ORDINARY MEETING OF COUNCIL
TO BE HELD ON TUESDAY, 17 FEBRUARY 2026 AT 7:00 PM
LEVEL 3, COUNCIL CHAMBER

A G E N D A

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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

NOTE:

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

C.1 Project Review - Action Plan

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

Attachment 1: Norman Griffiths Review- Management response and implementtion plan

NOTE:

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

GB.4 Audit Risk & Improvement Committee - Appointment of External Independent Member

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

Attachment 1: Overview of Selection Process

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

Attachment 2: Candidate Applications

GB.12 RFT6-2025 Lift Replacement Gordon Library

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

Attachment 1: List of tenders received

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

Attachment 2: Tender Evaluation Report and recommendation

CONFIRMATION OF MINUTES

File: EM00046/11
Meeting held 16 December 2025
Minutes numbered 237 to 265

MINUTES FROM THE MAYOR

MM.1 2026 Australia Day Honours and Citizen of the Year Awards 44

File: CY00785/5

I am pleased to inform you that eight members of the Ku-ring-gai community, through their outstanding achievements and services to the community, have been awarded 2026 Australia Day Honours.

We are very proud to have these dedicated and talented Australians as members of the Ku-ring-gai community.

I would like to read to you the names of these Australia Day Honours recipients and, on behalf of Council, congratulate them on their excellent contributions to Australian society.

Professor John CANNON AO, of Killara, for distinguished service to tertiary education, to mathematical computation, to cryptography, and to the development of algebraic software systems.

Mrs Ruth Lorraine HAVRLANT OAM, of Pymble, for service to netball.

Ms Penelope Cathcart HOLDEN OAM, of Killara, for service to community history.

Ms Anne Inkeri HOLLONDS AO, of Roseville, for distinguished service to family, children and community safety, wellbeing and human rights, and to policy, research and practice.

Dr Michael Jeffrey HOOPER AM, of Gordon, for significant service to endocrinology, and to biomedical musculoskeletal research.

Ms Elizabeth Maria MONTANO AM, of Pymble, for significant service to public administration, particularly in law enforcement, regulation and governance.

Mr Robert John PAGE OAM, of Wahroonga, for service to community social welfare.

Dr Andrew Pilcher WINES AM, of Killara, for significant service to orthopaedic surgery, and to the community.

I also congratulate Ku-ring-gai Citizen of the Year winners for 2026:

Citizen of the Year – Dean Simes

Young Citizen of the Year	–	Angelina Barndall
Environmental Citizen of the Year	–	Jill Green
Mayor's Award for an Outstanding Contribution by a Community Group	–	Ku-ring-gai SES

On behalf of Council, I congratulate all these award winners on their outstanding achievements.

Ku-ring-gai should be proud that it has citizens being recognised at the highest level for their selfless dedication, commitment and contribution to local, national and international communities.

Recommendation:

A. That Council acknowledge the outstanding contribution made by these recipients of 2026 Australia Day Honours to the Ku-ring-gai community and to the well-being of our society.

B. That the Mayor write to the recipients on behalf of Council to congratulate them on receiving their award, including a copy of this Mayoral Minute

MM.2 Recognition of lifetime contribution of Ms Penny Lancaster to dance education in Australia 46

File: CY00455/13

I would like to recognise the extraordinary decades-long contribution of Ms Penny Lancaster - Founder and Director of Australian Dance Vision (ADV), and her service to the Australian dance sector. As she retired at the end of 2025, I believe her achievements deserve public recognition and celebration.

Penny's work began at the grassroots level in Sydney when she conceived and founded a youth company Ballet d'Action, an early expression of her vision for holistic training combining performance, choreography and contextual dance studies. Building on that foundation, she led the development of a progressive classical ballet syllabus over many years and expanded it to include jazz and tap - an educational model that became widely used across the country.

She founded Australian Dance Vision (ADV) in 1989 and subsequently helped to establish the Australian Dance Institute (ADI).

Under Penny's leadership, ADV produced the first suite of nationally recognised vocational dance qualifications in Australia (Certificates I–IV in Dance Performance Studies and Certificate IV in Dance Teaching & Management. She achieved endorsement of the Certificate III in Dance Performance Studies for the HSC and therefore helped create education and career pathways for thousands of students and teachers.

As a former professional dancer trained in classical ballet Penny brought deep artistic experience to education. Her performances included dancing with the Young Australian Ballet Company, work with the Australian National Theatre and international collaborations which enriched her teaching and mentoring. Over the decades she has taught and guided thousands of students through her Sydney-based academy and beyond.

Penny was Vice President of both the Society of Dance Arts and Ausdance NSW, a member of the Board of Studies Syllabus Advisory Committee and various national education panels, steering and advisory committees.

She received the Centenary Medal, the Zonta Woman of Achievement Award, and nominations for awards such as NSW Woman of the Year and the Avon Award in the Arts for her work in teaching thousands of dancers across Australia.

I would like to honour Penny's outstanding service to dance education and her contribution to the cultural life of Australia.

Recommendation:

A. That this Mayoral Minute be received and noted
B. That a copy of this Mayoral Minute be sent to Ms Penny Lancaster with a letter from the Mayor congratulating her on the outstanding achievements

MM.3 Rescheduling of March 2026 Public Forum 48

File: EM00049/10

This Mayoral Minute recommends that Council reschedule the March Public Forum to Wednesday 11 March 2026 to enable Councillors to attend a significant civic and community event.

Councillors have received an invitation to attend a special service at The Great Synagogue on Tuesday 10 March 2026, marking both the Opening of the Law Term for 2026 and the rededication of the synagogue's sanctuary following major restoration and enhancement works. This occasion is of exceptional significance.

It will be attended by the Chief Justice of New South Wales, members of the Judiciary and the legal profession, the Governor-General of Australia, and the Chief Rabbi of the Commonwealth. The event also carries particular importance for the Jewish community, in the context of the recent tragedy at Bondi and will reflect on themes of resilience, remembrance and renewal.

Rescheduling the Public Forum by one day will allow Councillors to attend this important service while ensuring that community participation in the Public Forum is maintained with minimal disruption.

Recommendation:

That Council move the March 2026 Public Forum to Wednesday 11 March 2026 at 7.00pm.

PETITIONS

PT.1 **Parking in Hill Street, Roseville** **49**

File: EM00049/10

Petition to Ku-ring-gai Council
Principal petitioner: Joseph Speziale

Current parking restrictions in the Roseville Shopping Precinct are 8.30am to 6pm Monday to Friday and Saturday morning 8.30am to 12.30pm.

This leaves unrestricted parking for most of the weekend on Hill Street and the top end of Lord Street. How ever restrictions in the Lord Street carpark remain 7 days 8.30am to 6pm.

It is impossible for our customers to find a parking space on the weekend, as all available parking spaces are taken by train commuters who park in Roseville and train to the city or like locations. While the carpark remains empty due to restrictions

Most stores in Hill Street trade 7 days a week, until late. Many customers and residents complain they cannot park near the shops on Saturday and Sunday due to commuter parking in Hill and Lord Street.

We, the collective of business and property owners of Roseville, hereby request Ku Ring Gai Council to extend the existing parking restrictions on Hill Street and the top end of Lord Street to 7 days. 15 min parking from 8am to 7pm.Longer time parking is available in the carpark.

We are also in need of a loading zone. There is now parking in Hill St for trucks doing deliveries. Often leading to double parking out on necessity.

The residents and visitors to Roseville also deserve the respect and human right of a toilet! Long overdue.

Maybe we could also get the gutters cleaned one in a while!

Council has not spent a penny on Roseville in the past 40 years!

(5 signatures)

Recommendation:

That the petition be received and referred to the appropriate Officer of Council for attention.

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 **Minutes of Audit, Risk & Improvement Committee meeting held on 11 December 2025** **50**

File: CY00458/14

To provide Council with the minutes from the Audit, Risk & Improvement Committee meeting held on 11 December 2025 and the FY24/25 ARIC Annual Report.

Recommendation:

Refer to the full text of the recommendation in the report.

GB.2 **Multicultural Advisory Committee - Minutes of Meeting 27 November 2025** **77**

File: S04141

To provide Council with the minutes from the Multicultural Advisory Committee meeting held on 27 November 2025

Recommendation:

That Council endorse the minutes of the Multicultural Advisory Committee meeting held on 27 November 2025.

GB.3 **Smart Transport Advisory Committee Meeting Minutes of 26 November 2025** **85**

File: S02696

To consider the minutes of the Smart Transport Advisory Committee (STAC) meeting held on 26 November 2025.

Recommendation:

That Council adopts the minutes of the Smart Transport Advisory Committee meeting held on 26 November 2025, in relation to micromobility and active transport to schools.

GB.4 **Audit Risk & Improvement Committee - Appointment of External Independent Member** **92**

File: S15112

To consider the appointment of a candidate to the vacant role of external Independent Member on Council's Audit, Risk & Improvement Committee (ARIC).

Recommendation:

That Applicant 37 as listed in confidential Attachment A1 be appointed as Independent Member on the Audit Risk & Improvement Committee, for a period of four years commencing from 2 March 2026, subject to successful completion of relevant screening.

GB.5 2025 - 2026 Budget Review - 2nd Quarter ended December 2025 96

File: FY00701/2

To inform Council of the results of the second quarter budget review of 2025/26 and proposed adjustments to the annual budget based on the actual financial performance and trend for the period 1 July 2025 to 31 December 2025.

Recommendation:

That the 2025/26 December Quarterly Budget Review and the recommended changes are received and noted.

GB.6 Analysis of Land and Environment Court Costs - 2nd Quarter 2025 to 2026 130

File: FY00623/8

To report legal costs in relation to development appeal matters in the Land and Environment Court for the quarter ended 31 December 2025.

Recommendation:

That the analysis of Land and Environment Court costs for the period ended 31 December 2025 be received and noted.

GB.7 Investment Report as at 31 December 2025 148

File: FY00623/8

To present Council's investment portfolio performance for December 2025.

Recommendation:

That the summary of investments performance for December 2025 be received and noted; and that the Certificate of the Responsible Accounting Officer be noted and the report adopted.

GB.8 Investment Report as at 31 January 2026 156

File: FY00623/8

To present Council's investment portfolio performance for January 2026.

Recommendation:

That the summary of investments performance for January 2026 be received and noted; and that the Certificate of the Responsible Accounting Officer be noted and the report adopted.

GB.9 2025 ALGA National General Assembly of Local Government 164

File: CY00052/17

To inform Councillors of an invitation from the Australian Local Government Association (ALGA) to submit motions for debate to the 2025 National General Assembly of Local Government (NGA).

Recommendation:

That any Councillors interested in attending the NGA notify the General Manager by 27 February 2026.

GB.10 Response from the Minister about restrictions on Councillor attendance at meetings by audio visual link 190

File: S14000/2

To present Council with response from the Minister for Local Government regarding the limitations on audio-visual attendance at Council meetings under the new Model Code of Meeting Practice.

Recommendation:

That Council receive and note Council's correspondence and the Minister's response.

GB.11 Project Status Report - February 2026 195

File: FY00621/8

To provide Council with the Project Status Report for October 2025 – December 2025.

Recommendation:

That Council receive and note the Project Status Report for October – December 2025.

GB.12 RFT6-2025 Lift Replacement Gordon Library 201

File: RFT6-2025/R

To consider the tenders received for RFT6-2025 Lift Replacement Gordon Library and to appoint the preferred tenderer.

Recommendation:

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

A. As a result of considering the tenders submitted for the proposed RFT6-2025 Lift replacement Gordon Library contract, and pursuant to Clause 178(1) of the Local Government (General) Regulation 2021 ("the Regulation"), Council declines to accept any of the tenders.
B. Fresh tenders as referred to in clause 178(3)(b)-(d) of the Regulation not be invited due to the current condition of the lift and the received tenderers meeting Councils requirements.
C. Pursuant to clause 178(3)(e) of the Regulation, the General Manager enter into negotiations with any person (whether or not the person was a tenderer) with a view to entering into a contract in relation to the subject matter of the tender in terms acceptable to Council's requirements.
D. The Mayor and the General Manager be delegated authority to execute all documents on Council's behalf in relation to any contract formed as a result of the above.
E. The Seal of Council be affixed to all necessary documents.
F. All tenderers be advised of Council's decision in accordance with Clause 178 of the Regulation.

GB.13 **NSW Government Exhibition of Three Strategic Planning Documents** **206**

File: S15180

To inform Council of the public exhibition of the NSW Government's three strategic planning documents and outline Council's proposed approach to preparing a separate submission.

Recommendation:

That Council notes the exhibition of the State Government's strategic planning documents and notes that Council's proposed submission will be reported to Council separately.

GB.14 **Heritage Housekeeping Planning Proposal** **356**

File: S14986

For Council to consider submissions made in response to the exhibition of the Heritage Housekeeping planning proposal. The planning proposal corrects five (5) local heritage listings and associated maps in the suburbs of Turramurra and Wahroonga.

Recommendation:

That Council resolve to proceed with the finalisation of the Heritage Housekeeping planning proposal and make the plan, using the delegated authority provided under section 3.36(2) of the *Environmental Planning and Assessment Act 1979*.

GB.15 **Post-exhibition consideration of submissions Part 5 Dual Occupancy DCP** **393**

File: S14848

For Council to consider submissions made to the exhibition of dual occupancy development controls to be inserted into the *Ku-ring-gai Development Control Plan.*

Recommendation:

That Council adopts the amended draft *Ku-ring-gai Development Control Plan,* incorporating *Part 5 Dual Occupancy* and other associated amendments to ensure consistency across the whole Development Control Plan.

GB.16 **Public Electric Vehicle Charging Proposals - NSW Kerbside Charging Program Round 2** **491**

File: S14682

This report presents the community consultation results for on-street electric vehicle (EV) charging locations that have been awarded NSW Government funding and recommends which of these proposals should progress through to planning and design assessments, based on the community consultation results and working group review.

Recommendation:

That Council endorses the recommendations of this report to enable the development of the proposed EV chargers to progress.

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

CONFIDENTIAL BUSINESS TO BE DEALT WITH IN CLOSED MEETING

C.1 **Project Review - Action Plan**

File: S14999

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

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

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

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

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

Report by General Manager

David Marshall
GENERAL MANAGER

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

MINUTES OF ORDINARY MEETING OF COUNCIL HELD ON TUESDAY, 16 DECEMBER 2025

Present:	The Mayor, Councillor Christine Kay (Chairperson) Councillors M Devlin & J Pettett (Comenarra Ward) Councillors I Balachandran (online) & B Ward (Gordon Ward) Councillor S Ngai (Roseville Ward) Councillor M Smith (St Ives Ward) Councillors C Spencer & K Wheatley (Wahroonga Ward)
Staff Present:	General Manager (David Marshall) Acting Director Community (Virginia Leafe) Director Corporate (Angela Apostol) Acting Director Development & Regulation (Anne Seaton) Director Operations (Peter Lichaa) Director Strategy & Environment (Andrew Watson) Corporate Lawyer (Jamie Taylor) Manager Governance and Corporate Strategy (Christopher M Jones) Acting Governance Team Leader (Eliza Gilbank-Heim)
Others Present:	Acting Manager Assets & Technical Services (Chaitanya Tadikonda)

The Meeting commenced at 7:00 PM

The Mayor offered the Acknowledgement of Country and Prayer

237 **APOLOGIES**

File: S02194

The Mayor advised of an apology from Councillor Taylor as he is on holidays.

The General Manager advised of an apology from the Director Development & Regulation, Michael Miocic, with Anne Seaton acting as Director Development & Regulation.

Resolved:

(Moved: Councillors Ward/Wheatley)

That the apologies be accepted and leave of absence granted.

CARRIED UNANIMOUSLY

DECLARATIONS OF INTEREST

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

Cr Balachandran declared a non-significant, non-pecuniary interest in NM.1 as she lives in a heritage listed house. Councillor Balachandran will remain in Chambers during debate on this item.

DOCUMENTS CIRCULATED TO COUNCILLORS

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

Late Items:	**MM.1 - Acknowledgement of Local Government NSW Long Service Award - Councillor Jeff Pettett -** Report by the Mayor dated 1 December 2025.
	MM.2 - Spanish Moss (Tillandsia Usneoides) – Emerging Risk and Need for Continued Monitoring - Report by the Mayor dated 4 December 2025.
	MM.3 - Karey & Kareful Storybooks - Report by the Mayor dated 10 December 2025.
	MM.4 - Condolences for those killed and injured at Bondi Beach - Report by the Mayor dated 15 December 2025.
	MM.5 - The impact of government cost shifting onto councils - Report by the Mayor dated 15 December 2025.
Memorandums:	**A Confidential Memorandum for GB.8 Post-exhibition of Revised Delivery Program Resourcing Strategy and Application for Special Rate Variation** was circulated to the Mayor and Councillors on 3 December 2025.
	A Confidential Memorandum for GB.17 77 Kulgoa Road, Pymble – Exhibition of submissions to Councillors was circulated to the Mayor and Councillors on 4 December 2025.
Councillors Information:	Cr Wheatley's amended Annual Disclosure of Interests Returns Form was circulated to the Mayor and Councillors on 10 December 2025.
Late Confidential Items:	**C.1 - Project Review -** Report by General Manager dated 1 December 2025 and an attachment.

238 **CONFIRMATION OF REPORTS AND ATTACHMENTS TO BE CONSIDERED IN CLOSED MEETING**

File: S02499/9

Resolved:

(Moved: Councillors Wheatley/Ward)

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

C.1 Project Review

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

GB.13 RFT5-2025 – Bushland Services Tender

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

Attachment A1: List of tenders received

Attachment A2: RFT5-2025 Bushland Services Tender Evaluation Report

GB.14 RFT10-2025 – Cricket Net Upgrade Turramurra Memorial Park

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

Attachment A1: List of submitters

Attachment A2: RFT10-2025 Cricket Net Upgrade Turramurra Memorial Park - Tender Evaluation Report

GB.15 RFT12-2025 – Fire Safety Services for Council-Owned Buildings

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

Attachment A1: List of tenders received

Attachment A2: RFT12-2025 Fire Safety Services for Council-Owned Buildings Tender Evaluation Report

C.1 Project Review

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

Attachment A1: Spark Helmore: Norman Griffith Oval Procurement Advice dated 18 November 2025

CARRIED UNANIMOUSLY

CONFIRMATION OF MINUTES

239 **Minutes of Ordinary Meeting of Council**
File: EM00046/10
Meeting held 18 November 2025
Minutes numbered 213 to 236

Resolved:

(Moved: Councillors Devlin/Ward)

That Minutes numbered 213 to 236 circulated to Councillors were taken as read and confirmed as an accurate record of the proceedings of the Meeting.

CARRIED UNANIMOUSLY

MINUTES FROM THE MAYOR

240 **Spanish Moss (Tillandsia Usneoides) – Emerging Risk and Need for Continued Monitoring**

File: S02788/2
Vide: MM.2

Background

Spanish Moss (*Tillandsia Usneoides*) is an epiphytic plant native to the Americas that commonly grows on trees in Ku-ring-gai's streets and gardens. It is spread by the wind, by wildlife for nesting material, and by intentional placement as an ornamental plant.

In early 2025, local environmental group STEP Inc. released a report outlining concerns about the potential environmental impact of Spanish Moss in northern Sydney, including potential effects on tree health and risks to threatened ecological communities. This report demonstrated that Spanish Moss can proliferate in the canopies of several locally native tree species, and that when infestations become very heavy they may result in some damage to trees.

Whilst Spanish Moss has rarely been recorded in bushland areas, heavy infestations have been noted adjacent to bushland and in trees comprising vegetation corridors linking reserves. There is concern in the community that this

species could invade bushland and impact biodiversity, including local threatened ecological communities.

A Council-supported Spanish Moss control trial, delivered through an Environmental Levy grant in partnership with STEP, is currently underway. The trial involves removing Spanish Moss from a single park, and has been designed to address key data gaps including the cost of control efforts, feasibility of eradication, rate of reinfestation, and degree of off-target impacts associated with control activities.

Considerations

- Council completed two Weed Risk Assessments (WRAs) for Spanish Moss, undertaken in accordance with the NSW Department of Primary Industries Weed Risk Management system. The WRAs found:
    - **Conservation and Natural Environments (bushland):** *Low weed risk, very high feasibility of control → Protect Priority Sites*
    - **Residential Land Uses (streets, parks, private gardens):** *Low weed risk, low feasibility of control → Limited Action*

  The difference in management priorities reflects the species' limited distribution within bushland and its widespread presence within residential areas.
- There is limited data around the impact of Spanish Moss on tree health and the effectiveness of control efforts.
- Once established, Spanish Moss is extremely costly to remove from trees, so preventing its invasion into bushland is likely more feasible than implementing control measures after establishment.
- Spanish Moss is not currently listed as a Priority weed at the State or Regional scale, so Council is not able to enforce control of this species.
- Alignment with regional messaging and neighbouring councils will support community understanding and reduce mixed perceptions.

Photos of Spanish Moss observed in street trees in Ku-ring-gai Local Government Area

Resolved:

(Moved: The Mayor, Councillor Kay)

That Council:

A. Acknowledges STEP's report (February 2025) as a contribution to local understanding of this species, to be considered alongside emerging trial data and officer advice.

B. Develop a Spanish Moss Weed Action Plan to provide a coordinated approach to the surveillance and control of Spanish Moss across the LGA.

C. Considers opportunities to strengthen community awareness in alignment with regional messaging – particularly regarding early identification and voluntary removal of Spanish Moss where it occurs on private property.

D. Receive a report following the conclusion of the Spanish Moss control trial, outlining recommended next steps, potential resource implications and options to inform Council's ongoing approach

E. Share relevant mapping and monitoring data with the Greater Sydney Regional Weeds Committee and the Northern Sydney Regional Organisation of Councils (NSROC), to support an evidence-based and precautionary regional response to Spanish Moss.

CARRIED UNANIMOUSLY

241 **Karey & Kareful Storybooks**

File: CY00455/13
Vide: MM.3

Last week Councillor Ward attended the presentation of Karey & Kareful Storybooks to Cromehurst School Lindfield by Matt Cross MP, Member for Davidson.

The five book sets are about Karey the Kangaroo and Kareful the Koala. The first book 'How we met' is set in a bush fire in Wombat NSW. Kareful falls out of a burning tree and Karey picks him up, saves the day, and they become best friends.

They are written especially for Special Needs Children by author Christopher Williams and illustrator Ann Victoria. The students love them, as do the teachers and parents.

Cromehurst were one of the first schools to receive their 65 free sets of books in 2023. On Monday Karey & Kareful Foundation provided an additional 10 due to increase in enrolments since then.

The books were first published in 2024, and the first 1,000 Special Needs students across the Central Coast received their individual sets of the books. This was supported by NSW Department of Education along with local MPs Liesl Tesch and David Harris. Sponsors included Rotary Club of Gosford, Oatley Lions, MG, Jeep, and the Bill Moss Foundation.

Cromehurst School is a School for Specific Purposes (SSP) enrolling students from 4-18 years of age with moderate or severe intellectual disabilities. Most students have secondary disabilities such as Autism, physical disabilities, chronic health care issues and challenging behaviour. The school has 10 classes made up of 65 students.

The current sponsorship has enabled a further distribution of 2,000 more sets of books into the Georges River, Blue Mountains, Hawkesbury, Lake Macquarie, and Newcastle areas. The books were sent to IGA Distribution Centre in Eastern Creek and distributed to the local IGA stores who then delivered/gifted them to the local schools.

There are now 3,000 sets of the 5 Storybooks distributed to Special Needs students across Sydney, Central Coast, Blue Mountains, Hawkesbury, Newcastle and Hunter region.

Bendigo Bank and IGA Supermarkets are major sponsors of the sets of 5 storybooks which are beautifully written and illustrated by Author Christopher Williams and Artist Ann Windsor.

"The story so far' have been sponsored by the Bill Moss Foundation, MG, Jeep, Bendigo Bank and IGA Supermarkets, and supported by Club GRANTS NSW. Karey & Kareful Foundation are also rolling out a Reading Program with Celebrity Readers who can be seen on the YouTube channel at kareyandkareful - YouTube

Resolved:

(Moved: The Mayor, Councillor Kay)

A. That this Mayoral Minute be received and noted

B. That the author and illustrator be acknowledged

C. That Karey & Kareful Foundation be congratulated for this incredible support to Special Needs children

D. That staff and volunteers at Cromehurst be commended for the wonderful work

E. That the 5 sets of books be placed in the Library for Special Needs children

CARRIED UNANIMOUSLY

242 **Condolences for those killed and injured at Bondi Beach**

File: EM00046/11
Vide: MM.4

The tragedy that took place at Bondi Beach is profoundly sad and shocking. At a time of year that is normally so joyous and carefree, our community has been shaken to the core by what has occurred.

On behalf of Ku-ring-gai Council, I extend our heartfelt condolences to the families, friends, and loved ones of those whose lives were so cruelly taken. We stand united in grief and solidarity with all affected.

Ku-ring-gai has long been enriched by residents of the Jewish faith. From leadership in local organisations to fostering interfaith dialogue, the Jewish community has been a cornerstone of Ku-ring-gai's diversity and strength.

Their commitment to family, education and community service reflects values that resonate deeply across our municipality.

Ku-ring-gai Council reaffirms our commitment to standing against antisemitism and all forms of discrimination, and to upholding the dignity and freedom of every resident.

At this time of mourning let us draw strength from the central message of Hannukah, the Festival of Light. That the smallest of flames can dispel darkness, and that light is always a source of hope and connection.

May we honour the memory of those lost at Bondi Beach by recommitting ourselves to compassion, unity and peace.

Resolved:

(Moved: The Mayor, Councillor Kay)

A. That a minute's silence be observed in memory of the lives lost.

B. That a copy of this Mayoral Minute be distributed to local organisations representing Jewish residents.

C. That Council, representing a large proportion of the NSW Jewish community, write to both the State and Federal Government asking that they do more to protect the Jewish population in Australia.

CARRIED UNANIMOUSLY

243 **The impact of government cost shifting onto councils**

File: EM00046/11
Vide: MM.5

In July 2025 the peak body for NSW Councils LGNSW published its latest cost shifting report, highlighting a total cost shift to councils of $1.5 billion in 2023-24, which is the equivalent of more than $490 per ratepayer annually.

Cost shifting – the process whereby state and federal governments offload expenditure on services onto councils – has been a blight for many years.

Cost shifting by the NSW Government in particular is accelerating at an alarming rate.

This year's LGNSW report shows that the state government is gouging councils for money to prop up emergency services, waste collection, libraries and development assessment.

Many of these financial imposts are invisible in nature, such as library funding. The NSW Government is supposed to provide 50% of funding to keep local libraries running but provides just 6%, leaving councils to find the rest.

The waste levy is another example. The state government imposes this on ratepayers while at the same time receiving levies from waste operators.

The net effect of this cost shifting is that councils and their ratepayers are effectively subsiding the state government every year. It means communities go without better infrastructure and services and they and their ratepayers are effectively paying hidden taxes to the state government.

Ku-ring-gai Council will vote tonight on whether to proceed with an application to the Independent Pricing & Regulatory Tribunal (IPART) to increase rates through a special rate variation to fund infrastructure.

We are considering this as a last-ditch option to try and provide more funding for the drains, footpaths, parks and other vital community assets that the state is deliberately underfunding.

Local state MPs have voiced their concern about our proposal for a special rate variation – but are remaining silent on the reasons why the Council has been pushed into this position.

Local MPs also need to be accountable to our community about why this situation has been allowed to snowball and what they intend to do about it.

In 2024 our Council wrote to the Premier, the NSW Treasurer and the NSW Minister for Local Government seeking that they urgently address cost shifting through a combination of regulatory reform, budgetary provision and appropriate funding.

We are yet to hear from the government on what their response will be.

Resolved:

(Moved: The Mayor, Councillor Kay)

A. That this Mayoral Minute be received and noted.

B. That Council write again to the Premier, the NSW Treasurer and the NSW Minister for Local Government seeking that they urgently address cost shifting through a combination of regulatory reform, budgetary provision and appropriate funding.

C. That a copy of this Mayoral Minute be forwarded to local state MPs requesting their assistance to address cost shifting.

For the Resolution:	*The Mayor, Councillor Kay, Councillors Balachandran, Devlin, Ngai, Smith, Ward and Wheatley*
Against the Resolution:	*Councillors Pettett and Spencer*

CARRIED

PETITIONS

244 **Urgent request for installation of footpaths on both sides of St John's Avenue, Gordon**

File: S02211/2
Vide: PT.1

Petition to Ku-ring-gai Council
Principal petitioner: Ganesh Ganesan

We the undersigned residents of Gordon and the wider Ku-ring-gai local Government Area, respectfully request that Ku-ring-gai Council take urgent action to construct safe pedestrian footpaths on both sides of St John's Avenue, particularly along the section highlighted in the attached map (between Gordon Golf Club and the residential area near Handprints Killara).

The attached map forms part of this petition and identifies the unsafe stretch of road where pedestrians are currently exposed to significant danger.

Background and reason for the request:

St John's Avenue is widely used by:

- Elderly residents undertaking their daily walks;
- School children walking to and from nearby schools and public transport; and
- Local families, joggers and recreational pedestrians

Despite having heavy pedestrian usage, St John's Avenue does not have continuous or accessible footpaths. The grass verges on both sides are uneven, sloped and obstructed by tree roots, making them unsafe for walking. Consequently, residents – especially the elderly, school children and those with mobility challenges – are forced to walk directly on the road. This creates a serious risk of collision with vehicles, particularly given the narrowness and curvature of parts of the roadway.

Recent fatal accident:

On 13 November 2025, a 92-year-old man tragically died after being struck by a vehicle on St John's Avenue while on his regular morning walk.

This heartbreaking incident has deeply affected residents and demonstrates the urgent need for safe pedestrian infrastructure to prevent further injury or loss of life.

Growing residential population:

The neighbourhood surrounding St John's Avenue includes approximately 200-300 dwellings. With many elderly residents, families with young children and regular walkers in the area, safe pedestrian access is essential. Continuous footpaths are critical for:

- Seniors with reduced balance or mobility
- Children travelling to and from local schools
- Parents with prams
- Residents using mobility aids
- Everyday recreational walkers

Community support:

This petition in strongly supported by residents who regularly walk along St John's Avenue or have witnessed dangerous close calls. Many signatories include elderly pedestrians, parents with school aged children and long-term residents who are concerned for their own safety and the safety of their neighbours.

We urge Ku-ring-gai Council to act promptly to protect lives and ensure safe, accessible pedestrian pathways for our community.

In the interest of public safety, we respectfully request that Ku-ring-gai Council:

1. Construct a proper, continuous concrete footpath on both sides of St John's Avenue, covering at minimum the section between Gordon Golf Club and the area near Handprints Killara (as shown in the attached map);
2. Prioritise this construction as an urgent safety measure in view of the recent fatality;
3. Construct a pedestrian safety and traffic risk assessment of the road;
4. Consider upgrading street lighting along this route to enhance visibility for both drivers and pedestrians.

(12 signatures)

Resolved:

(Moved: Councillors Ward/Balachandran)

That the petition be received and referred to the appropriate Officer of Council for attention.

CARRIED UNANIMOUSLY

GENERAL BUSINESS

245 **Environment Committee Minutes - November 2025**

File: S14696
Vide: GB.1

For Council to consider and note the minutes of the Environment Advisory Committee meeting held on 10 November 2025.

Resolved:

(Moved: Councillors Wheatley/Pettett)

That:

A. Council receive and note the Minutes of the Environment Advisory Committee meeting held on 10 November 2025.

B. Council explore opportunities for inclusion of Woody Meadow installations within the 2026/27 works program.

C. Staff report back to the Committee with draft criteria for the establishment of an Iconic Tree Register.

D. The Sportsfield Optimisation Trial is implemented by completing those improvements as identified and listed in the table within the Comments section of this report, over the next three (3) financial years. These improvements to be undertaken at the suggested fields as well as some additional fields as the project budget allows.

E. A Sporting Ground Condition Report be undertaken in 2027 to measure the condition of the identified fields in comparison to the report undertaken in 2024.

F. Future sportsfield capital works programs consider the DCCEEW (2025) Best Practice Guidelines when specifying reconstruction.

G. Should Council construct a Best Practice Sportsfield in the future, an assessment of capacity be undertaken upon completion of that sportsfield in comparison to other fields in Ku-ring-gai.

H. Council explore alternative opportunities for funding of a best practice sports field, including development contributions.

I. Council endorse the creation of the Urban Forest Action and Implementation Plan 2025, incorporating feedback from Committee members.

CARRIED UNANIMOUSLY

246 **Heritage Reference Committee meeting minutes of 6 November 2025**

File: CY00413/13
Vide: GB.2

To have Council consider the minutes from previous Heritage Reference Committee ('HRC') meeting held on 6 November 2025.

Resolved:

(Moved: Councillors Wheatley/Pettett)

That Council receive and note the HRC minutes from the meeting held on 6 November 2025.

CARRIED UNANIMOUSLY

247 **Status of Women's Advisory Committee - Minutes of Meeting Tuesday 4 November 2025**

File: S13683
Vide: GB.3

To provide Council with the minutes from the Status of Women's Advisory Committee meeting held on 4 November 2025.

Resolved:

(Moved: Councillors Wheatley/Pettett)

That Council endorses the minutes of the Status of Women's Advisory Committee meeting held on 4 November 2025.

CARRIED UNANIMOUSLY

248 **Youth Advisory Committee -**
Minutes of Meeting Wednesday 12 November 2025

File: S04477
Vide: GB.4

To present the minutes of the Youth Advisory Committee meeting held on 12 November 2025 and seek Council's consideration of the Committee's recommendation to extend membership to December 2026.

Resolved:

(Moved: Councillors Wheatley/Pettett)

A. That Council endorses the minutes of the Youth Advisory Committee meeting held on 12 November 2025.

B. That Council approve the extension of current Committee members' terms through to December 2026.

CARRIED UNANIMOUSLY

249 **Code of Conduct - Complaint Statistics**

File: S08447
Vide: GB.5

To report statistics in relation to complaints as required by the Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW 2020 for the twelve months to 31 August 2025.

Resolved:

(Moved: Councillors Wheatley/Pettett)

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

CARRIED UNANIMOUSLY

250 **Investment Report as at 30 November 2025**

File: FY00623/8
Vide: GB.6

To present Council's investment portfolio performance for November 2025.

Resolved:

(Moved: Councillors Wheatley/Pettett)

That:

A. The summary of investments and performance for November 2025 be received and noted.

B. The Certificate of the Responsible Accounting Officer be noted and the report adopted.

CARRIED UNANIMOUSLY

251 **Petitions Policy**

File: CY00473/12
Vide: GB.7

To seek Council endorsement of a new Petitions Policy to formalise the process for the consistent and transparent management of public petitions.

Resolved:

(Moved: Councillors Wheatley/Pettett)

That Council endorse the draft Petitions Policy for public exhibition. A report will be brought back to Council in early 2026 on submissions received and any amendments proposed to the policy. If no submissions are received, then Council adopt the policy as attached to this report.

CARRIED UNANIMOUSLY

252 **Policy for Covert Electronic Surveillance for Illegal Dumping**

File: S02294/2
Vide: GB.9

For Council to consider and adopt the revised Covert Electronic Surveillance Policy for Illegal Dumping

Resolved:

(Moved: Councillors Wheatley/Pettett)

That the draft, revised Covert Electronic Surveillance Policy, Version 3, be adopted.

CARRIED UNANIMOUSLY

253 **Sportsfields Booking Policy and Sportsfield Closure Policy**

File: S03881
Vide: GB.10

For Council to adopt the Sportsfields Booking Policy and Sportsfields Closure Policy following community consultation.

Resolved:

(Moved: Councillors Wheatley/Pettett)

That Council adopts the Sportsfields Booking Policy and Sportsfields Closure Policy as attached to this report.

CARRIED UNANIMOUSLY

254 **Ku-ring-gai Local Transport Forum Dates for 2026**

File: CY00022/17
Vide: GB.11

To determine the Ku-ring-gai Local Transport Forum (LTF) meeting dates for 2026.

Resolved:

(Moved: Councillors Wheatley/Pettett)

That the Ku-ring-gai Local Transport Forum (LTF) meetings in 2026 be scheduled for the dates as follows:

- 18 February 2026 (In-person)
- 18 March 2026 (On-line)
- 22 April 2026 (On-line)
- 20 May 2026 (In-person)
- 17 June 2026 (On-line)
- 22 July 2026 (On-line)
- 19 August 2026 (In-person)

- 23 September 2026 (On-line)
- 21 October 2026 (On-line)
- 18 November 2026 (In-person)

CARRIED UNANIMOUSLY

255 **Local Transport Forum - Decision Making Framework and Associated Delegations**

File: CY00022/17
Vide: GB.12

The purpose of this report is to present to Council a governance and monitoring framework for the proposed Local Traffic Forum (LTF).

Resolved:

(Moved: Councillors Wheatley/Pettett)

That:

A. The Local Transport Forum (LTF) be established as an advisory forum only and confirm that all decisions to regulate traffic or install Prescribed Traffic Control Devices (PTCD) under the TfNSW's 2025 Authorisation and Delegation Instrument on local roads are reserved to Council unless expressly delegated.

B. The tiered decision-making framework and associated delegations for regulating traffic and installing Prescribed Traffic Control Devices (PTCD) as detailed in Attachments A1 and A2 of this report and as incorporated into the LTF Terms of Reference in Attachment A3 be implemented. Council notes that this framework clearly identifies matters reserved to Council and those delegated to the General Manager or other designated officer, ensuring compliance with TfNSW's 2025 Authorisation and Delegation Instrument.

C. The Local Traffic Forum agendas, minutes, and any officer determinations made under delegation be published on Council's website within 10 business days of the meeting or determination, accompanied by a plain-English decision note and relevant plans.

D. A quarterly network impacts dashboard for Councillors, summarising delegated decisions, observed traffic and safety outcomes, and any Statements of Concern issued by TfNSW, be developed and presented to the Local Traffic Forum in early 2026 for consideration and then to Council for approval.

E. Arrangements be made for a review of the implementation and effectiveness of the Parts A-D of this recommendation twelve months after their commencement, with the outcomes of the review to be considered by the Local Traffic Forum and reported to Council together with any recommended amendments or improvements for Council's determination.

CARRIED UNANIMOUSLY

256 **RFT5-2025 - Bushland Services Tender**

File: RFT5-2025
Vide: GB.13

To consider tenders received for the establishment of an approved panel of suitably experienced and capable contractors to deliver services within Council's bushland reserves.

Resolved:

(Moved: Councillors Wheatley/Pettett)

A. That Council accept the tender submissions from eight (8) tenderers as recommended in the attached Evaluation Report.

B. That the Mayor and General Manager be delegated authority to execute all tender documents on Council's behalf in relation to the contracts.

C. That the Seal of Council be affixed to all necessary documents.

D. That all tenderers be advised of Council's decision in accordance with Clause 178 of the Local Government Tendering Regulation

CARRIED UNANIMOUSLY

257 **RFT10-2025 – Cricket Net Upgrade Turramurra Memorial Park**

File: RFT10-2025/R
Vide: GB.14

To consider the tenders received for RFT10-2025 Cricket Net Upgrade Turramurra Memorial Park and to appoint the preferred tenderer.

Resolved:

(Moved: Councillors Wheatley/Pettett)

That:

A. Council accepts the tender submission from Tenderer B to carry out the Cricket Net Upgrade at Turramurra Memorial Park.

B. The Mayor and General Manager be delegated authority to execute all tender documents on Council's behalf in relation to the contract.

C. The Seal of Council be affixed to all necessary documents.

D. All tenderers be advised of Council's decision in accordance with Clause 178 of the Local Government Tendering Regulation 2021.

CARRIED UNANIMOUSLY

258 **RFT12-2025 - Fire Safety Services for Council-Owned Buildings**

File: RFT12-2025/R
Vide: GB.15

To consider tenders received for RFT12-2025 for Fire Safety Services, specifically the maintaining and testing of fire protection equipment at Council-owned buildings.

Resolved:

(Moved: Councillors Wheatley/Pettett)

That:

A. Council accepts the tender submission from Tenderer A for an initial three (3) years for Fire Safety Services, with two (2) x one (1) year options to extend the contract at Council's discretion based on performance against KPIs.

B. The Mayor and General Manager be delegated authority to execute all tender documents on Council's behalf in relation to the contract.

C. The Seal of Council be affixed to all necessary documents.

D. All tenderers be advised of Council's decision in accordance with Clause 178 of the Local Government (General) Regulation 2021.

CARRIED UNANIMOUSLY

259 **Policy Update - Management of Community and Recreation Facilities**

File: CY00473/12
Vide: GB.16

For Council to consider and endorse the periodic update of the Management of Community and Recreation Facilities Policy 2018.

Resolved:

(Moved: Councillors Wheatley/Pettett)

That the revised Policy for Management of Community and Recreation Facilities 2025 be exhibited for 28 days and be adopted following completion of the exhibition period where no required changes result from the exhibition or reported back to Council where changes are required following the exhibition.

CARRIED UNANIMOUSLY

260 **Planning Proposal 77 Kulgoa Rd Pymble - Post Exhibition**

File: S14501
Vide: GB.17

For Council to consider submissions made in response to the exhibition of a Planning Proposal to rezone 77 Kulgoa Road, Pymble, consistent with adjoining R2 Low Density Residential zoned land.

Resolved:

(Moved: Councillors Wheatley/Pettett)

A. That Council adopt the Planning Proposal to rezone 77 Kulgoa Road, Pymble C4 Environmental Living to R2 Low Density Residential as described in this report.

B. That Council proceed to make the plan, using its delegated authority under section 3.36(2) of the *Environmental Planning and Assessment Act 1979*.

C. That delegation be given to the Director Strategy and Environment to correct any errors or inconsistencies in the Planning Proposal prior to finalisation.

D. Those persons who made a submission be notified of Council's decision

CARRIED UNANIMOUSLY

261 **Application to Seek the Minister's Consent to Grant a Licence over Community Land**

File: S14827
Vide: GB.18

To recommend an application for Minister's consent be submitted to proceed with the granting of the licence to Fast Cities Australia Pty Limited (Evie Networks). The licence is for a public electric vehicle (EV) charger to be installed and operated at 9 Coonanbarra Road, Wahroonga.

Resolved:

(Moved: Councillors Wheatley/Pettett)

A. That Council explains the results of the public notification process to the Minister for Local Government and makes application recommending that ministerial consent be granted for Council to conclude a licence with Fast Cities Australia Pty over the community land described as Lot 2 DP502616 and located at 9 Coonanbarra Road, Wahroonga to for a term of 5 + 5 years for the use and occupation of 4 carpark lots as electric vehicle charging stations and related activities under section 47 of the *Local Government Act 1993*.

B. That subject to ministerial consent being granted, Council delegates to the General Manager and/or his delegate authority to conclude the licence with Fast Cities Australia Pty as set out in this report and execute all documentation to bring Council's resolution into effect.

CARRIED UNANIMOUSLY

262 **Post-exhibition of revised Delivery Program, Resourcing Strategy and application for a Special Rate Variation**

File: S14747-1-1
Vide: GB.8

To seek Council's approval to apply to the Independent Pricing and Regulatory Tribunal (IPART) for a Special Rate Variation (SRV) after presenting Council with the outcomes of the exhibition of a revised Delivery Program, Operational Plan, Long Term Financial Plan and Asset Management Strategy, and other related matters.

Resolved:

(Moved: The Mayor, Councillor Kay/Ngai)

That Council:

A. adopt the revised Delivery Program 2025-2029 and Operational Plan 2025-2026, Long Term Financial Plan 2025-2035 and Asset Management Strategy 2025-2035 as attached

B. adopt the updated Asset Management Policy as attached

C. adopt the updated Asset Management Plans as attached

D. approve for Council to apply to the Independent Pricing and Regulatory Tribunal (IPART) for a Special Rate Variation (SRV) of 24.6% to begin from 1 July 2026 which, when combined with the confirmed 4.4% rate peg, will

result in a 29% rate revenue increase in 2026/27, with rates to increase in line with the rate peg in future years.

For the Resolution:	*The Mayor, Councillor Kay, Councillors Balachandran, Devlin, Ngai, Smith, Ward and Wheatley*
Against the Resolution:	*Councillors Pettett and Spencer*

MOTIONS OF WHICH DUE NOTICE HAS BEEN GIVEN

263 **Refreshing Ku-ring-gai's 2021 Heritage Strategy**

File: S12203
Vide: NM.1

Notice of Motion from Councillors Balachandran and Kay dated 27 November 2025

The Ku-ring-gai Heritage Strategy was developed in 2021 to "measure, plan and report on heritage management in Ku-ring-gai". The Strategy outlines the following:

1. Legislative and strategic frameworks under which Council operates
2. Heritage resources, such as studies, the heritage reference committee, policies, grants, and events
3. Heritage challenges and opportunities including identification, protection, and supporting owners
4. A strategy action plan with short-term (1-2 years), medium-term (2-5 years) and ongoing initiatives

There have been significant changes in Ku-ring-gai since 2021, notably the Transport Oriented Development (TOD) planning measures introduced by the NSW State Government in 2023. A key planning principle in Ku-ring-gai Council's Alternative Scenario was to preserve the heritage character of the area. The council TOD survey broadly tested residents' views of protecting heritage in the face of development. Heritage owners have faced significant uncertainty during this period and are seeking greater engagement with Council.

An increasingly culturally diverse population in Ku-ring-gai creates opportunities to engage newer community members. There have also been new advisory committees established in this period with valuable perspectives to add to Council's heritage strategy, such as those of young people who are the area's future stewards.

The NSW Government is currently developing its first heritage strategy.

"*Heritage in New South Wales includes the places and objects we have inherited from the past and want to protect for future generations. It is also the social values, stories and meanings associated with those places and objects that individuals and*

communities hold and wish to pass on to future generations. The value of heritage extends beyond conserving the past. It contributes to our sense of identity and belonging, and to our health and wellbeing. While conservation remains critical, we need to expand our heritage thinking. We need to encompass storytelling, engaging with cultural traditions and acknowledging different experiences of the past if we are to fully recognise the story of New South Wales." [NSW Draft Heritage Strategy 2025]

Five years after the development of Council's 2021 heritage strategy, the heritage character of Ku-ring-gai's environment is under increasing pressure from planning changes, housing needs, societal and demographic changes, and economic uncertainly faced by owners.

Ku-ring-gai Council is the forefront of heritage-in-place in NSW. It is timely to update the 2021 strategy to ensure we maintain a dynamic strategy underpinned by broad and current community engagement.

We, therefore, move that:

A. Council staff provide a report in February 2026 directly to Council assessing the implementation of the action plan in the Heritage Strategy 2021. This should include the identification of short-term actions that remain current and critical with a timeline for completion by December 2026.

B. The Heritage Strategy be updated following engagement with heritage owners, culturally diverse communities, Aboriginal groups, young people, relevant community groups, as well as the wider community, including
    a. A Heritage Forum with heritage owners
    b. Feedback on the Heritage Strategy from Community Advisory Committees

C. A Heritage newsletter be developed and tested in 2026 to share information and build dialogue

D. An updated Heritage Strategy be brought back to Council in December 2026 including an action plan with timelines, for inclusion in the Delivery Program and Operational Plan and related reporting.

E. In recognition of the threat to heritage resulting from recent state government housing policy change, Council must aim to strengthen the conservation of built heritage and this should be reflected in the Heritage Strategy update.

Resolved:

(Moved: Councillors Balachandran/Devlin)

That the above Notice of Motion as printed be adopted.

CARRIED UNANIMOUSLY

264 **Planning for Turramurra Town Centre**

File: S10467/2
Vide: NM.2

Notice of Motion from Councillor Devlin dated 28 November 2025

Planning work and resources have rightly been directed toward responding to the State Government's Transport Oriented Development (TOD) program at Roseville, Lindfield, Killara and Gordon, which together will accommodate a significant share of Ku-ring-gai's future housing and community infrastructure. With that work now substantially progressed, it is timely to turn strategic attention back to the remaining centres and neighbourhoods that make up approximately sixty per cent of the Local Government Area (LGA).

Strategic planning work for Turramurra is also an equity issue for the community. The local centre serves residents of both Comenarra and Wahroonga Wards and plays an important district role in the northern part of the LGA. As such, it is timely to consider a new planning framework to guide development across Turramurra Town Centre.

Changes to NSW Government Housing Policy have significant potential to impact on this area:

- The Low and Mid-Rise Housing SEPP allows medium and high-density development within 800 metres of the centre;
- The Housing Development Authority provides a pathway for landowners to submit EOIs for high density development; and,
- State Significant Applications provide a pathway for large development proposals incorporating in-fill affordable housing.

Within this policy context, there are already significant development interests in and around the Turramurra Town Centre. Council is in the process of assessing a Planning Proposal for a 9-storey development on the corner of the Pacific Highway and Kissing Point Road. Council has also had ongoing discussions with Coles regarding the possible redevelopment of the supermarket on Ray Street. There is also an SSD with SEARS in Ku-ring-gai Avenue. Development is coming to Turramurra.

Council's current planning controls for Turramurra date back to 2012 when amendments were made to the Ku-ring-gai Local Environmental Plan (KLEP) and Ku-ring-gai Development Control Plan (KDCP). The DCP was subsequently amended in 2016 to update the Ray / William Street retail and public areas.

There is a risk that, without an updated centre wide framework, development will proceed in an uncoordinated manner, with missed opportunities for:

- Integrated public domain and street upgrades;
- Safe and direct pedestrian and cycling connections across the Pacific Highway and rail corridor and between precincts;
- A coordinated approach to traffic, access and parking;

- Delivering new and upgraded community infrastructure, including library, community and cultural spaces, open space and civic space; and,
- Protecting and enhancing local character, heritage and the landscape setting that residents value.

We need to ensure that the precincts making up the Turramurra Town Centre are well planned, connected, and that there is adequate provision of community infrastructure for the growing population.

Note that the intent of this Notice of Motion is not to defer or pre-empt statutory decisions on the current planning proposals within the Turramurra Town Centre, nor to reduce the priority of the Gordon and Lindfield hub projects, but to ensure that Council and the community has a clear, up to date and integrated strategic framework to guide future development and infrastructure delivery in and around the Turramurra Town Centre.

I, therefore, move that:

A. Council staff report back in the first quarter of 2026 with a project scope, cost and timeline for the development of a new planning framework to guide development across the Turramurra Town Centre;

B. The report should also advise how this work will be integrated with the implementation of the State Government's Low and Mid Rise Housing SEPP, the Housing Development Authority pathway, and any relevant State Significant Development or Planning Proposal processes affecting the centre, and include a proposed stakeholder and community engagement approach for the preparation of the planning framework.

MOTION:

(Moved: Councillors Devlin/Ward)

A. Council staff report back in the first quarter of 2026 with a project scope, cost and timeline for the development of a new planning framework to guide development across not just the Turramurra Town Centre, but all town centres, noting the requirements in the draft Sydney Plan released by the NSW Government on 10th December 2025; and,
B. The report should also advise how this work will be integrated with the implementation of the State Government's Low- and Mid-Rise Housing SEPP, the Housing Development Authority pathway, and any relevant State Significant Development or Planning Proposal processes affecting the centres, and include a proposed stakeholder and community engagement approach for the preparation of the planning framework.

Resolved:

(Moved: Councillors Devlin/Ward)

A. Council staff report back in the first quarter of 2026 with a project scope, cost and timeline for the development of a new planning framework to

guide development across not just the Turramurra Town Centre, but all town centres, noting the requirements in the draft Sydney Plan released by the NSW Government on 10th December 2025; and,

B. The report should also advise how this work will be integrated with the implementation of the State Government's Low- and Mid-Rise Housing SEPP, the Housing Development Authority pathway, and any relevant State Significant Development or Planning Proposal processes affecting the centres, and include a proposed stakeholder and community engagement approach for the preparation of the planning framework.

CARRIED UNANIMOUSLY

Council resolved itself into Closed Meeting
with the Press and Public Excluded to deal with the following item
after a Motion moved by Councillors Ward and Ngai
was CARRIED UNANIMOUSLY.

Councillor Spencer departed Chambers and did not return.

265 **Project Review**

File: S14999
Vide: C.1

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

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

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

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

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

Report by General Manager dated 1 December 2025

Resolved:

(Moved: Councillors Devlin/Ward)

That the report be received and noted.

CARRIED UNANIMOUSLY

Council resolved to return to Open Council
after a Motion moved by Councillors Devlin and Ward
was CARRIED UNANIMOUSLY.

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

Nil.

QUESTIONS WITH NOTICE

Nil.

INSPECTIONS– SETTING OF TIME, DATE AND RENDEZVOUS

Nil.

The Meeting closed at 8:55pm.

The Minutes of the Ordinary Meeting of Council held on 16 December 2025 (Pages 1 - 43) were confirmed as a full and accurate record of proceedings on <Insert confirmation date ...>

_____ General Manager

_____ Mayor / Chairperson

MAYORAL MINUTE

2026 AUSTRALIA DAY HONOURS AND CITIZEN OF THE YEAR AWARDS

I am pleased to inform you that eight members of the Ku-ring-gai community, through their outstanding achievements and services to the community, have been awarded 2026 Australia Day Honours.

We are very proud to have these dedicated and talented Australians as members of the Ku-ring-gai community.

I would like to read to you the names of these Australia Day Honours recipients and, on behalf of Council, congratulate them on their excellent contributions to Australian society.

Professor John CANNON AO, of Killara, for distinguished service to tertiary education, to mathematical computation, to cryptography, and to the development of algebraic software systems.

Mrs Ruth Lorraine HAVRLANT OAM, of Pymble, for service to netball.

Ms Penelope Cathcart HOLDEN OAM, of Killara, for service to community history.

Ms Anne Inkeri HOLLONDS AO, of Roseville, for distinguished service to family, children and community safety, wellbeing and human rights, and to policy, research and practice.

Dr Michael Jeffrey HOOPER AM, of Gordon, for significant service to endocrinology, and to biomedical musculoskeletal research.

Ms Elizabeth Maria MONTANO AM, of Pymble, for significant service to public administration, particularly in law enforcement, regulation and governance.

Mr Robert John PAGE OAM, of Wahroonga, for service to community social welfare.

Dr Andrew Pilcher WINES AM, of Killara, for significant service to orthopaedic surgery, and to the community.

I also congratulate Ku-ring-gai Citizen of the Year winners for 2026:

Citizen of the Year	–	**Dean Simes**
Young Citizen of the Year	–	**Angelina Barndall**
Environmental Citizen of the Year	–	**Jill Green**
Mayor's Award for an Outstanding Contribution by a Community Group	–	**Ku-ring-gai SES**

On behalf of Council, I congratulate all these award winners on their outstanding achievements.

Ku-ring-gai should be proud that it has citizens being recognised at the highest level for their selfless dedication, commitment and contribution to local, national and international communities.

RECOMMENDATION:

A. That Council acknowledge the outstanding contribution made by these recipients of 2026 Australia Day Honours to the Ku-ring-gai community and to the well-being of our society.

B. That the Mayor write to the recipients on behalf of Council to congratulate them on receiving their award, including a copy of this Mayoral Minute

Councillor Christine Kay
Mayor

MAYORAL MINUTE

RECOGNITION OF LIFETIME CONTRIBUTION OF MS PENNY LANCASTER TO DANCE EDUCATION IN AUSTRALIA

I would like to recognise the extraordinary decades-long contribution of Ms Penny Lancaster - Founder and Director of Australian Dance Vision (ADV), and her service to the Australian dance sector. As she retired at the end of 2025, I believe her achievements deserve public recognition and celebration.

Penny's work began at the grassroots level in Sydney when she conceived and founded a youth company Ballet d'Action, an early expression of her vision for holistic training combining performance, choreography and contextual dance studies. Building on that foundation, she led the development of a progressive classical ballet syllabus over many years and expanded it to include jazz and tap - an educational model that became widely used across the country.

She founded Australian Dance Vision (ADV) in 1989 and subsequently helped to establish the Australian Dance Institute (ADI).

Under Penny's leadership, ADV produced the first suite of nationally recognised vocational dance qualifications in Australia (Certificates I–IV in Dance Performance Studies and Certificate IV in Dance Teaching & Management. She achieved endorsement of the Certificate III in Dance Performance Studies for the HSC and therefore helped create education and career pathways for thousands of students and teachers.

As a former professional dancer trained in classical ballet Penny brought deep artistic experience to education. Her performances included dancing with the Young Australian Ballet Company, work with the Australian National Theatre and international collaborations which enriched her teaching and mentoring. Over the decades she has taught and guided thousands of students through her Sydney-based academy and beyond.

Penny was Vice President of both the Society of Dance Arts and Ausdance NSW, a member of the Board of Studies Syllabus Advisory Committee and various national education panels, steering and advisory committees.

She received the Centenary Medal, the Zonta Woman of Achievement Award, and nominations for awards such as NSW Woman of the Year and the Avon Award in the Arts for her work in teaching thousands of dancers across Australia.

I would like to honour Penny's outstanding service to dance education and her contribution to the cultural life of Australia.

RECOMMENDATION:

A. That this Mayoral Minute be received and noted
B. That a copy of this Mayoral Minute be sent to Ms Penny Lancaster with a letter from the Mayor congratulating her on the outstanding achievements

Councillor Christine Kay
Mayor

MAYORAL MINUTE

RESCHEDULING OF MARCH 2026 PUBLIC FORUM

This Mayoral Minute recommends that Council reschedule the March Public Forum to Wednesday 11 March 2026 to enable Councillors to attend a significant civic and community event.

Councillors have received an invitation to attend a special service at The Great Synagogue on Tuesday 10 March 2026, marking both the Opening of the Law Term for 2026 and the rededication of the synagogue's sanctuary following major restoration and enhancement works. This occasion is of exceptional significance.

It will be attended by the Chief Justice of New South Wales, members of the Judiciary and the legal profession, the Governor-General of Australia, and the Chief Rabbi of the Commonwealth. The event also carries particular importance for the Jewish community, in the context of the recent tragedy at Bondi and will reflect on themes of resilience, remembrance and renewal.

Rescheduling the Public Forum by one day will allow Councillors to attend this important service while ensuring that community participation in the Public Forum is maintained with minimal disruption.

RECOMMENDATION:

That Council move the March 2026 Public Forum to Wednesday 11 March 2026 at 7.00pm.

Councillor Christine Kay
Mayor

PETITION

PARKING IN HILL STREET, ROSEVILLE

Petition to Ku-ring-gai Council
Principal petitioner: Joseph Speziale

Current parking restrictions in the Roseville Shopping Precinct are 8.30am to 6pm Monday to Friday and Saturday morning 8.30am to 12.30pm.

This leaves unrestricted parking for most of the weekend on Hill Street and the top end of Lord Street. How ever restrictions in the Lord Street carpark remain 7 days 8.30am to 6pm.

It is impossible for our customers to find a parking space on the weekend, as all available parking spaces are taken by train commuters who park in Roseville and train to the city or like locations. While the carpark remains empty due to restrictions

Most stores in Hill Street trade 7 days a week, until late. Many customers and residents complain they cannot park near the shops on Saturday and Sunday due to commuter parking in Hill and Lord Street.

We, the collective of business and property owners of Roseville, hereby request Ku Ring Gai Council to extend the existing parking restrictions on Hill Street and the top end of Lord Street to 7 days. 15 min parking from 8am to 7pm.Longer time parking is available in the carpark.

We are also in need of a loading zone. There is now parking in Hill St for trucks doing deliveries. Often leading to double parking out on necessity.

The residents and visitors to Roseville also deserve the respect and human right of a toilet! Long overdue.

Maybe we could also get the gutters cleaned one in a while!

Council has not spent a penny on Roseville in the past 40 years!

(5 signatures)

RECOMMENDATION:

That the petition be received and referred to the appropriate Officer of Council for attention.

MINUTES OF AUDIT, RISK & IMPROVEMENT COMMITTEE MEETING HELD ON 11 DECEMBER 2025

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To provide Council with the minutes from the Audit, Risk & Improvement Committee meeting held on 11 December 2025 and the FY24/25 ARIC Annual Report.
BACKGROUND:	The Meeting Procedures contained within the Council Advisory/ Reference Committees Guideline (the Guideline) provides, in part, that: *Once approved by the Chairperson, the minutes will be put to an ordinary meeting of Council for adoption. The recommendations of a committee, so far as adopted by the Council at an ordinary meeting of Council, are resolutions of the Council.* The current ARIC Terms of Reference were adopted by Council on 18 May 2024 and became effective from 1 July 2024. The current ARIC Workplan was adopted by the ARIC on 12 December 2024. The ARIC Workplan requires, in part, that the ARIC: *Undertake an annual assessment of the ARIC's work (in accordance with Schedule 1 of the ARIC Terms of Reference) and how the Council is performing, and report to the General Manager and Council.*
COMMENTS:	In accordance with the Guideline the draft minutes of the Audit Risk & Improvement Committee meeting held on 11 December 2025 were circulated to the committee members for comment after which they were approved by the Chair. During this meeting the FY24/25 ARIC Annual Report was considered and adopted by the Committee.
RECOMMENDATION:	Refer to the full text of the recommendation in the report.

PURPOSE OF REPORT

To provide Council with the minutes from the Audit, Risk & Improvement Committee meeting held on 11 December 2025 and the FY24/25 ARIC Annual Report.

BACKGROUND

The current Council Advisory/ Reference Committees Guideline ('The Guideline') was adopted by Council on the 16 December 2025.

