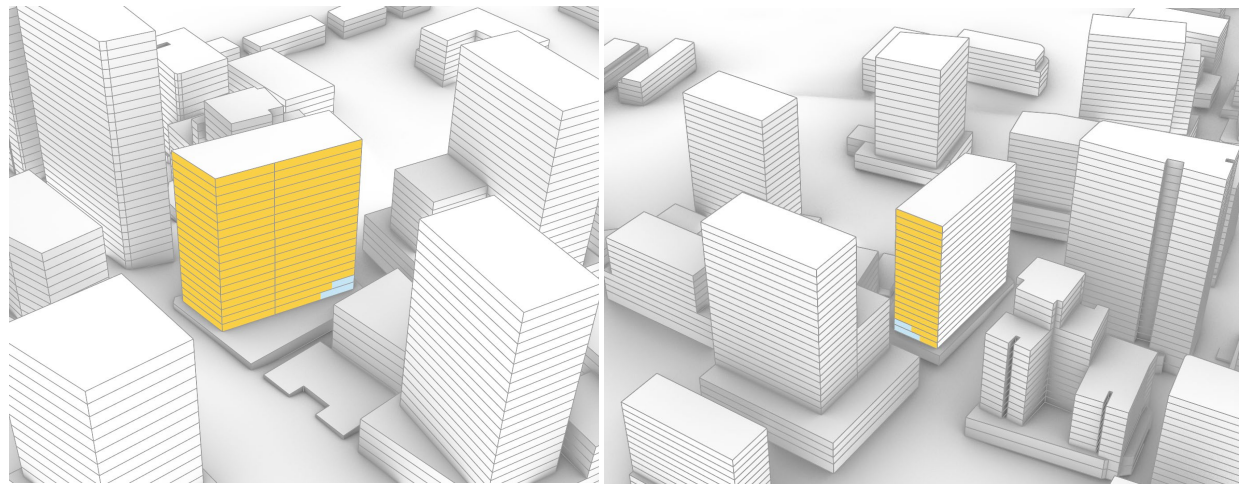
810 Pacific Highway

Notes

Efficiencies, tower size and amount of retail stated in the submissions are consistent with the SJB preliminary studies and

All analysis has been based on the built form proposed in the submission, which comprises a single tower form of 20 storeys.

ADG



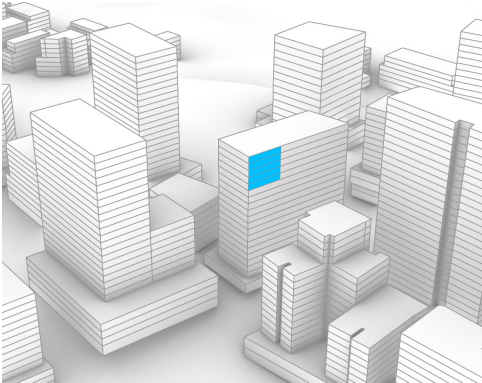
**White:** 0h of sun light  
**Blue:** between 15mins and 2h of sun access  
**Yellow:** More than 2h of sun light

ADG solar access has been calculated at over 2 hours for 61% of the total façade area. This is equal to 3 elevations achieving more than 2h of solar access with the southern elevation being solely impacted and achieving no solar access. This assessment reveals that compliance with ADG solar access requirements can be achieved on this site.

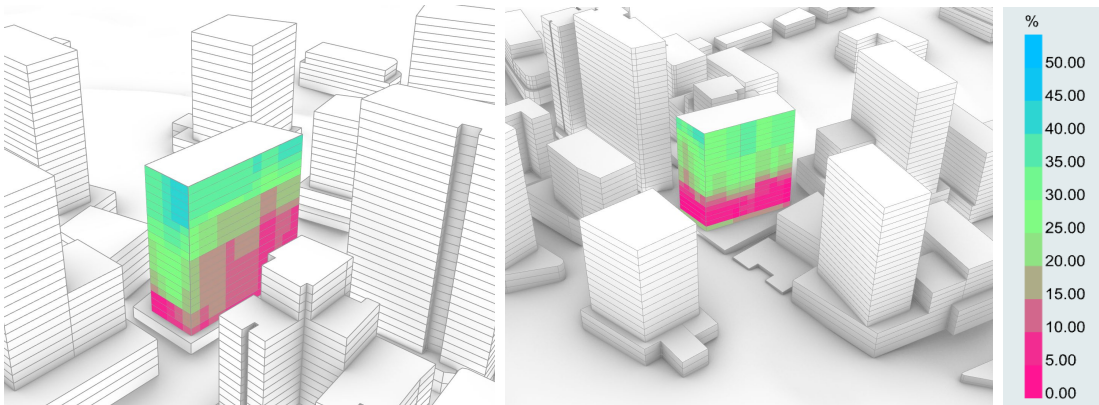
View analysis

The submission contends that the cluster of towers forming the Gordon Centre and the adjacent Council Chambers significantly obstructs potential views from the subject site. In response, a detailed view assessment has been undertaken to provide measurable and reliable data on the extent and quality of views available from within the proposed envelope.

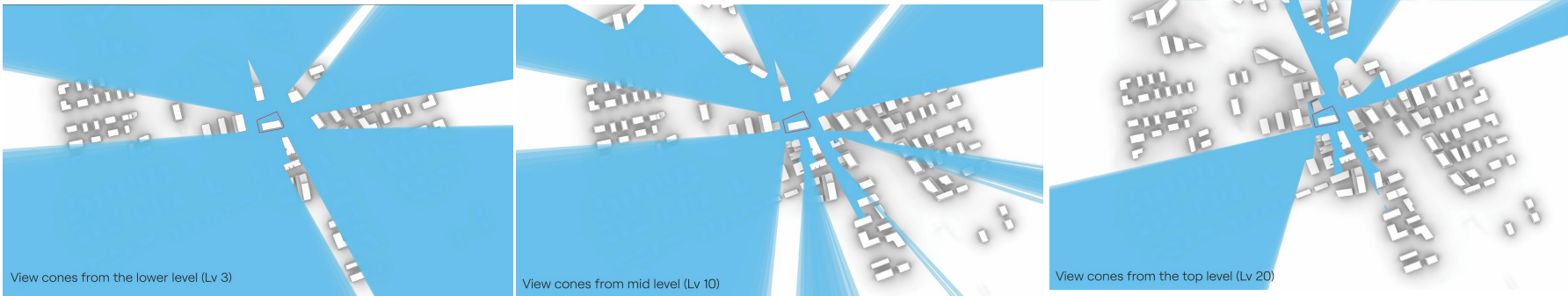
Views of the CBD



**Blue:** Area of the facade that has views of Sydney CBD  
An analysis of the CBD views has been undertaken. Only a limited portion of the uppermost five storeys benefits from views past the lower towers of the Gordon Centre and towards the CBD. However, as identified in the solar access analysis, this area faces south and receives no direct sunlight.



An analysis of the extent of unencumbered views —defined as distant views extending beyond the Gordon Masterplan boundary and not targeted—has been conducted. These views have been quantified as a percentage of the 360-degree horizontal view plane to assess the visual impact of the neighbouring towers.



View analysis has been undertaken to illustrate the unencumbered view cones from the proposed development. The analysis is presented in plan view, representing three key levels: a lower level, level 10, and the top level. This provides a clear understanding of the extent of district and bushland views available from the development across various heights.

Recommendations

Additional FSR and Height to support 10% affordable housing


Supported

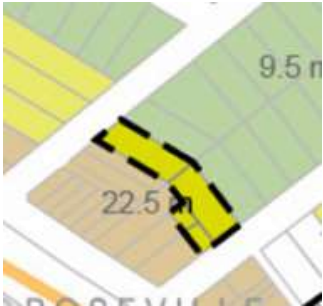
The submission seeks an additional 0.5:1 FSR (6.5:1 in total) and corresponding height increase to accommodate the feasible delivery of 10% affordable housing. To achieve the proposed FSR and retail GFA within a more slender tower form, two additional levels are required, resulting in a total tower height of **20 storeys**. This corresponds to a height of building (HOB) control of **70.5 metres**. Given the proposed increase has no significant adverse impacts and the site's adjacency to taller built forms within the Gordon Centre, **it is recommended that Council consider this uplift favourably.**


ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
R1	No.24 Shirley Road & no.19 Pockley Avenue, Roseville	<p>Both properties are single residential dwellings. The current and proposed planning provisions applying to subject properties are:</p> <p>Current (TOD applies)</p> <p>-R2 Low density</p> <p>-FSR 2.5:1 and</p> <p>-HOB 21m</p> <p>Exhibited plans:</p> <p>-R2 low density</p> <p>-FSR 0.3:1 and</p> <p>-HOB 9.5m</p>	Inconsistent approach to transition	<p>The proposed planning provisions for the subject properties have reverted to low density housing which is inconsistent with the treatment of other non-heritage properties within the TOD boundaries.</p> <p>To the northeast of the subject properties the exhibited plans propose to rezone the adjoining properties (no.22 Shirley Road and 17 Pockley Avenue) to part SP2 - Local Road and part RE1 – Public Recreation.</p> <p>The exhibited plans propose to remove the TOD provisions from the subject properties to allow a transition to the C4 land to the southwest. The exhibited plans propose to revert to the underlying KLEP provisions</p> <p>The introduction of a new public road to the northern boundary of these properties would impact on the amenity and value of the subject properties.</p> <p>To mitigate this impact it is recommended that the exhibited plans for the properties no.24 Shirley Road &amp; no.19 Pockley Avenue be amended to allow 3-storey apartment buildings as a transition to lower densities to southwest. This approach is consistent with other areas of transition to low density.</p>	<p>In relation to the properties no.24 Shirley Road, no.19 Pockley Avenue &amp; no.21 Pockley Avenue:</p> <p>Amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>-R4 – High Density Residential</li> <li>-HOB 12 metres (3-storeys)</li> <li>-FSR 0.85:1</li> <li>-Include FSR exemption (Clause 4.4 KLEP)</li> <li>-Include building height exemption (Clause 4.3 (2A) KLEP) and site requirements for RFBs (Clause 6.6(2) KLEP)</li> </ul> <p>This amendment will result in a net gain in planning capacity of 18 dwellings</p>




Proposed amendments to exhibited plans – land use zone


ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
R2	Nos.12, 14 & 16 Pockley Avenue, Roseville	<p>All properties are single residential dwellings. The current and proposed planning provisions applying to subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- R2 Low density</li> <li>- FSR 2.5:1 and</li> <li>- HOB 21m</li> </ul> <p>Exhibited plans:</p> <ul style="list-style-type: none"> <li>- R4 high density</li> <li>- FSR 1.8:1 and</li> <li>- HOB 29m</li> </ul>	Inconsistent approach to building height transition	<p>Inconsistent approach to building height transition where 2 storey properties directly adjoin properties that have been upzoned to allow building heights of 29 metres</p> <p>No.19 Pockley Avenue is a single residential dwelling within a C4 Environmental Living zone. Under the exhibited plans it is directly opposite properties proposed for 29 metre building heights</p> <p>This issue can be resolved by reducing the proposed building heights on the subject properties to a 5-storey height limit creating a transition between low density and future development</p>	<p>Amend exhibited plans as follows for nos.12, 14 &amp; 16 Pockley Avenue as follows:</p> <ul style="list-style-type: none"> <li>- HOB 18.5 metres</li> <li>- FSR 1.3:1</li> <li>- Remove 3% affordable housing requirement</li> </ul> <p>This amendment will result in a net loss in planning capacity of -14 dwellings</p>  <p>Proposed amendment to exhibited plans – HOB</p>

ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
R3	No.4 Roseville Avenue and no.5 Oliver Road, Roseville	<p>Both properties are older-style 2-storey residential apartment buildings. No.5 Oliver Road is located in HCA C32. The current and proposed planning provisions applying to subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- FSR 2.5:1 and</li> <li>- HOB 21m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- E1 Local Centre</li> <li>- FSR 2.5:1 and</li> <li>- HOB 22.5m</li> </ul>	Inconsistent approach to building height transition	<p>Inconsistent approach to building height transition where 2 storey properties directly adjoin properties that have been upzoned to allow mixed use building heights of 22.5 metres (6-storeys)</p> <p>This issue can be resolved by reducing the proposed building heights on the subject properties to a 3-storey height limit (which is consistent with the KLEP) creating a transition between low density and future 6 storey buildings</p>	<p>Amend exhibited plans as follows for no.5 Oliver Road and No.4 Roseville Avenue as follows:</p> <ul style="list-style-type: none"> <li>- R4 - High Density Residential</li> <li>- HOB 12 metres</li> <li>- FSR 0.85:1</li> <li>- Remove Active Frontage requirement</li> <li>- Remove 2% affordable housing requirement</li> </ul> <p>This amendment will result in a net loss in planning capacity of -42 dwellings</p>  <p>Proposed Amendments to exhibited plans - HOB</p>


ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
R4	No.7a Lord Street & no.2 Bancroft Avenue, Roseville	<p>The property at no.7a Lord Street is a church and church hall owned by the Uniting Church, the property at no.2 Bancroft Avenue is a single storey dwelling owned by the Uniting Church. Both properties are located within the HCA C32.</p> <p>The current and proposed planning provisions applying to the subject property are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- FSR 2.5:1 and</li> <li>- HOB 21m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R2 low density</li> <li>- FSR 0.3:1 and</li> <li>- HOB 9.5m</li> </ul>	Inconsistent approach to building height transition	<p>Inconsistent approach to building height transition where a low-density zone adjoins properties that have been upzoned to allow mixed use building heights of 22.5 metres (6-storeys)</p> <p>Future development is located to the southwest of the subject properties and as such will not result in significant overshadowing. Both properties will retain an open north to north-easterly aspect. A transition zone is not necessarily required for the Roseville Uniting Church (7a Lord Street) as it is not a dwelling house.</p> <p>No.2 Bancroft Avenue is owned by a large institution and may or not be used as a dwelling house nevertheless to be consistent a transition should be applied.</p>	<p>In relation to the Uniting Church owned properties at no.7a Lord Street &amp; no.2 Bancroft Avenue amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- R4 - High Density Residential</li> <li>- HOB 12 metres</li> <li>- FSR 0.85:1</li> <li>- Include FSR exemption (Clause 4.4 KLEP)</li> <li>- Include building height exemption (Clause 4.3 (2A) KLEP) and site requirements for RFBs (Clause 6.6(2) KLEP)</li> </ul> <p>This amendment will result in a net gain in planning capacity of 17 dwellings</p>  <p>Recommended Amendments to exhibited plans - HOB</p>






ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
R5	No.2 Lord Street, Roseville	<p>No.2 Lord Street is a Council owned car park that is proposed to become a local park in conjunction with nos.3 and 5 Roseville Avenue</p> <p>The current and proposed planning provisions applying to the subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- E1 – Local Centre</li> <li>- FSR 2.5:1</li> <li>- HOB 21m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- E1 Local Centre</li> <li>- FSR 2.5:1</li> <li>- HOB 22.5m</li> </ul>	Inconsistent approach to applying RE1 zone.	<p>Inconsistency noted.</p> <p>Council has identified the subject property as a future local park along with adjoining properties. Both nos.3 and 5 Roseville Avenue have been zoned RE1 – Public Recreation and identified for acquisition on the land reservation map however no.2 Lord Street is proposed to be a mixed-use zone.</p> <p>An RE1 zone on no.2 Lord Street would provide greater certainty to residents of Council's intentions</p>	<p>Amend exhibited plans as follows for no.2 Lord Street:</p> <ul style="list-style-type: none"> <li>- RE1 - Public Recreation</li> <li>- Remove FSR and HOB provisions</li> <li>- Remove Active Frontage requirement</li> <li>- Remove 2% Affordable Housing requirement</li> </ul> <p>This amendment will result in a net loss in planning capacity of -47 dwellings</p>  <p>Proposed amendments to exhibited plans – land use zone</p>


ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
R6	Nos.8, 10, 12, 14 & 16 Bromborough Road and nos.27, 29, 31 & 33 Shirley Road, Roseville	<p>The nine subject properties are single residential dwellings. The current and proposed planning provisions applying to the subject properties are:</p> <p>Current (TOD does not apply)</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- FSR 0.3:1 and</li> <li>- HOB 9.5m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R4 High Density</li> <li>- FSR 1.3:1</li> <li>- HOB 18.5m</li> </ul>	Inconsistent approach to building height transition.	<p>The exhibited plans show Alston Way as the boundary between high density (5-storeys) and low-density housing. Alston Way is a narrow laneway approximately 8-metres wide.</p> <p>This approach is generally inconsistent to other locations within the exhibited plans where local roads with carriageways typically 20-metres wide have been used to separate high and low densities.</p> <p>This is an inconsistency and warrants reduced building heights on subject properties to reduce impacts on low density properties to southwest of Alston Way and along Bromborough Road and Shirley Road</p>	<p>In relation to nos.8, 10, 12, 14 &amp; 16 Bromborough Road and nos.27, 29, 31 &amp; 33 Shirley Road</p> <p>Amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 12 metres (3-storeys)</li> <li>- FSR 0.85:1</li> </ul> <p>This amendment will result in a net loss in planning capacity of -43 dwellings</p>  <p>Proposed amendments to exhibited plans - HOB</p>




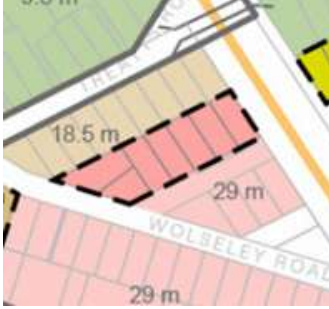
ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
R7	No.83 Pacific Highway, Roseville	<p>The subject property is a two-storey commercial building.</p> <p>The current and proposed planning provisions applying to the subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- E1 Local Centre</li> <li>- FSR 2.5:1 and</li> <li>- HOB 24m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- E1 Local centre</li> <li>- FSR 2.0:1</li> <li>- HOB 17.5m</li> </ul>	Mapping error.	<p>The FSR and HOB maps show the subject property with different provisions to the adjoining properties to the south (69-71 and 79-81 Pacific Highway, Roseville) which are in the same ownership.</p> <p>The intention was to allocate an FSR of 3.0:1 and building height of 29 metres</p>	<p>The FSR and HOB maps show the subject property with different provisions to the adjoining properties to the south (69-71 and 79-81 Pacific Highway, Roseville) which are in the same ownership.</p> <p>The intention was to allocate an FSR of 3.0:1 and building height of 29 metres</p>  <p>Proposed amendments to exhibited plans – HOB</p>


ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
R8	Nos.1 & 3 Hill Street, nos. 2, 6, 10 & 12 Victoria Street, Roseville	<p>Six properties, mix of RFBs and residential dwellings</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- R4 High Density</li> <li>- FSR 2.5:1 and</li> <li>- HOB 21m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R4 High Density</li> <li>- FSR 0.85:1</li> <li>- HOB 12m</li> </ul>	Mapping error	<p>Subject properties incorrectly included on LEP maps relating to FSR exemption, building height exemption and site requirements for RFBs</p> <p>Subject properties are proposed to retain similar development standards as KLEP. No uplift proposed.</p> <p>Exemption clauses are not intended to apply to land where no uplift proposed</p>	<p>In relation to No.83 Pacific Highway amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- Remove FSR exemption (Clause 4.4 KLEP)</li> <li>- Remove building height exemption (Clause 4.3 (2A) KLEP) and site requirements for RFBs (Clause 6.6(2) KLEP)</li> </ul> <p>This amendment will result in no change to planning capacity</p>  <p>Proposed amendments to exhibited plans – FSR exemption (Clause 4.4 KLEP)</p>


ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
R9	Various properties fronting Maclaurin Parade, Kings Avenue, Corona Avenue, Nola Rd and fronting Victoria Street, Hill Street and Boundary Road, Roseville	Land currently zoned for 5-storey apartment buildings	Incorrect HOB and FSR provisions applied	Error noted. Exhibited plans show existing KLEP controls (HOB 17.5m) rather than proposed provisions (HOB 18.5m) which have been applied across the TOD areas	<p>In relation to subject properties amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 18.5m</li> </ul> <p>This amendment will result in no change to planning capacity</p>   <p>Proposed amendments to exhibited plans – HOB</p>

ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
R10	Various properties fronting Clanville Road, Trafalgar Avenue, Roseville Avenue, Martin Lane & Glencroft Road Roseville	<p>Single residential dwellings within HCAs</p> <p>Current (TOD partly applies)</p> <ul style="list-style-type: none"> <li>- FSR 0.3:1 &amp; 2.5:1</li> <li>- HOB 9.5m and 21m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- HOB 9.5m</li> <li>- FSR 0.3:1</li> </ul>	Inconsistent approach to heritage protection	<p>Heritage streetscapes are treated inconsistently</p> <p>Streets within HCAs have different planning outcomes on each side of the road, so that one side (within TOD) will remain low density while the other side (outside of TOD and subject to LMR) 2-storey medium density building typologies are allowed.</p> <p>The exhibited plans incorporate HCAs within the revised TOD boundary. These areas are fully protected as they are exempted from the LMR.</p> <p>On the outside of the revised TOD boundary, and on the opposite side of the road, the properties, all within HCAs, are subject to Low and Mid-rise SEPP.</p> <p>To reduce the impact on streetscapes within HCAs it is recommended that the revised TOD boundary be extended outward to incorporate properties on both sides of streets along the edge of the TOD</p>	<p>In relation to the subject properties amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- Adjust TOD boundary to include subject properties fronting Clanville Road, Trafalgar Avenue, Roseville Avenue, Martin Lane &amp; Glencroft Road</li> </ul> <p>This amendment will result in no change to planning capacity</p>  <p>Recommended amendment to exhibited plans – Revised TOD Boundary</p>


ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
L1	Nos.38, 40 & 42 Wolseley Road, Lindfield	<p>Three properties all single residential dwellings</p> <p>The current and proposed planning provisions applying to the subject properties are:</p> <p>Current (TOD does not apply)</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- FSR 0.3:1 and</li> <li>- HOB 9.5m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R4 High Density</li> <li>- FSR 1.8:1</li> <li>- HOB 29m</li> </ul>	Inconsistent approach to building height transition.	<p>Subject properties proposed for 8-storey building height opposite low density residential properties on northern side of Treatts Road (nos.4, 6 &amp; 8 Treatts Road) of which all are within an HCA and two properties are listed items.</p> <p>This approach is generally inconsistent with other locations within the exhibited plans where local roads separate low density (2-storey) and 5-storey building heights.</p> <p>This is an inconsistency and warrants reduced building heights on subject properties to reduce impacts on heritage properties.</p>	<p>In relation to nos.38, 40 &amp; 42 Wolseley Road</p> <p>Amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 18.5 metres (5-storeys)</li> <li>- FSR 1.3:1</li> <li>- Remove 3% affordable housing requirement</li> </ul> <p>This amendment will result in a net loss in planning capacity of -17 dwellings</p>  <p>Proposed amendment to exhibited plans - HOB</p>


ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
L2	No.7 and 9 Wolseley Road, nos.7 and 9 Eleham Road, and part no.15 Treatts Road – Lots 54, 55 and 56 - Lindfield	<p>Four single residential properties and part of the North Shore Synagogue (15 Treatts Road).</p> <p>The current and proposed planning provisions applying to the subject properties are:</p> <p>Current (TOD does not apply)</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- HOB 9.5m</li> <li>- FSR 0.3:1</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R4 High Density</li> <li>- HOB 18.5m</li> <li>- FSR 1.3:1</li> </ul>	Opportunity for additional dwellings	<p>Opportunity identified to increase height and density with no transition impacts.</p> <p>Additional dwellings can make up for reductions in other locations</p> <p>Location of properties suitable for increase in building height to 8 storeys</p>	<p>In relation to No.7 and 9 Wolseley Road, nos.7 and 9 Eleham Road, and part no.15 Treatts Road – Lots 54, 55 and 56</p> <p>Amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 29m (8-storeys)</li> <li>- FSR 1.8:1</li> <li>- Include 3% affordable housing requirement</li> </ul> <p>This amendment will result in a net gain in planning capacity of 36 dwellings</p>  <p>Proposed amendment to exhibited plans - HOB</p>


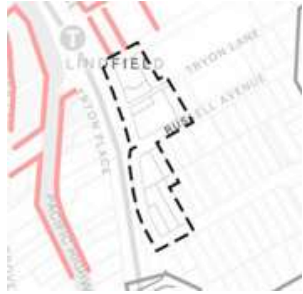
ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
L3	No.2B Havilah Road, nos.11,15, 17,19, 21, 23 & 25 Woodside Avenue, A2 Havilah Road, Lindfield	<p>No.2B Havilah Road is a 5-storey apartment building the remainder of properties are single residential dwellings.</p> <p>The current and proposed planning provisions applying to the subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- HOB 21m</li> <li>- FSR 2.5:1</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R4 High Density</li> <li>- HOB 29m</li> <li>- FSR 1.8:1</li> </ul>	Inconsistent approach to building height transition.	<p>Subject properties have been identified for 8-storey building heights which would be located across the road from low density residential.</p> <p>This approach is generally inconsistent with other locations within the exhibited plans where local roads separate low density (2-storey) and 5-storey building heights.</p> <p>This is an inconsistency and warrants reduced building heights on subject properties to reduce impacts on low density properties.</p>	<p>In relation to no.2B Havilah Road, nos.11,15, 17,19, 21, 23 &amp; 25 Woodside Avenue, A2 Havilah Road</p> <p>Amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 18.5 metres (5-storeys)</li> <li>- FSR 1.3:1</li> <li>- Remove 3% affordable housing requirement</li> </ul> <p>This amendment will result in a net loss in planning capacity of -45 dwellings</p>  <p>Proposed amendment to exhibited plans - HOB</p>


ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
L4	Nos.8, 8A, 8B, 8C, 10 & 12 Havilah Road, Lindfield	<p>All six properties are single residential dwellings fronting Havilah Road.</p> <p>The current and proposed planning provisions applying to the subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- HOB 21m</li> <li>- FSR 2.5:1</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R4 High Density</li> <li>- HOB 18.5m</li> <li>- FSR 1.3:1</li> </ul>	Opportunity for additional dwellings	<p>Opportunity identified to increase height and density with no transition impacts.</p> <p>Additional dwellings can make up for reductions in other locations</p> <p>Location suitable for increase in building height to 8-storeys</p>	<p>In relation to properties nos.8, 8A, 8B, 8C, 10 &amp; 12 Havilah Road</p> <p>Amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 29 metres (8-storeys)</li> <li>- FSR 1.8:1</li> <li>- Include 3% affordable housing requirement</li> </ul> <p>This amendment will result in a net gain in planning capacity of 22 dwellings</p>  <p>Proposed amendment to exhibited plans - HOB</p>






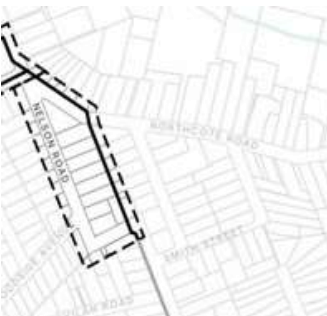
ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
L5	Nos.2, 4, 6, 8, 10,12, 14 & 16 Kenilworth Avenue, Lindfield	<p>Eight properties located on northern side of Kenilworth Avenue, all are single residential dwellings none are within an HCA and none are heritage listed.</p> <p>The current and proposed planning provisions applying to the subject properties are:</p> <p>Current (TOD does not apply)</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- HOB 9.5m</li> <li>- FSR 0.3:1</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- HOB 9.5m</li> <li>- FSR 0.3:1</li> </ul>	<p>Inconsistent approach to building height transition</p> <p>Opportunity for additional dwellings</p>	<p>Inconsistent approach to non-heritage properties within the TOD boundary</p> <p>Exhibited plans show subject properties proposed to be retained as low- density housing.</p> <p>A review of exhibited plans shows that there are no other cases where non-heritage properties within revised TOD boundary have not been upzoned</p> <p>This is an inconsistency that warrants a small increase in density and building height.</p> <p>Additional dwellings can make up for reductions in other locations</p>	<p>In relation to property nos.2, 4, 6, 8, 10,12, 14 &amp; 16 Kenilworth Avenue</p> <p>Amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- R4 High density residential</li> <li>- HOB 12 metres (3-storeys)</li> <li>- FSR 0.85:1</li> <li>- Include FSR exemption (Clause 4.4 KLEP)</li> <li>- Include building height exemption (Clause 4.3 (2A) KLEP) and site requirements for RFBs (Clause 6.6(2) KLEP)</li> </ul> <p>This amendment will result in a net gain in planning capacity of 40 dwellings</p>  <p>Proposed amendment to exhibited plans – Land use</p>

ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
L6	Nos.6, 8, 10 12 & 14 Highfield Road, and nos.5, 5A & 7 Wallace Parade, Lindfield	<p>Eight properties located on southern side of Highfield Road and Wallace Parade. All single residential properties, one is a listed item (no.6 Highfield Rd)</p> <p>The current and proposed planning provisions applying to the subject properties are:</p> <p>For nos.8 and 10 Highfield Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- HOB 21m</li> <li>- FSR 2.5:1</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R4 High Density Residential</li> <li>- HOB 29m</li> <li>- FSR 1.8:1</li> </ul> <p>For Nos.6, 12 &amp; 14 Highfield Road, and nos.5, 5A &amp; 7 Wallace Parade</p> <p>Current (TOD does not apply)</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- HOB 9.5m</li> <li>- FSR 0.3:1</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R4 High Density Residential</li> <li>- HOB 29m</li> <li>- FSR 1.8:1</li> </ul>	Inconsistent approach to building height transition.	<p>Subject properties have been identified for 8-storey building heights which would be located across the road from low density residential.</p> <p>This approach is generally inconsistent with other locations within the exhibited plans where local roads separate low density (2-storey) and 5-storey building heights.</p> <p>This is an inconsistency and warrants reduced building heights on subject properties to reduce impacts on low density properties.</p>	<p>In relation to Nos.6, 8, 10 12 &amp; 14 Highfield Road, and nos.5, 5A &amp; 7 Wallace Parade</p> <p>Amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 18.5 metres (5-storeys)</li> <li>- FSR 1.3:1</li> <li>- Remove 3% affordable housing requirement</li> </ul> <p>This amendment will result in a net loss in planning capacity of -49 dwellings</p>  <p>Proposed amendment to exhibited plans - HOB</p>


ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
L7	No.24 Middle Harbour Road, Lindfield	<p>Single residential dwelling fronting Middle Harbour Road</p> <p>The current and proposed planning provisions applying to the subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- HOB 21m</li> <li>- FSR 2.5:1</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R4 High Density Residential</li> <li>- HOB 18m</li> <li>- FSR 1.3:1</li> </ul>	Mapping error	Misaligned boundary between 8-storey and 5-storey building heights	<p>In relation to No.24 Middle Harbour Road</p> <p>Amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 29 metres (8-storeys)</li> <li>- FSR 1.8:1</li> <li>- Include 3% affordable housing requirement</li> </ul> <p>This amendment will result in a net gain in planning capacity of 6 dwellings</p>  <p>Proposed amendment to exhibited plans - HOB</p>
L8	Various properties fronting Lindfield Avenue, Lindfield	<p>Six properties including a mix of uses including church, masonic hall, RFB and residential dwellings</p> <p>The current and proposed planning provisions applying to the subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- HOB 21m</li> <li>- FSR 2.5:1</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R4 High Density Residential</li> <li>- HOB 17.5m &amp; 29m</li> <li>- FSR 1.3:1 &amp; 1.8:1</li> </ul>	Mapping error	<p>Proposed R4 zoned land incorrectly allocated active frontage requirement</p> <p>Remove active frontage requirement for subject properties</p>	<p>In relation to subject properties amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- Remove active frontage requirement</li> </ul> <p>This amendment will result in no change to planning capacity</p>  <p>Proposed amendment to exhibited plans – Active frontages</p>

ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
L9	No.2-4 Highfield Road and no.406 Pacific Highway, Lindfield	<p>Two properties one is a school and church and the other a small commercial property</p> <p>The current and proposed planning provisions applying to the subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- E1 and R2 low density</li> <li>- HOB 21m</li> <li>- FSR 2.5:1</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- E1 and MU1</li> <li>- HOB 29m</li> <li>- FSR 3.0:1</li> </ul>	Mapping error	<p>Proposed E1 zoned land omitted from Affordable Housing map</p> <p>All E1 and MU1 zones are intended to have a minimum 2% Affordable Housing requirement</p>	<p>In relation to No.2-4 Highfield Road and no.406 Pacific Highway amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- Include 2% affordable housing requirement</li> </ul> <p>This amendment will result in no change to planning capacity</p>  <p>Proposed amendment to exhibited plans – Affordable Housing</p>

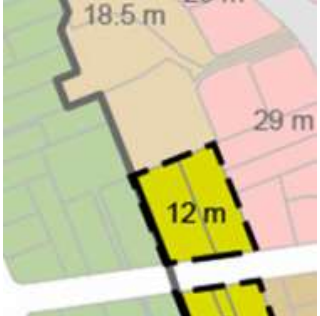
ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
L10	Various properties fronting Pacific Highway Lindfield Avenue and Tryon Road, Lindfield	<p>Mix of uses including a church, park, commercial properties and shop top housing</p> <p>The current and proposed planning provisions applying to the subject properties are:</p> <p>Current (TOD partly applies)</p> <ul style="list-style-type: none"> <li>- E1 zone</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- E1, MU1 &amp; R4</li> <li>- HOB 26.5M, 11.m, 17.5m</li> <li>- FSR 1.3:1, 2.0:1 &amp; 3.0:1</li> </ul>	Incorrect HOB and FSR provisions applied	<p>Error noted. Exhibited plans show existing KLEP controls (HOB and FSR) rather than proposed provisions that have been applied across the TOD area.</p> <p>All sites recently developed and/or unlikely to change</p>	<p>In relation to subject properties amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 29m, 12m and 18.5m</li> </ul> <p>This amendment will result in a net gain in planning capacity of 6 dwellings</p>  <p>Proposed amendment to exhibited plans – HOB</p>
L11	Nos.2 and 4 Woodside Avenue and nos.1 and 3 Reid Street, Lindfield	<p>Four residential dwellings</p> <p>The current and proposed planning provisions applying to the subject properties are</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- FSR 2.5:1</li> <li>- HOB 21m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- MU1</li> <li>- HOB 29m</li> <li>- FSR 2.5:1</li> </ul>	Mapping error	<p>Exhibited plans incorrectly identifies an 8-storey mixed use site with FSR 2.5:1.</p> <p>The exhibited plans typically combine MU1, HOB 29m and FSR 3.0:1</p>	<p>In relation to subject properties nos.2 and 4 Woodside Avenue and nos.1 and 3 Reid Street amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- FSR 3.0:1</li> </ul> <p>This amendment will result in a net gain in planning capacity of 21 dwellings</p>  <p>Proposed amendment to exhibited plans – FSR</p>



ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
L12	Lindfield Village Hub Site and no.20 Balfour Street, Lindfield	<p>Proposed mixed use development incorporating community facilities and open space on Council land</p> <p>The current and proposed planning provisions applying to the subject properties are</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- FSR 2.5:1</li> <li>- HOB 21m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- MU1</li> <li>- HOB 61m</li> <li>- FSR 4.5:1</li> </ul>	Mapping error	Exhibited plans incorrectly shows active frontage on Bent Street frontage of the subject properties	<p>In relation to Lindfield Village Hub site Lindfield Village Hub Site and no.20 Balfour Street amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- Delete active frontage requirement on Bent Street</li> </ul>  <p>Proposed amendment to exhibited plans – Active frontage</p>
L13	Various properties fronting Nelson Road, Lindfield	<p>Single residential dwellings within HCAs</p> <p>Current (TOD does not apply)</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- HOB 9.5m</li> <li>- FSR 0.3:1</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- HOB 9.5m</li> <li>- FSR 0.3:1</li> </ul>	Inconsistent approach to heritage protection	<p>Heritage streetscapes are treated inconsistently</p> <p>Streets within HCAs have different planning outcomes on each side of the road, so that one side (within TOD) will remain low density while the other side (outside of TOD and subject to LMR) 2-storey medium density building typologies are allowed.</p> <p>The exhibited plans incorporate HCAs within the revised TOD boundary. These areas are fully protected as they are exempted from the LMR.</p> <p>On the outside of the revised TOD boundary, and on the opposite side of the road, the properties, all within HCAs, are subject to Low and Mid-rise SEPP.</p> <p>To reduce the impact on streetscapes within HCAs it is recommended that the revised TOD boundary be extended outward to incorporate properties on both sides of streets along the edge of the TOD</p>	<p>In relation to the subject properties amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- Adjust TOD boundary to include subject properties fronting Nelson Road, Lindfield as mapped</li> </ul>  <p>Recommended amendment to exhibited plans – Revised TOD Boundary</p>