The Meeting Procedures contained within the Guideline provides, in part, that:

> *The draft minutes of a meeting will be circulated to committee members within ten working days of the meeting. Members will be provided with five working days to comment on the accuracy of the minutes. The minutes will subsequently be referred to the Chairperson for approval as an accurate record of the meeting.*
>
> *Once approved by the Chairperson, the minutes will be put to an ordinary meeting of Council for adoption. The recommendations of a committee, so far as adopted by the Council at an ordinary meeting of Council, are resolutions of the Council.*
>
> *The minutes will also be placed on the agenda to be noted at the subsequent committee meeting.*

The current ARIC Terms of Reference were adopted by Council on 18 May 2024 and became effective on 1 July 2024. The current ARIC Workplan was adopted by the ARIC on 12 December 2024.

The Workplan requires, in part, that the ARIC:

> *Undertake an annual assessment of the ARIC's work (in accordance with Schedule 1 of the ARIC Terms of Reference) and how the Council is performing, and report to the General Manager and Council.*

COMMENTS

In accordance with the Guideline the draft minutes of the Audit Risk & Improvement Committee meeting held on 11 December 2025 were circulated to the committee members for comment after which they were approved by the Chair.

The minutes are now provided to Council for adoption (Refer Attachment A1).

During this meeting, the FY24/25 ARIC Annual Report was considered and adopted by the Committee in accordance with the ARIC Workplan.

The report is provided to Council for information (Refer Attachment A2)

INTEGRATED PLANNING AND REPORTING

Leadership and governance

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
The organisation is recognised and distinguished by its ethical decision-making, efficient management, innovation and quality customer service.	Integrated risk management, compliance and internal control systems are in place to identify, assess, monitor and manage risks throughout the organisation.	Act as a central point of contact to the Internal Audit Shared Service (hosted by NSROC) to support and facilitate Councils Internal audit function.

GOVERNANCE MATTERS

To improve governance and transparency with respect to the operation of the Audit, Risk & Improvement Committee.

RISK IMPLICATION STATEMENT

The primary risk associated with the recommendation contained in this report is related to Legal/Regulatory.

There are no material risks that arise from the recommendation contained in this report. Minor issues may occur, but these can be managed within Council's current policies, procedures, resources and budget.

FINANCIAL CONSIDERATIONS

There is no financial impact associated with this report.

SOCIAL CONSIDERATIONS

There are no social implications associated with this report.

ENVIRONMENTAL CONSIDERATIONS

There are no environmental implications associated with this report.

COMMUNITY CONSULTATION

Not applicable.

INTERNAL CONSULTATION

Not applicable.

SUMMARY

A copy of the minutes from the Audit, Risk & Improvement Committee meeting held on 11 December 2025 are attached for adoption.

A copy of the FY24/25 ARIC Annual Report is attached for information.

RECOMMENDATION:

It is recommended that

A. The minutes from the Audit, Risk & Improvement Committee meeting held on 11 December 2025 be adopted, and

B. The FY24/25 ARIC Annual Report be noted.

Jennie Keato
Manager People and Culture

Attachments:	A1⇩	Minutes of the Audit Risk & Improvement Committee meeting held on 11 December 2025	2026/020755
	A2⇩	ARIC Annual Report FY24/25	2026/020906

MINUTES OF AUDIT, RISK AND IMPROVEMENT COMMITTEE HELD ON THURSDAY, 11 DECEMBER 2025

Committee Members:	Brian Hrnjak, External Independent Member - Chairperson Michael Ellacott, External Independent Member
Non-Voting Members:	None
Also Present:	David Marshall, General Manager Virginia Leafe, A/Director Community Angela Apostol, Director Corporate Anne Seaton, A/Director Development and Regulation Peter Lichaa, Director Operations Andrew Watson, Director Strategy and Environment Mette Kofoed, A/Manager Finance Christopher Jones, Manager Governance & Corporate Strategy Jennie Keato, Manager People & Culture Claire Ashby, Manager Project Services Jo Zhu, Team Leader Risk Advisory Mohua Mukherjee, Head of Internal Audit Shared Services Luke Malone (Prosperity) Jarrod Lean (Grant Thornton)
Observers:	The Mayor, Christine Kay
Apologies:	Phu Nguyen, External Independent Member Councillor Alec Taylor Councillor Kim Wheatley

The Meeting commenced at 5:00PM

DECLARATIONS OF INTEREST

No interest was declared.

CONFIRMATION OF MINUTES

AC54 **Minutes of Audit, Risk and Improvement Committee**
File: CY00458/13
Meeting held 18 September 2025
Minutes numbered AC43 to AC51

The Committee Recommends:
(Moved: Ellacott/Hrnjak)

That Minutes numbered AC43 to AC51 circulated to the Committee were taken as read and confirmed as an accurate record of the proceedings of the Meeting.

CARRIED UNANIMOUSLY

UPDATE FROM THE GENREAL MANAGER

The GM informed the Committee that the government had formally gazetted the Transport Oriented Development (TOD) alternative planning provisions, and noted Council's success the Planning Institute of Australia (PIA) NSW Awards. The GM updated the Committee on the recent public exhibition of the revised integrated planning and reporting (IP&R) plans including a proposed 29% rate increase, and the outcomes of a recent project review, management response and next steps.

GENERAL BUSINESS

AC55 **Outstanding Action Schedule**

File: CY00458/13
Vide: GB.1

To provide the Audit, Risk and Improvement Committee with details of outstanding actions from previous meetings.

The Committee Recommends:
(Moved: Ellacott/Hrnjak)

That the report and its contents be received and noted.

CARRIED UNANIMOUSLY

AC56 **Completed Internal Audit Reports**

File: CY00458/13
Vide: GB.2

To provide the ARIC with Internal audit reports completed this period.

Jarrod Lean (Grant Thornton) provided an overview of audit findings to the Committee.

The Committee Recommends:
(Moved: Councillors Hrnjak/Ellacott)

That:

A. the reports for the internal audits of Focussed Project Procurement and Procure to Pay be received and noted.

B. actions from internal audits of project management, contract management and procurement and independent project review (to be reported to Council in February 2026) to be referred to Internal Audit for monitoring and reporting back to ARIC in March.

C. a post-implementation review be arranged at an appropriate date.

CARRIED UNANIMOUSLY

AC57 **Final Audit Management Letter for the year ending 30 June 2025**

File: FY00259/18
Vide: GB.3

To present to the Audit, Risk and Improvement Committee issues raised in the Final Audit Management Letter for the year ended 30 June 2025.

The Committee Recommends:
(Moved: Ellacott/Hrnjak)

That the Final Audit Management Letter for the year ended 30 June 2025 be received and noted by the Audit, Risk and Improvement Committee.

CARRIED UNANIMOUSLY

AC58 **Review of Strategy Department Major Projects Governance Arrangements**

File: CY00458/13
Vide: GB.4

To provide the ARIC with an update of Council's major projects being managed by the Strategy and Environment Department.

The Committee Recommends:
(Moved: Hrnjak/Ellacott)

That the ARIC note the updates contained within this report.

CARRIED UNANIMOUSLY

AC59 **Review of Major Projects within the Operations Department Governance Arrangements - Cultural and Environmental and Education Centre (CEEC)**

File: S10531
Vide: GB.5

To provide the ARIC with an update on the Cultural and Environmental Education Centre (CEEC) at St Ives Showgrounds being managed by the Operations Department.

The Committee Recommends:
(Moved: Councillors Hrnjak/Ellacott)

That the ARIC note the updates contained within this report.

CARRIED UNANIMOUSLY

AC60 **Review of Major Projects within the Operations Department Governance Arrangements - Lindfield Avenue and Tryon Road Streetscape Upgrade**

File: S14190
Vide: GB.6

To provide the ARIC with an update of the Lindfield Avenue and Tryon Road Streetscape Upgrade being managed by the Operations Department.

The Committee Recommends:
(Moved: Councillors Hrnjak/Ellacott)

That the ARIC note the updates contained within this report.

CARRIED UNANIMOUSLY

AC61 **Review of Major Projects Within the Operations Department Governance Arrangements - Norman Griffiths Oval Upgrade**

File: CY00440/13
Vide: GB.7

To provide the ARIC with an update on the Norman Griffiths Oval Upgrade Project being managed by the Operations Department.

The Committee Recommends:
(Moved: Councillors Hrnjak/Ellacott)

That the ARIC note the updates contained within this report.

CARRIED UNANIMOUSLY

AC62 **Risk Management Update**

File: CY00458/13
Vide: GB.8

To update the Audit Risk and Improvement Committee on the recent developments and key indicators of Council's Risk Advisory portfolios across Enterprise Risk Management (ERM), Public Liability (PL), Worker's Compensation (WC) and Work Health and Safety (WHS) for the reporting period covering Q3 2025 (01/07/2025 to 30/09/2025).

The Committee Recommends:
(Moved: Councillors Hrnjak/Ellacott)

The report is received and noted with key developments and initiatives in ERM, PL, WC and WHS acknowledged.

CARRIED UNANIMOUSLY

AC63 **Internal Audit Plan and Status Update Report - Dec 2025**

File: CY00458/13
Vide: GB.9

To update the Audit, Risk and Improvement Committee (ARIC) on the work of the internal audit function as well as other items of interest.

The Committee Recommends:
(Moved: Councillors Ellacott/Hrnjak)

It is recommended that the ARIC receives and notes the internal audit status report.

CARRIED UNANIMOUSLY

AC64 **Status of Outstanding Internal Audit Recommendations**

File: CY00458/13
Vide: GB.10

To report on the progress of open internal audit recommendations as at 12 November 2025 to the Audit, Risk and Improvement Committee.

Management agreed to consider additional information in the commentary of future reports about the reduction or acceptance of risks as actions are being progressed.

The Committee Recommends:
(Moved: Councillors Ellacott/Hrnjak)

It is recommended that the ARIC receive and note this report and attached listings of open internal audit recommendations.

CARRIED UNANIMOUSLY

AC65 **Compliance and Reporting Requirements Sep 2025 - Nov 2025**

File: CY00458/13
Vide: GB.11

To provide the Audit, Risk and Improvement Committee with a summary of actions taken against compliance and reporting requirements set out by the Office of Local Government (OLG).

The Committee Recommends:
(Moved: Councillors Ellacott/Hrnjak)

That the Committee receive and note the report.

CARRIED UNANIMOUSLY

AC66 **GIPAA, PPIPA and HRIPA Statistics Sep 2025 - Nov 2025**

File: CY00458/13
Vide: GB.12

To provide the Audit, Risk and Improvement Committee with a summary of Council's actions in response to applications received under the *Government Information (Public Access) Act 2009* (GIPA Act), *Privacy and Personal Information Protection Act 1998* (PPIP Act) and *Health Records and Information Privacy Act 2002* (HRIP Act) for September 2025 to November 2025.

The Committee Recommends: (Moved: Councillors Hrnjak/Ellacott)

That the Committee receive and note the report.

CARRIED UNANIMOUSLY

AC67 **Summary of Legislative and Policy Updates Sep 2025 - Nov 2025**

File: CY00458/13
Vide: GB.13

To provide the Audit, Risk and Improvement Committee with a summary of Council's actions in response to relevant circulars, legislative updates and other matters that impact the local government sector.

The Committee Recommends:
(Moved: Councillors Hrnjak/Ellacott)

That the Committee receive and note the report.

CARRIED UNANIMOUSLY

AC68 **Audit Risk & Improvement Committee 2026 Meeting Dates**

File: CY00458/13
Vide: GB.14

To provide the Committee with proposed meeting dates for 2026.

The Committee noted clashes between proposed meeting dates, the LG Professionals Governance Conference and NSROC Board meeting dates. Calendar for ARIC meetings updated as per resolution below.

The Committee Recommends:
(Moved: Councillors Ellacott/Hrnjak)

That the Committee approve the following ARIC meeting dates for 2026.

- 19 March

- 18 June
- 3 September (Financial Statements)
- 24 September
- 10 December

CARRIED UNANIMOUSLY

AC69 **ARIC Annual Report**

File: CY00458/13
Vide: GB.15

To table the Draft FY 25 ARIC Chair's Annual Report for endorsement by the Audit, Risk and Improvement Committee (ARIC).

The Committee Recommends:
(Moved: Councillors Ellacott/Hrnjak)

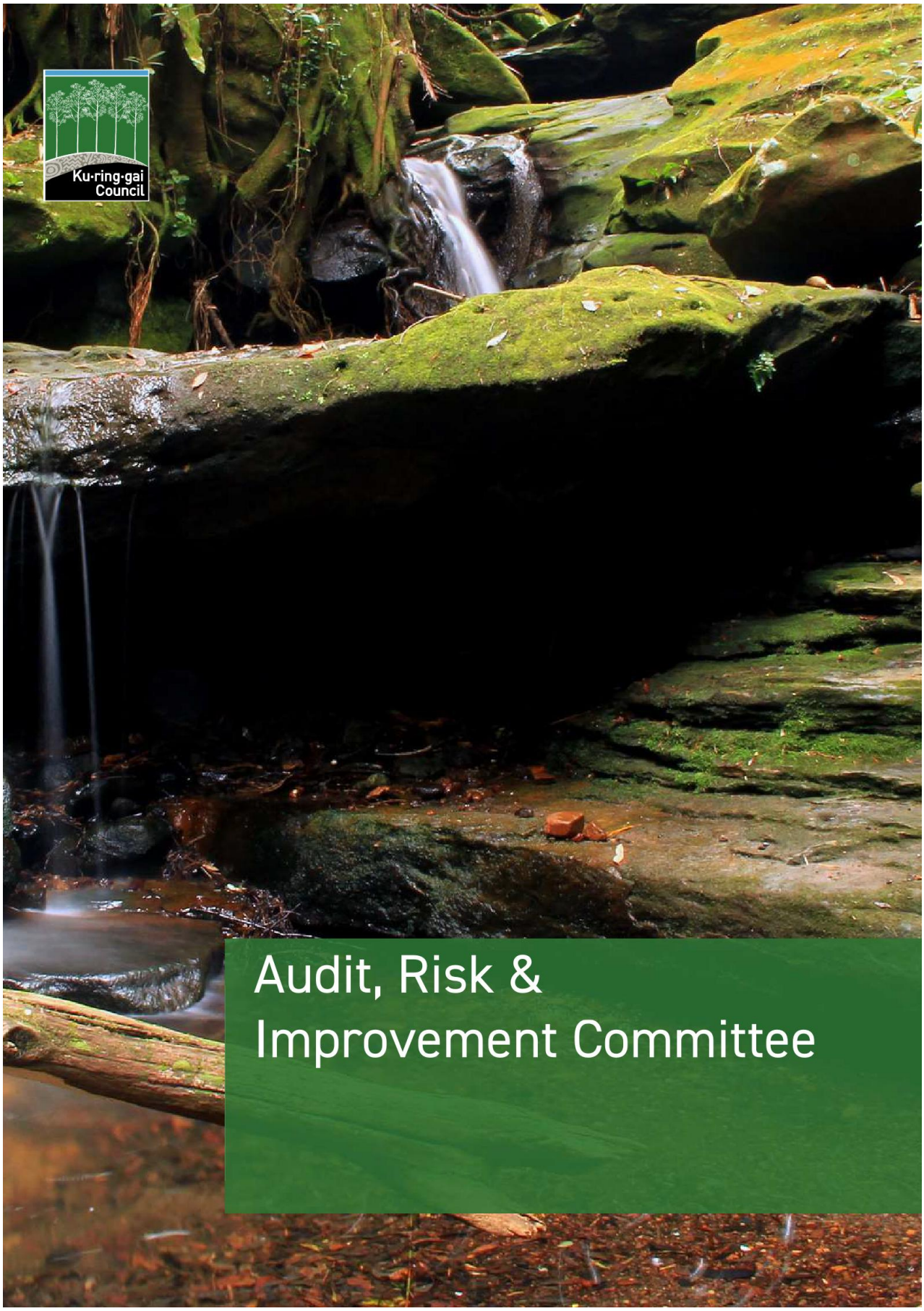
That the Audit, Risk and Improvement Committee endorse the ARIC Chair's Annual Report FY 25 for tabling before Council.

CARRIED UNANIMOUSLY

OTHER BUSINESS

As it was his last meeting as member, the Committee Chair and management acknowledged and thanked Michael Ellacott for his service and contributions.

The Meeting closed at 6.51pm


Ku·ring·gai
Council
Audit, Risk &
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Year in Review

This annual report provides an update on the operation and activities of the Ku-Ring-Gai Council Audit, Risk, Improvement Committee (ARIC) for the 2024/25 Financial year.

Council's ARIC first commenced operations in 2009 and following the release of the interna audit guidelines by the Office of Local Government (OLG) in 2010, the ARIC has been part of an evolving program of risk management occurring throughout the local government sector.

The updated OLG Guidelines on Risk Management and Internal Audit (the Guidelines) came into force from 1 July 2024. The ARIC and Council officials worked towards fully complying with the updated OLG requirements. The Guidelines require an annual attestation by the General Manager on compliance from FY 24-25 onwards. The draft attestation was provided to ARIC for review and endorsement before being signed by the General Manager.

The objective of the ARIC is to provide independent assurance and assistance to Ku-ring-gai Council on internal audit, external audit, risk management, control framework, legislative compliance and external accountability. The reviews completed under each of these categories are provided in the following sections of the report.

Our work has incorporated oversight of internal audits, external audit, risk management, implementation of recommendations, ethics, culture and code of conduct considerations, major projects, regulatory reviews, government inquiries, workplace health and safety, cyber risk, business resilience, emerging risks, legal issues, fraud and corruption control, complaint management and environmental management.

The level of assurance we seek is informed by a strong internal audit function, risk management and governance functions, Council staff, external providers and subject matter experts.

It is considered that the scope and approach of these activities have fulfilled the Committee's responsibilities.

I would like to extend my thanks to all committee members and management representatives for their contribution during the year.

Brian Hrnjak
Ku-ring-gai Council ARIC Chair

November 2025

The Legislative Context

Under section 428A of the Local Government Act, a council must appoint an Audit, Risk and Improvement Committee which mist keep under review the following aspects of Council's operations:

- Compliance
- Risk management
- Fraud control
- Financial management
- Governance
- Implementation of the strategic plan, delivery program and strategies
- Service reviews
- Collection of performance measurement date by the council
- Any other matters prescribed by the regulations.

The updated OLG Guidelines on Risk Management and Internal Audit came into force from 1 July 2024, with the passing in December 2023 of the Local Government (General) Regulation 2023.

The Guidelines have three Core Requirements. Core Requirement 1 outlines requirements applying to ARICs, Core Requirement 2 outlines requirements for Risk Management and Core Requirement 3 outlines requirements for Internal Audit.

The Council's ARIC composition is compliant with the requirements of the amended OLG regulation and the Guidelines.

The Council's ARIC Terms of Reference is aligned with the Model ARIC Terms of Reference which is compliant in this respect.

Committee Meetings and Membership

In FY 24/25, the ARIC comprised of three independent external members and one non-voting Councillor member.

The two independent members are:

- **Brian Hrnjak** – Reappointed in 2022 for a further term of two years until 2024. In March 2023, Brian was appointed as the independent Chair for a period of two years, which was extended for a further two years in February 2025
- **Michael Ellacott** – Michael was appointed in March 2023 for a two year term, which was extended for a further year in February 2025
- **Phu Ngyuen** – Phu was appointed in July 2024 for a four year term.

The three independent members were joined in FY 24/25 by one non-voting councillor member, Councillor Alec Taylor who has been appointed for a four year period commencing in October 2024.

The Schedule of meetings attended by members in FY 24/25 is as follows:

Name	Role	Eligible	Attended
Brian Hrnjak	Chair	5	5
Michael Ellacott	Independent	5	4
Phu Ngyuen	Independent	5	5
Councillor Alec Taylor[1]	Councillor non-voting	3	2

In addition to voting members, other officers regularly attend the ARIC meeting in an ex-officio capacity. This includes the General Manager, Director Corporate Services, Head of Internal Audit, Manager Corporate Services and Manager People & Culture and Team Leader Risk Advisory. Other staff requested by the General Manager also attend the ARIC meetings as observers. Invitations are also extended to the External Auditor from the Audit Office of NSW and their agent, Prosperity. The Mayor and other Councillors also generally attend meetings as observers.

[1] Note that 2 ARIC meetings were held in September 2024 during the caretaker period for the local government elections and were not attended by Councillors. Councillor Alec Taylor was appointed as the non-voting member after the election.

ARIC Report Card

Committee Charter	Compliance
Composition	3 independent members 1 Councillor non-voting member
Committee Meetings	A quorum was met at every meeting.
Broad range of skills and experience	Committee members possess extensive experience and a diverse range of skills across risk management, internal audit, local government and commercial activities.
Functional separation	The Committee has no executive powers.
Sufficient time allocated to tasks	The Committee agenda facilitates adequate time to discuss internal audits, external audits, governance, risk management and financial management activities as well updates on the completion of actions.
Probity	Members declared conflicts of interest if they arose. All ARIC members submitted an annual Disclosure of Interests Declaration under Clause 4.23 of the Code of Conduct.
Risk Management	Risk management is reported to every meeting on the implementation the Council's Enterprise Risk Management framework, and status reports are provided on work health and safety, public liability and workers compensation analysis.
Control Framework	The Committee regularly reviewed the controls, policies and procedures through reports and high level briefings received.
Legislative Compliance	The Committee received and reviewed reports on complaints and compliments, compliance and reporting requirements set out by the Office of Local Government, GIPAA, PPIPA and HRIPA statistics and summaries of relevant circulars and legislative updates.
Fraud, corruption and control	The Committee has reviewed the Fraud and Corruption Control Policy, Fraud and Corruption Control Strategy and the Fraud and Corruption Control plan.
Internal Audit	The Committee reviewed and approved the internal audit plan, ensuring it took into account those risks already populated within the risk register. Consideration was given to the identification of significant issues identified in audit reports and action taken on issues raised, including dissemination of better practices. The Committee monitored the implementation of action plans arising from internal audit recommendations at every meeting.
External Audit	The Committee met on 4 September 2025 to receive briefings on the audit and financial statements for the year ended 30 June 2025 financial statements.
External Accountability	The Committee provides input and feedback on the financial statements and control issues identified by the external auditor.
Financial Management	The committee receives and reviewed reports at least twice a year. A management report of significant financial matters for the year ended 30 June 2025 was received. Additionally, the Committee received presentations from management on the Council's Long Term Financial Plan.
Governance	The Committee reviews and provides input into key governance matters as relevant to the ARIC's Terms of Reference.
Service reviews and	The Committee receives updates on key improvement initiatives and summary of relevant data informing the Community Strategic Plan

collection of performance measurement data by the council	and Delivery Program and other information and data that supports the Committee in performing its role.
Self-Assessment	The Committee completed a self-assessment in 2025 for FY 2024/25 to determine the extent to which it is achieving its overall objective to provide independent assurance and assistance to Ku-ring-gai Council on risk management, control, governance and regulatory obligations. An assessment of the performance of the internal audit function was also completed in 2025 and reported to the ARIC.
Timely and relevant advice and assurance to Council on matters listed in section 428A of the Local Government Act.	Committee minutes are tabled at Council meetings. The ARIC Chair provides an Annual Report to the Council each year and the ARIC Chair provides ad hoc reporting to Council as needed.

Internal Audit

Internal audit plays a key role in helping Council to achieve its objectives by testing how effectively management controls are operating across specific systems, processes and activities to manage the associated risks.

Ku-ring-gai Council's internal audit function is provided under a shared service arrangement between Ku-ring-gai Council, North Sydney Council, Lane Cove Council, Mosman Council, Hunter's Hill Council and Strathfield Council. The shared service internal audit function is hosted by Northern Sydney Regional Organisation of Councils (NSROC).

An experienced Head of Shared Services Internal Audit acts as the Head of Internal Audit for each Council participating in this arrangement. The Shared Service Agreement was refreshed in FY25 and signed by General Managers of each participating Council.

The internal audit charter outlines the purpose, authority and responsibility of management and internal audit. Audits are completed in accordance with the International Standards for the Professional Practice if Internal Auditing issued by the Institute of Internal Auditors. The Internal Audit Charter is aligned with the requirements of the 2023 Risk Management and Internal Audit Guidelines and the Model Internal Audit Charter provided as an appendix to the Guidelines.

Resourcing

The Head of Internal Audit reports to the ARIC Chair of each participating Council, including to the Ku-ring-gai Council ARIC Chair, with administrative reporting within the Council to a nominated delegate of the General Manager. For Ku-ring-gai Council, this is the Manager People & Culture.

Internal audit delivers its services through an outsourced resourcing model through empanelled providers under the management of one internal staff member, the Head of Internal Audit. The contract with the provider firms in the panel expired on 30 June 2025. A tender process that was complaint with Local Government Procurement regulations was run in February 2025. A panel of six experienced and qualified internal audit service providers were selected and contracts were signed with each firm in June 2025. The contract term is three years, with an option to renew by a further two years.

Internal Audit Plan 2024/25

An annual internal audit plan is agreed with Executive Management and the Committee each year and reported on at each meeting. The internal audit plan is shared with the external auditors to avoid potential duplication of coverage.

A consolidated internal audit plan has been developed so that the Councils can take advantage of efficiencies in operations and shared learnings arising from work completed at each of the six Councils.

At every ARIC meeting, an internal audit status report is presented that provides information on the internal audit program, including planned and completed audits.

The ARIC reviews all internal audit reports and receives presentations on audit findings. Management and Directors are also invited to discuss identified improvement opportunities.

Status of FY 25 Internal Audit Plan

The following table outlines the status of the 2024-25 internal audit plan as at 30 June 2025:

Auditable Area	Report to ARIC	Status as at 30 June 2025
Property Management – Commercial Properties (carry over from 22-23)	September 2024	
Records Management	December 2024	
Swimming Pools Certification	March 2025	
Asset Lifecycle Management and Governance	June 2025	
Contract Management	June 2025	
Rangers Compliance	September 2025	Final report issued July 2025
WHS	September 2025	Final report issed June 2025
Focussed Procurement Audit – Management Request	December 2025	Report issued in October 2025
Validation of Past Recommendations	Every meeting	Completed for FY 25
Assurance Mapping	June 2025	Completed as part of internal audit planning for the four year plan FY 26 to FY 28-29, which includes the annual internal audit plan for FY 26

Key: Complete In Progress Slipped/Deferred Planned- not yet commenced

Snapshot of Internal Audit Recommendations

The implementation of management actions arising from the internal audit reports is a critical element of an effective internal control framework and is tracked and reported on at every ARIC meeting.

The status of open internal audit recommendations is reported to each ARIC meeting. Internal audit recommendations, in general progressed steadily to completion throughout the year.

As at the last ARIC meeting for FY 25, held in June 2024, there were 43 open recommendations relating to nine internal audit reports. This was made up of four high rated, 23 medium rated and 16 low rated recommendations.

Legislative Compliance

At each ARIC meeting, the Manager Governance & Corporate Strategy provides reports on:

- Complaints and compliments received by Council (annual)
- Delivery of compliance and reporting requirements set out by the Office of Local Government

- Actions in response to applications under the Government Information (Public Access) Act 2009 (GIPA Act), Privacy and Personal Information Protection Act 1998 (PPIP Act) and Health Records and Information Privacy Act 2002 (HRIP Act)
- Actions taken in response to relevant circulars, legislative updates and other matters impacting the local government sector.

Control Framework

The Committee is provided with information that assists them with obtaining assurance that controls were working effectively and that there are policies and procedures in place. Directors and responsible managers regularly attend meetings to provide updates on the risk management framework and the completion of internal audits and the status of audit recommendations.

In FY 25, the Committee received a range of reports including those related to:

- Risk Management
- Fraud and Corruption Policy and Strategy
- Annual Workplace Health and Safety Performance
- The *OLG Guidelines for Risk Management & Internal audit for Local Government in NSW*

Major Projects

At every meeting, the Director Operations and the Director Strategy & Environment provides the committee with an update on the governance arrangements associated with major projects (Value > $5 Million) relevant to their respective department.

At every alternate meeting, the Group Lead Major Projects or the General Manager provides a risk-based progress update on major hub projects.

Financial Management and External Audit

The committee receives an annual report from the external auditor (Audit Office of New South Wales) on the status of Council's financial statements. Representatives from the Audit Office and Prosperity (the Auditor's nominated agent) attended Committee meetings to discuss the engagement plan, prior to commencing work for FY 25.

The Finance Manager and the Director Corporate Services provides the Committee with an overview of the Councils financial performance and investment portfolio.

At the 4 September 2025 special purpose ARIC meeting, the Committee reviewed and endorsed the drafted financial statements, audited by the external auditor, and still subject to final audit opinion. The report from management included an analysis of financial performance of the Council for the year ended 30 June 2025.

The Engagement Closing Report from the external auditor was tabled at the 4 September ARIC meeting. This contained matters arising from the auditor's examination and testing of Council's accounting systems and internal controls that were brought to management's attention.

Risk Management

During FY2025, Council continued to strengthen its governance, safety, and assurance frameworks through sustained focus on Enterprise Risk Management (ERM), Business Continuity, Workers' Compensation, Public Liability, and Work Health and Safety (WHS). Key achievements included completion of an independent risk maturity assessment confirming notable progress in leadership oversight and culture, finalisation of Business Continuity Sub-Plans for critical business units, completion of annual continuity reviews and exercises, and advancement of Council's WHS improvement program following the 2025 internal audit. Across all portfolios, the emphasis remained on building capability, refining systems, and embedding risk-based decision-making across the organisation.

Since 2020, the Risk Advisory function has applied the IDDDS (Identify, Diagnose, Design, Deliver, Sustain) advisory model to track development milestones across its core service portfolios. The model provides a consistent and structured framework for monitoring project progress and performance, ensuring that all initiatives are supported by evidence-based practices and a clear commitment to continuous improvement.

Enterprise Risk Management (ERM)

Council continued the progressive implementation and refinement of its Enterprise Risk Management Framework, supported by a suite of endorsed documents including the ERM Policy, ERM Strategy, Risk Appetite Statement, Risk Register and Risk Implication Statement. These documents align with the OLG Guidelines for Risk Management and Internal Audit in Local Government and incorporate feedback from specialised risk consultants.

In 2025, Council completed an independent risk maturity assessment confirming further advancement in overall risk capability. Results indicated that Council had achieved a "Consistent – Implemented" level in Strategy and Governance, Culture, and Monitoring and Review, reflecting tangible improvements in accountability, leadership engagement, and oversight of risk. Opportunities for future enhancement include better integration of key risk indicators and automation of reporting and analysis.

As part of the annual review cycle, Council's Risk Appetite Statement was comprehensively reviewed to ensure continued alignment with strategic and operational priorities. The review was undertaken through a workshop with the General Manager and Directors, allowing detailed calibration of appetite levels across People, Financial, Legal & Regulatory, Reputation, Environment, and Service Delivery themes. The process reinforced executive ownership of risk tolerances and provided greater visibility of areas operating within or outside appetite, supporting informed and risk-based decision-making.

The biannual risk review process was maintained, with both the H2 2024 and H1 2025 reviews completed. These reviews confirmed a stable organisational risk profile, with the majority of risks within appetite and action plans in place for higher-rated exposures.

Business Continuity

Council's Business Continuity Management Framework underwent further enhancement in FY2025, with the completion and integration of four Sub-Business Continuity Plans (Sub-BCPs) for Library

Services, Information Management, People & Culture, and Corporate Communications.
Developed in collaboration with a specialised risk consultant , these Sub-BCPs address functions with a Recovery Time Objective (RTO) of less than two days and strengthen Council's resilience and crisis response capability. Workshops, discovery sessions, and scenario exercises were conducted to enhance ownership of continuity planning at the business-unit level.

The annual review of key Business Continuity Plans and scenario-based exercises was also completed in 2025, reinforcing readiness and ensuring that continuity arrangements remain current and practical. Alignment between the Sub-BCPs and the overarching Council Chambers BCP has been implemented to achieve seamless integration across all critical operations.

These initiatives collectively advance Council's commitment to organisational resilience, operational continuity, and compliance with best-practice continuity standards.

Workers Compensation and Public Liability

Council remains committed to improving the efficiency and effectiveness of its Workers' Compensation and Public Liability management processes, both of which have reached the sustain phase of continuous improvement.

In Workers' Compensation, collaboration with StateCover has continued to strengthen Council's return-to-work performance and ensure compliance with evolving legislative requirements. The 2024–2025 StateCover General Manager's Report recognised that Council's average claims cost remains among the lowest of its peers, while return-to-work outcomes continue to exceed benchmark levels. Preferred rehabilitation providers were appointed through StateCover to enhance care consistency and accelerate recovery outcomes. Regular claims reviews in 2025 focused on early intervention and continuous improvement in injury management.

Public Liability claims remained predominantly under-excess (below $15,000). Council continued to refine claims handling and reporting accuracy through enhanced trend analysis and participation in Statewide Mutual initiatives, including the Continuous Improvement Pathway (CIP) program and operational workshops aimed at reducing claim frequency and improving practices in areas such as tree management, footpaths, and swimming pools.

Work Health and Safety

Council continued to strengthen its Work Health and Safety (WHS) framework throughout FY2025, focusing on proactive leadership, improved system governance, and the effective management of psychosocial and physical risks.
The year's activities centred on embedding a culture of safety, ensuring compliance with evolving legislative requirements, and maintaining operational readiness through continuous review and improvement. In particular, Council:

- Completed an internal WHS Management System Audit in early 2025, identifying areas for improvement and developing action plans to address recommendations for continuous improvement.
- Progressed the implementation of key initiatives arising from the WHS Initiatives Discussion Paper, including the introduction of due diligence KPIs for the General Manager and Directors, enhanced psychosocial awareness training, and further leadership capability development.
- Continued to deliver mandatory and targeted safety training programs, including annual Warden, First Aid, and Health & Safety Representative (HSR) training. Maintained a strong

focus on the identification, assessment, and control of workplace hazards through inspections, risk assessments, and consultation with employees and committees.
- Conducted refresher sessions for Incident Management Teams (IMT) and Wardens to ensure readiness for emergency response.
- Reviewed and updated hazardous chemical registers and safety data sheets across operational areas, providing relevant training on safe handling and disposal.
  Continued to promote staff wellbeing through Council's Employee Assistance Program (EAP) and other wellbeing initiatives.
- Worked closely with StateCover to monitor and enhance WHS performance indicators and facilitate alignment between safety, claims management, and injury prevention.

Collectively, these initiatives demonstrate Council's continued commitment to maintaining a safe, healthy, and compliant workplace, with a strong focus on continuous improvement and sustainable safety culture.

Fraud & Corruption Control

Council continued to strengthen its fraud and corruption control framework through proactive policy updates, system integration, and capability development initiatives.

In FY2025, the Fraud and Corruption Control Policy (CDN115) and Strategy (CDN174) were updated ahead of their scheduled review cycles to incorporate recommendations from Internal Audit, align with current ICAC and Audit Office guidance, and strengthen consistency with AS 8001:2021 and ISO 37001:2019. Key enhancements included clearer definitions and terminology, refined roles and responsibilities, stronger references to notification mechanisms and third-party risk controls, and improved alignment with Council's broader ethical governance framework.

Complementing these updates, Council endorsed a program of ICAC-facilitated fraud and corruption prevention workshops to be delivered in 2026. The program will provide tailored sessions for executives, managers, and staff to reinforce ethical decision-making, improve corruption risk awareness, and support the continued embedding of a strong integrity culture across the organisation.

Together, these initiatives demonstrate Council's ongoing commitment to integrity, transparency, and continuous improvement in the prevention, detection, and management of fraud and corruption risks.

Annual Attestation under Risk Management & Internal Audit Guidelines

Commencing with the 2024-2025 annual report, general managers were required under the Local Government Regulation to publish an attestation statement each year in the council's annual report indicating whether, during the preceding financial year, the council's audit, risk and improvement committee, risk management framework and internal audit function complied with the requirements prescribed in the Regulation.

This requirement operates to ensure that the council takes independent assurance and risk management seriously and is accountable to the community for how it has implemented these requirements.

Ku-ring-gai Councils Attestation for FY2025 was approved by the Audit, Risk and Improvement Committee at their meeting held in June 2025 and signed by the General Manager directly following this. It will be published in the FY2425 Annual Report.

Organisational Performance and Service Reviews

In accordance with the new Guidelines for Risk Management and Internal Audit for Local Government in NSW and terms of reference for the committee, the responsibilities of the Audit, Risk and Improvement Committee include reviewing and advising Council:

- of the adequacy and effectiveness of integrated, planning and reporting (IP&R) processes
- if appropriate reporting and monitoring mechanisms are in place to measure progress against objectives
- whether IP&R objectives and strategies are being successfully implemented and achieved
- if a robust system is in place to determine appropriate performance indicators to measure the achievement of its strategic objectives
- if the performance indicators used are effective, and
- the adequacy of performance data collection and reporting.

Information on Council's Integrated Planning and Reporting (IP&R) framework and Council's approach to the development of a new Community Strategic Plan (CSP), Delivery Program and Operational Plan (DP&OP) and performance measures and reporting was provided to the ARIC in March 2025.

Under the NSW Government's Guidelines for Risk Management and Internal Audit, Councils are also required to demonstrate an effective service review framework to ensure they are delivering services and conducting their business and functions to an expected standard. Information about Council's Service Improvement Program was provided to the ARIC in June 2025, including the findings, recommendations and actions arising from the following reviews:

- Communications and engagement (completed)
- Sports field maintenance (completed)
- Development assessment services (completed)

ARIC Annual Self-Assessment

The Risk Management and Internal Audit Guidelines issued by the OLG requires each Audit, Risk and Improvement Committee to complete a annually, and a strategic assessment at least once in four years. The Committee completed a self-assessment for FY 25 via the ARIC Annual Survey, which was designed to assess their performance in the following areas:

Running an Effective Committee
Committee members have attended on a regular basis
Meetings have been conducted in accordance with the agenda issued
Meeting agendas and supporting papers have been well structured and written
Meetings have been conducted to allow full participation by all members
Meetings have allowed members to raise any issue they believe relevant
Meetings have bene conducted to allow for open, frank and robust discussion of all matters
Committee members have an adequate mix of skills and knowledge
Reviewed the adequacy of the ARIC Charter
ARIC Monitoring on the systems and activities identified in the Charter
Internal Audit
External audit
Risk Management, including effectiveness of business continuity planning
Maintenance of an internal control environment that is effective in managing and mitigating key risks
Reviewed effectiveness of management information including financial controls and appropriate application of accounting policies
Effectiveness of fraud and corruption controls
Compliance management adequacy and effectiveness
Governance frameworks and practices including over IT and date
Strategic Planning, IP&R reporting process and implementation
Business improvement, performance data and measurement
Has received whatever information, presentations or explanations considered necessary to fulfil responsibilities
Reviewed and approved the ARIC annual work plan to ensure alignment to the ARIC Terms of Reference
Specifically, in regard to Risk Management
Gained a level of assurance that systems are in place to identify high risks
Scheduled audit reviews in accordance with risk assessments
Measures to provide early warning of issues including potential fraud risk
The level and effectiveness of Business Continuity and Disaster Recovery Planning
Specifically, in regard to Internal and External Audit
Reviewed the performance of internal audit
Reviewed internal audit reports
Considered the adequacy of internal audit resources
Provided a structured reporting line for internal and external audit
Annually approved the internal audit plan
Reviewed the adequacy of the Internal Audit Charter
Sought in-camera sessions with both internal and external audit during the year
Reviewed the external audit reports and management letters
Fostered the effectiveness and efficiency of the external audit function

All ARIC members have responded to the Survey. Respondents to the survey agreed that the Committee achieved an overall good level of performance.

MULTICULTURAL ADVISORY COMMITTEE - MINUTES OF MEETING 27 NOVEMBER 2025

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To provide Council with the minutes from the Multicultural Advisory Committee meeting held on 27 November 2025
BACKGROUND:	Council is required to consider and endorse minutes from the Multicultural Advisory Committee, and to make them publicly available via Council's website.
COMMENTS:	A number of items were discussed at the meeting, including the Welcoming Cities Initiative, community insights, an update from the Events Team on upcoming activities such as Lunar New Year and the Ku-ring-gai Multicultural Festival as well as member updates.
RECOMMENDATION: (Refer to the full Recommendation at the end of this report)	That Council endorse the minutes of the Multicultural Advisory Committee meeting held on 27 November 2025.

PURPOSE OF REPORT

To provide Council with the minutes from the Multicultural Advisory Committee meeting held on 27 November 2025

BACKGROUND

Council is required to consider and endorse minutes from the Multicultural Advisory Committee, and to make them publicly available via Council's website. The Multicultural Advisory Committee minutes have been confirmed by the Multicultural Advisory Committee members prior to being presented to Council.

COMMENTS

A number of items were discussed at the meeting, including the Welcoming Cities Initiative, community insights, an update from the Events Team on upcoming activities such as Lunar New Year and the Ku-ring-gai Multicultural Festival (including opportunities for Committee and broader community involvement), as well as member updates.

INTEGRATED PLANNING AND REPORTING

Diversity and Inclusiveness

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
C4.1: Harmonious communities that understand, value and accept each other, and embrace our evolving cultural identities.	C4.1.1: Barriers to social inclusion and participation, and access to social services and community facilities are reduced.	C4.1.1.2: Implement programs in response to identified community needs that promote social inclusion.

GOVERNANCE MATTERS

The Multicultural Advisory Committee operates within a framework prescribed by Terms of Reference consistent with Council's Code of Conduct, confidentiality and record management policies and procedures.

RISK IMPLICATION STATEMENT

There are no significant risks that arise from the recommendations contained in this report.

FINANCIAL CONSIDERATIONS

The Committee is an advisory committee and does not have the power to incur expenditure or to bind Council. There are no financial impacts associated with this report.

SOCIAL CONSIDERATIONS

The matters noted in these minutes reflect Council's ongoing commitment to social inclusion, community participation, and cultural diversity.

ENVIRONMENTAL CONSIDERATIONS

There are no environmental implications associated with this report.

COMMUNITY CONSULTATION

Community consultation is not required for this report.

INTERNAL CONSULTATION

Internal consultation is not required for this report.

SUMMARY

The meeting provided members with updates and discussion across a range of strategic and operational matters, including progress under the Welcoming Cities Initiative, key community insights, and forthcoming Council events.

RECOMMENDATION:

That Council:

Endorses the minutes of the Multicultural Advisory Committee meeting held on 27 November 2025.

Danny Houseas
Manager Community Development

Virginia Leafe
Acting Director Community

Attachments: A1⇩ MCAC Minutes meeting 27.11.2025 2026/020855

MINUTES OF MULTICULTURAL ADVISORY COMMITTEE HELD ON THURSDAY, 27 NOVEMBER 2025

Present:	Councillor, B Ward (Chairperson) Councillor, C Kay (Mayor) Bob Sudharshan Maria Florencia Amigo Anthony (Tony) Pang Unis Yim-Wah Goh Anthony Ching Anna Ji Vivian Dederko
Staff Present:	Acting Director Community, Virginia Leafe Manager Community Development, Danny Houseas Manager Visitor Experience and Events, Melanie Morson Community Development Officer, Leonie Endacott
Others Present:	
Apologies:	Councillor, I Balachandran (Deputy Chairperson) Inga Rosenberg Jacqueline Lobo Hwa Sur Park Feilin Chan Upala Sunthankar

The Meeting commenced at 6:10 PM

DECLARATIONS OF INTEREST

No interest was declared.

MATTERS ARISING FROM PREVIOUS MEETING

NOTING OF MINUTES

Minutes of Multicultural Advisory Committee
File: S04141
Meeting held 14 August 2025
Minutes numbered MCAC13 to MCAC14

RECOMMENDATION:

That Minutes numbered MCAC13 to MCAC14 circulated to Councillors were taken as read and confirmed as an accurate record of the proceedings of the Meeting.

GENERAL BUSINESS

Welcoming Cities Initiative

File: S04141
Vide: GB.1

Leonie Endacott - Community Development Officer, Ku-ring-gai Council

Council joined the Welcoming Cities Initiative in October 2025 following a recommendation to Council from the Multicultural Advisory Committee.

Members of the Multicultural Advisory Committee were invited to share which of the six key areas of the initiative they believe Council should prioritise initially.

Feedback from the Committee included:
• The Places and Spaces focus area should be incorporated in the Community Strategic Plan.
• Under Civic Participation, Council could consider facilitating a 'buddy' system where longer-term residents support new arrivals to settle into the area.
• The Leadership focus area should be approached as a collective community responsibility rather than something led solely by Council.
• A query was raised regarding welcome baskets for new residents; these are provided and form part of a long-established program in the Ku-ring-gai Area.
• A suggestion was made to provide more information in community languages regarding tree management and preservation.
• A committee member asked, "What do we value in Ku-ring-gai?" and suggested that these values, such as environmental stewardship and sustainability, should be shared with new arrivals to help them understand the culture of the local area.
• Social and cultural inclusion was identified as a high priority, noting rising levels of loneliness among both new arrivals and longer-term residents.
• Emergency Preparedness was highlighted as another area requiring further work and improved education for Ku-ring-gai's culturally and linguistically diverse residents.
• Melanie Morson shared that Council's Sustainable Futures Day provides information on sustainability in Ku-ring-gai and achieved strong outcomes this year.
• Danny Houseas shared details of Council's 'Welcome to Council' civics participation workshops.

RECOMMENDATION:
That the Multicultural Advisory Committee recommend Council progress a staged implementation of the Welcome Cities initiative, prioritising social and cultural inclusion, civic participation, and welcoming places and spaces, supported by a shared leadership approach across Council and the community.

Community Insights and Member Updates

File: S04141
Vide: GB.2
Cr Barbara Ward – Chair, Multicultural Advisory Committee

The Chair of the Committee invited members to share updates on current community activities, issues or emerging priorities. Cr Ward noted that this agenda item supports two-way communication with Ku-ring-gai's diverse communities and enables feedback

from CALD communities to be shared with Council. Cr Ward noted that the Multicultural Advisory Committee plays a key role in supporting social cohesion in Ku-ring-gai.

Committee members were invited to share:

- Current activities or developments within the community.
- Any concerns or feedback received.
- Suggestions or observations on how the Committee can further enhance its work.

• The South Asian community is encountering increased challenges related to racism. While this has not yet been formally reported in Ku-ring-gai, it is occurring more broadly and is beginning to spread. People from South Asia reported feeling a lack of belonging. Cr Ward noted that this affects not only people born overseas but also Australian-born residents of South Asian heritage.
• There is a preconception that the North Shore is predominately of Anglo-European background, and targeted initiatives are needed to address this misconception.
• A rise in right-wing groups across Sydney was noted, with these groups increasingly targeting marginalised people. A recent incident in another part of Sydney involving perpetrators aged 10–15 years was raised.
• The National Anti-Racism Framework developed by the Australian Human Rights Commission was released a year ago, but has not achieved the traction it merits. Committee members noted that multicultural groups should advocate for the Federal Government to adopt the Framework.
• Cr Ward suggested reframing language around racism by focusing on positive approaches. Harmony Day was identified as an opportunity to take this approach.
• Comment was made that the population in Ku-ring-gai generally demonstrates politeness, gentleness and strong civic responsibility; however, this can also result in a reluctance to speak up, making it difficult to find allies when issues arise.
• Danny Houseas noted that migration is likely to be a significant public issue, given its impact on Australia's population growth and ongoing discussions about housing, infrastructure, and workforce needs. He suggested that a project highlighting the contributions of migrants including their role in the labour force, the economy, and community life could support a more informed and balanced public discussion.
• Gordon-Pymble Uniting Church runs a gardening program that brings people of different cultures together who may not otherwise meet. The Committee noted that programs based solely on shared interests can help forge meaningful connections between individuals and communities.
• Cr Ward recommended increasing Christian-based events or programs, suggesting that more religious activity in the community may help foster kindness and compassion.
• Danny Houseas suggested engaging with existing interfaith and regional religious groups in Ku-ring-gai. The discussion focused on inviting representatives to a future Committee meeting to share information on the work they are currently undertaking and its relevance to the local area. The Committee also discussed the potential for organising visits to places of worship, with an educational component, to promote understanding, social cohesion, and opportunities for future collaboration.
• Other suggestions included exploring Neighbourhood Watch initiatives and community cooking lessons as strategies to enhance community engagement, facilitate intercultural interaction, and build social cohesion within Ku-ring-gai.
• A request was made for Council's event calendar to be shared at the next meeting.

RECOMMENDATION:

The Multicultural Advisory Committee recommend engaging with existing interfaith and regional religious groups in Ku-ring-gai, including inviting representatives to a future

meeting and exploring visits to places of worship to promote understanding, social cohesion, and collaboration.

Events Update

File: S04141
Vide: GB.3

Melanie Morson – Manager Visitor Experience and Events, Community, Ku-ring-gai Council.

Lunar New Year 2026 – Year of the Horse

- The Events Team is currently planning Lunar New Year activities across Ku-ring-gai.
- Celebration period: 17 February – 2 March 2026.
- The main event will be the Lunar New Year Food Market at St Ives Village Green, on 20 February 2026, featuring community performances and market stalls.
- Members of the Multicultural Advisory Committee are invited to nominate community groups or market stall operators for potential inclusion in this event.
- Additional Lunar New Year activities will be held across Council facilities, including libraries, the Ku-ring-gai Art Centre, and the Wildflower Garden throughout the two-week celebration period.

Multicultural Festival - early 2026

- This Festival is in early planning stages, with many plans able to be reactivated after this year's unfortunate weather cancellation.
- Key areas for community engagement include the festivals large community performance opportunities.
- Key areas for Multicultural Advisory Committee support include provision of recommendations for performers and market stall holders, and assistance in getting promotional materials out to the various multicultural communities.

Feedback from the committee included:

- Eastwood seniors association have a Chinese Opera group that perform for Ryde Council – Unis Goh to provide contact details.
- Feedback from the community indicates the desire for a stage to facilitate better viewing of the performances.
- There are a lot of legendary stories in Chinese and other Asian cultures, suggestion to include children of all cultures where possible and provide educational opportunities for these stories, as well as potential storytelling workshops within the festival. Melanie Morson responded that the Lunar New Year Festival includes children's programming at The Wildflower Garden and within our libraries, additionally Youth Services does some youth programming for Lunar New Year.
- Suggestion that attendees should be able to bring chairs to sit on for the performances.
- Cr Ward recommended that correspondence between Council and Multicultural Advisory Committee members regarding planning for the two festivals may need to occur between meetings and requests support from the Multicultural Advisory Committee members.

RECOMMENDATION:

That Committee members receive and note the update on upcoming multicultural events in Ku-ring-gai.

OTHER BUSINESS

Members of the Multicultural Advisory Committee were invited to attend the official lighting of the Christmas tree in the library forecourt immediately following the meeting.

The Meeting closed at 7:20PM

SMART TRANSPORT ADVISORY COMMITTEE MEETING MINUTES OF 26 NOVEMBER 2025

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To consider the minutes of the Smart Transport Advisory Committee (STAC) meeting held on 26 November 2025.
BACKGROUND:	Council is required to consider and receive the minutes of the Smart Transport Advisory Committee and to make them publicly available via Council's website. STAC minutes were confirmed by STAC prior to being presented to Council.
COMMENTS:	The Smart Transport Advisory Committee minutes under consideration are attached.
RECOMMENDATION:	That Council adopts the minutes of the Smart Transport Advisory Committee meeting held on 26 November 2025, in relation to micromobility and active transport to schools.

PURPOSE OF REPORT

To consider the minutes of the Smart Transport Advisory Committee (STAC) meeting held on 26 November 2025.

BACKGROUND

Council is required to consider and receive the minutes of the STAC and to make them publicly available via Council's website. STAC minutes are confirmed by STAC prior to being presented at the OMC. The minutes from the STAC meeting were circulated to STAC members by email following the meeting, and feedback has been incorporated.

COMMENTS

The Smart Transport Advisory Committee minutes under consideration are in Attachment A1.

INTEGRATED PLANNING AND REPORTING

Outcome 3: Infrastructure and assets support community needs
Outcome 1: Our unique natural environment is protected and enhanced

Community Strategic Plan Strategy	Delivery Program Term Achievement	Operational Plan Action
A5: Work with the NSW government and partners to improve local integrated transport connections, public transport and the regional road network.	A5.1: A network of safe and convenient links to local centres, major land uses and recreation opportunities, including active transport, is progressively implemented and promoted to meet the access and travel needs of the community.	A5.1.1: Implement the improvement plan for bikeways, pedestrian facilities and footpath networks having regard for the access, health and recreational needs of the community.
E2: Support the community to transition to net zero emissions.	E2.1: Our community is effectively informed and engaged in activities that are reducing Ku-ring-gai's emissions towards Net Zero.	E2.1.1: Support the community in reaching net zero emissions by 2040 or earlier.

GOVERNANCE MATTERS

Advisory Committees provide a mechanism by which interested residents and experts can play an active role in the formulation of Council policy, direction, and practice. Reference committees are an important link in Council's communication strategy with the community and are supported via other community consultative methods.

RISK IMPLICATION STATEMENT

There are no material risks that arise from the recommendations contained in this report. Minor issues may occur, but these can be managed within Council's current policies, procedures, resources and budget.

FINANCIAL CONSIDERATIONS

Owing to its status as a formal Council committee, the Smart Transport Advisory Committee is a vehicle to improve Council's ability to attract grant funding for transport infrastructure and supporting facilities.

The operation and management of the committee is funded through the Strategy & Environment, Urban Planning Budget.

SOCIAL CONSIDERATIONS

The Smart Transport Advisory Committee provides an opportunity and a forum for resident and community representation on active transport issues.

ENVIRONMENTAL CONSIDERATIONS

Through the advice of the Smart Transport Advisory Committee, a higher level of active and smart transport infrastructure and policy mechanisms can be attained in Ku-ring-gai. Communities and town centres that apply the transport hierarchy provide attractive, liveable areas with high levels of street activity, improved safety, more efficient travel choices and a high quality of environment.

Council's Integrated Transport Strategy recognises the sustainability and environmental benefits of encouraging riding bicycles, walking, increasing public transport and car share use, with objectives to increase proportion of trips that can be undertaken by non-car modes and encourage active lifestyles.

COMMUNITY CONSULTATION

The Smart Transport Advisory Committee meets on a quarterly basis or as required, and notification of meetings and minutes are provided on Council's website.

INTERNAL CONSULTATION

The Smart Transport Advisory Committee includes Councillors and is facilitated by Council staff. Where relevant, consultation with other Departments may occur, particularly with Council staff from the Traffic, Design and Project teams within Operations, and the Development and Regulation team.

SUMMARY

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

RECOMMENDATION:

That Council adopts the minutes of the Smart Transport Advisory Committee meeting held on 26 November 2025, in relation to micromobility and active transport to schools.

Joseph Piccoli
Strategic Traffic Engineer

Antony Fabbro
Manager Urban & Heritage Planning

Jacob Sife
Acting Director Strategy & Environment

Attachments:	A1⇩	Smart Transport Advisory Committee - minutes of meeting held on 26 November 2025	2026/018549

MINUTES OF SMART TRANSPORT ADVISORY COMMITTEE HELD ON WEDNESDAY, 26 NOVEMBER 2025

Present:	Councillor S Ngai (Chairperson) (Roseville Ward) Councillor M Devlin (Deputy Chair) (Comenarra Ward) Bryn Vanderfield, Community Member David Thomson, Bike North representative Jacqui Turner, Community Member Kay Tennant, Community Member Prachi Kulkarni, Community Member Ruby Campbell, Community Member Rod Sharples, Community Member
Staff Present:	Strategic Traffic Engineer, Joseph Piccoli Team Leader Urban Planning, Craige Wyse
Others Present:	
Apologies:	The Mayor, Councillor C Kay (St Ives Ward) Peter Thompson, Community Member

The Meeting commenced at 6:33 PM

DECLARATIONS OF INTEREST

No interest was declared.

MATTERS ARISING FROM PREVIOUS MEETING

None

NOTING OF MINUTES

Minutes of Smart Transport Advisory Committee
File: S02696
Meeting held 10 September 2025
GB.1 to GB.3

RECOMMENDATION:

The Committee noted the Minutes circulated to the members present at that meeting had previously confirmed they were an accurate record of the meeting.

GENERAL BUSINESS

Micromobility

File: S02696
Vide: GB.1

Committee members expressed in-principle support for the role micromobility plays in achieving net zero goals, reducing emissions and congestion. There were some concerns around safety of e-micromobility devices and enforcement of speed limits/proper behaviour and use, and it was suggested that culturally, other countries are more advanced than Australia in their behaviour with, and acceptance of, e-micromobility devices. Infrastructure was seen as a key issue in terms of user safety, with separation of micromobility from vehicles (and pedestrians) a challenge and opportunity. Some members suggested that uptake of micromobility by young people has the potential to continue into adult years, preparing them to be long term consumers of active and alternative transport.

The potential for a family e-bike trial managed by Council was discussed, with a trial being able to capitalise on the work trial undertaken by Bike North but with a potentially larger reach. It was suggested that the evaluation of any e-bike trial be undertaken in a transparent and open manner, and sharing of performance metrics by operators should be one of the key criteria when evaluating expressions of interest.

RECOMMENDATION:

A. That Council monitor upcoming legislation on e-scooters, e-bikes and other micromobility devices and their resulting impacts to the transport network and community.
B. That the Smart Transport Advisory Committee requests Council contribute up to $12,000 from the Net Zero budget allocation towards a Ku-ring-gai E-Bike Trial, and that expressions of interest from relevant providers be sought.

Active Transport to Schools

File: S02696
Vide: GB.2

The Committee members unanimously supported increased active transport to schools as a way of reducing congestion and emissions, and improving student well-being and independence. It was noted by some committee members that parents are the decision-makers around how their children travel to school, and it was felt that to increase active travel to schools by students, parents should also be stakeholders in any travel behaviour/travel culture change strategies. Safe infrastructure was also raised as a key factor in encouraging active travel to schools.

It was also agreed that commitment/collaboration from schools is necessary for

embedded active travel to school programs to be successful. There was discussion around a precinct-based approach but it was also noted that schools are rarely co-located, and with over 50 schools in Ku-ring-gai and resourcing constraints within Council, it would be preferable to undertake an active travel to school program at 1 or 2 schools to begin with (subject to demonstrated school's interest in the program).

RECOMMENDATION:

A. That Council continue to seek funding from Transport for NSW to upgrade existing pedestrian crossings to wombat crossings and other active transport facilities.
B. That Council continue to advocate for the development and implementation of Green Travel Plans for Schools.
C. That Council seek expressions of interest from Public Schools for participation in the Transport for NSW Active Routes to School program and cycling skills training/coaching for students.
D. That staff explore other sources of funding e.g. Health NSW intended for active transport programs with similar outcomes.
E. That staff continue to collaborate with state agencies, to increase sustainable and active travel to Schools.

OTHER BUSINESS

The Chairperson advised that a meeting schedule for 2026 has not been set, and a survey will be sent to the members to help decide meeting dates to mid-2026. He also indicated that at the first meeting of 2026 will likely cover public transport and EV transition.

The Chairperson thanked the Committee members for their participation and contribution to smart transport, and reminded members of the Committees end of Year Celebration on Wednesday 17 December 2025.

The Meeting closed at 8:14pm

AUDIT RISK & IMPROVEMENT COMMITTEE - APPOINTMENT OF EXTERNAL INDEPENDENT MEMBER

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To consider the appointment of a candidate to the vacant role of external Independent Member on Council's Audit, Risk & Improvement Committee (ARIC).
BACKGROUND:	The Office of Local Government Guidelines for Risk Management and Internal Audit for Local Government in NSW (the Guidelines) came into effect from 1 July 2024. Under the Guidelines, ARIC's must comprise of an independent chairperson and at least two independent members who meet the eligibility criteria and independence requirements. Whilst Ku-ring-gai Council's ARIC currently meets this requirement, the term of office for one Independent Member will expire on 2 March 2026. Council has therefore sought Expressions of Interest to fill the soon to be vacant role of Independent Member.
COMMENTS:	Fifty-five applications for membership of the ARIC were received. Following a shortlisting process three candidates were invited to attend an interview with the selection panel.
RECOMMENDATION:	That Applicant 37 as listed in confidential Attachment A1 be appointed as Independent Member on the Audit Risk & Improvement Committee, for a period of four years commencing from 2 March 2026, subject to successful completion of relevant screening.

PURPOSE OF REPORT

To consider the appointment of a candidate to the vacant role of external Independent Member on Council's Audit, Risk & Improvement Committee (ARIC).

BACKGROUND

The Office of Local Government Guidelines for Risk Management and Internal Audit for Local Government in NSW (the Guidelines) came into effect from 1 July 2024.

Under the Guidelines, ARIC's must comprise of an independent chairperson and at least two independent members who meet the eligibility criteria and independence requirements.

Whilst Ku-ring-gai Council's ARIC currently meets this requirement, the term of office for one Independent Member will expire on 2 March 2026.

Council has therefore sought Expressions of Interest to fill the soon to be vacant role of Independent Member.

COMMENTS

Expressions of Interest were invited through a public advertisement that appeared on three virtual job boards; SEEK, The Institute of Internal Auditors and Women on Boards in October 2025. The advertisement was also posted on Councils Website, and LinkedIn page.

Fifty-five applications were received in response to this advertisement. The applicants are listed in confidential Attachment A1 and the full applications are provided in confidential Attachment A2.

The General Manager established a selection panel to review the applications against the advertised criteria and to conduct interviews.

Three applicants were invited for interview based on their ability to meet the independence and eligibility requirements for an ARIC independent as required under the Guidelines.

Panel interviews were held in November 2025, and applicants were ranked in order of preference based on their written application and responses provided during interview.

A preferred applicant was identified. Two reference checks were completed with no issues identified. A criminal record check and financial status (bankruptcy) check were in progress at the time of writing this report.