JUSTIFICATION FOR TOD AREAS REMOVED FROM PREFERRED SCENARIO – NON HERITAGE AREAS


ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
K1	No.4A Treatts Road, Lindfield	<p>Single free-standing dwelling located on the western edge of C25 Stanhope Road Conservation Area with the eastern part of the lot lying inside the HCA.</p> <p>The current and proposed planning provisions applying to subject property are:</p> <p>Current (TOD does not apply)</p> <ul style="list-style-type: none"> <li>- R2 low density residential</li> <li>- FSR 0.3:1</li> <li>- HOB 9.5m</li> </ul> <p>Exhibited controls split the site into:</p> <ul style="list-style-type: none"> <li>- eastern portion R4/ HOB 12m (3 storey)/ FSR 0.85:1,</li> <li>- western portion remains R2/ 9.5m/ FSR 0.3:1</li> </ul>	mapping error.	<p>Review found mapping error. The Exhibited Scenario divides the property and applies different controls across the lot.</p> <p>The intention was that the property would form an interface between 5-storey buildings and 2-storey residential dwellings.</p>	<p>Amend exhibited plans as follows for 4A Treatts Road:</p> <ul style="list-style-type: none"> <li>- R4 high density residential</li> <li>- HOB 12m (3 storey)</li> <li>- FSR 0.85:1</li> </ul> <p>This amendment will not affect planning capacity</p>  <p>Recommended amendment to exhibited plans – land use zone</p>


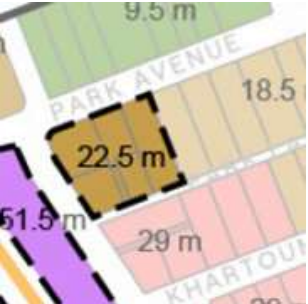



ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
K2	Nos.3 & 5-7 Spencer Rd, Killara	<p>Properties comprise two strata apartment buildings with a total of 33 dwellings</p> <p>The current and proposed planning provisions applying to the subject properties are:</p> <p>Current (TOD does not apply)</p> <ul style="list-style-type: none"> <li>- Zoning: R4</li> <li>- FSR 0.85:1</li> <li>- Height 11.5m</li> </ul> <p>Exhibited plans:</p> <ul style="list-style-type: none"> <li>- Zoning: R4</li> <li>- FSR 1.3:1</li> <li>- Height 18.5m</li> </ul>	Inconsistency approach to building height transition and mapping error	<p>Inconsistency noted.</p> <p>Concerns raised by the neighbouring properties on Warwick St objecting to the impacts of transition from 18.5m (5 storey) apartments to 9.5m (1-2 storey) single dwellings on the rear boundary.</p> <p>Lowering the exhibited height for nos.3 &amp; 5-7 Spencer Rd from 18.5 m (5 storeys) to 12 m (3 storeys) retains the existing R4 zoning and FSR 0.85:1. This adjustment softens the transition, reduces bulk, overshadowing and privacy impacts.</p> <p>Site not identified on FSR exemption (Clause 4.4 KLEP) map and exemption from Building Height (Clause 4.3 (2A) KLEP) and Site Requirements for Residential Flat Buildings (Clause 6.6 (2) KLEP) map.</p>	<p>Amend exhibited plans as follows for nos.3 &amp; 5-7 Spencer Rd:</p> <ul style="list-style-type: none"> <li>- HOB 12m (3 storey)</li> <li>- FSR 0.85:1</li> <li>- Remove FSR exemption (Clause 4.4 KLEP)</li> <li>- Remove exemption from Building Height (Clause 4.3 (2A) KLEP) and Site Requirements for Residential Flat Buildings (Clause 6.6 (2) KLEP)</li> </ul> <p>This amendment will result in a net loss in planning capacity of 22 dwellings</p>  <p>Recommended amendment to exhibited plans – HOB</p>

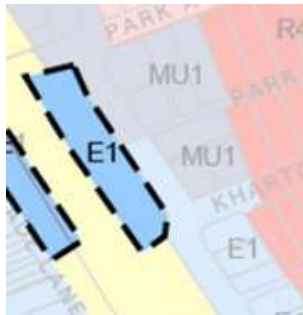
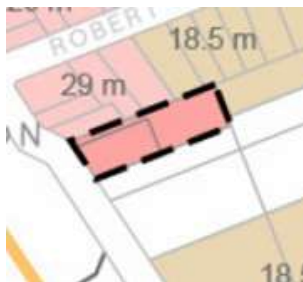
ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
K3	Nos.4 & 6 Spencer Rd, Killara	<p>Both properties are single dwellings. The current and proposed planning provisions applying to the subject properties are:</p> <p>Current (TOD does not apply)</p> <ul style="list-style-type: none"> <li>- Zoning R2</li> <li>- FSR 0.3:1</li> <li>- Height 9.5m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- Zoning R4</li> <li>- FSR 1.3:1</li> <li>- Height 18.5m</li> </ul>	Inconsistent approach to building height transition	<p>Inconsistency noted.</p> <p>Concerns raised by the neighbouring properties on Warwick St objecting to the impacts of transition from 18.5m (5 storey) apartments to 9.5m (1-2 storey) single dwellings.</p> <p>Lowering the exhibited height for the two corner lots from 18.5 m (5 storeys) to 12 m (3 storeys) keeps the R4 zoning but provides a clearer step-down to the 9.5 m single-dwelling lots on Warwick St, reducing bulk, overshadowing and privacy impacts.</p>	<p>Amend exhibited plans as follows for nos.4 &amp; 6 Spencer Rd:</p> <ul style="list-style-type: none"> <li>- HOB 12m (3 storey)</li> <li>- FSR 0.85:1</li> </ul> <p>This amendment will result in a net loss in planning capacity of 20 dwellings</p>  <p>Recommended amendment to exhibited plans – HOB</p>
K4	Various sites - Killara	All properties currently zoned R4 under KLEP	Mapping error	<p>Exemption clause is not intended to apply to land currently zoned R4 under KLEP where uplift is not proposed.</p>	<p>For subject properties amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- Remove exemption from Building Height (Clause 4.3 (2A) KLEP) and Site Requirements for Residential Flat Buildings (Clause 6.6 (2) KLEP)</li> <li>- Remove FSR exemption (Clause 4.4 KLEP)</li> </ul> <p>This amendment will not affect planning capacity</p>  <p>Recommended amendment to exhibited plans – FSR exemption map</p>



ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
K5	Various properties fronting Powell Street, Karranga Avenue, Springdale Road, Stanhope Road, Clarence Avenue, Kiamala Crescent & Treatts Road - Killara	<p>Single residential dwellings within HCAs</p> <p>Currently TOD applies to about half of subject properties, remaining properties mostly heritage items.</p> <p>The exhibited plans propose</p> <ul style="list-style-type: none"> <li>- R2 Low Density Residential</li> <li>- HOB 9.5m</li> <li>- FSR 0.3:1</li> </ul>	Inconsistent approach to heritage protection	<p>Heritage streetscapes are treated inconsistently</p> <p>Streets within HCAs have different planning outcomes on each side of the road, so that one side (within TOD) will remain low density while the other side (outside of TOD and subject to LMR) 2-storey medium density building typologies are allowed.</p> <p>The exhibited plans incorporate HCAs within the revised TOD boundary. These areas are fully protected as they are exempted from the LMR.</p> <p>On the outside of the revised TOD boundary, and on the opposite side of the road, the properties, all within HCAs, are subject to Low and Mid-rise SEPP.</p> <p>To reduce the impact on streetscapes within HCAs it is recommended that the revised TOD boundary be extended outward to incorporate properties on both sides of streets along the edge of the TOD</p>	<p>In relation to the subject properties amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- Adjust TOD boundary to include subject properties fronting Powell Street, Karranga Avenue, Springdale Road, Stanhope Road, Clarence Avenue, Kiamala Crescent &amp; Treatts Road as mapped</li> </ul> <p>This amendment will not affect planning capacity</p>  <p>Recommended amendment to exhibited plans – Revised TOD Boundary</p>

ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
G1	16-18 Rosedale Road, Gordon	<p>Single free-standing dwelling is a heritage listed item.</p> <p>The current and proposed planning provisions applying to subject property are:</p> <p>Current (TOD does not apply)</p> <ul style="list-style-type: none"> <li>- R2 low density residential</li> <li>- FSR 0.3:1</li> <li>- HOB 9.5m</li> </ul> <p>Exhibited plans:</p> <ul style="list-style-type: none"> <li>- R2 low density residential</li> <li>- FSR 0.3:1</li> <li>- HOB 9.5m</li> </ul>	Mapping error	<p>Error noted. The TOD boundary currently cuts across the rear of the lot (does not follow property boundary)</p> <p>Aligning the Preferred Scenario boundary with cadastral boundaries is required to prevent anomalies.</p>	<p>Amend exhibited plans as follows for 16-18 Rosedale Road</p> <ul style="list-style-type: none"> <li>- adjust TOD boundary so that subject property is wholly outside TOD boundary</li> </ul> <p>This amendment will not affect planning capacity</p>  <p>Recommended amendment to exhibited plans – Revised TOD Boundary</p>


ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
G2	Nos.738, 740, 744 & 746 Pacific Highway and nos.1 & 1a Bushlands Avenue, Gordon	<p>Group of properties comprising a hospital and school buildings as well as a single dwelling on Bushlands Ave. TOD applies to all properties except no.738 which is a heritage item.</p> <p>The current and proposed planning provisions applying to subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- FSR 2.5:1 and</li> <li>- HOB 22m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- Zoning R4</li> <li>- FSR 0.8:1</li> <li>- HOB 11.5m</li> </ul>	Mapping error	<p>The TOD boundary was intended to follow the boundary of the St Johns Avenue HCA to the Pacific Highway.</p> <p>The intention was to revert to KLEP provisions for these properties.</p> <p>Boundary adjustment required to exclude subject properties from TOD</p>	<p>In relation to Nos.738, 740, 744 &amp; 746 Pacific Highway and nos.1 &amp; 1a Bushlands Avenue, Gordon amend exhibited plans as follows for this area:</p> <ul style="list-style-type: none"> <li>- Realign TOD boundary to follow the boundary of the St Johns Avenue HCA to the Pacific Highway</li> <li>- Exclude subject properties from TOD</li> </ul> <p>This amendment will not affect planning capacity</p>  <p>Recommended amendment to exhibited plans – Revised TOD Boundary</p>
G3	Nos.1, 3, 5 Park Ave, 2 Park Lane & 91 Werona Ave, Gordon	<p>Five single residential dwellings on the corner of Park Avenue and Werona Avenue.</p> <p>The current and proposed planning provisions applying to subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- FSR 2.5:1 and</li> <li>- HOB 22m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- MU1 Mixed use</li> <li>- HOB 29m</li> <li>- FSR 2:1</li> </ul>	Inconsistent approach to building height transition	<p>Two storey properties directly adjoin properties that have been upzoned to allow building heights of 29 metres.</p> <p>In other situations, the Preferred Scenario has aimed to ensure a maximum of 5 to 6-storeys on the opposite side of the road to low density residential</p> <p>A reduction in building height from 29m to 22.5m (6-storeys) is warranted to support a more appropriate transition from the higher-density station precinct to the surrounding lower-scale residential context.</p>	<p>Amend exhibited plans as follows for nos.1, 3, 5 Park Ave, 2 Park Lane &amp; 91 Werona Ave:</p> <ul style="list-style-type: none"> <li>- HOB 22.5m (6 storeys)</li> <li>- Reduce Affordable Housing requirement to 2%</li> </ul> <p>This amendment will not affect planning capacity</p>  <p>Recommended amendment to exhibited plans – HOB</p>



ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
G4	1 Wade Lane, Gordon & Part of no.25 Henry Street (DP 1129081)	<p>Area of land on eastern side of railway comprising two parts:</p> <p>a) No.1 Wade Lane is owned by Council and used for carparking</p> <p>b) portion of no.25 Henry Street is a narrow strip of land located on western side of north shore railway line adjoining no.1 Wade Lane. Currently used as at-grade carpark. Land owned by Transport Asset Manager of NSW</p> <p>The current and proposed planning provisions applying to subject properties are:</p> <p>No.1 Wade Lane</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- FSR 2.5:1 and</li> <li>- HOB 22m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- MU1 Mixed use</li> <li>- HOB part 83.5m and part 21.5m</li> <li>- FSR part 8:1 part 2:1</li> </ul> <p>Part of no.25 Henry Street (DP 1129081)</p> <p>Current (TOD does not apply)</p> <ul style="list-style-type: none"> <li>- SP2 Infrastructure</li> </ul> <p>Exhibited plans:</p> <ul style="list-style-type: none"> <li>- MU1 Mixed use</li> <li>- HOB 83.5m</li> <li>- FSR 8:1</li> </ul>	Mapping error	<p>Review noted the E1 zoned area and associated FSR and HOB provisions do not align with extent of existing carpark or property boundaries</p> <p>It is proposed to amend the extent of the E1 zone, and associated provisions, to align with the edge of the existing carpark and property boundaries on Park Avenue and Wade Lane</p>	<p>In relation to no.1 Wade Lane, Gordon &amp; Part of no.25 Henry Street (DP 1129081) amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- Amend the extent of the E1 zone, HOB and FSR provisions to align with the eastern edge of the existing carpark and Park Avenue Wade Lane boundary</li> <li>- Include Active Frontage requirement along whole boundaries to Park Avenue and Wade Lane</li> </ul> <p>This amendment will not affect planning capacity</p>  <p>Recommended amendment to exhibited plans – Land use zone</p>

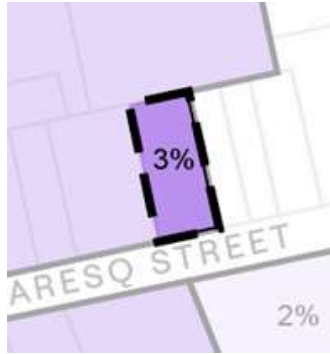
ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
G5	Part of no.25 Henry Street (DP 1129081) - Gordon	<p>Subject site is a portion of no.25 Henry Street located on eastern side of north shore railway line fronting Werona Avenue and Park Avenue. Currently used as at-grade carpark. Land owned by Transport Asset Manager of NSW</p> <p>Current (TOD does not apply):</p> <ul style="list-style-type: none"> <li>- SP2 Infrastructure</li> </ul> <p>Exhibited plans:</p> <ul style="list-style-type: none"> <li>- MU1 Mixed use</li> <li>- HOB 83.5m</li> <li>- FSR 8:1</li> </ul>	Mapping error	<p>Review noted the E1 zoned area and associated FSR and HOB provisions do not align with extent of existing carpark or property boundaries</p> <p>It is proposed to amend the extent of the E1 zone, and associated provisions, to align with the edge of the existing carpark and property boundaries on Park Avenue and Werona Avenue</p>	<p>In relation to part of no.25 Henry Street (located on eastern side of north shore railway line fronting Werona Avenue and Park Avenue) amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- Amend the extent of the E1 zone, HOB and FSR provisions to align with the western edge of the existing carpark and Park Avenue boundary</li> </ul> <p>This amendment will not affect planning capacity</p>  <p>Recommended amendment to exhibited plans – Land use zone</p>
G6	Nos.65 & 65A Werona Avenue, Gordon	<p>Two properties east of Gordon Station both are existing 3-storey apartment buildings.</p> <p>The current and proposed planning provisions applying to subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- FSR 2.5:1 and</li> <li>- HOB 21m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- Zoning R4</li> <li>- FSR 1.3:1</li> <li>- HOB 18.5m</li> </ul>	Inconsistent application of HOB provisions & mapping error	<p>Review found an error where an active frontage requirement had been allocated to R4 zone.</p> <p>Review found inconsistent treatment of properties in terms of building height and FSR. Subject properties proposed as 5-storeys while adjoining properties proposed as 29m.</p> <p>Increasing the height on the subject properties would create a consistent 8-storey height along Werona Avenue.</p>	<p>In relation to nos.65 &amp; 65A Werona Avenue, Gordon amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 29m</li> <li>- FSR 1.8:1</li> <li>- Remove Active Frontage requirement</li> <li>- Include 3% Affordable Housing requirement</li> </ul> <p>This amendment will result in a net gain in planning capacity of 15 dwellings</p>  <p>Recommended amendment to exhibited plans - HOB</p>


ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
G7	No.810 Pacific Highway, Gordon	<p>Large site in single ownership on the corner of Dumaresq Street and Pacific Highway.</p> <p>The current and proposed planning provisions applying to subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- FSR 2.5:1 and</li> <li>- HOB 21m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- Zoning E1</li> <li>- FSR 6:1</li> <li>- HOB 54.5m</li> </ul>	Inconsistent approach to Affordable Housing	<p>Subject property subject to 10% mandatory affordable housing contribution on the Affordable Housing map.</p> <p>Submission received on behalf of landowner claiming that the proposed 10% Affordable Housing requirement has been inconsistently applied. Council engaged Atlas Economics to review feasibility. Atlas advises that an additional 0.5:1 FSR is required for feasibility (from 6.0:1 to 6.5:1) (refer Attachment A3)</p> <p>SJB Urban engaged to review landowner's submission. SJB advises that:</p> <ul style="list-style-type: none"> <li>- an additional 2 storeys of residential is required to accommodate extra 0.5:1 FSR</li> <li>- a further addition of 2-storeys is warranted to ensure a slimmer tower form</li> <li>- Both amendments are supported by the consultant (refer Attachment A3)</li> </ul>	<p>In relation to No.810 Pacific Highway, Gordon amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 70.5</li> <li>- FSR 6.5:1</li> </ul> <p>This amendment will result in a net gain in planning capacity of 13 dwellings</p>  <p>Recommended amendments to exhibited plan - HOB</p>
G8	Nos.747 Pacific Highway Gordon	<p>2-storey commercial property. Listed heritage item (former CBA bank building).</p> <p>The current and proposed planning provisions applying to subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- FSR 2.5:1 and</li> <li>- HOB 21m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- Zoning E1</li> <li>- FSR 3:1</li> <li>- HOB 29m</li> </ul>	Inconsistent application of height and FSR	<p>Submission received on behalf of landowner who owns subject property and adjoining properties to north including nos.751, 755, 757 &amp; 759 Pacific Highway Gordon.</p> <p>Submission notes HOB and FSR provisions have not been applied consistently across property ownership</p>	<p>In relation to Nos.747 Pacific Highway, Gordon amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 51.5m</li> <li>- FSR 5:1</li> </ul> <p>This amendment will result in a net gain in planning capacity of 17 dwellings</p>  <p>Recommended amendment to exhibited plans – HOB</p>



ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
G9	Nos.725-727, 729, 731, 733, 735 & 737 Pacific Highway, Gordon	<p>Five 2-storey commercial properties on the corner of Pacific Highway and St Johns Avenue</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- FSR 2.5:1 and</li> <li>- HOB 21m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- Zoning E1</li> <li>- FSR 2:1</li> <li>- HOB 22.5m</li> </ul>	Inconsistent application of HOB and FSR	<p>In consistent approach to height of buildings along the Pacific Highway.</p> <p>The subject properties are proposed to be 5-storeys which is not consistent with height of buildings on the other side of the highway. Prominent corner warrants more building height.</p>	<p>In relation to Nos.725-727, 729, 731,733,735 &amp; 737 Pacific Highway, Gordon amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 29m</li> <li>- FSR 3:1</li> </ul> <p>This amendment will result in a net gain in planning capacity of 18 dwellings</p>  <p>Recommended amendment to exhibited plans – HOB</p>
G10	Nos.784, 786-788, 788A, 790 & 802-808 Pacific Highway and Lot 1 (D3337) Moree Street	<p>Group of four two-storey commercial properties and the 'Gordon Centre'</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- FSR 2.5:1 and</li> <li>- HOB 21m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- Zoning E1</li> <li>- FSR 3.5:1</li> <li>- HOB 38.5m</li> </ul> <p>Additional clause allowing building height of 93m and FSR of 6.5:1 on basis of 2% Affordable Housing provision</p>	Development feasibility	<p>Submission received on behalf of landowner requesting additional 1.0:1 FSR but with no additional height.</p> <p>SJB Urban and Atlas Economics engaged to undertake a review of submission.</p> <p>Refer separate discussion in this report</p> <p>Refer Attachment A6 for consultant report</p>	<p>Refer Attachment A6 for revised LEP clause in relation to the subject site</p> <p>This amendment will result in a net gain in planning capacity of 105 dwellings.</p> <p>There are no amendments to exhibited plans.</p>

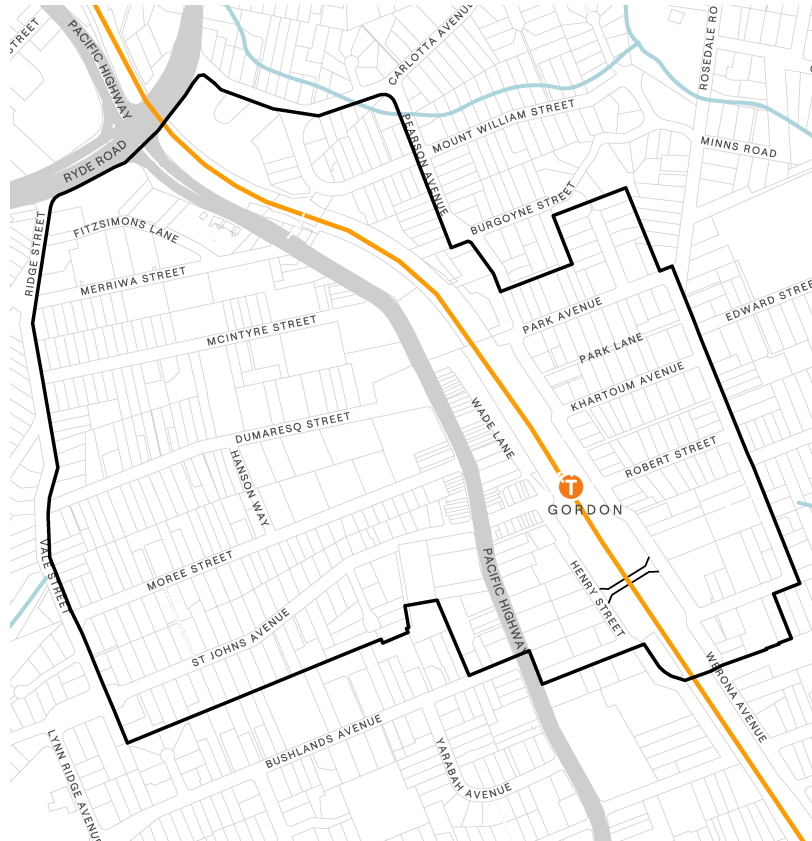
ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
G11	No.4A Moree St & 23 St Johns Ave, Gordon	<p>Two properties owned by Council. Currently single residential dwellings however in the future houses will be demolished and a new road constructed between St Johns Avenue and Moree Street.</p> <p>Properties immediately adjoin single storey dwellings on St Johns Ave</p> <p>The current and proposed planning provisions applying to subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- FSR 2.5:1 and</li> <li>- HOB 22m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- Zoning E1</li> <li>- FSR 3:1</li> <li>- HOB 29m</li> </ul>	Inconsistent approach to building height transition	<p>Inconsistent approach to building height transition where 2 storey properties directly adjoin properties that have been upzoned to allow building heights of 29 metres.</p> <p>Council's Public Domain Plan proposes to introduce an approximately 15m wide new street (refer Ku-ring-gai Public Domain Plan vol.2 p135) along the western edge of the E1 zone. The street will provide a separation/buffer to the Heritage Conservation Area along St Johns Ave and the retail core.</p> <p>Nevertheless, a reduction in building height and FSR on the subject properties is warranted</p>	<p>In relation to no.4A Moree St &amp; 23 St Johns Ave, Gordon amend exhibited plans as follows for this area:</p> <ul style="list-style-type: none"> <li>- HOB 22.5</li> <li>- 2.5:1</li> </ul> <p>In relation to 23 St Johns Ave, Gordon amend exhibited plans as follows for this area:</p> <ul style="list-style-type: none"> <li>- Remove 2% affordable housing requirement</li> </ul> <p>This amendment will result in a net loss in planning capacity of 7 dwellings</p>  <p>Recommended amendment to exhibited plans – HOB</p>
G12	Nos.750-754 and 758 Pacific Highway, Gordon	<p>St Johns Church and adjoining property, both listed items within St Johns Avenue HCA</p> <p>The current and proposed planning provisions applying to subject properties are:</p> <p>Current (TOD does not apply)</p> <ul style="list-style-type: none"> <li>- FSR 0.8:1</li> <li>- HOB 11.5m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R4 High density</li> <li>- FSR 0.8:1</li> <li>- HOB 11.5m</li> </ul>	Incorrect HOB and FSR provisions applied	<p>Error noted. Exhibited plans show KLEP controls (FSR 0.8:1 and HOB 11.5m) rather than proposed provisions of FSR 0.85:1 and HOB 12m which have been applied across the exhibited plans</p>	<p>In relation to nos.750-754 and 758 Pacific Highway, Gordon amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 12m</li> <li>- FSR 0.85:1</li> </ul> <p>This amendment will not affect planning capacity</p>  <p>Recommended amendment to exhibited plans – HOB</p>

ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
G13	No 19-21 Dumaesq Street, Gordon	<p>Two storey town-house style strata development.</p> <p>The current and proposed planning provisions applying to subject properties are:</p> <p>Current (TOD applies)</p> <ul style="list-style-type: none"> <li>- FSR 2.5:1 and</li> <li>- HOB 22m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- MU1</li> <li>- FSR 5:1</li> <li>- HOB 51.5m</li> </ul>	Mapping error	Site incorrectly identified with 0% Affordable Housing requirement.	<p>In relation to no.19-21 Dumaesq Street, Gordon amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- Add 3% Affordable Housing requirement</li> </ul> <p>This amendment will not affect planning capacity</p>  <p>Recommended amendment to exhibited plans – Affordable Housing</p>

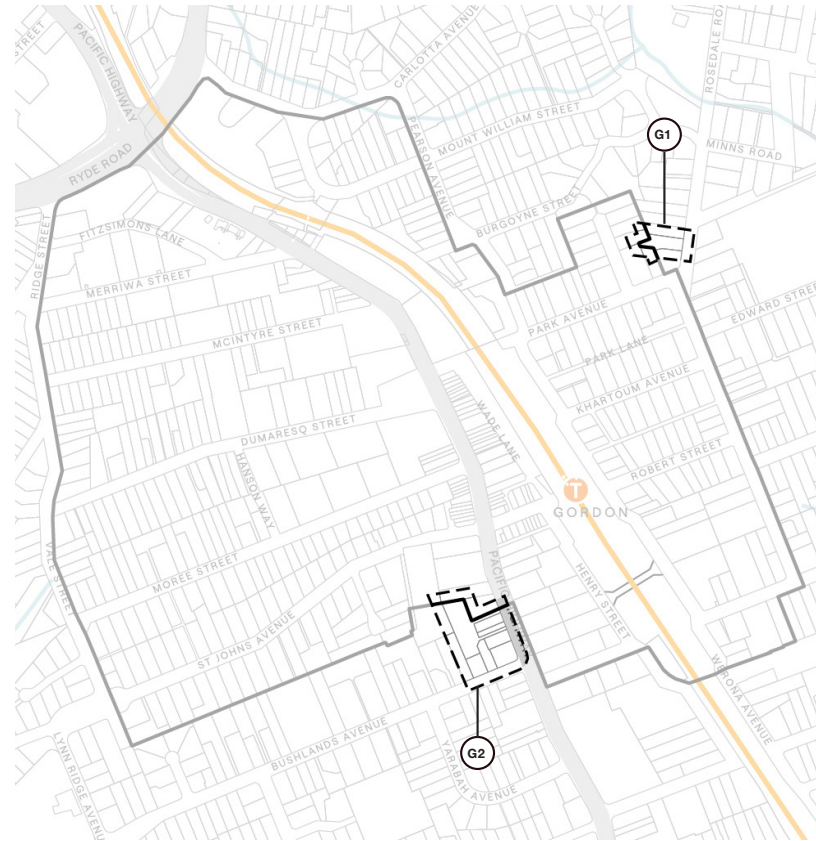
ID	Location	Description of subject properties	Issue raised	Discussion	Recommended amendments to exhibited plans
G14	Nos.2, 4, 6, 8 & 10 Vale Street; nos.54, 56, 58, 60, 62, 64, 66 & 68 McIntyre Street; nos.45, 47, 49, 51, 53, 55, 57 & 59 McIntyre Street; nos. 36, 38, 40, 42, 44, 46 & 48 Merriwa Street - Gordon	<p>All properties are single residential dwellings</p> <p>The current and proposed planning provisions applying to subject properties are:</p> <p>Current (TOD does not apply)</p> <ul style="list-style-type: none"> <li>- R2</li> <li>- FSR 0.3:1 and</li> <li>- HOB 9.5m</li> </ul> <p>Exhibited plans</p> <ul style="list-style-type: none"> <li>- R4</li> <li>- FSR 1.8:1</li> <li>- HOB 29m</li> </ul>	Inconsistent approach to building height transition	<p>Exhibited plans show 8-storey building heights along Vale Street where the opposite side of the road will remain low density housing</p> <p>In other situations, the Preferred Scenario has aimed to ensure a maximum of 5 to 6-storeys on the opposite side of the road to low density residential</p> <p>A reduction in building height from 29m to 18.5m (5-storey) is warranted to support a more appropriate transition from the higher-density station precinct to the surrounding lower-scale residential context.</p>	<p>In relation to Nos.2, 4, 6, 8 &amp; 10 Vale Street; nos.54, 56, 58, 60, 62, 64, 66 &amp; 68 McIntyre Street; nos.45, 47, 49, 51, 53, 55, 57 &amp; 59 McIntyre Street; nos. 36, 38, 40, 42, 44, 46 &amp; 48 Merriwa Street</p> <p>Amend exhibited plans as follows:</p> <ul style="list-style-type: none"> <li>- HOB 18.5m</li> <li>- FSR 1.3:1</li> <li>- Remove 3% Affordable housing requirement</li> </ul> <p>This amendment will result in a net loss in planning capacity of 131 dwellings</p>  <p>Recommended amendment to exhibited plans – HOB</p>

Gordon  
Boundary






Attachment A4



A4.1: Exhibited TOD Boundary



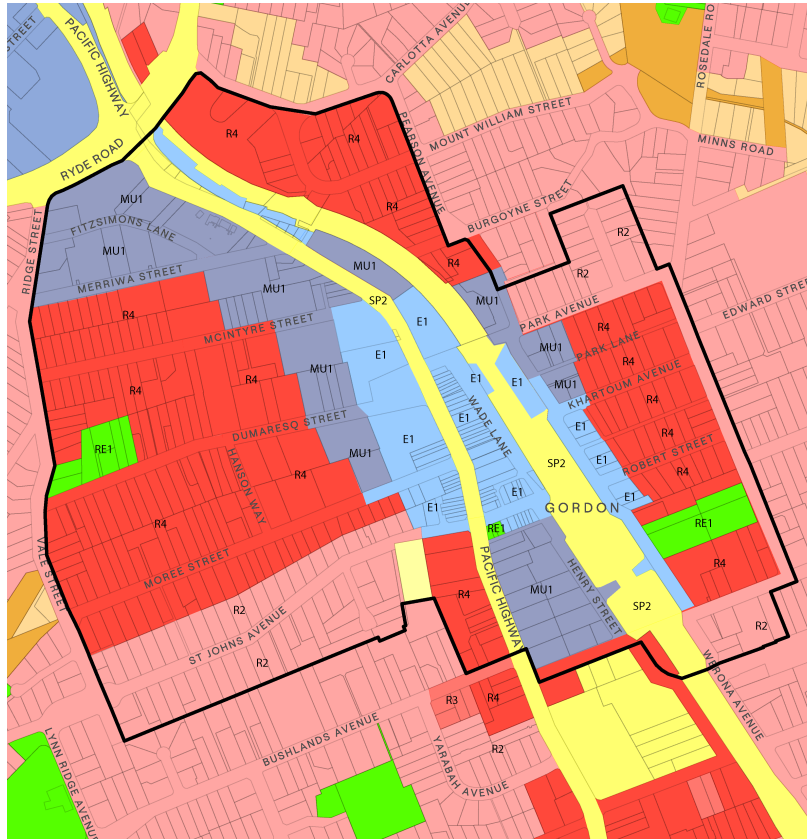
A4.2: Final TOD Boundary with changes highlighted

-  Alternative TOD boundary
-  Changes highlighted from draft LEP Maps
-  Railway corridor
-  Arterial road
-  Pedestrian overpass/underpass

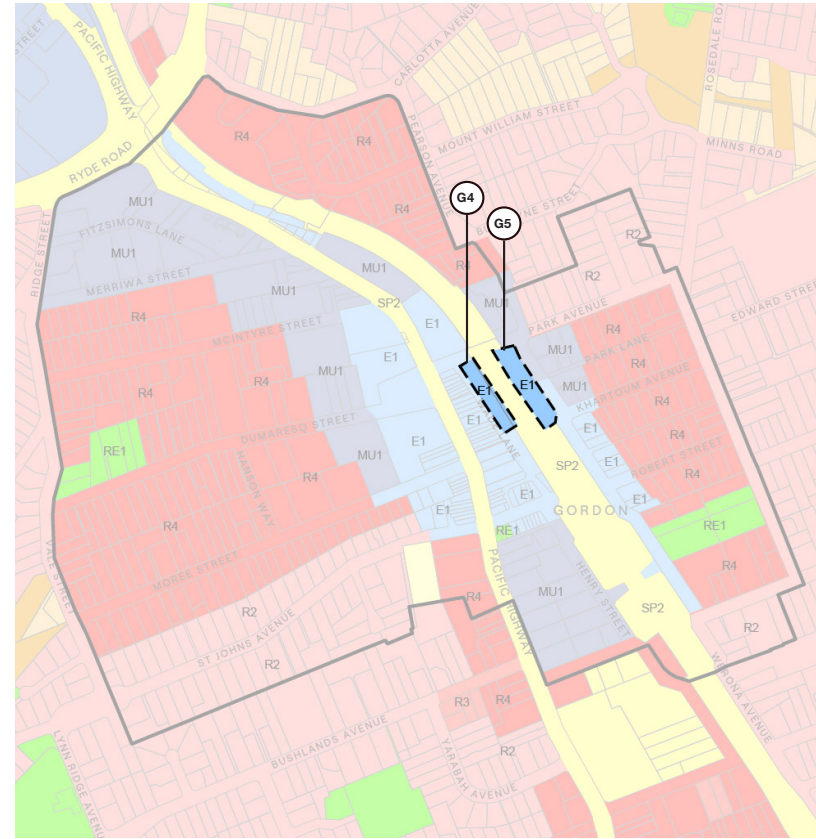


**Gordon**  
Land Zoning (LZN)

**Attachment A4**



**A4.3: Exhibited Land Zoning (LZN)**



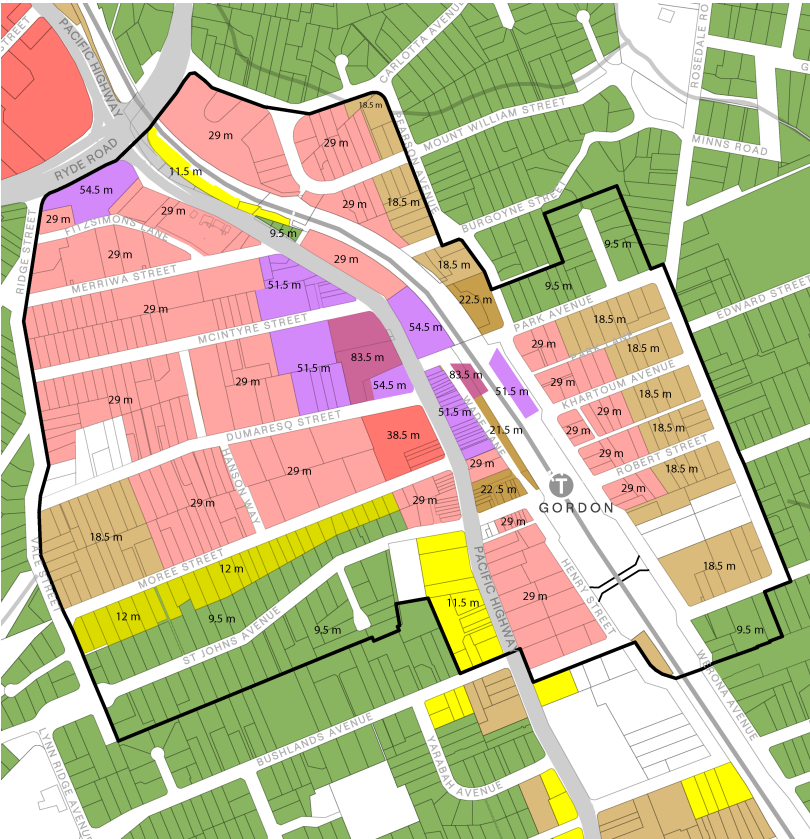
**A4.4: Final Land Zoning (LZN) with changes highlighted**