It is recommended that Applicant 37 as listed in confidential Attachment A1 be appointed as Independent Member of the ARIC, for a period of four years commencing from 2 March 2026, subject to successful completion of the criminal record and financial status checks.

INTEGRATED PLANNING AND REPORTING

Leadership & Service Excellence

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
Provide strong and ethical civic leadership to ensure good governance and build and maintain trust and confidence within the community.	Council's risk management, compliance, and internal control systems foster a culture of safety and accountability while ensuring adherence to legislative requirements and alignment with industry best practices.	Manage and coordinate a compliant and effective Enterprise Risk Management system.

GOVERNANCE MATTERS

The objective of the ARIC is to provide independent assurance and assistance to Council on risk management, control, governance and external accountabilities.

RISK IMPLICATION STATEMENT

The primary risk associated with the recommendation contained in this report is related to *Legal/Regulatory*.

There are no material risks that arise from the recommendation contained in this report. Minor issues may occur, but these can be managed within Council's current policies, procedures, resources and budget.

FINANCIAL CONSIDERATIONS

The Independent Member of the ARIC is paid a standard fee of $1000 (plus SGC) per meeting.

There are usually four or five meetings held per year and the applicable fee is inclusive of all preparation and travel for each.

SOCIAL CONSIDERATIONS

There are no social considerations associated with this report.

ENVIRONMENTAL CONSIDERATIONS

There are no environmental considerations associated with this report.

COMMUNITY CONSULTATION

An advertisement appeared on three virtual job boards; SEEK, The Institute of Internal Auditors and Women on Boards seeking Expressions of Interest for the role of Independent Member on Council's Audit, Risk & Improvement Committee.

The advertisement was also posted on Councils Website and LinkedIn page.

INTERNAL CONSULTATION

None undertaken or required.

SUMMARY

Fifty-five applications were received from members of the community interested in being appointed to Council's ARIC.

Three candidates were invited to attend an interview with the selection panel. One candidate has been recommended for appointment to the committee.

RECOMMENDATION:

That Applicant 37 as listed in confidential Attachment A1 be appointed as Independent Member on the Audit Risk & Improvement Committee, for a period of four years commencing from 2 March 2026, subject to successful completion of relevant screening.

Jennie Keato
Manager People and Culture

Attachments:	A1	Overview of Selection Process	*Confidential*
	A2	Candidate Applications	*Confidential*

2025 - 2026 BUDGET REVIEW - 2ND QUARTER ENDED DECEMBER 2025

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To inform Council of the results of the second quarter budget review of 2025/26 and proposed adjustments to the annual budget based on the actual financial performance and trend for the period 1 July 2025 to 31 December 2025.
BACKGROUND:	Section 203(1) of the Local Government Regulation 2005 requires that at the end of each quarter, a Budget Review Statement be prepared and submitted to Council that provides the latest estimate of income and expenditure for the current financial year (2025/26).
COMMENTS:	The recommended budget adjustments outlined in this report are expected to improve the net operating result (excluding capital grants) by $670k. This improvement arises primarily from increased interest earned on investments (partly restricted) and higher user fees which is partially offset by increased materials and contracts as detailed in this report. After adjusting for restricted items and capital expenditure there is no change in net working capital.
RECOMMENDATION:	That the 2025/26 December Quarterly Budget Review and the recommended changes are received and noted.

PURPOSE OF REPORT

To inform Council of the results of the second quarter budget review of 2025/26 and proposed adjustments to the annual budget based on the actual financial performance and trend for the period 1 July 2025 to 31 December 2025.

BACKGROUND

In accordance with Part 9, Division 3, Clause 203 of the Local Government (General) Regulation 2005 ("The Regulation"):

(1) Not later than 2 months after the end of each quarter (except the June quarter), the responsible accounting officer of a council must prepare and submit to the council a budget review statement that shows, by reference to the estimate of income and expenditure set out in the statement of the council's revenue policy included in the operational plan for the relevant year, a revised estimate of the income and expenditure for that year.

(2) A budget review statement must include or be accompanied by:

a) a report as to whether or not the responsible accounting officer believes that the statement indicates that the financial position of the council is satisfactory, having regard to the original estimate of income and expenditure, and

b) if that position is unsatisfactory, recommendations for remedial action.

(3) A budget review statement must also include any information required by the Code to be included in such a statement.

The Office of Local Government has developed a set of minimum requirements that assists councils in meeting their obligations as set out in legislation.

At the Council meeting held on 17 June 2025, Council adopted the Delivery Program 2025-2029 & Operational Plan 2025-2026, which incorporated the Annual Budget for 2026-2027.

COMMENTS

This review analyses Council's financial performance for the second quarter of 2025/26 and forecasts an end of financial year position by recommending budget adjustments to operating and capital budget.

Budget adjustments proposed in this review will increase the net operating result (excluding capital grants) by $670k. This is mainly due to increase in interest earned on investments and higher user fees partly offset by increased materials and contracts as detailed in this report.

From a funding perspective, after accounting for changes in capital and operational grants, and restricted items, the net working capital remains unchanged.

Proposed adjustments to forecast budget

Operating Income

The proposed net increase to the operating income of $1.69m is mainly from increased user charges and fees and interest on investments (partly restricted) and increased:

- **User charges and fees** ($821k) – An increase of ($500k) resulting from development application fees due to increased development activity, ($271k) fee income from St Ives Indoor Sports Courts opening February 2026, ($200k) from tennis fees partially offset by a decrease in KFAC fees ($150k) due to the 25m pool closure during renewal works completed in October 2025.

- **Interest on investments income** – An increase of ($900k) resulting from favourable interest rates and from a higher than anticipated balance in investment portfolio. Of the increase in investment revenue ($483k) is restricted to development contributions reserves and ($188k) to infrastructure & facilities reserve.

Operating expenditure

The change (net increase) to the operating expenditure ($1.02m) is mainly due to increases in materials and contracts less a decrease of budgeted expenditure associated with operating projects as detailed below.

- **Materials and contracts** – Net increase of ($1.05m) is attributed to ($500k) in development assessment legal costs, ($360k) St Ives Indoor Sports Courts operating costs, ($66k) KFAC repair and maintenance, ($50k) to traffic facilities from projects, ($25k) increase for aboriginal heritage officer joint service and ($20k) for Create Ku-ring-gai events.

- **Operating project expense** - Decrease to operational projects expenditure ($33k) to reflect actual block grant received:
  - Roads Maintenance (Block grant) ($9k)
  - Traffic Facilities Maintenance (Block Grant) ($24k)

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Capital budget

Adjustments to the capital budget are attributed to new capital projects, transfers from capital new to capital renewal and upgrade and a transfer to recurrent budget:

- New footpath and traffic facility projects and HPPA study funded from Transport NSW grants ($2.48m)
- Transfer S7.11 funding from capital new to capital renewal and upgrade for Roberts Pymble Park Precinct ($412k) and works at Heritage Park and Werona Avenue ($178k).
- Transfer from roads renewal to recurrent Traffic Facilities materials and contracts ($50k).

Details by project and other budget adjustments are provided further in the report and listed in Attachment A2.

Quarterly Budget Review Statements (QBRS)

The Quarterly Budget Review Statements (QBRS) as prescribed by the OLG guidelines are composed of the following budget review reports:

- Operating and Capital Budget Review Statement (Table 1)
- Proposed Operating and Capital Budget Adjustments by Resource Group (Table 2)
- Income and Expenses Statement by Theme (Table 3)
- Cash and Investments position (Table 4)
- Contracts and Consultancy Expenses (Table 5)
- Capital and Operational Projects Summary (Table 6)
- Statement by the Responsible Accounting Officer

These statements are shown below.

Proposed Budget Adjustments

The table below lists the proposed budget adjustments, including comments for the December Quarterly Budget Review.

Table 1

Ku-Ring-Gai Council
December Budget Review Statement
Operating and Capital Budget Review Statement
Period: 01/07/2025 - 31/12/2025

('$000)	ORIGINAL Budget 2025/26	Approved Carried Forwards	September Review	Revised Budget 2026	Recommended Changes For Council Resolution	PROJECTED Year End Result 2025/26 Q2	ACTUAL YTD 2026
Income							
Rates and Annual Charges	110,063			110,063		110,063	110,263
User Charges and Fees	23,956			23,956	821	24,777	11,816
Other Revenues	13,895			13,895		13,895	10,147
Interest & Investments Income	8,204			8,204	900	9,104	4,899
Operating Grants & Contributions	9,188		336	9,524	-33	9,491	4,479
Total Income	**165,305**		**336**	**165,642**	**1,688**	**167,330**	**141,604**
Expenses							
Employee Costs	56,452			56,452		56,452	26,223
Materials & Contracts	74,158		1,940	76,098	1,051	77,149	37,969
Interest Expense	1,139			1,139		1,139	571
Other Expenses	236			236		236	2,989
Depreciation	29,525			29,525		29,525	14,085
Operating Projects Expense	3,681	3,443	354	7,478	-33	7,445	2,146
Total Expenses	**165,192**	**3,443**	**2,294**	**170,928**	**1,018**	**171,946**	**83,983**
Net Operating Result	**114**	**-3,443**	**-1,958**	**-5,286**	**670**	**-4,616**	**57,621**
Capital Grants & Contributions	4,005	5,749	-3,328	6,426	2,478	8,904	1,232
Development Contributions	12,590			12,590		12,590	6,581
Net Gain/(Loss) on Asset Disposal & FV adjustments							-5
Net Operating Result incl Capital income	**16,709**	**2,306**	**-5,286**	**13,730**	**3,148**	**16,878**	**65,428**
Adjust: Depreciation, FV adjustments & Non Cash items	29,525			29,525		29,525	14,085
Adjust: Book Value of Assets Sold							230
Cash Available to Fund Projects	**46,234**	**2,306**	**-5,286**	**43,255**	**3,148**	**46,403**	**79,744**
Funding							
Net Reserves							
Net Reserves Funding	25,688	22,692	-33,123	15,257	-721	14,537	-26,226
Cash from Borrowings							
Total Capital Funding	**71,922**	**24,998**	**-38,409**	**58,512**	**2,428**	**60,940**	**53,518**
Capital Expenditure							
New Assets	25,673	10,045	-14,402	21,319	1,207	22,526	813
Asset Replacement & Upgrades	46,147	14,955	-24,157	36,943	1,221	38,164	8,026
Loan Repayments							2,170
Total Capital Expenditure (incl. Loan repaym.)	**71,820**	**25,000**	**-38,559**	**58,262**	**2,428**	**60,690**	**11,009**
Net Working Capital Change	**100**	**0**	**150**	**250**		**250**	**42,509**

Table 2

Major Operating and Capital Budget Variations by Resource Group

Period: 01/07/2025 - 31/12/2025

Income	Increase/ Decrease	Proposed Adjustments '$000	Comments
User Fees	☑	821	Increase in DA fees ($500k), St Ives Indoor Sports Courts fees ($271k) and tennis fees ($200k). Partially offset by decrease in KFAC fees due to pool closure during renewal works ($150k)
Interest & Investments Revenue	☑	900	Increased Interest due to larger than anticipated investment portfolio, ($483k) is restricted to development contribution reserves
Operating Grants &Contributions	☒	-33	Decreased to reflect actual block grant received for roads and traffic facilites maintenance ($32.9k)
Net Increase in Income	☑	**1,688**	
Expenditure	**Increase/ Decrease**	**$000**	**Comments**
Materials & Contracts	☒	1,051	Increase in development assessment legal costs ($500k) due to increase in appeals; St. Ives Indoor Sports Courts operator expenses ($390k); KFAC increase in repair and maintenance ($66k), Aboriginal Heritage Officer joint service ($25.1k) and traffic facilites contractors ($50k) and Creative Ku-ring-gai events ($20k)
Operating Projects Expense	☑	-33	Decrease in block grant to reflect actual grant received
Net Increase in Expense	☒	**1,018**	
Total Operating Budget adjustments	☑	**670**	
Capital Grants & Contributions	☑	2,478	Increase Transport NSW grants
Capital Income & Operating Variance	☑	**3,148**	
Funding	**Transfer To / From**	**$000**	**Comments**
Net Reserve Funding	☑	-721	Interest revenue restricted to reserves
TOTAL CAPITAL FUNDING		**2,428**	
Capital Expenditure	☒	2,428	Increased expenditure in roads and transport funded from grants $2.48m partially offset by $50k transfer to traffic facilities in recurrent
Net Working Capital Change			

Attachment A2 summarises all proposed budget adjustments for Projects.

The table below splits the current budget by six themes identified within Council's Delivery Program 2025 – 2028. These themes are used as a platform for planning our activities to address the community's stated needs and aspirations.

Table 3

Quarterly Budget Review Statement
Income & Expenses By Theme
Period: 01/07/2025 - 31/12/2025

('$000)	ORIGINAL Budget 2025/26	Approved Carried Forwards	September Review	Revised Budget 2025/26	Recommended Changes For Council Resolution	PROJECTED Year End Result 2025/26 Q2	ACTUAL YTD 2026
Operating Income							
Access, Traffic & Transport	4,171			4,171	-33	4,138	1,900
Community, People & Culture	14,143			14,143	121	14,264	8,099
Natural Environment	26,821		96	26,917		26,917	27,090
Leadership & Governance	99,226		240	99,466	417	99,884	93,020
Local Economy & Employment							
Places, Spaces & Infrastructure	20,945			20,946	1,183	22,129	11,496
Total Operating Income	**165,306**		**336**	**165,642**	**1,688**	**167,330**	**141,604**
Operating Expenditure							
Access, Traffic & Transport	2,792			2,792	26	2,818	1,294
Community, People & Culture	29,000	368		29,368	546	29,914	15,498
Natural Environment	34,104	613	2,427	37,144	25	37,170	17,464
Leadership & Governance	32,542	1,026	-330	33,238	-70	33,168	17,302
Local Economy & Employment	219			219		219	104
Places, Spaces & Infrastructure	66,536	1,437	197	68,168	491	68,660	32,323
Total Operating Expenses	**165,193**	**3,443**	**2,294**	**170,928**	**1,018**	**171,946**	**83,983**
Operating Result	**114**	**-3,443**	**-1,958**	**-5,286**	**670**	**-4,616**	**57,621**

Cash and Investments position

Restricted funds are invested in accordance with Council's Investment Policy. Total investments portfolio as at the end of December quarter is $210m.

Table 4

Quarterly Budget Review Statement
Cash and Investments Balances
Period: 01/07/2025 - 31/12/2025

$000	Opening Balance at 2025	Approved Original Budget 2026		Approved Carried Forwards	September Review	Revised Budget 2025/26	Recommended Changes For Council Resolution	PROJECTED Year End Result 2025/26 Q2	ACTUAL YTD 2026
		Expenditure	Income						
Externally Restricted									
Infrastructure Levy*	1,582	-3,651	3,651	-1,559		23		23	2,875
Unexpended Loan - LIRS								2,327	
Environmental Levy	3,822	-4,084	3,808	-487	2,327	5,386		2,845	4,900
New Facilities					-214	-214			
Develt Contribution (S7.11)	102,003	-36,126	16,887	-7,225	26,731	102,270	483	102,753	110,678
Unexpended Grants	1,645	-4,072		-1,636	139	-3,924		-3,924	2,793
Domestic Waste	7,892			-9	-1,036	6,847		6,847	9,610
External Loans	570					570		570	523
Total - Externally Restricted	**117,514**	**-47,933**	**24,346**	**-10,916**	**27,947**	**110,958**	**483**	**111,441**	**131,378**
Intern. Projects Reserves	59,684	-23,261	15,313	-11,718	5,176	45,194	238	45,432	71,654
Intern. Liabilities Reserves	5,159	-2,897	1,336	-54				3,544	
- incl. Asset Sale Reserve						3,544			5,552
Total Restricted	**182,357**	**-74,091**	**40,995**	**-22,688**	**33,123**	**159,696**	**721**	**160,418**	**208,584**
Unrestricted Funds*	13,142		100		150	13,392		13,393	697
Total Cash & Investments	**195,499**	**-74,091**	**41,095**	**-22,688**	**33,273**	**173,087**	**721**	**173,811**	**209,281**
Add: Unpresented Cash Items									579
Total Cash & Investments as per December Investment Report									**209,860**

A detailed **Restricted Assets Report** as of December 2025 (Actual) is shown in **Attachment A1.**

Consultancy Expenses

Consultancy and Legal Expenses

Expense	YTD Actual $000	Budgeted (Y/N)
Consultants - General	1,784	Y
Consultants - Recruitment	15	Y
Consultants - Legal	1,946	Y
Consultants - Investments		Y
Total	**3,745**	

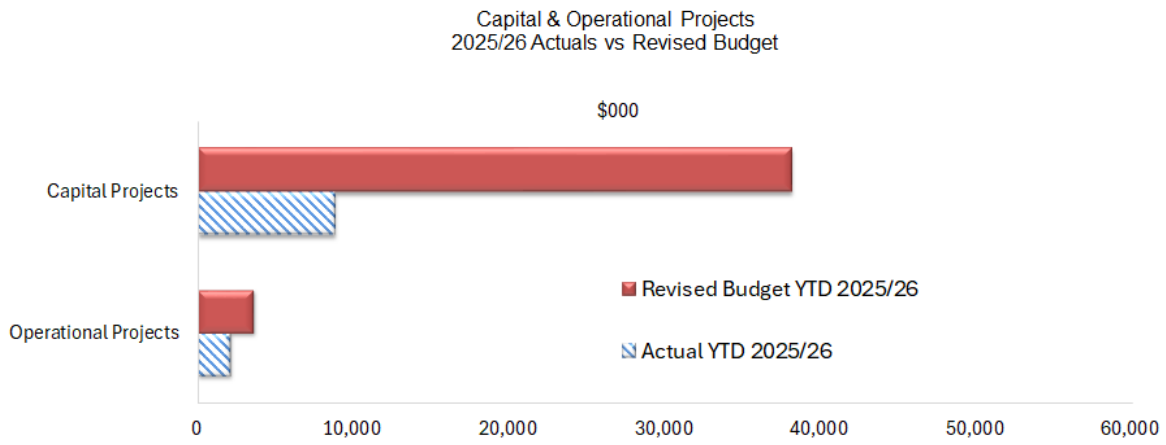
Capital & Operational Projects Summary

Actual expenditure for capital and operational projects for the period ending 31 December 2025 is ($10.9m) against the full year revised budget of ($65.7m). The December review increases the forecast project budget by ($2.4m net); the increase is mainly due to higher project expenditure from capital grants. This is partially offset by ($33k) decrease to block grants in operating project expense.

The table and chart below show the YTD actual project expenditure against 2025/26 full year revised budget and projected forecast.

Table 6

Capital & Operational Projects $000	Actual YTD 2025/26	Revised Budget YTD 2025/26	Variance as at 31 December 2025	Full Year Revised Budget Before Q2	Recommended Changes For Council Resolution	PROJECTED Year End Result 2025/26
Operational Projects	2,146	3,637	-1,491	7,478	-33	7,445
Capital Projects	8,839	38,163	-29,324	58,262	2,428	60,690
Total Projects	**10,985**	**41,800**	**-30,815**	**65,740**	**2,395**	**68,135**



The proposed budget changes to operational and capital projects represent an increase of ($2.4m net). The most significant variations and projects proposed for adjustment are listed below:

- **Projects funded from capital grants ($2.4m):**

- Werona Avenue & Stanhope Road, Killara ($681k)
- HPAA - Lindfield CBD ($240k)
- Trentino Road Turramurra – Footpath ($724k)
- Eastern Arterial Road, St Ives – Footpath ($834k)

- **Reduction in block grant ($33k):**

  - Roads Maintenance (Block Grant) FY26 ($9k)
  - Traffic Facilities Maintenance (Block Grant) FY26 ($24k)

- **Transfers from projects to recurrent:**

  - Roads Rehabilitation Program to Traffic Facilities Management ($50k)

All Proposed Budget adjustments for each Project and explanation for the changes are detailed in ***Attachment A2 –*** *Summary of Capital and Operational Project Budget Adjustments*

Statement by Responsible Accounting Officer

It is my opinion that the Quarterly Budget Review Statement for Ku-ring-gai Council for the quarter ended 31 December 2025 indicates that Council's projected financial position on 30 June 2025 will be satisfactory, having regard to the projected estimates of income and expenditure and the original budgeted income and expenditure.

Response to council resolution: "2025–26 Budget Review – 1st quarter ended September 2025"

As part of the "2025–26 Budget Review – 1st quarter ended September 2025" report, adopted at the Ordinary Meeting of Council in December, Council resolved the following:

A. That the 2025/26 September Quarterly Budget Review and the recommended changes are received and noted.

B. That a report be brought back to Council in February 2026 incorporating:

a. Capital expenditure budgets, actuals, and carry-forward amounts for the last four full financial years

b. Detailed reasons for deferral of $30M in capital projects in FY26

c. Scale of capital project delivery of comparable councils

d. Measures put in place for more accurate budgeting, delivery and forecasting in future years.

The section below addresses Part B of this resolution.

a. Capital expenditure budgets, actuals, and carry-forward amounts for the last four full financial years

The following table presents the capital expenditure, actuals and carry forwards for the last four financial years. To provide a more accurate indication of the proportion of the budget that has been carried forward, carried forward amounts have been adjusted to exclude land acquisitions, the St Ives Indoor multipurpose centre and major hub projects, which were delayed due to changes in project timing and other external factors. These items are excluded as they do not reflect the underlying delivery performance of the annual capital works program.

Capital expenditure budgets actuals, and carry-forward amounts

Year	Actual $'000	Revised Budget $'000	Carry-forwards $'000	Adjusted carry-forwards* $'000	Adjusted carry-forwards % of revised budget
2024-25	66,211	80,889	24,999	23,351	28.9%
2023-24	45,994	103,411	56,039	28,331	27.4%
2022-23	54,078	113,879	52,565	26,321	23.1%
2021-22	47,755	115,619	61,523	26,357	22.8%

**Carry-forwards adjusted for land acquisitions, major projects, incl. St Ives Indoor Sports Centre*

Over the last four years, an average of around 25% of the total revised budget has been carried forward each year. In many cases projects have been carried forward to align budgets with accurate delivery schedules, particularly for multi year projects. Other factors include contractor and resources availability, dependencies on external parties, procurement timeframes and change of priorities during the year to prioritise higher risk projects or availability of funding, ie grants.

b. Detailed reasons for deferral of $30M in capital projects in FY26

As part of the 2025-26 September Quarterly Budget Review a number of capital project budgets were proposed for deferral and re-phasing into future financial years. Detailed explanations for each individual project are provided in **Attachment A4**: *Projects rephased/deferred to future years at September 2025 Quarterly Budget Review.*

Of the total projects proposed, most had already commenced and were in either the scoping or design phase. The majority are multi-year projects, and several had key dependencies, both of which necessitated re-phasing across the current and future financial years.

c. Scale of capital project delivery of comparable councils

Council was benchmarked against 18 metropolitan Councils using the published audited financial statements. The analyses cover capital expenditure on infrastructure (may include some land) over the last six financial years (2020-2025). The comparison group, (Group 3) is based on OLG classification of local governments and comprises of urban, metropolitan councils with a population of 70,000 or more.

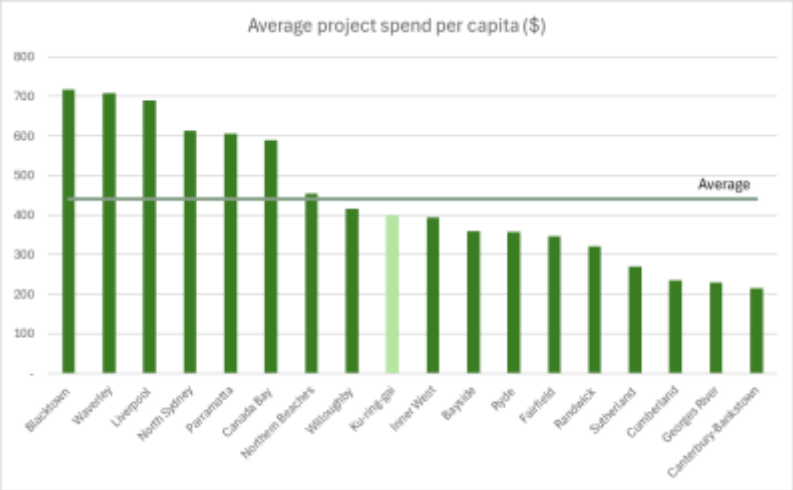
All data has been averaged over six years to provide a more reliable indicator of the scale of capital delivery.

Council assessed performance using two indicators which capture the scale of capital works and how significant these works are within their overall operational budget:

- Average capital project expenditure per capita, based on population ($)
- Average capital project expenditure as a percentage of operating expenditure. (%)

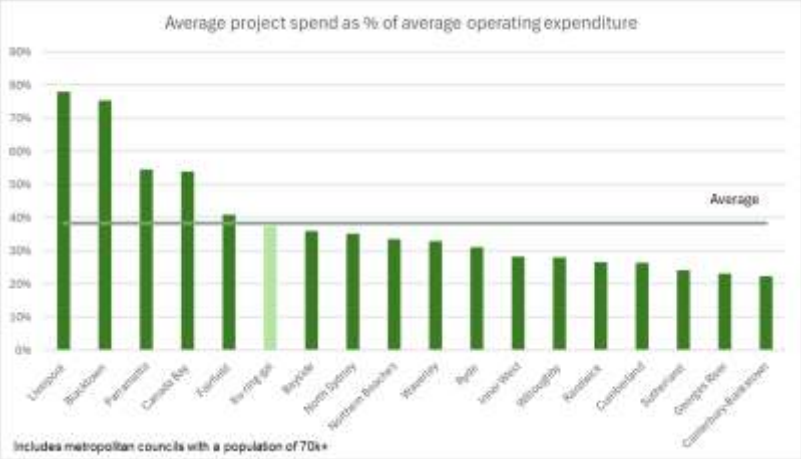
Average capital project expenditure per capita, based on population ($)

The average capital spend per capita compares the scale of capital delivery relative to the population of each Council regardless of its size. Council has recorded a slightly lower average spend per resident ($398 compared to the average of $439) mainly due to constraints in funding, including lower rates income per resident received by Council which limits the amount of funding available for capital expenditure. This position has been previously outlined as part of Council's application for a special rates variation.



Average capital project expenditure as a percentage of operating expenditure. (%)

Capital spend as a percentage of operating expenditure shows how significant capital projects are relative to Council's overall operational expenditure. Council's average project spend as a percentage of operating expenditure is only marginally lower than the average (37% compared to the average of 38%). Council ranks sixth among the 18 comparable Councils, behind Liverpool, Parramatta, Blacktown, Canada Bay and Fairfield Councils.



d. Measures put in place for more accurate budgeting, delivery and forecasting in future years.

The following measures are underway to support the successful delivery of projects:

Delivery focused organisational restructure

Council's Operations Department has been strategically restructured to ensure quality delivery of projects with the establishment of a dedicated project delivery business unit that will improve capacity and capability for project delivery, in line with a governance and reporting structure. Recruitment of a number of key positions within the newly formed Project Services business unit has been completed with the new recruits coming on board progressively. Further recruitment will be taking place until the team has a full complement of staff.

Project Management Office implementation

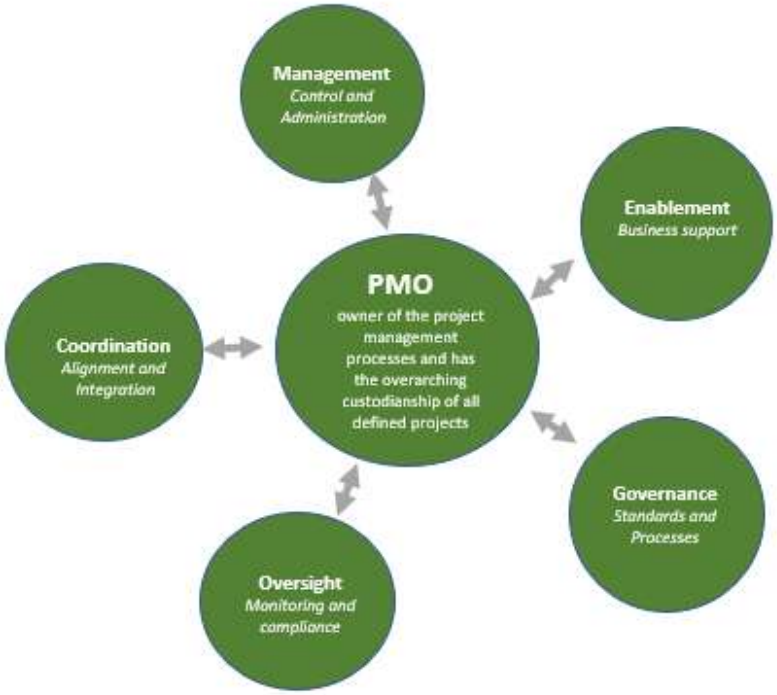
The development and implementation of a Project Management Office (PMO) within the Operations Department is in progress. The PMO will provide centralised oversight, strengthen governance, and drive greater consistency in how projects are planned, managed, and reported. It is envisaged that recruitment for the PMO will be completed by June 2026. Maturing the PMO will take some time. The key benefits of the PMO include:

- Stronger governance - enhanced oversight and challenge to ensure delivery risks are actively managed and investment decisions are supported by robust evidence.
- Greater transparency - a single, reliable source of program information to support timely and well-informed executive decision-making.
- Uplifted capability - standardised methodologies, tools, and assurance processes to support project managers and improve delivery competency.
- Continuous improvement - embedding best practice and lessons learned to reduce repeat issues and improve delivery effectiveness.

- Improved Traceability - clear documentation and auditability to strengthen accountability and organisational learning.

The development and implementation of the PMO will play a central role in reducing project delivery risks, increasing program visibility, and improving overall delivery confidence across the organisation.

The graphic below summarises the function of a PMO.



Project Management Framework Implementation

The continued development of Council's Project Management Framework (PMF) is a key mitigation action to strengthen project governance and improve delivery outcomes. The PMF will provide a structured, organisation-wide system of processes, tools, and guidelines that supports consistent and disciplined project management across all stages - from initiation through to planning, execution, monitoring, and closure.

Core components of the PMF include a defined project lifecycle with clear tasks and deliverables, standardised processes and workflows, approved tools and templates, clarified roles and responsibilities, structured communication plans, and proactive risk-management practices. While full organisational adoption and maturity will take time, progression of this framework is an essential control to enhance project visibility, reduce delivery risks, and support more predictable and successful project outcomes.

Asset Management Framework (AMF) Implementation

Asset Management is critical for Council to ensure assets continually meet the needs of the community. The maturing of Council's AMF is in progress. When fully implemented, the AMF will provide the structure and governance required to operationalise asset management principles. It will also enable Council to improve service reliability, and ensure that infrastructure investment decisions are transparent, evidence-based and aligned with community priorities under the Integrated Planning and Reporting (IP&R) Framework.

Council's Asset Management Policy, Asset Management Strategy (AMS) and Asset Management Plans (AMPs) have been recently updated. These provide the basis of an AMF for the management of Council's assets.

To support the Asset Management Framework and provide executive oversight, it is proposed to reconvene the Asset Management Steering Group (AMSG). The AMSG will provide leadership for all decisions that impact the management, valuation and long-term sustainability of Council's assets. This includes oversight of the capital works prioritisation, progress and forward programs.

Deliverability risk analysis

Project deliverability will be strengthened through a critical deliverability risk analysis of the upcoming Capital Works Program. This will ensure project phasing aligns with a realistic and staged delivery methodology. Major Projects will be phased within the program to align with distinct, planning, design and construction phases to improve project readiness, reduce deliverability risks, and increase the likelihood of successful and timely outcomes.

Project Assurance

At the time of writing this report, arrangements are being finalised to engage NSW Public Works Advisory (NSWPWA) to provide a project assurance role for the Norman Griffiths Oval upgrade project, as well as Council's delivery program in general.

Project assurance is an independent, objective assessment of a project's health, viability, and performance, ensuring it stays on track to deliver intended benefits within scope, time, and budget.

Key aspects of project assurance include:

- Independence - conducted by parties independent of the project team, often reporting directly to senior executives.
- Purpose - focuses on whether the project is still justified, aligned with business goals, and managing risks effectively.
- Scope - extends beyond just quality assurance to cover governance, methodology, team leadership and culture.
- Timing - performed throughout the project lifecycle, such as during stage reviews or before critical, high-risk, or high-cost decisions.

Strategic procurement approach

Complementing the deliverability analysis, project outcomes can be further improved through a more strategic procurement approach. For larger or more complex projects, early market engagement may be employed to secure competitive, high-quality proposals and ensure strong alignment with market capability. Additional mitigation measures include combining the procurement of compatible projects to reduce duplication and achieve economies of scale,

alongside greater use of pre-tendered panels to accelerate timeframes and engage proven suppliers efficiently. Collectively, these strategies are expected to reduce market uncertainty, shorten procurement durations, enhance cost and schedule certainty, and improve overall delivery performance across the Capital Works Program.

Strengthen internal procurement capability

Council is implementing a detailed action plan to strengthen procurement capability and improve project delivery and project governance across the organisation. This includes establishing a more centralised and disciplined procurement approach across Council, which will ensure consistent procurement guidelines and policies, stronger probity, and clearer accountability for all significant procurements.

Under this approach, the procurement team will act as the lead function for complex and high-risk projects, improving coordination with the project delivery team. This will support earlier market engagement and more effective procurement planning.

The Manager Procurement & Contracts role has been re-scoped and is currently being advertised. This role will provide stronger oversight, clearer direction, and improved alignment between procurement and project delivery objectives. Changes to the procurement team structure, and a review of resourcing levels, will also ensure Council has the capacity and expertise required to support complex projects and deliver favourable project outcomes.

Budgeting, forecasting and long-term planning

More realistic multi-year project budgets

Council already considers multi-year projects as part of the annual budgeting process; however, stronger alignment is required. Forecasting will be improved by more accurately phasing expenditure and aligning it with delivery milestones. Budget phasing will also be reviewed quarterly as part of the quarterly budget review.

Improved management of carry-forward projects

The project expenditure, project status and carry-forward process will continue to be monitored monthly, as is already occurring, with a stronger focus on consistency and compliance.

Projects expenditure dashboard

A project expenditure dashboard has been developed and is currently being tested. Once implemented, it will provide management with a live view of actual expenditure on current-year capital projects and progress to date. This dashboard will be used for ongoing monitoring of projects.

Long-Term Financial Planning (LTFP)

The Long-Term Financial Plan, reviewed yearly as part of the IP&R process, aligns annual budgets with a realistic 10-year financial forecast, taking into account Council's assets strategy, funding constraints and workforce strategy. This will be strengthened by an improved multi-year project forecasting, more accurate phasing of expenditure against delivery milestones, and tighter management of carry-forward projects. The PMF will also inform the future budgeting process on multiyear projects.

INTEGRATED PLANNING AND REPORTING

Theme 6: Leadership and Governance

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
L2.1 Council rigorously manages its financial resources and assets to maximise delivery of services.	L2.1.2 Council's financial services provide accurate, timely, open and honest advice to the community.	Manages financial performance to achieve targets as defined in the Long-Term Financial Plan.

GOVERNANCE MATTERS

Section 203(1) of the Local Government Regulation 2005 requires that at the end of each quarter, a Budget Review Statement be prepared and submitted to Council that provides the latest estimate of Income and Expenditure for the current financial year.

The Office of Local Government has revised the Quarterly Budget Review Statement Guidelines for Local Government with the aim to improve financial oversight and help councillors stay in control of the council's finances. The Quarterly Budget Review Statement (QBRS) reporting requirements outlined in the Guidelines are mandatory for all NSW councils and take effect from the reporting period the 2nd quarter QBRS by no later than 27 February 2026.

RISK MANAGEMENT

Income and expenditure is managed through the quarterly budget review process. Although some income and expenditure cannot be directly controlled, it can be monitored and action taken to mitigate potential financial or budgetary risk. Further, Council staff utilise monthly management reporting for managing operational and project income and expenditure, and any budget variations are reported to the Director. The management team are also provided with monthly financial reports that allow executives to make informed decisions and plan ahead to ensure budget targets are met.

FINANCIAL CONSIDERATIONS

Financial impacts from recommended budget adjustments are discussed in detail in other sections of this report.

SOCIAL CONSIDERATIONS

Not applicable.

ENVIRONMENTAL CONSIDERATIONS

Not applicable.

COMMUNITY CONSULTATION

Not applicable.

INTERNAL CONSULTATION

Finance met with directors and managers as part of the Quarterly Budget Review process to ensure departmental budget targets reflect current forecasts.

SUMMARY

Budget adjustments proposed in this review will increase the net operating result (excluding capital grants) by $670k. This is mainly due to increase in interest earned on investments and higher user fees partly offset by increased materials and contracts as detailed in this report.

From a funding perspective, after accounting for changes in capital and operational grants, and restricted items, the net working capital remain unchanged.

This report also responds to the "2025–26 Budget Review – 1st quarter ended September 2025" resolution by addressing capital expenditure performance over the past four years, explaining the deferral of capital projects identified in that review, benchmarking Council's delivery against comparable councils, and outlining actions to improve future budgeting, project delivery, and forecasting.

RECOMMENDATION:

That the December 2025 Quarterly Budget Review and the recommended changes be received and noted.

Mette Kofoed
Acting Manager Finance

Angela Apostol
Director Corporate

Attachments:	A1⇩	Attachment A1 - Restricted Assets Report - December 2025	2026/021138
	A2⇩	Attachment A2 - Council Report - QBR - A2 Project Summary - December 2025	2026/023176
	A3⇩	Attachment A3 - QBR Statements - December 2025	2026/028097
	A4⇩	Attachment A4 - Detailed reasons for deferring project budgets at September 2025 quarterly budget review	2026/026660

Restricted Assets Report Actual as at December 2025

2025/26		ACTUAL to December 2025			
Reserve	**Balance at 1/7/2025**	**Income**	**Expenditure**	**Interest Allocation**	**Balance at December 2026**
INTERNALLY RESTRICTED RESERVES					
Infrastructure & Facilities	56,077,232	16,283,226	4,817,602	1,470,818	69,013,674
Revenue Fund Carry Forward works	3,606,900	0	966,801	0	2,640,099
Assets Sale - CP 2010	605,712	0	6,135	0	599,577
Bonds & Deposits	670,038	0	0	0	670,038
Election	614,049	291,437	0	0	905,486
Employee Leave Entitlements	3,269,506	107,551	0	0	3,377,057
SUB-TOTAL INTERNAL	**64,843,437**	**16,682,214**	**5,790,538**	**1,470,818**	**77,205,931**
EXTERNALLY RESTRICTED RESERVES					
Pre 1993 and 1993 Plans					
Car Parking	18,807	0	128	437	19,116
Car Parking	864,023	0	256	19,695	883,462
2000/2003 PLAN					
Open Space	203,038	0	509	4,716	207,245
SEPP 5 PLAN					
Open Space	407,613	0	0	9,468	417,081
2004-2009 PLAN (not transferred to 2010 Plan)					
Local Parks & Sporting Facilities-LGA	805,277	0	7,705	18,659	816,231
Child Care Facilities	3,238,823	0	0	75,233	3,314,056
2010 PLAN (Including 2004-2009 & Town Centres Plans)					
Local Parks & Sporting Facilities-South	2,535,892	1,014,970	54,059	70,396	3,567,199
Local Parks & Sporting Facilities-North	50,681,979	2,419,216	79,617	1,205,199	54,226,777
Local Recreational, Cultural & Social Facilities	6,073,978	409,304	26,594	145,569	6,602,257
New Roads & Road Modifications	-2,797,079	247,498	-149,124	0	-2,400,457
Townscape, Transport & Pedestrian Facilities	28,330,076	489,147	214,470	662,879	29,267,632
Section s7.12 PLAN					
s7.12 Contributions	11,640,838	2,001,116	178,181	293,229	13,757,002
SUB-TOTAL s7.11 and 7.12	**102,003,265**	**6,581,251**	**412,395**	**2,505,480**	**110,677,601**
OTHER RESERVES					
Infrastructure Levy	1,581,740	2,153,490	860,463	0	2,874,767
Environmental Levy	3,821,866	2,242,821	1,164,965	0	4,899,722
Unexpended Grants	1,644,723	2,027,518	879,604	0	2,792,637
Domestic Waste	7,892,466	15,676,855	13,959,390	0	9,609,931
External Loan	570,300	0	46,991	0	523,309
SUB-TOTAL OTHER EXTERNAL	**15,511,095**	**22,100,684**	**16,911,413**	**0**	**20,700,366**
TOTAL RESERVES	**182,357,797**	**45,364,149**	**23,114,346**	**3,976,298**	**208,583,898**
UNRESTRICTED CASH	13,141,958		8,891,321	723,052	697,348
TOTAL CASH (INVESTMENTS)	**195,499,755**	**45,364,149**	**32,005,667**	**4,699,350**	**209,281,246**

Attachment A2

Ku-ring-gai Council

Quarterly Budget Review - Summary of Capital & Operational Project Budget Adjustments by Program

July - December 2025

Projects by Program $000	December YTD Actual	December YTD Budget	December YTD Variance	Revised Budget Q1	Recommended Changes For Council Resolution	PROJECTED Year End Result 2025/26 Q2	Comments
Biodiversity	73	306	(233)	845		845	No adjustment to forecast
Bridges and Other Road Assets	269	994	(725)	1,589		1,589	No adjustment to forecast
Building Works & Maintenance	71	1,482	(1,411)	3,061		3,061	No adjustment to forecast
Capital Building Works	84	1,403	(1,319)	2,807		2,807	No adjustment to forecast
Car Parks	3		3				No adjustment to forecast
Catchment Analysis	140	133	7	265		265	No adjustment to forecast
Catchment Management & Analysis	29	194	(165)	314		314	No adjustment to forecast
Communication	11	24	(13)	48		48	No adjustment to forecast
Community Centres & Halls	93	194	(100)	385		385	No adjustment to forecast
Community Development	51	59	(9)	116		116	No adjustment to forecast
Community Partnerships	54	464	(410)	590		590	No adjustment to forecast

Projects by Program $000	December YTD Actual	December YTD Budget	December YTD Variance	Revised Budget Q1	Recommended Changes For Council Resolution	PROJECTED Year End Result 2025/26 Q2	Comments
Community Projects	114	470	(356)	940		940	No adjustment to forecast
Contributions Program Administration	99	264	(165)	529		529	No adjustment to forecast
Drainage Structures	509	1,941	(1,431)	3,881		3,881	No adjustment to forecast
Environmental Levy Projects	51	137	(87)	298		298	No adjustment to forecast
Fencing & Parking Areas	49	347	(298)	258		258	No adjustment to forecast
Fire Management	10	8	3	15		15	No adjustment to forecast
Footpaths	264	1,247	(983)	2,495		2,495	No adjustment to forecast
Gordon Golf Course	0	65	(65)	131		131	No adjustment to forecast
Heritage Planning	61	182	(121)	364		364	No adjustment to forecast
Human Resources	86	172	(86)	345		345	No adjustment to forecast
Information Technology	261	355	(94)	545		545	No adjustment to forecast
Land Acquisition	2		2				No adjustment to forecast
Land Sales	30	101	(72)	203		203	No adjustment to forecast
Library Resources	757	613	144	1,227		1,227	No adjustment to forecast

Projects by Program $000	December YTD Actual	December YTD Budget	December YTD Variance	Revised Budget Q1	Recommended Changes For Council Resolution	PROJECTED Year End Result 2025/26 Q2	Comments
Open Space Acquisition	65	3,196	(3,130)	6,392	(412)	5,980	Transfer to Parks Development
Open Space/Recreational Assets	117	56	61	178		178	No adjustment to forecast
Operating Projects	10	48	(38)	125		125	No adjustment to forecast
Other		112	(112)	224		224	No adjustment to forecast
Other Operating Projects	298	302	(4)	605		605	No adjustment to forecast
Parks Development	109	2,578	(2,469)	1,617	412	2,029	T/f from Open Space Acquisition
Planning Projects	53	16	38	31		31	No adjustment to forecast
Plant & Vehicles	1,076	962	115	1,926		1,926	No adjustment to forecast
Playgrounds	79	1,397	(1,318)	1,942		1,942	No adjustment to forecast
Project Management	38		38				No adjustment to forecast
Public Toilets	265	974	(708)	852		852	No adjustment to forecast
Recreation Facilities	5	20	(15)	40		40	No adjustment to forecast
Regulation & Enforcement	59		59				No adjustment to forecast
Roads New & Upgrade	140	502	(361)	1,002	1,533	2,536	Increased $1.557M from grants received from TfNSW and partly offset by reduction in road block grant $24.1K

Projects by Program $000	December YTD Actual	December YTD Budget	December YTD Variance	Revised Budget Q1	Recommended Changes For Council Resolution	PROJECTED Year End Result 2025/26 Q2	Comments
Roads Renewal Program	3,135	6,474	(3,339)	12,180	(59)	12,121	Decreased by $50K transferred to recurrent and $8.8K adjustment to traffic facility block grant
Sports Courts	179	3,270	(3,091)	2,359		2,359	No adjustment to forecast
Sports Fields	736	1,338	(602)	2,327		2,327	No adjustment to forecast
Street Furniture	38	86	(47)	170		170	No adjustment to forecast
Sustainable Energy	(16)	221	(237)	290		290	No adjustment to forecast
Swimming Pool	510	253	257	507		507	No adjustment to forecast
Town Centre & Urban Design	85	188	(103)	376		376	No adjustment to forecast
Town Centre Streetscape	174	3,319	(3,145)	1,491		1,491	T/f **$178.2K** (S7.11 4804) from **PW111006** St Johns Avenue – Construction to **PW116100** Gordon North Public Domain & Werona Ave to consolidate delivery of works originally scoped under **PW111006** and **PW115002**. Net impact: funding reallocated within the same consolidated project framework, with no overall increase to total project funding.
Town Centres	54	1,537	(1,483)	3,076		3,076	No adjustment to forecast
Traffic Facilities	416	3,434	(3,018)	6,369	921	7,290	Increased from grants received from TfNSW
Transport	3	102	(100)	49		49	No adjustment to forecast
Tree Planting	2	45	(43)	89		89	No adjustment to forecast

Projects by Program $000	December YTD Actual	December YTD Budget	December YTD Variance	Revised Budget Q1	Recommended Changes For Council Resolution	PROJECTED Year End Result 2025/26 Q2	Comments
Waste & Recycling	180	136	44	271		271	No adjustment to forecast
Water & Catchments	2		2				No adjustment to forecast
Water Sensitive Urban Design		77	(77)				No adjustment to forecast
Total Projects	**10,985**	**41,799**	**(30,814)**	**65,737**	**2,395**	**68,132**	

Ku-ring-gai Council
Quarterly Budget Review - Summary of Capital & Operational Project Budget Adjustments
July - December 2025

Program	Project Number	Project Description	Revised Expenditure Budget Q1	Revised Expenditure Budget Q2	Expenditure Budget Adjustment Inc/(Dec)	Internal Project Funding Budget Adj Q2 Inc/(Dec)	Additional Revenue Budget Adj Q2 Inc/(Dec)	Additional Reserve Funding Budget Adj Q2 Inc/(Dec)	Recurrent Budget Internal Transfer Budget Adj Q2 Inc/(Dec)	Comments
PARKS	111007	Robert Pymble Park Precinct (PRJ-100288)	$200,000	$612,000	$412,000	$412,000				T/f $412K (S7.11) from PW110019 Land Acquisition & Embellishment
PARKS Subtotal			**$200,000**	**$612,000**	**$412,000**	**$412,000**				
OPENSACQ	110019	Land Acquisition & Embellishment - New Parks - LGA North	$5,454,100	$5,042,100	($412,000)	($412,000)				T/f $412K (S7.11) to PW111007 Robert Pymble Park Precinct
OPENSACQ Subtotal			**$5,454,100**	**$5,042,100**	**($412,000)**	**($412,000)**				
ROADS	116016	Roads - Rehabilitation Program - KRG - FY26	$2,493,300	$2,443,300	($50,000)			($50,000)		T/f $50K (I&F) to recurrent
ROADS	116053	Roads Maintenance (Block Grant) FY26	$374,800	$366,000	($8,800)		($8,800)			Reduced by $8.8k to reflect the actual grant received
ROADS Subtotal			**$2,868,100**	**$2,809,300**	**($58,800)**		**($8,800)**	**($50,000)**		
ROADSOTH	116067	Traffic Facilities Maintenance (Block Grant) FY26	$429,100	$405,000	($24,100)		($24,100)			Reduced by $24k to reflect the actual grant received
ROADSOTH	116103	Trentino Road Turramurra - Footpath		$723,800	$723,800		$723,800			New project funded from TfNSW grant

Program	Project Number	Project Description	Revised Expenditure Budget Q1	Revised Expenditure Budget Q2	Expenditure Budget Adjustment Inc/(Dec)	Internal Project Funding Budget Adj Q2 Inc/(Dec)	Additional Revenue Budget Adj Q2 Inc/(Dec)	Additional Reserve Funding Budget Adj Q2 Inc/(Dec)	Recurrent Budget Internal Transfer Budget Adj Q2 Inc/(Dec)	Comments
ROADSOTH	116104	Eastern Arterial Road, St Ives - Footpath		$833,500	$833,500		$833,500			New project funded from TfNSW grant
ROADSOTH Subtotal			**$429,100**	**$1,962,300**	**$1,533,200**		**$1,533,200**			
TOWNSTR	116100	Gordon Nrth Public Domain Works Heritage Prk and Werona Ave	$50,000	$228,200	$178,200	$178,200				T/f $178.2k (S7.11 4804) from PW111006 St Johns Avenue – Construction (consolidation)
TOWNSTR	111006	St Johns Avenue - Construction	$178,200		($178,200)	($178,200)				T/f $178.2K (S7.11 4804) to PW116100 Gordon North Public Domain & Werona Ave (consolidation)
TOWNSTR Subtotal			**$228,200**	**$228,200**						
TRAFFAC	113006	Werona Avenue & Stanhope Road, Killara	$388,600	$1,069,600	$681,000		$681,000			New project funded from TfNSW grant
TRAFFAC	114043	HPAA - Lindfield CBD		$240,000	$240,000		$240,000			New project funded from TfNSW grant for traffic design works
TRAFFAC Subtotal			**$388,600**	**$1,309,600**	**$921,000**		**$921,000**			
					$2,395,400		**$2,445,400**	**($50,000)**		

Attachment 3 - QBR statements

Responsible accounting officer's statement

The following statement is made in accordance with Clause 203(2) of the Local Government (General) Regulations 2021.

It is my opinion that the Quarterly Budget Review Statement for Ku-ring-gai Council for the quarter ended 31/12/25 indicates that Council's projected financial position at

30/6/26 will be satisfactory at year end, having regard to the projected estimates of income and expenditure and the original budgeted income and expenditure.

Signed: _____ Date: 02/02/26

Mette Kofoed

Responsible Accounting Officer (Acting), Ku-ring-gai Council

QBR Financial Overview

Ku-ring-gai Council

Budget review for the quarter ended - 31 December 2025

Description		Previous Year Actual 2024/25 $000's	Current Year Original Budget 2025/26 $000's	Approved Changes Review Q1 $000's	Approved Changes Review Q2 $000's	Approved Changes Review Q3 $000's	Revised Budget $000's	Recommended changes for council $000's	Projected year end (PYE) Result 2025/26 $000's	VARIANCE Original Budget w PYE 2025/26 $000's	ACTUAL YTD 2025/26 $000's
Net Operating Result before grants and contributions provided for capital purposes	General Fund	3,954	114	(5,400)	0	0	(5,286)	670	(4,616)	(4,730)	57,616
	Water Fund										
	Sewer Fund										
	Waste Fund										
	Consolidated	**3,954**	**114**	**(5,400)**	**0**	**0**	**(5,286)**	**670**	**(4,616)**	**(4,730)**	**57,616**
Operating result from continuing operations(with capital grants and contributions) excluding depreciation,amortisation and impairments of non financial assets	**Consolidated**	**49,364**	**46,234**	**(2,979)**	**0**	**0**	**43,254**	**3,148**	**46,402**	**169**	**79,515**
Borrowings	Total borrowings*	(3,281)	(3,338)	0			(3,338)		(3,338)		
Liquidity	External Restrictions	115,921	96,982	17,694	0	0	114,676	483	115,158	(18,176)	128,453
	Internal Allocations	66,437	44,631	(7,264)	0	0	37,367	238	37,604	7,026	80,131
	Unallocated	13,142	0	0	0	0		0	0	(0)	697
	Total Cash, Cash Equivalents and Investments	**195,500**	**141,613**	**10,430**	**0**	**0**	**152,042**	**721**	**152,763**	**(11,150)**	**209,281**
Capital	Capital Funding	(68,861)	(71,820)	13,559	0	(0)	(58,261)	(2,428)	(60,689)	11,131	(8,839)
	Capital Expenditure	68,861	71,820	(13,559)	0	0	58,261	2,428	60,689	(11,131)	8,839
	Net Capital	**0**	**0**	**0**	**0**	**(0)**	**0**	**0**	**0**	**0**	**0**

		Opening Balance As at 1 July 2025/26 $000's	Total Cash Contributions Received As at this Q 2025/26 $000's	Total Interest Earned As at this Q 2024/25 $000's	Total Expended As at this Q 2024/25 $000's	Total Internal Borrowings (to)/from As at this Q 2024/25 $000's	Held as Restricted Asset As at this Q 2024/25 $000's	Cumulative Balance of Internal Borrowings (to)/from As at this Q 2024/25 $000's
Developer Contributions	Total Developer Contributions	102,003	6,581	2,506	412	0	110,677	0

Income and Expenses Budget Review Statement
Ku-ring-gai Council
Budget review for the quarter ended - 31 December 2025
General Fund

Description	Previous Year Actual 2024/25 $000's	Current Year Budget 2025/26 $000's	Approved Changes Review Q1 $000's	Revised Budget $000's	Recommended changes for Council Resolution $000's	Projected year end (PYE) Result 2025/26 $000's	VARIANCE Original Budget w PYE 2025/26 $000's	ACTUAL YTD 2025/26 $000's
INCOME								
Rates and Annual Charges	103,479	110,063	0	110,063	0	110,063	0	110,263
User Charges and Fees	24,097	23,956	0	23,956	821	24,777	821	11,816
Other Revenue	6,394	13,895	0	13,895	0	13,895	0	10,147
Grants & Contribn - Operating	8,459	9,188	337	9,525	(33)	9,492	304	4,479
Grants & Contribn - Capital	18,043	16,594	2,421	19,015	2,478	21,493	4,899	7,814
Interest and Investment Income	10,530	8,204	0	8,204	900	9,104	900	4,899
Other Income	7,923	0	0	0	0	0	0	0
Net gain from disposal of assets	3,675	0	0	0	0	0	0	0
Total Income from continuing operations	**182,600**	**181,900**	**2,758**	**184,658**	**4,166**	**188,824**	**6,924**	**149,418**
EXPENSES								
Employee benefits and on-costs	51,963	56,452	0	56,452	0	56,453	0	26,848
Materials & Services	75,053	72,945	5,697	78,642	1,051	79,693	6,748	39,419
Borrowing Costs	1,174	1,139	0	1,139	0	1,139	0	571
Other Expenses	5,046	5,131	40	5,171	(33)	5,138	7	3,060
Net loss from disposal of assets	0	0	0	0	0	0	0	5
Total Expenses from continuing operations excluding depreciation,amortisation and impairment of non financial assets	**133,236**	**135,667**	**5,737**	**141,404**	**1,018**	**142,423**	**6,755**	**69,903**
Operating result from continuing operations(with capital grants and contributions) excluding depreciation,amortisation and impairments of non financial assets	**49,364**	**46,233**	**(2,979)**	**43,254**	**3,148**	**46,402**	**169**	**79,515**
Depreciation,amortisation and impairment of non financial assets	27,367	29,525	0	29,525	0	29,525	0	14,085
Operating result from continuing Operations	**21,997**	**16,708**	**(2,979)**	**13,729**	**3,148**	**16,877**	**169**	**65,430**
Net Operating Result before grants and contributions provided for capital purposes	**3,954**	**114**	**(5,400)**	**(5,286)**	**670**	**(4,616)**	**(4,730)**	**57,616**

Capital Budget Review Statement
Ku-ring-gai Council
Budget review for the quarter ended - 31 December 2025

Description	Previous Year	Current Year Original	Approved Changes	Revised	Recommended changes for council resolution	Projected year end (PYE)	VARIANCE	ACTUAL YTD
	Actual 2024/25 $000's	Budget 2025/26 $000's	Review Q1 $000's	Budget $000's	$000's	Result 2025/26 $000's	Original Budget w PYE 2025/26 $000's	2025/26 $000's
CAPITAL FUNDING								
Rates & other untied funding	2,862	2,727	(78)	2,649	(0)	2,649	(78)	730
Capital Grants & Contribution	7,825	4,005	3,369	7,374	2,478	9,852	5,847	1,467
Reserves - External Restrictions	30,955	35,732	(19,644)	16,089	0	16,089	(19,643)	313
Reserves - Internal Allocated	19,741	29,356	2,739	32,095	(50)	32,045	2,689	6,073
New Loans	0	0	0	0	0	0	0	0
Proceeds from Sale of Assets	7,478	0	54	54	0	54	54	255
Other								
Total Capital Funding	**68,861**	**71,820**	**(13,559)**	**58,261**	**2,428**	**60,689**	**(11,131)**	**8,839**
CAPITAL EXPENDITURE								
WIP	0	0	0	0	0	0	0	0
New Assets	48,942	25,673	(4,359)	21,319	1,207	22,526	(3,147)	813
Asset Renewal	19,919	46,147	(9,200)	36,947	1,221	38,168	(7,979)	8,026
Other								
Total Capital Expenditure	**68,861**	**71,820**	**(13,559)**	**58,261**	**2,428**	**60,689**	**(11,131)**	**8,839**
Net Capital Funding - Surplus/(Deficit)	**0**	**0**	**(0)**	**0**	**0**	**0**	**0**	**0**

Ku-ring-gai Council
Budget review for the quarter ended - 31 December 2025

Description	Previous Year Actual 2024/25 $000's	Current Year Original Budget 2025/26 $000's	Approved Changes Review Q1 $000's	Revised Budget $000's	Recommended changes for council resolution $000's	Projected year end (PYE) Result 2025/26 $000's	VARIANCE Original Budget w PYE 2025/26 $000's	ACTUAL YTD 2025/26 $000's
Total Cash,Cash Equivalents & Investments								
EXTERNALLY RESTRICTED								
Water Fund	0	0	0	0	0	0	0	0
Sewer Fund	0	0	0	0	0	0	0	0
Dev Contributions - General	102,003	84,533	19,506	104,039	483	104,522	(19,989)	110,678
Dev Contributions - Water	0	0	0	0	0	0	0	0
Dev Contributions - Sewer	0	0	0	0	0	0	0	0
Transport for NSW Contributions	0	0	0	0	0	0	0	0
Domestic Waste Management	7,892	9,201	(1,045)	8,156	0	8,156	1,045	9,610
Stormwater management	0	0	0	0	0	0	0	0
Other -NSW Government Grants/Contribution (Not TfNSW)	0	0	0	0	0	0	0	0
Other -Federal Government Grants/Contribution	974	857	(833)	23	0	23	833	789
Loan Reserve - funding Infrastructure	(352)	0	2,327	2,327	0	2,327	(2,327)	(399)
Environmental	3,822	2,391	(702)	1,689	0	1,689	702	4,900
Infrastructure Levy	1,582	0	(1,559)	(1,559)	0	(1,559)	1,559	2,875
Other	6,026	3,248	(767)	2,480	0	2,480	767	8,165
			0					
Total Externally Restricted	**115,921**	**96,982**	**17,694**	**114,676**	**483**	**115,158**	**(18,176)**	**128,453**
Cash,cash equivalents & investments not subject to external restrictions								
INTERNAL ALLOCATIONS								
Employee Leave Entitlements	3,270	3,361	0	3,361	0	3,361	0	3,377
Infrastructure	60,234	29,924	(6,264)	23,660	238	23,898	6,026	72,204
Elections	614	804	0	804	0	804	0	905
Bonds	670	3,670	0	3,670	0	3,670	0	670
Grants & Contributions	1,131	(178)	(946)	(1,123)	0	(1,123)	946	2,463
Other	518	7,049	(54)	6,995	0	6,995	54	512
Total Internally Allocated	**66,437**	**44,631**	**(7,264)**	**37,367**	**238**	**37,604**	**7,026**	**80,131**
Unallocated	**13,142**			**0**	**0**	**0**	**(0)**	**697**
Total Cash & Investments	**195,500**	**141,613**	**10,430**	**152,042**	**721**	**152,763**	**(11,150)**	**209,281**

Summary Developer Contributions

Ku-ring-gai Council

Budget review for the quarter ended - 31 December 2025

Purpose	Opening Balance	Developer Contributions Received						Interest Earned	Interest Earned	Amounts Expended	Amounts Expended	Internal Borrowings (to)/from	Internal Borrowings (to)/from	Held as Restricted Asset	Cumulative Balance of Internal borrowings (to)/from
		Total Actual Cash	Total Actual Cash	Total Non Cash Land	Total Non Cash Land	Total Non Cash Other	Total Non Cash Other								
	As at 1 July 2025	Q1	Q2	Q1	Q2	Q1	Q2	Q1	Q2	Q1	Q2	Q1	Q2	At this Q Q1	At this Q Q1
	$000's	$000's	$000's	$000's	$000's	$000's	$000's	$000's	$000's	$000's	$000's	$000's	$000's	$000's	$000's
Drainage	0	0	0	0		0		0	0	0	0			0	0
Roads	(2,797)	246	1	0		0		330	0	25	(174)			(2,071)	0
Traffic facilities	28,330	486	3	0		0		0	333	75	139			28,938	0
Parking	0	0	0	0		0		0	0	0	0			0	0
Open Space	54,023	1,041	2,393	0		0		630	664	45	97			58,610	0
Community facilities	6,074	130	279	0		0		71	75	24	3			6,602	0
Other	0	0	0	0		0		0	0	0	0			0	0
Total S7.11 Under plans	**85,630**	**1,903**	**2,676**	**0**	**0**	**0**	**0**	**1,031**	**1,073**	**168**	**65**	**0**	**0**	**92,079**	**0**
S7.11 Not under plans	4,732	0	0	0		0		54	55	32	(31)			4,840	0
S7.12 Levies	11,641	1,021	980	0		0		140	153	36	143			13,757	0
S7.4 Planning agreements	0	0	0	0		0		0	0	0	0			0	0
S64 Contributions	0	0	0	0		0		0	0	0	0			0	0
Other	0	0	0	0		0		0	0	0	0			0	0
Total Developer Contributions	**102,003**	**2,924**	**3,657**	**0**	**0**	**0**	**0**	**1,225**	**1,281**	**236**	**176**	**0**	**0**	**110,677**	**0**

Projects rephased/deferred to future years at September 2025 Quarterly Budget Review

Project	Program Group	Project Description	Original Budget 2025-26	Carried forward 2025-26	Rephased/ deferred budget Q1 2025	Reason for Deferral
108010	Parks & Recreation	Warrimoo Sportsground Upgrade	68,800	33,200	102,000	Project scope is currently being developed. The budget has been phased to align with the delivery timeframe.
111220	Streetscape & Public Domain	Turramurra Streetscape Improvements - Design	-	51,200	30,700	Project scope is currently being developed. The budget has been phased to align with the delivery timeframe.
112013	Streetscape & Public Domain	Roseville Streetscape Improvements - Design	-	31,600	31,600	Project scope is currently being developed. The budget has been phased to align with the delivery timeframe.
112015	Streetscape & Public Domain	St Ives Streetscape Improvements - Design	-	28,800	28,800	Project scope is currently being developed. The budget has been phased to align with the delivery timeframe.
113016	Streetscape & Public Domain	New Bus Route Works Rohini St via New St to Turra Ave & Highway	-	64,100	64,000	This project has not commenced. Construction was anticipated to commence this in FY26 pended land acquisitions which are yet to be finalised leading to a project deferment till FY30.
107142	Parks & Recreation	Killara Park Accessible Toilet Block	309,300	-	209,300	This is a multi-year project. The budget has been phased to align with delivery timeframes. The design is in progress, anticipated to be completed by financial year end. Construction is planned to continue in FY27.
107190	Parks & Recreation	St Ives Showground Main Car Park Upgrade	514,500	361,200	875,700	Project is currently on hold. Awaiting completion of masterplan at the showground as per OMC in August 2025. Project budget $875,700 deferred to FY28.
109019	Trees & Natural Environment	St Ives Cultural and Environmental Education Centre	1,029,000	286,300	815,300	Project scope is currently being reassessed for a business case review.
109046	Parks & Recreation	Bannockburn Oval - Masterplan & sportsfield upgrade	801,900	-	801,900	This is a multi-year project with a dependancy on 114028 - Bannockburn Oval Clubhouse & Amenities Renewal. The budget was phased to align with delivery timeframes. Construction expected FY27 dependent on the completion of the Amenities Renewal.
110076	Streetscape & Public Domain	Lindfield Avenue and Tryon Road Precinct	4,333,000	276,700	4,409,700	This is a multi-year project. The budget has been phased to align with the delivery timeline. The design is in progress, anticipated to be completed by financial year end. Construction is planned to commence FY27 and be completed FY28. Construction is to be completed in conjunction with 114043-HPAA - Lindfield CBD.
111001	Parks & Recreation	Bedes Forest Upgrade	3,296,500	420,800	3,667,300	This is a multi-year project. The budget has been phased to align with delivery timeframes. Construction is expected to commence late FY26, with completion in FY27.
111007	Parks & Recreation	Robert Pymble Park Precinct	3,087,000	240,000	3,127,000	This is a multi-year project. The budget has been phased to align with delivery timeframes. The design is complete, anticipated to be completed by financial year end. Construction is expected to commence in FY27, with completion in FY28.
112009	Parks & Recreation	The Glade - Preparation of Master Plan & construction	205,800	-	155,800	This is a multi-year project. The budget has been phased to align with delivery timeframes. The design is in progress, anticipated to be completed by financial year end. Construction is planned for FY27.
112052	Parks & Recreation	Ibbitson Park Upgrade	720,300	-	620,300	This is a multi-year project. The budget has been phased to align with delivery timeframes. The design is in progress, anticipated to be completed by financial year end. Construction is planned to continue in FY27.

Project	Program Group	Project Description	Original Budget 2025-26	Carried forward 2025-26	Rephased/ deferred budget Q1 2025	Reason for Deferral
113011	Roads & Transport	Retaining Wall Rehabilitation - Station St	-	1,753,400	1,503,400	This is a multi-year project. The budget has been phased to align with delivery timeframes. The design is in progress, anticipated to be completed by financial year end. Construction is planned for FY27.
113043	Parks & Recreation	Mitchell Crescent Reserve Playground Upgrade	-	78,600	8,600	Project scope is currently being developed. The budget has been phased to align with the delivery timeframe.
113055	Streetscape & Public Domain	East Turramurra - Neighbourhood Centre Upgrade	533,600	62,000	545,600	This is a multi-year project with a dependancy on 115115 - HPAA - Eastern Road, Turramurra - Worcester Chilton. The budget phasing adjustment was required to allow for a staged project delivery. The design is anticipated to be completed by financial year end. Construction is planned for FY27.
113103	Parks & Recreation	Ku-ring-gai Wildflower Garden Upgrade	611,500	503,500	1,015,000	This is a multi-year project. The budget has been phased to align with delivery timeframes. The design is in progress. Construction is expected to commence late FY26, with completion in FY27.
113115	Streetscape & Public Domain	Gordon Nth Streetscape Improve Construction	4,643,000	426,400	4,919,400	This is a multi-year project. The budget has been phased to align with delivery timeframes. The design is in progress. Construction is expected to commence late FY26, with completion in FY27.
114006	Roads & Transport	Burns Rd/Cleveland St/Grosvenor St, Wahroonga	-	124,600	74,600	This is a multi-year project. The budget has been phased to align with delivery timeframes. The design is in progress, anticipated to be completed by financial year end. Construction is planned for FY27.
114007	Parks & Recreation	Roseville Memorial Park Upgrade	72,000	50,000	122,000	This is a multi-year project. The budget has been phased to align with delivery timeframes. The design is in progress, anticipated to be completed by financial year end. Construction is planned for FY27.
114022	Parks & Recreation	The Glade Play Space Upgrade	142,600	-	142,600	Project deferral due to delays in project scope definition. The budget phasing adjustment was required to allow for a staged project delivery.The design is anticipated to be completed in FY27 with construction to follow in FY28.
114028	Council Buildings	Bannockburn Oval Clubhouse & Amenities Renewal	2,166,900	225,600	2,192,500	This is a multi-year project with a dependancy on 109046 - Bannockburn Oval - Masterplan & sportsfield upgrade. The budget has been phased to align with delivery timeframes. Concept plan has been completed. Currently reviewing procurement strategies. Construction is expected to commence late FY26, with completion in FY27.
114043	Roads & Transport	HPAA - Lindfield CBD	361,600	-	361,600	This is a multi-year project with a dependancy on 110076 - Lindfield Avenue and Tryon Road Precinct . The budget has been phased to align with delivery timeframes. The design is in progress, antcipated to be completed by financial year end. Construction is planned to commence FY27 and be completed FY28. Construction is to be completed in conjunction with 110076 - Lindfield Avenue and Tryon Road Precinct.
115002	Streetscape & Public Domain	Streetscape Works - Werona Avenue, Gordon - construction	-	483,500	483,500	This is a multi-year project with dependancies on 116100 - Gordon North Public Domain Works Heritage Prk and Werona Ave and 111006 - St Johns Ave construction . The budget has been phased to align with delivery timeframes. The design is in progress, anticipated to be completed by financial year end. Construction is planned to commence FY27.
115013	Parks & Recreation	Queen Elizabeth Reserve Playground Upgrade	926,900	107,000	933,900	This is a multi-year project. The budget has been phased to align with delivery timeframes. The design is in progress, anticipated to be completed by financial year end. Construction is planned for FY27.
115083	Parks & Recreation	Charles Bean Synthetic Sportsfield replacement	828,200	100,000	828,200	This is a multi-year project. The budget has been phased to align with delivery timeframes. Currently assessing the feedback received from the community engagement.

Project	Program Group	Project Description	Original Budget 2025-26	Carried forward 2025-26	Rephased/ deferred budget Q1 2025	Reason for Deferral
115114	Roads & Transport	Footpath Torokina Ave and Wombat crossing Yarrabung	-	454,000	379,000	This is a multi-year project. The budget has been phased to align with delivery timeframes. The design is in progress, anticipated to be completed by financial year end. Construction is planned to continue in FY27.
115115	Roads & Transport	HPAA - Eastern Road, Turramurra - Worcester Chilton	-	1,552,700	552,700	This is a multi-year project with a dependancy on 113055 - East Turramurra - Neighbourhood Centre Upgrade. The budget has been phased to align with delivery timeframes. The design is in progress, anticipated to be completed by financial year end. Construction is planned to continue in FY27.
115128	Parks & Recreation	Roseville Park Play Space Upgrade	740,900	47,300	688,200	This is a multi-year project. The budget has been phased to align with delivery timeframes. The design is in progress, anticipated to be completed by financial year end. Construction is planned for FY27.
115134	Roads & Transport	Robert Street, Gordon - Pedestrian crossing	74,400	274,400	298,800	This is a multi-year project. The budget has been phased to align with delivery timeframes. The design is in progress, anticipated to be completed by financial year end. Construction is planned for FY27.
116100	Streetscape & Public Domain	Gordon Nrth Public Domain Works Heritage Prk and Werona Ave	205,800	-	155,800	This is a multi-year project with dependancies on 115002 - Streetscape Works - Werona Avenue, Gordon - construction and Werona Ave and 111006 - St Johns Ave construction . The budget has been phased to align with delivery timeframes. The design is in progress, anticipated to be completed by financial year end. Construction is planned to commence FY27.
		Total	25,673,500	8,036,900	**30,144,800**	

ANALYSIS OF LAND AND ENVIRONMENT COURT COSTS - 2ND QUARTER 2025 TO 2026

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To report legal costs in relation to development appeal matters in the Land and Environment Court for the quarter ended 31 December 2025.
BACKGROUND:	A person may commence proceedings in the Land and Environment Court in relation to a development application which has either been refused by Council or is deemed to have been refused. An appeal may also be commenced in relation to conditions of development consent and the issue of Building Information Certificates and orders.
COMMENTS:	For the nine months ended 31 December 2025, Council's legal and associated payments in relation to the Land and Environment Court were $1,090,046. This compares with the annual budget of $1,338,800.
RECOMMENDATION:	That the analysis of Land and Environment Court costs for the period ended 31 December 2025 be received and noted.

PURPOSE OF REPORT

To report legal costs in relation to development appeal matters in the Land and Environment Court for the quarter ended 31 December 2025.

BACKGROUND

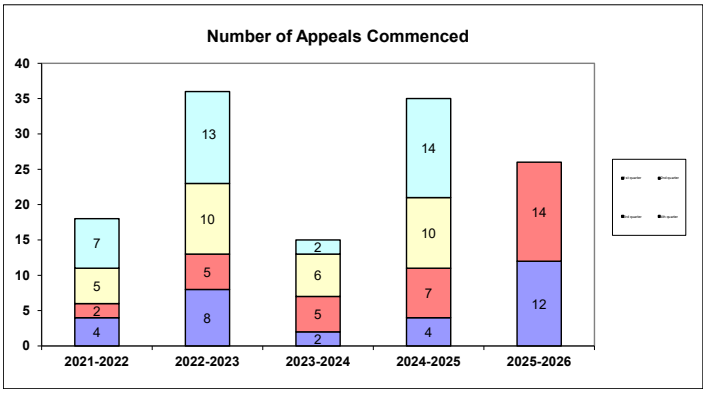
A person may commence proceedings in the Land and Environment Court in relation to a development application which has either been refused by Council or is deemed to have been refused (a development application is deemed to have been refused if it has not been determined within a period of 40 days or such longer period that may be calculated in accordance with the Environmental Planning and Assessment Act). An appeal may also be commenced in relation to conditions of development consent and the issue of building certificates and orders. Council is a respondent to such proceedings.

COMMENTS

APPEALS LODGED

In the quarter ended 31 December 2025 there were 14 new appeals lodged with the Land and Environment Court. The number of appeals received in prior years is as follows:

Financial year	Number of appeals received (whole year)
2021/2022	18
2022/2023	36
2023/2024	15
2024/2025	35
2025/2026 (as at 31 DEC 2025)	26



The appeals commenced during the quarter to 31 December 2025 concerned the following subject matters:

- Construction of a dual occupancy
- Construction of multi-unit residential buildings
- Single dwelling
- Torrens Title subdivision

COSTS

For the six months ended 31 December 2025, Council made payments totalling $1,090,046 on appeals and associated expenses in relation to Land & Environment Court matters. This compares with the annual budget of $1,338,800.

In addition to expenditure on appeals, there were no other expenses incurred in obtaining legal advice regarding development assessment matters.

Land & Environment Court Costs 2021/2022 - 2025/2026					
Financial Year	*Total Costs*	*1st quarter September*	*2nd quarter December*	*3rd quarter March*	*4th quarter June*
2021/2022 * **(18 appeals lodged)**	**$1,114,447**	$402,328	$258,053	$226,500	$227,566
2022/2023 **(36 appeals lodged)**	**$1,261,734**	$324,397	$300,017	$474,367	$162,953
2023/2024 **(15 appeals lodged)**	**$1,183,240**	$381,788	$366,869	$204,835	$229,748
2024/2025 **(35 appeals lodged)**	**$977,535**	$246,574	$211,682	$251,795	$267,484
2025/2026 **(26 appeals lodged)**	**$1,090,046**	$399,303	$690,743		

* Costs reported to Council in previous reports

The costs incurred in the period to 31 December 2025 represent 81.42% of the annual budget of $1,338,800. Having regard to the anticipated cost of ongoing and further matter during the 2025/2026 financial year, an adjustment to the annual budget has been proposed for Council's consideration in other business before this meeting.

The commencement of appeals does not lie within the control of Council, however there a number of factors that appear to influence the volume of appeals:

- Amendments to the *Environmental Planning and Assessment Act* made in 2013 and then reintroduced in 2022 reduced the timeframe for lodgement of an appeal from twelve months to

six months. This had the effect of applicants for more substantial and complex development proposals lodging appeals for no other reason than as a mechanism to preserve early appeal rights.

- In addition, the prospect of changing economic market conditions in recent periods appears to have led to urgency on the part of developers, with a particularly high number and proportion of appeals commenced at an early stage on the basis of deemed refusal. As a result, Court listings are currently heavily booked and long delays for several months for the holding of both mediation conferences and hearings are occurring.

- The additional pressure on development application processing times arising from the most recent Statement of Expectations issued to all NSW councils by the current Minister for Planning in July 2024. Additionally, increased demands on development assessment staff due to various factors has increased the extent to which Council has found it necessary to obtain the services of external consultants to act as expert witnesses in appeals, which has resulted in additional costs.

Notwithstanding these factors, Council's overall success rate in appeals has been high.

In relation to costs recovered, the amount of $5,050 had been recovered at 31 December 2025 compared to an annual budget for costs recovered of $126,000. Timeframes surrounding the process of costs recovery dictate that there is some lag in receipt of costs recovered. Further amounts relating to appeals finalised to date are expected to be recovered and will be reported in future reports.

OUTCOMES

At an early stage of each appeal, Council as respondent, is required to file with the Court a Statement of Facts and Contentions outlining the grounds which Council asserts as warranting refusal of a development, or alternatively, that may be addressed by way of conditions of consent.

In cases where issues raised by Council are capable of resolution by the applicant providing additional information or amendment of the proposal, it is the Court's expectation that this should occur. The Court's current practice of listing appeals for a preliminary mediation conference before a Commissioner of the Court pursuant to Section 34 of the *Land & Environment Court Act*, strongly encourages this.

In this context, any of three outcomes can be regarded as favourable, namely:

1. If the appeal is in relation to a deemed refusal of an application which, upon assessment, is appropriate for approval: that the development is determined by Council, allowing the appeal to be discontinued by the applicant and avoiding as much as is practicable the incurring of unnecessary legal costs;

2. If the issues raised by Council are capable of resolution by the applicant providing further information, or amending the proposal: that this occurs, so that development consent should be granted, either by Council or the Court;

3. If the issues raised by Council are either not capable of resolution or the applicant declines to take the steps that are necessary to resolve them: that the appeal is either discontinued by the applicant, or dismissed (refused) by the Court.

Five matters were concluded during the quarter. A favourable outcome was achieved in all matters:

- One appeal was discontinued,
- One appeal was dismissed and;
- three appeals were resolved by agreement in relation to an amended proposal.

As at 31 December 2025, there was a total of 37 matters before the Court.

INTEGRATED PLANNING AND REPORTING

Leadership & Governance

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
L2.1 Council rigorously manages its financial resources and assets to maximise delivery of services.	Achieve financial sustainability targets identified in the Long Term Financial Plan.	Undertake quarterly reporting to Council on the financial performance of the organisation.

GOVERNANCE MATTERS

Under Section 428 of the Local Government Act 1993, Council is required to report legal costs, and the outcome of each case in its Annual Report.

RISK MANAGEMENT

Quarterly reporting of legal costs to Council together with information about the number, character and outcomes of proceedings enable ongoing oversight of this area of Council's activity.

FINANCIAL CONSIDERATIONS

Land & Environment Court legal costs form part of Council's recurrent operating budget.

SOCIAL CONSIDERATIONS

None undertaken or required.

ENVIRONMENTAL CONSIDERATIONS

None undertaken or required.

COMMUNITY CONSULTATION

None undertaken or required.

INTERNAL CONSULTATION

This report has been developed with input from Council's Corporate Lawyer, Director Corporate and Director Development & Regulation.

SUMMARY

For the period ended 31 December 2025, Council made payments totalling $1,090,046 on Land & Environment Court appeals. This compares with the annual budget of $1,338,800.

RECOMMENDATION:

That the analysis of Land and Environment Court costs for the period ended 31 December 2025 be received and noted.

Tony Ly
Financial Accounting Officer

Jamie Taylor
Corporate Lawyer

Michael Miocic
Director Development & Regulation

Attachments:	A1⇩	Individual Case Summary 31 December 2025 - Land and Environment Court Costs	2026/024751

	Date Lodged	Appeal #	Appellant	Property Address	DA No	Job No	Decision Appealed Against	Solicitor	Hearing Date	Decision Date	Commissioner	Result	Costs reported in previous periods $	Year To Date Costs as at 31 December 2025 $
1	February 11, 2022	40412/22	Beechworth Management Pty Ltd	4, 4A, 4B Beechworth Rd Pymble	DA0177/21	500728	Deemed refusal of construction of 13 single storey dwellings pursuant to SEPP Seniors .	HWL Ebsworth	October 13, 2022	November 1, 2022	N/A	Resolved by agreement in relation to amended proposal	0	1,787
2	April 21, 2022	114638/22	Jere Investments Pty Ltd	2 & 2A Woodville Avenue Wahroonga	DA0510/21	500738	Deemed refusal of demolition of existing structures and construction of a multi dwelling house development	HWL Ebsworth	11 August 2022, 28 September 2022, 26 October 2022, 3 November 2022	November 9, 2022	N/A	Resolved by agreement in relation to amended proposal	0	1,587
3	March 15, 2024	24/100039	Random Primer Pty Ltd	186 Pacific Highway Roseville	DA0466/22	500798	Appeal against refusal of consent which seeks demolition of existing structures and construction of multi-unit residential flat and associated works	HWL Ebsworth	N/A	N/A	N/A	Resolved by agreement in relation to amended proposal on 30 April 2025	93,779	1,303
4	June 24, 2024	24/232723	Random Primer Pty Ltd	26 Pacific Highway	DA0532/22	500800	Appeal against refusal which seeks consent for the demolition of existing structures and construction of multi-unit residential flat building and associated works	HWL Ebsworth	N/A	N/A	N/A	Resolved by agreement in relation to amended proposal on 7 August 2025	107,527	16,391
5	June 28, 2024	24/238749	Kate McCutcheon & Richard Horton	33 Marian Street Killara	DA0385/23	500801	Appeal against refusal which seeks consent for alterations and additions to dwelling including new swimming pool, outbuildingm gazebo, landscaping and associated works	Shaw Reynolds Lawyers	N/A	N/A	N/A	Not concluded	75,682	28,815

	Date Lodged	Appeal #	Appellant	Property Address	DA No	Job No	Decision Appealed Against	Solicitor	Hearing Date	Decision Date	Commissioner	Result	Costs reported in previous periods $	Year To Date Costs as at 31 December 2025 $
6	October 1, 2024	24/362709	Lorraine Fashion Pty Ltd	6 West Street Pymble	eDA0191/23	500806	Appeal against refusal which seeks consent for the demolition of existing structures and construction of a new multi-storey indoor recreation facility with lower-level cafes and basement parking	Sparke Helmore	N/A	N/A	N/A	Resolved by agreement in relation to amended proposal on 27 May 2025	31,879	1,069
7	October 10, 2024	24/375019	McIntyre Development Ptd Ltd	26-30 McIntyre Street Gordon	eMOD0078/24	500808	Appeal to modify consent granted by the Court	Wilshire Webb Staunton Beattie	N/A	N/A	N/A	Resolved by agreement in relation to amended proposal on 18 June 2025	8,365	7,898
8	October 29, 2024	24/400982	Beaconsfield Pde Pty Ltd	4-4A Beaconsfield Parade Lindfield	eDA0376/24	500810	Appeal against deemed refusal for the demolition of existing structures, tree removal, construction of apartments, basement carpark and associated works	Sparke Helmore	N/A	N/A	N/A	Resolved by agreement in relation to amended proposal on 16 July 2025	26,787	2,784
9	December 18, 2024	24/470680	Adrian Moschella	11 Glen Road Roseville	eDA0265/24	500812	Appeal against refusal for the construction of a new dwelling, pool, garage, integrated landscaping and associated works	Shaw Reynolds Lawyers	N/A	N/A	N/A	Not concluded	48,971	740
10	February 4, 2025	25/45178	Yuan Hai Pty Lty	75 Douglas Street St Ives	eDA0316/24	500,813	Appeal against actual refusal for demolition of existing structures, Torrens title subdivision and construction of a new dwelling and associated landscaping	Wilshire Webb Staunton Beattie	N/A	N/A	N/A	Resolved by agreement in relation to amended proposal on 9 July 2025	1498	4,972

	Date Lodged	Appeal #	Appellant	Property Address	DA No	Job No	Decision Appealed Against	Solicitor	Hearing Date	Decision Date	Commissioner	Result	Costs reported in previous periods $	Year To Date Costs as at 31 December 2025 $
11	February 14, 2025	25/57775	Qing Yang Li & Ors	397 Bobbin Head Road North Turramurra	eDA0484/24	500814	Appeal against deemed refusal for demolition of pool and rear room, alterations and additions to existing dwelling, construction of a new pool and basketball court and driveway	Wilshire Webb Staunton Beattie	N/A	N/A	N/A	Not concluded	1,674	20,417
12	February 13, 2025	25/57724	Lei Gao & Hao Ning	12 Ku-ring-gai Ave Turramurra	eDA0328/23	500815	Application to modify consent concerning alterations to existing dwelling including garage, demolition of pool and construction of new pool and cabana	Shaw Reynolds Lawyers	N/A	N/A	N/A	Discontinued on 12 March 2025	5840.2	405
13	February 28, 2025	25/80395	MSV Ultima Pty Ltd	91-93 Carrington Road Wahroonga	eDA0586/24	500816	Appeal against deemed refusal for demolition of 2 dwellings and other structures and the construction of 10 villas and associated driveways, parking and works	Wilshire Webb Staunton Beattie	N/A	N/A	N/A	Not concluded	1,241	64,760
14	March 20, 2025	25/107490	BWSLD Killara Pty Ltd	8A, 14, 16 Buckingham Road Killara	eDA0020/25	500817	Appeal against deemed refusal of demolition of existing buildings, amalgamation of lots and construction of three multi-storey residential flats totalling 34 units with basement parking	HWL Ebsworth	N/A	N/A	N/A	Discontinued on 3 July 2025	19749.22	4,907

	Date Lodged	Appeal #	Appellant	Property Address	DA No	Job No	Decision Appealed Against	Solicitor	Hearing Date	Decision Date	Commissioner	Result	Costs reported in previous periods $	Year To Date Costs as at 31 December 2025 $
15	March 14, 2025	25/100654	Stuart & Amanda Barnard	34 Marlborough Place St Ives	eDA0189/24	500818	Appeal against refusal of demolition of existing structures and construction of a new dwelling, pool and associated landscaping	Shaw Reynolds Lawyers	N/A	N/A	N/A	Resolved by agreement in relation to amended proposal on 2 September 2025	12,619	19,670
16	March 19, 2025	25/106769	MSV Pinnacle Pty Ltd	3-5 Lofberg Road West Pymble	eDA0587/24	500819	Appeal against deemed refusal of demolition of existing structures and construction of 14 villas and 8 units with basement parking	Wilshire Webb Staunton Beattie	N/A	N/A	N/A	Not concluded	1,565	19,006
17	March 11, 2025	25/95646	Qiang Lin & LQ Building Services Pty Ltd	15 Larchmont Avenue East Killara	eDA0008/24	500820	Appeal against refusal for the construction of a new dwelling with basement parking, pool with cabana and relocation of tennis court	Sparke Helmore	N/A	N/A	N/A	Not concluded	4737.9	11,398
18	March 11, 2025	25/95647	Qiang Lin & LQ Building Services Pty Ltd	17 Larchmont Avenue East Killara	eDA0009/24	500821	Appeal against refusal for the construction of a new dwelling with basement parking, pool with cabana and tennis court	Sparke Helmore	N/A	N/A	N/A	Not concluded	4,508	14,293
19	April 4, 2025	25/129611	Antranik Panoyan & Anne Panoyan	12 Barana Parade Roseville Chase	eDA0485/24	500822	Appeal against refusal for change of use of existing buildings to a detached dual occupancy including alterations and additions	Maddocks	N/A	N/A	N/A	Resolved by agreement in relation to amended proposal on 4 November 2025	9,388	43,253

	Date Lodged	Appeal #	Appellant	Property Address	DA No	Job No	Decision Appealed Against	Solicitor	Hearing Date	Decision Date	Commissioner	Result	Costs reported in previous periods $	Year To Date Costs as at 31 December 2025 $
20	May 23, 2025	25/170522	Elissa Bogardus	8 Yalunga Place St Ives	eDA0496/24	500823	Appeal against the replacement of boundary fencing and tree removal	Shaw Reynolds Lawyers	11 & 12 September 2025	23rd September 2025	Washington	Appeal dismissed	12,698	56,228
21	May 1, 2025	25/167136	Mohini Patel	16 Burns Rd Wahroonga and 81 Coonanbarra Rd Wahroonga	eDA0478/24	500824	Appeal against KLPP refusal for conversion of a dwelling house to a childcare facility and construction of a new childcare building with basement parking and associated works	Shaw Reynolds Lawyers	N/A	N/A	N/A	Not concluded	6153.1	26,308
22	April 17, 2025	25/50464	GP Holding One Pty Ltd	69 Ayres Rd St Ives	eDA0030/25	500825	Appeal against deemed refusal for the demolition of existing structures, construction of a new dwelling including basement, lift, pool and associated works	HWL Ebsworth	N/A	N/A	N/A	Resolved by agreement in relation to amended proposal on 26 September 2025	9,590	61,970
23	May 14, 2025	25/184916	Wey Group Pty Ltd	28-30 Wellington Avenue East Lindfield	eDA0023/25	500,826	Appeal against the deemed refusal for the construction of a dwelling house with swimming pool and tennis court	Maddocks	15 & 16 September 2025	16th December 2025	Targett	Appeal upheld as amended	11186.2	33,814

	Date Lodged	Appeal #	Appellant	Property Address	DA No	Job No	Decision Appealed Against	Solicitor	Hearing Date	Decision Date	Commissioner	Result	Costs reported in previous periods $	Year To Date Costs as at 31 December 2025 $
24	June 10, 2025	25/215807	BWSLD Killara II Pty Ltd	23-25 Lorne Avenue Killara	eDA0592/24	500827	Appeal against the deemed refusal for the demolition of existing structures, amalgamation of two lots and construction of a nine storey building of 55 units and associated works.	Sparke Helmore	N/A	N/A	N/A	Not concluded	1,443	41,550
25	June 5, 2025	25/215363	Xiaodong Yin & Min Ye	56 Treatts Road Lindfield	eDA0546/24	500828	Appeal against the refusal for alterations and additions to existing dwelling and detached garage and studio, driveway and related landscaping	HWL Ebsworth	N/A	N/A	N/A	Resolved by agreement in relation to amended proposal on 12 November 2025	0	59,412
26	June 10, 2025	25/221020	GP Holding Two Pty Ltd	71 Ayres Road St Ives	eDA0118/25	500829	Appeal against deemed refusal for the demolition of existing structures, construction of a new dwelling, pool and associated landscaping and drainage works	HWL Ebsworth	N/A	N/A	N/A	Discontinued on 7 October 2025	0	11,792
27	June 4, 2025	25/214188	Fareeda Sidiqui	24 Larchmont Avenue East Killara	eDA0115/25	500,830	Appeal against deemed refusal for alterations and additions to existing building to create attached dual occupancy	Sparke Helmore	N/A	N/A	N/A	Not concluded	0	18,565

	Date Lodged	Appeal #	Appellant	Property Address	DA No	Job No	Decision Appealed Against	Solicitor	Hearing Date	Decision Date	Commissioner	Result	Costs reported in previous periods $	Year To Date Costs as at 31 December 2025 $
28	May 22, 2025	25/195994	HMR Developments Pty Ltd	2-4 Shinfield Ave St Ives	eDA0028/25	500831	Appeal against the deemed refusal for the demolition of existing structures and construction of a new residential flat building	Shaw Reynolds Lawyers	N/A	N/A	N/A	Not concluded	4,594	38,387
29	June 10, 2025	25/221240	Ram Chhabra	218 Bobbin Head Rd North Turramurra	eDA0592/24	500832	Appeal against the refusal for use of an existing carport	Hones Lawyers	N/A	N/A	N/A	Resolved by agreement in relation to amended proposal on 26 September 2025	172	12,251
30	June 18, 2025	25/232954	Castle 38 Pty Ltd	5-7 Middle Harbour Road Lindfield	eDA0182/25	500833	Appeal against the deemed refusal for the demolition of existing structures and buildings, amalgamation of lots and erection of an eight storey building with 61 units	Sparke Helmore	N/A	N/A	N/A	Not concluded	0	28,873
31	June 19, 2025	25/234742	Sam Vakili	44 Shirley Road Roseville	eDA0123/25	500,834	Appeal against deemed refusal for alterations and additions to existing dwelling including addition of a first-floor level, pool and construction of outdoor structures	Shaw Reynolds Lawyers	N/A	N/A	N/A	Not concluded	0	88,087

	Date Lodged	Appeal #	Appellant	Property Address	DA No	Job No	Decision Appealed Against	Solicitor	Hearing Date	Decision Date	Commissioner	Result	Costs reported in previous periods $	Year To Date Costs as at 31 December 2025 $
32	June 24, 2025	25/241518	Macol Investment Holdings Pty Ltd	11 Jefferson Avenue St Ives	eDA0184/25	500835	Appeal against the deemed refusal for the demolition of existing structures and construction of ten independent living units	Wilshire Webb Staunton Beattie	N/A	N/A	N/A	Not concluded	0	27,471
33	July 18, 2025	25/275489	Jianqing Xue	3 Nyora Street Killara	eREV0002/25	500836	Appeal against refusal for first floor addition to existing dwelling house, a new pool and related landscaping works	TBA	N/A	N/A	N/A	Resolved by agreement in relation to amended proposal on 2 December 2025	0	41,194
34	July 17, 2025	25/274459	AHG Homebush Pty Ltd	130 Killeaton Street St Ives	eDA0170/25	500837	Appeal against deemed refusal for demolition of existing structures and construction of residential flat building with 37 units over seven storeys with basement parking	TBA	N/A	N/A	N/A	Not concluded	0	14,782
35	July 11, 2025	25/266522	Ali Ghafari	3-5 Alma Street Pymble	eDA0253/25	500,838	Appeal against deemed refusal for the demolition of existing pool and tennis courts with addition to existing dwelling of one villa, two townhouses and four units for seniors living with parking	TBA	N/A	N/A	N/A	Not concluded	0	70,986

	Date Lodged	Appeal #	Appellant	Property Address	DA No	Job No	Decision Appealed Against	Solicitor	Hearing Date	Decision Date	Commissioner	Result	Costs reported in previous periods $	Year To Date Costs as at 31 December 2025 $
36	July 24, 2025	25/283197	Jiaying Chen	3A Stuart Street Roseville	eDA0194/25	500839	Appeal against actual refusal for the demolition of existing structures and construction of a new dwelling, pool, cabana, gatehouse and associated works	Wilshire Webb Staunton Beattie	N/A	N/A	N/A	Not concluded	0	2,984
37	August 20, 2025	25/319510	Inhabit Selective Pty Ltd as the Trustee for the Inhabit Selective Trust	48 Lord Street Roseville	eDA0436/24	500840	Appeal against actual refusal for alterations and additions to an existing dwelling, new pool, dual garage and associated landscaping works.	HWL Ebsworth	N/A	N/A	N/A	Not concluded	0	27,413
38	September 1, 2025	25/334632	Nicole Barbaro & Dominic Barbaro	39 Babbage Road Roseville Chase	eDA0361/25	500841	Appeal against deemed refusal for the demolition of existing structures, construction of an attached dual occupancy with pool and associated works including strata subdivision	Sparke Helmore	N/A	N/A	N/A	Resolved by agreement in relation to amended proposal on 9 December 2025	0	17,543
39	August 29, 2025	25/332481	Turramurra 88 Pty Ltd	3-3A Beaconsfield Parade Lindfield	eDA0180/25	500842	Appeal against deemed refusal for the demolition of existing structures, construction of 88 apartments at two separate buildings, basement parking and associated civil works	Sparke Helmore	N/A	N/A	N/A	Not concluded	0	18,636

	Date Lodged	Appeal #	Appellant	Property Address	DA No	Job No	Decision Appealed Against	Solicitor	Hearing Date	Decision Date	Commissioner	Result	Costs reported in previous periods $	Year To Date Costs as at 31 December 2025 $
40	September 10, 2025	25/347947	Adrian Beaumont	73 McIntosh Street Gordon	eDA0354/25	500843	Appeal against deemed refusal for alterations and additions to an existing dwelling, construction of a pool and associated works	Wilshire Webb Staunton Beattie	N/A	N/A	N/A	Not concluded	0	8,598
41	September 18, 2025	25/359351	Bassam Halaseh	97 The Comenarra Parkway Turramurra	eDA0383/25	500844	Appeal against deemed refusal for the use of a basement area as a garage and storage area, use of fencing and retaining walls as part of a rear pool area	Wilshire Webb Staunton Beattie	N/A	N/A	N/A	Not concluded	0	15,312
42	September 19, 2025	25/360708	Salerno Holdings Pty Ltd	1 Russell Avenue, Lindfield	eDA0313/25	500845	Appeal against deemed refusalf or the demolition of the existing dwelling and construction of a multi-storey residential development of 28 units, roof top pool and terrace and parking	Sparke Helmore	N/A	N/A	N/A	Not concluded	0	26,934
43	September 23, 2025	25/365291	Renee Salerno	15 Braeside Street Wahroonga	eDA0200/25	500846	Appeal against refusal for the demolition of the existing dwelling and proposed ground and first floor extension to the rear, pool, basement garage and associated landscaping	Marsdens Law Group	N/A	N/A	N/A	Not concluded	0	3,191

	Date Lodged	Appeal #	Appellant	Property Address	DA No	Job No	Decision Appealed Against	Solicitor	Hearing Date	Decision Date	Commissioner	Result	Costs reported in previous periods $	Year To Date Costs as at 31 December 2025 $
44	September 26, 2025	25/371070	McIntyre Development Pty Ltd	26-30 McIntyre St Gordon	eDA0371/25	500847	Appeal against deemed refusal for the demolition of existing structures and construction of two residential buildings comprising 53 units, basement parking and associated works	Wilshire Webb Staunton Beattie	N/A	N/A	N/A	Not concluded	0	1,689
45	October 2, 2025	25/379122	Lindfield Project Pty Ltd	24-26 Russell Ave Lindfield	eDA0219/25	500848	Appeal against deemed refusal for the demolition of existing structures and construction of a residential building comprising 50 units, basement parking and associated works	Sparke Helmore	N/A	N/A	N/A	Not concluded	0	14,426
46	October 9, 2025	25/388660	Place Studio Au Pty Ltd	7-11 Pockley Avenue Roseville	eDA0189/25	500849	Appeal against deemed refusal for the demolition of existing dwellings and construction of a residential building comprising 42 units, basement parking	Sparke Helmore	N/A	N/A	N/A	Not concluded	0	18,190
47	October 10, 2025	25/390181	Rudder Development Pty Ltd	28 Gilroy Road Turramurra	eDA0444/25	500850	Appeal against deemed refusal for the demolition of existing dwelling and construction of basement parking, in-ground pool, roof top terraces and associated landscaping	Wilshire Webb Staunton Beattie	N/A	N/A	N/A	Not concluded	0	1,101

	Date Lodged	Appeal #	Appellant	Property Address	DA No	Job No	Decision Appealed Against	Solicitor	Hearing Date	Decision Date	Commissioner	Result	Costs reported in previous periods $	Year To Date Costs as at 31 December 2025 $
48	October 17, 2025	25/399796	Lanevick Pty Ltd	3 Lamond Drive Turramurra	eDA0408/25	500851	Appeal against deemed refusal for the demolition of existing building and construction of residential building with shared parking and associated earthworks	Sparke Helmore	N/A	N/A	N/A	Not concluded	0	16,127
49	November 7, 2025	25/431411	50 Cowan Road St Ives Pty Ltd	46-50 Cowan Road St Ives	eDA0485/25	500852	Appeal against deemed refusal for construction of a new residential building, basement parking and associated works	Shaw Reynolds Lawyers	N/A	N/A	N/A	Not concluded	0	16,010
50	November 21, 2025	25/451471	Paddy Zhang	20 Trentino Road Turramurra	eDA0401/25	500855	Appeal against refusal for construction of a detached dual occupancy with basement parking, landscape and siteworks	Sparke Helmore	N/A	N/A	N/A	Not concluded	0	4,771
	Total Legal Costs													**1,090,046**

INVESTMENT REPORT AS AT 31 DECEMBER 2025

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To present Council's investment portfolio performance for December 2025.
BACKGROUND:	Council's investments are reported monthly to Council in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005 and Council's Investment Policy.
COMMENTS:	The net return on investments for the financial year to the end of December 2025 was $4,701,000, against the budget of $4,076,000 giving a year-to-date favourable variance of $625,000.
RECOMMENDATION:	That the summary of investments performance for December 2025 be received and noted; and that the Certificate of the Responsible Accounting Officer be noted and the report adopted.

PURPOSE OF REPORT

To present Council's investment portfolio performance for December 2025.

BACKGROUND

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

COMMENTS

Investment Portfolio Performance Snapshot

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

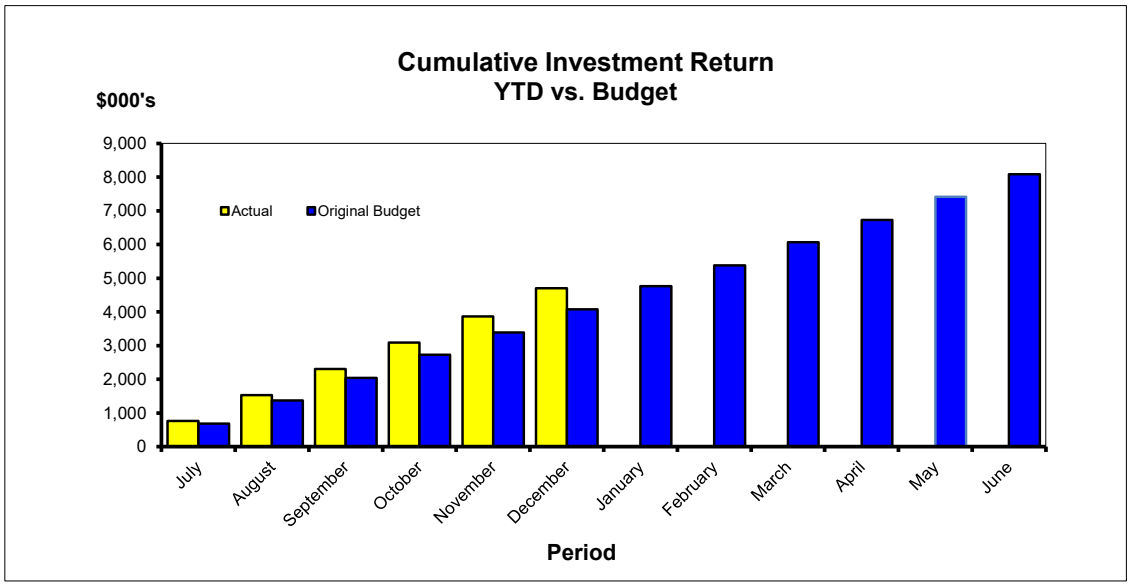
Performance Indicator & Policy Targets	Indicator	Details
Portfolio Performance vs. Benchmark	✔	Council's investment performance aligned with the Industry benchmark
Monthly Investment Income vs. Budget	✔	Council's income from investments exceeded monthly budget
Investment Policy Compliance:		
Legislative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

Cumulative Investment Returns against Budget

The net return on investments for the financial year to the end of December 2025 is $4,701,000, compared to the budget of $4,076,000, resulting in a favourable year-to-date variance of $625,000. This is mainly attributed to a larger than anticipated investment portfolio at the time of budgeting along with higher rates than forecast. A budget adjustment to reflect the favourable result will be considered in the 2025-26 December Quarterly Budget Review to Council.

$000's	Dec-25 Year To Date
Investment Return	4,701
Budget	4,076
Variance	625

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



Cash Flow and Investment Movements

Council's total cash and investment portfolio as at 31 December 2025 was $209,861,000 compared to $209,252,000 at the end of November 2025. The net cash inflow of $609,000 was mainly due to development contributions received.

During the month, two investments have matured and two new investments were made.

Investment Name	Investment Rating (S&P)	New/Re-Investments $' 000	Investments Matured/Sold $' 000	Interest Rate %
AMP BANK 5 Month Term Deposit	BBB+	0	4,000	4.30
Bendigo Bank 5 Year FRN	A-	0	1,700	90 DAY BBSW + 0.52
Rabobank Australia 5 Year Term Deposit	A	3,000	0	5.20
P&N Bank 5 Month Term Deposit	BBB+	6,000	0	4.51
TOTAL		**9,000**	**5,700**	

Investment Performance against Industry Benchmark

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

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

Table 1 - Investments Performance against Industry Benchmarks

Investment Type	Annualised DEC 2025 YTD Return %	Annualised Industry Benchmark %	Variance %
At Call/Cash/Term Deposits/FRNs (Benchmark is AusBond Bank Bill Index)	4.59	3.66	0.93

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

Table 2 - Investments Portfolio Summary during December 2025

Investment Name	Investment Rating	Invested at 31-Dec-2025 $000's	Month Return (%)	Annualised YTD Return (%)	Total Invested (%)	Market Value at 31-Dec-2025 $000's	Maturity
At Call/Cash Account**							
Westpac At-Call	AA-	4,955	0.00	0.00	2.36	4,955	At Call
Westpac Bank Deposit Max-I Investment	AA-	3,262	0.46	4.13	1.55	3,262	At Call
Westpac Bank Deposit Transport NSW Grant (LCH)	A-	0	0.00	0.32	0.00	0	At Call
Sub Total		**8,217**				**8,217**	
Term Deposits							
Bank of China 4 Month Term Deposit	BBB	4,000	0.34	4.11	1.91	4,000	05-January-2026
Heartland Bank 6 Month Term Deposit	A	6,000	0.36	4.35	2.86	6,000	27-January-2026
Bank of China 6 Month Term Deposit	BBB+	5,000	0.34	4.16	2.38	5,000	18-February-2026
Beyond Bank 6 Month Term Deposit	A	8,000	0.35	4.25	3.81	8,000	23-February-2026
Bank of Queensland 3 Year Term Deposit	A	5,000	0.40	4.95	2.38	5,000	27-February-2026
ING Bank 1 Year Term Deposit	BBB+	4,000	0.38	4.66	1.91	4,000	27-March-2026
Bank of China 6 Month Term Deposit	BBB+	5,000	0.34	4.16	2.38	5,000	27-April-2026
Bank of China 6 Month Term Deposit	BBB+	5,000	0.35	4.34	2.38	5,000	27-May-2026
P&N Bank 5 Month Term Deposit	A	6,000	0.37	4.51	2.86	6,000	16-May-2026
Bank of China 7 Month Term Deposit	A	5,000	0.36	4.36	2.38	5,000	22-June-2026
ING Bank 3 Year Term Deposit	AAA	5,000	0.43	5.30	2.38	5,000	23-June-2026
Bank of Queensland 7 Month Term Deposit	A	2,000	0.36	4.40	0.95	2,000	29-June-2026
Judo Bank 1 Year Term Deposit	BBB+	6,000	0.35	4.30	2.86	6,000	06-July-2026
P&N Bank 3 Year Term Deposit	A	5,000	0.45	5.50	2.38	5,000	28-July-2026
Heartland 1 Year Term Deposit	BBB	2,000	0.34	4.20	0.95	2,000	20-August-2026
Great Southern Bank 11 Month Term Deposit	A	5,000	0.36	4.38	2.38	5,000	21-October-2026
Westpac 5 Year Term Deposit	A-	4,000	0.21	2.50	1.91	4,000	25-February-2027
Rabobank Australia 3 Year Term Deposit	AA-	5,000	0.42	5.12	2.38	5,000	28-May-2027
Macquarie Bank 5 Year Term Deposit	BBB	1,000	0.37	4.55	0.48	1,000	09-September-2027
Macquarie Bank 5 Year Term Deposit	A	1,000	0.37	4.55	0.48	1,000	09-September-2027
ING Bank 5 Year Term Deposit	AA-	5,000	0.42	5.13	2.38	5,000	28-February-2028
ING Bank 5 Year Term Deposit	A	5,000	0.42	5.20	2.38	5,000	23-June-2028
Rabobank Australia 5 Year Term Deposit	A	5,000	0.42	5.20	2.38	5,000	20-February-2029
Rabobank Australia 5 Year Term Deposit	A	6,000	0.42	5.15	2.86	6,000	26-February-2029
ING Bank 5 Year Term Deposit	A	5,000	0.42	5.13	2.38	5,000	28-February-2029
Rabobank Australia 5 Year Term Deposit	A	3,000	0.44	5.35	1.43	3,000	30-April-2029
Rabobank Australia 5 Year Term Deposit	A	6,000	0.40	4.85	2.86	6,000	28-August-2029
Rabobank Australia 5 Year Term Deposit	A	6,000	0.42	5.10	2.86	6,000	25-February-2030
Rabobank Australia 5 Year Term Deposit	A	4,000	0.41	5.02	1.91	4,000	29-March-2030
Rabobank Australia 5 Year Term Deposit	A	4,000	0.38	4.70	1.91	4,000	30-April-2030
Rabobank Australia 5 Year Term Deposit	A	5,000	0.37	4.55	2.38	5,000	27-June-2030
Rabobank Australia 5 Year Term Deposit	A	6,000	0.38	4.70	2.86	6,000	29-July-2030
Rabobank Australia 5 Year Term Deposit	A	5,000	0.40	4.86	2.38	5,000	26-November-2030
Rabobank Australia 5 Year Term Deposit	A	3,000	0.42	5.20	1.43	3,000	16-December-2030
Sub Total		**157,000**				**157,000**	

Investment Name	Investment Rating	Invested at 31-Dec-2025 $000's	Month Return (%)	Annualised YTD Return (%)	Total Invested (%)	Market Value at 31-Dec-2025 $000's	Maturity
Fixed & Floating Rate Notes (FRNs)							
Suncorp-Metway Limited 5 Year FRN	AA+	4,500	0.36	4.52	2.14	7,449	25-January-2027
Commonwealth Bank 5 Year Fixed Senior Note	AA-	3,496	0.37	4.55	1.67	3,554	18-August-2027
AMP Bank 3 Year FRN	AA-	3,400	0.41	5.01	1.62	3,429	13-September-2027
ANZ Bank 5 Year Senior FRN	A-	800	0.39	4.73	0.38	809	31-March-2028
Bank of Queensland 5 Year Floating Covered Bond	AA-	1,750	0.40	4.98	0.83	1,775	09-May-2028
Mutual Bank 3 Year Floating Bond	A	3,000	0.43	5.27	1.43	3,008	15-May-2028
Bendigo Bank 5 Year Floating Covered Bond	AAA	2,800	0.40	4.87	1.33	2,838	16-June-2028
Suncorp Metway 5 Year Floating Covered Bond	BBB+	3,000	0.39	4.81	1.43	3,041	12-July-2028
Commonwealth Bank of Australia 5 Year Senior FRN	AAA	5,000	0.38	4.69	2.38	5,079	17-August-2028
ANZ 5 Year FRN Senior	AA-	4,200	0.38	4.66	2.00	4,240	11-September-2028
Police Bank 3 Year Senior FRN	AAA	2,500	0.39	4.77	1.19	2,520	03-November-2028
Rabobank Australia 5 Year Fixed MTNs	AA-	4,000	0.42	5.15	1.91	4,095	26-February-2029
Suncorp Metway 5 Year Fixed MTNs	A	1,598	0.40	4.89	0.76	1,616	19-March-2029
Rabobank Australia 5 Year Senior MTN	A	2,600	0.37	4.64	1.24	2,644	17-July-2029
ING Bank 5 Year Covered FRN	BBB	2,000	0.37	4.48	0.95	2,010	15-August-2030
Sub Total		**44,644**				**48,107**	
Total Portfolio		**209,861**		**4.59***	**100.00**	**213,324**	
Matured/Traded Investments - Weighted YTD Average Return (%)				**4.61**			
Weighted Average Overall Return Year To date (%)				**4.59**			

** Weighted average returns.*

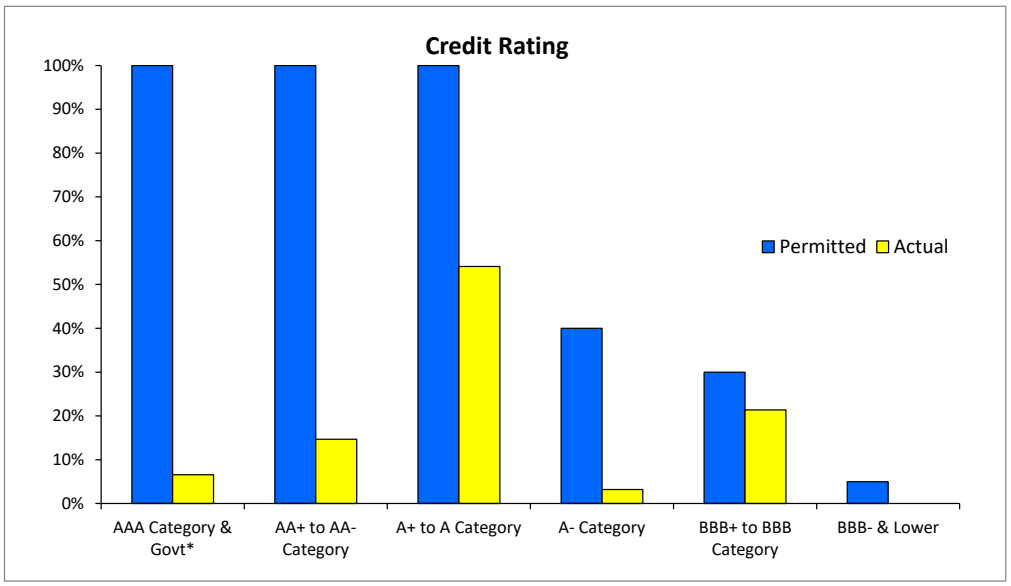
*** Funds in at-call/short term accounts are working funds kept for the purpose of meeting short term cash outflow requirements. At-call investments portfolio is being monitored on a regular basis to ensure funds are reinvested at higher rates when opportunities arise, whilst also keeping and adequate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

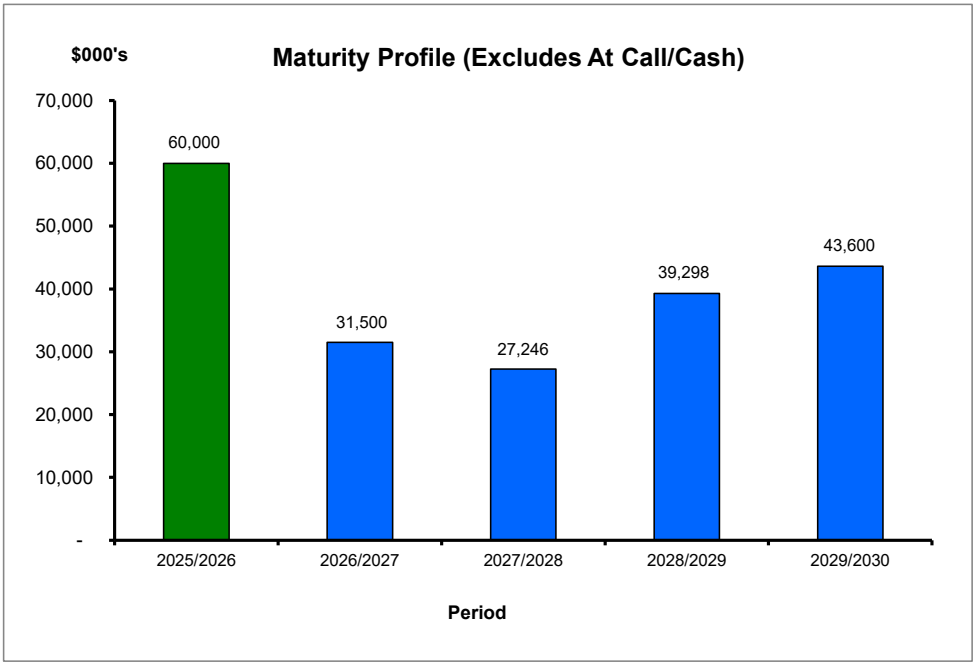
Investment by Credit rating and Maturity Profile

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

Rating Group	Permitted	Actual	Permitted Less Actual
AAA Category & Govt*	100%	7%	93%
AA+ to AA- Category	100%	15%	85%
A+ to A Category	100%	54%	46%
A- Category	40%	3%	37%
BBB+ to BBB Category	30%	21%	9%
BBB- & Lower	5%	0%	5%

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





INTEGRATED PLANNING AND REPORTING

Leadership & Governance

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

GOVERNANCE MATTERS

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

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

(1) The responsible accounting officer of a council:

(a) must provide the council with a written report (setting out details of all money that the council has invested under section 625 of the Act) to be presented:

(i) if only one ordinary meeting of the council is held in a month, at that meeting, or

(ii) if more than one such meeting is held in a month, at whichever of those meetings the council by resolution determines, and

(b) must include in the report a certificate as to whether or not the investment has been made in accordance with the Act, the regulations and the council's investment policies.

(2) The report must be made up to the last day of the month immediately preceding the meeting.

RISK MANAGEMENT

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

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

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

FINANCIAL CONSIDERATIONS

The adopted budget for interest on investments for the financial year 2025/2026 is $8,083,000. Of this amount approximately $4,332,700 is restricted for the benefit of future expenditure relating to development contributions, $1,682,500 transferred to the internally restricted Infrastructure & Facility Reserve, and the remainder of $2,067,800 is available for operations.

SOCIAL CONSIDERATIONS

Not applicable.

ENVIRONMENTAL CONSIDERATIONS

Not applicable.

COMMUNITY CONSULTATION

None undertaken or required.

INTERNAL CONSULTATION

None undertaken or required.

Certification - Responsible Accounting Officer

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

SUMMARY

As at 31 December 2025:

- Council's total cash and investment portfolio was $209,861,000, a net cash inflow of $609,000 mainly due to development contributions received.

- The net return on investments for the financial year to the end of December 2025 is $4,701,000, compared to the budget of $4,076,000, resulting in a favourable year-to-date variance of

$625,000. The favourable outcome will be considered in the 2025-26 December Quarterly Budget Review to Council.

RECOMMENDATION:

That:

A. The summary of investments and performance for December 2025 be received and noted.

B. The Certificate of the Responsible Accounting Officer be noted and the report adopted.

Tony Ly
Financial Accounting Officer

Mette Kofoed
Acting Manager Finance

Angela Apostol
Director Corporate

INVESTMENT REPORT AS AT 31 JANUARY 2026

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To present Council's investment portfolio performance for January 2026.
BACKGROUND:	Council's investments are reported monthly to Council in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2005 and Council's Investment Policy.
COMMENTS:	The net return on investments for the financial year to the end of January 2026 was $5,519,000, against the budget of $4,763,000 giving a year-to-date favourable variance of $756,000.
RECOMMENDATION:	That the summary of investments performance for January 2026 be received and noted; and that the Certificate of the Responsible Accounting Officer be noted and the report adopted.

PURPOSE OF REPORT

To present Council's investment portfolio performance for January 2026.

BACKGROUND

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

COMMENTS

Investment Portfolio Performance Snapshot

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

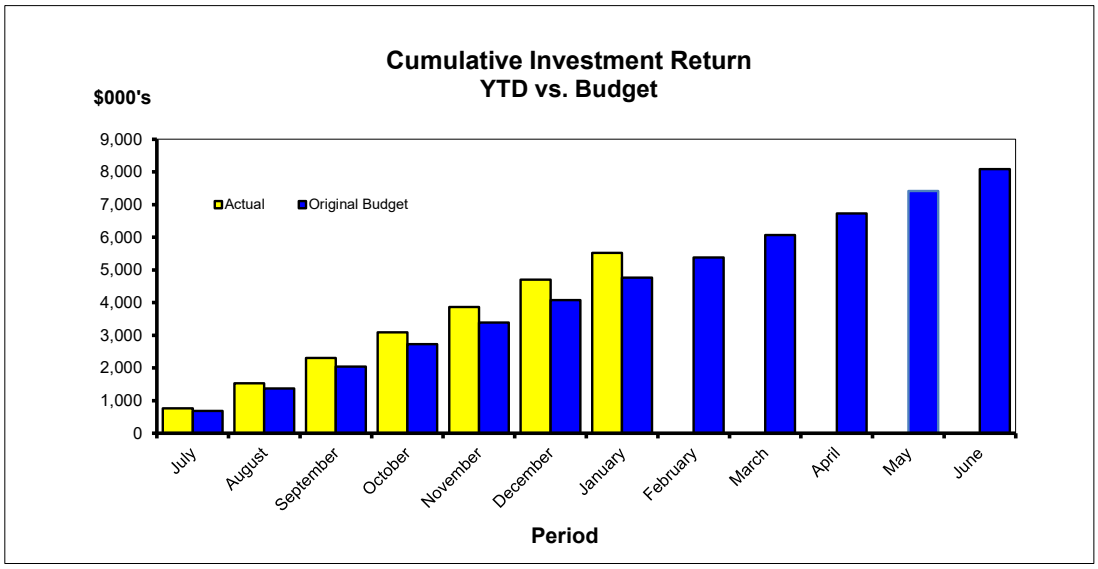
Performance Indicator & Policy Targets	Indicator	Details
Portfolio Performance vs. Benchmark	✔	Council's investment performance aligned with the Industry benchmark
Monthly Investment Income vs. Budget	✔	Council's income from investments exceeded monthly budget
Investment Policy Compliance:		
Legislative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

Cumulative Investment Returns against Budget

The net return on investments for the financial year to the end of January 2026 is $5,519,000, compared to the budget of $4,763,000, resulting in a favourable year-to-date variance of $756,000. This favourable variance is attributed to higher than expected average interest rates and a larger than anticipated investment portfolio. A budget adjustment of $900k to interest has been proposed in the 2025-26 December Quarterly Budget Review. Of this increase, $483k is restricted to development contributions reserves, $188k to infrastructure & facilities reserve, the remaining $229k is available for general funds.

$000's	Jan-26 Year To Date
Investment Return	5,519
Budget	4,763
Variance	**756**

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



Cash Flow and Investment Movements

Council's total cash and investment portfolio as at 31 January 2026 was $209,282,000 compared to $209,861,000 at the end of December 2025. The net cash outflow of $579,000 was mainly due to creditor payments.

During the month, two investments have matured and there were two new investments.