- Alternative TOD boundary
- Changes highlighted from draft LEP Maps
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- E1 - Local Centre
- MU1 - Mixed Use
- R4 - High Density Residential

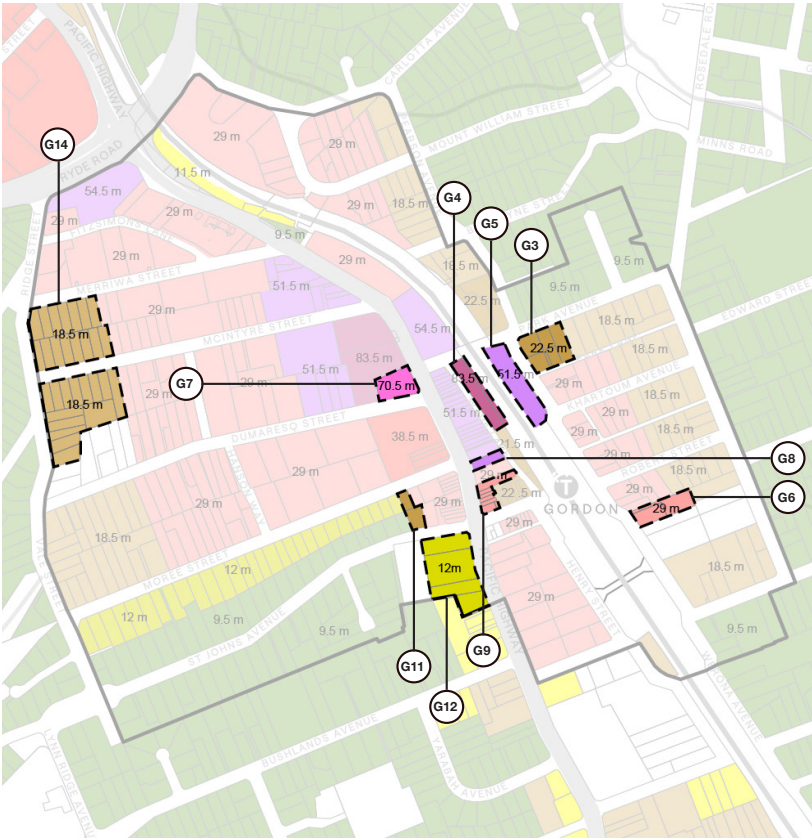
- R3 - Medium Density Residential
- R2 - Low Density Residential
- RE1 - Public Recreation
- RE2 - Private Recreation
- SP2 - Infrastructure
- C2 - Environmental Conservation
- C4 - Environmental Living

Gordon  
Height of Building (HOB)

Attachment A4



A4.5: Exhibited Height of Building (HOB)



A4.6: Final Height of Building (HOB) with changes highlighted

- |   |                               |       |       |       |       |
|---|-------------------------------|-------|-------|-------|-------|
| Proposed alternative TOD boundary       | Pedestrian overpass/underpass | 12m   | 22.5m | 38.5m | 83.5m |
| Changes highlighted from draft LEP Maps | 9.5m                          | 17.5m | 26.5m | 51.5m | 93m   |
| Railway corridor                        | 11.5m                         | 18.5m | 29m   | 54.5m |       |
| Arterial road                           |                               | 21.5m | 32.5m | 70.5  |       |



**Gordon**

Height of Building (Clause 4.3 (2A) KLEP) and Site Requirements for Residential Flat Buildings (Clause 6.6 (2) KLEP)

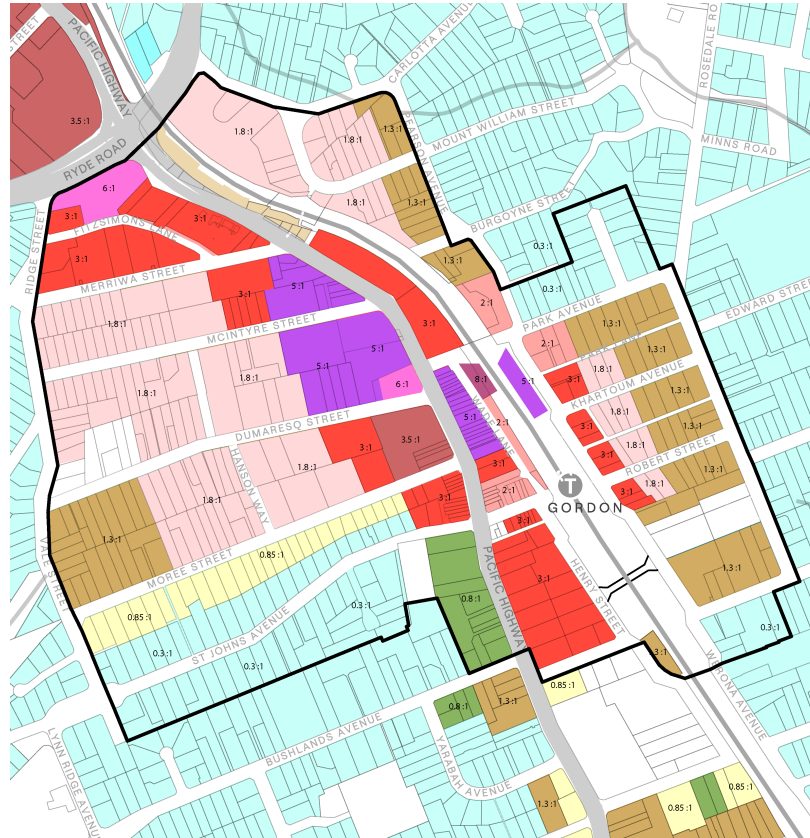
**Attachment A4****A4.7: Exhibited Areas Exempt from Clause 4.3(2A) and Clause 6.6 (2)****A4.8: Final Areas Exempt from Clause 4.3(2A) and Clause 6.6 (2) with changes highlighted**

- |   |   |
|---|---|
| Proposed alternative TOD boundary       | Arterial road   |
| Changes highlighted from draft LEP Maps | Pedestrian overpass/underpass                         |
| Railway corridor                        | Areas exempt from Clause 4.3(2A) and 6.6(2) KLEP 2015 |



Gordon  
Floor Space Ratio (FSR)

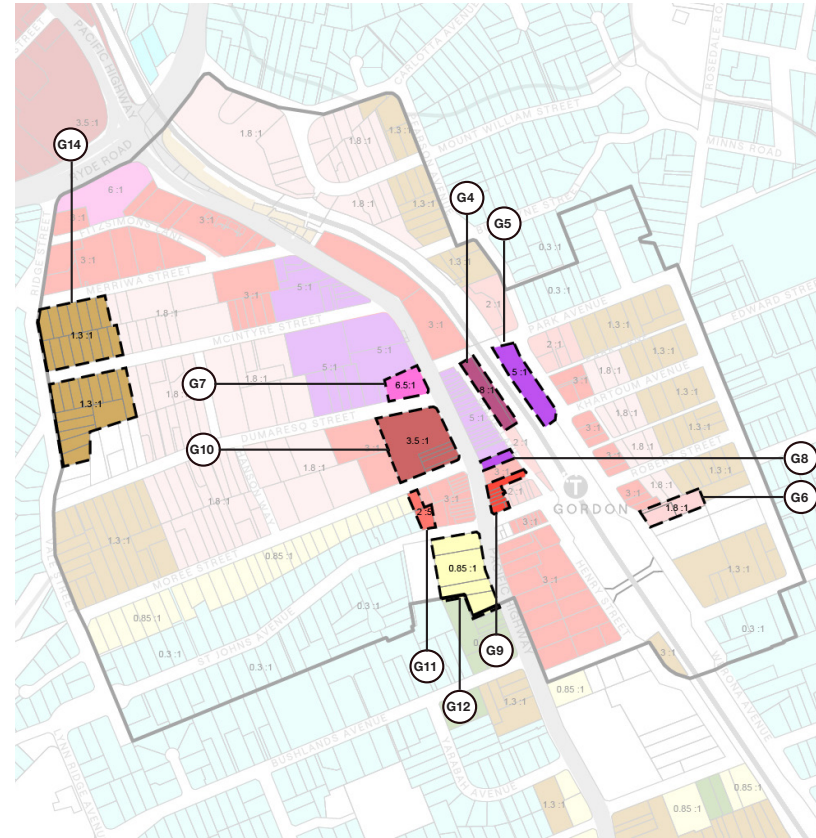
Attachment A4



A4.9: Exhibited Floor Space Ratio (FSR)

- Proposed alternative TOD boundary
- Changes highlighted from draft LEP Maps
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass

0.3:1  
0.5:1  
0.8:1  
0.85:1  
1:1  
1.3:1  
1.8:1  
2:1

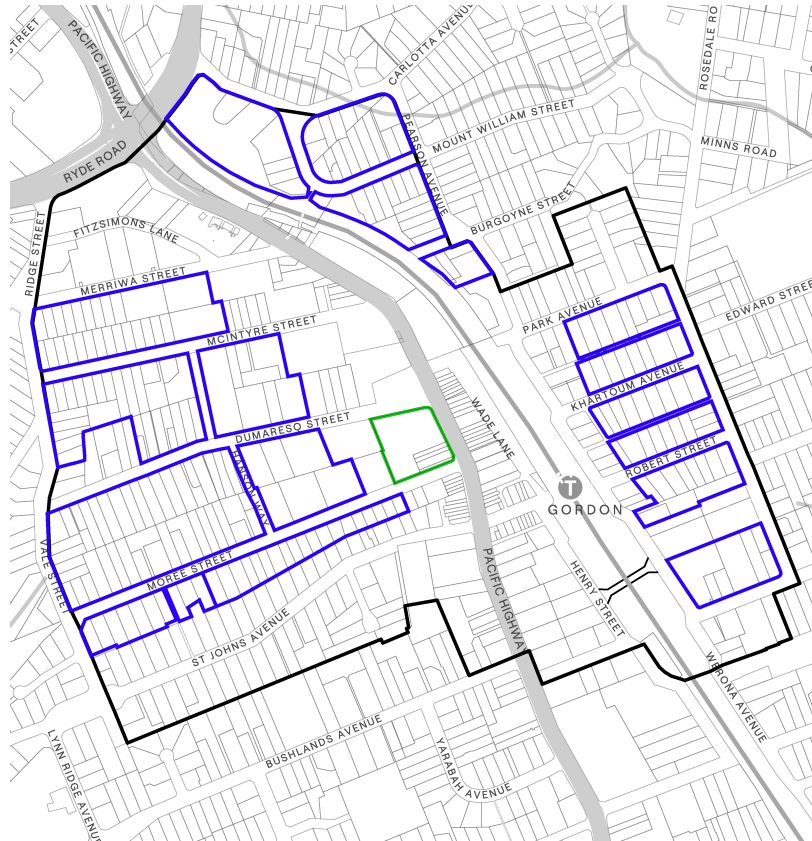


A4.10: Final Floor Space Ratio (FSR) with changes highlighted

2.5:1  
3:1  
3.5:1  
4.5:1  
5:1  
6:1  
6.5:1  
8:1

**Gordon**  
Floor Space Ratio (Clause 4.4 KLEP)

**Attachment A4**



A4.11: Exhibited Areas Exempt from Clause 4.4



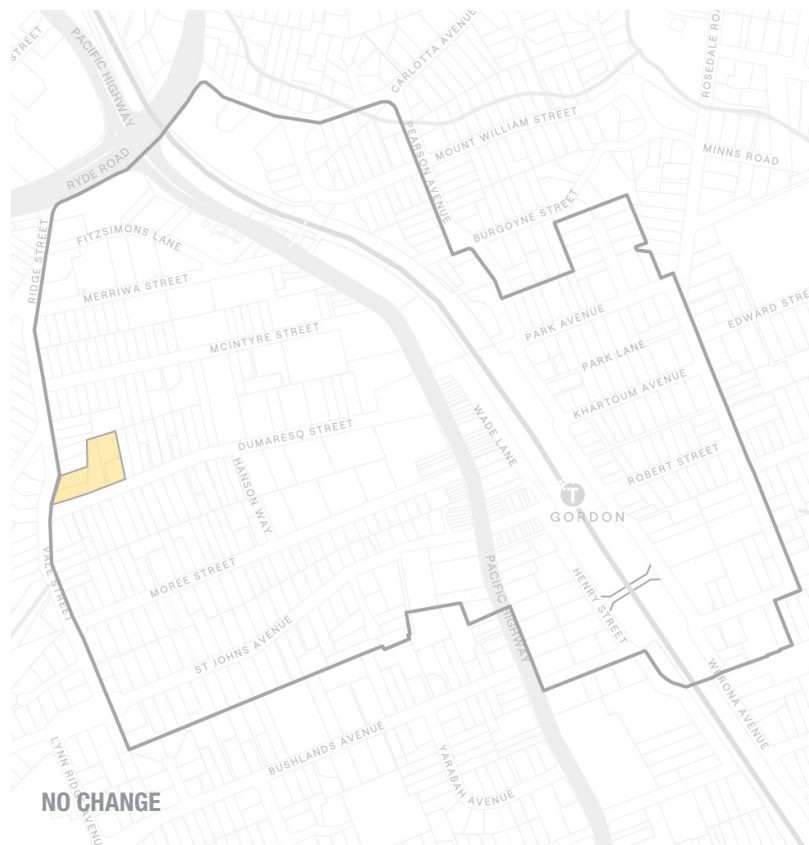
A4.12: Final Areas Exempt from Clause 4.4 with changes highlighted

- |   |  |
|---|--|
| Proposed alternative TOD boundary       | Arterial road  |
| Changes highlighted from draft LEP Maps | Pedestrian overpass/underpass                        |
| Railway corridor                        | Areas exempt from clause 4.4 (2C) KLEP 2015          |
|   | Introduce a minimum 1:1 FSR for non residential uses |



**Gordon****Land Reservation Acquisition Map****Attachment A4****A4.13: Exhibited Land Reservation Acquisition**

- |                                   |                               |
|-----------------------------------|-------------------------------|
| Proposed alternative TOD boundary | Pedestrian overpass/underpass |
| Railway corridor                  | Land to be acquired           |
| Arterial road                     |                               |

**A4.14: Final Land Reservation Acquisition with changes highlighted**

**Gordon**  
Active Frontages

**Attachment A4**



**A4.15: Exhibited Active Frontages**



**A4.16: Final Active Frontages with changes highlighted**

- |   |                               |
|---|-------------------------------|
| Proposed alternative TOD boundary       | Arterial road                 |
| Changes highlighted from draft LEP Maps | Pedestrian overpass/underpass |
| Railway corridor                        | Active frontage               |

Gordon  
Affordable Housing

Attachment A4



A4.17: Exhibited Affordable Housing



A4.18: Final Affordable Housing with changes highlighted

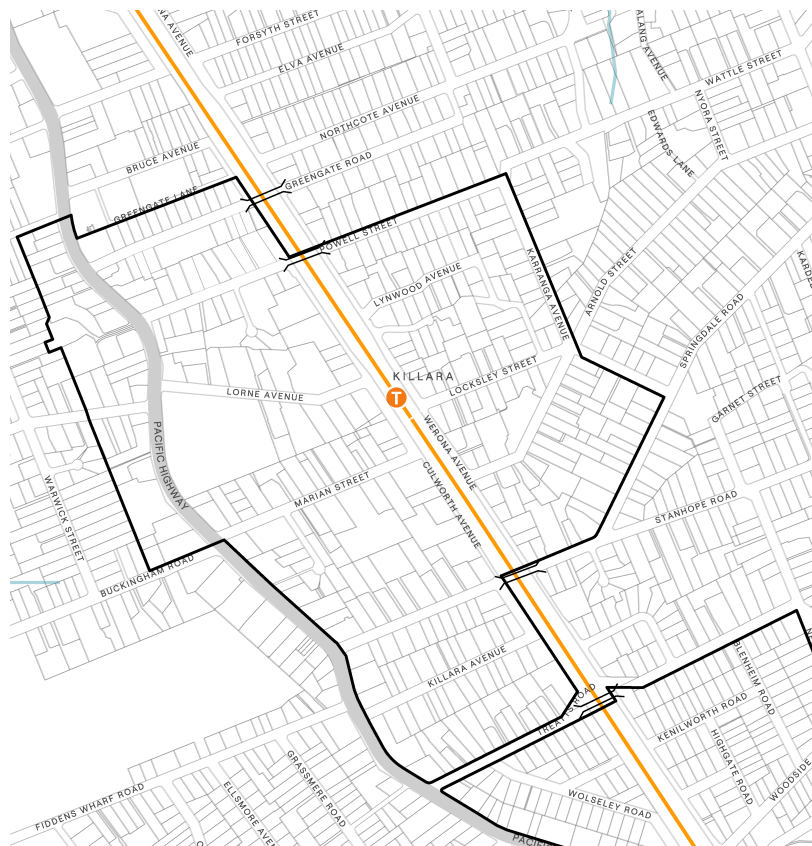
- |   |                               |
|---|-------------------------------|
| Proposed alternative TOD boundary       | Arterial road                 |
| Changes highlighted from draft LEP Maps | Pedestrian overpass/underpass |
| Railway corridor                        | 2%                            |
|   | 3%                            |

- |     |
|-----|
| 5%  |
| 10% |



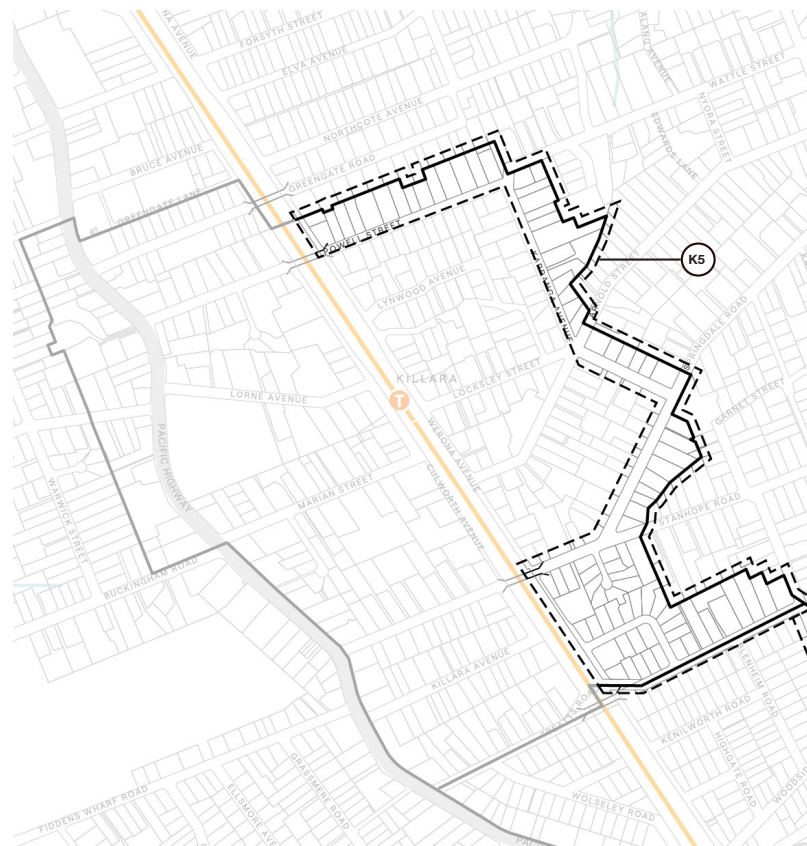
## Killara Boundary

## Attachment A4



A4.19: Exhibited TOD Boundary

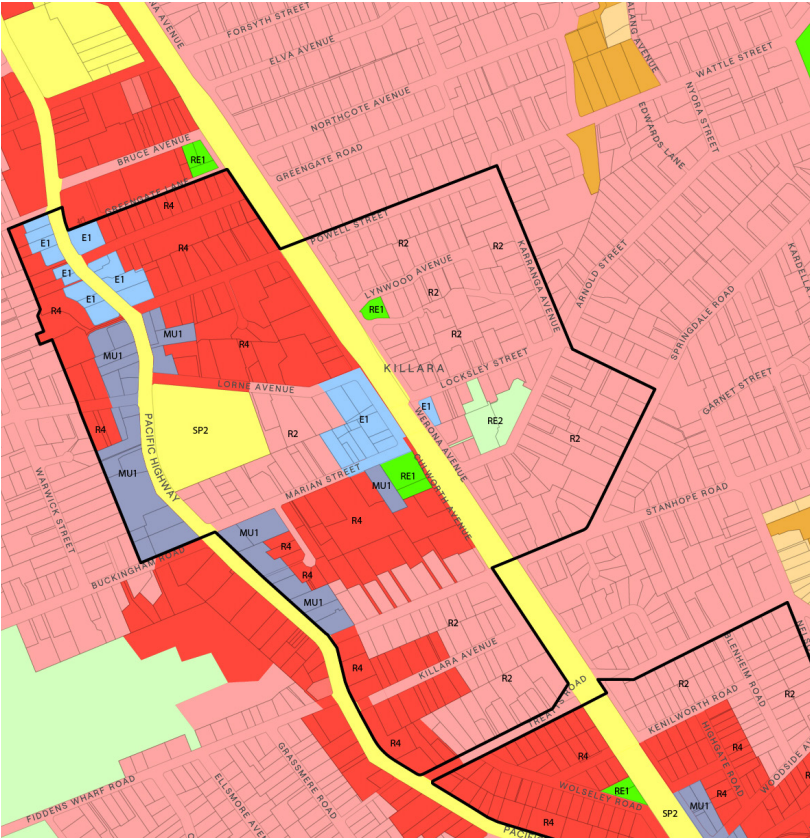
- Alternative TOD boundary
- Changes highlighted from draft LEP Maps
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass



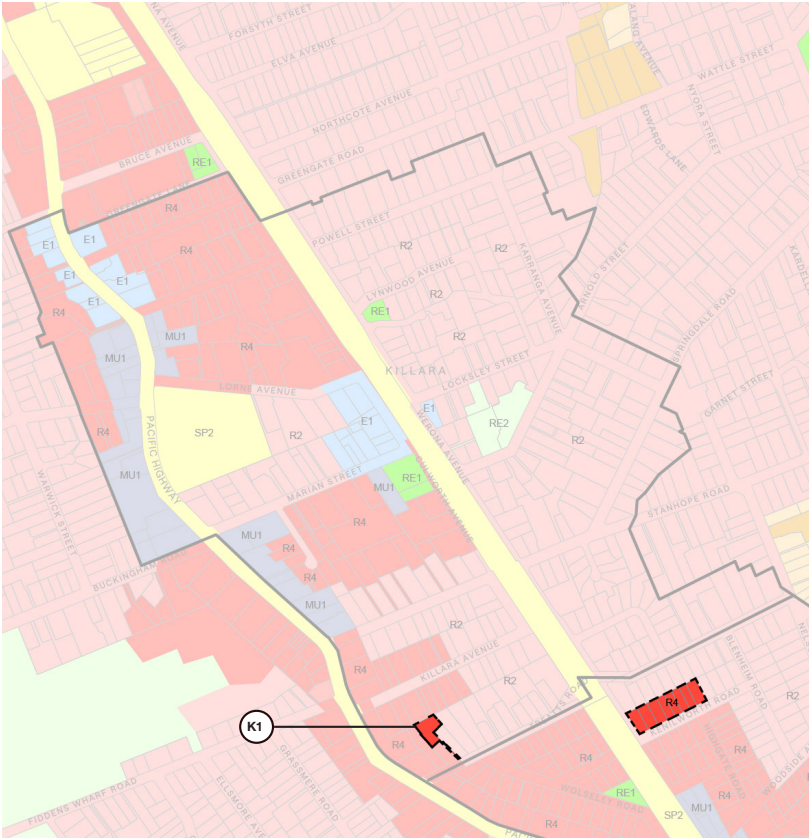
A4.20: Final TOD Boundary with changes highlighted

Killara  
Land Zoning (LZN)

Attachment A4



A4.21: Exhibited Land Zoning (LZN)



A4.22: Final Land Zoning (LZN) with changes highlighted

- Alternative TOD boundary
- Changes highlighted from draft LEP Maps
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- E1 - Local Centre
- MU1 - Mixed Use
- R4 - High Density Residential

- R3 - Medium Density Residential
- R2 - Low Density Residential
- RE1 - Public Recreation
- RE2 - Private Recreation
- SP2 - Infrastructure
- C2 - Environmental Conservation
- C4 - Environmental Living



Killara  
Height of Building (HOB)

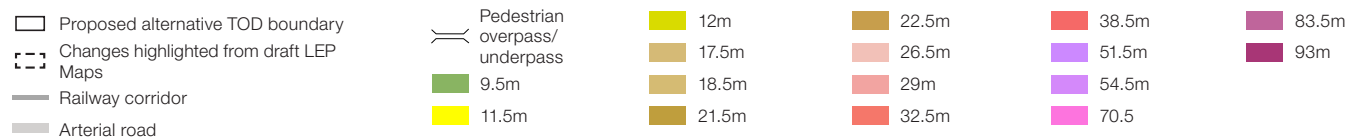
Attachment A4



A4.23: Exhibited Height of Building (HOB)



A4.24: Final Height of Building (HOB) with changes highlighted





## Killara

Height of Building (Clause 4.3 (2A) KLEP) and Site Requirements for Residential Flat Buildings (Clause 6.6 (2) KLEP)

## Attachment A4



A4.25: Exhibited Areas Exempt from Clause 4.3(2A) and Clause 6.6 (2)

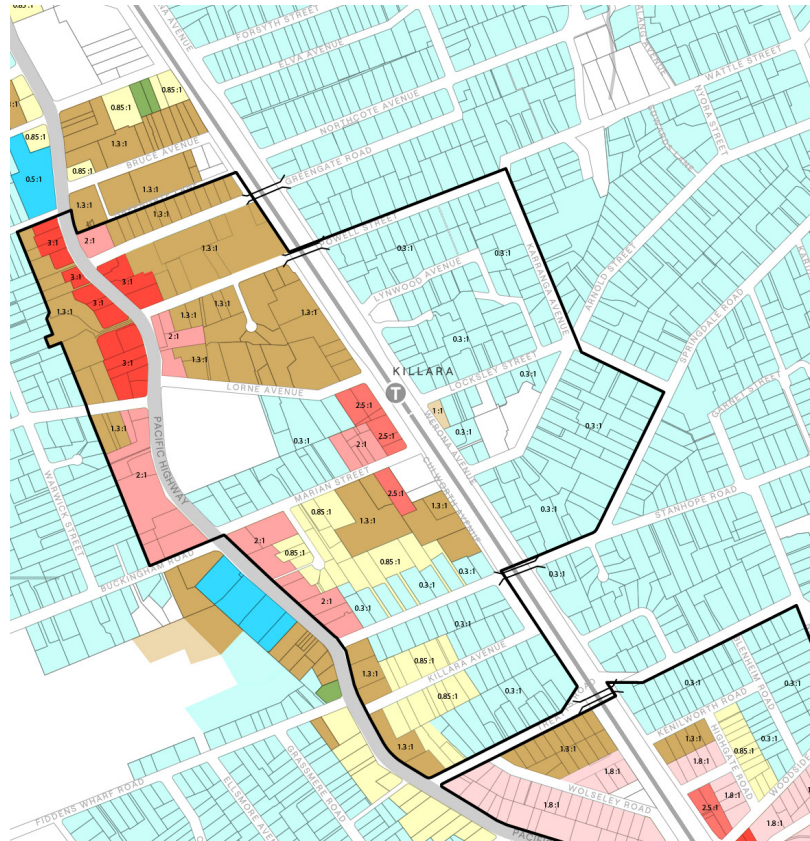
- Proposed alternative TOD boundary
- Changes highlighted from draft LEP Maps
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- Areas exempt from Clause 4.3(2A) and 6.6(2) KLEP 2015



A4.26: Final Areas Exempt from Clause 4.3(2A) and Clause 6.6 (2) with changes highlighted

**Killara**  
Floor Space Ratio (FSR)

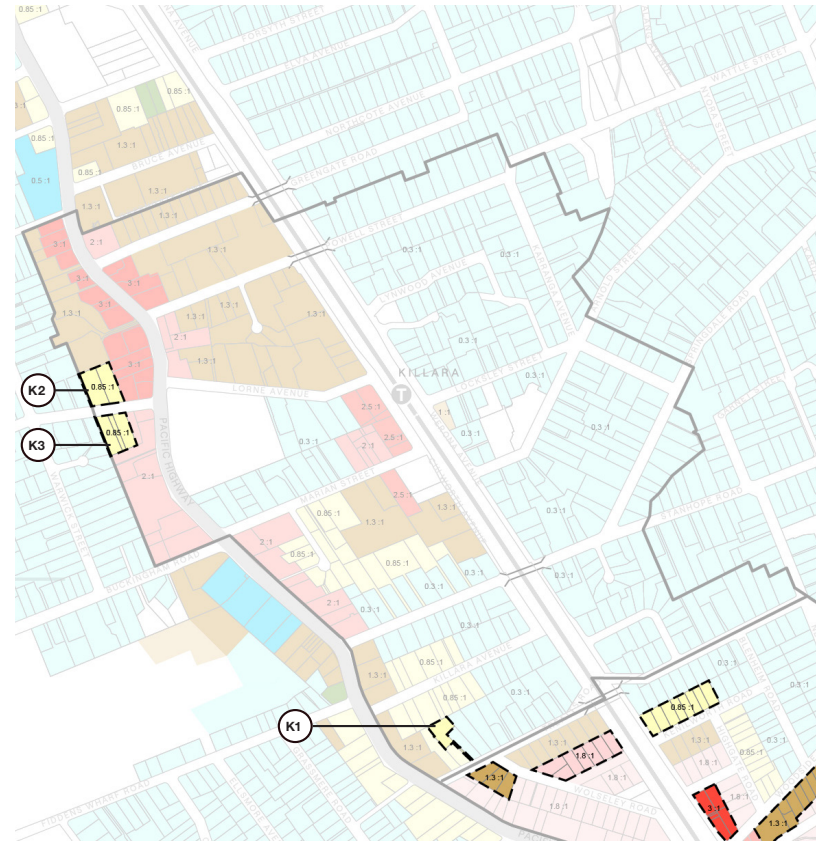
Attachment A4



A4.27: Exhibited Floor Space Ratio (FSR)

- Proposed alternative TOD boundary
- Changes highlighted from draft LEP Maps
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass

- 0.3:1
- 0.5:1
- 0.8:1
- 0.85:1
- 1:1
- 1.3:1
- 1.8:1
- 2:1



A4.28: Final Floor Space Ratio (FSR) with changes highlighted

- 2.5:1
- 3:1
- 3.5:1
- 4.5:1
- 5:1
- 6:1
- 6.5:1
- 8:1



**Killara**  
Floor Space Ratio (Clause 4.4 KLEP)

Attachment A4



A4.29: Exhibited Areas Exempt from Clause 4.4

- |   |   |
|---|---|
| Proposed alternative TOD boundary       | Arterial road                               |
| Changes highlighted from draft LEP Maps | Pedestrian overpass/underpass               |
| Railway corridor                        | Areas exempt from clause 4.4 (2C) KLEP 2015 |

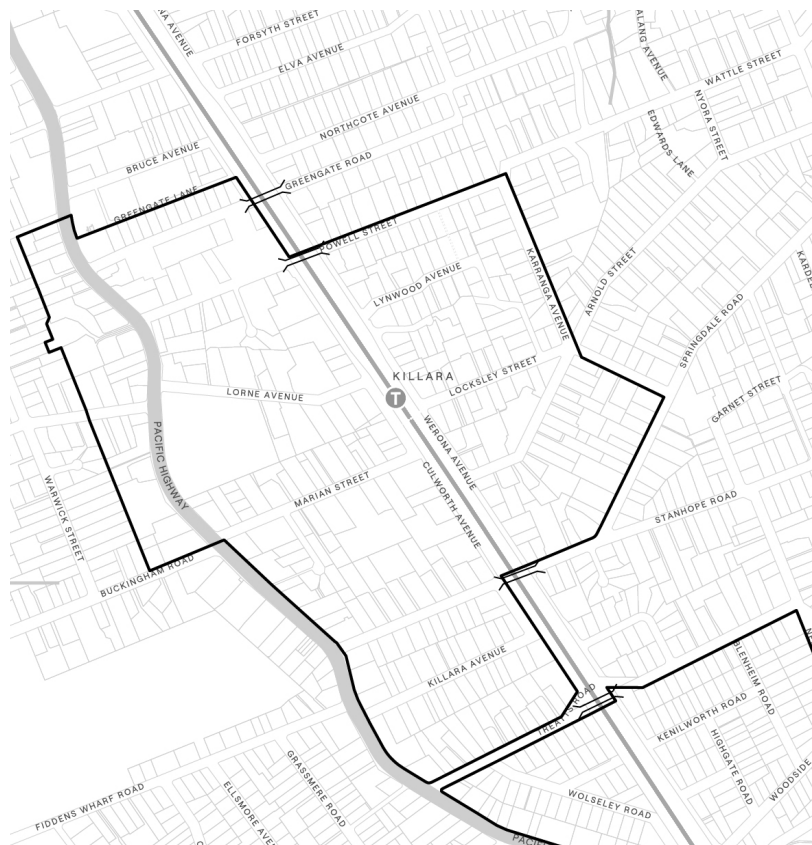


A4.30: Final Areas Exempt from Clause 4.4 with changes highlighted

## Killara

### Land Reservation Acquisition Map

## Attachment A4



A4.31: Exhibited Land Reservation Acquisition

- |                                   |                               |
|-----------------------------------|-------------------------------|
| Proposed alternative TOD boundary | Pedestrian overpass/underpass |
| Railway corridor                  | Land to be acquired           |
| Arterial road                     |                               |

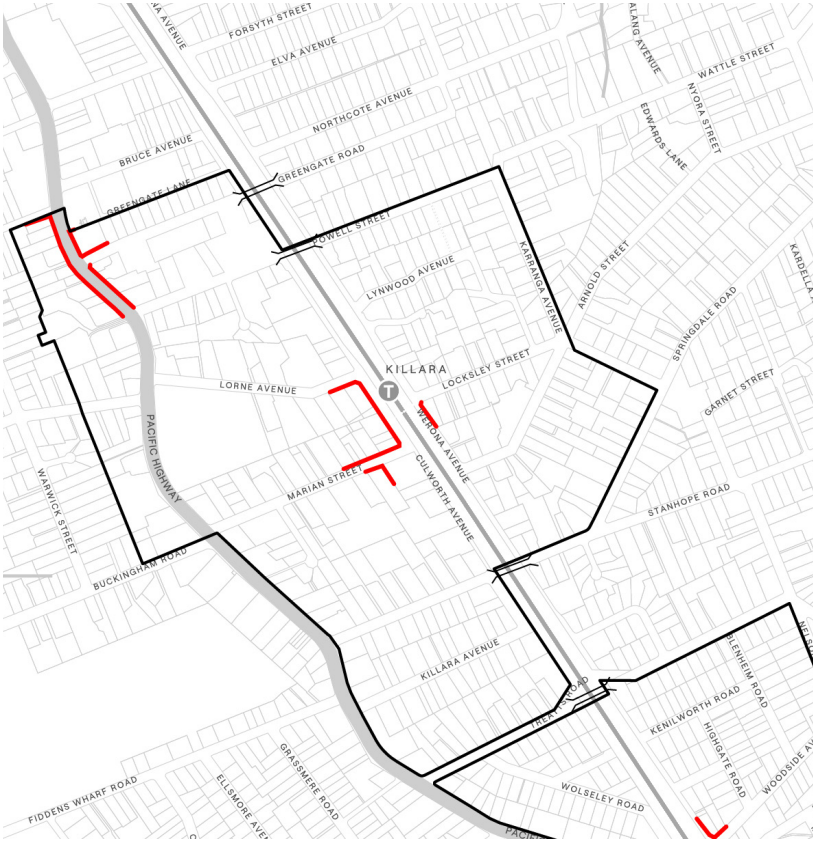


A4.32: Final Land Reservation Acquisition with changes highlighted



**Killara**  
**Active Frontages**

**Attachment A4**



**A4.33: Exhibited Active Frontages**

- |   |                               |
|---|-------------------------------|
| Proposed alternative TOD boundary       | Arterial road                 |
| Changes highlighted from draft LEP Maps | Pedestrian overpass/underpass |
| Railway corridor                        | Active frontage               |