Investment Name	Investment Rating (S&P)	New/Re-Investments $' 000	Investments Matured/Sold $' 000	Interest Rate %
Bank of China 4 Month Term Deposit	A	0	4,000	4.11
Heartland Bank 6 Month Term Deposit	BBB	0	6,000	4.35
Heartland Bank 9 Month Term Deposit	BBB	3,000	0	4.75
Heartland Bank 10 Month Term Deposit	BBBB	5,000	0	4.75
TOTAL		**8,000**	**10,000**	

Investment Performance against Industry Benchmark

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

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

Table 1 - Investments Performance against Industry Benchmarks

Investment Type	Annualised JAN 2026 YTD Return %	Annualised Industry Benchmark %	Variance %
At Call/Cash/Term Deposits/FRNs (Benchmark is AusBond Bank Bill Index)	4.66	3.66	1.00

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

Table 2 - Investments Portfolio Summary during January 2026

Investment Name	Investment Rating	Invested at 31-Jan-2026 $000's	Month Return (%)	Annualised YTD Return (%)	Total Invested (%)	Market Value at 31-Jan-2026 $000's	Maturity
At Call/Cash Account**							
Westpac At-Call	AA-	1,226	0.00	0.00	0.59	1,226	At Call
Westpac Bank Deposit Max-I Investment	AA-	8,412	0.58	4.28	4.02	8,412	At Call
Westpac Bank Deposit Transport NSW Grant (LCH)	AA+	0	0.00	0.32	0.00	0	At Call
Sub Total		**9,638**				**9,638**	
Term Deposits							
Bank of China 6 Month Term Deposit	A	5,000	0.34	4.16	2.39	5,000	18-February-2026
Beyond Bank 6 Month Term Deposit	BBB+	8,000	0.35	4.25	3.82	8,000	23-February-2026
Bank of Queensland 3 Year Term Deposit	A-	5,000	0.40	4.95	2.39	5,000	27-February-2026
ING Bank 1 Year Term Deposit	A	4,000	0.38	4.66	1.91	4,000	27-March-2026
Bank of China 6 Month Term Deposit	A	5,000	0.34	4.16	2.39	5,000	27-April-2026
Bank of China 6 Month Term Deposit	A	5,000	0.35	4.34	2.39	5,000	27-May-2026
P&N Bank 5 Month Term Deposit	BBB+	6,000	0.37	4.51	2.87	6,000	16-May-2026
Bank of China 7 Month Term Deposit	A	5,000	0.36	4.36	2.39	5,000	22-June-2026
ING Bank 3 Year Term Deposit	A	5,000	0.43	5.30	2.39	5,000	23-June-2026
Bank of Queensland 7 Month Term Deposit	A-	2,000	0.36	4.40	0.96	2,000	29-June-2026
Judo Bank 1 Year Term Deposit	BBB	6,000	0.35	4.30	2.87	6,000	06-July-2026
P&N Bank 3 Year Term Deposit	BBB+	5,000	0.45	5.50	2.39	5,000	28-July-2026
Heartland 1 Year Term Deposit	BBB	2,000	0.34	4.20	0.96	2,000	20-August-2026
Great Southern Bank 11 Month Term Deposit	BBB+	5,000	0.36	4.38	2.39	5,000	21-October-2026
Heartland Bank 9 Month Term Deposit	BBB	3,000	0.39	4.75	1.43	3,000	13-October-2026
Heartland Bank 10 Month Term Deposit	BBB	5,000	0.39	4.75	2.39	5,000	25-November-2026
Westpac 5 Year Term Deposit	AA-	4,000	0.21	2.50	1.91	4,000	25-February-2027
Rabobank Australia 3 Year Term Deposit	A	5,000	0.42	5.12	2.39	5,000	28-May-2027
Macquarie Bank 5 Year Term Deposit	A	1,000	0.37	4.55	0.48	1,000	09-September-2027
Macquarie Bank 5 Year Term Deposit	A	1,000	0.37	4.55	0.48	1,000	09-September-2027
ING Bank 5 Year Term Deposit	A	5,000	0.42	5.13	2.39	5,000	28-February-2028
ING Bank 5 Year Term Deposit	A	5,000	0.42	5.20	2.39	5,000	23-June-2028
Rabobank Australia 5 Year Term Deposit	A	5,000	0.42	5.20	2.39	5,000	20-February-2029
Rabobank Australia 5 Year Term Deposit	A	6,000	0.42	5.15	2.87	6,000	26-February-2029
ING Bank 5 Year Term Deposit	A	5,000	0.42	5.13	2.39	5,000	28-February-2029
Rabobank Australia 5 Year Term Deposit	A	3,000	0.44	5.35	1.43	3,000	30-April-2029
Rabobank Australia 5 Year Term Deposit	A	6,000	0.40	4.85	2.87	6,000	28-August-2029
Rabobank Australia 5 Year Term Deposit	A	6,000	0.42	5.10	2.87	6,000	25-February-2030
Rabobank Australia 5 Year Term Deposit	A	4,000	0.41	5.02	1.91	4,000	29-March-2030
Rabobank Australia 5 Year Term Deposit	A	4,000	0.38	4.70	1.91	4,000	30-April-2030
Rabobank Australia 5 Year Term Deposit	A	5,000	0.37	4.55	2.39	5,000	27-June-2030
Rabobank Australia 5 Year Term Deposit	A	6,000	0.38	4.70	2.87	6,000	29-July-2030
Rabobank Australia 5 Year Term Deposit	A	5,000	0.40	4.86	2.39	5,000	26-November-2030
Rabobank Australia 5 Year Term Deposit	A	3,000	0.42	5.20	1.43	3,000	16-December-2030
Sub Total		**155,000**				**155,000**	

Investment Name	Investment Rating	Invested at 31-Jan-2026 $000's	Month Return (%)	Annualised YTD Return (%)	Total Invested (%)	Market Value at 31-Dec-2025 $000's***	Maturity
Fixed & Floating Rate Notes (FRNs)							
Suncorp-Metway Limited 5 Year FRN	AA-	4,500	0.36	4.51	2.15	7,449	25-January-2027
Commonwealth Bank 5 Year Fixed Senior Note	AA-	3,496	0.37	4.55	1.67	3,554	18-August-2027
AMP Bank 3 Year FRN	BBB+	3,400	0.41	5.02	1.62	3,429	13-September-2027
ANZ Bank 5 Year Senior FRN	AA-	800	0.40	4.75	0.38	809	31-March-2028
Bank of Queensland 5 Year Floating Covered Bond	AAA	1,750	0.40	4.97	0.84	1,775	09-May-2028
Mutual Bank 3 Year Floating Bond	BBB	3,000	0.43	5.27	1.43	3,008	15-May-2028
Bendigo Bank 5 Year Floating Covered Bond	AAA	2,800	0.40	4.88	1.34	2,838	16-June-2028
Suncorp Metway 5 Year Floating Covered Bond	AAA	3,000	0.41	4.85	1.43	3,041	12-July-2028
Commonwealth Bank of Australia 5 Year Senior FRN	AA-	5,000	0.38	4.69	2.39	5,079	17-August-2028
ANZ 5 Year FRN Senior	AA-	4,200	0.39	4.67	2.01	4,240	11-September-2028
Police Bank 3 Year Senior FRN	BBB+	2,500	0.39	4.77	1.19	2,520	03-November-2028
Rabobank Australia 5 Year Fixed MTNs	A	4,000	0.42	5.15	1.91	4,095	26-February-2029
Suncorp Metway 5 Year Fixed MTNs	AA-	1,598	0.40	4.89	0.76	1,616	19-March-2029
Rabobank Australia 5 Year Senior MTN	A	2,600	0.38	4.63	1.24	2,644	17-July-2029
ING Bank 5 Year Covered FRN	AAA	2,000	0.37	4.48	0.96	2,010	15-August-2030
Sub Total		**44,644**				**48,107**	
Total Portfolio		**209,282**		**4.69***	**100.00**	**212,745**	
Matured/Traded Investments - Weighted YTD Average Return (%)				**4.57**			
Weighted Average Overall Return Year To date (%)				**4.66**			

** Weighted average returns.*

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

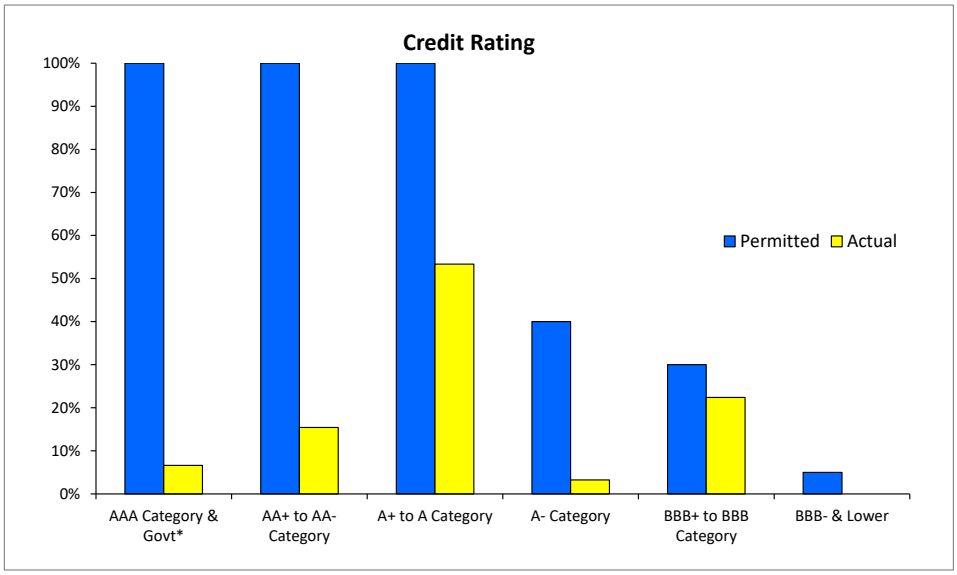
**** Market Values as at 31 January 2026 were not available at the time of writing the report.*

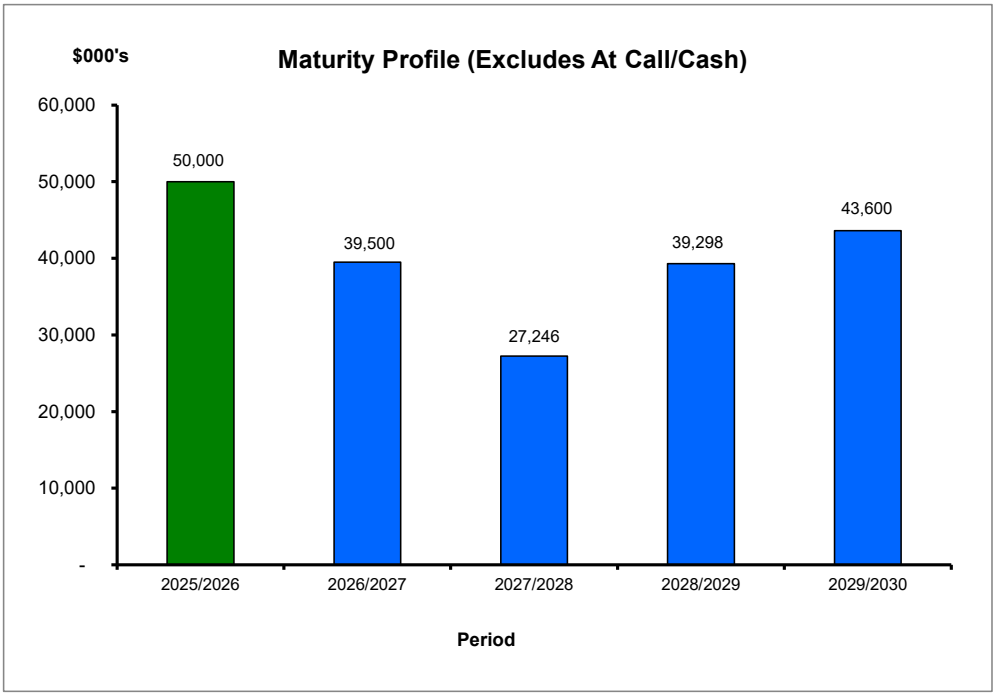
Investment by Credit rating and Maturity Profile

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

Rating Group	Permitted	Actual	Permitted Less Actual
AAA Category & Govt*	100%	7%	93%
AA+ to AA- Category	100%	15%	85%
A+ to A Category	100%	53%	47%
A- Category	40%	3%	37%
BBB+ to BBB Category	30%	22%	8%
BBB- & Lower	5%	0%	5%

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





INTEGRATED PLANNING AND REPORTING

Leadership & Governance

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

GOVERNANCE MATTERS

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

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

(1) The responsible accounting officer of a council:

(a) must provide the council with a written report (setting out details of all money that the council has invested under section 625 of the Act) to be presented:

(i) if only one ordinary meeting of the council is held in a month, at that meeting, or

(ii) if more than one such meeting is held in a month, at whichever of those meetings the council by resolution determines, and

(b) must include in the report a certificate as to whether or not the investment has been made in accordance with the Act, the regulations and the council's investment policies.

(2) The report must be made up to the last day of the month immediately preceding the meeting.

RISK MANAGEMENT

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

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

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

FINANCIAL CONSIDERATIONS

The adopted budget for interest on investments for the financial year 2025/2026 is $8,083,000. Of this amount approximately $4,332,700 is restricted for the benefit of future expenditure relating to development contributions, $1,682,500 transferred to the internally restricted Infrastructure & Facility Reserve, and the remainder of $2,067,800 is available for operations.

SOCIAL CONSIDERATIONS

Not applicable.

ENVIRONMENTAL CONSIDERATIONS

Not applicable.

COMMUNITY CONSULTATION

None undertaken or required.

INTERNAL CONSULTATION

None undertaken or required.

Certification - Responsible Accounting Officer

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

SUMMARY

As at 31 January 2026:

- Council's total cash and investment portfolio was $209,282,000, the net cash outflow of $579,000 was mainly due to creditor payments.

- The net return on investments for the financial year to the end of January 2026 is $5,519,000, compared to the budget of $4,763,000, resulting in a favourable year-to-date variance of $756,000. The favourable outcome will be considered in the 2025-26 December Quarterly Budget Review to Council.

RECOMMENDATION:

That:

A. The summary of investments and performance for January 2026 be received and noted.

B. The Certificate of the Responsible Accounting Officer be noted and the report adopted.

Tony Ly
Financial Accounting Officer

Mette Kofoed
Acting Manager Finance

Angela Apostol
Director Corporate

2025 ALGA NATIONAL GENERAL ASSEMBLY OF LOCAL GOVERNMENT

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To inform Councillors of an invitation from the Australian Local Government Association (ALGA) to submit motions for debate to the 2025 National General Assembly of Local Government (NGA).
BACKGROUND:	The NGA is the premier national gathering of local governments, and provides councils with the opportunity to come together, share ideas, debate motions and build on the relationship between local government and the Australian Government. The 2024 NGA will be held in Canberra from 23-25 June 2026.
COMMENTS:	The ALGA is inviting all councils to submit motions for debate. Motions should be concise, practical and implementable and meet the guidelines for motions set out in the attached discussion paper. Motions must be submitted to the ALGA by 27 February 2026. No proposed motions have been received.
RECOMMENDATION:	That any Councillors interested in attending the NGA notify the General Manager by 27 February 2026.

PURPOSE OF REPORT

To inform Councillors of an invitation from the Australian Local Government Association (ALGA) to submit motions for debate to the 2025 National General Assembly of Local Government (NGA).

BACKGROUND

The NGA is the premier national gathering of local governments, and provides councils with the opportunity to come together, share ideas, debate motions and build on the relationship between local government and the Australian Government. The 2026 NGA will be held in Canberra from 23-25 June 2026.

COMMENTS

The NGA is an important opportunity for council to influence the national policy agenda and the ALGA is inviting all councils to submit motions for debate.

The theme of the NGA 2026 is "Stronger Together: Resilient. Productive. United." This theme encourages debate on how councils across Australia can become more resilient, contribute to the nation's productivity agenda, and present a united voice to the federal government on key issues in the national sphere. Motions should focus on how local governments can work in partnership with the Australian

Motions should be concise, practical and implementable and meet the guidelines for motions set out in the discussion paper (see Attachment A).

Motions must be lodged by Friday 27 February 2026. A request for Councillors to propose motions for the agenda was sent to Councillors on 19 December 2025. No proposed motions were received prior to the production of the business paper. Therefore, any proposed motions would need to be put to this meeting and adopted by Council in order to be submitted to the ALGA by the 27 February deadline.

INTEGRATED PLANNING AND REPORTING

Leadership and service excellence

Community Strategic Plan Strategy	Delivery Program Term Achievement	Operational Plan Action
L1: Provide strong and ethical civic leadership to ensure good governance and build and maintain trust and confidence within the community.	L1.1: The Community Strategic Plan drives delivery of community priorities through effective strategic planning, prioritisation, advocacy, partnerships and reporting to the community on performance.	L1.1.3: Proactively influence and respond to Commonwealth and NSW policy development and reforms affecting Ku-ring-gai, including the NSW Government's proposed housing policies.

GOVERNANCE MATTERS

This conference provides Councillors an opportunity to submit motions which enhance our strategic capacity by influencing the national policy agenda on local government. It is also an opportunity for councillors to network with representatives from across the country to share knowledge of trends and ideas on the local government sector. Attendance at the Conference can also be part of a Councillor's professional development.

RISK IMPLICATION STATEMENT

There are no material risks that arise from the recommendations contained in this report. Minor issues may occur, but these can be managed within Council's current policies, procedures, resources and budget.

FINANCIAL CONSIDERATIONS

The Councillor Expenses and Facilities Policy provides for Council to meet the reasonable costs of Councillors attending conferences. Council will meet the reasonable cost of registration fees, travel, accommodation, meals, refreshments and incidental expenses, which will all be included within the maximum limit.

SOCIAL CONSIDERATIONS

Nil

ENVIRONMENTAL CONSIDERATIONS

Nil

COMMUNITY CONSULTATION

Nil

INTERNAL CONSULTATION

Nil

SUMMARY

The NGA is the premier national gathering of local governments, and provides councils with the opportunity to come together, share ideas, debate motions and build on the relationship between local government and the Australian Government. The 2026 NGA will be held in Canberra from 23-25 June 2026. The theme of the NGA 2026 is "Stronger Together: Resilient. Productive. United."

Motions must be lodged by Friday 27 February 2026. A request for Councillors to propose motions for the agenda was sent to Councillors on 19 December 2025. No proposed motions were received prior to the production of the business paper. Therefore, any proposed motions would need to be put to this meeting and adopted by Council in order to be submitted to the ALGA by the 27 February deadline.

RECOMMENDATION:

That any Councillors interested in attending the NGA notify the General Manager by 27 February 2026.

Eliza Gilbank-Heim Christopher M Jones

Acting Governance Team Leader | Manager Governance and Corporate Strategy

Attachments: A1⇩ 2026 National General Assembly Discussion Paper (ALGA) 2026/025157

Stronger Together:
Resilient. Productive. United

2026 National General Assembly Discussion Paper

National Convention Centre Canberra

ALGA
Australian Local Government Association

The Australian Local Government Association (ALGA) is pleased to convene the 32nd National General Assembly of Local Government (NGA), to be held in Canberra in June 2026.

As convenor of the NGA, the ALGA Board warmly invites all councils to send representatives to this important national event.

The NGA is the premier national gathering of local governments. It gives councils a chance to come together, share ideas, debate motions, and strengthen the relationship between local government and the Australian Government.

This discussion paper contains essential information for Australian councils considering submitting motions for debate at the 2026 National General Assembly of Local Government (NGA).

It is recommended that all councils and delegates intending to attend the 2026 NGA familiarise themselves with the guidelines for motions contained in this paper.

KEY DATES

24 October 2025 | Opening of Call for Motions

27 February 2026 | Acceptance of Motions closes

TO SUBMIT YOUR MOTION VISIT: ALGA.COM.AU

20260217-OMC-Crs-2026/028845/169

ALGA AND THE NGA – WORKING FOR YOU

Established 1947, ALGA is a federation of member state and territory associations. Its mission is to achieve outcomes for local government through advocacy with impact, and maximise the economic, environmental and social wellbeing of councils and our communities.

Since 1994, the NGA has raised the profile of local government on the national stage, showcasing the value of councils and demonstrating – particularly to the Australian Government – the strength and value of working with local government to deliver on national priorities.

Debate on motions was introduced to the NGA as a vehicle for councils from across the nation to canvas ideas. Outcomes of these debates (NGA Resolutions) can be used by councils to inform their own policies and priorities, as well as their advocacy when dealing with federal politicians.

At the same time, they help ALGA and its member state and territory associations gain valuable insight into council priorities, emerging national issues, and the level of need and support for new policy and program initiatives.

Given ALGA's structure, Constitution, and resources, the NGA resolutions do not bind ALGA. However, NGA resolutions are carefully considered by the Board to determine ALGA's policies, priorities and strategies to advance local governments within the national agenda.

This is your NGA, and ALGA is pleased to act as the convenor. ALGA's policies and priorities will continue to be determined by the ALGA Board in the interests of all councils.

We encourage councils to consider the topics and guidance in this paper as you develop your motions.

The ALGA Board thanks all councils for attending the NGA 2026 and those who submit motions for debate.

SUBMITTING MOTIONS

The National General Assembly of Local Government (NGA) gives you and your council an important opportunity to influence the national policy agenda.

The Australian Local Government Association (ALGA) Secretariat has prepared this short discussion paper to help you identify motions that address the NGA 2026 theme of "Stronger Together: Resilient. Productive. United." This theme encourages debate on how councils across Australia can become more resilient, contribute to the nation's productivity agenda, and present a united voice to the federal government on key issues in the national sphere.

We encourage you to read all the sections of the paper. We have included guiding questions to assist in developing your motion, but you do not have to respond to every question. You can address one or more of the issues identified in the discussion paper with your motion.

Your NGA motion should focus on how local governments can work in partnership with the Australian Government to address the challenges our communities face or seize the opportunities that are national priorities.

Each year the Secretariat receives a high volume of motions. Councils are encouraged to submit only their highest-priority motions and ensure it meets the criteria below. Multiple motions on a similar topic may be re-written into a single strategic motion, and councils will be invited by the Secretariat to put their council name to the proposal.

HOW TO SUBMIT

- Each motion requires a contact officer, a clear national objective, a summary of the key arguments in support of the motion, and endorsement of your council.
- You can lodge motions electronically using the online portal available at www.alga.asn.au
- **Motions should be received no later than 11:59 pm AEST on Friday 27 February 2026.**

WHO CAN SUBMIT A MOTION

- Any council that is a financial member of their state or territory local government association can submit a motion.
- We will not accept motions submitted on behalf of external third parties that may seek to use the NGA to apply pressure to Board members or gain national political exposure for positions that are not directly relevant to the work of, or in the national interests of, local government.

CRITERIA FOR MOTIONS

To be eligible for inclusion in the NGA Business Papers, and debate it on the floor of the NGA, you must meet the following criteria:

- Submit a new motion that has not been debated at an NGA in the preceding two years as found in previous business papers on the ALGA website.
- Ensure your motion is relevant to the work of local government across the nation, not focused on a specific location or region, unless the project has national implications.
- Align your motion with the policy objectives of your state and territory local government association.
- Propose a clear action and outcome on a single issue, calling on the Australian Government to take action. Motions covering more than one issue will not be accepted.
- Ensure the motion does not seek to advantage one or a few councils at the expense of others.
- Avoid being prescriptive in directing how the matter should be pursued.

WRITING TIPS

Motions should seek the NGA's support for a particular action or policy change at the federal level which will assist local governments to meet local community needs.

- Start with: "This National General Assembly calls on the Australian Government to...".

Be concise, clearly worded, and unambiguous.

- Use the background section of the form to help delegates understand your issue.
- Keep your motion to 100 words, the national objective to 100 words, and the key arguments to 150 words.

PROCESS OF SELECTION

The ALGA Secretariat will review motions for quality control and consistency with the criteria.

- With the agreement of the relevant council, we may edit motions to ensure consistency.
- If we have any questions about the substance or intent of a motion, we will raise these with the nominated contact officer.
- Where there are multiple motions on a similar issue, the Secretariat may combine them into a single overarching strategic motion and invite the council to attach their name to the strategic motion.
- Motions that reflect existing ALGA policy will be noted in the Business papers—but will not be included for debate, as they have already been covered in existing ALGA advocacy and policy positions.

The ALGA Board provides final decision on which motions are included in the Business paper.

- The ALGA Board and state and territory local government associations will review all submitted motions to determine their eligibility.
- The ALGA Board will consider the importance and relevance of the issue to local government and whether the motions meet all the criteria.
- The ALGA Board will refer any motion primarily concerned with local or state issues to the relevant state or territory local government association and it will not include it in the NGA Business Papers.

WHO WILL SPEAK TO THE MOTION AT NGA?

We expect any council that submits a motion to be present at the National General Assembly to move and speak to the motion. The decision on the speaker is at the discretion of the council.

AFTER THE NGA

The resolutions of the NGA will be referred to the relevant federal Minister as an outcome of the NGA.

Resolutions passed at the NGA do not become binding policy on ALGA, with policy positions to remain at the discretion of the ALGA Board.

All NGA resolutions will be published on www.NGA26.com.au.

As the host of the NGA, ALGA will communicate resolutions to the relevant Australian Government Minister and publish Ministerial responses as they are received on the ALGA website.

OTHER THINGS TO CONSIDER

- It is important to complete the background section of the submission form. Do not assume NGA delegates will know the background of the proposal. This section helps all delegates to understand your motion and informs decision making. Please note, motions should not be prescriptive in directing how the matter should be pursued.
- Keep motions practical, focussed and can be implemented. This ensures that relevant Australian Government Ministers can respond thoughtfully and promptly. Avoid complex motions with multiple points that require cross-portfolio implementation.
- If there are any questions about a motion, ALGA will contact the nominated officer. With the council's agreement, these motions may be edited before being included in the NGA Business Papers.
- Debate will follow the rules published in the Business Papers and will focus on the strategic motions.

SETTING THE SCENE

In the face of evolving challenges and opportunities, local governments around Australia stand at the forefront of driving resilience and productivity. Local governments know we are stronger together and the importance of unity across all levels of government. The theme for this year's NGA, **Stronger Together: Resilient. Productive. United,** underscores the pivotal role councils play in shaping the nation's future and delivering national priorities.

As the backbone of local communities, councils are uniquely positioned to implement place-based solutions that address both local needs and national priorities. This year's NGA encourages debate on how councils can enhance their resilience, contribute meaningfully to the nation's productivity agenda, and present a cohesive voice to the federal government on critical issues.

By fostering collaboration and innovation, local governments can lead the way in creating sustainable and thriving communities.

The 2026 NGA provides you - the elected representatives of Australia's local councils and communities - with the opportunity to engage with the Federal Government and key Ministers, ensuring that the voices of local communities are heard at the national level.

In this context, this year's call for motion focusses on ten priority areas:

- Financial sustainability
- Emergency management
- Housing and planning
- Roads and infrastructure
- Closing the Gap
- Jobs and skills
- Environment
- Cyber security
- Climate change
- Intergovernmental relations.

1. FINANCIAL SUSTAINABILITY

Financial sustainability is the biggest challenge facing Australia's local governments which is why it remains one of ALGA's top priorities. Sustainably funded, councils can play a key role delivering local solutions to national priorities.

The 2025 Parliamentary inquiry interim report into local government sustainability confirmed that the role of councils has evolved and expanded over time, putting significant pressure on local government budgets. It is critical the Federal Government reinstates and finalises the Parliamentary inquiry into local government sustainability.

For almost one in four councils, federal Financial Assistance Grants make up at least 20 per cent of their annual operating revenue. This funding is untied, meaning it can be used to address local priorities.

Over the past 30 years, the value of Financial Assistance Grants as a percentage of Commonwealth taxation revenue has dropped from 1% in 1996 to just 0.5% today. To address this, ALGA is advocating for a **return to 1% of Commonwealth taxation revenue for local government over the next three years.**

ALGA also proposes five new, untied funding streams to be distributed to all councils on a formula basis, including:

- $1.1 billion per year for enabling infrastructure to unlock housing supply,
- $500 million per year for community infrastructure,
- $600 million per year for safer local roads,
- $900 million per year for increased local government emergency management capability and capacity, and
- $400 million per year for climate adaptation.

Additionally ALGA advocates for permanent, full membership of National Cabinet, the Council on Federal Financial Relations and the Local Government Ministers' Forum to ensure local perspectives are considered in national decision making.

What are the opportunities to address financial sustainability across councils, and support their capacity to deliver local solutions to national priorities?

Are there improvements to be made to existing federal funding programs and arrangements that would support improved local government financial sustainability?

2. EMERGENCY MANAGEMENT

The frequency, duration, and severity of natural disasters in Australia are a major concern for local governments.

Between 2019 and 2023, 434 of Australia's 537 councils faced natural disasters. Since 2020, 346 councils have dealt with at least two or more natural disasters. These numbers highlight that Australia will likely face more frequent and severe climate-driven disasters in the future, as noted by the 2025 Australian National Climate Risk Assessment (NCRA). Regional communities, which have the least capacity to plan and respond to natural disasters, are often hit the hardest. However, the NCRA also warns that even areas that have never experienced disasters will face one at some point as the climate continues to warm.

More frequent disasters will further strain emergency services and disaster response and recovery efforts at all levels of government. Natural disasters currently cost Australia $38 billion per year in direct physical damage, economic disruption, and social impacts, affecting millions of people. This figure is forecast to rise to approximately $73 billion by 2060.

Councils are crucial in supporting their communities during and after disasters, but do not have enough funding to carry out these functions. They are already stretched thin, with many councils facing financial instability, and the increasing frequency of disasters has a cumulative financial impact.

Investing more in disaster prevention and resilience, as well as boosting local government emergency management response funding, will save money in the long run and better protect lives, homes, and businesses. Every dollar spent on reducing the impact of climate-related disasters saves the government up to $8 in the long term.

ALGA is asking for $900 million per year to help councils improve their disaster response and resilience. They also want the Commonwealth to fully implement the recommendations from the Royal Commission into National Natural Disaster Arrangements and other major reviews, including the Independent Review of National Natural Disaster Governance Arrangements (the Glasser Review) and the Independent Review of Commonwealth Disaster Funding (the Colvin Review)

The Independent Reviews by Colvin and Glasser support a strategic shift towards disaster risk reduction and resilience. The Colvin Review recommended a major capacity uplift for local government and an enhanced national training and exercise regime which tests and builds local government capability. However, while ALGA notes the need to invest in risk-reduction and resilience-building initiatives, embedding recovery at all points along the emergency management continuum, should always be at the front of mind for all levels of government. ALGA's response to these Reviews reiterated the need for a sustainable funding model for disasters through a non-competitive pathway, and dedicated funding for local government.

Councils are encouraged to draw on their practical experience of the improvements that could be made to better support them in preparing, responding to, and recovering from, natural disasters.

Please note that many aspects of emergency management are state or territory responsibilities, and your motions should focus on how the Australian Government could assist.

What new programs, or improvements to existing programs, could the Australian Government develop to partner with local government to improve the current natural disaster management systems to further assist in recovery and build resilience?

How can the Government best support Australian councils to prepare for, respond to and recover from natural disasters?

3. HOUSING AND PLANNING

Australia is experiencing an affordable housing crisis, with a lack of housing supply impacting on homeowners and renters.

The crisis is leading to more people experiencing homelessness and struggling with housing insecurity and affordability.

In many jurisdictions, local government performs a key role in zoning and approving housing and delivering enabling infrastructure. However, councils are often unfairly blamed for delays in housing approvals when most applications that meet the requirements are processed quickly and efficiently.

One of the biggest barriers to building more homes is a lack of funding for enabling infrastructure, including the roads, power and water connections necessary for new developments.

The National Housing Accord – which ALGA is a signatory to on behalf of local government - sets an ambitious national target of 1.2 million new, well-located homes over the next five years. According to ALGA's research, it will cost at least $5.7 billion to build the infrastructure needed to meet the national housing target. This is in addition to the existing funding gaps for local government infrastructure, which is estimated to be between $50-$55 billion for replacing infrastructure in poor condition (2024 National State of the Assets Report).

The 2024 Addressing the Housing Crisis: Unlocking Local Government's Contribution Report by Equity Economics found that 40% of surveyed local governments have reduced new infrastructure developments due to insufficient funding for enabling infrastructure required to support new housing, further exacerbating the housing crisis.

ALGA is calling for a new five-year, $1.1 billion annual fund that would be provided to all councils to get the foundations right for increasing Australia's housing supply.

We are advocating for local governments to be provided with $500 million per year for critical and community infrastructure and assets that will help create more liveable communities.

ALGA is also seeking a seat at the table for national discussions on housing policy, including full membership of National Cabinet and the Housing and Homelessness Ministerial Council.

What new programs and policies could the Australian Government develop to partner with local government to support the provision of more affordable housing?

How can local governments be better supported in their role in planning and approving housing, and delivering enabling infrastructure?

4. ROADS AND INFRASTRUCTURE

Local governments are responsible for about one-third of Australia's public infrastructure, including local roads, buildings, facilities, airports, water and land.

According to ALGA's 2024 National State of the Assets report, Australia's councils manage over $600 billion worth of assets and infrastructure, which is about ten times their annual revenue.

This makes local governments the most asset-intensive level of government. Councils manage local roads, which make up around 75% of the national road network, totalling more than 650,000 km. These roads serve every Australian and business daily, and are key to Australia's productivity.

Safer roads

The unacceptable number of deaths and serious injuries on Australian roads has continued to rise every year since 2020.

Tragically, around half of all fatal road crashes occur on local roads in regional areas. During the 12 months ending August 2025 there were 1,353 road deaths, 4.3% higher than the same time in the previous year, according to national road safety data.

Effectively funding the maintenance and necessary safety upgrades of Australia's local road network is a big challenge, and despite recent increases in the federal Roads to Recovery funding, there is still a $500 million per year shortfall, according to the 2023 Grattan Institute's Potholes and Pitfalls report.

ALGA is calling for $600 million per year safer roads fund – with $500 million for infrastructure improvements and $100 million for road safety programs – to support all councils to play a more effective role reducing deaths on Australian roads.

Community infrastructure

Local government libraries, playgrounds, bike paths and community centres are vital to the wellbeing and liveability of communities. However, many of these facilities need significant attention and upgrades.

According to ALGA's 2024 National State of the Assets report, around $8.3 billion of local government buildings and facilities and $2.9 billion of parks and recreation assets are in poor condition.

On a positive note, since 2021, the amount of local government buildings and facilities in poor condition has fallen from 10 per cent to eight per cent. This is the result of increased federal investment through the Local Roads and Community Infrastructure program, from both the Coalition and Labor governments since 2020.

Unfortunately, this program has ceased and there is an urgent need for ongoing and significant community infrastructure. ALGA is proposing a $500 million per year community infrastructure fund – to be provided to all councils – to build, (and importantly), maintain and upgrade the local facilities that make communities great.

Are there new programs or initiatives that the Australian Government could adopt to improve the long-term sustainability of local government roads and community infrastructure?

Are there programs or initiatives that the Australian Government could provide to improve the sector's capacity to manage local government infrastructure and to integrate these plans into long-term financial plans?

Are there opportunities for the Australian Government to support councils to invest in local infrastructure that will help address national priorities?

5. CLOSING THE GAP

Local governments play a crucial role in closing the gap between Indigenous and non-Indigenous Australians. ALGA is a signatory to the National Agreement on Closing the Gap Partnership, which focuses on four priority reform targets and 19 socio-economic targets in areas like education, employment, health, justice, safety, housing, land and waters, and Aboriginal and Torres Strait Islander languages.

Local governments are uniquely positioned to support partnerships that address long-term service gaps and ensure their delivery. However, the Productivity Commission Review of the National Agreement on Closing the Gap found that Federal and state governments are not adequately supporting or involving local governments in these reforms.

ALGA is calling for more resourcing and funding for local government, to support place-based initiatives or broader programs to enable councils to better facilitate and meet Closing the Gap objectives in their communities.

ALGA is also advocating for the Commonwealth to:

- Establish a national framework/set of protocols outlining which Federal Government departments/ agencies should engage with local government in placed-based initiatives, and planning for community-level projects or expenditure.
- Seek greater local government input in programs that impact on Closing the Gap targets to better shape programs with local knowledge and the needs of specific communities.
- Develop programs, with state and territory governments, to include funded support positions for local government coordination and partnership efforts (including member associations).
- Recognise councils with majority or all Aboriginal-elected members as key service delivery bodies in policy and program development.

Are there programs or initiatives that the Australian Government could adopt to assist local government to advance reconciliation and close the gap?

Are there practical programs or initiatives that local government and the Australian Government could introduce to maintain, build and strengthen the level of trust between Aboriginal and Torres Strait Islanders and governments?

6. JOBS AND SKILLS

Australia's jobs and skills crisis is significantly impacting local governments, which employ around 213,000 people nationwide. ALGA's 2022 Local Government Workforce Skills and Capability Survey found that nine out of ten Australian councils face jobs and skills shortages, hindering project and service delivery.

Town planners, building surveyors, and engineers are the most in-demand professions. These roles are crucial for supporting and enabling communities to become more resilient and to help boost local economic growth and national productivity. National priorities, such as increasing housing supply, cannot be achieved without local government support and the right professionals to undertake this work.

Several factors drive these skill shortages, including difficulty attracting young people to local government jobs, lack of available training courses, wage competition, and insufficient resources to upskill the current workforce. This includes access to training facilities for rural and remote councils, workplace supervisors, subject matter experts, and contextualized training resources.

Councils urgently need more federal funding to invest in workforce development and training programs, attract workers to regional areas, and address broader skills shortages in the national economy. ALGA is calling for the Federal Government's National Skills Plan to acknowledge the vital role of local governments as employers in training and skills development. ALGA also seeks funding opportunities for council employees to access training for identified skills shortage areas, especially in regional and remote communities.

Additionally, it is important for the Commonwealth to undertake a national audit of institutions offering urban and land use planning, building surveyors, and engineering qualifications, and to identify more readily available pathways for regional and remote study.

Are there programs or initiatives that the Australian Government could implement that would enhance local government's capacity to attract and retain appropriately skilled staff now and into the future?

Are there programs or changes to existing programs that would increase local government's ability to employ apprentices and trainees?

Are there other initiatives that the Australian Government could provide to improve the sector's ability to plan and develop skills fit for the future?

7. ENVIRONMENT

Local governments play a crucial role in protecting our local environment including places, flora and fauna.

Councils spend more money on environmental protection than any other level of government. According to SGS Economics and Planning, councils spent $6.75 billion in 2021-22 on biodiversity, biosecurity, water management, and waste management. By comparison, states and territories spent $6.62 billion, and the Commonwealth allocated $6.7 billion over the same period.

Local government is also key in improving waste management and resource recovery to reduce pollution, maintain communities and keep people healthy. However, as the Australian Government recently reported, we are running out of viable landfill space and circular economy solutions are required.

Local governments are ideal partners for on-the-ground action to deliver environmental priorities and outcomes, but they need better funding and support.

Councils bring a local, community-based and integrated approach to managing environmental issues, including weed and pest management, monitoring and protecting threatened species, contributing to water security and enhancing biodiversity.

ALGA is calling on the Federal Government to:

- Fund councils to support the delivery of national environmental outcomes. This includes outcomes stipulated in international conventions, threatened species action plans, matters of national, state, and local environmental significance, and any new obligations/expectations under reforms to the Environmental Protection and Biodiversity Conservation (EPBC) Act.
- Fund local governments to manage environmental threats, including pests, weeds, and biosecurity threats.
- Ensure local government is appropriately recognised and engaged through environmental law reform processes.
- Seek agreement, under the National Water Initiative, on the overarching social, cultural, economic and environmental outcomes and goals for water on a national and holistic basis, and action planning and funding and achieve these outcomes and goals.

Waste management and resource recovery

Collecting, treating, and disposing of waste costs local governments an estimated $3.5 billion annually.

The 2022 National Waste report revealed waste generation has increased 20 per cent over the last 15 years (8.3 per cent coming from municipal waste). Although, recycling and recovery of Australia's core waste has increased by 57 per cent since 2006-07, Australia still has one of the lowest rates of recycling among OCED countries.

The responsibility and cost for waste reduction in Australia should be borne by industry, and not local governments.

Implementing mandatory product stewardship, including payments to local governments for any residual resource recovery services, would ensure producer responsibility is operationalised and reduce the cost and risk burden on councils.

ALGA is advocating for the Federal Government to:

- Establish a mandatory product stewardship approach for waste materials and ensure product stewardship schemes include, and are effective, in regional and remote areas.
- Ban the importation and manufacturing of products containing identified contaminants.
- Prioritise national policy attention to waste streams with the highest potential to improve environmental outcomes, reduce costs to local government, and create economic opportunity.
- Introduce a 'local government impact assessment' into national waste policy and reform processes to ensure council interests are systematically incorporated into policy design.

How could the Australian Government partner with local government to strengthen Australia's environmental services and infrastructure?

What new programs could the Australian Government partner with local government in to progress local regional and national objectives?

What actions and investments should the Australian Government prioritise to improve resource recovery rates?

What initiatives and approaches should the Australian Government take to improve waste, recycling and resource recovery in regional, rural and remote LGAs?

What are the most significant opportunities in the circular economy and how can the Australian Government engage with local governments to leverage these opportunities?

8. CYBER SECURITY

Cyber security is a growing risk for all Australian governments and businesses, and councils are not immune. However many local governments are under-resourced and struggle to deal with increasingly sophisticated cyber threats and attacks.

Local governments manage large amounts of sensitive data about communities and community members, including private information from the aged care, health, and social services they deliver. Furthermore, most councils are responsible for managing critical infrastructure, including water, waste, power networks, and transport systems.

Councils need greater support to strengthen their cyber security preparedness and response capability, and protect valuable data.

ALGA is calling for greater funding and support from the federal government to improve cyber security capability and capacity across the local government sector.

Drawing upon your council's experience, and your knowledge of other councils within your state or territory, are there programs and initiatives that the Australian Government could implement to help local government develop its digital technology services and infrastructure?

Are there actions the Australian Government could take to improve cyber security within the local government sector?

9. CLIMATE CHANGE

The impacts of climate change – including from more frequent and severe natural disasters, coastal erosion and rising temperatures – are being felt right across every community.

Councils, being the closest government to communities, are crucial in creating a sustainable future and helping the Federal Government achieve net zero emissions by 2050. However, they need support to manage these impacts.

Climate adaptation

Local governments are on the frontline of climate adaptation. They build public swimming pools to keep people cool, plant trees for shade, and upgrade stormwater systems to handle heavy rains. With their local knowledge and leadership, they play a vital role in addressing climate risks and seizing new opportunities from new industries and achieving national climate adaptation objectives.

Councils are already investing significantly in climate adaptation, but they need more support to match the scale of the challenges. ALGA's modelling shows that councils deliver $0.8 to $3.1 in benefits for every $1 invested. A $2 billion investment by 2030 could benefit local communities by $2.2 to $4.7 billion.

ALGA is calling for a new $400 million per year climate adaptation fund, to be distributed across all councils to provide local, place-based solutions to Australia's changing climate.

We are also asking the Federal Government to:

- Streamline and make it easier for local governments to undertake climate risk management. This should involve implementing a voluntary climate risk framework for local government which supports consistent climate risk assessment, reporting, decision making and expenditure.
- Develop, operate and maintain an information and data suite designed specifically for local government adaptation use (on an opt-in basis).

Emissions reduction

The Australian Local Government Climate Review 2024 found that 86% of councils (out of 120 respondents) had an emissions inventory. However, they face barriers in reducing corporate emissions, such as internal resourcing (69%), funding (64%), and staff capability (40%).

While councils are committed to reducing emissions locally, they need more funding to avoid burdening ratepayers and to allow communities to benefit from low-emissions technologies sooner.

ALGA is asking the Federal Government to:

- Collaborate with local governments as part of a multi-level governance approach (per the Australian Government's pledge to the Coalition for High Ambition Multilevel Partnerships) to undertake strategic planning and prioritisation of net zero projects, infrastructure and service needs on a regional level.
- Fund emissions reduction plans with local governments across states and territories to facilitate a place-based approach to achieving net zero communities.
- Expand, and make more accessible, existing funding programs which enable local governments to reduce emissions and support community emissions reduction.
- Provide councils with accessible and nationally harmonised tools to maintain pace with trends in emissions measurement and reporting.
- Ensure local governments are compensated where emissions reduction processes place additional pressure on services and infrastructure (e.g, heavier EV truck impact on maintenance/standards of roads/bridges).

Renewable energy transition

Local governments are crucial partners in the transition to net zero. They engage with project proponents, negotiate community benefits, provide trusted information to residents, and manage the impacts of large projects on roads, housing, and local skills.

Councils strive to create a positive long-term legacy while balancing the immediate risks and impacts of the transition.

ALGA is asking the Federal Government to:

- Create a program of work dedicated to understanding local government experiences with renewable energy transition in their local area and region and develop specific supports for local governments.
- Establish a national approach and mechanism for cost recovery to local governments for the role of brokering benefits between project proponents and their communities, benefitting all Australians.
- Develop and maintain regional plans and a national map demonstrating zoning for prospective and proposed renewable energy projects and transmission corridors.

Noting the Australian Government's approach to reducing emissions, are there partnerships, programs, and initiatives that local government and the Australian Government can form to achieve Australia's 2050 net zero emissions target?

What are the opportunities to support councils to increase community resilience to the impacts of climate change?

What support do councils need to ensure that renewable energy projects deliver lasting benefits to the communities that house them?

What are the most significant climate risks being faced by local governments and what approach should the Australian Government take to supporting councils?

What roles and responsibilities for emissions reduction and climate risk management is your council shouldering that should be primarily managed by other levels of government? How should this responsibility be shared or rebalanced?

What are the most significant emissions reduction opportunities for your council and what could the Commonwealth provide to enable you to implement these opportunities?

10. INTERGOVERNMENTAL RELATIONS

ALGA has unique access and insight into government decision-making in Australia.

We represent local government at Ministerial Councils and forums on a range of key issues including transport, emergency management, energy, climate, environment, planning, culture and Closing the Gap.

At these meetings, ALGA's leaders provide a powerful and strong voice for councils and communities, and ensure local perspectives are considered in national policy development.

However, ALGA does not have a permanent voice on National Cabinet – the main forum linking all governments across the nation.

For almost 30 years, ALGA was a valued member and contributor to the Council of Australian Governments (COAG). However, ALGA's membership did not carry over when COAG transitioned to National Cabinet in 2020, and ALGA now only attends one meeting each year as an observer. ALGA is also invited to attend one meeting per year of the Council on Federal Financial Relations.

ALGA is calling on the Federal Government to return ALGA as a full member of National Cabinet with ongoing membership and voting rights. This will enable local government leaders to provide local perspectives on national decision making and ensure the views of Australian communities are understood and considered.

We are also seeking full membership of the Local Government Ministers' Forum, which ALGA currently attends in an ex-officio capacity.

Given the important role councils play delivering local solutions to national priorities, how can intergovernmental arrangements be further improved in Australia?

Are there new initiatives and programs that could be adopted to improve the level of cooperation and collaboration between the Australian Government and local government?

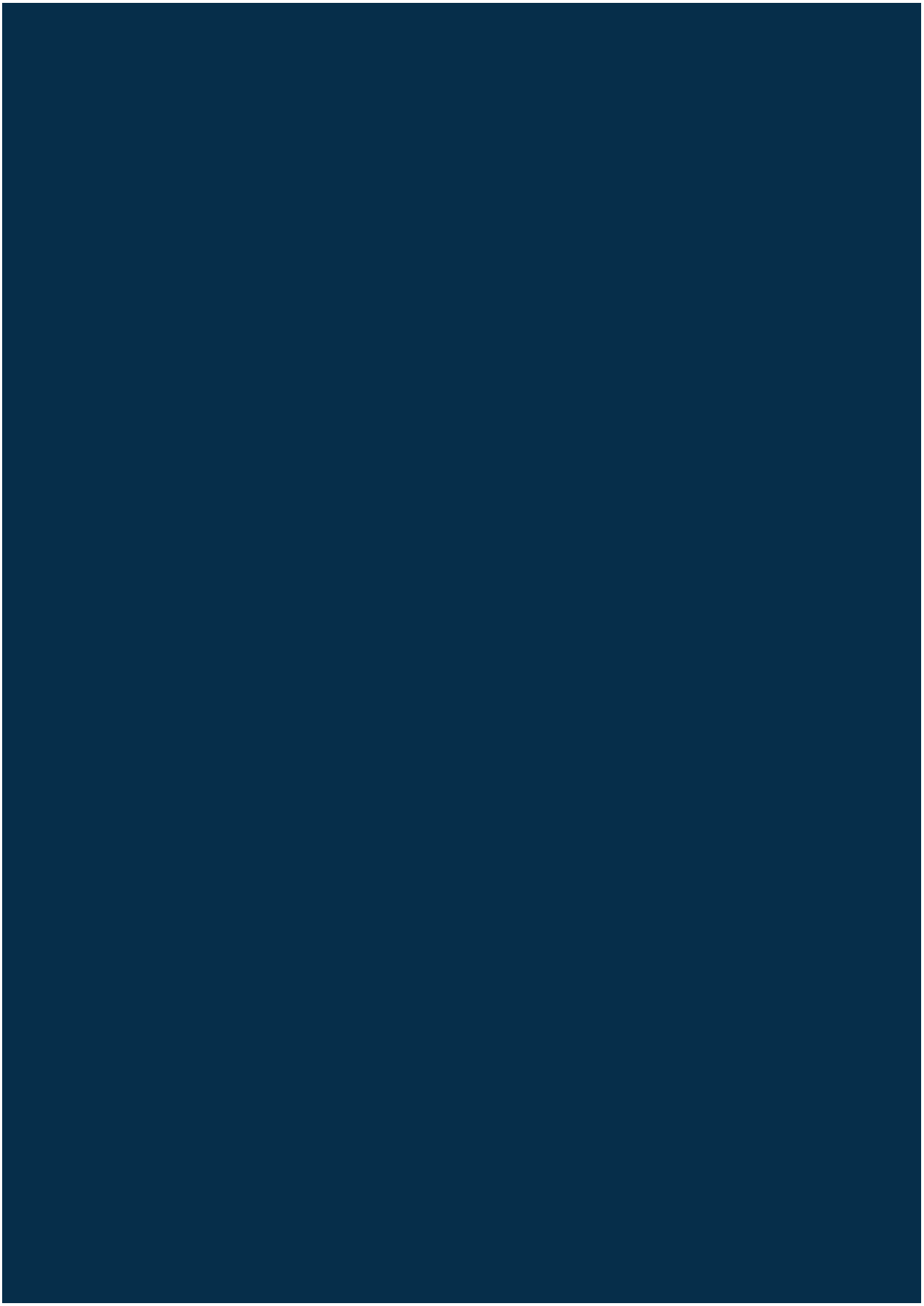
CONCLUSION

Thank you for taking the time to read this discussion paper and your support for the 2026 National General Assembly of Local Government.

A final reminder:

- Motions should be lodged electronically at www.alga.com.au and received no later than **11.59pm AEST on 27 February 2026**.
- Motions must meet the criteria published in this paper.
- Motions should commence with the following wording: *'This National General Assembly calls on the Australian Government to...'*
- Motions should not be prescriptive in directing how the matter should be pursued.
- Motions should be practical, focussed and relatively simple.
- It is important to complete the background section on the form.
- Motions must not seek to advance an outcome that would result in a benefit to one group of councils to the detriment of another.
- When your council submits a motion there is an expectation that a council representative will be present at the 2026 National General Assembly to move and speak to that motion if required.
- Resolutions of the National General Assembly do not automatically become ALGA's national policy positions. The resolutions are used by the ALGA Board to inform policies, priorities and strategies to advance local governments within the national agenda.

We look forward to hearing from you and seeing you at the 2026 National General Assembly in Canberra.



RESPONSE FROM THE MINISTER ABOUT RESTRICTIONS ON COUNCILLOR ATTENDANCE AT MEETINGS BY AUDIO VISUAL LINK

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To present Council with response from the Minister for Local Government regarding the limitations on audio-visual attendance at Council meetings under the new Model Code of Meeting Practice.
BACKGROUND:	At the Ordinary Meeting of Council on 21 October 2025, it was resolved that Council would submit a motion to the LGNSW Annual Conference objecting to restrictive audio-visual link provisions and write directly to the Minister for Local Government seeking a response on these concerns.
COMMENTS:	A copy of the correspondence and the Minister's response is attached for Council's information.
RECOMMENDATION:	That Council receive and note Council's correspondence and the Minister's response.

PURPOSE OF REPORT

To present Council with response from the Minister for Local Government regarding the limitations on audio-visual attendance at Council meetings under the new Model Code of Meeting Practice.

BACKGROUND

At the Ordinary Meeting of Council on 21 October 2025 (ref: GB.7), Council resolved that:

> *Council delegate to the General Manager to prepare and submit a motion to the LGNSW Annual Conference objecting to provisions in the new Model Code of Meeting Practice that unfairly limit attendance at Council meetings by audio-visual link, and recommending that LGNSW seek independent legal advice and consider pursuing a legal challenge against the OLG.*
>
> *Council write directly to the Minister for Local Government, seeking a response on point 2.*

COMMENTS

A copy of the correspondence and the Minister's response is attached for Council's information.

RECOMMENDATION:

That Council receive and note Council's correspondence and the Minister's response.

Christopher M Jones
Manager Governance and Corporate Strategy

Attachments:	A1⇩	Correspondence from the Mayor to Minister for Local Government - 14 November 2025	2026/028221
	A2⇩	Correspondence from the Minister for Local Government - 2 February 2026	2026/028220

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DX 8703 Gordon TTY 133 677
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ABN 86 408 856 411

Ku·ring·gai Council

Reference: S14000/2 / 2025/384164
14 November 2025

The Hon Ron Hoenig MP
Minister for Local Government
GPO Box 5341
SYDNEY NSW 2001

Dear Minister

Request for response regarding Clause 5.19 of the Model Code of Meeting Practice (restrictions on councillor remote attendance)

I write to you on behalf of Ku-ring-gai Council, following a resolution of Council passed at its Ordinary Meeting on 21 October 2025. Council has resolved that I make representations and seek your response to the restrictions on Councillor attendance by audiovisual link under the Model Code of Meeting Practice.

The intent to enhance transparency, accountability and the dignity of the Council Chamber through revisions to the Model Code is acknowledged. However, significant concerns remain about provisions that restrict remote attendance only to cases of "ill-health or other medical reasons or because of unforeseen caring responsibilities".

The restriction is fundamentally unfair, contrary to principles of equity, good governance and effective community representation, and introduces unnecessary operational and legal risk.

Restrictions ignore modern practice and effectiveness

The imposition of these unnecessary restrictions ignores the successful operation of remote and hybrid council meetings over recent years. Online and hybrid meetings are now the norm in both government and corporate working environments, and modern technology allows meetings to run smoothly without any significant impact on their effectiveness or respectability. Limiting attendance in this way is a step backwards from successful contemporary practice.

Issues of equity, inclusion, and legal compliance

The restrictive nature of Clause 5.19 may operate contrary to the principles of several key pieces of legislation related to equality and inclusion:

- By severely limiting remote attendance, the clause disproportionately affects women and those with ongoing health issues and may constitute a form of indirect discrimination under the NSW Anti-Discrimination Act 1977, particularly on the grounds of sex and disability.

OFFICE OF THE MAYOR
Council Chambers
Telephone:- 02 9424-0709

- The clause fails to appropriately support and recognise the role of Councillors who are carers, especially when caring responsibilities are known or ongoing rather than strictly "unforeseen." This may contravene the principles outlined in the Carers (Recognition) Act 2010.
- The failure to provide reasonable, flexible remote attendance options may violate the principles established under the Disability Inclusion Act 2014, which requires public authorities (including Councils) to ensure people with disability can participate fully.
- The mandatory requirement for Councillors to disclose highly personal medical details to Council staff to justify remote attendance raises significant concerns regarding the handling of sensitive personal information under the Health Records and Information Privacy Act 2002.

Operational and regional impact

Concerns that have been raised by regional and remote councils that the restrictive provisions fail to acknowledge the geographical and logistical realities in rural areas.

Mandatory in-person attendance imposes undue burden and cost due to exceptionally long travel distances, reliance on unreliable regional transport and increased risk of travel during natural disasters or adverse weather. This situation disproportionately discourages participation in rural councils and poses a genuine risk of loss of quorum when they need to come together to support essential, time-critical responses to flooding or other extreme weather events.

Misapplication of Parliamentary principles

The clause incorrectly applies the principles of parliamentary attendance that are unsuitable to the local government model. State Members of Parliament are employed full-time, whereas the role of a councillor is structurally part-time.

Applying this restriction mid-term unfairly alters one of the premises upon which current Councillors were elected, imposes economic hardship on those with primary external employment, and will actively discourage skilled individuals with full-time careers from running for Council in the future.

Request for a response

Council looks forward to your comprehensive response to these critical issues.

Yours sincerely

[redacted]

Cr Christine Kay
Mayor

OFFICE OF THE MAYOR
Council Chambers
Telephone:- 02 9424-0709

The Hon. Ron Hoenig MP
Leader of the House in the Legislative Assembly
Vice-President of the Executive Council
Minister for Local Government

NSW GOVERNMENT

Your Ref: S14000/2 / 2025/384164
Our Ref: A988792 / MO25-0609

Her Worship the Mayor
Cr Christine Kay
Ku-ring-gai Council
Locked Bag 1006
GORDON NSW 2072

via email: mayorpa@krg.nsw.gov.au

Dear Cr Kay,

Thank you for your correspondence on behalf of Ku-ring-gai Council (Council) about the restrictions on councillors' attendance at meetings by audio-visual link under the recently prescribed 2025 Model Code of Meeting Practice for Local Councils in NSW (Model Meeting Code).

I acknowledge the concerns raised by Council and appreciate the opportunity to clarify the intent behind these provisions.

These restrictions are based on one of the key policy principles that have informed the changes made to the Model Meeting Code, namely, to ensure meetings are conducted in a dignified manner befitting to a chamber of democracy. The intent of the Model Meeting Code, as with all the reforms I am undertaking, is to uplift local government and elected councillors to ensure that councils act as, and are seen as, the legitimate third tier of government.

Federal and State representatives cannot use audio-visual links to attend Parliament. The community is entitled to expect that their elected representatives will exercise their functions diligently by making every effort to attend meetings in person. Prior to the COVID pandemic, councillors were always expected to attend meetings in the chamber to debate and vote on matters affecting their community.

The Model Meeting Code recognises that there may be circumstances where councillors may be prevented from attending meetings in person because of illness or unforeseen caring responsibilities. In these circumstances the Model Meeting Code permits attendance at meetings by audio-visual link.

Thank you for bringing this matter to my attention. If you have any questions, you are welcome to contact the Council Governance Team at the Office of Local Government on 02 4428 4100 or by email at olg@olg.nsw.gov.au.

Yours sincerely,

[redacted]

0 2 FEB 2026

The Hon. Ron Hoenig MP
Leader of the House in the Legislative Assembly
Vice-President of the Executive Council
Minister for Local Government

52 Martin Place Sydney NSW 2000
GPO Box 5341 Sydney NSW 2001
02 7225 6150
nsw.gov.au/ministerhoenig

PROJECT STATUS REPORT - FEBRUARY 2026

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To provide Council with the Project Status Report for October 2025 – December 2025.
BACKGROUND:	On 22 May 2018, a Notice of Motion was considered by Council regarding the development of a monthly Project Status Report. On 14 May 2019, Council resolved to extend the reporting timeframe from monthly to a quarterly.
COMMENTS:	The Notice of Motion noted that while projects are reported to Council and the community through a number of other reports, the frequency of reporting is a more reliable and recurring method to update Council and the community. The report will be placed on Council's website following Council's resolution.
RECOMMENDATION:	That Council receive and note the Project Status Report for October – December 2025.

PURPOSE OF REPORT

To provide Council with the Project Status Report for October 2025 – December 2025.

BACKGROUND

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

A. *That a Capital and Operational Projects Report is to be tabled at an ordinary meeting of council each month. The reporting will commence in FY19 with a report for the period of July 2018.*

B. *That the report should include any progress made in the month as well as a progress summary for the financial year to date. Where there has been no progress in the month, it is acceptable to acknowledge that nothing has progressed. And where a project has yet to commence, it is acceptable to note the expected start date.*

C. *That council staff may use their discretion in deciding whether any additional columns of information should be presented.*

D. *That the reported projects should include, but are not limited to, those that are mentioned in Council's Delivery Program and Operational Plan. For brevity, council staff may choose to aggregate some projects or set a reasonable threshold for reporting purposes.*

E. *That the current and historical monthly reports should be easily found on the Ku-ring-gai Council website (i.e. not just through searching council agenda items). One possibility is to create a page for the monthly Capital and Operational Projects Reports under "Current works and upgrades".*

F. *That after the first six months of the report, the Councillors and Directors should discuss whether the frequency of the report should be adjusted.*

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

A. *That Council receive and note the Project Status Report for April 2019.*

B. *That the Project Status Report be placed on Council's website.*

C. *That the reporting timeframe be changed from monthly to quarterly.*

In accordance with Part C of the resolution of 22 May 2019, the attached report is for the period October – December 2025 (Attachment A1).

COMMENTS

Reporting on projects is currently undertaken through:

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

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

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

- Capital projects delivering community/public infrastructure;
- Threshold applied to total budget per project – greater than or equal to $250,000;
- No operational projects are included; and
- Any specific project that Councillors wish to be included in the report.

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

INTEGRATED PLANNING AND REPORTING

Leadership & Service Excellence.

Community Strategic Plan Strategy	Delivery Program Term Achievement	Operational Plan Action
L1: Provide strong and ethical civic leadership to ensure good governance and build and maintain trust and confidence within the community.	L1.1: The Community Strategic Plan drives delivery of community priorities through effective strategic planning, prioritisation, advocacy, partnerships and reporting to the community on performance.	L1.1.2: Update reports and supporting systems to deliver clear and comprehensive reporting to councillors and the community on performance and delivery.

GOVERNANCE MATTERS

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

RISK MANAGEMENT

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

FINANCIAL CONSIDERATIONS

There are no financial implications associated with this report.

SOCIAL CONSIDERATIONS

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

ENVIRONMENTAL CONSIDERATIONS

Not applicable.

COMMUNITY CONSULTATION

Not applicable.

INTERNAL CONSULTATION

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

SUMMARY

On 14 May 2019, Council resolved to extend the project status reporting timeframe from monthly to quarterly.
The Project Status Report has been prepared based on the following criteria:

- Capital projects delivering community/public infrastructure;
- Threshold applied to total budget per project – greater than or equal to $250,000;
- No operational projects are included; and
- Any specific project that Councillors wish to be included in the report.

In accordance with Council's resolution the attached report is for the period October – December 2025.

RECOMMENDATION:

A. That Council receive and note the Project Status Report for the period October 2025 – December 2025.

B. That the Project Status Report be placed on Council's website.

Claire Ashby
Manager Project Services

Attachments: A1⇩ Project Status Report - October - December 2025 2026/027862

PROJECT STATUS REPORT: October – December 2025

Dept	Category	Program	Project Description	Suburb	Project Phase	Proposed Project Completion	Project Update Comments
Strategy	Cat 3 (.>$1m)	Capital Building Works	St Ives Indoor Courts	St Ives	M5 - Construction	Dec-25	Construction of the new sports facility at St Ives High School was completed in December 2025. The sports centre includes 4 indoor sports courts, a multipurpose room for meetings and other activities, amenities and a café. Council has appointed Belgravia Leisure to operate the facility for the community when it is available outside of school hours. St Ives High School will manage the centre during school hours. Bookings are now open, with the facility opening to the public on 2nd February. The offical opening of the facility is scheduled for 13th February 2026.
Strategy	Cat 1 ($250k – 500k)	Planning Policies and Guidelines	Affordable Housing Strategy and Policy	LGA	Planning	Oct-25	Completed the Ku-ring-gai Affordable Housing Policy was adopted by Council at the April 2025 OMC. Further amendments to the adopted Affordable Housing Policy to align with the Draft Affordable Housing Contributions Scheme were on public exhibition from 25 August to 22 September 2025 and adopted at the OMC October 2025.
Strategy	Cat 3 (.>$1m)	Land Sales	Lindfield Library Site	Lindfield	Design Documentation	Complete	A Section 4.55 (1A) application was lodged in November 2024, in relation to closing out deferred commencement conditions imposed by Sydney Trains on the original DA (DA0570/18) approval. The Notice of Determination dated 5 August 2025, approving the S4.55 application, can be found here - 2025/254769 The conditions of the original DA have been duly amended in the Notice of Determination, effectively discharging the original Sydney Trains deferred commencement conditions. As per section 4.53 of the Act, the consent is now valid for an additional 5 years - to July 2030. The Operational Consent letter dated 19th August 2025 can be found here 2025/275155. The project is complete.
Strategy	Cat 3 (.>$1m)	Local Centres Roads Improvement Program	New traffic at signals intersection of Pacific Highway and Strickland Ave, modifications to traffic signals at intersection of Pacific Highway and Balfour St/Havilah Road, and new traffic at signals intersection of Pacific Highway and Beaconsfield Pde.	Lindfield	Design Documentation	May-26	Pacific Highway and Strickland Ave: Detailed utility location investigations are still being planned/arranged, with fee proposals being sought/reviewed. Pacific Highway and Balfour Street/Havilah Road: Detailed utility investigation night works are being planned to avoid utilities clashes with traffic signal posts and other elements. The project is progressing towards the 100% design stage. Pacific Highway and Beaconsfield Parade: RFT1-2026 for the traffic signal design has been set up, and tender documenation is being finalised. For release on 10 February 2026.
Strategy	Cat 2 ($501k-$1m)	Water Sensitive Urban Design (WSUD)	Stormwater harvesting and reusing Project	Local Government Area	Concept development and Construction	Jun-25	This includes construction of harvesting components through ongoing sports field upgrade projects (please note this includes projects reports separately): 2019 Bannockburn Oval Stormwater Harvesting preferred design option to be reviewed in 25/26 with consideration of the proposed amenities upgrade and future field upgrade/reorientation. Field irrigation upgrade and SWH funding has been deferred from year 2026.
Strategy	Cat 2 ($501k-$1m)	Capital Building Works	Ku-ring-gai High School Hockey Facility – car park	North Turramurra	Design Documentation and Construction	Dec-25	DA is completed with design and approvals package forwarded to SINSW for delivery. Construction is anticipated to be undertaken at the end of the year to reduce impact on school activities, subject to finalisation of transaction documents clarifying Council's ongoing role in facility operations. Transaction documents remain with SINSW for review.
Operations	Cat 3 (.>$1m)	Open Space Acquisition Program	Bedes Forest Upgrade	St Ives	M4 - Procurement	Jun-27	Design complete. Procurement planning is underway. Construction is expected to commence late 2026.
Operations	Cat 3 (.>$1m)	Local Centre Streetscape	Streetscape improvements to Lindfield Avenue and Tryon Road	Lindfield	M3 - Documentation	Jun-28	Design is progressing with drainage design substantially complete and Transport for NSW approvals underway. Construction is expected to commence late 2026.
Operations	Cat 3 (.>$1m)	Local Centre Streetscape Improvement Program	Streetscape Improvements to Pacific Highway, Fitzsimons Lane and adjoining streets (north of McIntyre Street)	Gordon	M3 - Documentation	Jun-27	Design in progress. Construction is expected to commence late FY26, with completion in FY27.
Operations	Cat 2 ($501k - $1m)	Open Space/Recreational Assets	Ibbitson Park Upgrade – Stage 1 Park and Playspace Upgrade	Lindfield	M3 - Documentation	Jun-27	Design in progress. Construction is expected to commence late FY26, with completion in FY27.
Operations	Cat 2 ($501k-$1m)	District Parks Upgrade Program	Robert Pymble Park - Stage 2 MP implementation works	Pymble	M3 - Documentation	Jun-28	Design package is in progress as Council is considering options relating to the retaining wall. Procurement planning is currently underway.
Operations	Cat 1 ($250k- 500k)	Neighbourhood Centres Revitalisation Program	East Turramurra - Neighbourhood Centre Upgrade	Turramurra	M3 - Documentation	Jul-27	Considering the staging and scope of the grant funded High Pedestrian Activity Areas (HPAA) pending TfNSW approval. Design is progressing and will be finalised pending the outcome from TfNSW. Construction is expected to commence late 2026.
Operations	Cat 1 ($250k- 500k)	Traffic Facilities	Telegraph Road Safety Upgrade	Pymble	M3 - Documentation	Jun-26	Design in progress. Construction completion expected by mid 2026.
Operations	Cat 3 (.>$1m)	Footpaths	Construction of New Footpaths	Various		Jun-26	The procurement and construction of the FY26 program is currently being arranged with completion of all programmed works expected by June 2026.
Operations	Cat 2 ($501k-$1m)	Sportsfields	New Club House including amenity facilities at Bannockburn	Pymble	M3 - Documentation	Jun-27	Concept plan has been completed. Currently reviewing procurement strategies to deliver the project in the most efficient and cost effective manner. Construction is expected to commence late FY26, with completion in FY27.
Operations	Cat 2 ($501k-$1m)	Roads Renewal Program	Resurfacing Council Roads	Various	M5 - Construction	Jun-26	The procurement and construction of the FY26 program has commenced. Works have been completed at Robina St, St. Ives, Livingstone Ave Pymble, Peace Ave Pymble, Ward St Pymble and The Grove Roseville.
Operations	Cat 1 ($250k- 500k)	Open Space & Recreational	Sequoia Close - Playspace Upgrade	Wahroonga	M3 - Documentation	Dec-26	Design in progress. Construction targeted to commence by mid 2026
Operations	Cat 3 (.>$1m)	Sports fields	Norman Griffiths Oval Upgrade	West Pymble	M5 - Construction	Oct-26	Council resolved to proceed with a synthetic turf surface at Norman Griffiths Oval at the Extraordinary Meeting of Council on 11 September 2025. The completion of the design, review of REF and adjustment of the sewer main are being arranged for the procurement of a construction contractor.
Operations	Cat 3 (.>$1m)	Community Partnerships	St Ives Cultural and Environmental Education Centre	St Ives	M3 - Documentation	TBC	Project scope is currently being reassesed for a business case review.
Operations	Cat 1 ($250k- 500k)	Open Space & Recreational	Comenarra Oval Playspace Upgrade	Turramurra	M5 - Construction	Jul-26	The construction tender has been awarded with expected completion by mid 2026.
Operations	Cat 3 (>$1m)	Parks Development	Hassall Park – Stage 2 – Implementation of Masterplan	St Ives	M5 - Construction	Jun-26	The construction tender has been awarded with expected completion by mid 2026.
Operations	Cat 1 ($250k- 500k)	Open Space & Recreational	Mimosa Oval Playspace Upgrade	Turramurra	M4 - Procurement	Dec-26	Design is now complete. Procurement planning is underway. Construction targeted to commence by mid 2026
Operations	Cat 3 (.>$1m)	Open Space & Recreational	Wildflower Garden - District Playspace Upgrade	St Ives	M4 - Procurement	Jun-27	Design is now complete. Procurement planning is underway. Construction targeted to commence by late 2026
Operations	Cat 2 ($501k-$1m)	Open Space & Recreational	Roseville Park - Playspace Upgrade	Roseville	M3 - Documentation	Jun-27	The design is in progress, anticipated to be completed by financial year end. Construction is planned for FY27.

PROJECT STATUS REPORT: October – December 2025

Dept	Category	Program	Project Description	Suburb	Project Phase	Proposed Project Completion	Project Update Comments
Operations	Cat 2 ($501k-$1m)	Open Space & Recreational	Queen Elizabeth Reserve - Playground Upgrade	Lindfield	M3 - Documentation	Jun-27	The design is in progress, anticipated to be completed by financial year end. Construction is planned for FY27.
Operations	Cat 2 ($501k-$1m)	Open Space & Recreational	Charles Bean - Synthetic Field Replacement	Roseville	M3 - Documentation	Jun-27	Currently assessing the feedback received from the community engagement.
							CHART KEY
						Project Stage	
						M1 - Initiation	Project is passed to Operations to commence. There may be a lag time between M1 and M2 as the project is bought into the current program of works for teams within operations.
						M2 - Concept	Project is assigned to an appropriate office to begin site analysis, planning, undertake internal/external consultation tasks leading to the development of a finalised concept plan
						M3 -Documentation	Following approval of Concept plan which for most projects above $250,000 would include public exhibition the project is moved into the documentation phase. This phase includes additional internal consultation/external notification and the gathering of any applicable approvals required to undertake the works.
						M4 - Procurement	Project is handed to the projects delivery team to undertake the procurement of the works through Council's Minor Works Schedule, an RFQ process or via an open tender.
						M5 - Construction	Following appointment of a contractor works are scheduled for construction. The date supplied is the date the contract was awarded as opposed to the date works began on site. This stage is complete at handover back to the relevant Assets team within Council.
						M6 - Completed	The Project is then capitalised against new or upgraded assets and completed. There are usually still defects liability periods associated with projects still in place.

RFT6-2025 LIFT REPLACEMENT GORDON LIBRARY

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To consider the tenders received for RFT6-2025 Lift Replacement Gordon Library and to appoint the preferred tenderer.
BACKGROUND:	Council has approved the funding for the lift replacement at Gordon Library. An appointment of an external contractor is required to commence the construction. Tender documents were released through Tenderlink on 14 October 2025 and closed on 11 November 2025.
COMMENTS:	Council received five (5) tenders. The tenders were assessed using agreed criteria which identified the best value for money to Council. Council engaged a specialist consultant to participate in the evaluation process and provide commentary on their evaluation. The Tender Evaluation Committee is recommending to reject all tenders under Clause 178(1) of the Local Government Regulation 2021 and negotiate under Clause 178(3)(e) of the Regulation to ensure Council has secured the most suitable contractor at the best value for money.
RECOMMENDATION:	Based on the assessment undertaken, the Tender Evaluation Committee recommends the following: A. As a result of considering the tenders submitted for the proposed RFT6-2025 Lift replacement Gordon Library contract, and pursuant to Clause 178(1) of the Local Government (General) Regulation 2021 ("the Regulation"), Council declines to accept any of the tenders. B. Fresh tenders as referred to in clause 178(3)(b)-(d) of the Regulation not be invited due to the current condition of the lift and the received tenderers meeting Councils requirements. C. Pursuant to clause 178(3)(e) of the Regulation, the General Manager enter into negotiations with any person (whether or not the person was a tenderer) with a view to entering into a contract in relation to the subject matter of the tender in terms acceptable to Council's requirements.

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

PURPOSE OF REPORT

To consider the tenders received for RFT6-2025 Lift Replacement Gordon Library and to appoint the preferred tenderer.

BACKGROUND

Council has approved the funding for the lift replacement at Gordon Library.

As the cost of the works was estimated to be over $250,000, Tenders were called using Tenderlink in accordance with the tender requirements of the Local Government Act and Regulation 2021. Tender documents were released through Tenderlink on 14 October 2025 and closed on 11 November 2025.

COMMENTS

Council received five (5) tenders. The tenders were assessed using agreed criteria which identified the best value for money to Council. Council engaged a specialist consultant to participate in the evaluation process and provide commentary on their evaluation.

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

Attachments to this report are:

- Confidential Attachment A1 – List of tenders received
- Confidential Attachment A2 – Tender Evaluation Report and recommendation

The attachments are confidential in accordance with Section 10A (2)(d)(iii) of the Local Government Act as they are considered to contain commercial in confidence information.

INTEGRATED PLANNING AND REPORTING

Outcome 3: Infrastructure and assets support community needs

Community Strategic Plan	Term Achievement	Operational Plan Actions
A1: Strategically plan, manage and fund public infrastructure and assets to meet the needs of the community, defined levels of service and intergenerational equity.	A1.2 Assets are managed in accordance with asset management plans and agreed service standards.	A1.2.3 Plan, design and deliver projects and assets in line with Council's Project Management Framework to ensure best practice in project delivery.

GOVERNANCE MATTERS

Tender documents were prepared and released through Tenderlink 14 October 2025 and closed on the 11 November 2025. At the close of tender, five (5) tenders were received. All submissions were recorded in accordance with Council's tendering policy. A Tender Evaluation Committee was formed to assess the five (5) tenders received. The evaluation considered:

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

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

RISK MANAGEMENT

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

- That the design and construction be carried out by a contractor with the ability to provide a full range of services with suitably qualified staff.

- Risk Management, Environmental and WHS.

- That Council should not be exposed to financial risk - as part of the evaluation process, tenderers were assessed on providing all information and costs requested within the tender document. An independent Performance and Financial Assessment has been carried out on the preferred tenderer to ensure that they are trading responsibly and have the financial capacity to undertake the contract as detailed within the tender documents.

FINANCIAL CONSIDERATIONS

The lift replacement at Gordon Library will be funded through Council Infrastructure and Facilities Reserve general funds.

SOCIAL CONSIDERATIONS

On completion of the lift replacement at Gordon library, it will provide safe, reliable and compliant accessibility to the Gordon Library for the whole community.

ENVIRONMENTAL CONSIDERATIONS

There are no significant environmental impacts due to the works.

COMMUNITY CONSULTATION

Not applicable.

INTERNAL CONSULTATION

All relevant internal consultation has been undertaken.

SUMMARY

The Tender was released through Tenderlink on 14 October 2025 and closed on 11 November 2025. A Tender Evaluation Committee which included a specialist constancy firm assessed the submissions. Council received five (5) tenders. All tenders were recorded in accordance with Council's tendering policy.

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

RECOMMENDATION:

That:

A. As a result of considering the tenders submitted for the proposed RFT6-2025 Lift replacement Gordon Library contract, and pursuant to Clause 178(1) of the Local Government (General) Regulation 2021 ("the Regulation"), Council declines to accept any of the tenders.
B. Fresh tenders as referred to in clause 178(3)(b)-(d) of the Regulation not be invited due to the current condition of the lift and the received tenderers meeting Council's requirements.
C. Pursuant to clause 178(3)(e) of the Regulation, the General Manager enter into negotiations with any person (whether or not the person was a tenderer) with a view to entering into a contract in relation to the subject matter of the tender in terms acceptable to Council's requirements.
D. The Mayor and the General Manager be delegated authority to execute all documents on Council's behalf in relation to any contract formed as a result of the above.
E. The Seal of Council be affixed to all necessary documents.
F. All tenderers be advised of Council's decision in accordance with clause 178 of the Regulation.

Craig Roberts
Senior Project Manager

Attachments:

A1	List of tenders received	*Confidential*
A2	Tender Evaluation Report and recommendation	*Confidential*

NSW GOVERNMENT EXHIBITION OF THREE STRATEGIC PLANNING DOCUMENTS

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To inform Council of the public exhibition of the NSW Government's three strategic planning documents and outline Council's proposed approach to preparing a separate submission.
BACKGROUND:	The NSW Department of Planning, Housing and Infrastructure has placed on public exhibition three Strategic Planning documents: • A New Approach to Strategic Planning – discussion paper; • The draft Sydney Plan; and • A Statewide Policy for Industrial Lands. The public exhibition is open until 27 February 2026, with submissions invited directly by the NSW Government through its online consultation portal.
COMMENTS:	These are high-level strategic documents and do not directly amend planning controls. Council is reviewing the draft Plan to identify matters of strategic relevance to Ku-ring-gai. Due to the exhibition timeframe, a separate report presenting Council's proposed submission will be brought to Council closer to the meeting date. Where appropriate, Council will seek to align its submission with relevant regional advocacy, including submissions prepared through the Northern Sydney Regional Organisation of Councils (NSROC).
RECOMMENDATION: (Refer to the full Recommendation at the end of this report)	That Council notes the exhibition of the State Government's strategic planning documents and notes that Council's proposed submission will be reported to Council separately.

PURPOSE OF REPORT

To inform Council of the public exhibition of the NSW Government's three strategic planning documents and outline Council's proposed approach to preparing a separate submission.

The purpose of this report is to advise Council of the exhibition of the draft Sydney Plan, outline its strategic role within the NSW planning system, and describe Council's intended process for preparing a submission.

BACKGROUND

The NSW Department of Planning, Housing and Infrastructure has placed on public exhibition three Strategic Planning documents:

- A New Approach to Strategic Planning – discussion paper;
- The draft Sydney Plan; and
- A Statewide Policy for Industrial Lands.

These documents provide a long-term strategic framework intended to guide land use planning, housing, employment, infrastructure and environmental outcomes across Greater Sydney and NSW. Feedback is being sought directly by the NSW Government through the exhibition process via its website and online consultation portal.

This report advises Council and the community about the NSW Government's suite of three (3) strategic planning documents currently on exhibition. An additional report will follow which will include submissions on the documents with a recommendation for Council to endorse the submissions and submit them to the Department of Planning, Housing and Infrastructure (DPHI). The closing date for submissions is 27 February 2026.

COMMENTS

A New Approach to Strategic Planning – discussion paper

A New Approach to Strategic Planning: Discussion (Attachment A1) proposes a simpler, three-tiered (State, Region and Local) strategic land use planning framework and introduces 7 statewide priorities to guide land use planning across NSW.

The proposed new framework aims to:

- Reduce duplication across the strategic planning system;
- align housing, jobs and infrastructure planning;
- support councils with clearer guidance and direction; and
- make planning priorities and policies easier to navigate and implement.

The discussion paper outlines the role of a new State Land Use Plan, how the new structure will work, and what it means for communities, councils and industry. The ideas in the discussion paper form part of the NSW Government's attempt to establish a more streamlined strategic planning framework. The proposed changes to strategic planning are intended to be complementary to the statutory planning reforms enacted through the *Environmental Planning and Assessment*

(Planning System Reforms) Bill 2025. The statutory planning reforms focus on development assessment pathways and accelerated development delivery.

The Sydney Plan

The draft Sydney Plan (Attachment A2) is intended to replace the current Greater Sydney Region Plan and provide a long-term strategic framework for land use, infrastructure coordination, housing supply, employment growth, environmental protection and resilience across the Sydney metropolitan area.

The NSW Government is seeking feedback on the overall directions, priorities and implementation approach set out in the Plan from councils, industry, stakeholders and the broader community through the exhibition process.

The Plan is supported by a series of technical appendices covering matters such as public open space provision, the blue-green grid, industrial lands categorisation, flood planning principles, urban footprint policy guidance and the pipeline of State rezonings. These appendices are intended to inform future policy development and implementation rather than directly change statutory planning controls.

The Sydney Plan does not itself rezone land, amend Local Environmental Plans, or authorise development. Rather, it establishes strategic directions that may influence future State and local planning decisions. The Sydney Plan is a high-level strategic document that sets broad policy directions for Sydney over the long term. While it has no immediate statutory effect, it is likely to inform future State policies, programs and planning decisions that may affect Ku-ring-gai over time.

The NSW Government's exhibition material explains that the Sydney Plan is intended to guide future planning and investment decisions, rather than introduce immediate changes to local planning controls. The exhibition invites feedback on the Plan's overall strategic directions, priorities and proposed implementation framework.

A Statewide Policy for Industrial Lands

The draft Statewide Policy for Industrial Lands (Attachment A3) outlines how industrial lands will be planned, managed, and categorised in NSW. It seeks to make a more equitable and consistent approach to strategic planning for industrial lands across the state.

The NSW Government released the Industrial Lands Action Plan in January 2025. Action 1 was to deliver a statewide policy for industrial lands. The draft policy responds to feedback from industry, councils, and stakeholders and is intended to:

- Establish a consistent, evidence-based framework for planning and protecting industrial lands across NSW;
- introduce a framework for industrial lands to be categorised as state, regionally and locally significant industrial lands based on their spatial contribution to economic activity and their significance in a network of industrial lands; and
- support better planning for new and intensified industrial areas.

The draft policy includes two technical notes providing practical guidance for implementation of the policy.

The draft Sydney Plan demonstrates how the policy will be applied through strategic planning.

Council Submission

Council officers are currently reviewing the suite of three (3) strategic planning documents supporting appendices to identify matters of strategic relevance to Council, including alignment with Council's adopted strategies, local character, environmental values, infrastructure capacity and governance arrangements.

Council officers are also engaging at a regional level and, where appropriate, will seek to align Council's submission with matters raised through the Northern Sydney Regional Organisation of Councils (NSROC). This approach is intended to support consistent regional advocacy on strategic planning issues of shared interest, while maintaining Council's ability to raise Ku-ring-gai–specific matters where relevant.

Given the exhibition timeframe, it is proposed that Council's detailed submission be presented in a separate report to Council closer to the meeting date. That report will focus on strategic issues relevant to Council's role and responsibilities.

INTEGRATED PLANNING AND REPORTING

Outcome 2: Sustainable urban growth and change

Community Strategic Plan Strategy	Delivery Program Term Achievement	Operational Plan Action
Our vision is for a thriving and connected community where we balance growth and change with the protection of our natural environment and heritage and work together to ensure a vibrant and inclusive future	Outcome 2: Sustainable urban growth and change Ku-ring-gai is a thriving community of safe and well-planned neighbourhoods. We are continuing to deliver diverse housing options, while balancing suburban growth with the preservation of our unique character, open spaces and heritage	U2 – Ensure land use strategies, plans and processes are in place to protect existing character and effectively manage growth and change

GOVERNANCE MATTERS

The three NSW Government strategic documents have been prepared under State planning frameworks. Council's role is advisory only through the submission process. Any future statutory changes arising from the plans would be subject to separate processes, approvals and, where required, further Council consideration.

RISK IMPLICATION STATEMENT

This report is low risk in nature. It does not commit Council to any statutory or financial obligations and does not endorse the proposed strategic planning framework. The primary risk relates to

ensuring Council is informed of State strategic planning directions and responds appropriately within the exhibition timeframe.

FINANCIAL CONSIDERATIONS

There are no direct financial implications arising from this report. The preparation of a submission will be undertaken within existing staff resources.

SOCIAL CONSIDERATIONS

The proposed strategic planning framework seeks to address long-term housing, employment and liveability outcomes across Sydney and NSW. Community members have the opportunity to provide direct input through the exhibition process by making individual submissions to the NSW Government.

ENVIRONMENTAL CONSIDERATIONS

The draft Sydney Plan includes high-level directions relating to environmental protection, biodiversity, climate resilience and the blue-green grid. This report does not assess environmental impacts or propose any changes to environmental controls.

COMMUNITY CONSULTATION

The NSW Government has placed the draft proposed strategic planning framework on public exhibition and is seeking submissions directly from councils, stakeholders and the community via its online consultation platform.

INTERNAL CONSULTATION

This report has been prepared in consultation with relevant staff within the Strategy and Environment and Urban Planning teams, and with awareness of parallel work being undertaken through the Northern Sydney Regional Organisation of Councils (NSROC).

SUMMARY

The NSW Department of Planning, Housing and Infrastructure has placed on public exhibition three Strategic Planning documents:

- A New Approach to Strategic Planning – discussion paper;
- The draft Sydney Plan; and
- A Statewide Policy for Industrial Lands.

These documents provide a long-term strategic framework intended to guide land use planning, housing, employment, infrastructure and environmental outcomes across Greater Sydney and NSW.

This report informs Council of the exhibition, outlines Council's proposed approach to preparing a submission, encourages community members to participate directly in the State's consultation process, and notes Council's intention to align with relevant regional advocacy where appropriate.

Information about the exhibition, including how to make a submission, is available on the NSW Government's Sydney Plan exhibition webpage. A further report presenting Council's proposed submission will be brought to Council closer to the meeting date.

Submissions to the draft Sydney Plan close on 27 February 2026 and are to be made directly to the NSW Government.

RECOMMENDATION:

That Council:

A. Notes the public exhibition of the NSW Government's three strategic planning documents; and

B. Notes that a further report outlining Council's proposed submission will be presented to Council closer to the February Ordinary Meeting of Council.

Craige Wyse
Team Leader Urban Planning

Philippa Hayes
Strategic Planner Heritage

Antony Fabbro
Manager Urban & Heritage Planning

Jacob Sife
Acting Director Strategy & Environment

Attachments:

A1⇩	New Approach to Strategic Planning - Discussion Paper	2026/015638
A2⇩	The draft Sydney Plan	2026/015639
A3⇩	Draft Statewide Policy for Industrial Lands	2026/015632

Department of Planning,
Housing and Infrastructure

NSW GOVERNMENT

A new approach to strategic planning

Discussion Paper

December 2025

Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

Published by the NSW Department of Planning, Housing and Infrastructure

dphi.nsw.gov.au

A new approach to strategic planning
Discussion Paper

First published: December 2025

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Image on front cover: Bellingen River, Fernmount.
Credit: Destination NSW.
Image on this page: Kengal Aboriginal Place.
Credit: Destination NSW.
Artwork (left) by Kyara Fernando .

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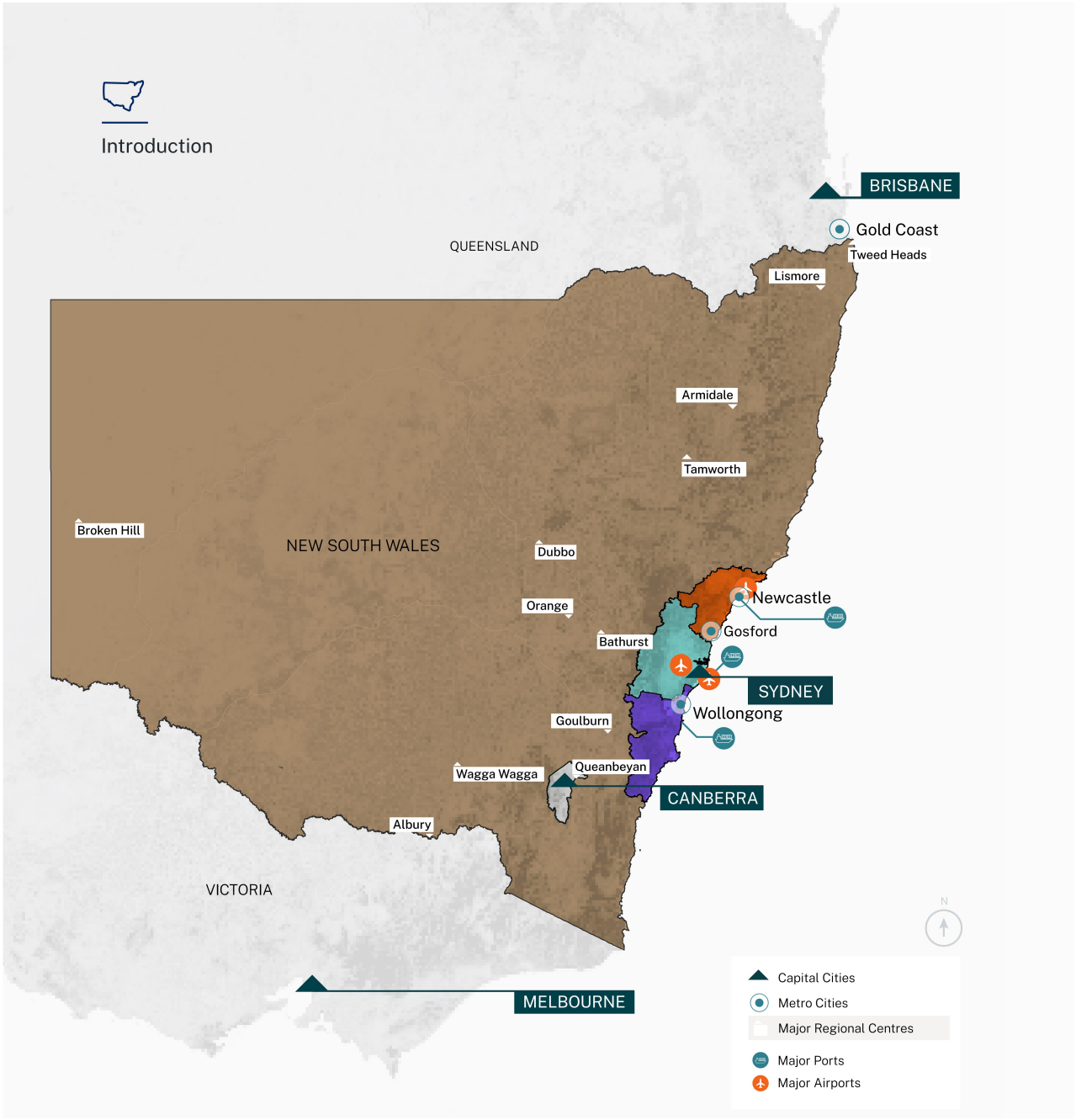


Proposed Strategic Region Plans

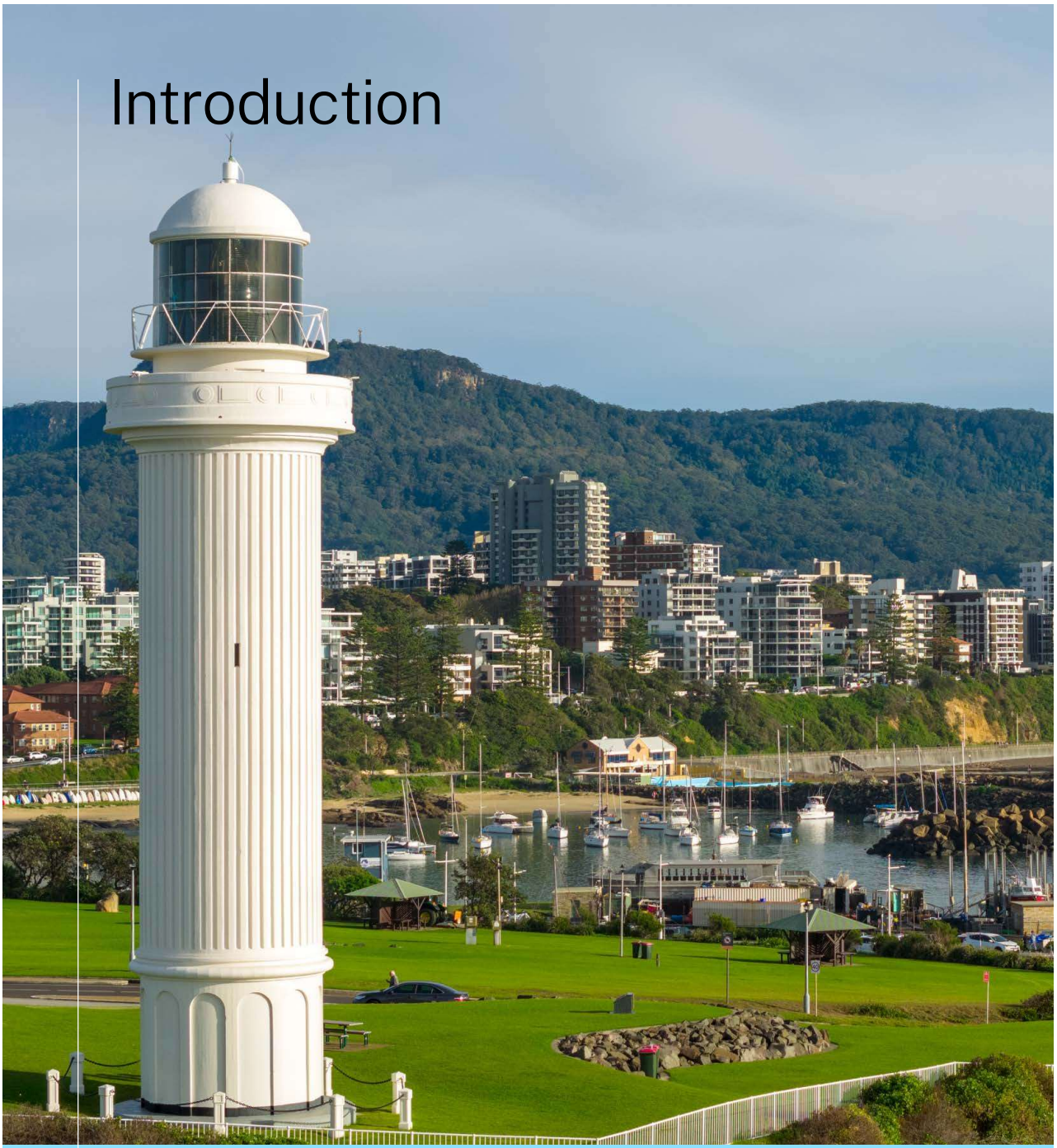
1 Greater Sydney

2 Lower Hunter and Central Coast

3 Illawarra Shoalhaven

4 Regional NSW

Introduction

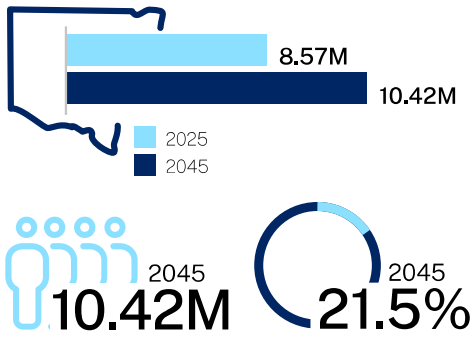


01

Introduction

The places and landscapes where we live, work and spend time shape our lives. Strategic land use planning guides how these places grow, change and are protected. It is the foundation for how governments influence the shape of communities, determining where homes are built, where jobs are located, and how services and infrastructure connect across the State. Forecasts tell us that NSW will be home to over 10 million people by 2045 – this is approximately 1.84 million more people than today.

Population Growth



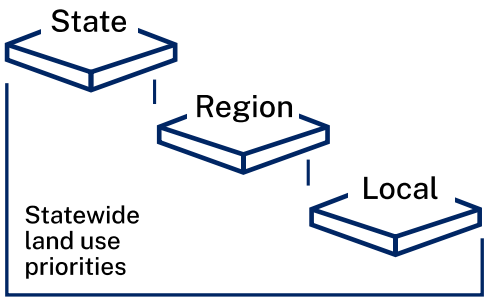
Strategic land use planning aims to make sure everyone has the best opportunity to thrive as the population grows. We need a strategic land use planning framework that sets out a clear plan for growth and can respond effectively to meet infrastructure needs, address environmental challenges and capitalise on emerging economic opportunities.

While NSW has a proud history of planning leadership, our current framework has become fragmented and complex. There are multiple layers of state, district, regional, local and place-based plans. This is difficult to navigate, and it means that the new homes and workplaces we need for a growing population take longer to get to market. There is also a disconnect between the building of new homes or employment areas and infrastructure investment, planning and provision.

This discussion paper proposes a strategic land use planning framework that can help NSW to thrive in the context of this exciting yet challenging future.

At the core of the proposed framework is a straightforward, three-tiered structure underpinned by clear statewide land use priorities for all strategic planning.

Three-tiered structure



We invite feedback about these ideas, particularly around the statewide land use priorities.

Getting the framework right will make sure communities across NSW share the benefits. The framework will shape the way each community experiences life in NSW - where and how people live, work, travel and connect. It will support the delivery of better outcomes in terms of housing affordability, economic resilience and environmental sustainability.

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Purpose of the discussion paper

02

Purpose of the discussion paper

The purpose of this paper is to seek feedback on proposals to improve the strategic land use planning framework so it is clearer, simpler and more effective.

The Government is proposing a three-tier structure — State, Region and Local — with a new State Land Use Plan that would set seven statewide land use priorities to guide planning at every level. Feedback is sought on how these elements should operate in practice, including how priorities cascade through regional and local plans, how roles are defined, how delivery is strengthened through local plans, and other opportunities to simplify the framework. This work complements — but is distinct from — broader reforms to the NSW planning system.

The proposed framework includes:

01

Three tiers – State, Region, Local

A single framework to replace overlapping layers.

02

State Land Use Plan with seven priorities

Priorities that set statewide direction and cascade through regional and local planning.

03

Cascading priorities

Ways the priorities could shape regional strategies and local planning instruments.

04

Roles and responsibilities

State: sets priorities and policy direction

Region: translates state direction into spatial strategies and sequencing

Local: delivers outcomes on the ground through zoning, housing, infrastructure and local plans.

05

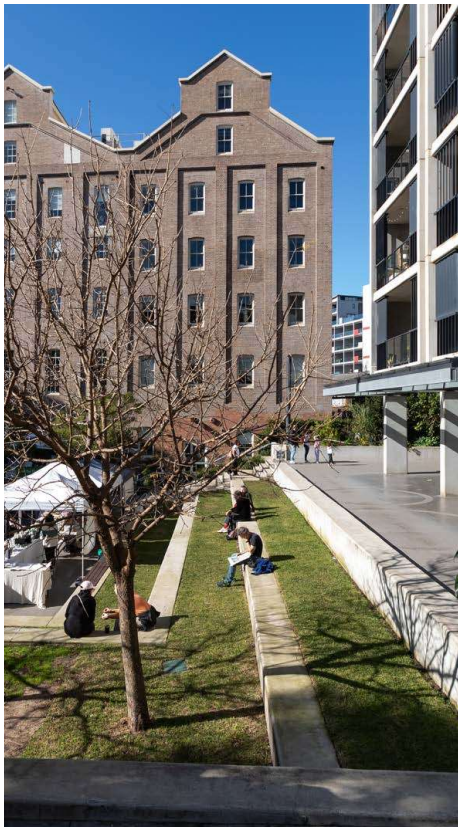
Delivery through local plans

Strengthening the role of local plans as the key tool for delivering housing, jobs, infrastructure and resilience.

06

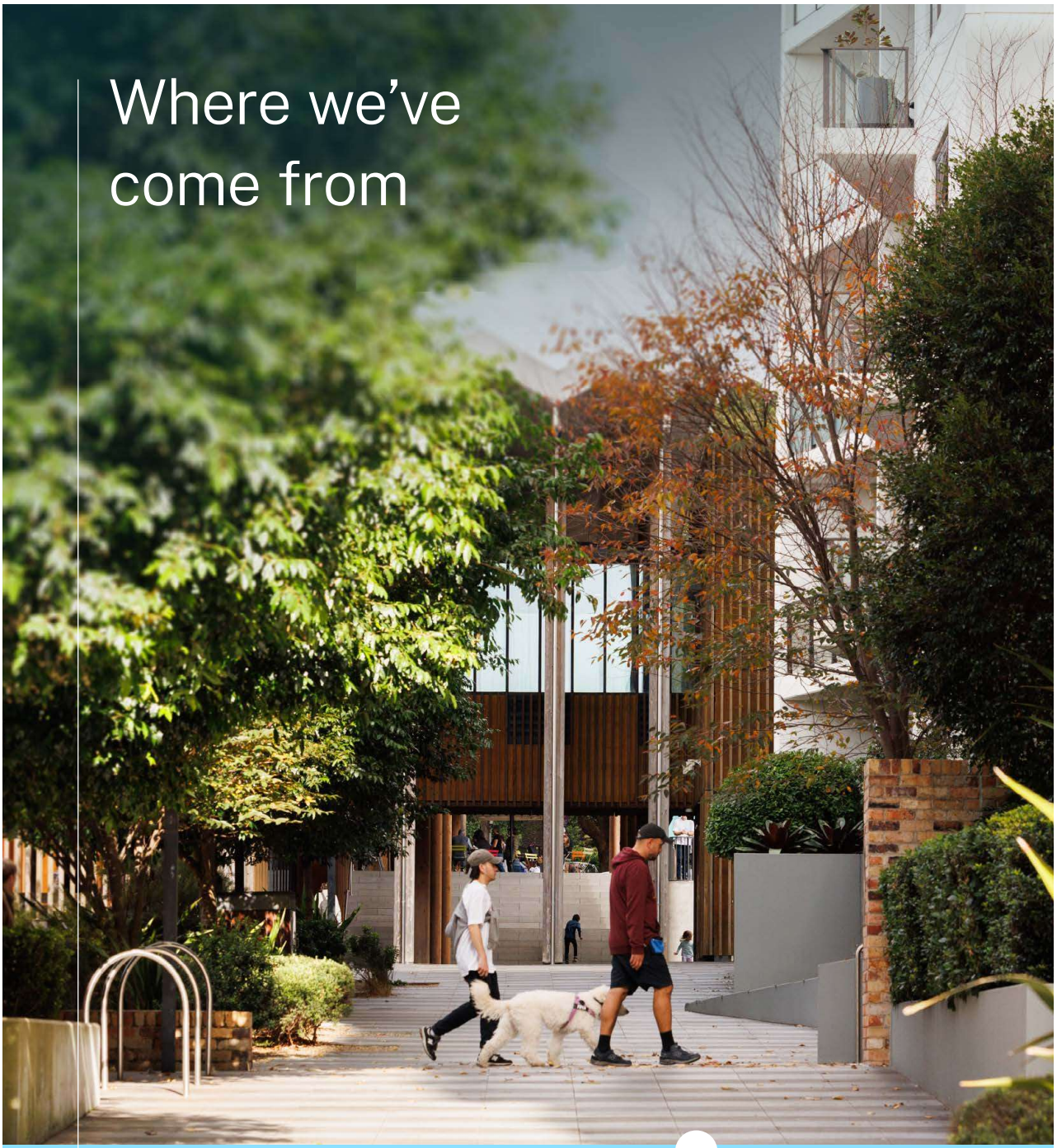
Future updates to the framework

Opportunities to further simplify and align the strategic planning framework.



Feedback is sought on whether this structure, and the way it is proposed to operate, provides an effective basis for guiding strategic land use planning across NSW.

Where we've come from



03

Where we've come from

Strategic land use planning in NSW must evolve to respond to growth pressures, infrastructure needs and changing community expectations, whether this is in cities or regional areas.

Over the past 70 years, NSW has developed a strong and evolving planning legacy, from city-shaping initiatives in Sydney to regionally driven strategies that reflect local needs and opportunities. The timeline on the next page charts how these approaches have evolved over time, marking key shifts in policy, governance and delivery, and showing how they have helped guide growth, infrastructure investment and economic development across the State.

Strategic land use planning for metropolitan and regional NSW has been critical to some major growth and infrastructure investment, such as:

01 North West Metro and South West Rail Link

02 urban renewal in Newcastle and Parramatta

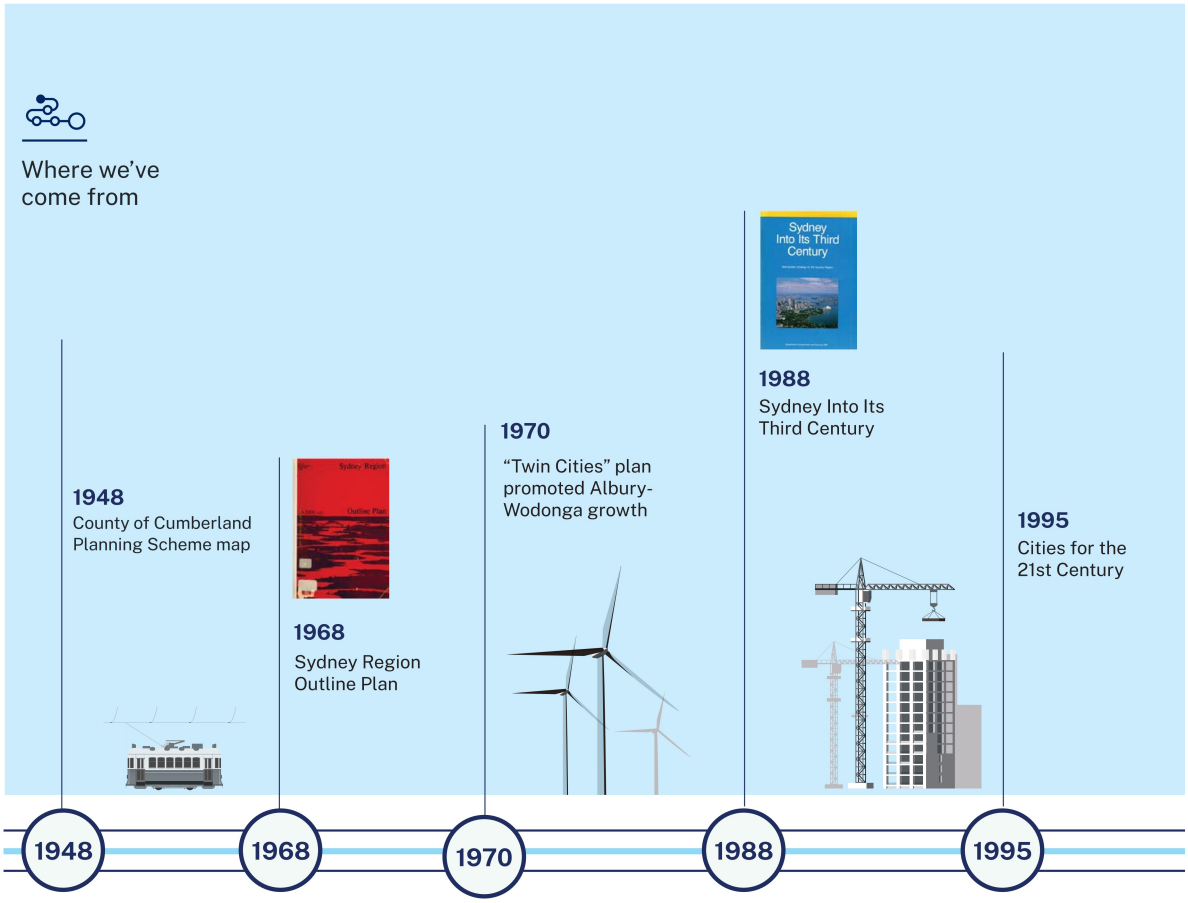
03 precinct-based planning and rezoning in centres like Coffs Harbour, Wagga Wagga and Tamworth

04 planning for Western Sydney International Airport and Aerotropolis

05 strengthening regional economic precincts linked to health, education, and logistics

Looking ahead, the proposed approach builds on this foundation to shape a more consistent, coordinated and future-ready strategic planning system.

Where we've come from



Many of the early plans centred on Sydney. The 1948 Cumberland County Plan was Australia's first attempt at metropolitan-wide planning. It introduced zoning and a green belt around Sydney.

Around the same time, regional initiatives emerged. This included the Illawarra Planning Authority, which created the Illawarra Planning Scheme in the late 1950s and early 1960s to guide growth across Greater Wollongong and the broader Illawarra region.

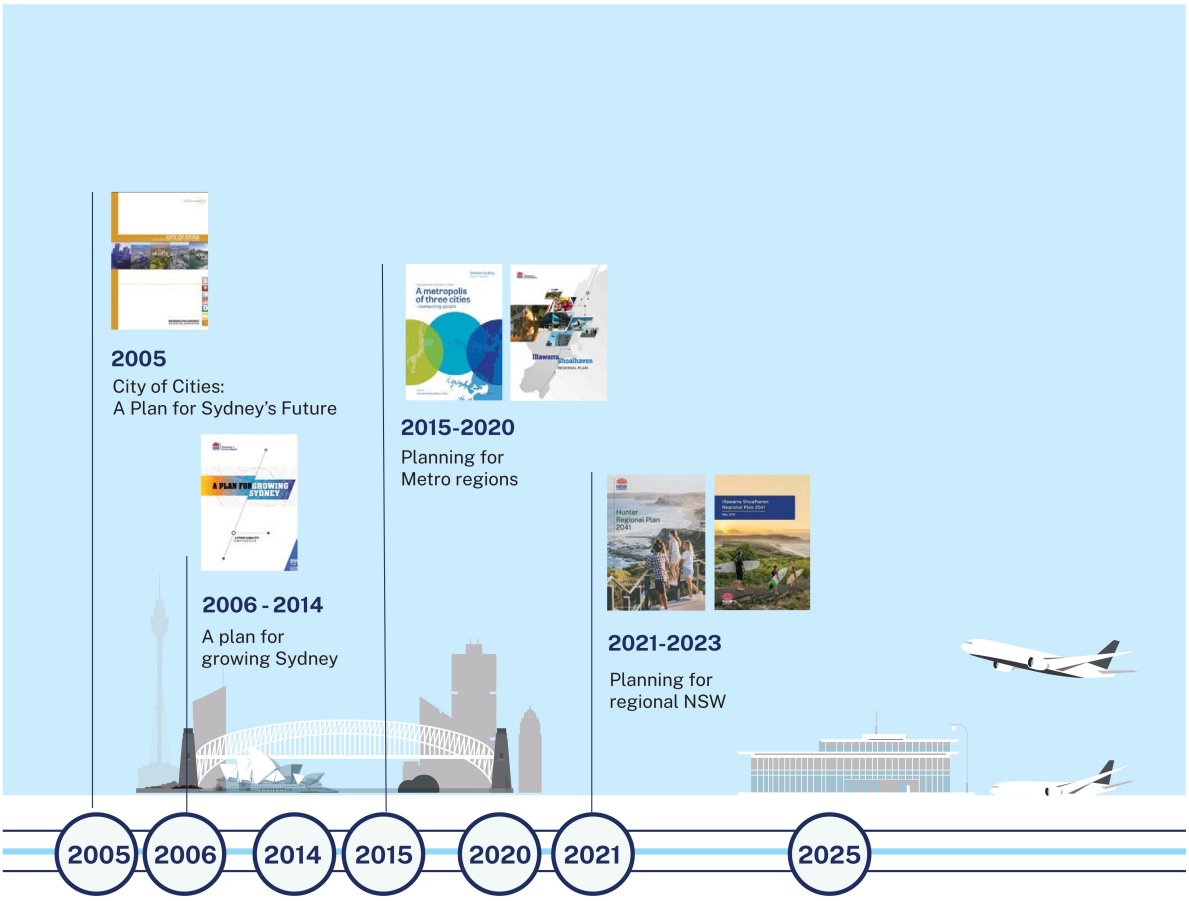
From the 1960 to 1980s, state strategic planning reflected broader geographic ambitions:

- The 1968 Sydney Region Outline Plan introduced growth corridors tied to infrastructure and focused the city's connection towards the Central Coast.
- The 1970s Twin Cities initiative combined NSW and Australian government aspirations for Albury-Wodonga. It was designed to relieve pressure on capital cities and stimulate inland regional development.

- In 1988, Sydney into its Third Century focused on infill development – development in existing suburbs or built-up areas and higher urban density
- Strategic government decisions have relocated public sector functions to regional cities such as Dubbo and Orange, supporting these places as administrative and economic hubs.

Since the late 1990s, there's been a more consistent approach to regional strategic planning:

- Early efforts such as Cities for the 21st Century (1995) promoted compact urban growth and laid the foundation for metropolitan and regional coordination.



- From 2006 to 2014, the NSW Government released the first regional strategies that used a consistent approach to guide planning for different land uses, housing and infrastructure across regions such as the Far North Coast, Lower Hunter, and South Coast.
- From 2015 to 2020, regional plans included some consideration of broader priorities and began exploring links with infrastructure and economic development strategies. For example, the Hunter Regional Plan 2036 and Illawarra-Shoalhaven Region Plan 2041 began aligning growth pressures with new housing and job demand and investment in transport and health infrastructure.

Since 2021, planning approaches have continued to evolve, with an emerging focus on improving delivery and adaptability, and working toward better alignment with the State Infrastructure Strategy and broader government priorities. This has involved increased cross-government input, more effective use of data, a shift toward flexible, more easily updated plans, and greater support for local implementation.

This paper is proposing a new generation of strategic plans, focused around clear state priorities which set a consistent strategic direction across the State.

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The framework today

04

The framework today

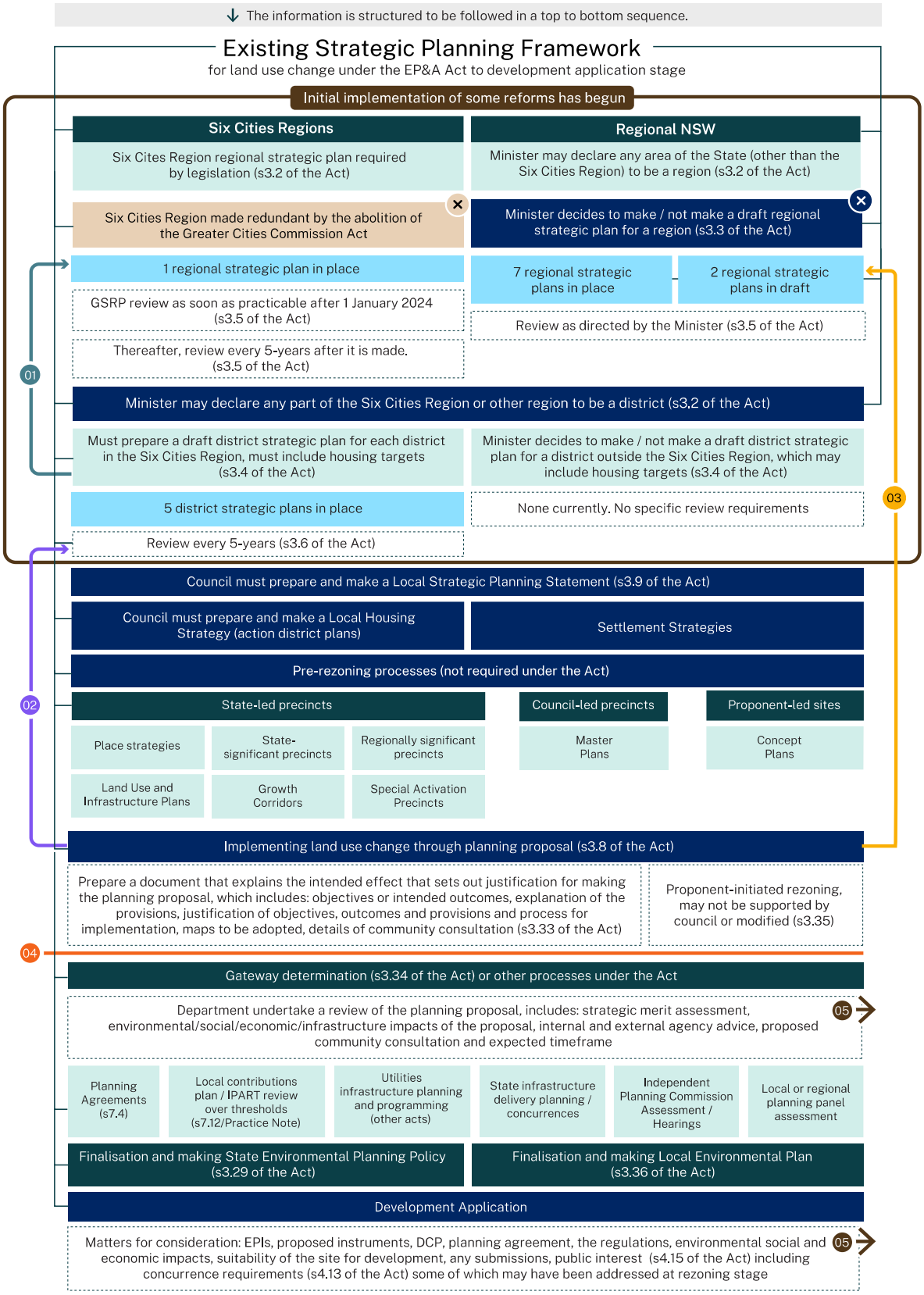
The existing strategic land use planning framework that is in place today offers a solid platform for change.

Strengths

- All councils in NSW have Local Strategic Planning Statements (LSPS), embedding a forward-looking structure and local vision to guide land use decisions.
- Planning for new homes and workplace growth is now more closely aligned with infrastructure investment.
- State-led precinct planning has helped accelerate progress in some critical growth areas.

Challenges

- The framework is more complex than ever. In response to emerging issues or perceived gaps, new plans and strategies have been layered over existing ones. This has resulted in overlapping objectives and challenges for coordination.
- Legacy subregional and city plans, such as the Greater Newcastle Metropolitan Plan and action plans for parts of the North Coast, remain in effect alongside region plans. This contributes to duplication and confusion.

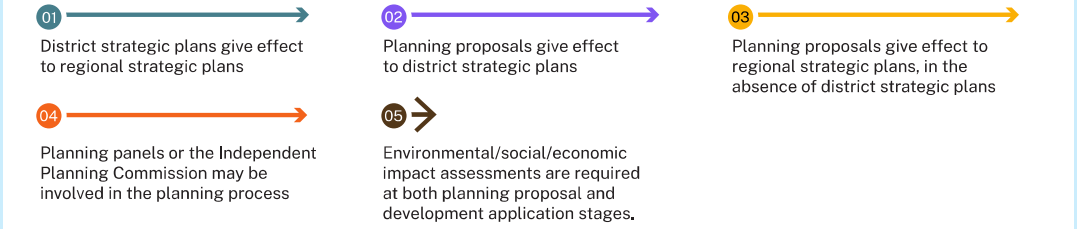


16

Flow diagram demonstrating system complexity

The framework today

Existing framework legend



Refer to page 16

The current strategic land use planning framework is fragmented and duplicative, making timely and effective implementation difficult. It currently includes:

- 10 regional plans
- 5 district plans in Sydney
- more than 179 Local Environmental Plans (LEPs)
- 128 Local Strategic Planning Statements (LSPSs)
- hundreds of local housing, economic, resilience and place strategies
- more than 30 state-led place strategies
- 14 State Environmental Planning Policies (SEPPs)
- more than 500 Development Control Plans (DCPs)
- numerous contributions plans, planning proposals and strategies.

What does this mean?

- Duplication: Many councils have overlapping strategies that cover similar content (for example, housing and employment), developed separately from regional plans.
- Inconsistency: Different policy settings and metrics can lead to uncertainty and poor decisions.
- Fragmentation: Responsibilities are split across levels of government and varying NSW Government agencies.
- Inequity: The framework applies inconsistent layers e.g., Sydney has district plans, while other areas lack equivalent support. Some Councils also lack the resources to prepare plans and support to implement them.
- Inflexibility: Strategic land use plans are often static, making it difficult to respond to major infrastructure decisions or rapid population changes.
- Disconnect: Strategic land use planning does not consistently align with infrastructure delivery, leading to delays or missed opportunities.

This complexity makes it harder for each level of government to make timely, coordinated land use decisions.

While the building blocks are in place, delivering results requires a simpler, better integrated approach, one that offers consistency and accountability across NSW, while enabling local responses.

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Why we need change

05

Why we need change

The strategic planning framework approach will build on strong foundations while addressing the systemic barriers to the delivery of more effective, coordinated land use planning outcomes.

- LSPSs provide a consistent base for local vision and decision-making. As one example, the Wagga Wagga LSPS clearly links housing growth to infrastructure staging, with broad support from the community and council. Similar approaches are evident in a number of other council areas.
- NSW Government-led precinct planning is achieving the right results. In Greater Parramatta and the Western Sydney Aerotropolis, for example, there is alignment of land use, transport and economic priorities to support large-scale rezoning.
- Our key legislation – the Environmental Planning and Assessment Act 1979 (EP&A Act) provides a sound legislative basis for strategic land use planning.

Despite these strengths, structural issues limit effectiveness:

- Plans are often developed with limited coordination across levels of government and between neighbouring councils.
- Overlapping strategies create confusion and inefficiency.
- Weak links to infrastructure provision reduce certainty. Planning decisions are not consistently informed by system-wide tools like the Urban Development Program. Evaluating the success of regional plans, such as those for the Hunter and Illawarra regions, has identified gaps between land use intent and infrastructure coordination.
- Gaps in data and inconsistent measures limit accountability.