**A4.34: Final Active Frontages with changes highlighted**

## Killara Affordable Housing

## Attachment A4



A4.35: Exhibited Affordable Housing

- |   |                               |
|---|-------------------------------|
| Proposed alternative TOD boundary       | Arterial road                 |
| Changes highlighted from draft LEP Maps | Pedestrian overpass/underpass |
| Railway corridor                        | 2%                            |
|   | 3%                            |



A4.36: Final Affordable Housing with changes highlighted

- |     |
|-----|
| 5%  |
| 10% |



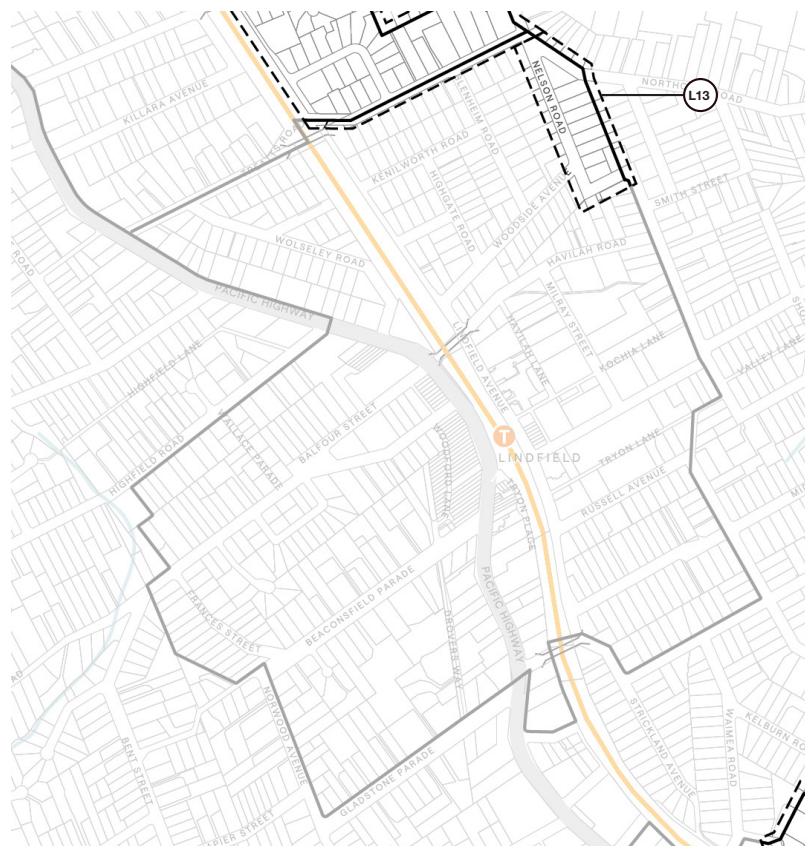
## Lindfield Boundary



A4.37: Exhibited TOD Boundary

- Alternative TOD boundary
- Changes highlighted from draft LEP Maps
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass

## Attachment A4

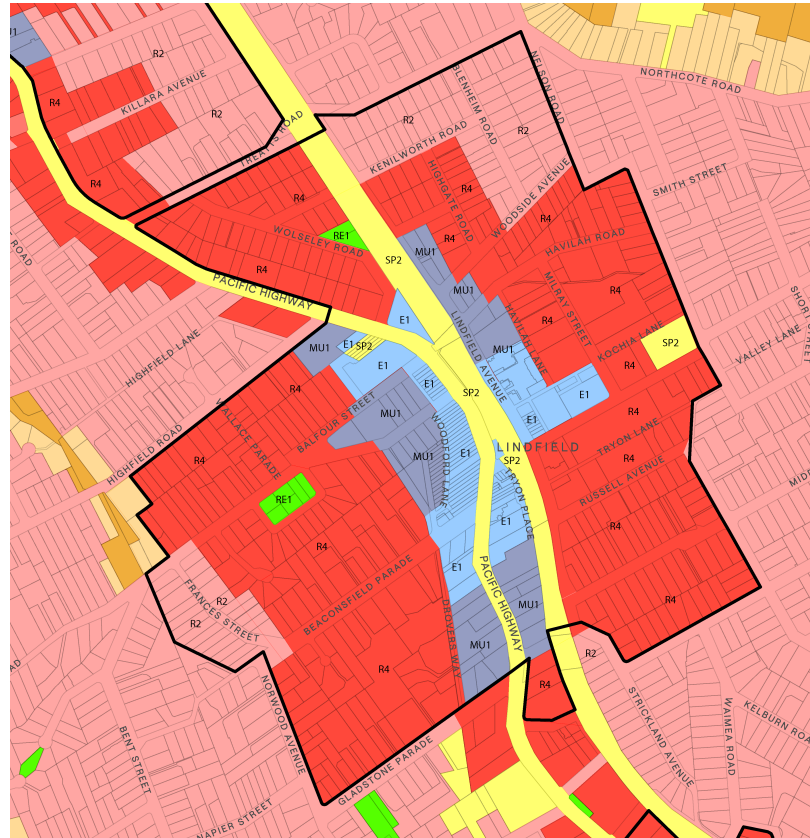


A4.38: Final TOD Boundary with changes highlighted

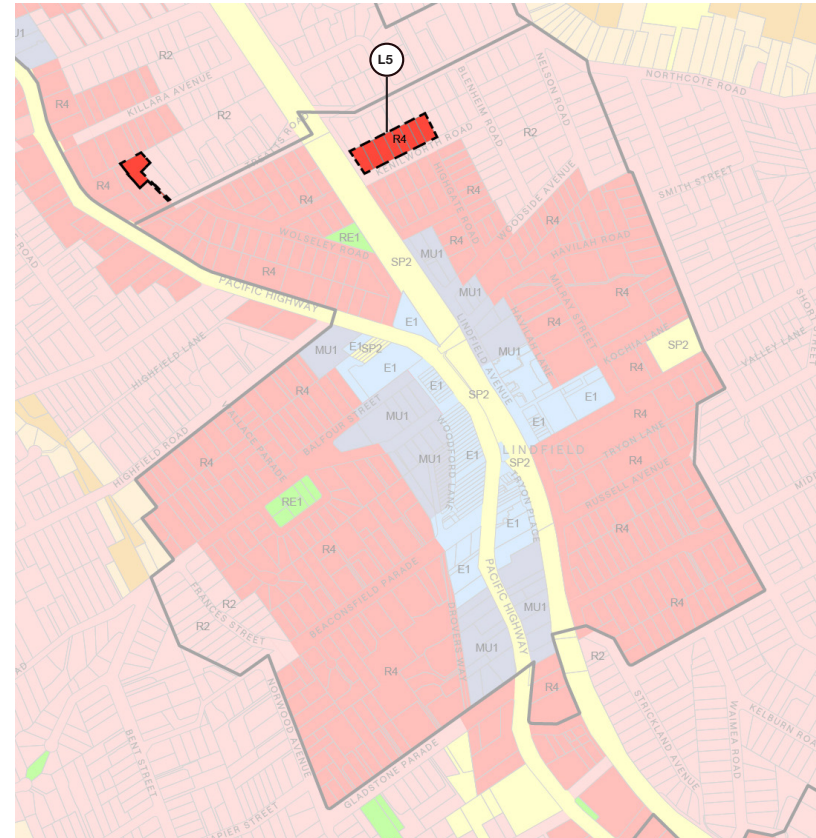


**Lindfield**  
Land Zoning (LZN)

**Attachment A4**



A4.39: Exhibited Land Zoning (LZN)



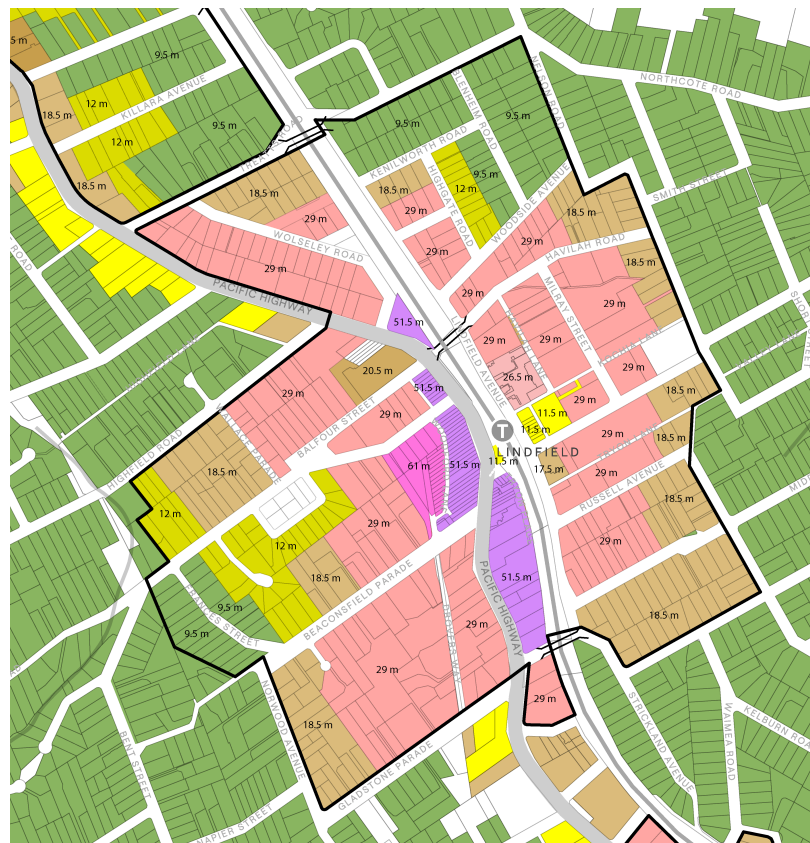
A4.40: Final Land Zoning (LZN) with changes highlighted

- Alternative TOD boundary
- Changes highlighted from draft LEP Maps
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- E1 - Local Centre
- MU1 - Mixed Use
- R4 - High Density Residential

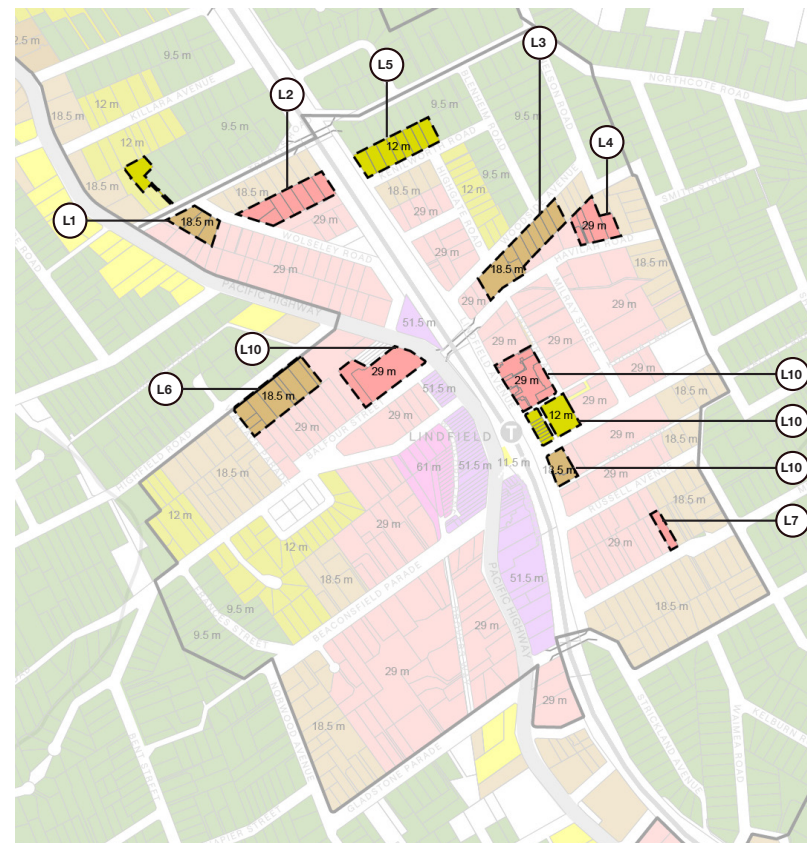
- R3 - Medium Density Residential
- R2 - Low Density Residential
- RE1 - Public Recreation
- RE2 - Private Recreation
- SP2 - Infrastructure
- C2 - Environmental Conservation
- C4 - Environmental Living

**Lindfield**  
Height of Building (HOB)

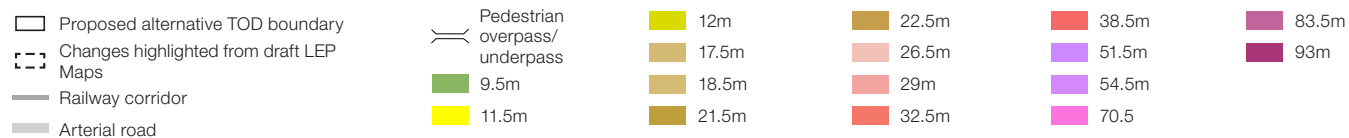
Attachment A4



A4.41: Exhibited Height of Building (HOB)



A4.42: Final Height of Building (HOB) with changes highlighted











## Attachment A4

## Attachment A4

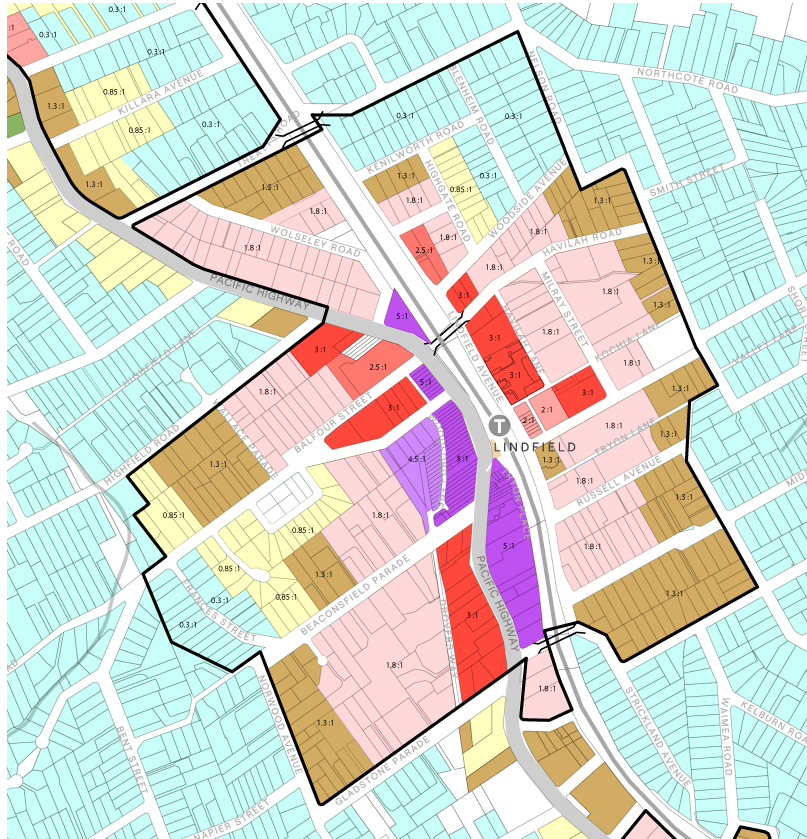


**A4.44: Final Areas Exempt from Clause 4.3(2A) and Clause 6.6 (2) with changes highlighted**

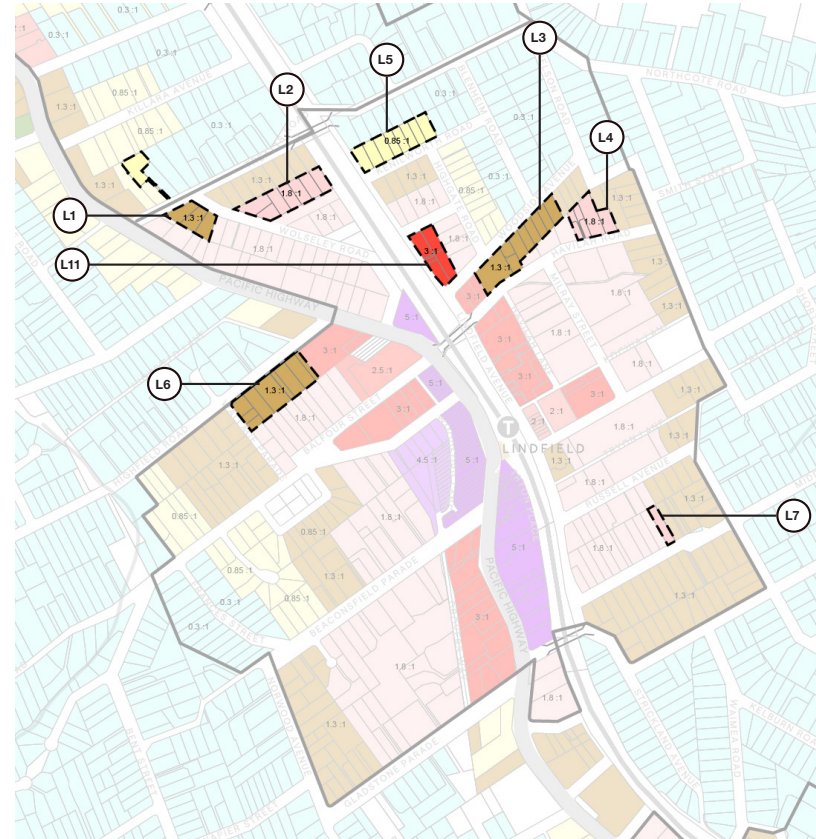
-  Proposed alternative TOD boundary  
 Changes highlighted from draft LEP Maps  
 Railway corridor  
 Arterial road  
 Pedestrian overpass/underpass  
 Areas exempt from Clause 4.3(2A) and 6.6(2) KLEP 2015

Lindfield  
Floor Space Ratio (FSR)

Attachment A4



A4.45: Exhibited Floor Space Ratio (FSR)



A4.46: Final Floor Space Ratio (FSR) with changes highlighted

- Proposed alternative TOD boundary
- Changes highlighted from draft LEP Maps
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass

0.3:1  
0.5:1  
0.8:1  
0.85:1

1:1  
1.3:1  
1.8:1  
2:1

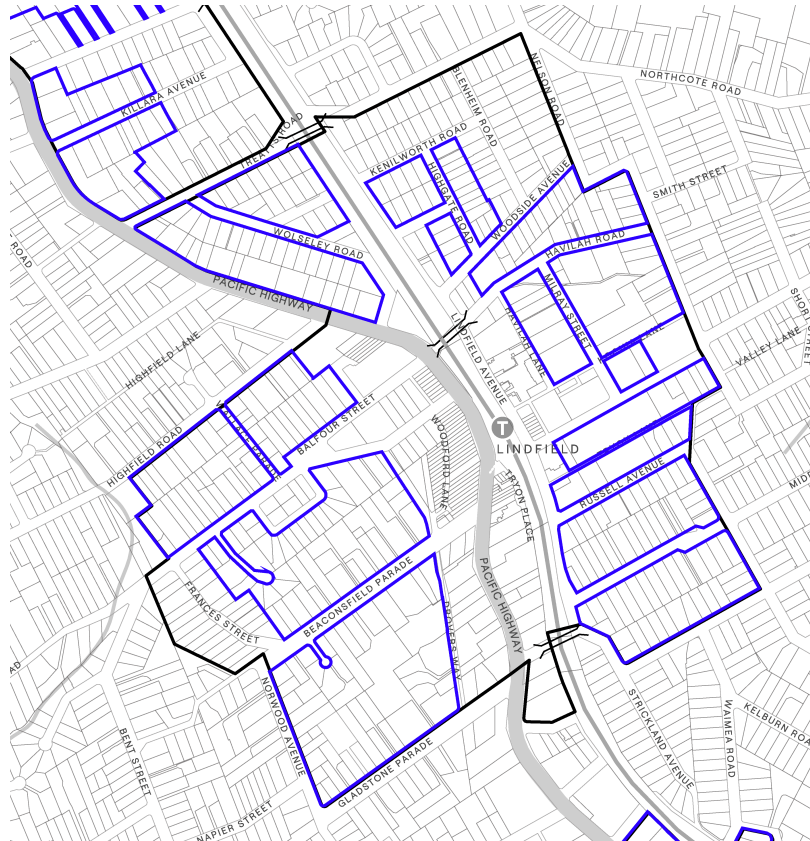
2.5:1  
3:1  
3.5:1  
4.5:1

5:1  
6:1  
6.5:1  
8:1



**Lindfield**  
Floor Space Ratio (Clause 4.4 KLEP)

Attachment A4



A4.47: Exhibited Areas Exempt from Clause 4.4



A4.48: Final Areas Exempt from Clause 4.4 with changes highlighted

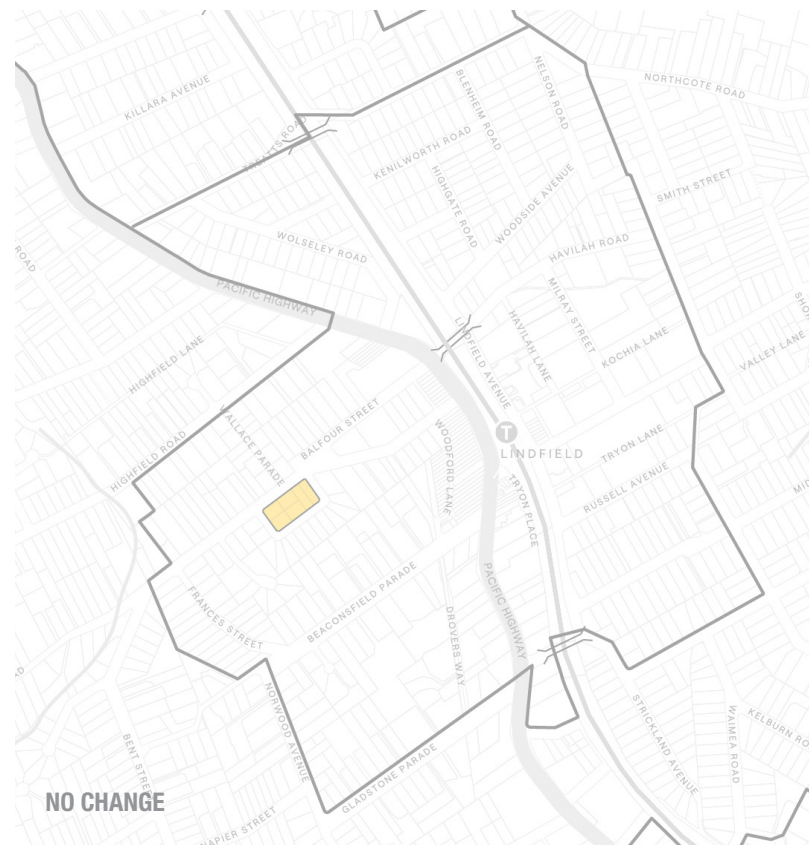
- |   |   |   |   |
|---|---|---|---|
|  | Proposed alternative TOD boundary       |  | Arterial road                               |
|  | Changes highlighted from draft LEP Maps |  | Pedestrian overpass/underpass               |
|  | Railway corridor                        |  | Areas exempt from clause 4.4 (2C) KLEP 2015 |

**Lindfield**  
Land Reservation Acquisition Map

## Attachment A4



A4.49: Exhibited Land Reservation Acquisition



A4.50: Final Land Reservation Acquisition with changes highlighted

- |                                   |                               |
|-----------------------------------|-------------------------------|
| Proposed alternative TOD boundary | Pedestrian overpass/underpass |
| Railway corridor                  | Land to be acquired           |
| Arterial road                     |                               |



Lindfield  
Active Frontages

Attachment A4



A4.51: Exhibited Active Frontages



A4.52: Final Active Frontages with changes highlighted

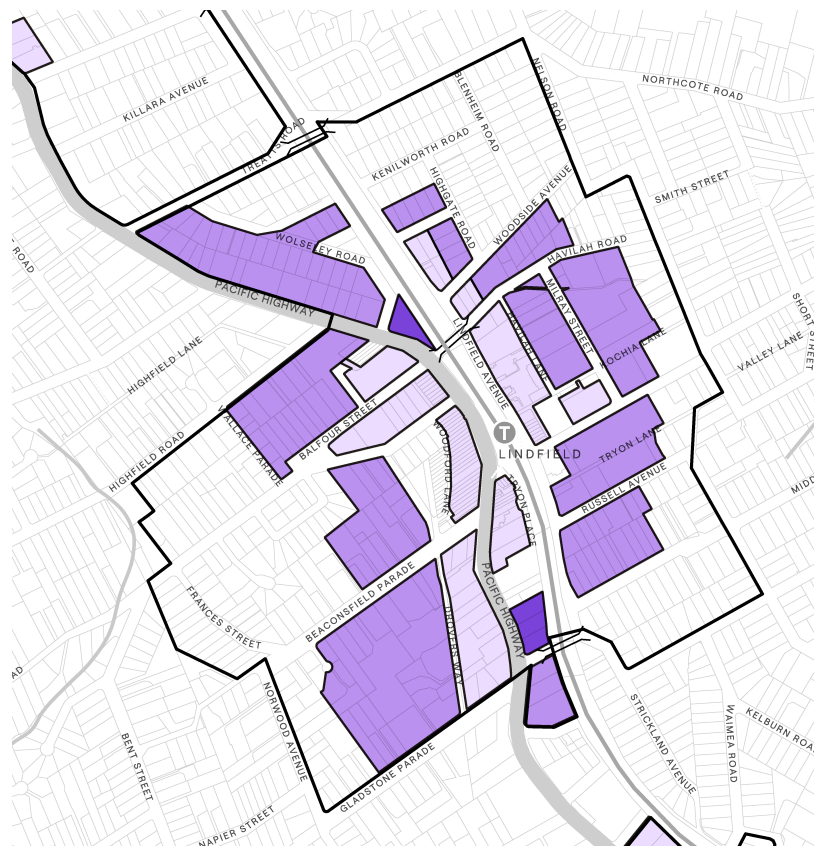
- Proposed alternative TOD boundary
- Changes highlighted from draft LEP Maps
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- Active frontage



## Lindfield

### Affordable Housing

## Attachment A4



A4.53: Exhibited Affordable Housing

- Proposed alternative TOD boundary
- Changes highlighted from draft LEP Maps
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- 2%
- 3%

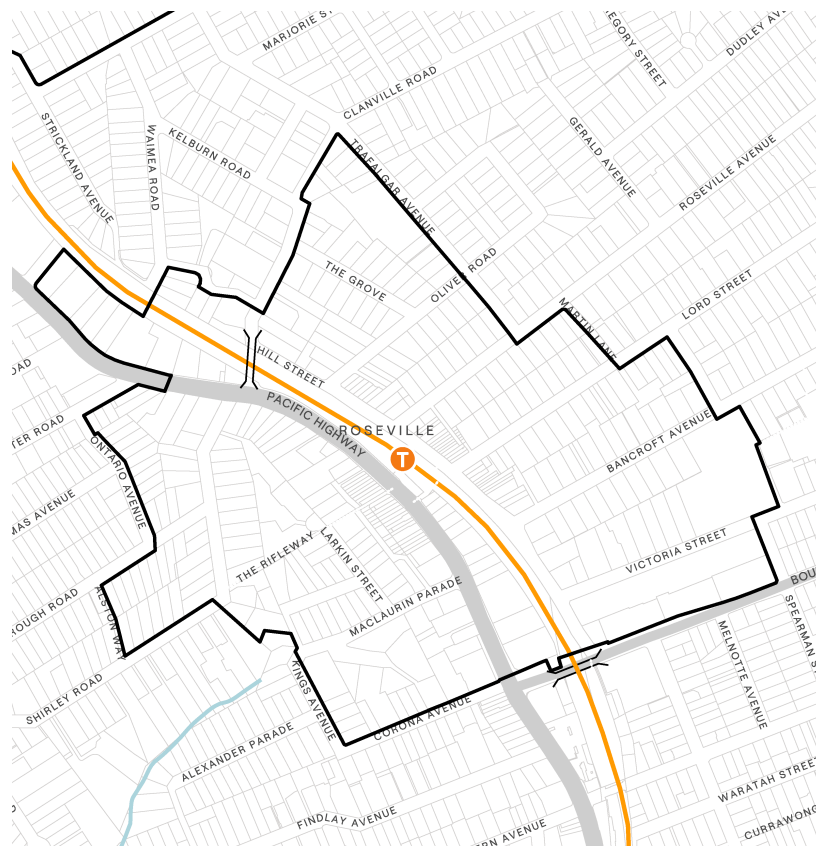


A4.54: Final Affordable Housing with changes highlighted

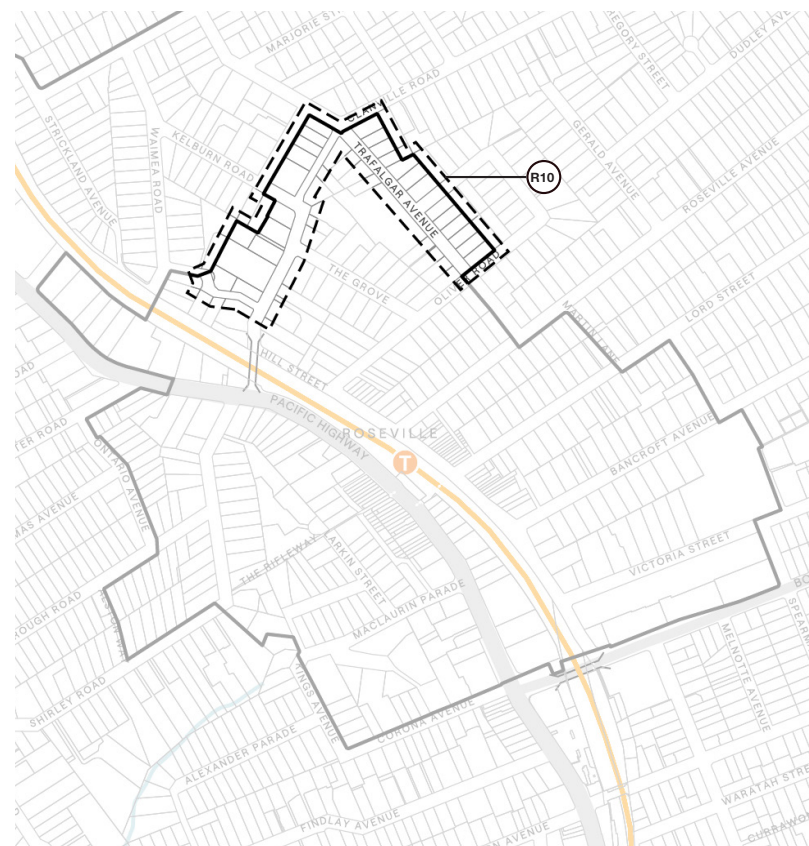
- 5%
- 10%

## Roseville Boundary

## Attachment A4



A4.55: Exhibited TOD Boundary



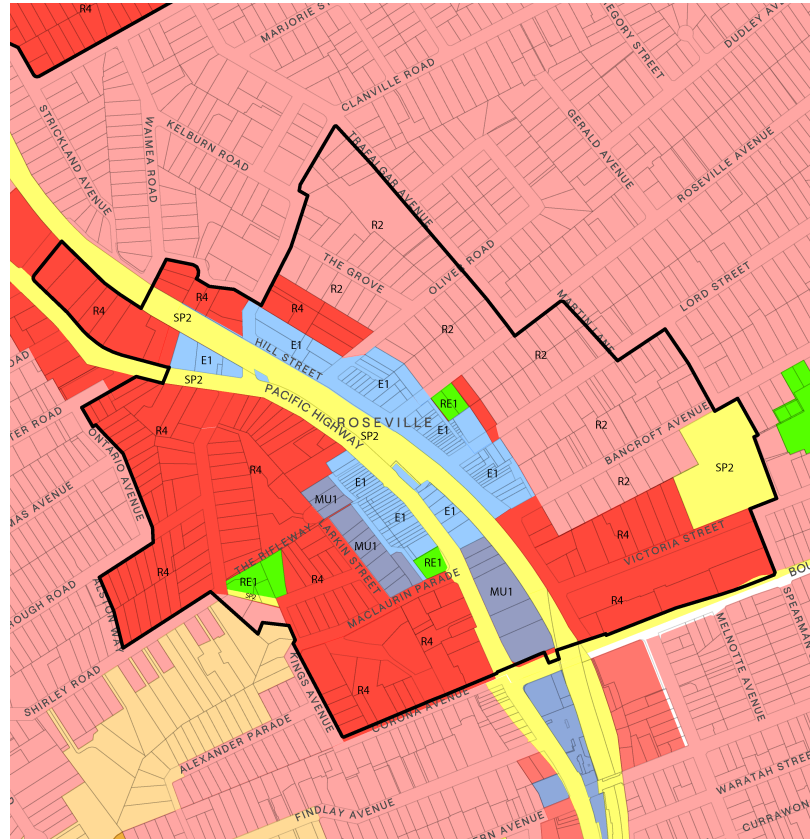
A4.56: Final TOD Boundary with changes highlighted

- Alternative TOD boundary
- Changes highlighted from draft LEP Maps
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass

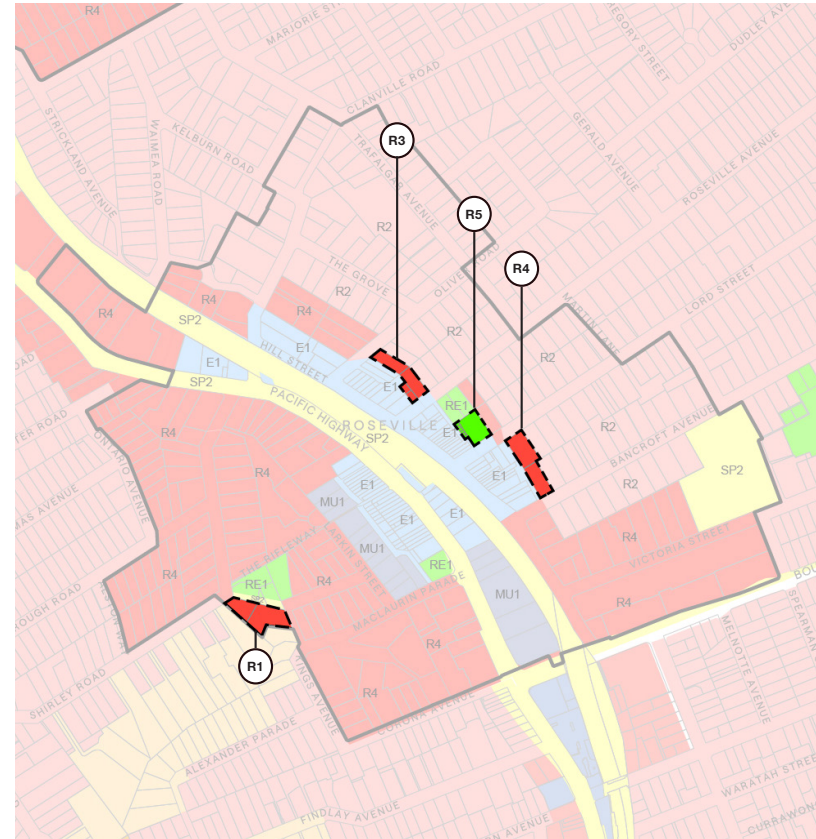


Roseville  
Land Zoning (LZN)

Attachment A4



A4.57: Exhibited Land Zoning (LZN)