These challenges require better coordination that can only be addressed by a genuinely integrated framework. Our reviews and early consultation confirm a shared view: while the framework is ambitious, the scale and complexity of strategic land use planning is outpacing the capacity to effectively coordinate, prioritise and achieve an integrated strategic land use framework.

- Regional councils reported difficulty aligning local plans with infrastructure programs due to limited data and support. This can delay rezoning and infrastructure provision.
- In some metropolitan areas, overlapping strategies such as precinct plans, transport corridor protections and local infrastructure delivery programs create confusion about infrastructure sequencing. This can lead to delays in land release and investment decisions.
- Evolving infrastructure proposals and multiple layers of planning can also slow precinct development and defer housing and investment outcomes across metropolitan areas.
- In some high-growth regional areas, strong housing demand is testing current planning settings. This contributes to uncertainty for decision-makers and investors and can place additional pressure on housing supply.

Consultation and reviews highlight both strengths and issues in the strategic land planning framework, providing the chance to redesign it for clearer, more effective outcomes.

The approach introduces a new, statewide plan – the State Land Use Plan. This plan, and related improvements, will shift us from a fragmented, document-heavy framework to one that is more focused on the priorities of the state, while being better integrated and designed to achieve real-world outcomes like housing delivery, infrastructure coordination, and resilience.

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Why we
need change

What we've heard

Five common themes have come through from speaking with stakeholders.

Challenge	Response	Benefit
Strategic plans cover too many non-land use matters	Introduce a State Land Use Plan to define land use priorities. Require region plans to map out State priorities at a regional scale, and local plans to reflect local vision while delivering on those priorities, removing duplicative or unnecessary content.	Greater clarity and discipline; councils and agencies focus on relevant priorities.
Inconsistent land use policy positions and methods to balance competing priorities	Introduce land use change policy positions in the State Land Use Plan; require infrastructure input to make sure land use decisions are aligned with service capacity and delivery.	Improved decision-making and investment certainty for industry and government.
Uncertainty about development timing and infrastructure sequencing	Require region plans to program and prioritise appropriate land use outcomes, with formal infrastructure agency input. Support more flexible, staged updates to region plans in response to changing conditions.	More timely rezonings and infrastructure investment; increased confidence for councils and developers.
Inconsistent data and lack of transparency in the methodology for housing and employment provision	Use region plans to establish guidance for major land use needs. Implement a consistent data platform to support planning and benchmarking.	More reliable planning; better monitoring and consistent outcomes across NSW.
Strategic plans are static and disconnected from implementation	Enable modular updates so plans can be adjusted in parts without full rewrites. Use clear triggers such as infrastructure changes or population shifts to keep plans aligned with land use outcomes. Strengthen support for councils to deliver local priorities.	Plans stay relevant and up-to-date enabling more resources directed to implementation than making plans.

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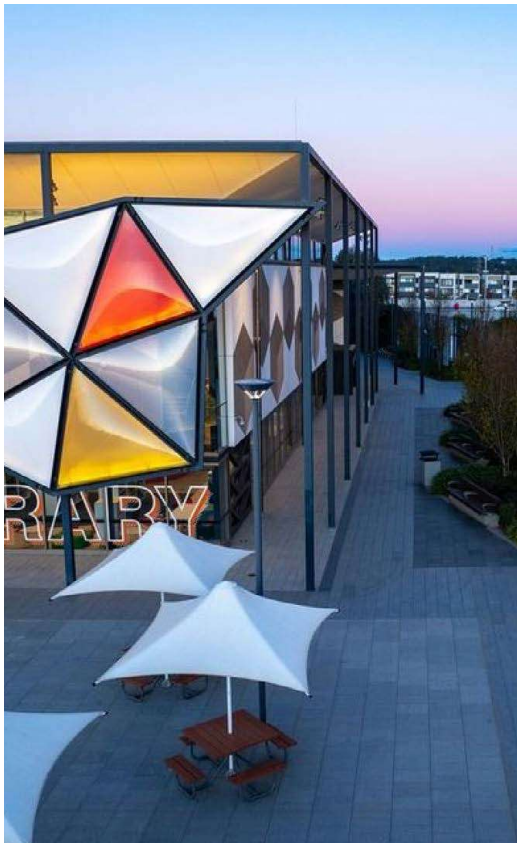
Why we
need change

The opportunity for change

This is a clear opportunity to streamline and unify the strategic land use planning framework so that every plan, strategy and decision supports a common purpose.

A unified system, backed by consistent data, shared priorities and clear responsibilities, will provide greater certainty in delivering land use outcomes.

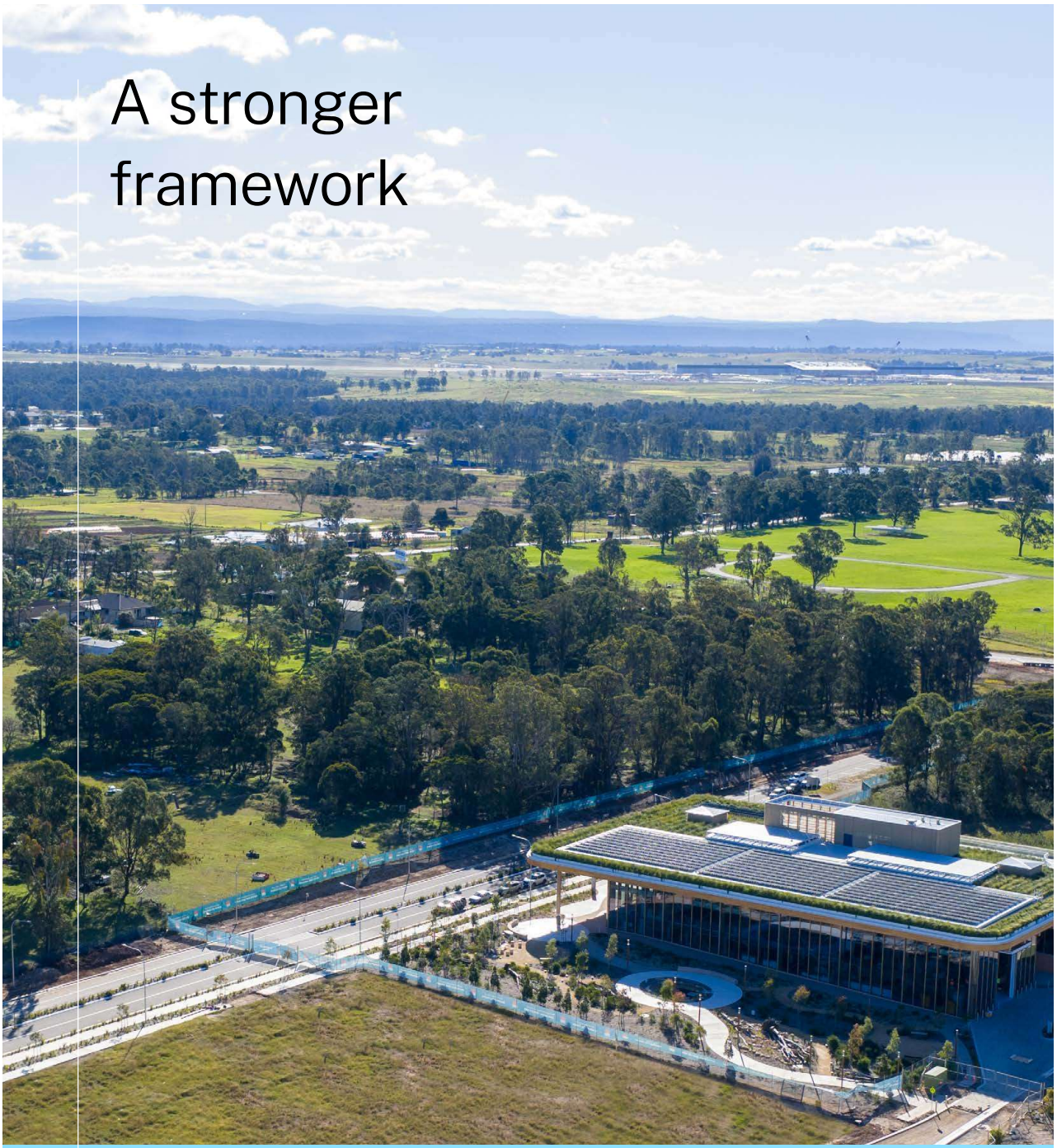
Streamlining will reduce duplication, speed up rezonings, and provide greater certainty for infrastructure delivery and housing supply. This is a chance to move from fragmented ambition to coordinated implementation, enhancing the planning system's ability to more effectively support jobs, infrastructure, resilience and liveability in communities across NSW.



Feedback

- What barriers do you encounter in the current framework?
- How could the State Land Use Plan shape or support local planning and decision-making?
- What would make region plans more useful in driving action and tracking whether outcomes are achieved?

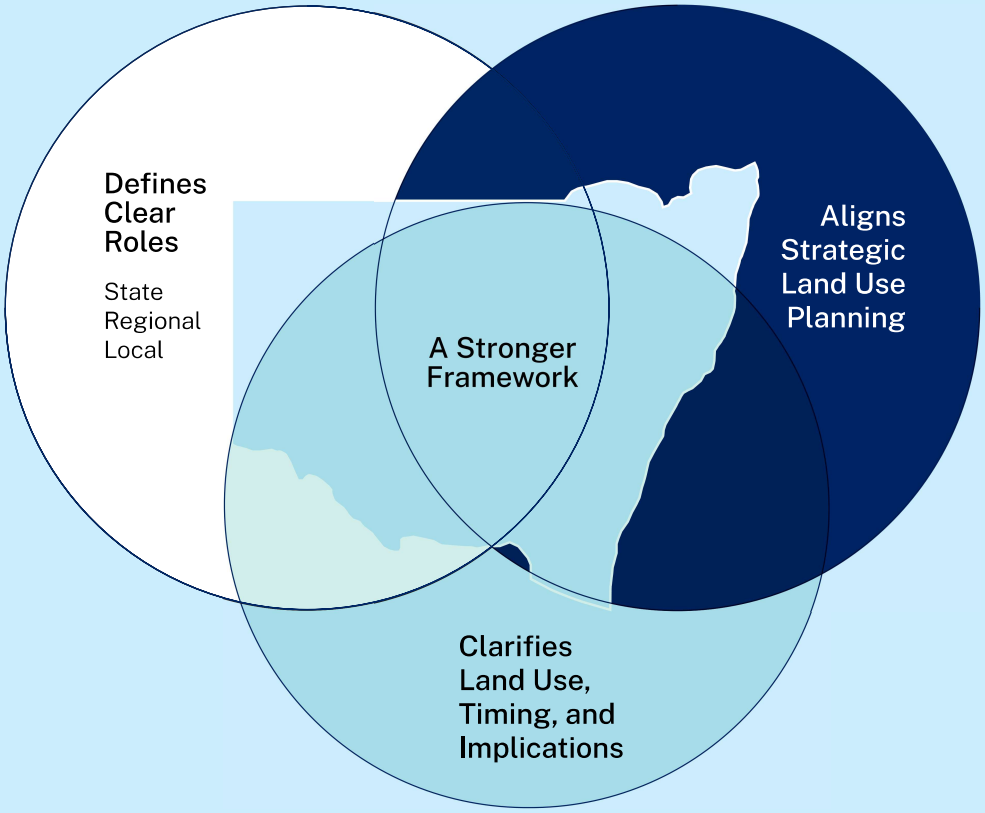
A stronger framework



06

A stronger framework

To resolve current system complexity and build a consistent approach to land use planning and decision-making across NSW, the proposal introduces a simpler and more integrated strategic land use planning framework built around three tiers to achieve the vision for a stronger framework.



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A stronger framework

A three tier framework

Local implementation

- Local implementation tools include precinct plans, master plans, LEPs, DCPs and infrastructure contributions plans. These are often developed to support or as a result of rezonings. They translate strategic intent into local outcomes, particularly when a council is leading the planning.
- Strategic planning at the local level will play a central role in guiding how planning mechanisms can be used to respond to regional directions and State priorities. The work behind existing strategies—such as endorsed local housing strategies and other council-adopted plans—will continue to inform LSPSs and planning proposals as part of the evidence base.

The framework will:

- clarify how this supporting work relates to State and regional priorities
- remove duplication by consolidating fragmented local strategies
- consider the future role of existing layers, recognising the increasing maturity of local strategic planning
- be consistent across metropolitan and regional NSW.

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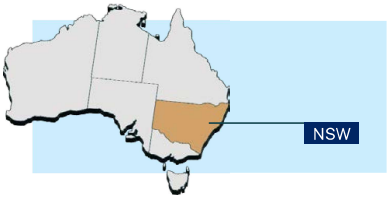
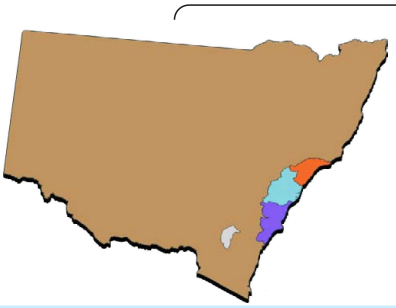
A stronger framework



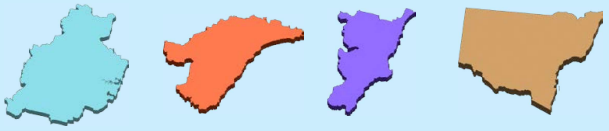


State Land Use Plan

What: Sets overall direction and priorities (housing, jobs, resilience).

Purpose: Guides planning and land use changes.

Key Points: Guides regional directions and local visions.



Sydney

Lower Hunter & Central Coast

Illawarra–Shoalhaven

The former regions listed below will be replaced by a single integrated region plan

- Riverina Murray
- North Coast
- Upper Hunter
- Central West & Orana
- New England North West
- South East Tablelands
- Far West

Region Plans

What: Provides local spatial direction (where and when to grow).

Purpose: Translates State priorities into regional strategies.

Key Points: Specific guidance for local areas; aligns growth with infrastructure.

33 LGAs

6 LGAs

5 LGAs

84 LGAs

Local Strategic Planning

What: Outlines local implementation of regional directions.

Purpose: Connects State and regional plans to local actions.

Key Points: Councils' blueprint for applying state and region plans and integrating local vision.

A stronger framework

Roles and responsibilities

Planning documents developed under each tier have clearly defined purposes. This will integrate planning and allow for implementation to be easily monitored.

State Land Use Plan: defines the overarching direction.

It sets out *What must happen and why by:*

- establishing statewide planning priorities in areas such as housing, jobs and resilience
- providing clear land use change policy positions to guide rezoning and investment
- embedding statutory mechanisms and system directions for coordination
- ensuring the State Government is accountable for setting direction and enabling delivery.

Region Plans: provide spatial direction and sequencing.

They identify *Where and when growth should occur, including new homes, jobs and infrastructure, by:*

- converting State priorities into regional land use responses and actions for State and local governments.
- guiding the sequencing of development and infrastructure delivery within precincts, by aligning growth with infrastructure provision
- supporting accountability across State agencies and delivery partners.

Local strategic planning: outlines how broader priorities are reflected in local planning frameworks.

They describe *How the plan will be delivered in each local government area by*:

- setting out how councils will implement State and regional directions in their local context
- streamlining strategic content and outlining local strategic planning vision and aspirations
- holding councils accountable for zoning, local planning and other planning decisions, ensuring they align with regional sequencing and infrastructure coordination.

Key changes

- Simplifying the planning system to reduce duplication, by clarifying the role of existing planning layers. With LSPSs now embedded across NSW, regional direction can be more directly translated into local priorities.
- Improving integration and alignment of local strategic planning. This will support clearer links to regional and State priorities, reduce duplication, and provide a stronger foundation for local land use decisions.
- Clarifying responsibilities across all tiers reduces delays and improves implementation. Clear roles at State, regional and local levels support more coordinated and accountable delivery.
- The Department is concurrently undertaking a review with councils on the current LSPS framework and how it can be updated to make sure it meets the requirements of the new strategic planning framework and councils local planning needs.

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This map is for illustrative purposes only.

1 Housing Growth Areas

2 Major Roads & Highways

Renewable Energy Zones (REZ)

3 Railway

4 Inland Rail

5 New England REZ

6 Central-West Orana REZ

7 Hunter-Central Coast REZ

8 South West REZ

9 Illawarra REZ

A stronger framework

Redefining regional NSW

Regional NSW is being redefined as a single, interconnected region encompassing 84 Local Government Areas (LGAs). This new structure will replace the current planning regions — including the Central West, Far West, Riverina Murray, North Coast, New England North West, and parts of the South East and Tablelands and the Hunter — with one unified regional framework with existing region plans remaining in effect until a new plan for regional NSW is made by ministerial order. This creates the opportunity to develop a single region plan that better reflects the interconnected nature of the landscape and supports more strategic, coordinated planning and investment.

Rather than relying solely on administrative boundaries, this approach recognises the diversity of communities, geographies and natural systems that shape regional NSW — including subregions, regional cities, water catchments and bioregions. A single region plan can integrate these elements to support responses that reflect local conditions while delivering consistency across the region, ensuring that the unique characteristics of each area are acknowledged within a broader strategic vision.

A connected but diverse landscape

Growth in regional NSW is shaped by diverse economic drivers — mining in the Hunter and Far West, tourism along the coast and inland destinations, and agriculture from New England to the Murray. Emerging opportunities such as Renewable Energy Zones in Central West Orana and New England, and freight-led growth from Inland Rail in towns like Parkes, Narrabri, and Wagga Wagga, are reshaping housing and infrastructure needs.

A single region plan enables these varied drivers to be considered in a coordinated way, ensuring infrastructure, housing, and services are aligned with economic opportunities across the region. It also allows for strategic prioritisation of investment across linked geographies.

Cross-border and shared challenges

Communities like Tweed, Albury, and Queanbeyan face cross-jurisdictional impacts that require coordinated responses. Meanwhile, consistent challenges — such as land use conflict, infrastructure delivery, biodiversity loss, and natural hazards — are experienced across all parts of regional NSW.

A single region plan provides a platform for scalable, strategic responses to these shared challenges, enabling more consistent policy and delivery across borders and subregions.

Planning for housing diversity

Housing needs vary significantly across regional NSW — from workforce accommodation in resource and energy hubs to demand for more affordable and long-term housing in tourism-driven locations. A single region plan supports strategies that respond to local demographics and economic conditions within a clear and coherent regional housing framework.

Local leadership and strategic alignment

Local governments are central to capturing community identity and translating regional priorities into local action. Through an evolved local strategic planning framework which takes into account Council's Integrated Planning and Reporting (IP&R) framework, councils ensure planning reflects local aspirations.

A single region plan can strengthen the alignment between local and regional planning, supporting councils to deliver outcomes that respond to local conditions within a consistent strategic framework.

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A stronger framework

Coordinated growth and infrastructure

A unified regional framework enables better coordination of infrastructure and land use to support key industries like renewables, agribusiness, and logistics. It allows for prioritisation of enabling infrastructure and workforce development, ensuring investment is targeted where it delivers the greatest benefit across shared economic geographies.

Landscape-scale challenges and resilience

Environmental and resilience challenges including water security in the Murray-Darling Basin, biodiversity protection, and natural hazard mitigation require responses that work across local boundaries and ecosystems. A single region plan provides the structure to address these issues holistically, while also recognising and supporting Aboriginal cultural landscapes through inclusive, respectful planning.

Collaborative governance

Joint Organisations (JOs) of councils will continue to lead regional collaboration. A single plan simplifies engagement and strengthens partnerships between state agencies, councils and communities, enabling more effective advocacy and delivery on shared priorities. It also allows land use planning to reflect evolving patterns of governance, regional priorities and coordinated action on housing, resilience, climate change and energy transition.

A shared vision for regional futures

Updated planning boundaries that reflect settlement patterns and economic activity support more integrated and locally responsive planning. A single region plan enables better coordination, fosters housing diversity, and delivers consistent outcomes across NSW — anchored in the distinct character of each community, while empowering regional voices and strengthening local decision-making.

Feedback

- Does the proposed structure provide enough clarity on who is responsible for planning and implementation at each tier?
- What further support would councils or agencies need to deliver their responsibilities under this model?
- Do the proposed regional planning boundaries make sense for how infrastructure and growth are planned and delivered in your part of NSW?
- How can the framework make sure that State and regional priorities are delivered locally, through plans that directly shape housing, jobs and infrastructure outcomes?

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A stronger framework

Credit: Inland Rail Pty Ltd.

Statewide priorities: the heart of the framework

07

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Statewide priorities:
the heart of the framework

The State Land Use Plan will include seven statewide land use priorities which will drive planning at every level. These represent what the strategic land use planning framework must achieve to meet the needs of communities today and in the future.

Every state, regional or local plan must respond to these priorities. This will make sure there is a consistent focus across NSW and make it easier to align strategic planning with infrastructure investment, funding decisions, and statutory planning pathways.

The proposed priorities are:

- **Aboriginal Outcomes:** Embedding co-design to recognise Country in planning outcomes. Success means that land use plans recognise Country and custodianship to support use and benefit opportunities for Aboriginal landowners to achieve social, cultural, environmental and economic self-determination.
- **Housed:** Delivering affordable, diverse housing in accessible locations. Success means more homes are built faster, close to jobs and transport.
- **Prosperous:** Growing resilient, innovative economies. Success means land use decisions help create jobs, supports emerging and diverse industries, and strengthens supply chains.
- **Connected:** Linking communities with efficient transport systems. Success means homes, jobs, and services are easier to reach and more accessible.
- **Resilient:** Supporting a sustainable environment and biodiversity to help achieve net zero and build climate resilience. Success means communities can better withstand hazards and environmental pressures.
- **Liveable:** Building vibrant places that support quality of life. Success means more public spaces, better urban design, and stronger social cohesion.
- **Coordinated:** Aligning land use with infrastructure delivery. Success means major infrastructure investments directly support planned growth areas.

Together, these priorities provide the foundation for a planning system that is outcomes-driven and adaptable across the State.

Priorities

These priorities guide planning at every level. Each includes success statements and may be supported by state-level responses that reflect policy direction or coordinated intent. Region plans apply the priorities in their local context, developing responses that reflect regional needs while aligning with statewide direction. Many regional responses will contribute to multiple priorities, recognising the interconnections across housing, jobs, infrastructure and the environment.

This cascading structure means planning across State, regional and local levels is aligned, coordinated and focused on shared goals. Implementation will be supported through actions by the Department of Planning, Housing and Infrastructure, other State agencies and local government.

Please see infographic on following spread

Feedback

Feedback is invited on whether these priorities are the right ones to guide land use planning across NSW.

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Statewide priorities:
the heart of the framework

Priorities

Aboriginal outcomes

Embedding co-design to recognise Country in planning outcomes. Success means that land use plans recognise Country and custodianship to support use and benefit opportunities for Aboriginal landowners to achieve social, cultural, environmental and economic self-determination.

Housed

Delivering affordable, diverse housing in accessible locations. Success means more homes are built faster, close to jobs and transport.

Prosperous

Growing resilient, innovative economies. Success means land use decisions help create jobs, supports emerging and diverse industries, and strengthens supply chains.

Connected

Linking communities with efficient transport systems. Success means homes, jobs, and services are easier to reach and more accessible.

Resilient

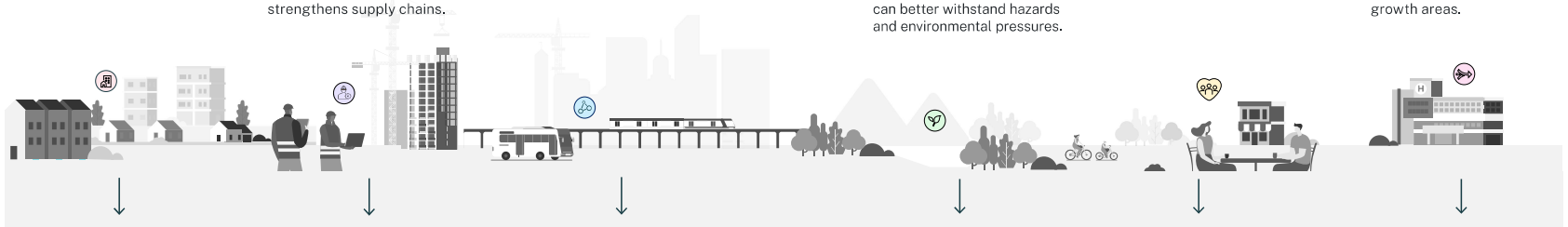
Supporting a sustainable environment and biodiversity to help achieve net zero and build climate resilience. Success means communities can better withstand hazards and environmental pressures.

Liveable

Building vibrant places that support quality of life. Success means more public spaces, better urban design, and stronger social cohesion.

Coordinated

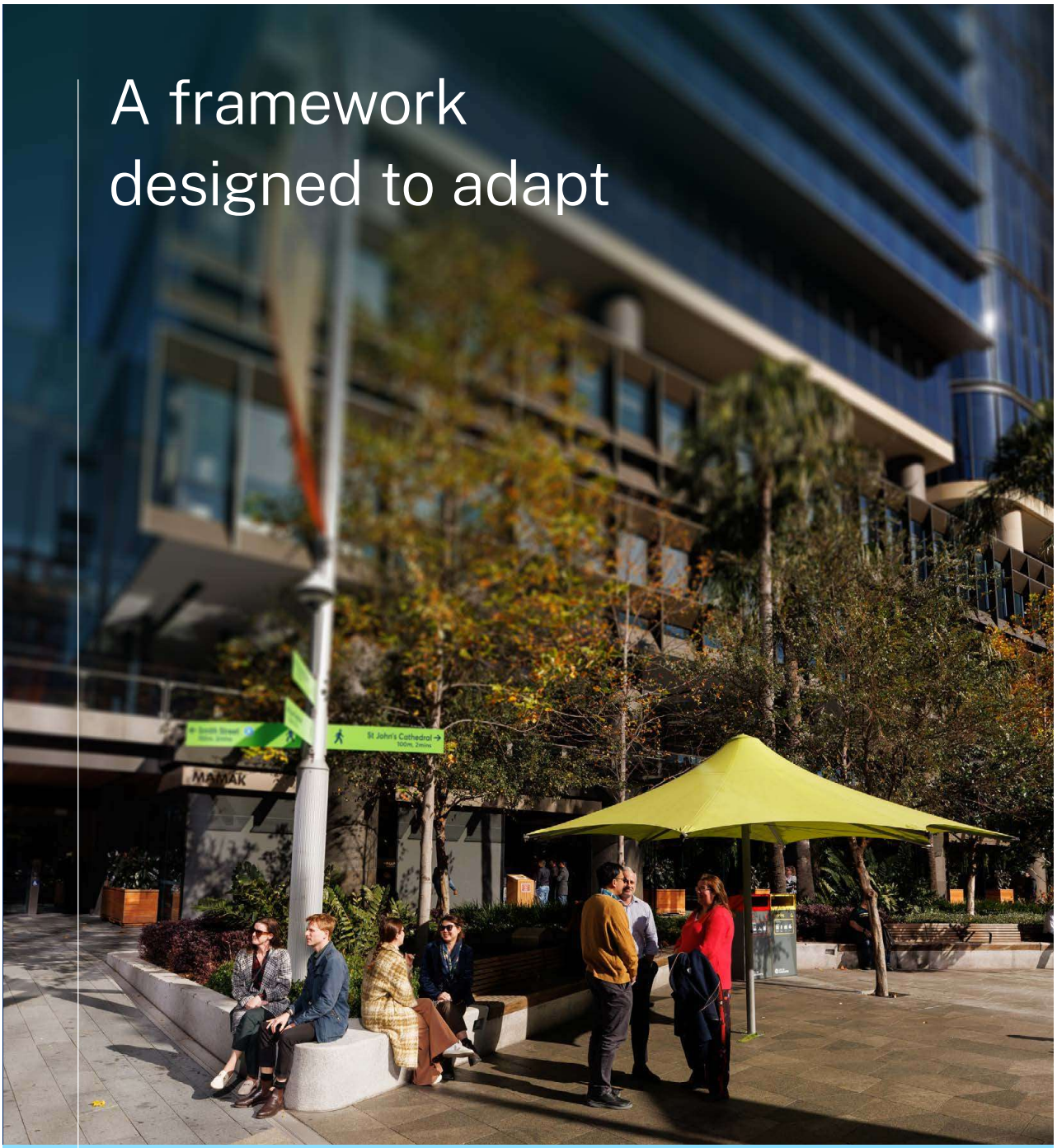
Aligning land use with infrastructure delivery. Success means major infrastructure investments directly support planned growth areas.



Responses will be developed through region plans that are spatially specific to the needs of each region and community.

These priorities and responses inform the actions of state and local government and provide guidance for planning practice.

A framework designed to adapt



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A framework designed to adapt

NSW needs a more dynamic strategic land use planning framework – one that can respond to emerging challenges and opportunities driven by shifts in infrastructure requirements, investment, policy and population.

The current framework requires full document revisions; this is time-consuming and resource intensive. It also means the framework is slow to respond to change.

A more agile, modular approach is proposed, enabling updates to individual components or technical appendices without rewriting the entire plan. Plans will retain a clear long-term vision for growth and change, and can easily adapt as needed.

The new framework will include:

01

a modular structure that allows components such as priorities, policy responses or technical appendices to be updated separately, reacting quickly to changes like infrastructure investments or demographic shifts

02

flexible responses that will be updated regularly or as needed to align with evolving circumstances, without full document revisions

03

technical appendices that can be updated as information becomes available, ensuring the plan remains relevant for practitioners

04

review triggers such as major infrastructure projects or population changes

05

a monitoring, evaluation, reporting and learning framework to track progress and enable timely action if needed.

Plans will remain live, responsive and adaptable – maintaining alignment with population growth, infrastructure delivery and policy shifts.

Feedback

- What types of triggers would make updates meaningful?
- Which plan components should be modular versus core?
- How can monitoring drive real action?
- How can plans remain flexible and responsive?

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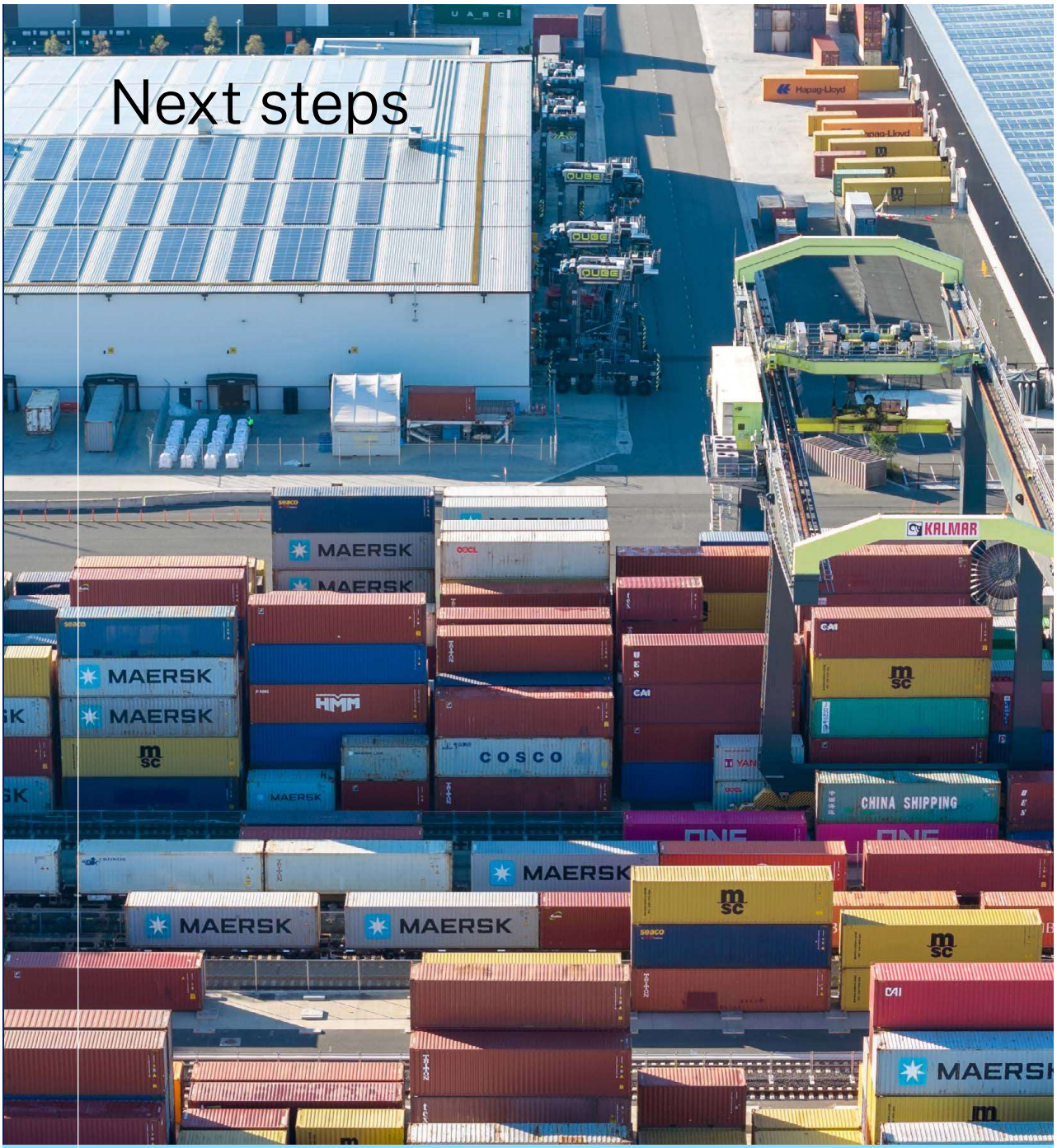
Next steps

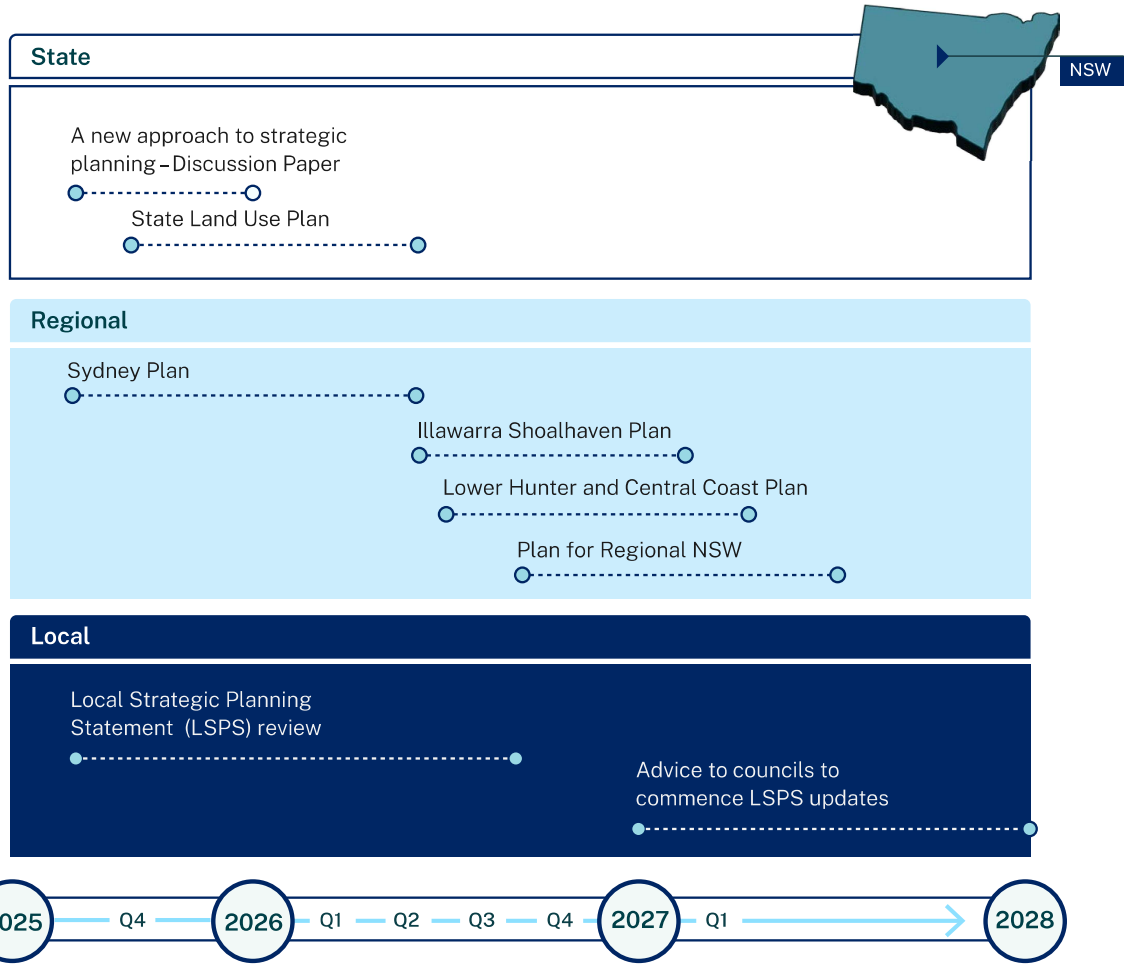


09

Next steps

The proposed new framework will reduce duplication and shift effort away from multiple overlapping strategies. Councils will be supported to take a more integrated approach that brings together housing, economic and resilience planning in line with state priorities and regional directions. This will make planning clearer, more coordinated and easier to implement.

To implement the framework, the Department of Planning, Housing and Infrastructure will deliver:



Timing is indicative and may be subject to change.

Have your say

Have
your say

The NSW Government would like your feedback on *A new approach to strategic planning Discussion Paper*. When preparing your submission, please refer to the questions included throughout the paper to help guide your response.

Exhibition period details are included on the exhibition page on the NSW Planning Portal.

To give feedback, you can:

- upload a submission via the exhibition page on the NSW Planning Portal.
- email questions about the discussion paper to the project team at nsw-strategic-planning-projects@planning.nsw.gov.au

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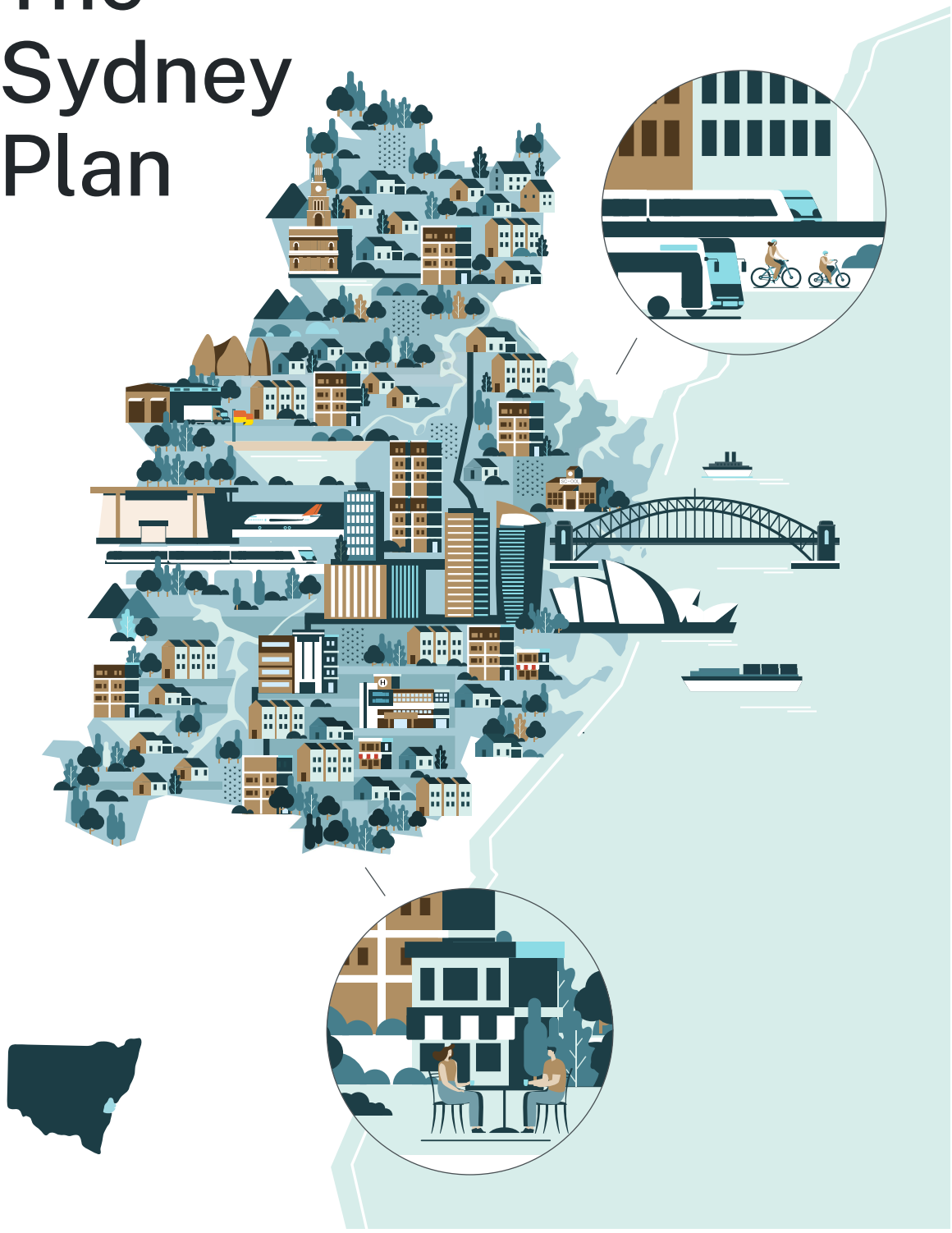
The Sydney Plan



Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the Eora, Dharawal, Dharug and Darkinjung lands on which we live and work in the Sydney region. We pay our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

The Department recognises that Aboriginal peoples are part of the world's oldest living culture, through their on-going custodianship as Traditional Owners and knowledge holders for the lands and waters of which we live and work. We pay respects to their leaders, past and present, and their responsibilities and on-going rights to Country forged through ceremony, protocol and self-determination since time immemorial.

Using comprehensive and respectful approaches, planning can build capacity and pathways for knowledge sharing between the Aboriginal and broader communities of Sydney.

Artwork by Kyara Fernando (Dunghutti woman)

Published by NSW Department of Planning, Housing and Infrastructure

The Sydney Plan

Version: Draft for public exhibition

First published: December 2025

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Minister's foreword

Sydney is a city with enduring strengths and immense potential. Our people are diverse, skilled and resilient. As we grow, we must ensure that everyone has the opportunity to live in a home that is safe, affordable, and close to the things that matter – jobs, schools, transport, and open space.

The NSW Government is responding to the housing challenges felt across our city with urgency and ambition. By unlocking more homes in the right places – where people want to live close to friends and family and where communities can thrive – we are making it easier to build a choice of homes our city needs without compromising on quality or liveability.

A key part of this approach is embracing smarter land use strategies. We are prioritising Transport-Oriented Development to create vibrant, walkable communities around public transport hubs. We are enabling low-and mid-rise housing in well-located areas to provide more diverse and affordable housing choices, while respecting the character of our neighbourhoods. These initiatives will help deliver more homes near jobs, services, and infrastructure – reducing commute times and improving quality of life.

But homes alone are not enough. That's why we are aspiring that people not only have access to housing, but also to jobs close to where they live. By improving connections between homes and jobs, we are building a city that functions for workers, for families, and for businesses. Protecting and strengthening employment and industrial lands will further provide critical spaces that support jobs, local manufacturing, innovation and economic prosperity.

We are also taking a responsible approach to managing development. This means protecting people and property by avoiding building in flood-prone areas, aligning infrastructure with growth, promoting sustainable built form and preserving the natural and cultural assets that make Sydney unique. It also means shaping the city in a way that delivers opportunity for all.

All levels of government, industry, the development sector, and communities have an important role to play. The draft Sydney Plan reflects the NSW Government's commitment to equity, growth, and long-term thinking. It is a plan for Sydney that works – for today and for generations to come.

The Hon. Paul Scully

Minister for Planning and Public Spaces

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Introduction

The area known as Sydney has been inhabited and cared for by Aboriginal peoples[1] for at least 65,000 years.

Today, Sydney is home to one of the fastest growing populations in Australia. The population will increase by 23% over the next 20 years.

This draft Sydney Plan (plan) sets out how the NSW Government will address growth in Sydney over the next 20 years.

In doing so, the plan provides a clear picture of how state and local government can leverage land use planning to address challenges and optimise opportunities in the region. This plan identifies what must be done today to secure the right land use outcomes in the short, medium and long term.

The plan applies to the 33 local government areas (LGAs) shown in Figure 1 and it informs:

- local strategic planning and assessment processes
- infrastructure planning and prioritisation
- public and private investment decisions.

Once finalised, the Sydney Plan will replace the *Greater Sydney Region Plan – A Metropolis of Three Cities* (2018) and associated district plans. It accords with the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The plan uses the term 'Sydney' and 'Sydney region'. The draft Sydney Plan applies to the same 33 LGAs as the 2018 Greater Sydney Region Plan. A Ministerial Order will declare the 'Sydney region'. Under EP&A Act amendments yet to commence, all strategic planning regions will be declared by Ministerial Order and include, revoke and replace provisions for regional and district plans.

1 The Department of Planning, Housing and Infrastructure works with Aboriginal peoples, their communities and entities who engage with, access or are impacted by its services and actions. This includes Aboriginal-owned businesses, Aboriginal community-controlled organisations such as Local Aboriginal Land Councils and Prescribed Body Corporates (the representative bodies for native title holders).
Based on the Department's engagement, this plan uses the term Aboriginal to mean Aboriginal and Torres Strait Islander peoples and cultures. This acknowledges that these are not interchangeable. It is important in this context and stakeholder group that the plan uses the term Aboriginal but acknowledges other terms such as First Nations and People/s.

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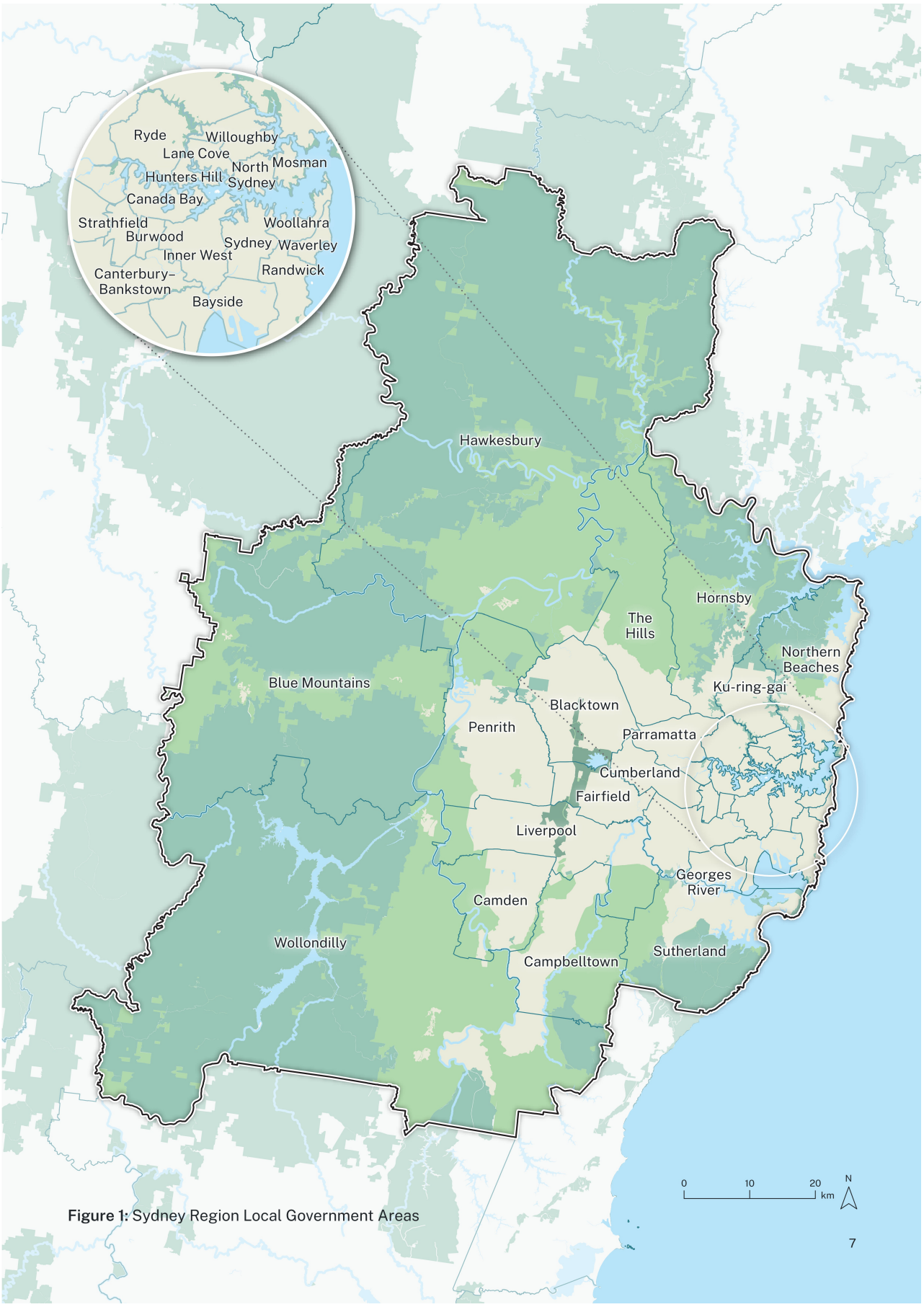
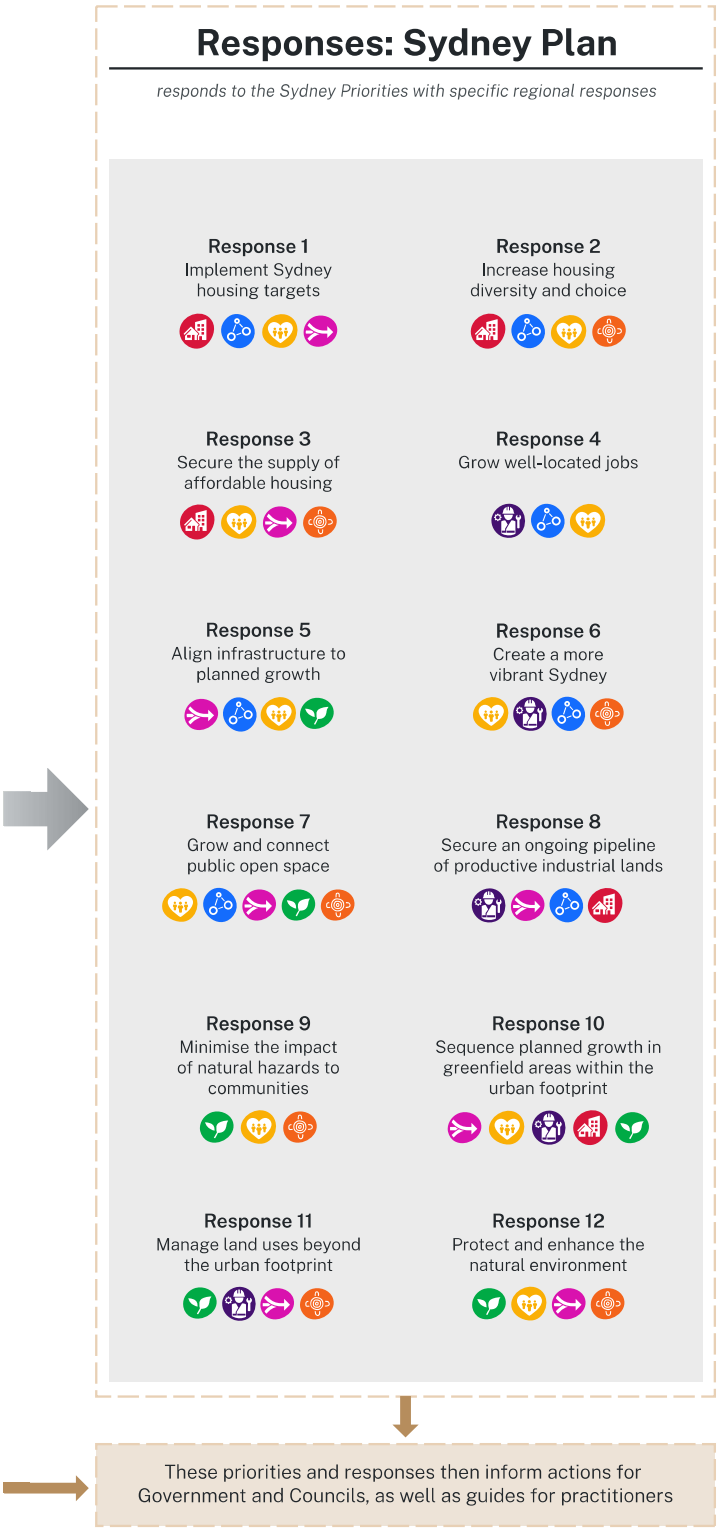


Figure 1: Sydney Region Local Government Areas

Figure 2: Structure overview



How to use the plan

The draft Sydney Plan is released alongside *A new approach to strategic planning – discussion paper* that outlines state land use priorities (Figure 2). The draft Sydney Plan applies these priorities to the Sydney context. It addresses these priorities with specific policy and planning responses.

As a single response may address multiple priorities, the plan uses icons to identify which priorities apply to each response. Responses focus on interventions to support Sydney's growth and development.

Actions apply to the Department of Planning, Housing and Infrastructure (the Department) and local government. The plan contains actions for implementation over the next 5 years aligned with the 20 year direction for Sydney's growth. A monitoring, evaluation, reporting and learning framework will support the implementation.

Responses may be updated to align with significant decisions, such as major infrastructure investments. Likewise, actions may be updated as new projects and programs are confirmed, or through improvements identified by the reporting framework.

For the purposes of the EP&A Act, priorities are objectives and responses are strategies.

The technical appendices contain technical information and guidance for Councils, practitioners and others to support implementation.

The draft Sydney Plan focuses on land use issues, challenges and opportunities in the Sydney region. NSW Government actions in the plan are within the remit of the Minister for Planning and Public Spaces. The plan has considered relevant State environmental planning policies, infrastructure and resilience plans under the *Infrastructure NSW Act 2011* and *NSW Reconstruction Authority Act 2022*, relevant land use policies and plans and other matters as directed by the Minister and Planning Secretary. This plan should be read in conjunction with other NSW Government infrastructure and servicing plans.

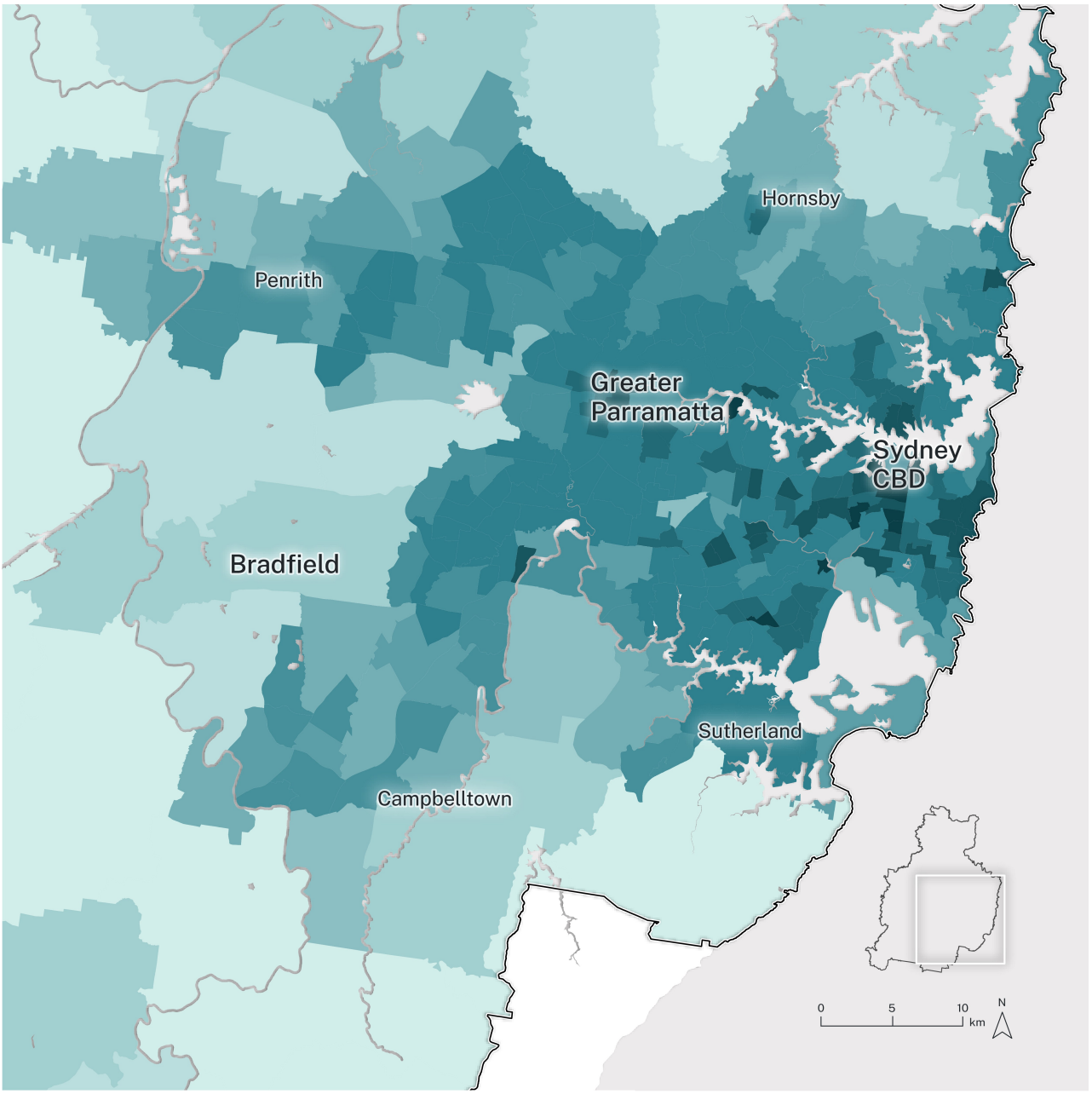


Figure 3: Population density in 2025

Sydney region boundary

POPULATION DENSITY (2025 SQUARE KILOMETRE) BY SA2

<50 | 50–100 | 100–250 | 250–500 | 500–1,000 | 1,000–1,500 | 1,500–2,500 | 2,500–5,000 | 5,000–7,000 | 7,000–10,000 | >10,000

Where SA2s have very small populations the model uses Collapsed SA2s. These are referred to as SA2s throughout this plan for consistency with the Australian Statistical Geography Standard.

A growing and changing region

This draft Sydney Plan is shaped by the many drivers that guide land use planning — charting a path for a globally competitive and sustainable Sydney that supports a growing population and a dynamic economy (Figure 4).

Population

In 2025, the Sydney region is home to 5.3 million people. By 2045, it will be home to 6.5 million people, a 23% increase.

The drivers of population growth have evolved, and overseas immigration is now the biggest contributor. Almost half the region's residents were born overseas and most people who arrive in NSW from overseas settle in Sydney. This makes up for the loss of people moving to regional areas and interstate. It also offsets declining birth rates and sustains productivity through a sufficiently large labour force.

Sydney's population is ageing. Nearly half a million more people will be 65 or older by 2045 and people aged 85 or older will double. By contrast, people under 20 will represent a smaller share of the population in line with broader national demographic changes. While older people will increase faster than working aged people, Sydney's working age population is expected to grow by almost 19% over the next 20 years.

Population growth will continue across Sydney, with the highest population densities remaining in the east (Figure 3). Population will continue to be highest in the east of the city due to existing infrastructure over the next 20 years and beyond, while the west is expected to see an increase in growth in the long term as new areas become more serviced and more liveable.

The Urban Development Program (UDP) monitors land supply and development, assisting in coordinated delivery of infrastructure to support new housing.

Where relevant, the plan makes reference to the same areas that are used to coordinate the UDP. This includes Eastern Sydney (north), Eastern Sydney (south), Central Sydney, and Western Sydney (see Appendix C for a list of LGAs in each UDP area).