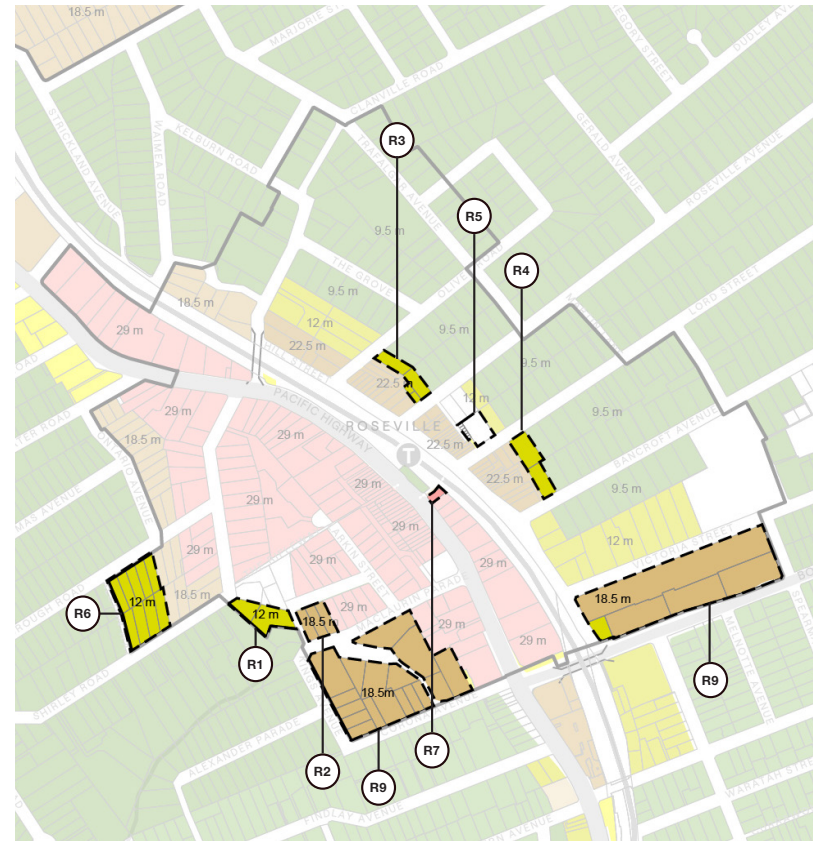


A4.58: Final Land Zoning (LZN) with changes highlighted

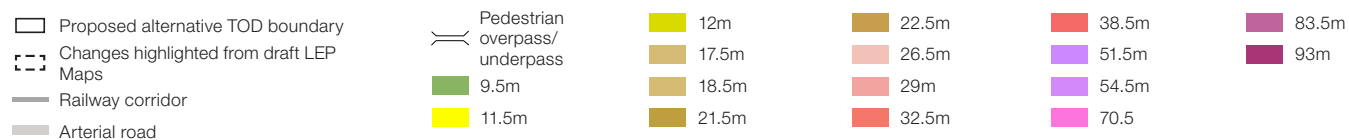
- Alternative TOD boundary
- Changes highlighted from draft LEP Maps
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- E1 - Local Centre
- MU1 - Mixed Use
- R4 - High Density Residential

- R3 - Medium Density Residential
- R2 - Low Density Residential
- RE1 - Public Recreation
- RE2 - Private Recreation
- SP2 - Infrastructure
- C2 - Environmental Conservation
- C4 - Environmental Living

## Attachment A4



**A4.60: Final Height of Building (HOB) with changes highlighted**

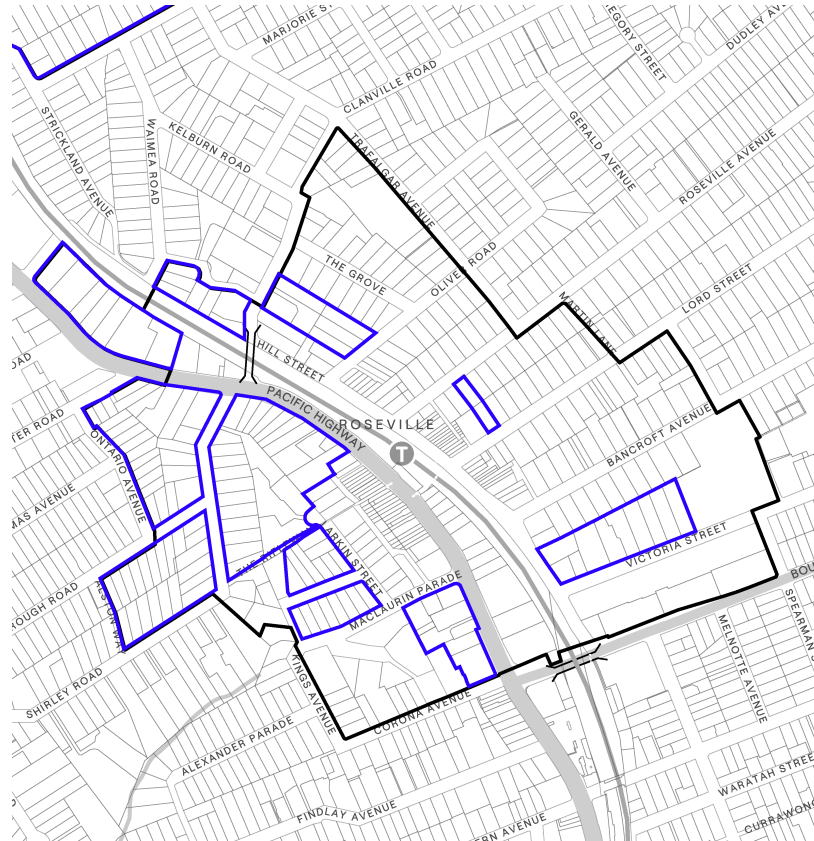




## Roseville

Height of Building (Clause 4.3 (2A) KLEP) and Site Requirements for Residential Flat Buildings (Clause 6.6 (2) KLEP)

## Attachment A4



A4.61: Exhibited Areas Exempt from Clause 4.3(2A) and Clause 6.6 (2)

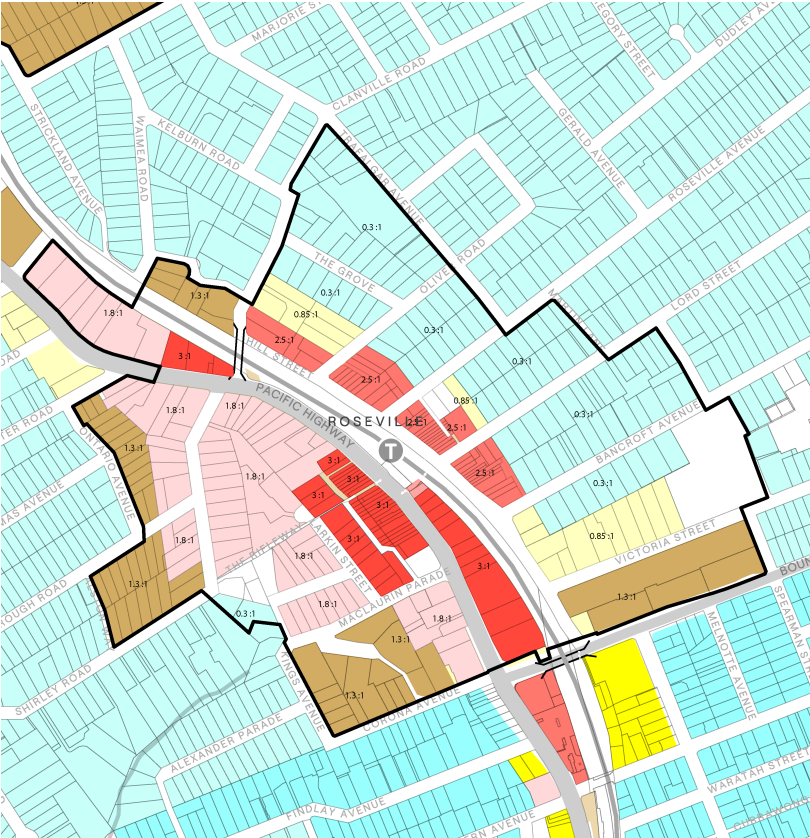
- |   |   |
|---|---|
| Proposed alternative TOD boundary       | Arterial road   |
| Changes highlighted from draft LEP Maps | Pedestrian overpass/underpass                         |
| Railway corridor                        | Areas exempt from Clause 4.3(2A) and 6.6(2) KLEP 2015 |



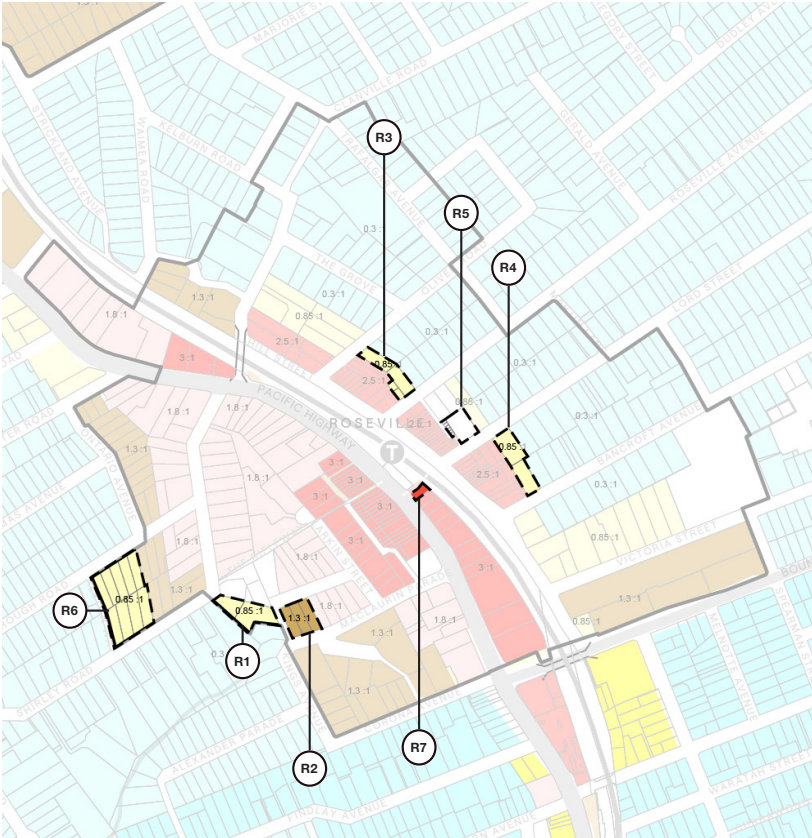
A4.62: Final Areas Exempt from Clause 4.3(2A) and Clause 6.6 (2) with changes highlighted

Roseville  
Floor Space Ratio (FSR)

Attachment A4



A4.63: Exhibited Floor Space Ratio (FSR)



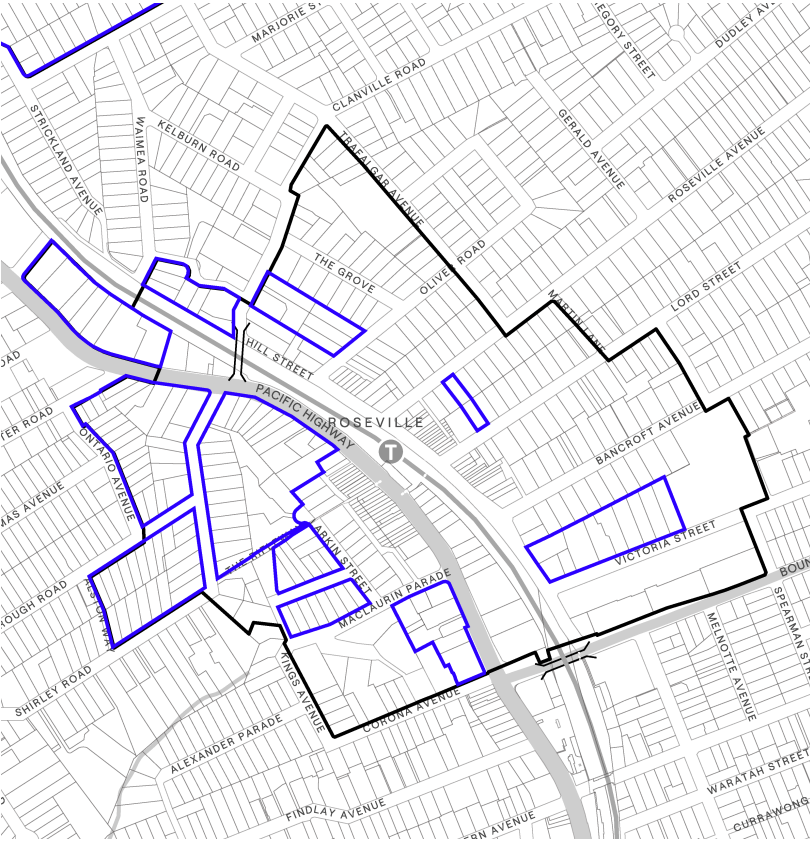
A4.64: Final Floor Space Ratio (FSR) with changes highlighted

- Proposed alternative TOD boundary
  - Changes highlighted from draft LEP Maps
  - Railway corridor
  - Arterial road
  - Pedestrian overpass/underpass
- |        |       |       |       |
|--------|-------|-------|-------|
| 0.3:1  | 1:1   | 2.5:1 | 5:1   |
| 0.5:1  | 1.3:1 | 3:1   | 6:1   |
| 0.8:1  | 1.8:1 | 3.5:1 | 6.5:1 |
| 0.85:1 | 2:1   | 4.5:1 | 8:1   |



Roseville  
Floor Space Ratio (Clause 4.4 KLEP)





Attachment A4



A4.65: Exhibited Areas Exempt from Clause 4.4

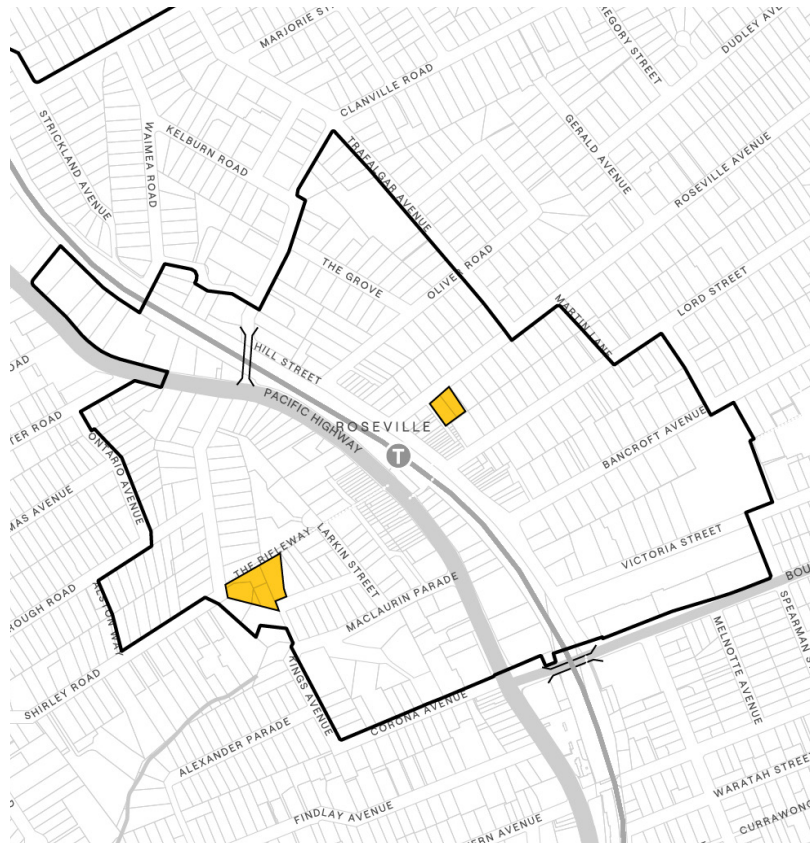


A4.66: Final Areas Exempt from Clause 4.4 with changes highlighted

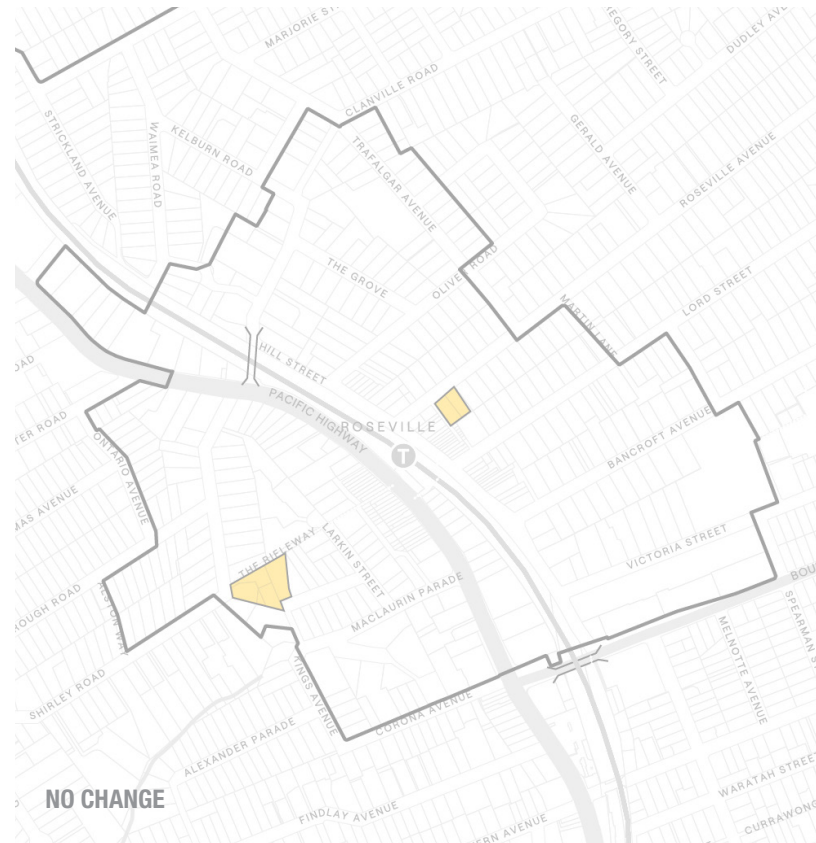
- |   |   |
|---|---|
|  Proposed alternative TOD boundary       |  Arterial road                               |
|  Changes highlighted from draft LEP Maps |  Pedestrian overpass/underpass               |
|  Railway corridor                        |  Areas exempt from clause 4.4 (2C) KLEP 2015 |

**Roseville**  
Land Reservation Acquisition Map

Attachment A4



A4.67: Exhibited Land Reservation Acquisition



A4.68: Final Land Reservation Acquisition with changes highlighted

- |                                   |                               |
|-----------------------------------|-------------------------------|
| Proposed alternative TOD boundary | Pedestrian overpass/underpass |
| Railway corridor                  | Land to be acquired           |
| Arterial road                     |                               |



## Roseville Active Frontages

## Attachment A4



A4.69: Exhibited Active Frontages

- |   |                               |
|---|-------------------------------|
| Proposed alternative TOD boundary       | Arterial road                 |
| Changes highlighted from draft LEP Maps | Pedestrian overpass/underpass |
| Railway corridor                        | Active frontage               |



A4.70: Final Active Frontages with changes highlighted

## Roseville Affordable Housing

## Attachment A4



A4.71: Exhibited Affordable Housing

- Proposed alternative TOD boundary
- Changes highlighted from draft LEP Maps
- Railway corridor
- Arterial road
- Pedestrian overpass/underpass
- 2%
- 3%
















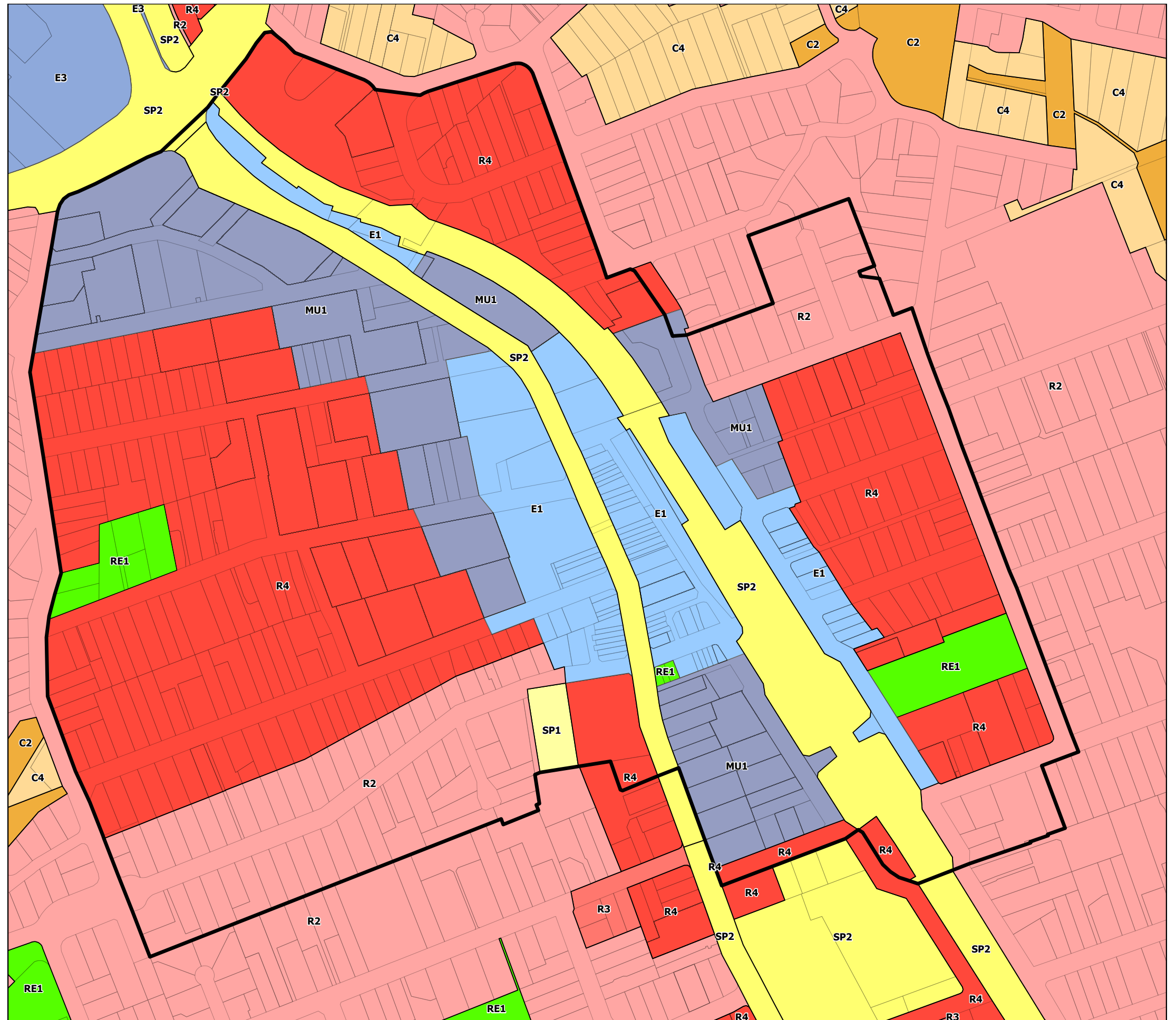
A4.72: Final Affordable Housing with changes highlighted

- 5%
- 10%

# GORDON

## Land Zoning (LZN)

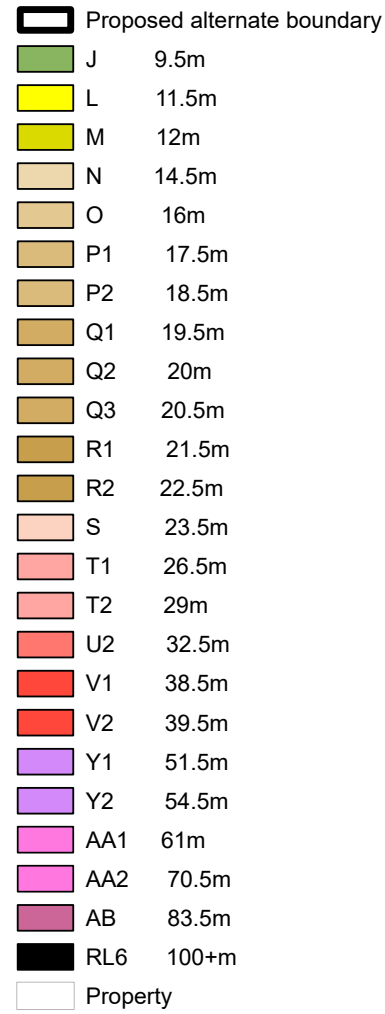
-  Proposed alternate boundary
-  C2 Environmental Conservation
-  C4 Environmental Living
-  E1 Local Centre
-  E3 Productivity Support
-  MU1 Mixed Use
-  R2 Low Density Residential
-  R3 Medium Density Residential
-  R4 High Density Residential
-  RE1 Public Recreation
-  SP1 Special Activities
-  SP2 Infrastructure
-  Property



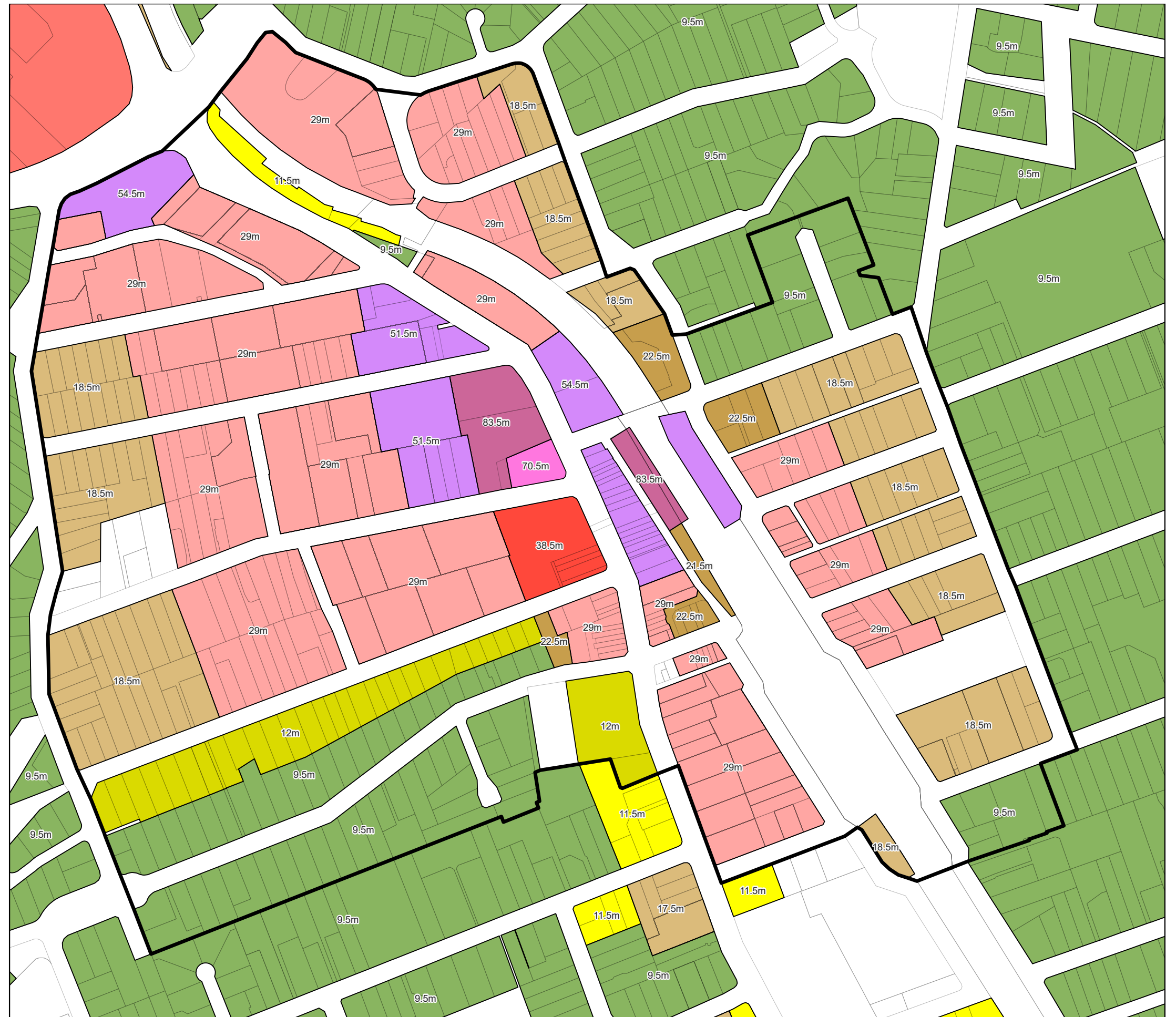


# GORDON

## Height of Buildings (HOB)






0 0.05 0.1 0.2 Kilometers





# GORDON

## Height of Buildings (HOB)

-  Proposed alternate boundary
-  Areas exempt from Clause 4.3(2A) and 6.6(2) KLEP 2015
-  Property

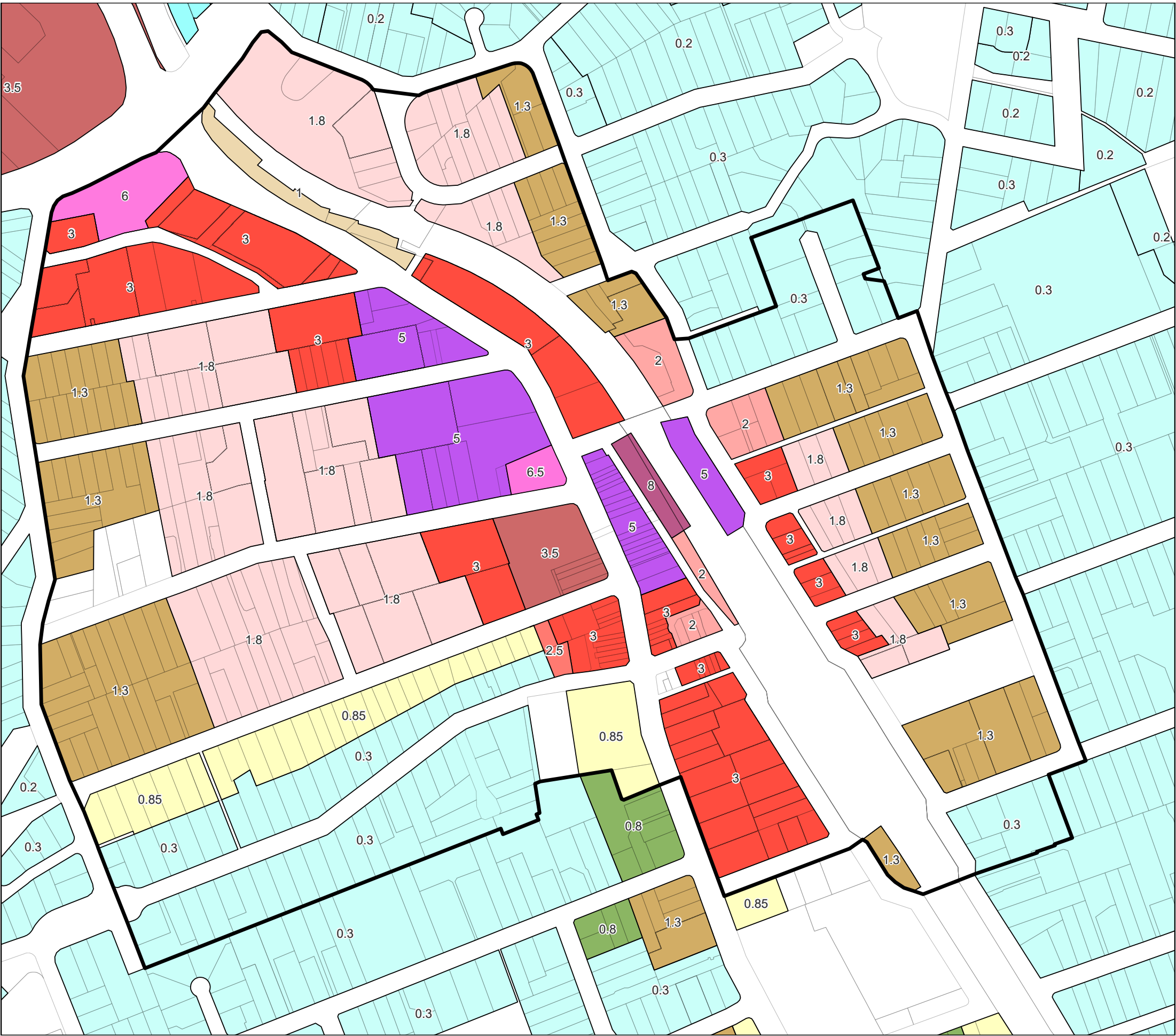
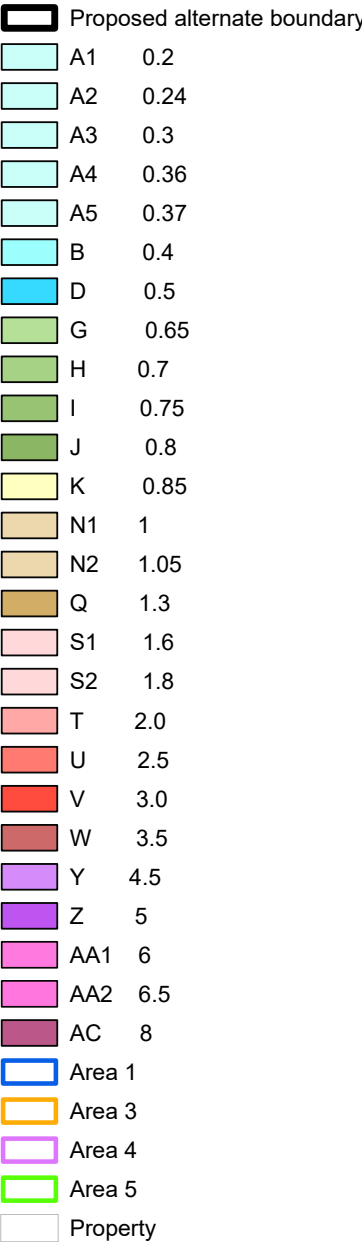


0 0.05 0.1 0.2 Kilometers



# GORDON

Floor Space Ratio (FSR)





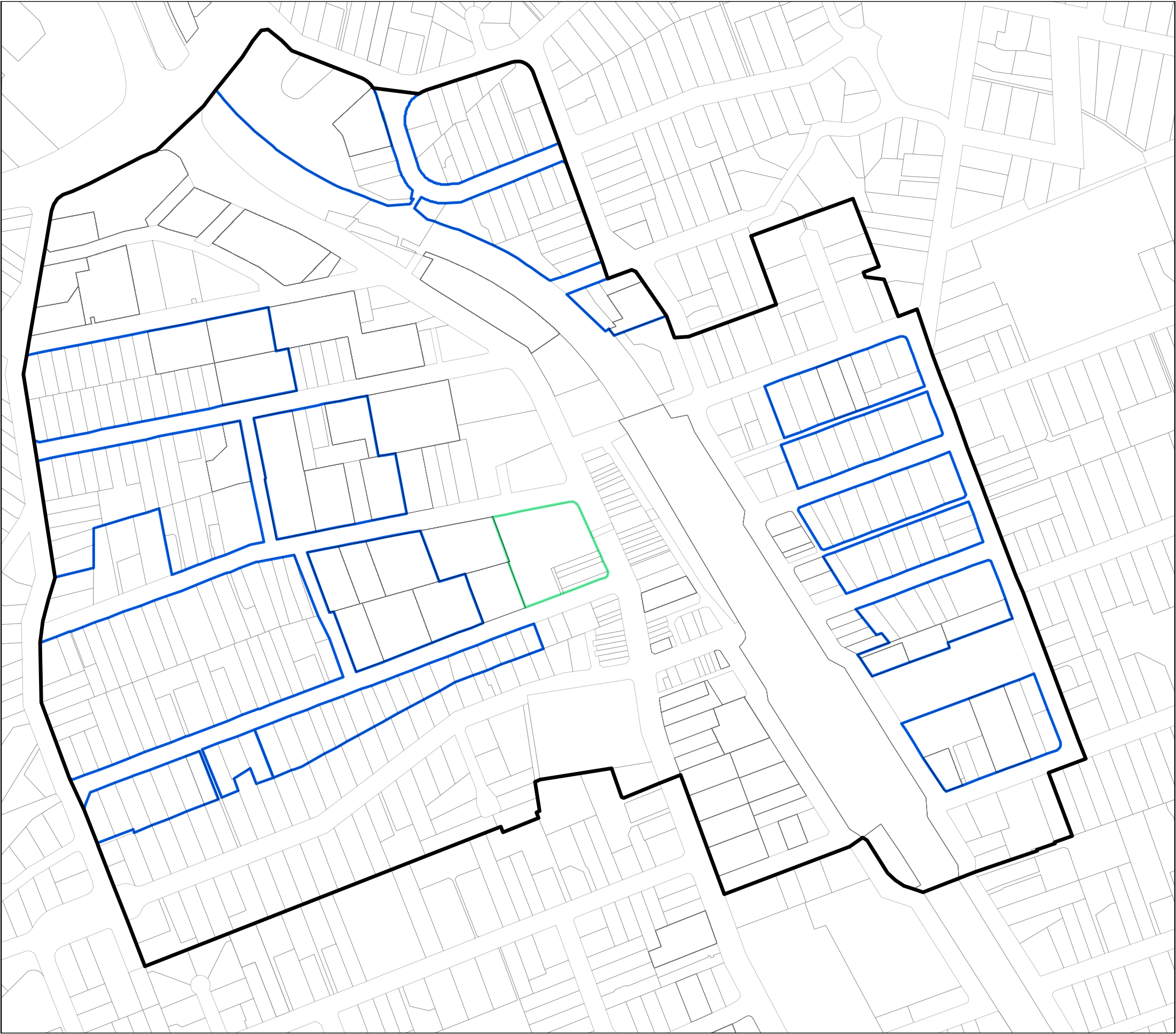
# GORDON

## Floor Space Ratio (FSR)

- Proposed alternate boundary
- Areas exempt from clause 4.4 (2C) KLEP2015
- Introduce a minimum 1:1 FSR for non residential uses on sites
- Property






0 0.05 0.1 0.2 Kilometers



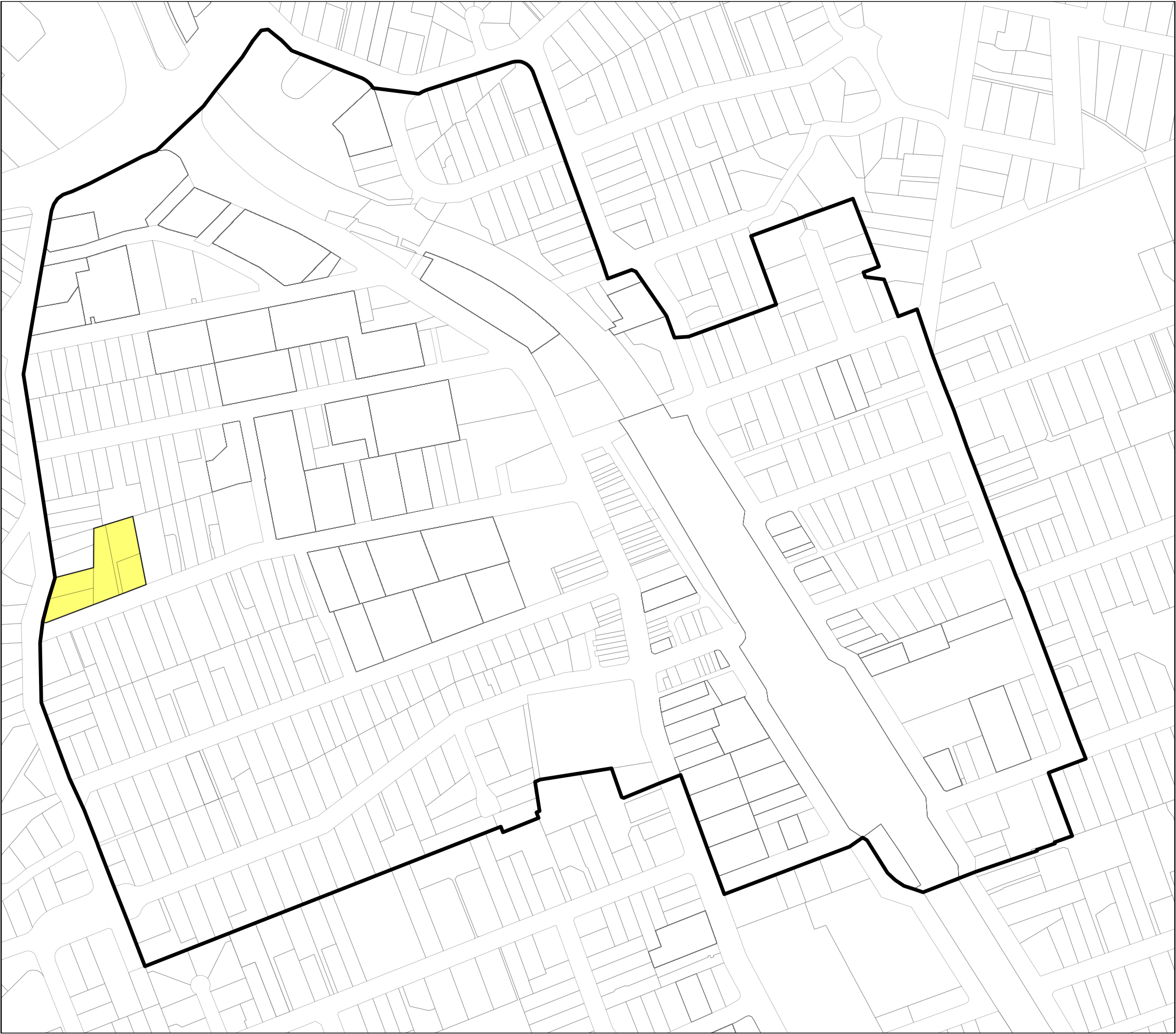
# GORDON

Land Reservation Acquisition (LRA)

-  Proposed alternate boundary
-  LRA | Land Reservation Acquisition
-  Property






0 0.05 0.1 0.2 Kilometers



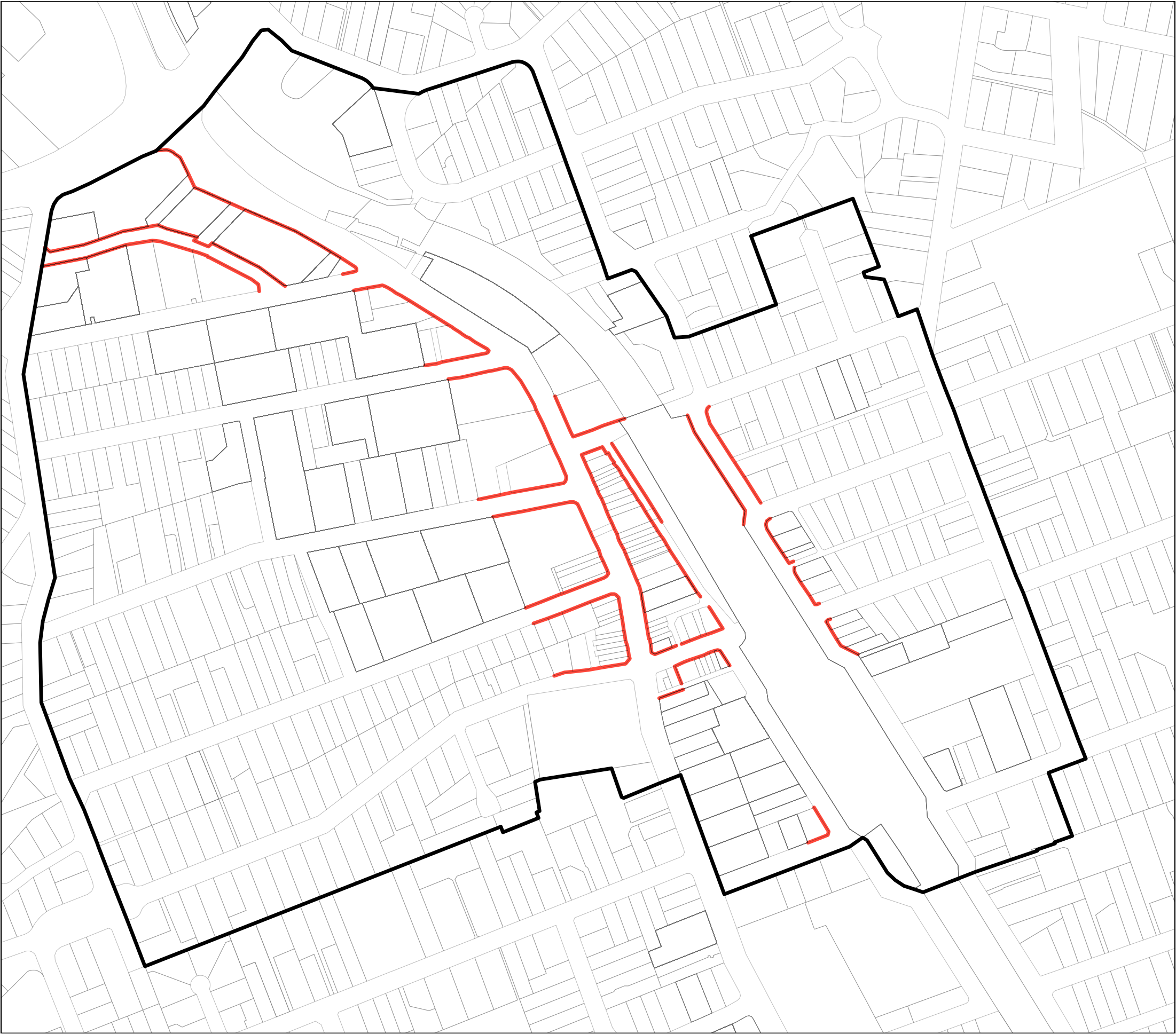
# GORDON

## Active Street Frontages (ASF)

-  Proposed alternate boundary
-  ASF | Active Street Frontages
-  Property



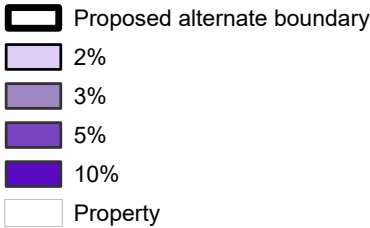
0 0.05 0.1 0.2 Kilometers





# GORDON

## Affordable Housing Rates (AHCS)
















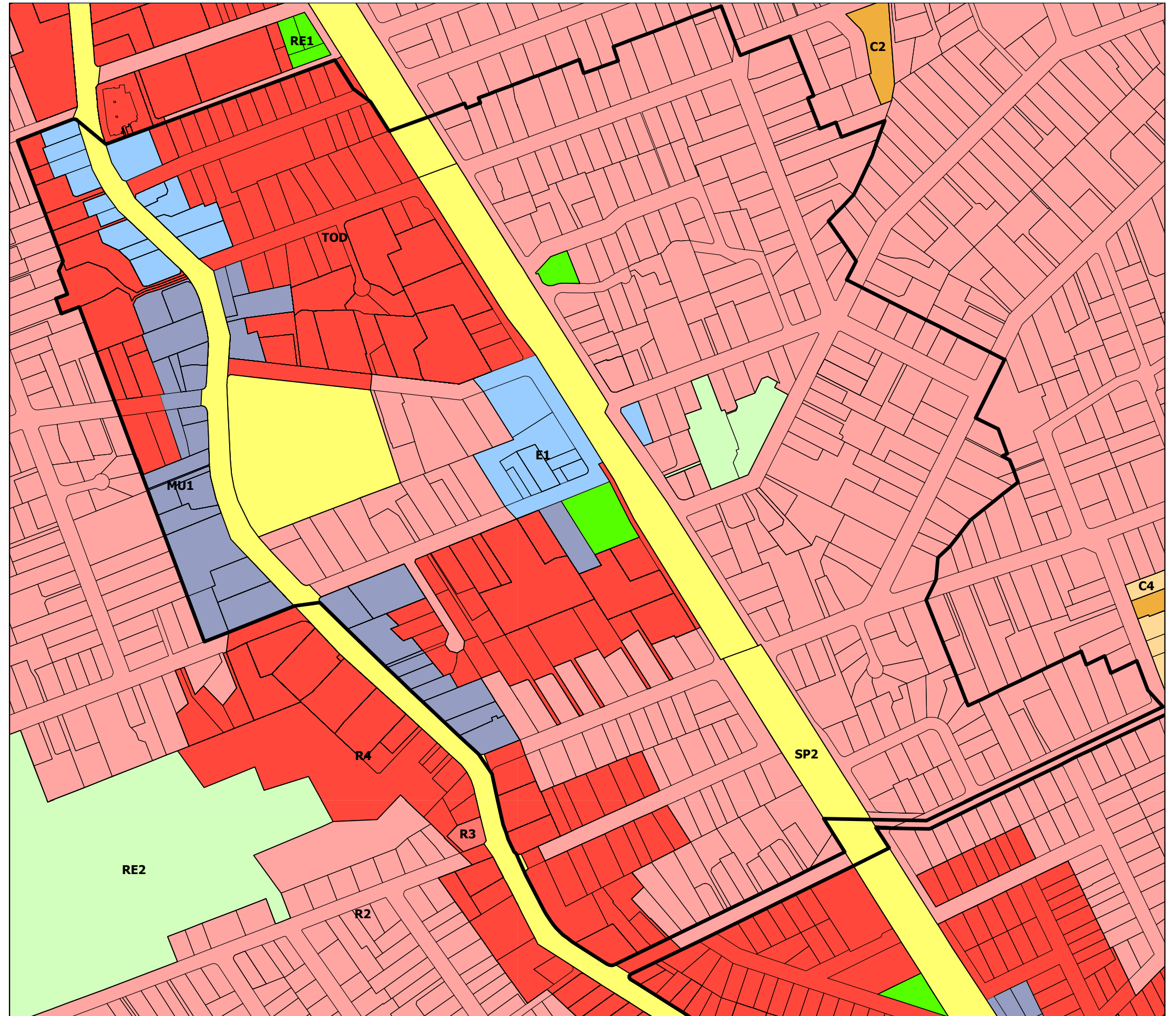
0 0.05 0.1 0.2 Kilometers



# KILLARA

## Land Zoning (LZN)

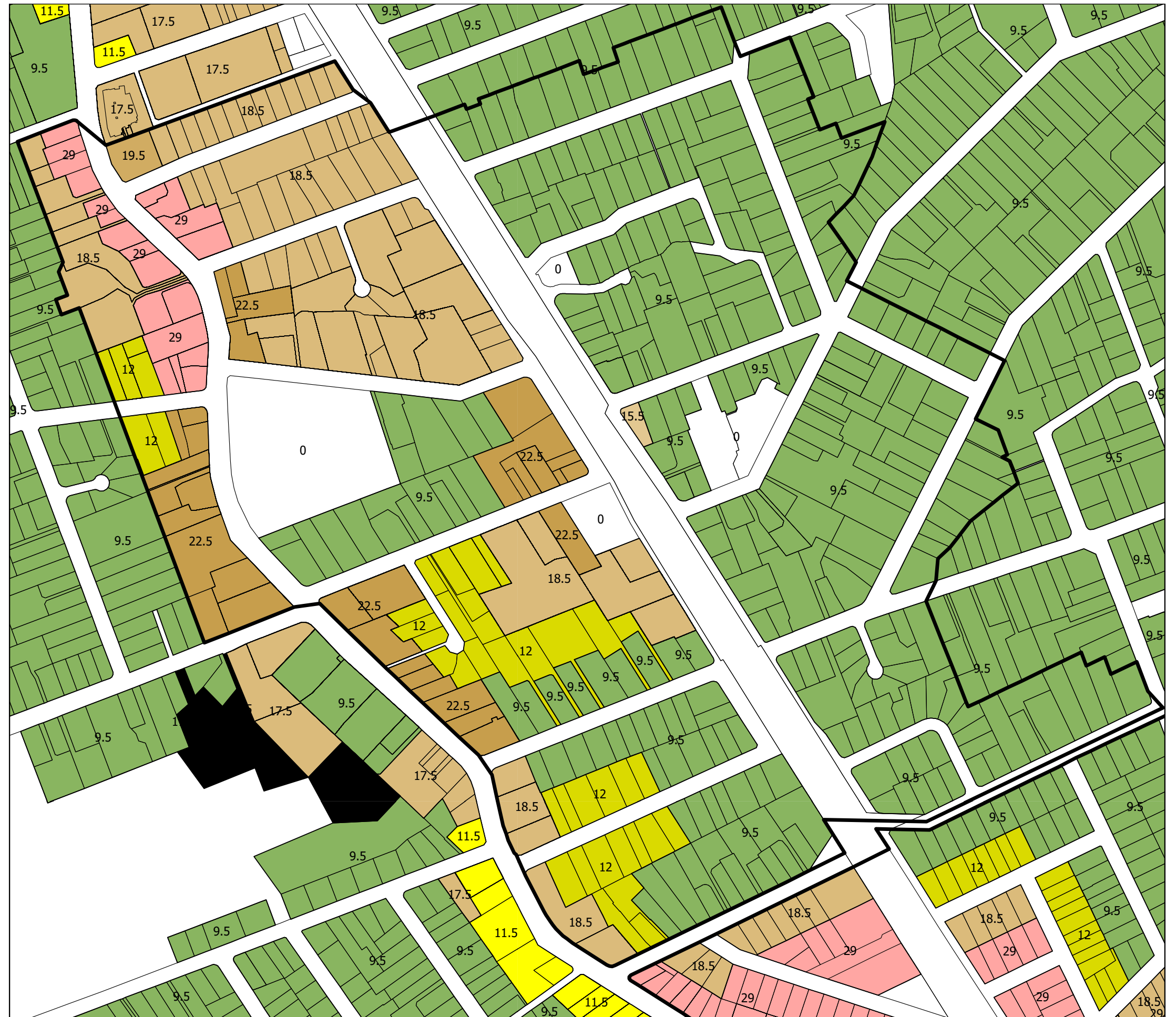
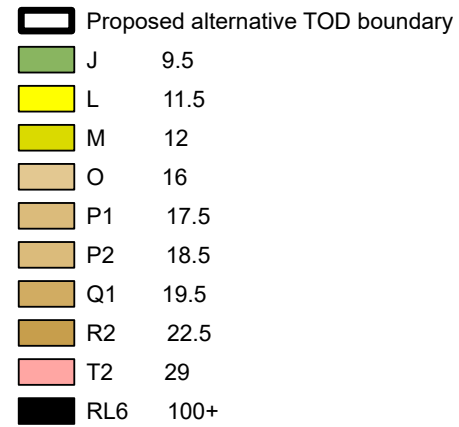
-  Proposed alternative TOD boundary
-  C2 Environmental Conservation
-  C4 Environmental Living
-  E1 Local Centre
-  MU1 Mixed Use
-  R2 Low Density Residential
-  R3 Medium Density Residential
-  R4 High Density Residential
-  RE1 Public Recreation
-  RE2 Private Recreation
-  SP2 Infrastructure
-  Area 3
-  Property



0 0.05 0.1 0.2 Kilometers

# KILLARA

Height of Buildings  
(HOB)



0 0.05 0.1 0.2 Kilometers



# KILLARA

## Height of Buildings HOB

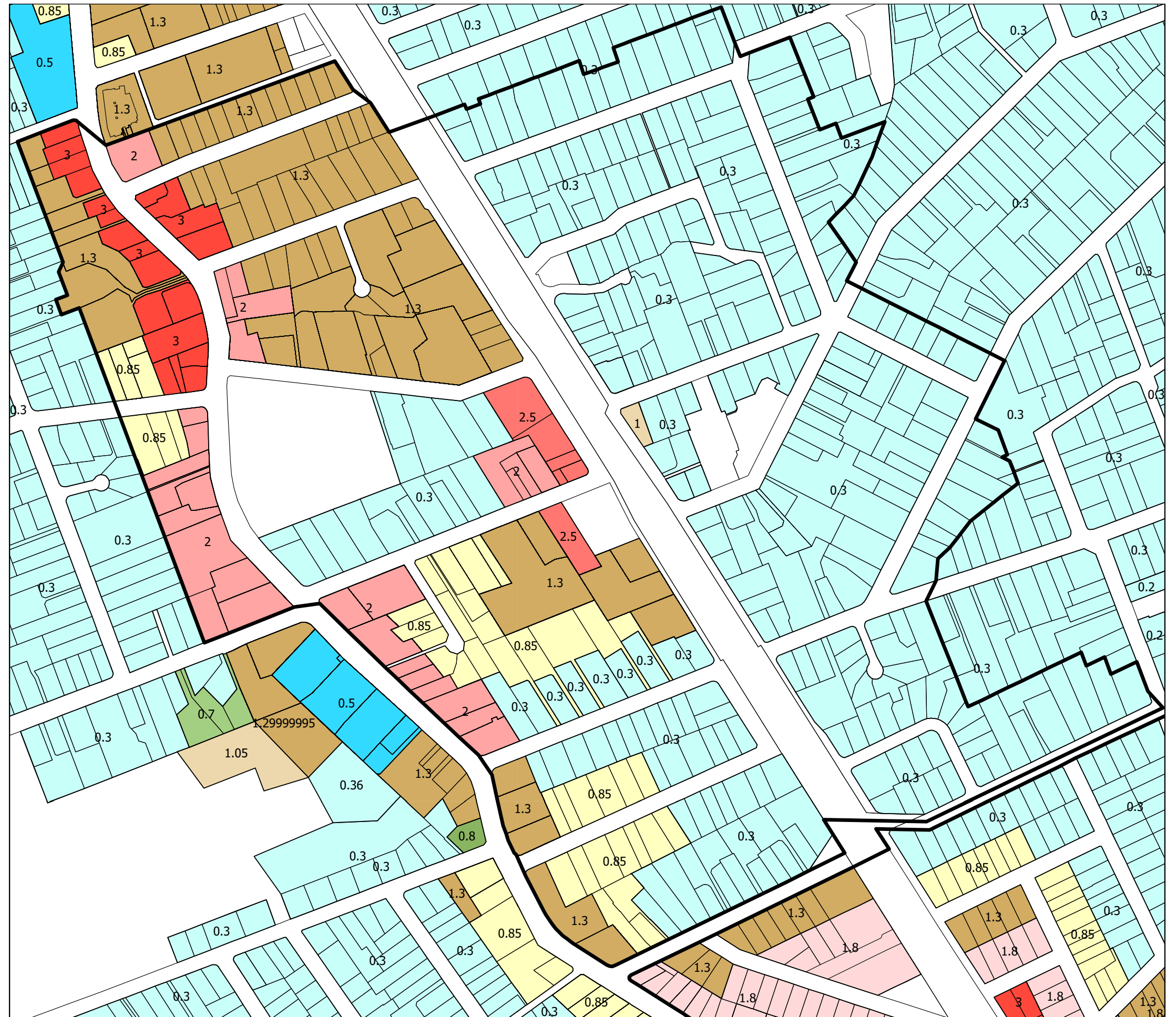
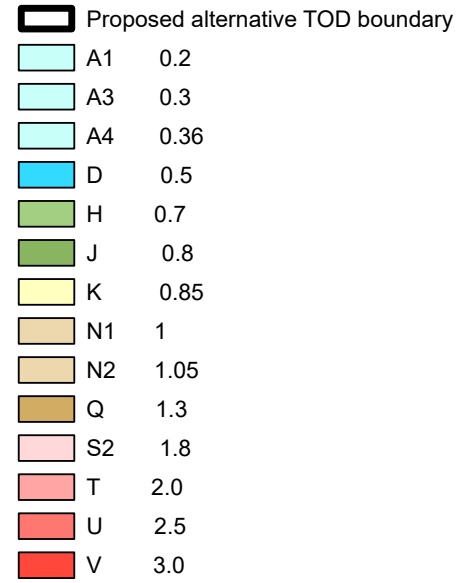
- Proposed alternative TOD boundary
- HOB | Height of Buildings - Areas exempt from Clause 4.3(2A) and 6.6(2) KLEP 2015



0 0.05 0.1 0.2 Kilometers

# KILLARA

Floor Space Ratio (FSR)





# KILLARA

Floor Space Ratio  
(Clause 4.4 KLEP)

- Proposed alternative TOD boundary
- Areas exempt from clause 4.4 (2C) KLEP2015





0 0.05 0.1 0.2 Kilometers



# KILLARA

Land Reservation  
Acquisition (LRA)

-  Proposed alternative TOD boundary
-  Property



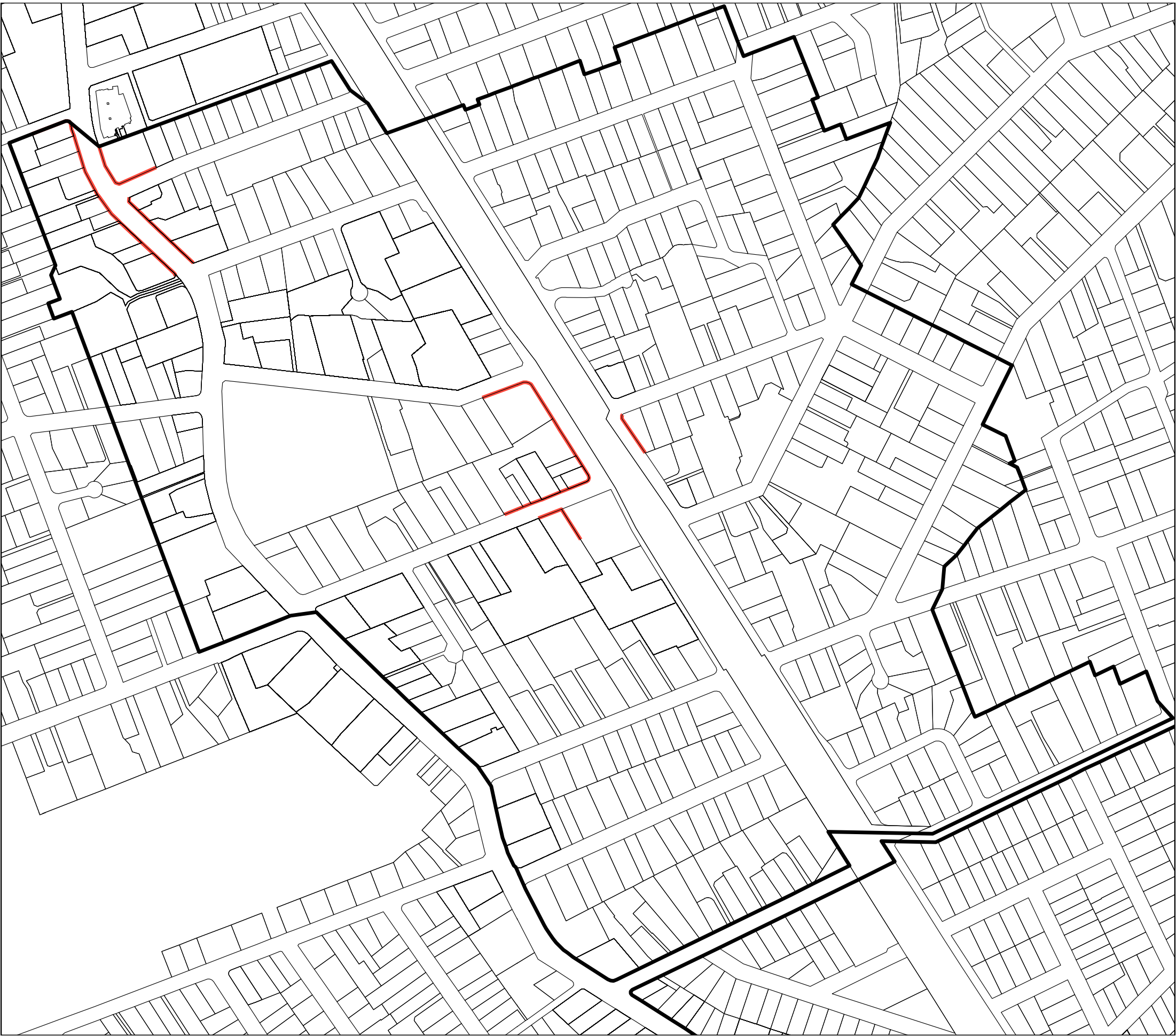
0 0.05 0.1 0.2 Kilometers



# KILLARA

Active Street Frontages  
(ASF)

- Proposed alternative TOD boundary
- ASF | Active Street Frontages

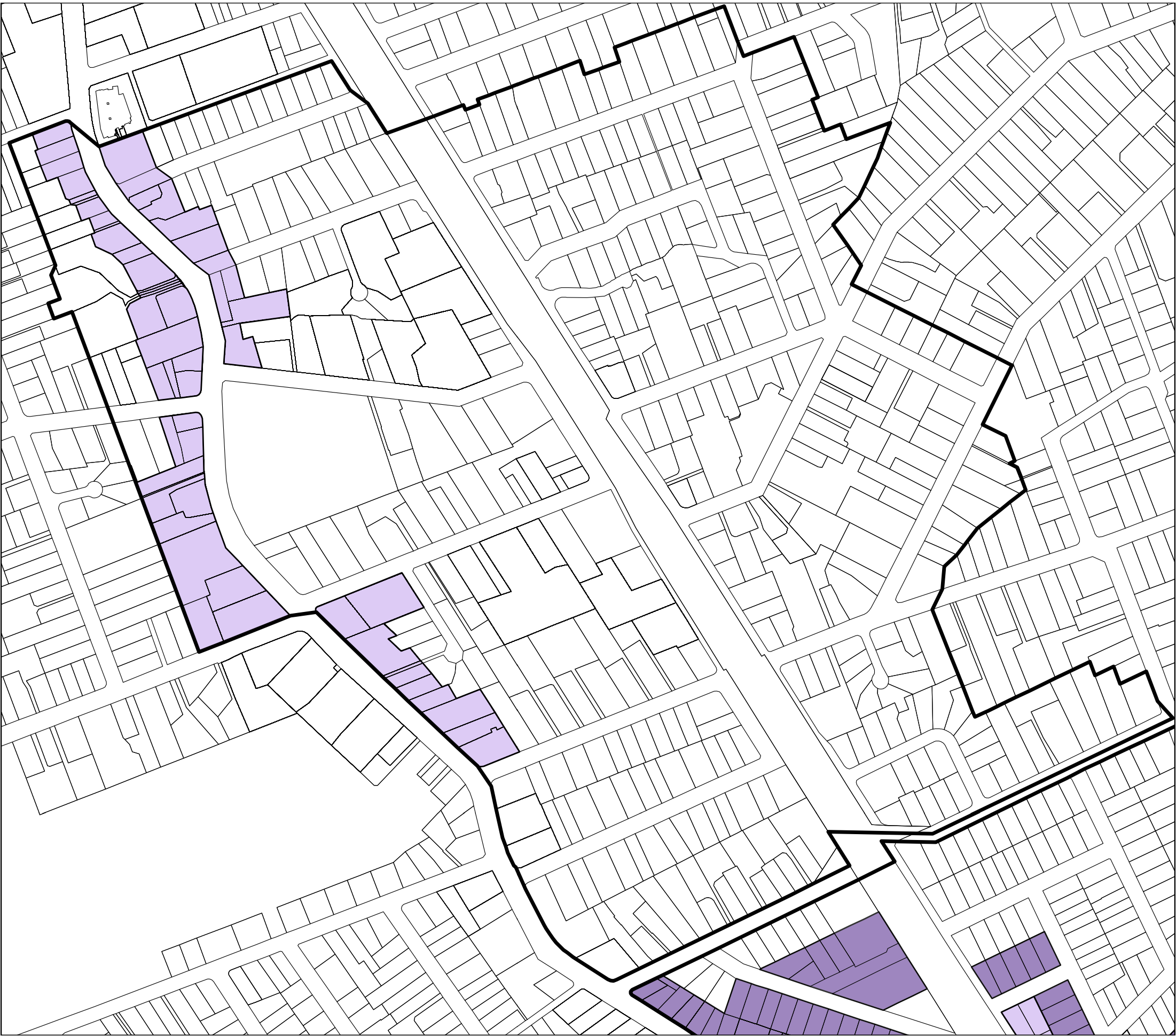


0 0.05 0.1 0.2 Kilometers

# KILLARA

## Affordable Housing Rates

- Proposed alternative TOD boundary
- 2%
- 3%














0 0.05 0.1 0.2 Kilometers



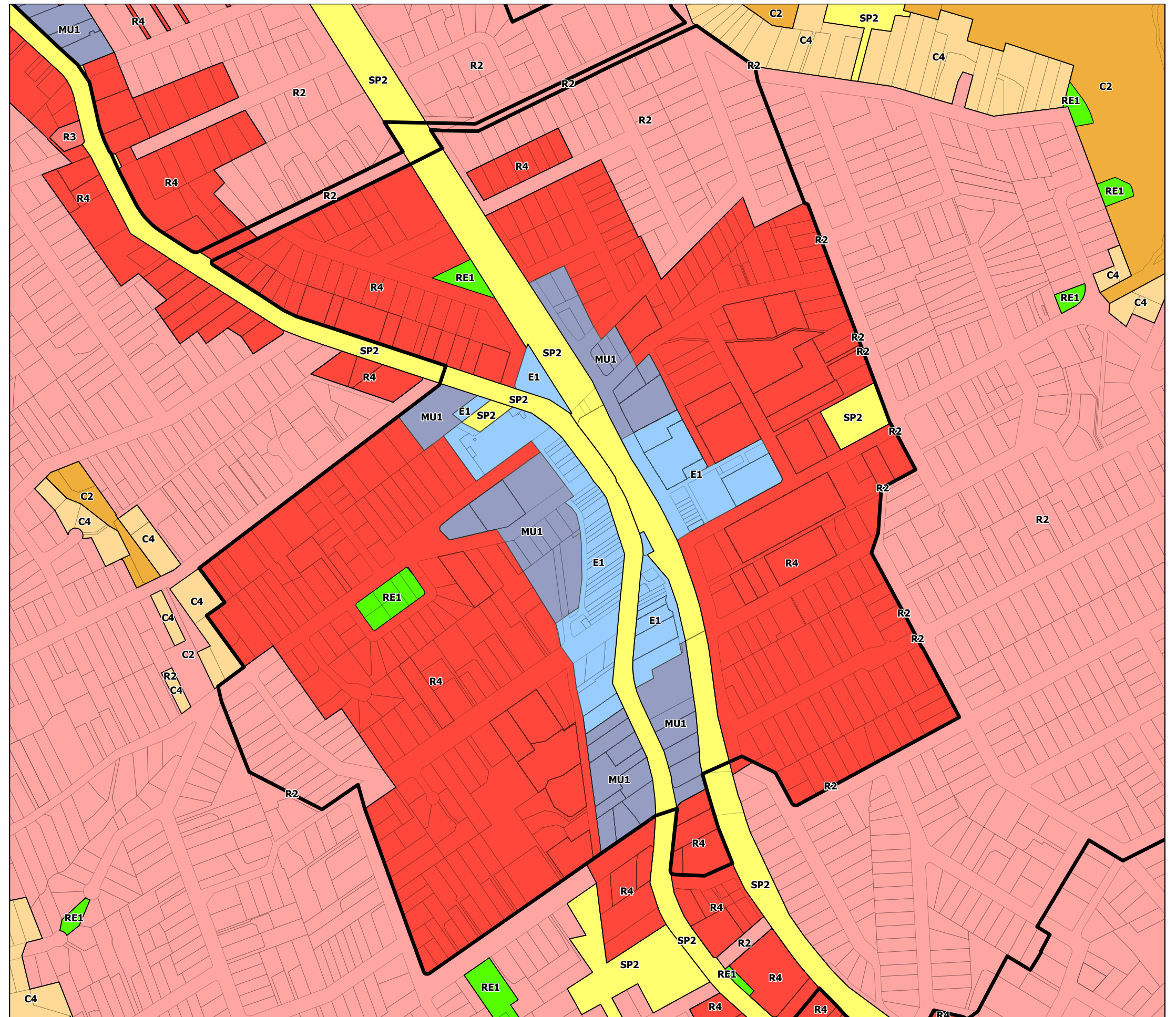
# LINDFIELD

## Land Zoning (LZN)

-  Proposed alternate boundary
-  C2 Environmental Conservation
-  C4 Environmental Living
-  E1 Local Centre
-  MU1 Mixed Use
-  R2 Low Density Residential
-  R3 Medium Density Residential
-  R4 High Density Residential
-  RE1 Public Recreation
-  SP2 Infrastructure
-  Property



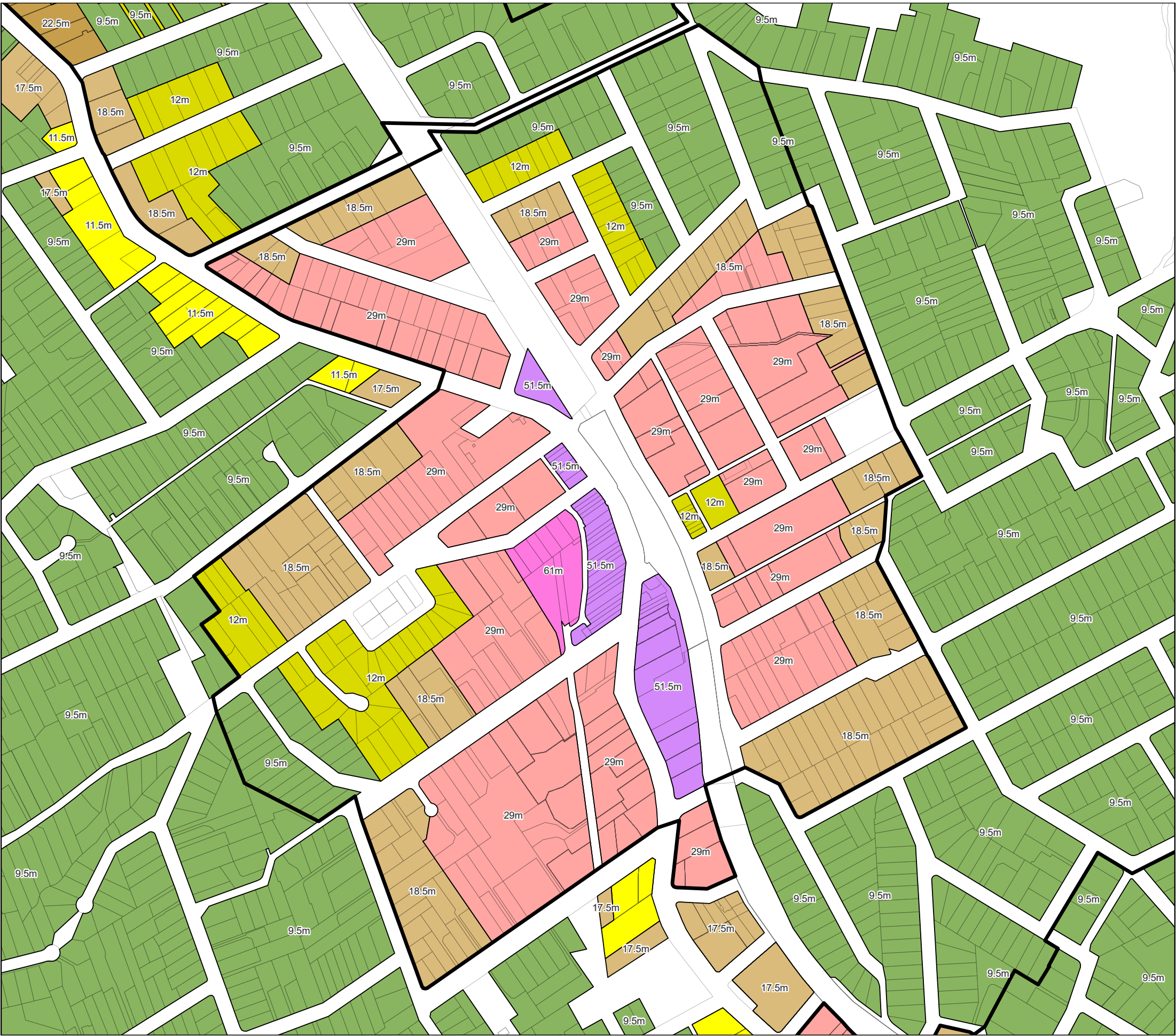
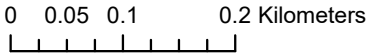
0 0.05 0.1 0.2 Kilometers





# LINDFIELD




Height of Buildings (HOB)





# LINDFIELD

Height of Buildings (HOB)

-  Proposed alternate boundary
-  Areas exempt from Clause 4.3(2A) and 6.6(2) KLEP 2015
-  Property



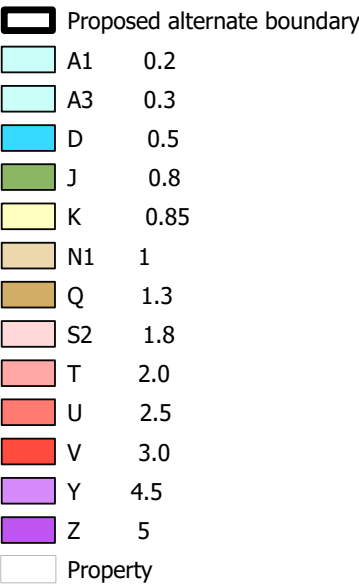
0 0.05 0.1 0.2 Kilometers



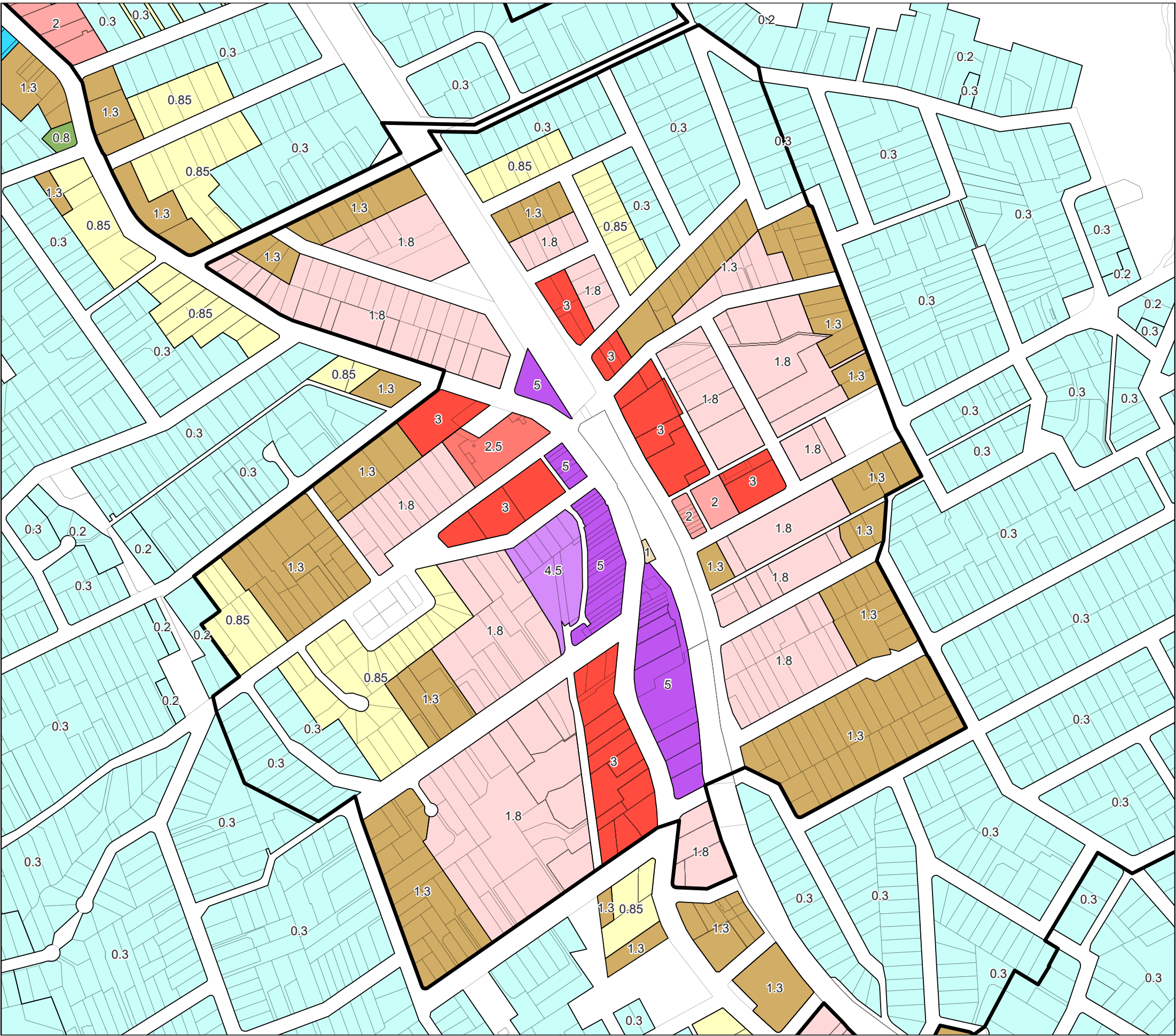


# LINDFIELD

Floor Space Ratio (FSR)






0 0.05 0.1 0.2 Kilometers





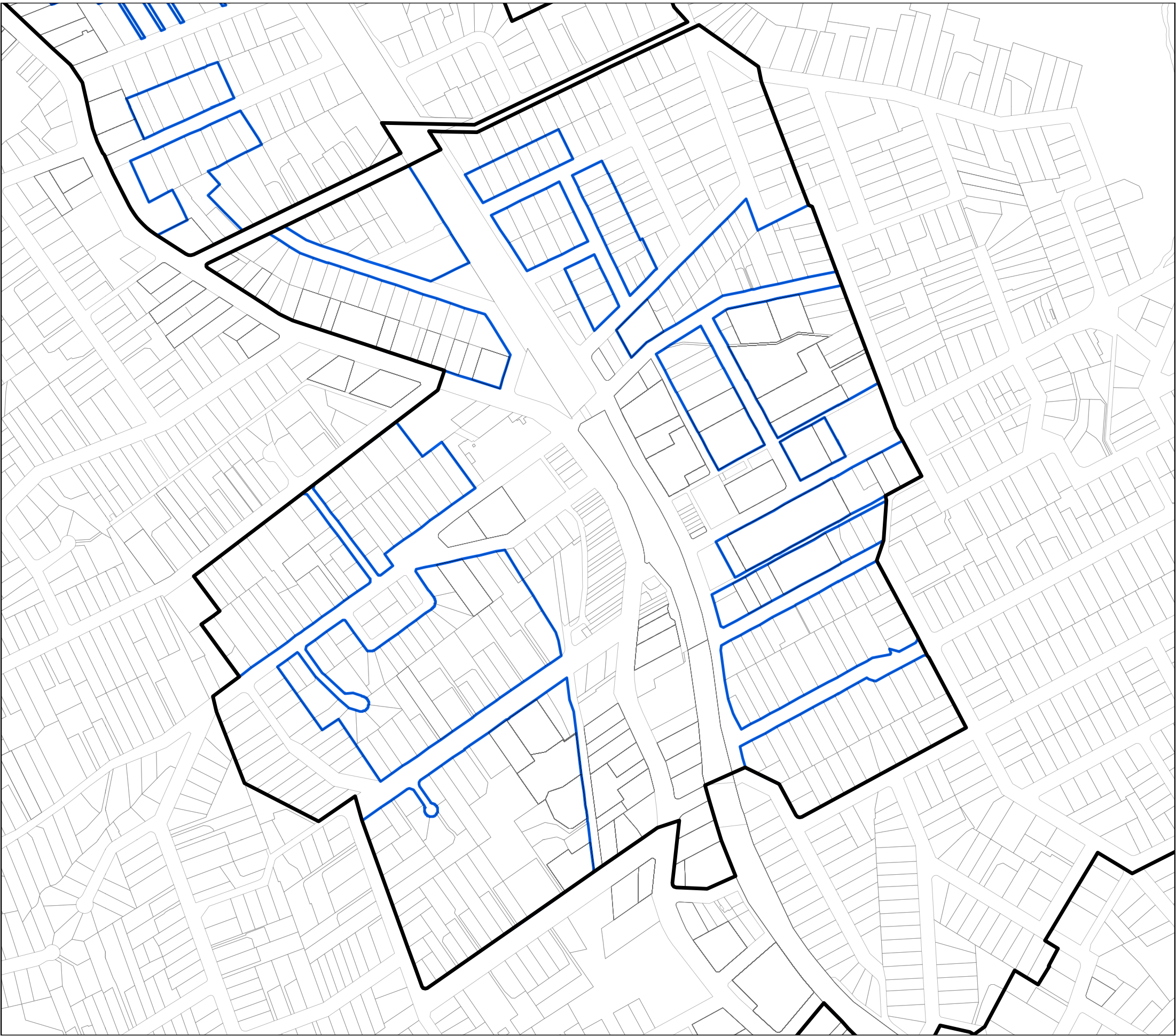
# LINDFIELD

Floor Space Ratio (FSR)

-  Proposed alternate boundary
-  Areas exempt from clause 4.4 (2C) KLEP2015
-  Property






0 0.05 0.1 0.2 Kilometers



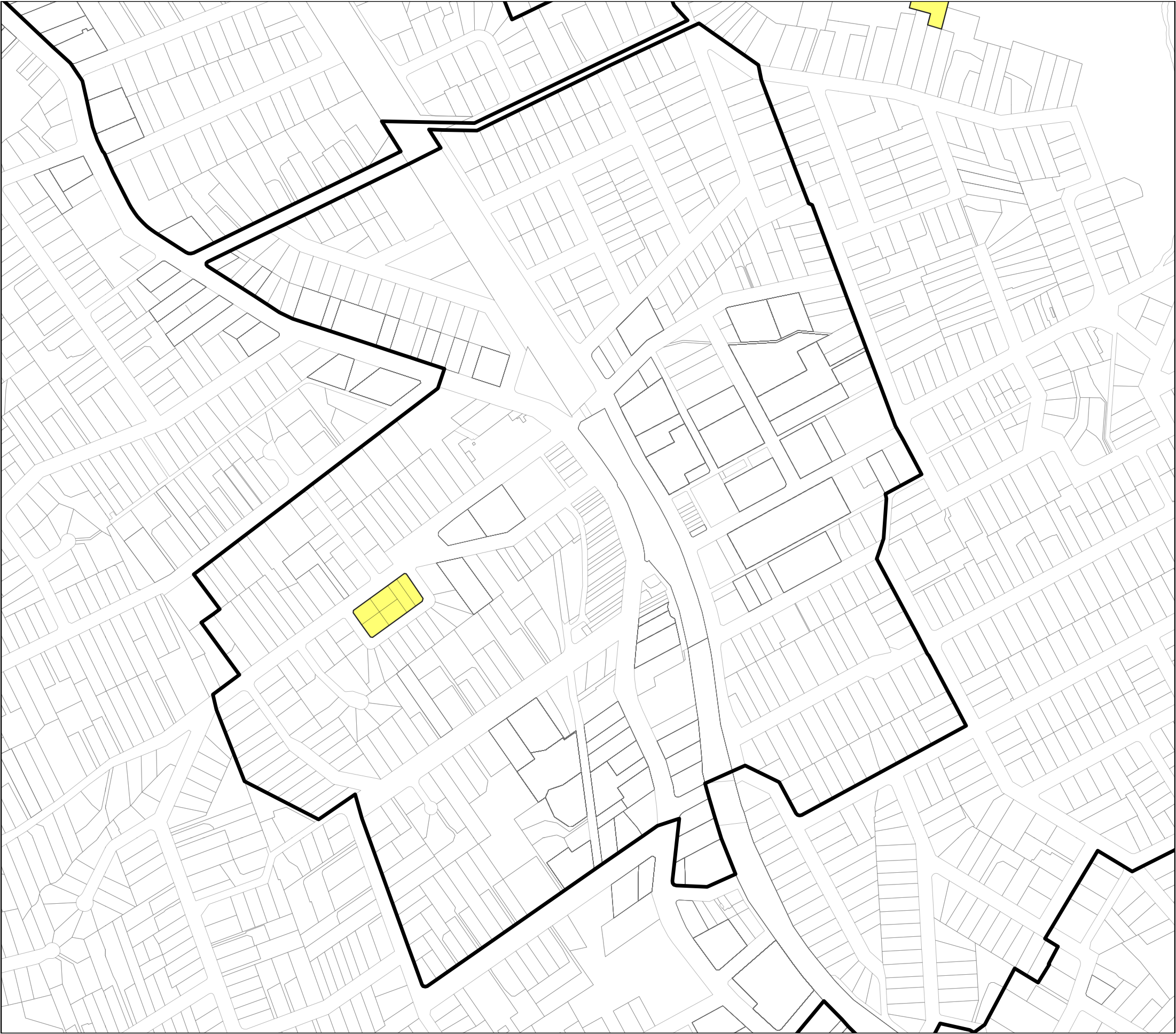
# LINDFIELD

Land Reservation Acquisition (LRA)

-  Proposed alternate boundary
-  LRA | Land Reservation Acquisition
-  Property






0 0.05 0.1 0.2 Kilometers





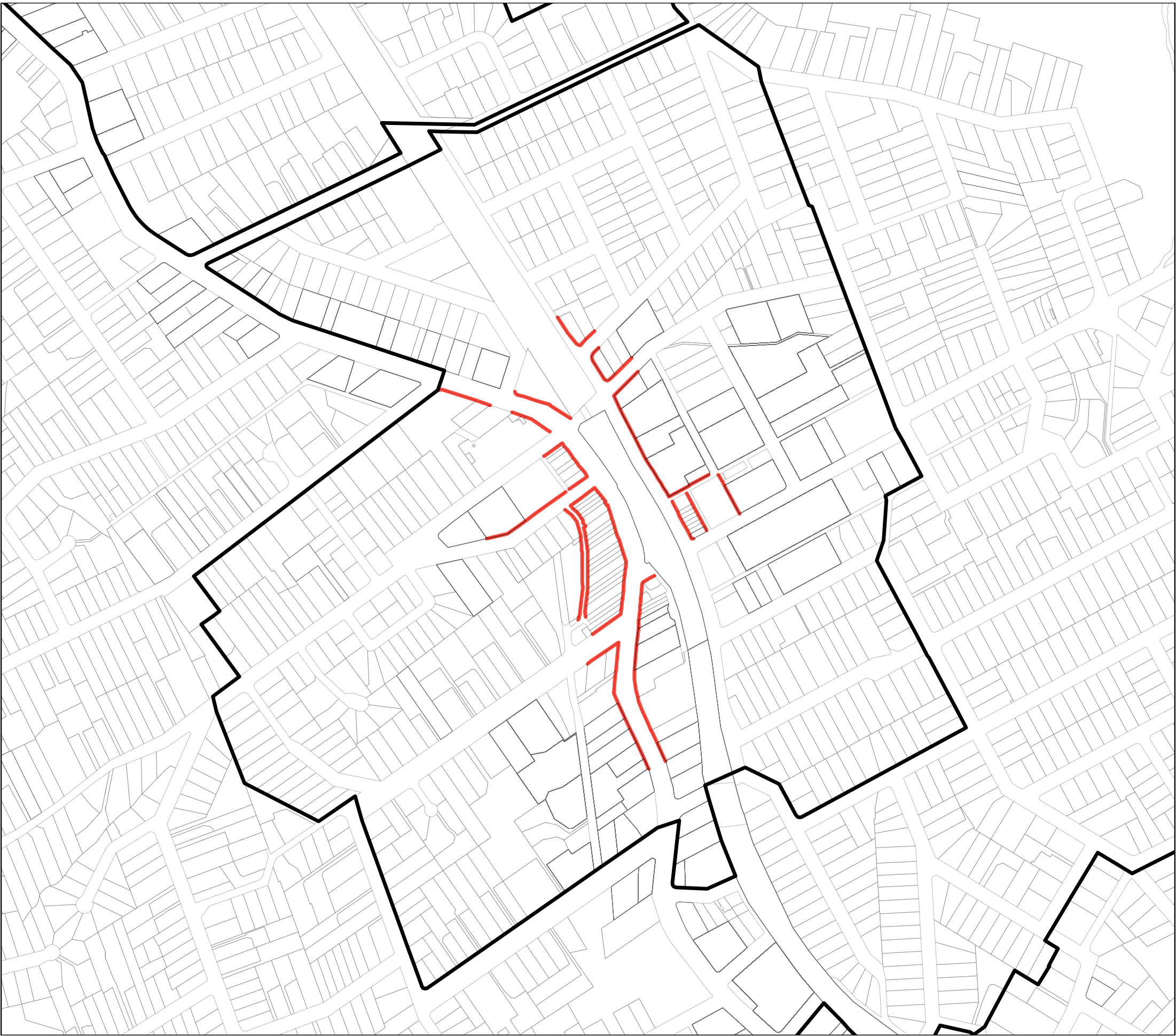
# LINDFIELD

Active Street Frontages (ASF)

-  Proposed alternate boundary
-  ASF | Active Street Frontages
-  Property



0 0.05 0.1 0.2 Kilometers





# LINDFIELD

Affordable Housing Rates (AHCS)

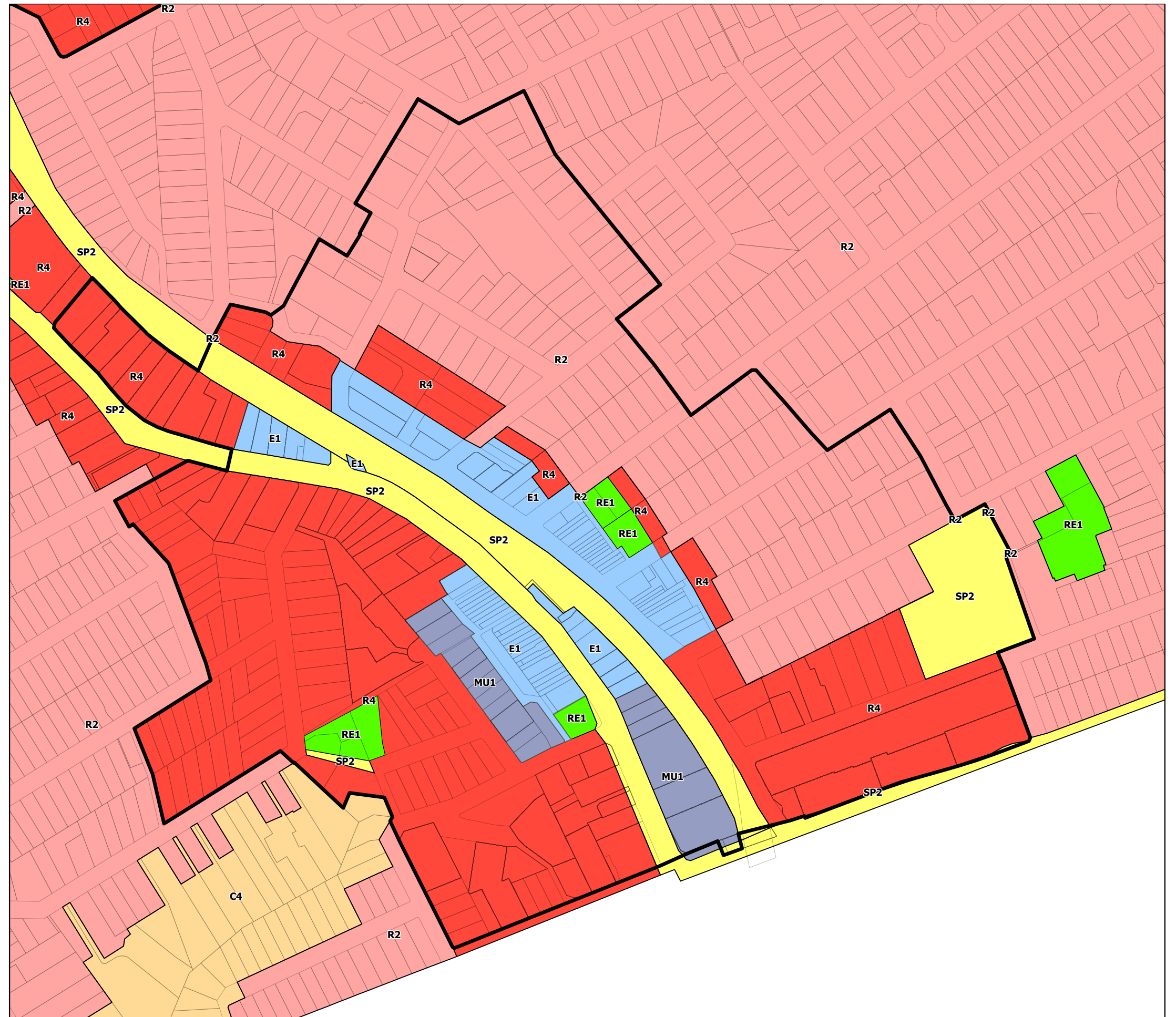
- Proposed alternate boundary
- 2%
- 3%
- 5%
- Property



# ROSEVILLE

## Land Zoning (LZN)

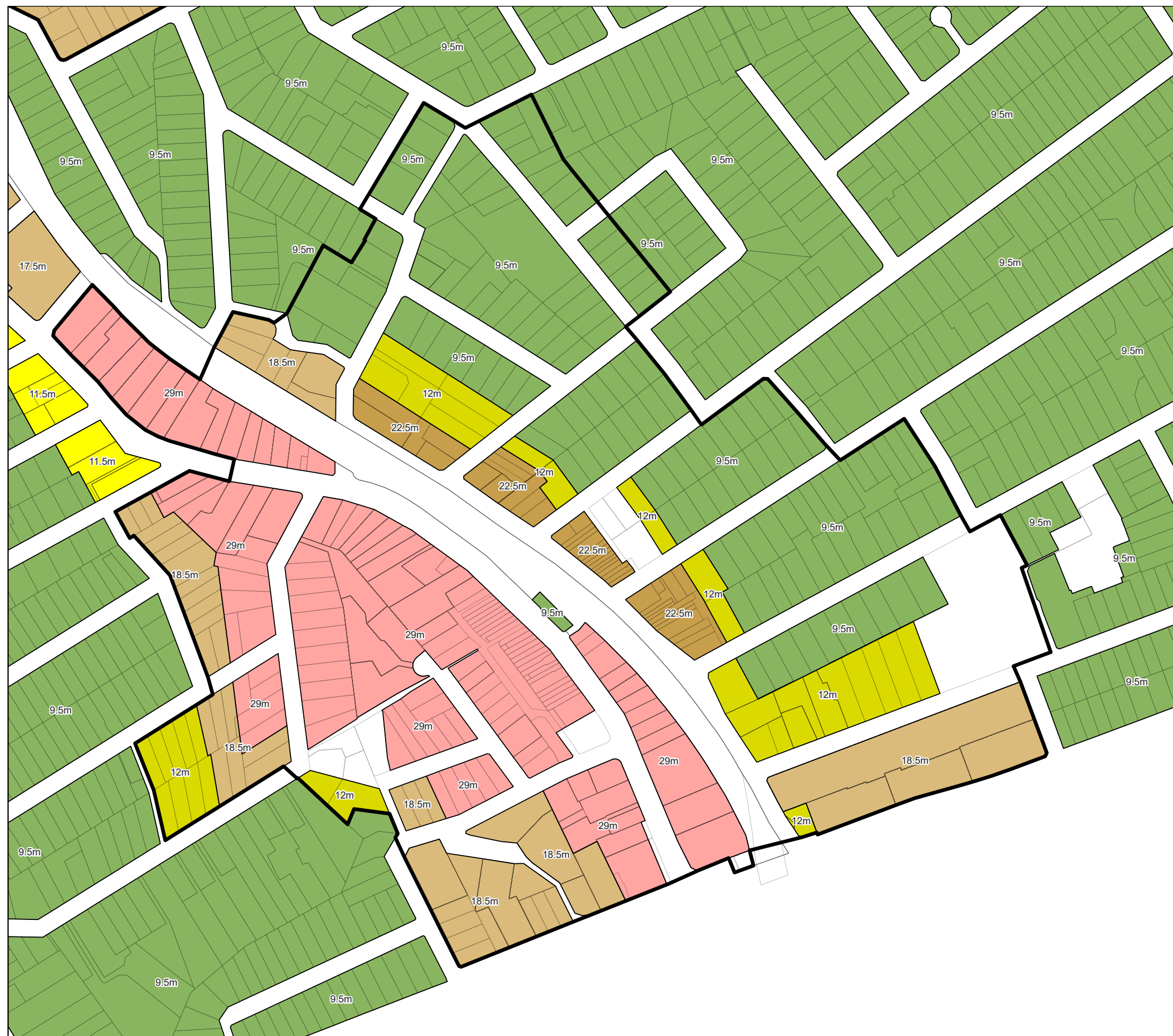
- Proposed alternate boundary
- C4 Environmental Living
- E1 Local Centre
- MU1 Mixed Use
- R2 Low Density Residential
- R4 High Density Residential
- RE1 Public Recreation
- SP2 Infrastructure
- Property








# ROSEVILLE

Height of Buildings (HOB)



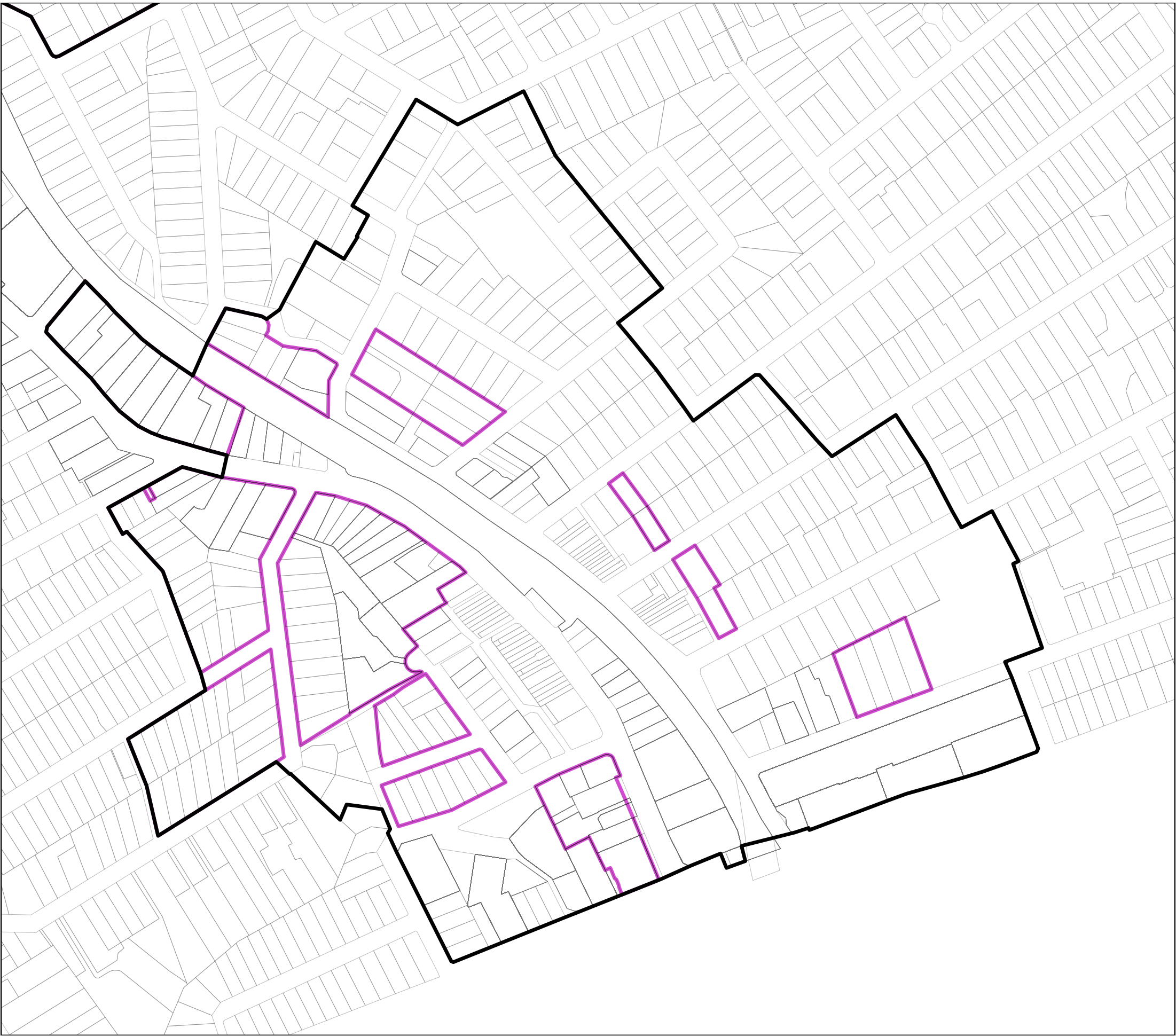
# ROSEVILLE

Height of Buildings (HOB)

-  Proposed alternate boundary
-  Areas exempt from Clause 4.3(2A) and 6.6(2) KLEP 2015
-  Property



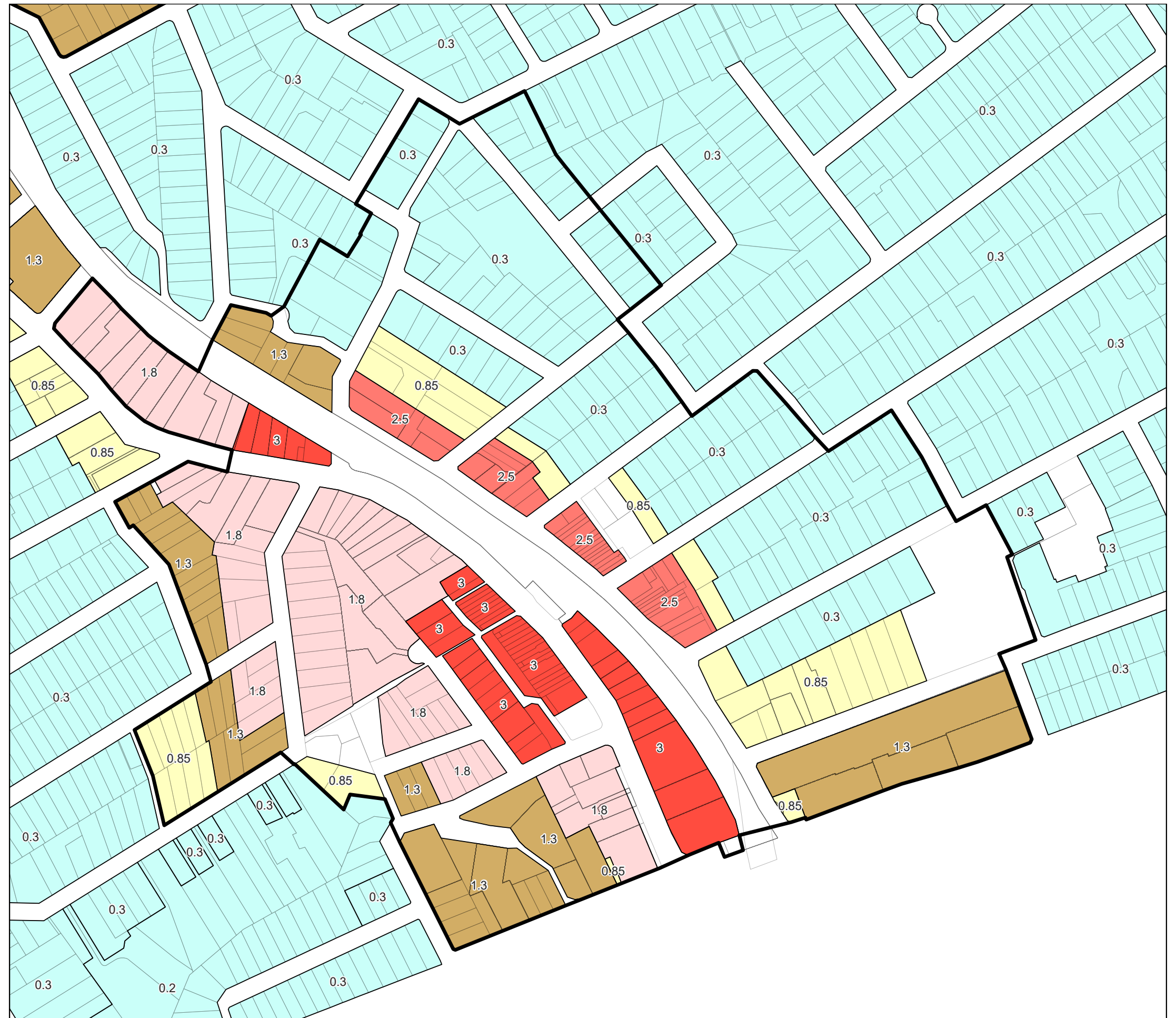
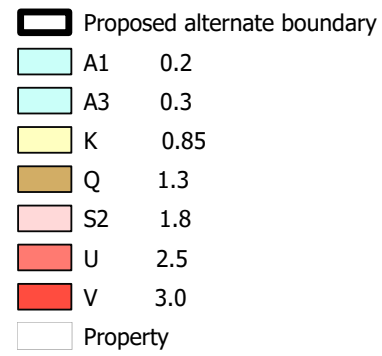
0 0.05 0.1 0.2 Kilometers





# ROSEVILLE

Floor Space Ratio (FSR)






0 0.05 0.1 0.2 Kilometers



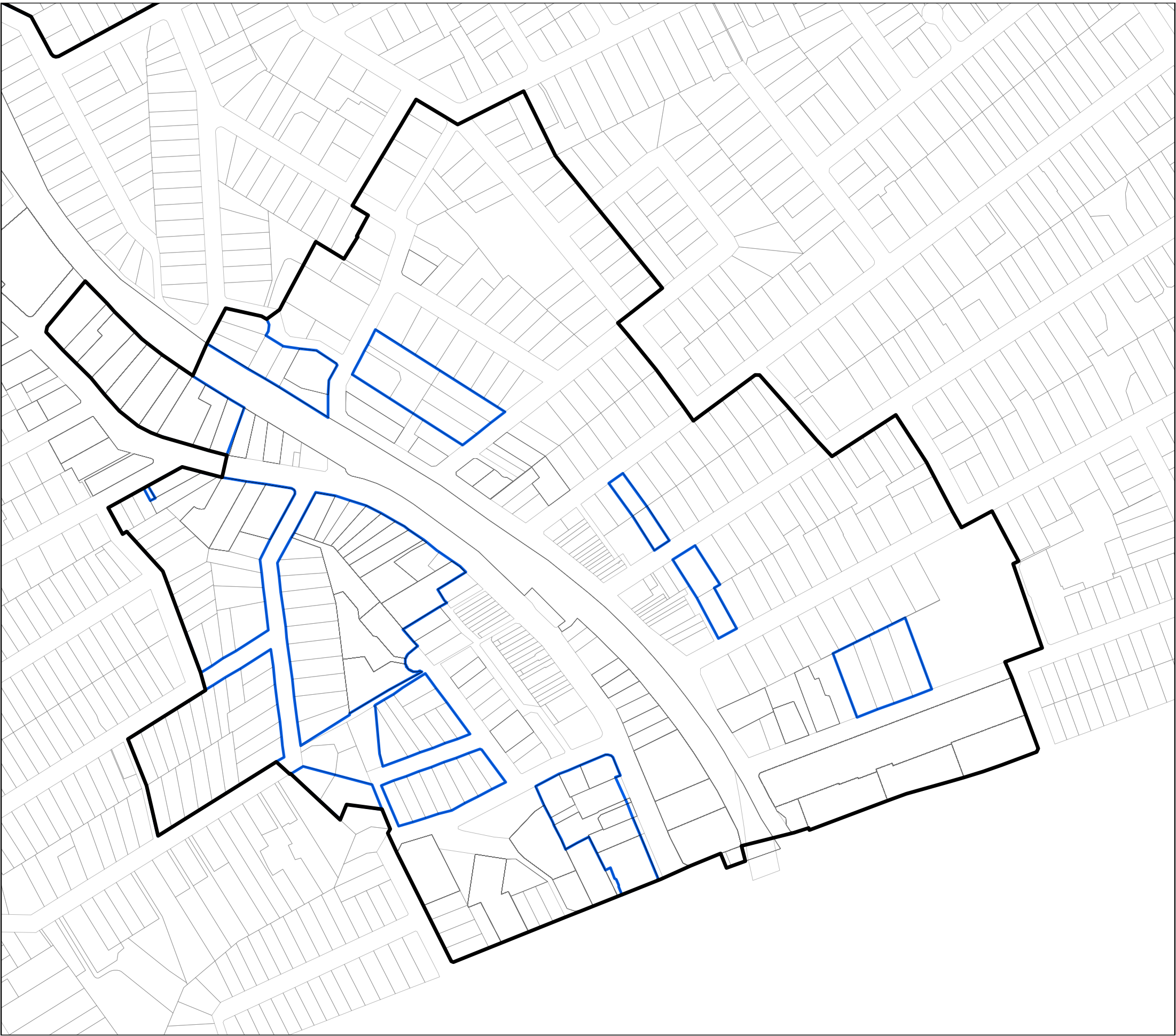
# ROSEVILLE

Floor Space Ratio (FSR)

-  Proposed alternate boundary
-  Areas exempt from clause 4.4 (2C) KLEP2015
-  Property



0 0.05 0.1 0.2 Kilometers



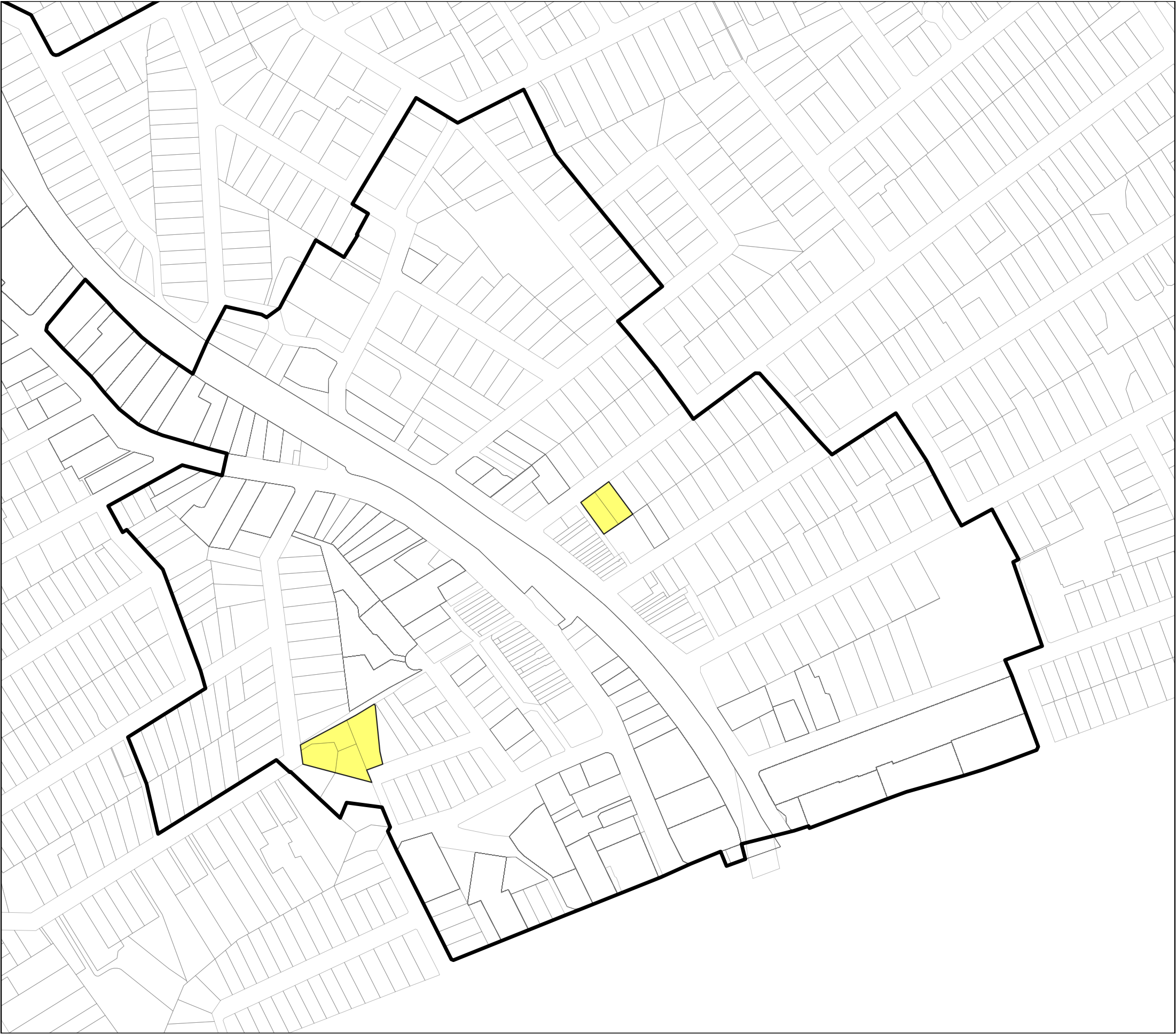
# ROSEVILLE

Land Reservation Acquisition (LRA)

- Proposed alternate boundary
- LRA | Land Reservation Acquisition
- Property



0 0.05 0.1 0.2 Kilometers





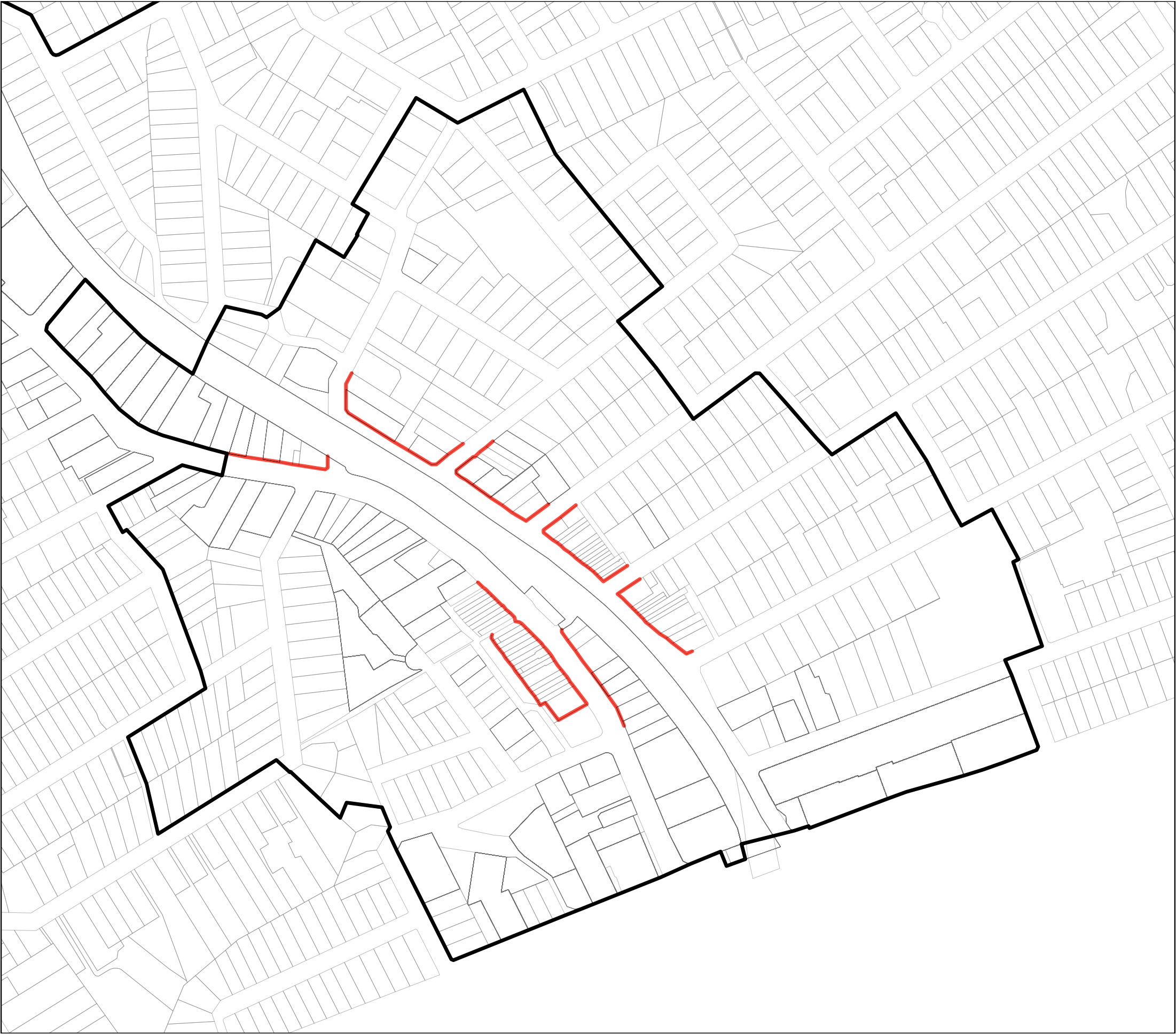
# ROSEVILLE

Active Street Frontages (ASF)

- Proposed alternate boundary
- ASF | Active Street Frontages
- Property

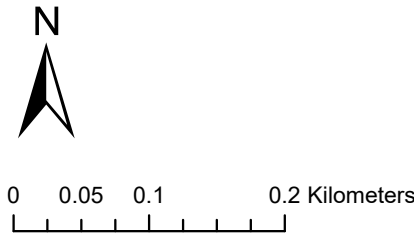
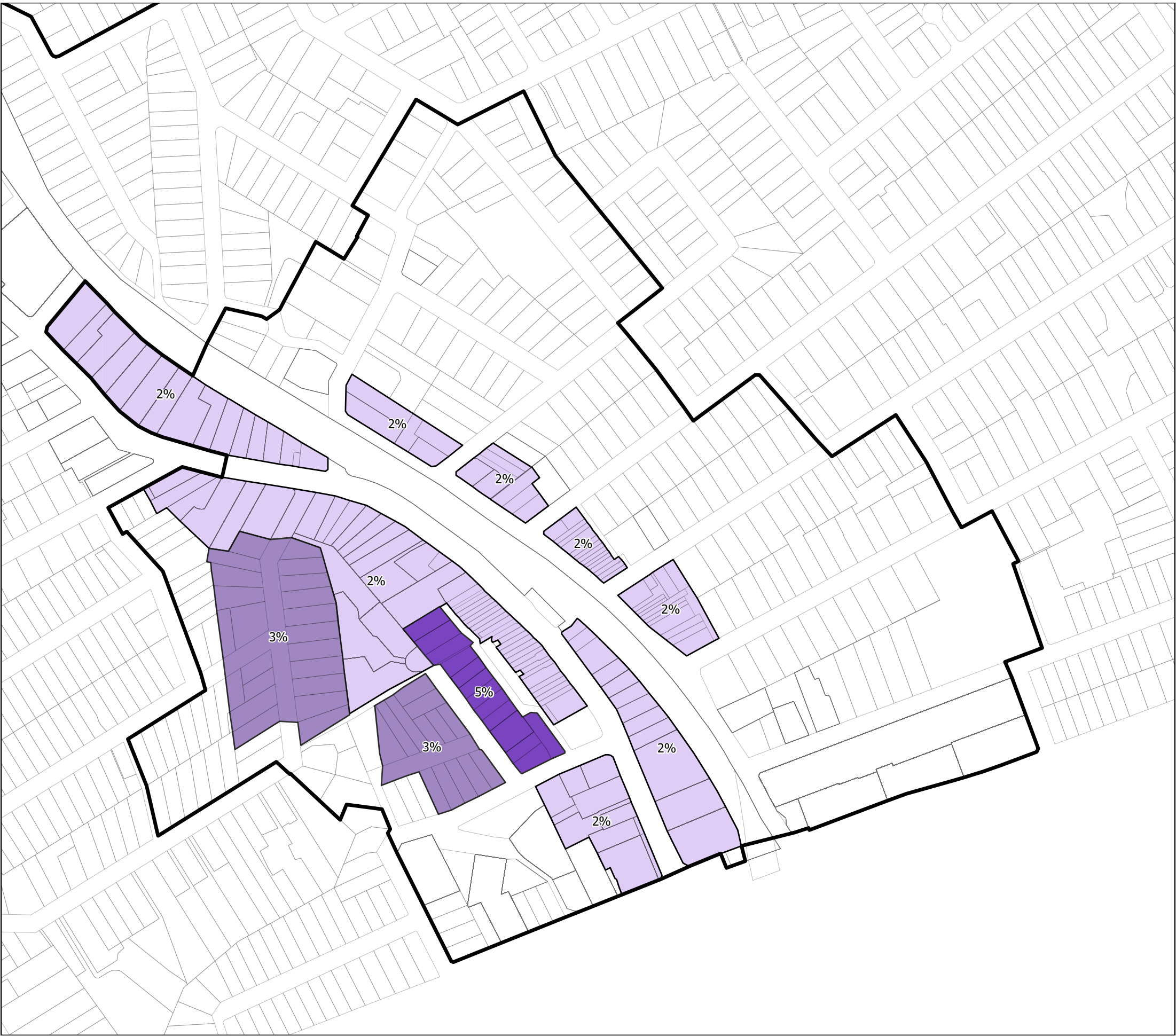
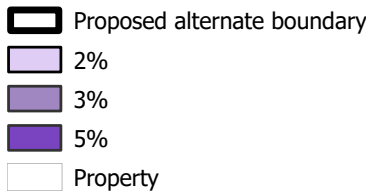


0 0.05 0.1 0.2 Kilometers



# ROSEVILLE

Affordable Housing Rates (AHCS)



## Proposed Drafting Changes to the Ku-ring-gai LEP (reference to Ch5 of the State Environmental Planning Policy (Housing))

DRAFT CLAUSE	EXPLANATION
<p><b>Affordable Housing:</b></p> <p>The proposed clause is as follows:</p> <p>(1) This clause applies to development on land identified as "Affordable Housing Contribution Area" on the Affordable Housing Map resulting in—</p> <p>(a) the erection of a new building with more than 200sqm of gross floor area used for the purposes of residential accommodation, or</p> <p>(b) alterations to an existing building that result in at least 200sqm of additional gross floor area used for the purposes of residential accommodation.</p> <p>(2) This clause does not apply to development for the purposes of boarding houses, community housing, group homes, hostels or social housing.</p> <p>(3) This clause does not apply to development approved under clause XX 'Additional Floor Space and Building Height in Gordon Town Centre'.</p> <p>(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).</p> <p>(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.</p> <p>(6) A condition imposed under this clause must permit a person to satisfy the contribution by—</p> <p>(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</p> <p>(b) a monetary contribution paid to the Council, of equivalent value to the gross floor area specified in subclause (5).</p> <p>(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.</p> <p>(8) In this clause—</p> <p><b>community housing</b> has the same meaning as in the Community Housing Providers National Law (NSW).</p>	<p>Council's intention is to remove the 2% provision for Affordable Housing under the Housing SEPP</p> <p>and impose variable affordable housing contribution rates of 2%, 3%, 5% and 10% across the TOD precincts. The variable rates are derived from the feasibility analysis which identifies the capacity for development to contribute affordable housing differs across sites within the TOD precincts.</p> <p>The affordable housing contribution will be calculated on the gross floor area (GFA) of the residential component of a development – i.e it will exclude the GFA of non-residential uses.</p>



## Proposed Drafting Changes to the Ku-ring-gai LEP (reference to Ch5 of the State Environmental Planning Policy (Housing))

<p><b><i>Ku-ring-gai Affordable Housing Contribution Scheme</i></b> means the Ku-ring-gai Affordable Housing Contribution Scheme to be published by the Department.</p> <p><b><i>social housing</i></b> providers are listed in the State Environmental Planning Policy (Housing) 2021.</p>	
<p><b>Design Excellence</b></p> <p><b>Design excellence – TOD Precincts</b></p> <p>(1) The objective of this clause is to deliver the highest standard of architectural, landscape and urban design.</p> <p>(2) This clause applies to development involving the erection of a new building or external alterations to an existing building on land within the TOD precincts.</p> <p>This clause applies to:</p> <p>(a) Development within the E1 and MU1 zones that involves the erection of a new building or external alterations to an existing building; and</p> <p>(b) Development within the R4 zone, that involves the erection of a new building or external alterations to an existing building, that will result in a building exceeding 18m in height.</p> <p>(3) Development consent must not be granted for development to which this clause applies unless the consent authority is satisfied that the development exhibits design excellence.</p> <p>(4) In deciding whether the development exhibits design excellence, the consent authority must have regard to the following matters—</p> <p>(a) whether a high standard of architectural, landscape and urban design has been achieved (including in the materials used and in detailing appropriate to the location, building type and surrounding buildings),</p> <p>(b) whether the built form, massing and external appearance of the proposed building, and ground level detailing, will significantly improve the quality and amenity of the public domain,</p> <p>(c) how any streetscape and heritage issues have been addressed,</p> <p>(d) whether the amenity of the surrounding area, including any view corridors, vistas or landmark locations, will be adversely affected,</p>	<p>A Design Excellence clause is proposed to identify key matters that a consent authority is required to consider to in relation to design when determining an application for certain developments within the TOD precincts. This includes development for new buildings or alterations and additions to existing buildings:</p> <ul style="list-style-type: none"> <li>• within the E1 and MU1 zones</li> <li>• within the R4 zone where the building exceeds 18.5m.</li> </ul> <p>The Council intends to nominate a Design Excellence Panel (<b>DEP</b>), comprised of or drawn from a pool of experts across architecture, landscape</p>

## Proposed Drafting Changes to the Ku-ring-gai LEP (reference to Ch5 of the State Environmental Planning Policy (Housing))

<p>(e) how traffic circulation and vehicular access will be addressed and whether the proposed development supports the provision of high quality pedestrian, cycle and service access,</p> <p>(f) whether any adverse effect on pedestrian movement and experience will be avoided (and whether the public transport interchange as the focal point for pedestrian movement in the surrounding area will be reinforced and the ease of pedestrian access to and from that interchange will be facilitated),</p> <p>(g) whether the development supports an integrated land use mix in Zones E1 and MU1, including a diversity of public open spaces at the ground level, as well as the roof and other levels of buildings,</p> <p>(h) how the bulk, mass, modulation, separation, setback and height of buildings have been addressed and whether they are appropriate in the context of existing and proposed buildings,</p> <p>(i) how any streetscape and heritage issues have been addressed,</p> <p>(j) whether a high standard of ecologically sustainable design (including low-energy or passive design) will be achieved and overshadowing, wind effects and reflectivity will be minimised.</p> <p>(k) environmental impacts, including sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity.</p> <p>(5) Development consent must not be granted to development to which this clause applies unless—</p> <p style="padding-left: 40px;">(i) a design review panel has reviewed the development, and</p> <p style="padding-left: 40px;">(ii) the consent authority has taken into account the design review panel's review</p> <p>(6) In this clause—</p> <p><b>design review panel</b> means the Ku-ring-gai Design Review Panel</p>	<p>architecture, urban design or related fields of its choosing.</p> <p>The DEP would take the form of a sitting panel to assess any developments to which this clause applies.</p>
<p><b>Active Street Frontages</b></p> <p><b>6.7 Active street frontages in Zones E1 and MU1</b></p> <p>(1) The objective of this clause is to promote uses that attract pedestrian traffic along <b>certain</b> ground floor street frontages. <del>in Zone E1 Local Centre or Zone MU1 Mixed Use.</del></p>	<p>The existing active frontage clause has been amended to refer to an active frontage map which identifies the areas of the E1 and MU1 zoned land within the TOD precincts</p>

## Proposed Drafting Changes to the Ku-ring-gai LEP (reference to Ch5 of the State Environmental Planning Policy (Housing))

<p>(2) This clause applies to land in Zone E1 Local Centre Zone <del>or Zone MU1 Mixed Use</del> or as otherwise specified on the Active Street Frontages Map.</p> <p>(3) Development consent must not be granted for the erection of a building, or a change of use of a building, on land to which this clause applies unless the consent authority is satisfied that after its erection or change of use the ground floor of the building—</p> <p>(a) will not be used for the purposes of residential accommodation or a car park or to provide ancillary car parking spaces, and</p> <p>(b) will consist of design elements that encourage interaction and flow between the inside of the building and the external public areas of the building, and</p> <p>(c) will be used for purposes that encourage the movement and flow of people between the internal and the external public areas of the building.</p> <p>(4) Subclause (3)(b) does not apply to any part of the building that—</p> <p>(a) faces a service lane and the consent authority is satisfied does not require active street frontages, or</p> <p>(b) is used for 1 or more of the following purposes—</p> <p>(i) a lobby for a commercial, residential, serviced apartment or hotel component of the building,</p> <p>(ii) access for fire services,</p> <p>(iii) vehicular access.</p>	<p>where active frontages area required.</p> <p>Active frontage will continue to be required for E1 zones throughout the LGA. As the existing MU1 zones are within the TOD precincts, for which the active frontages are mapped, the reference to the MU1 zone in this clause has been deleted.</p>
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Draft Clause as exhibited	Amended Draft Clause	EXPLANATION
<p><b>Gordon Centre</b></p> <p><b>6.XX Additional floor space and building height in Gordon town centre</b></p> <p>(1) This clause applies to the following land in Gordon town centre:</p> <p>(a) Lot 21 DP 732238</p> <p>(b) Lot A DP 402533</p>	<p><b>The Gordon Centre</b></p> <p><b>6.XX Additional floor space and building height in Gordon town centre</b></p> <p>(1) This clause applies to <del>the following</del> land in Gordon town centre identified as Area 4 on the Key Sites Map:</p> <p><del>(a) Lot 21 DP 732238</del></p>	<p>Council's intention is to remove the application of clause 154(1)(a) of the Housing SEPP, which otherwise permits Residential Flat Buildings in R2 zones.</p>

## Proposed Drafting Changes to the Ku-ring-gai LEP (reference to Ch5 of the State Environmental Planning Policy (Housing))

<p>(c) Lot B 402533 (d) Lot A DP 386879 (e) Lot B DP 386879 (f) Lot 1 DP 3337</p> <p>(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.</p> <p>(3) In this clause community infrastructure means development for the purposes of a community facility or a public administration building.</p> <p>(4) Despite clause 4.3, a building on land to which this clause applies may have a height of up to 93 metres.</p> <p>(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.</p> <p>(6) Subclauses (4) and (5) do not apply unless the consent authority is satisfied that—</p> <p>(a) the development has a minimum site area of 9,500 square metres, and</p> <p>(b) the development includes either:</p> <p>(i) a minimum of 3,000 square metres of community infrastructure floor space and associated parking, or</p> <p>(ii) a minimum of 2% of the gross floor area of the development being used for affordable housing, in accordance with the Ku-ring-gai Affordable Housing Contributions Scheme.</p>	<p><del>(b) Lot A DP 402533</del> <del>(c) Lot B 402533</del> <del>(d) Lot A DP 386879</del> <del>(e) Lot B DP 386879</del> <del>(f) Lot 1 DP 3337</del></p> <p>(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 <b>or on-site affordable housing</b></p> <p>(3) In this clause community infrastructure means development for the purposes of a community facility or a public administration building.</p> <p>(4) Despite clause 4.3, a building on land to which this clause applies may have a height of up to 93 metres.</p> <p>(5) Despite clause 4.4, a building on land to which this clause applies may have a floor space ratio of:</p> <p>(a) <b>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, or</b></p> <p>(b) <b>up to 7.5:1, but only if:</b></p> <p>(i) <b>a minimum 1:1 of the floor space ratio is used for a purpose other than residential accommodation, and</b></p> <p>(ii) <b>a minimum 2.2:1 of the floor space ratio is used for the purpose of build to rent housing under Chapter 3, Part 4 of <i>State Environmental Planning Policy (Housing) 2021</i></b></p> <p>(6) Subclauses (4) and (5) do not apply unless the consent authority is satisfied that—</p>	<p>Council also wants to permit Build to Rent in the E1 zones.</p> <p>Council's intention is to allow additional floor space on sites within the Gordon Centre to facilitate mixed development incorporating retail and other commercial uses, diverse housing types, while requiring public benefits in form of community infrastructure affordable housing.</p> <p>The following amendments are proposed to the exhibited draft clause:</p> <ul style="list-style-type: none"> <li>• Subclause 2 has been amended to clarify that achieving the additional FSR is dependent on the provision of community infrastructure <u>or</u> affordable housing.</li> <li>• To encourage housing diversity, an additional 1:1 FSR, (resulting in a maximum overall FSR of up to 7.5:1) is provided where a minimum FSR of</li> </ul>
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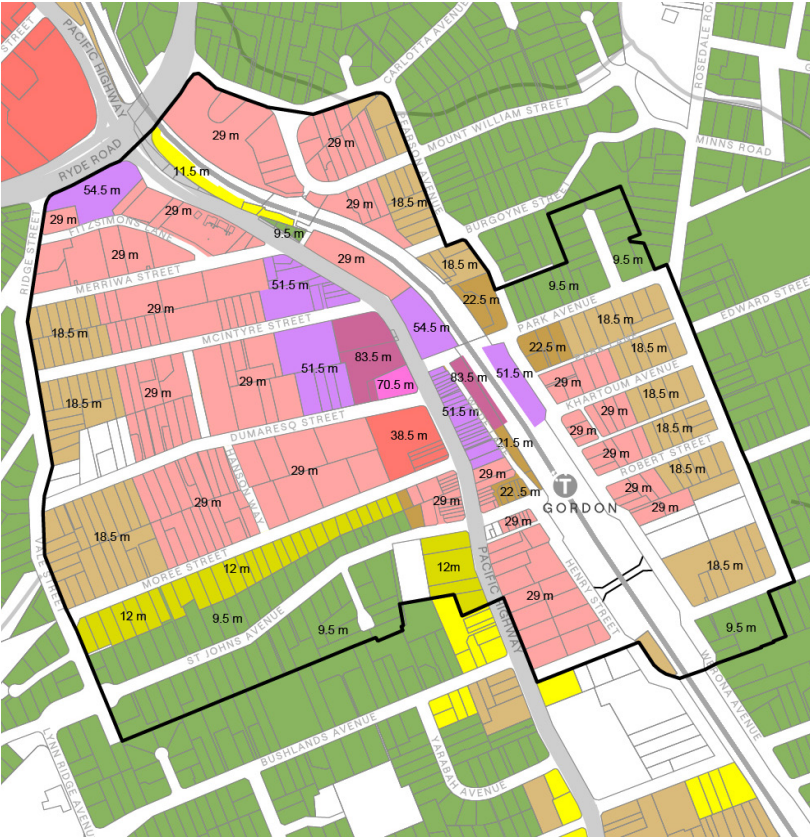
## Proposed Drafting Changes to the Ku-ring-gai LEP (reference to Ch5 of the State Environmental Planning Policy (Housing))

	<p>(a) the development has a minimum site area of 9,000 square metres, and</p> <p>(b) the development includes either:</p> <p>(i) a minimum of 3,000 square metres of community infrastructure floor space and associated parking, or</p> <p>(ii) a minimum of 2% of the gross floor area of the residential accommodation is used for affordable housing, in accordance with the Ku-ring-gai Affordable Housing Contributions Scheme.</p>	<p>2:2:1 is used for building to rent housing.</p> <ul style="list-style-type: none"><li>• The minimum site area requirement has been reduced from 9,500 to 9,000 square metres in response to clarification of existing lot areas. The minimum site area will encourage amalgamation to maximise the potential public benefits that can be delivered within centre.</li><li>• Clarification that the provision of affordable housing is applied to 2% of the residential gross floor area.</li></ul>
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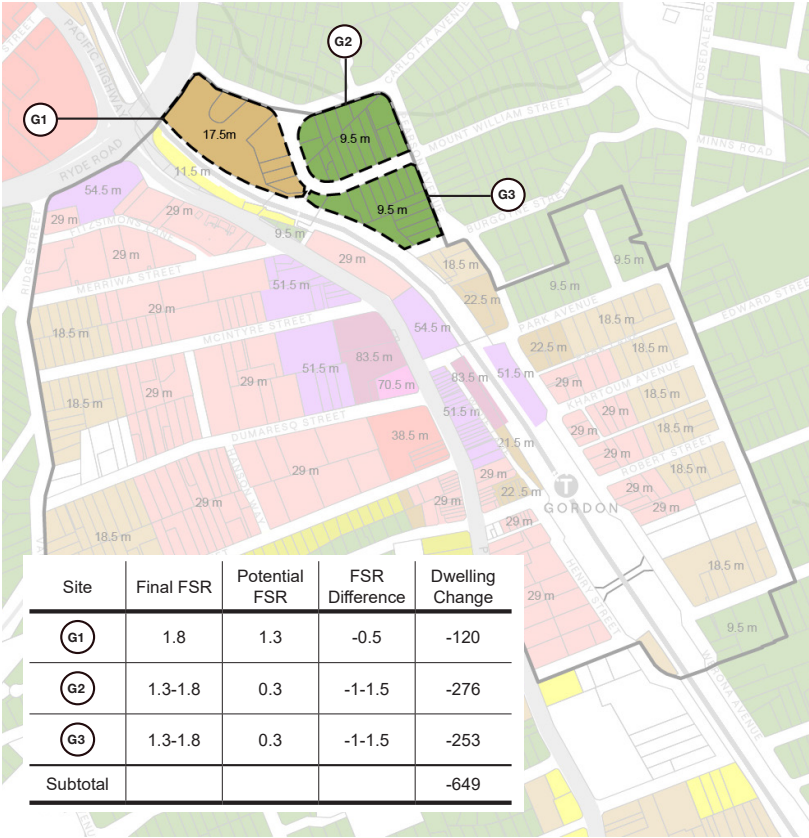


Gordon  
Possible Amendments to Offset SSD Yields

Attachment 8



A4.1: Final Height of Building (HOB)



A4.2: Final Height of Building (HOB) with potential changes highlighted

- Proposed alternative TOD boundary

Changes highlighted from draft LEP Maps

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

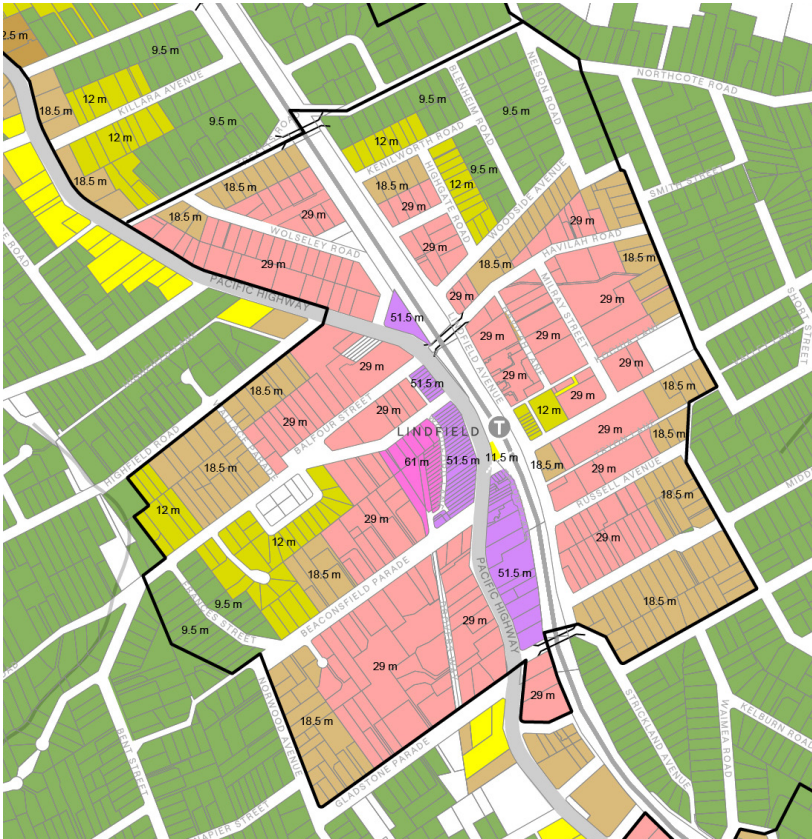
70.5m

83.5m

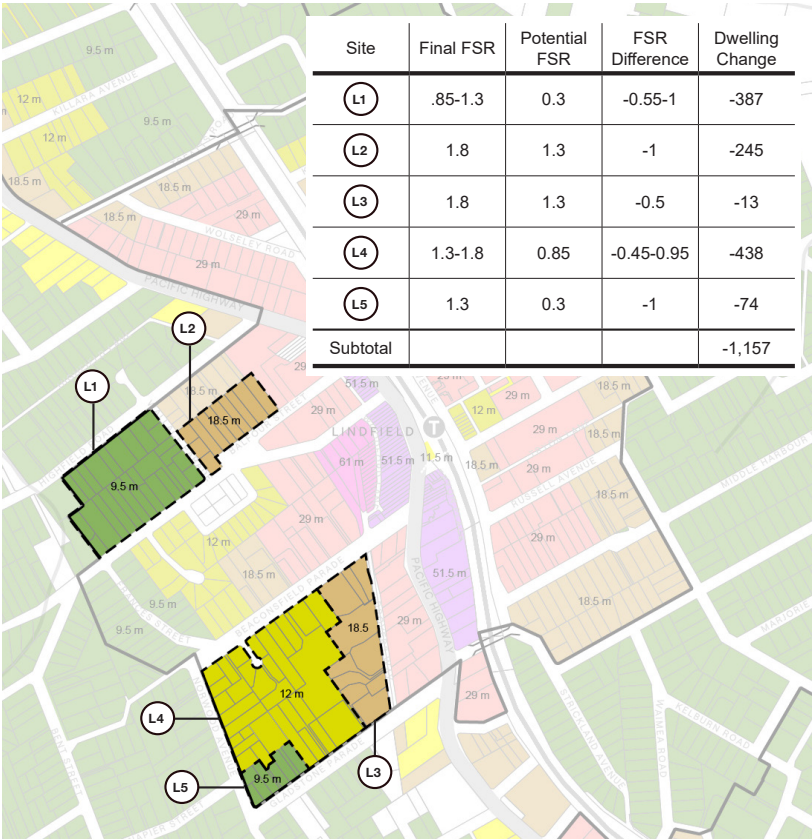
93m

Lindfield  
Possible Amendments to Offset SSD Yields

Attachment 8



A4.3: Final Height of Building (HOB)



A4.4: Final Height of Building (HOB) with potential changes highlighted

- Proposed alternative TOD boundary

Changes highlighted from draft LEP Maps

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

70.5m
- 83.5m

93m