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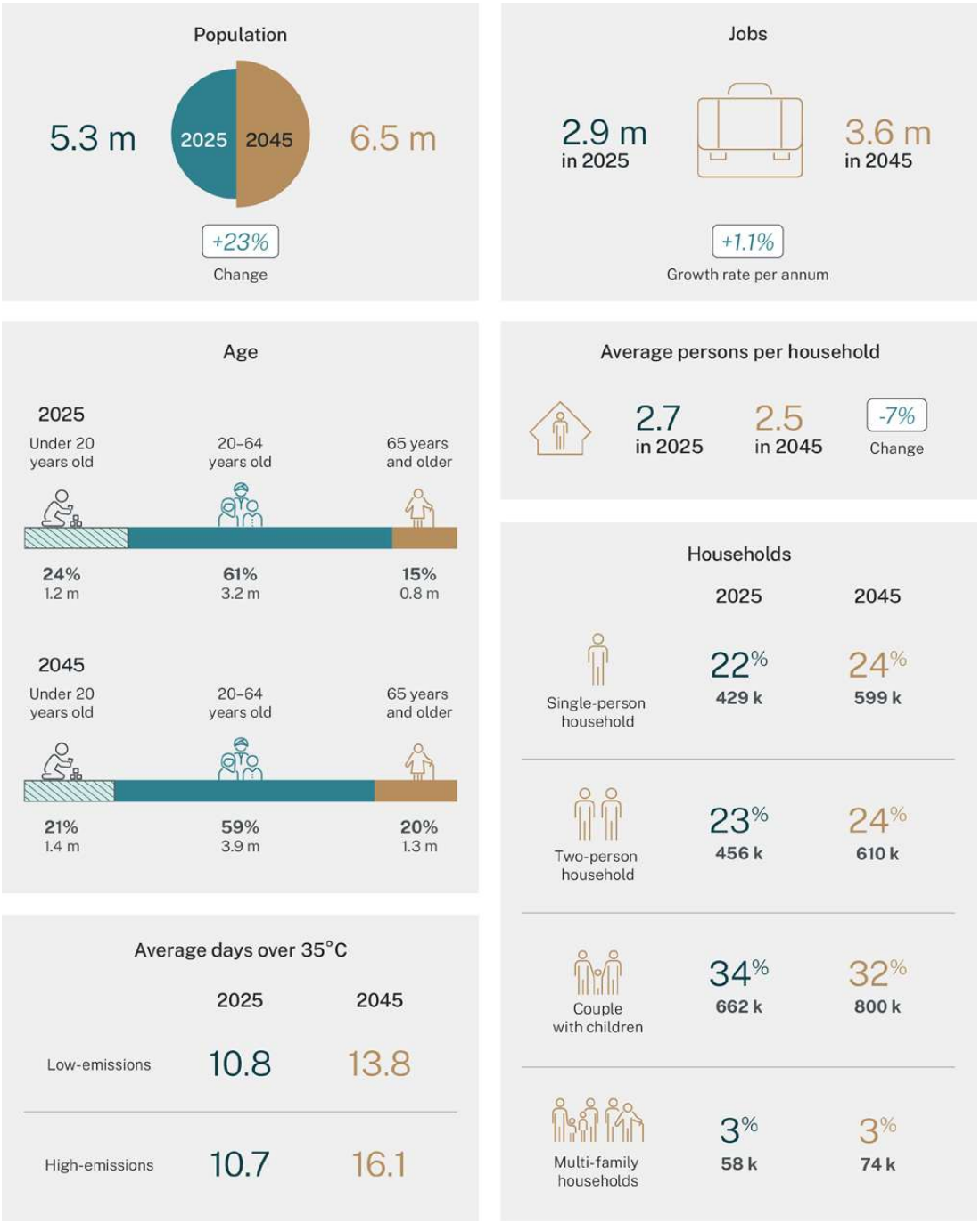
Figure 4: Sydney snapshot



Source: DPHI 2025; NARCliM2.0 2025

Employment and the economy

Sydney boasts Australia's largest local economy, generating billions of dollars annually and influencing economies beyond its geographic boundaries (Figure 5). In 2024, it accounted for around 19% of Australia's economy.

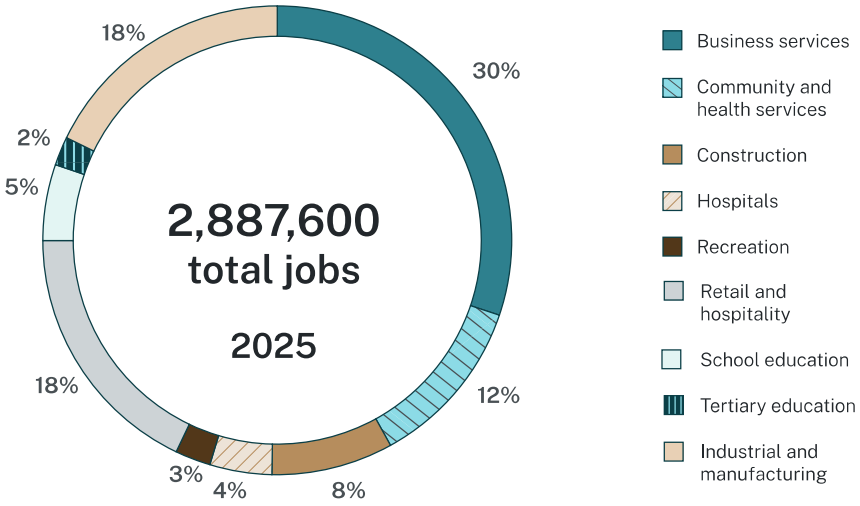
Sydney is a centre for global financial markets, highly diversified industries and leading education facilities. Its growing workforce includes highly skilled local and international workers employed in a range of sectors (Figure 6). Attracting and retaining talent will maintain competitiveness and drive innovation. Employment is expected to grow by around 700,000 jobs over the next 20 years across the Sydney region.

Western Sydney's size, growth and strength in manufacturing, construction, warehousing, and transport and logistics contribute to its $79 billion input to Sydney's economy. Despite this, historical growth patterns and Sydney CBD's economic role mean most jobs, including 75% of Sydney's business services jobs, are in the region's east.

Sydney's geographic location allows for connections across the state, nationally and internationally. It serves as a major international hub along the eastern seaboard to support the state and nation's global trade and investment.

Figure 5: Gross regional product in 2025 ranked by economic region
Source: REMPLAN 2025

Figure 6: Employment by industry group in Sydney in 2025
Source: DPHI 2025



Housing and lifestyle

People love Sydney's natural beauty and outdoor spaces, the region's culture and entertainment, its diverse and inclusive communities, and its economic opportunities and world-class infrastructure.

A growing and changing population, and a significant housing affordability gap, affects the choices of Sydney's households. For example, households are getting smaller, more families are choosing apartment living and people's preferences are changing as they age (Figures 7 and 8).

Accessibility to a choice of affordable housing, jobs and services have an impact on the opportunities available to people. While commute times vary across the region, imbalances in housing and location of jobs extend these commutes for many people, particularly for communities in the west.

Figure 7: Household population change in Sydney
Source: ABS 1981 and 2021; DPHI 2025

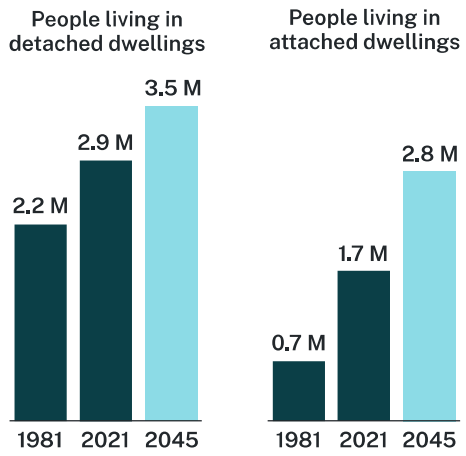


Figure 8: Average persons per household change in Sydney Source: ABS 1981 and 2021; DPHI 2025

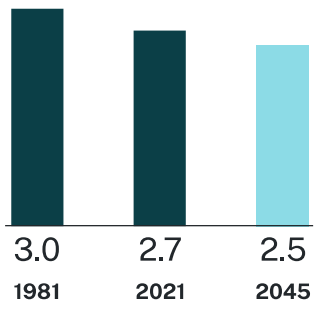
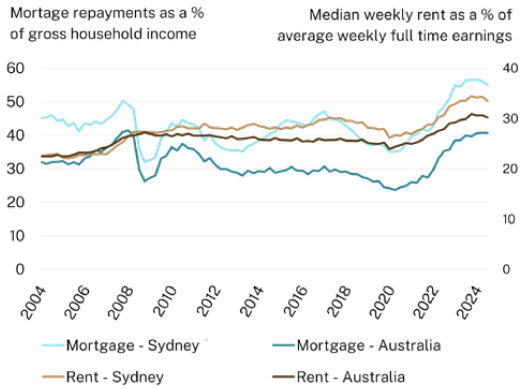


Figure 9: Housing affordability
Source: DPHI 2025



The cost of living and house prices also influence quality of life. Housing prices across the region rose by 57% over the 10 years to 2025. Housing affordability is significantly worse in Sydney compared to the rest of Australia. A lack of supply is driving up prices making both home-ownership and renting increasingly unaffordable (Figure 9).

To meet the demands of population growth and change, as part of the National Housing Accord, the NSW Government has committed to a statewide target of delivering 377,000 new homes between 2024–2029, of which Sydney contributes 264,000 homes.

Natural environment and climate

Sydney is a biodiverse region. Its natural resources and ecosystems include scenic landscapes, coasts and waterways, rural areas, native vegetation and drinking water catchments. Parks, beaches and public spaces connect people with nature within the urban environment.

Population and economic growth coupled with changes in climate will continue to challenge the resilience of the region. There is a clear need to maintain a growth pattern that is disaster resilient and adaptive to change.

Sydney is expected to experience more frequent extreme heat days, intense rainfall events and droughts - with impacts more acute in the west. These natural hazards will present ongoing risks to the natural and built environment, which underscores the need to continue to build resilience and adaptation into our communities.

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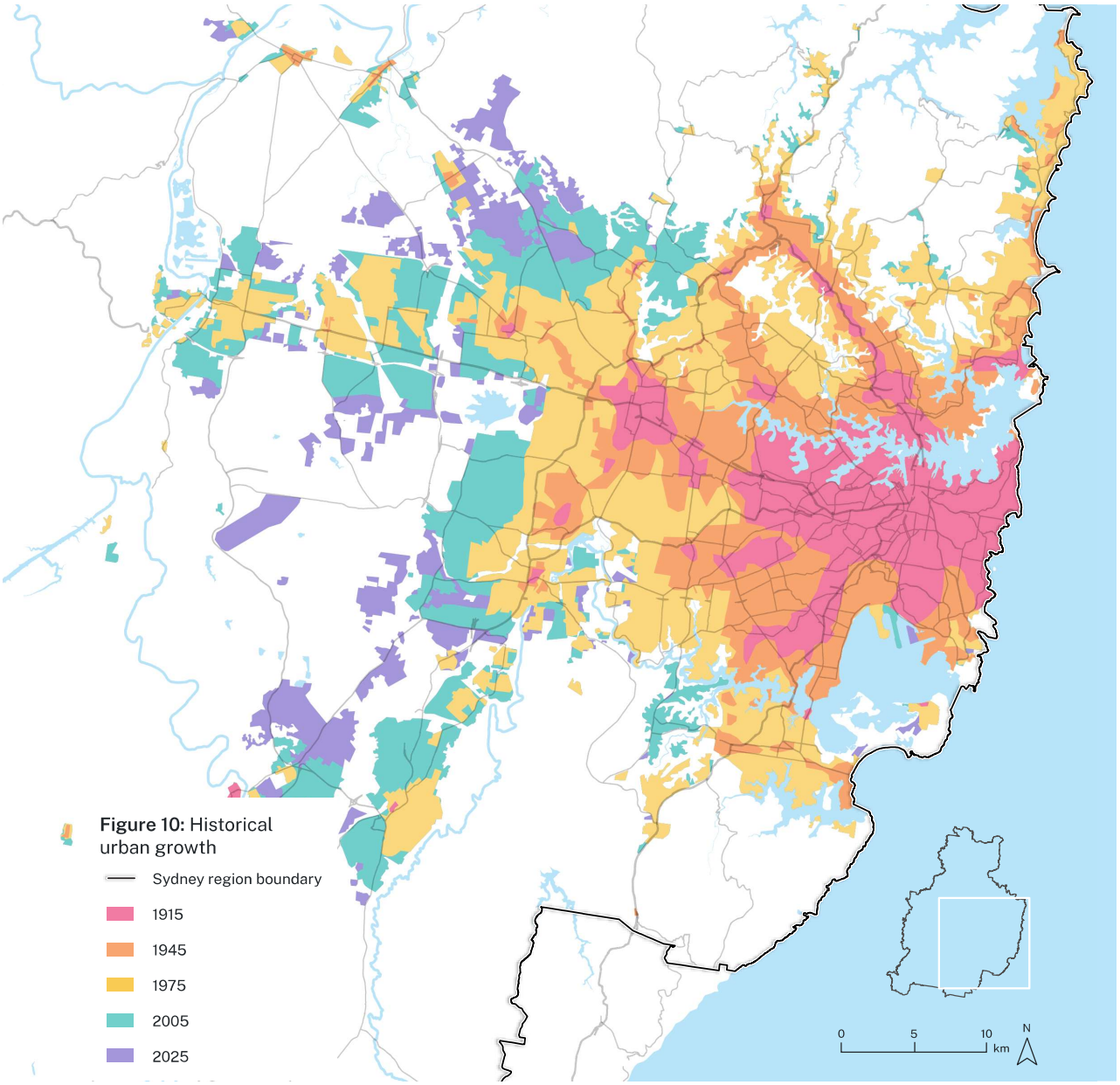

Figure 10: Historical urban growth

Urban growth pattern

Sydney's growth pattern has been strongly influenced by its natural borders: the Hawkesbury River to the north, Woronora Plateau and national parks to the south, Sydney Harbour and the Pacific Ocean to the east and the Blue Mountains to the west.

With many parts of the region not limited by natural boundaries, urban expansion has occurred due to population increases and the growth pattern over the past decades that was heavily influenced by the use of private cars (Figure 10). Dispersed settlement patterns have created challenges for access, equity and the environment.

This plan focuses on providing homes and jobs for Sydney's growing population, centred around better utilising infrastructure and rebalancing future growth to reduce the urban sprawl of the Sydney region ever outwards. The greatest share of existing infrastructure and amenities is in the east of the city. The future urban settlement pattern will focus on rebalancing housing growth in established areas in the east and build out to the west over time as areas become serviced and liveable.

The network of connected centres across the Sydney region creates an opportunity to develop new housing in areas that offer a range of economic and social assets alongside local facilities. In a similar approach, planning for industrial lands will focus on accessibility to key freight routes.

The Sydney Plan

Sydney is a leading global city, particularly in its economic influence and as a gateway to Australia. The Sydney Plan sets out a clear future for the region as it grows and develops.

Sydney will be a thriving and resilient region. It will offer diverse housing, access to quality jobs, and opportunities for all residents to prosper.

As the population continues to grow, the region will be strategically rebalanced to maximise the use of existing infrastructure. Strong housing growth will be concentrated in the east. As greenfield areas in the west become serviced and liveable, further growth to the west may be facilitated. Medium and high-density housing will reshape many urban areas around public transport corridors — expanding housing choices, encouraging walkable neighbourhoods and strengthening community connectivity.

A network of forty-three interconnected centres will distribute a large share of jobs and services across the region, anchored by three CBDs – Sydney CBD, Greater Parramatta and Bradfield. New jobs in Sydney will grow rapidly. This will open additional opportunities in business services, education, health and manufacturing industries to become even more accessible in the west as new transport infrastructure comes online.

Both employment and residential centres will be focal points that support density and a mix of economic, cultural and entertainment activities – day and night.

Sydney will continue to attract investment and high-value economic activities that flow from its position as a national and global gateway facilitated by an international port and working harbour – all connected from east to west by well-located industrial lands along key freight routes.

Sydney's iconic beaches, rivers, national parks and abundant open spaces will remain a major drawcard for both residents and visitors. Combined with the city's temperate climate, these natural assets offer significant opportunities to enhance resilience by harnessing the benefits of the environment. A network of tree canopy, bushland, rivers, creeks and parklands in urban and non-urban areas provide natural cooling and broader environmental benefits. The region's resilience will be further strengthened by preserving and managing these assets and proactively planning for natural hazards and climate-related events.

Sydney's urban landscape sits within a diverse, natural and productive belt (Figure 11). The plan proposes a draft urban footprint for Sydney (Appendix J) that will establish a boundary for urban development bordered by these natural assets. Focusing growth within the urban footprint will protect key environmental areas, manage land uses on the fringe and promote sustainable growth in the right locations.

Planning processes will continue to promote the spiritual significance of land, along with Aboriginal culture and economic self-determination.

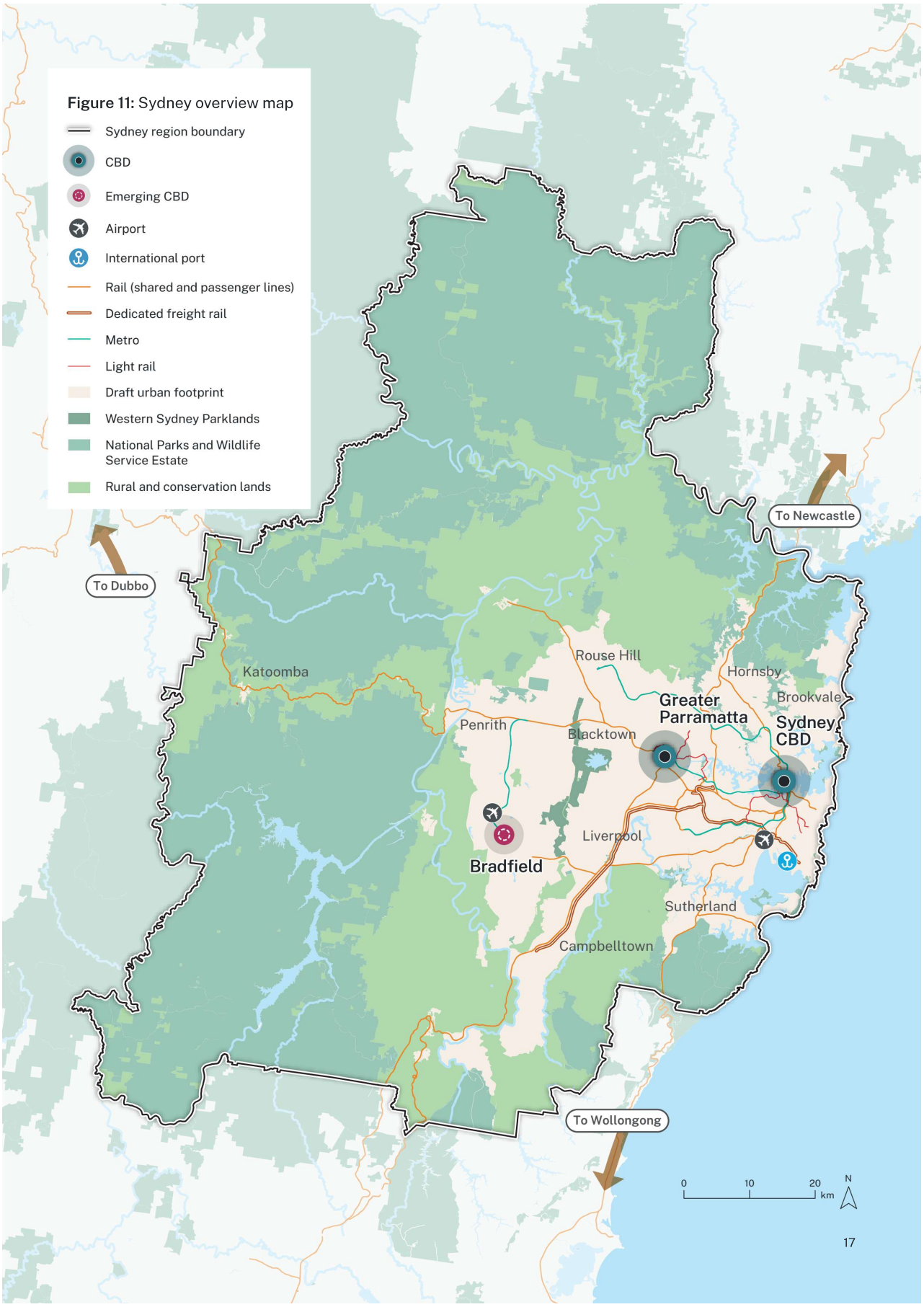
Figure 11: Sydney overview map
Sydney region boundary
CBD
Emerging CBD
Airport
International port
Rail (shared and passenger lines)
Dedicated freight rail
Metro
Light rail
Draft urban footprint
Western Sydney Parklands
National Parks and Wildlife Service Estate
Rural and conservation lands
To Dubbo
To Newcastle
To Wollongong
Katoomba
Rouse Hill
Hornsby
Brookvale
Greater Parramatta
Sydney CBD
Penrith
Blacktown
Liverpool
Bradfield
Sutherland
Campbelltown
0
10
20
km
N
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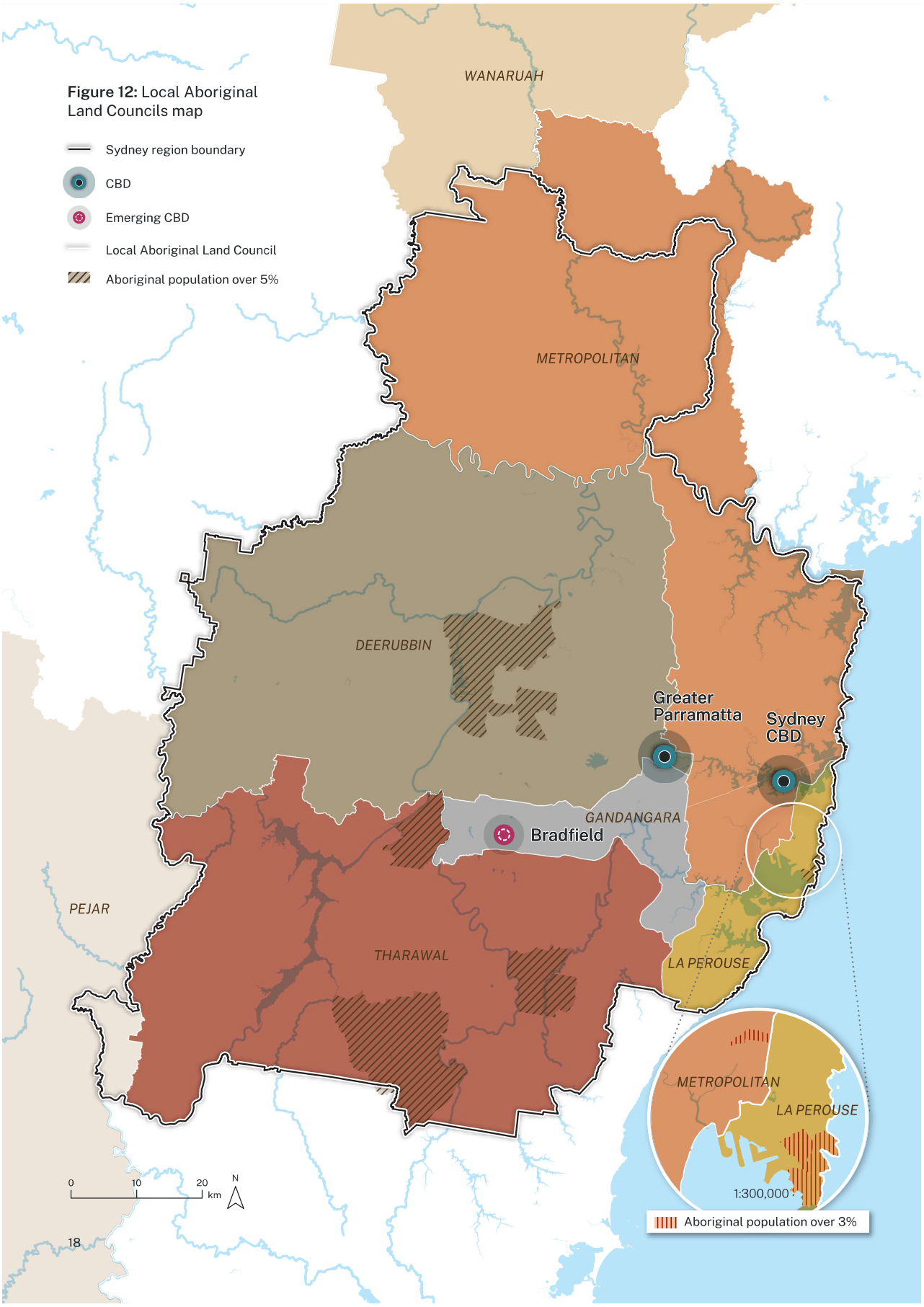
Figure 12: Local Aboriginal Land Councils map
Sydney region boundary
CBD
Emerging CBD
Local Aboriginal Land Council
Aboriginal population over 5%
WANARUAH
METROPOLITAN
DEERUBBIN
Greater Parramatta
Sydney CBD
GANDANGARA
Bradfield
PEJAR
THARAWAL
LA PEROUSE
METROPOLITAN
LA PEROUSE
1:300,000
Aboriginal population over 3%
0
10
20
km
N
18

Priorities

Aboriginal outcomes

Aboriginal peoples have lived and cared for this region for thousands of years. With their diverse community needs, as Sydney grows, strong consideration is required to balance environmental, economic, social and cultural outcomes. These outcomes should be informed by historic and contemporary issues faced by Aboriginal peoples, their culture, and relationship with Country - which refers to land, seas and waterways.

In 2025, 26% of Aboriginal peoples who reside in NSW live in the Sydney region, primarily in western Sydney (Figure 12). As the population is projected to increase and housing affordability remains a challenge, Aboriginal land use planning can provide an appropriate response to keep local Aboriginal people on Country.

Aboriginal landowners[2] face unique land development challenges ranging from environmental and cultural issues, economic and zoning limitations, and the competing interests of existing uses compounded by community expectations for Country.

Self-determination through economic empowerment enables social, cultural and environmental outcomes

It is widely recognised there is an existing economic gap between Aboriginal peoples and the broader community of NSW. To address this disparity, improved coordination by Government is required to increase economic participation for Aboriginal peoples.

Strategic planning can offer an array of economic development opportunities, by embedding co-design within the planning lifecycle for land claimed under the *Aboriginal Land Rights Act 1983* (ALRA) or land determined through the *Native Title Act 1993.*

The ALRA states 'as a result of past Government decisions the amount of land and waters set aside for Aboriginal persons has been progressively reduced without compensation.' In response, the NSW Government administers the Aboriginal Land Planning Framework to help Local Aboriginal Land Councils (LALCs) achieve their land use aspirations.

Enabling Country in planning

Country is commonly observed as central to Aboriginal people's identity and sense of belonging. Co-design is required to facilitate culturally respectful exchange of local knowledge and allows Aboriginal peoples to make decisions on issues that directly impact them, who they represent and their Country.

The NSW Government's State-led rezoning program, informed by engagement with Aboriginal communities, stimulates increased understanding of Country to deliver on Aboriginal land use planning.

Equally, rezoning unlocks planning at a local level and can further inform responsibilities - particularly where many Councils incorporate Aboriginal cultural heritage in local environmental plans, embedding a requirement for assessing building, site and place design.

Certainty for Aboriginal land planning

The NSW Government is committed to working in partnership with Aboriginal landowners, including to deliver on Closing the Gap commitments.

Within the Sydney region, while currently only pursued by existing LALC's, in future there may be Prescribed Body Corporates also wanting to pursue Aboriginal land use planning options. LALC's prepare Land Planning Strategies, such as Community Land and Business Plans, recognising the land use objectives and priorities, approved by its members. Planning authorities must consider these strategies when assessing planning applications.

More certain Aboriginal land planning can be achieved by:

- facilitating suitable land development and activation;
- contributing to NSW State Government Closing the Gap Targets 9 and 15;
- implementing the ALRA, *Native Title Act 1993*
- balancing environmental values alongside economic, housing, social and cultural expression objectives and needs by Aboriginal peoples.

2 See the Glossary in Appendix C for further definitions

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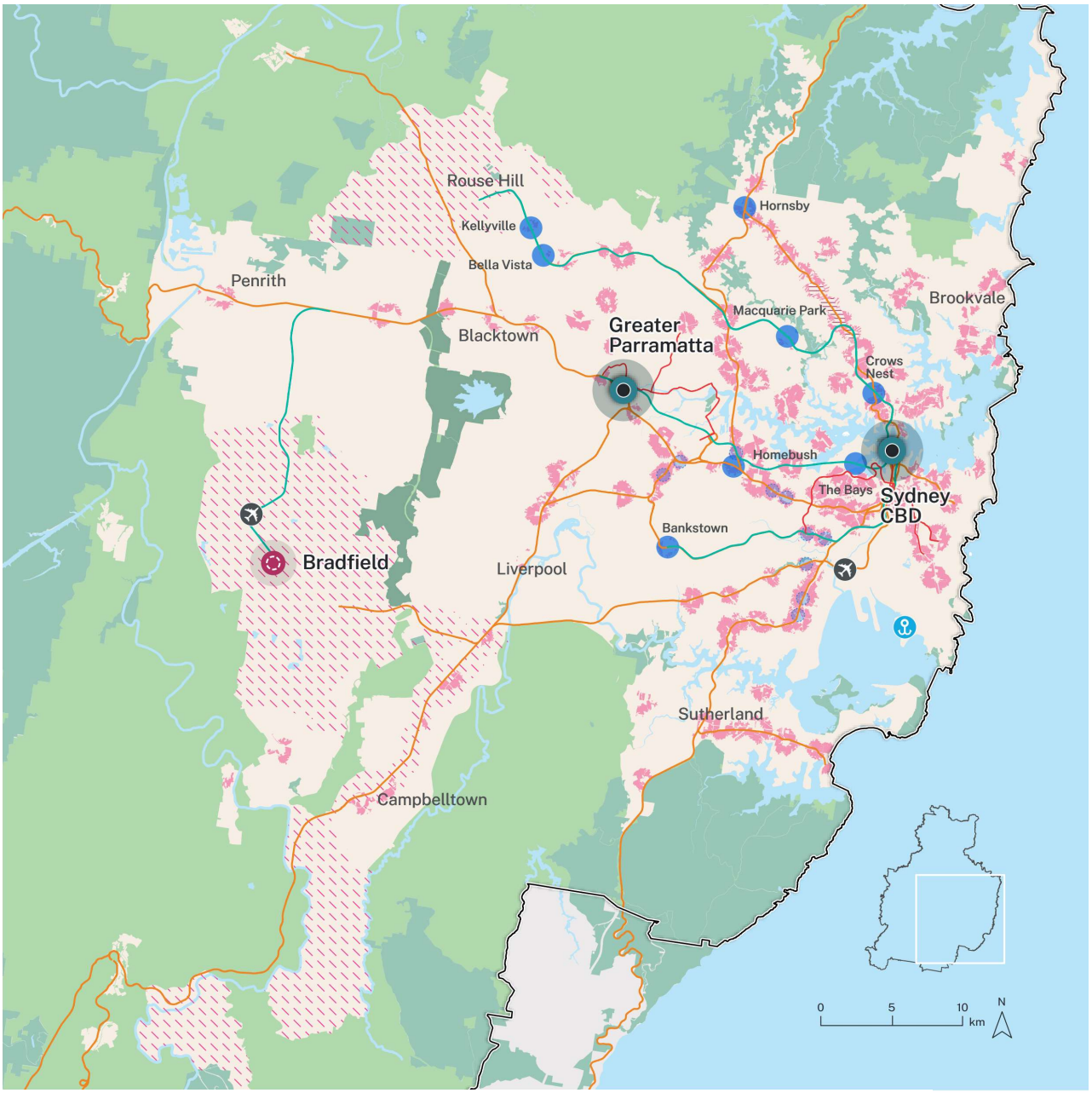


Figure 13: Planned housing growth

- Sydney region boundary
- CBD
- Emerging CBD
- Transport Oriented Development Accelerated Precinct*
- Transport Oriented Development Area*
- Airport
- International port
- Rail (shared and passenger lines)
- Metro
- Light rail
- Indicative Low and Mid-Rise Housing Area*
- Low and Mid-Rise Housing Exclusion Area
- Growth area
- Draft urban footprint
- Western Sydney Parklands
- National Parks and Wildlife Service Estate
- Rural and conservation lands

**Refer to the Transport Oriented Development Program and Low and Mid-Rise Housing Policy*

Priorities: Housed

Sydney will grow to a population of 6.5 million by 2045. This plan aims to give all Sydney residents access to diverse, well-located and affordable homes.

There are currently around 2 million homes in Sydney for its population of 5.3 million people. Housing supply (Figure 14) has not kept up with demand. Population growth and smaller households push up demand, while supply is not always feasible due to macroeconomic conditions including interest rate increases, high construction costs and labour shortages.

As a result, house prices have increased and rental vacancies are low. The limited availability of low-rise attached and medium-density housing across the region (Figure 15) is also an issue.

The cost of housing is a barrier for people to enter the housing market; addressing this is a complex economic and social challenge that needs cooperation from Government and the private sector. Some aspects can be addressed through land use planning; other aspects require broader interventions.

The rising cost of living and complexity of needs drive demand for social and affordable housing.

This plan mandates the 5-year housing targets and encourages Councils to consider policies which increase dwelling mix and housing choice.

The NSW Government has already introduced significant housing reforms to address Sydney's housing challenges – focused on increasing housing supply, particularly in well-located areas, and streamlining the planning process (Figure 13). Key initiatives include the 5-year housing targets, Low and Mid-Rise Housing Policy, Infill Affordable Housing Reforms and the Transport Oriented Development Program. This plan gives effect to existing housing reforms and provides further reform direction for housing and other land use interventions to support growth.

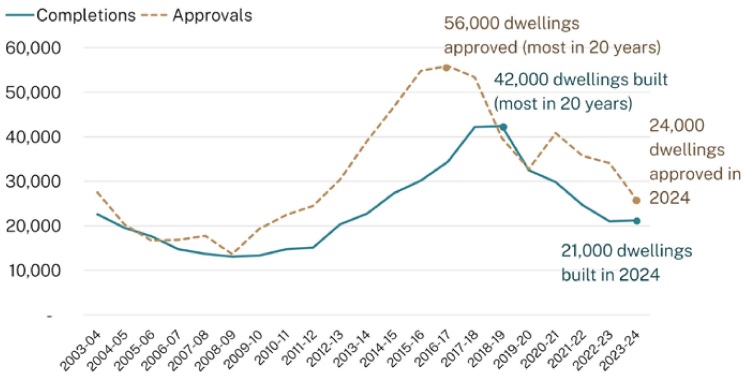


Figure 14: Historical net completions and building approvals in Sydney from 2004 to 2024
Source: Sydney Water, ABS 2025

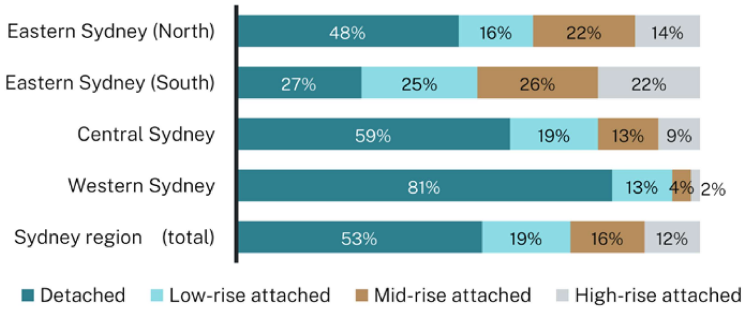
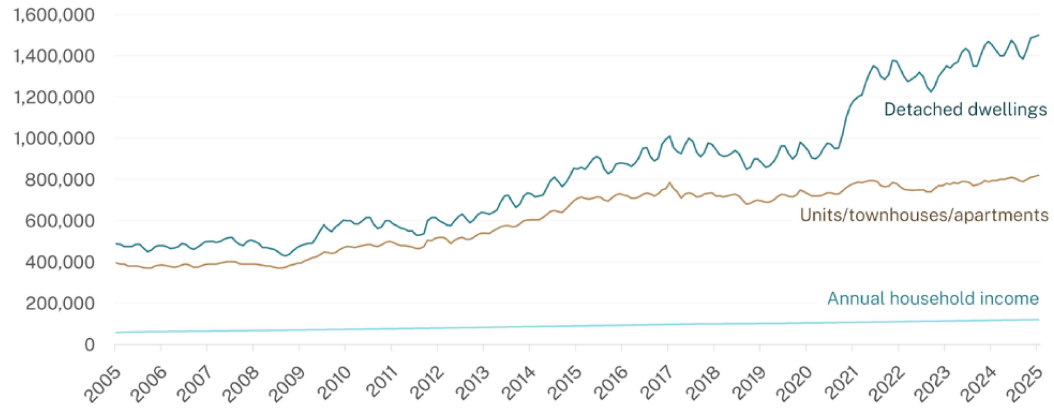


Figure 15: Composition of housing types in Sydney in 2024 by UDP area
Source: DPHI 2025

Figure 16: Median house prices and annual income in Sydney
Source: Cotality 2025; ABS 2025; DPHI 2025



More housing supply to bring down cost and wait times

More housing is needed in areas that offer capacity for greater density. Focusing new housing in areas near jobs and public transport makes it easier for people to access work, transport, and goods and services.

Figure 16 shows the gap between annual household income and median house prices. In 2005, the purchase price for a detached house was more than 8.4 times annual household income; by 2025, it is more than 12 times. There is less volatility for apartments, units and townhouses, with the purchase price being 6.8 times annual income in both 2005 and 2025. This type of housing remains a more affordable entry point.

Meeting this plan's housing targets for all 33 LGAs will require the combined effort of the NSW Government, Councils, the development industry and communities.

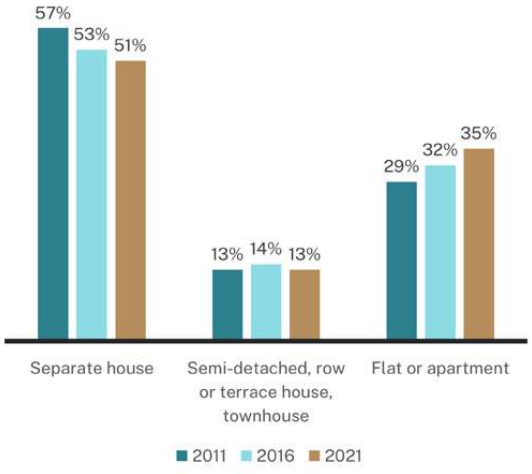
Greater housing diversity and more choice

Increased housing diversity will offer more housing choices at different price points, helping to address changing needs in terms of housing tenure, size and preferences. Offering a range of housing options, including housing that meets the unique needs of Aboriginal peoples will promote social inclusivity, allow people to live in their local areas as they get older and address housing affordability.

Housing diversity and choice is not just about different housing forms; it is also about dwelling mix, particularly in mid and high-rise development. As household preferences change (Figure 17) and more families with children choose apartment living, larger scale developments need to offer more choice and a higher proportion of apartments with 3 or more bedrooms.

Increasing housing diversity and choice right across the region will improve affordability and meet the needs of a growing and changing population.

Figure 17: Change in housing types in Sydney
Source: ABS 2011, 2016 and 2021



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People living near jobs, services and amenities

Urban renewal – or infill development – makes the best use of the existing and planned transport network and other infrastructure for housing development and density. This is already occurring around Metro stations and through the NSW Government's Transport Oriented Development Program and Low and Mid-Rise Housing Policy. This type of development will generally occur in the east of the city.

Housing development will continue in western Sydney's established greenfield precincts and emerging centres as new infrastructure comes online. Greenfield development will continue to provide an ongoing source of housing supply. Its sequencing and coordinated delivery will be enhanced through improved monitoring and infrastructure planning.

Many infill areas of Sydney still have high growth capacity and can provide more housing, density and services. Infill development, coupled with staged delivery of infrastructure and services in greenfield areas, will enable high growth right across the region in the medium and long term. The In-fill Affordable Housing provisions provide opportunities for the delivery of new, affordable housing in well-located areas to meet the needs of a wide range of households on very low to moderate incomes.

Housing development around established and planned transport hubs – such as Metro, rail or light rail stations or rapid bus routes – suit increased density and will enable more people to live close to transport, jobs, services and amenities.

More affordable and secure housing

Demand for social and affordable housing continues to exceed the available supply. In 2025, more than 35,500 households are on the social housing waiting list in the Sydney region yet the amount of social housing as a proportion of the housing market has steadily declined over recent years.

Rental stress is evident in every LGA of Sydney. In western Sydney, where average rental prices are the lowest and access to jobs, services and transport are limited, levels of rental stress are the highest.

Affordable rental housing is housing that provides an important safety net for people who cannot afford to pay for housing on the private rental market. Although the supply of affordable rental housing is growing, there are currently only 6,718 dwellings across the Sydney region that meet the criteria for affordable rental dwellings – meaning they are available below market price or that rent can be set so that a household does not pay more than 30% of their gross income on rent.

Rental stress is directly impacting essential workers who often need to live further away from their jobs due to housing costs. Increasing the supply of dedicated key worker accommodation will ease the pressure on essential workers by providing them with greater, well-located, housing choice and security.

Increasing the supply of social and affordable housing in places where people want to live, and where it is accessible to those who need it most, will help people to live closer to where they work. The NSW Government has introduced several reforms to increase the supply of social and affordable housing including enabling state housing agencies to deliver projects more efficiently. It has also committed to build 8,400 new social housing homes and $450 million for a key worker housing program across Sydney.

In addition to the NSW Government's reforms to encourage affordable housing in infill areas, other reforms are required to enable a consistent and sustainable supply of affordable and social housing. These reforms also need to respond to the unique needs of Aboriginal peoples who wish to remain on Country and retain their strong connection to the land.

Figure 18: Sydney's employment network

- Sydney region boundary
- CBD
- Commercial centre
- Retail centre
- Emerging CBD
- Emerging commercial centre
- Emerging retail centre
- Airport
- International port
- Rail (shared and passenger lines)
- Dedicated freight rail
- Metro
- Light rail
- Ferry
- Rapid bus
- Employment land
- Draft urban footprint
- Western Sydney Parklands
- National Parks and Wildlife Service Estate
- Rural and conservation lands

Note: Bays Precinct is under review

Priorities: Prosperous

Increasing the number of jobs in the region will promote economic growth, improve people's lives and help to provide equitable access to employment opportunities.

This plan provides guidance on employment growth across the region so that Sydney's highly skilled workforce has access to well-connected, productive and rewarding jobs.

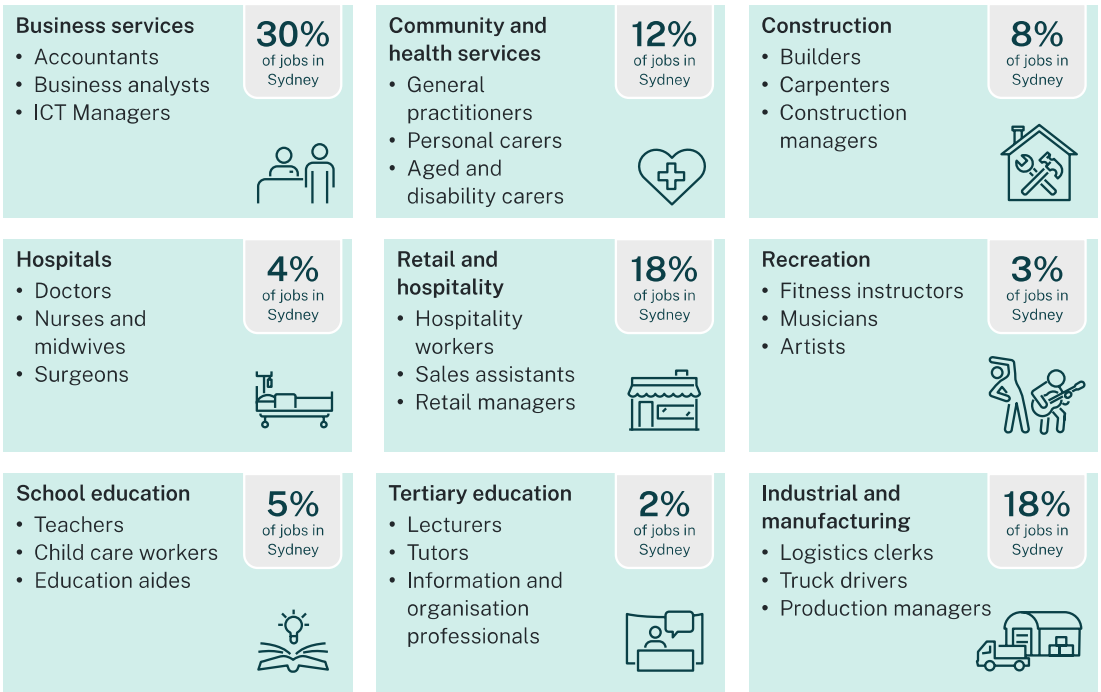
The Sydney region is the largest regional economy in Australia, with an average annual growth rate of 4% over the 10 years to 2021. This rate is 4.6% in western Sydney reflecting significant freight and logistic sectors and substantial public and private investment, including Western Sydney Aerotropolis. Over the next 20 years, the Sydney region's role as a global city will continue to grow supporting jobs growth and economic investment.

Sydney comprises key state and national infrastructure such as Port Botany, Sydney International Airport and Western Sydney International Airport (from 2026). These are connected through freight corridors that service state and global economies and support regional and local supply chains that attract investment, grow businesses and provide goods and services (Figure 18).

In 2025, Sydney supports 2.89 million local jobs, mainly in business services, retail and hospitality, and industrial and manufacturing (Figure 19). Most jobs in the city's east are business services. Western Sydney is home to more than 250,000 workers in more service-oriented jobs including retail and hospitality, community service and construction.

Since 2016, the number of jobs in the Sydney region has increased by around 17% (more than 410,000) with business services alone increasing by 170,000. A 24% increase in jobs numbers is projected over the next 20 years in a range of different job sectors. Supporting Sydney's highly skilled workforce will drive economic growth and increase living standards. Land use planning will support jobs growth, as different industries have different requirements in terms of location, investment and infrastructure support.

Figure 19: Sydney's industry categories and percentage of total jobs in 2025 Source: DPHI 2025



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Case study: Western Sydney Aerotropolis

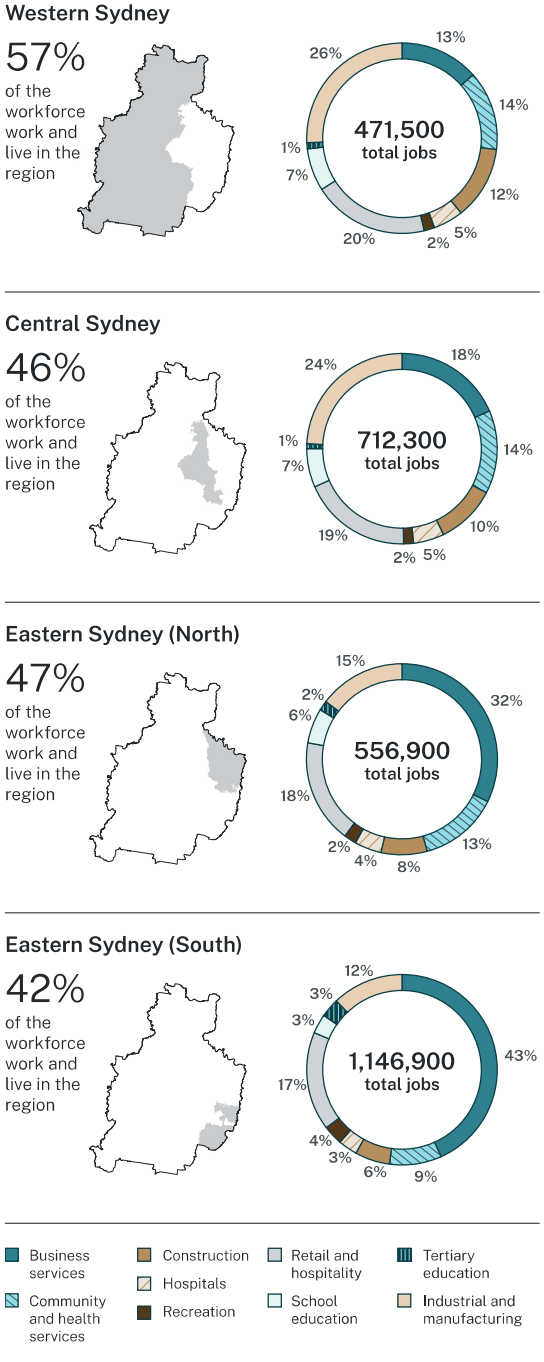
Western Sydney Aerotropolis is an emerging key driver for economic growth and change in western Sydney. At around 11,200 hectares, it is a generational opportunity creating a thriving economic hub set to provide thousands of new jobs closer to home.

With the cornerstone Western Sydney International Airport, the Aerotropolis will deliver world class jobs in future focused industries such as advanced manufacturing, freight and logistics, technology, research, training and education.

Bradfield City Centre is at the heart of the Aerotropolis, a vibrant hub for innovation, sustainability and economic growth. It will ultimately accommodate 10,000 homes and 20,000 jobs. With the opening of the first Advanced Manufacturing Readiness Facility building in early 2025 and second building underway, Bradfield attracts both local and global partners to western Sydney.

Western Sydney International Airport will service domestic, international and freight flights 24 hours a day, increasing Sydney's air cargo by around 33% from 2026. The Western Sydney International Cargo Precinct is expected to support more than 19,000 direct and indirect jobs across the precinct and connected supply chain, upon opening, each year.

Figure 20: Job breakdown and containment
Source: DPHI and REMPLAN 2025



More jobs in the right places

More jobs are needed near where people live. In the short term, jobs growth close to existing transport infrastructure will improve how people can get to work. As new public transport options open, jobs and housing should be located to maximise this infrastructure investment.

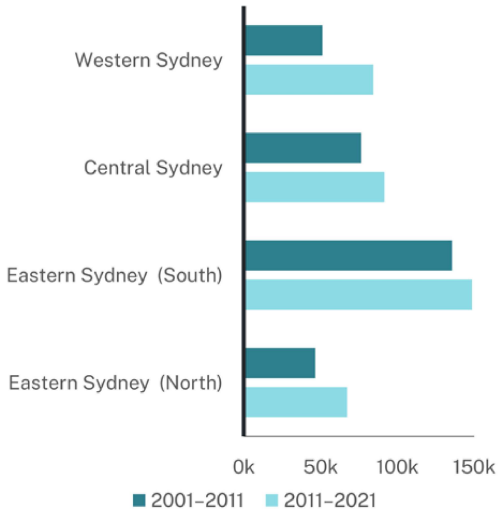
Sydney's workforce is geographically dispersed, with different industries having different spatial patterns (Figure 20).

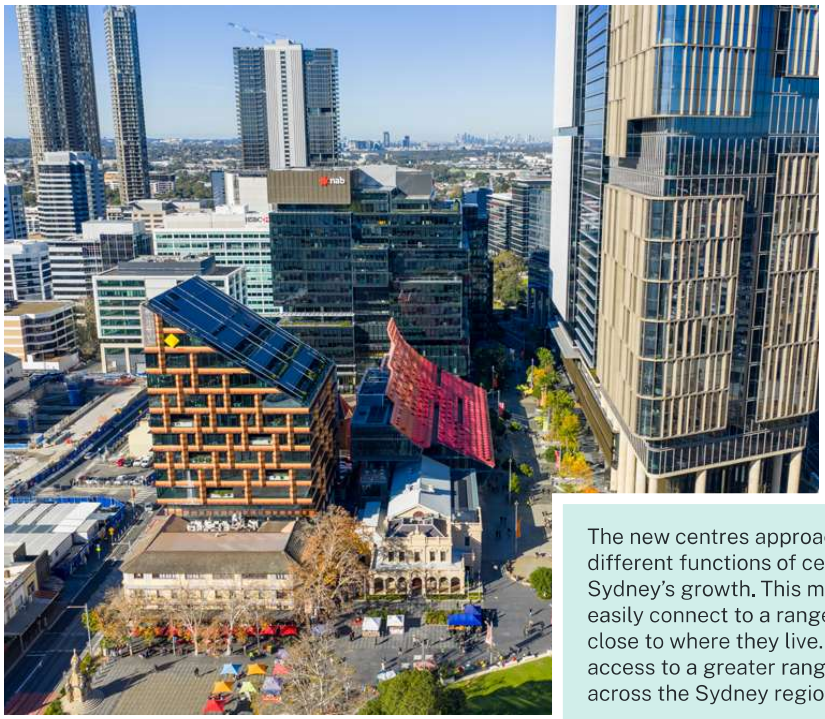
- **Business service jobs** are mainly located in centres.
- **Health and education jobs** are located around hospitals and tertiary education facilities and in residential and retail centres (for example, at primary schools or medical centres).
- **Service-oriented jobs** such as retail or community services tend to grow in line with population growth.
- **Industrial and manufacturing jobs** are often clustered in industrial lands outside of centres.

Workers in eastern Sydney have access to more jobs in a wider range of industries. A historic imbalance (Figure 21) means that people living in western and central Sydney are 13% more likely to travel by car to work than those in the city's east and 14% less likely to work from home.

The workforce population and skillset of residents in western and central Sydney is strong and diverse. This plan will rebalance jobs growth in a range of industries throughout Sydney.

Figure 21: Historical jobs growth by area
Source: DPHI 2025





The new centres approach articulates the different functions of centres to support Sydney's growth. This means people can more easily connect to a range of jobs and services close to where they live. It also gives businesses access to a greater range of skilled workers across the Sydney region.

A strong network of centres with defined roles (Figure 22) will guide land use planning decisions to support more jobs and floor space capacity to accommodate expected growth over the next 20 years.

A network of centres

Sydney's urban structure has developed over time from a region focused around one CBD, to a network of centres that support different local areas and the broader regional economy. Centres function as a network served by public transport. This means people can more easily access everyday needs, jobs and education.

Centres drive business activity and jobs growth. Businesses benefit when operating close together within a cluster and can target the right workforce. In turn, workers can make decisions around where to live based on their knowledge of job locations.

The nature of each centre may evolve as the city grows. Since 2020, the way people traditionally used centres for work and retail has shifted. For many, work is more flexible and hybrid. Shared workspaces have increased and large office tenants may need less floor space. Online retail has reduced demand for shopfront floor space while increasing demand on freight and logistics in industrial lands.

While demand for retail will remain as the population grows, the profile of demand has changed. Many centres are evolving from primarily shopping destinations to mixed-use spaces incorporating dining, entertainment and community hubs. They are vibrant and active areas that attract people.

Jobs in centres have greater accessibility by public transport. Around 50% of Sydney's jobs are in centres in 2025, contributing 66% to the region's total gross value added. There is a greater proportion of jobs in centres in the city's east; jobs are more dispersed away from centres in other areas (for example, only 30% of western Sydney's jobs are in centres).

Jobs outside of CBD, commercial and retail centres are spread throughout Sydney. Industrial and manufacturing jobs are typically located near key freight routes, while some sectors like health and education — such as primary schools — are also found outside these centres, serving local communities.

When jobs are located in or near centres, both businesses and workers benefit from being part of a connected network. This boosts economic growth by improving transport access to a variety of jobs close to where people live. Additionally, businesses can specialise more effectively, improve job matching, and collaborate to drive innovation and productivity.

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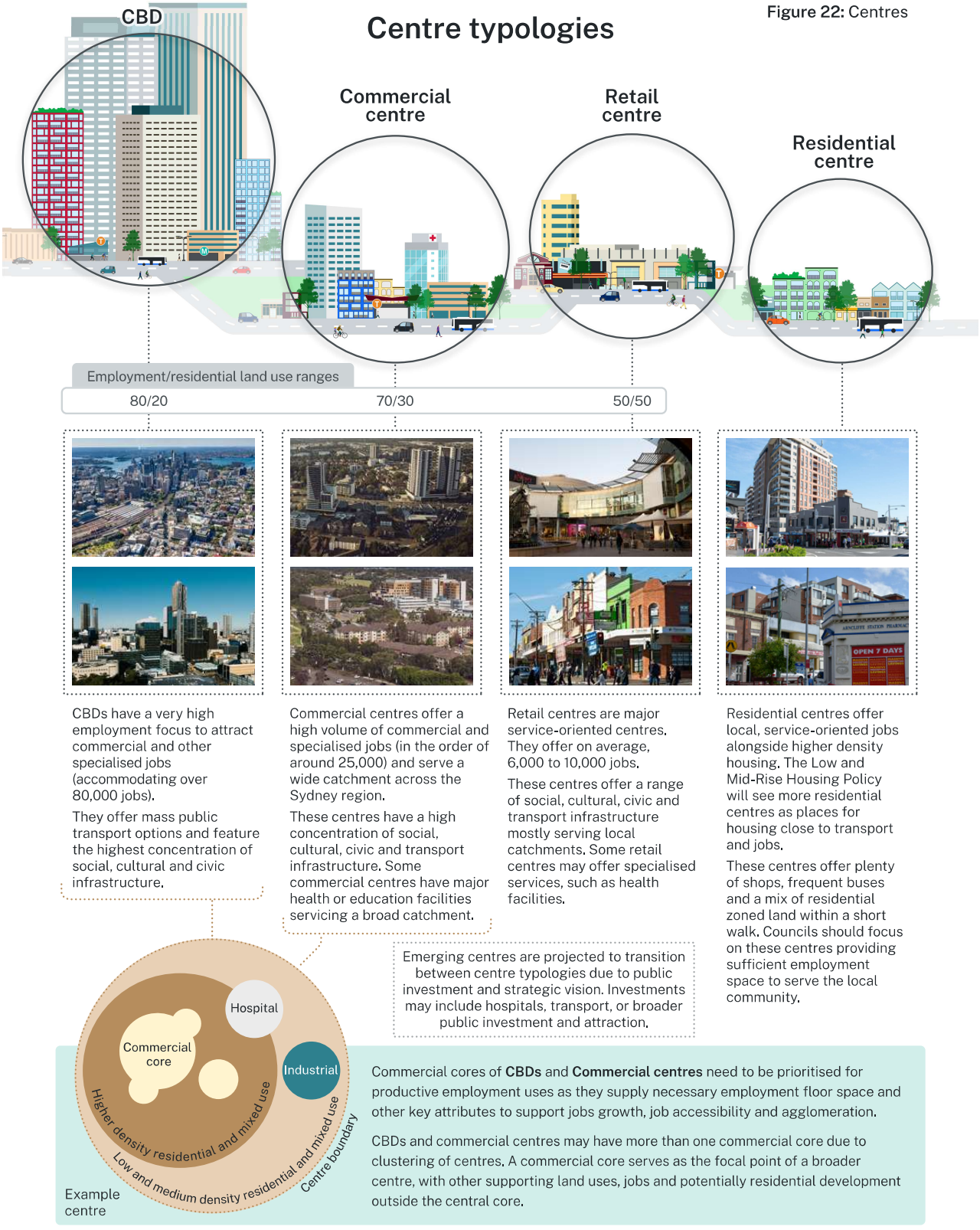
Figure 22: Centres



Productive industrial lands

Sydney's industrial lands[3] are vital to Sydney's productivity, underpin supply chains and provide essential services such as last-mile delivery, data centres, warehousing and local manufacturing. They represent just 2% of the Sydney region.

In 2024, industrial related activities contributed approximately $90 billion to the Sydney economy.

Unlocking and securing the supply of serviced and competitive industrial land can drive investment and innovation, create jobs and support housing construction.

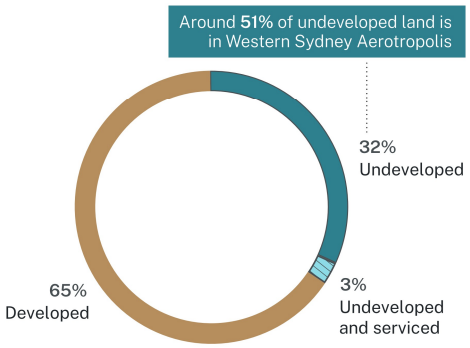
Sydney's industrial land supply is one of the most constrained in Australia with only a small supply of serviced and undeveloped industrial land available (Figure 23). Demand for industrial land in Sydney is high, with some areas seeing almost zero vacancies. The supply constraint is contributing to escalating prices and lowering supply.

In 2023, 228 ha of undeveloped industrial lands were developed, 43% higher than the long-term average since 2008. This suggests there is between 2 and 4 years of zoned and serviced industrial lands supply.

This shortfall combined with high demand increases operational costs. These can be passed on, affecting the prices of goods and cost of construction.

Industrial precincts connect across Sydney via import and export nodes, land, facilities and infrastructure (Figure 24). They support essential services that have different location requirements.

Figure 23: Industrial land supply
Source: DPHI 2024



Online retail and last-mile delivery is driving demand for warehouse space in locations close to consumers. Warehouse designs are also changing, with more automation driving demand for larger facilities. Large format freight and logistics are mainly located in western Sydney. Industrial land in the region's east provides first and last-mile logistics close to denser population areas.

Supply of industrial land is critical to manufacturing. Local manufacturing helps to provide local jobs and improve economic resilience. This increases demand on industrial land across the region. Most local manufacturing growth is expected in western Sydney in areas such as the Advanced Manufacturing Readiness Facility at Bradfield City Centre.

Productive rural lands

Rural areas cover around 16% of the region and provide many essential goods to the city. Key rural industries are agriculture, mining and tourism. Rural areas are mostly situated outside the draft urban footprint but are connected to urban areas through industries and supply chains that provide food, construction materials and other products for the region. Managing the interface between urban and rural areas can help to realise the full potential of this land.

Sydney produces much of the state's ornamental horticulture products, such as cut flowers and turf, with these functions concentrated in Hornsby, The Hills and Hawkesbury LGAs. Food production –particularly poultry, mushrooms and various vegetables– is clustered in Camden, Wollondilly and Penrith LGAs.

Rural industries need to locate within the Sydney region:

- due to the large local consumer base and labour supply
- to take advantage of agricultural technology and research institutes
- to meet transport and supply chain needs.

The take up of land used for more traditional rural uses in Sydney is changing. Innovation and technological advancements have allowed businesses to establish other productive uses, such as industrial uses. The opening of Western Sydney International Airport and the new connections to Bradfield City Centre and Agribusiness Precinct in Luddenham will offer unprecedented opportunities to link Sydney's rural lands to the world. The Agribusiness Precinct will accommodate new businesses and industries related to integrated logistics, air freight, integrated intensive production, food innovation, fresh product and pharmaceuticals.

3 Industrial land is land zoned for industrial or similar purposes in planning instruments, and land monitored under the Employment Lands Development Monitor.

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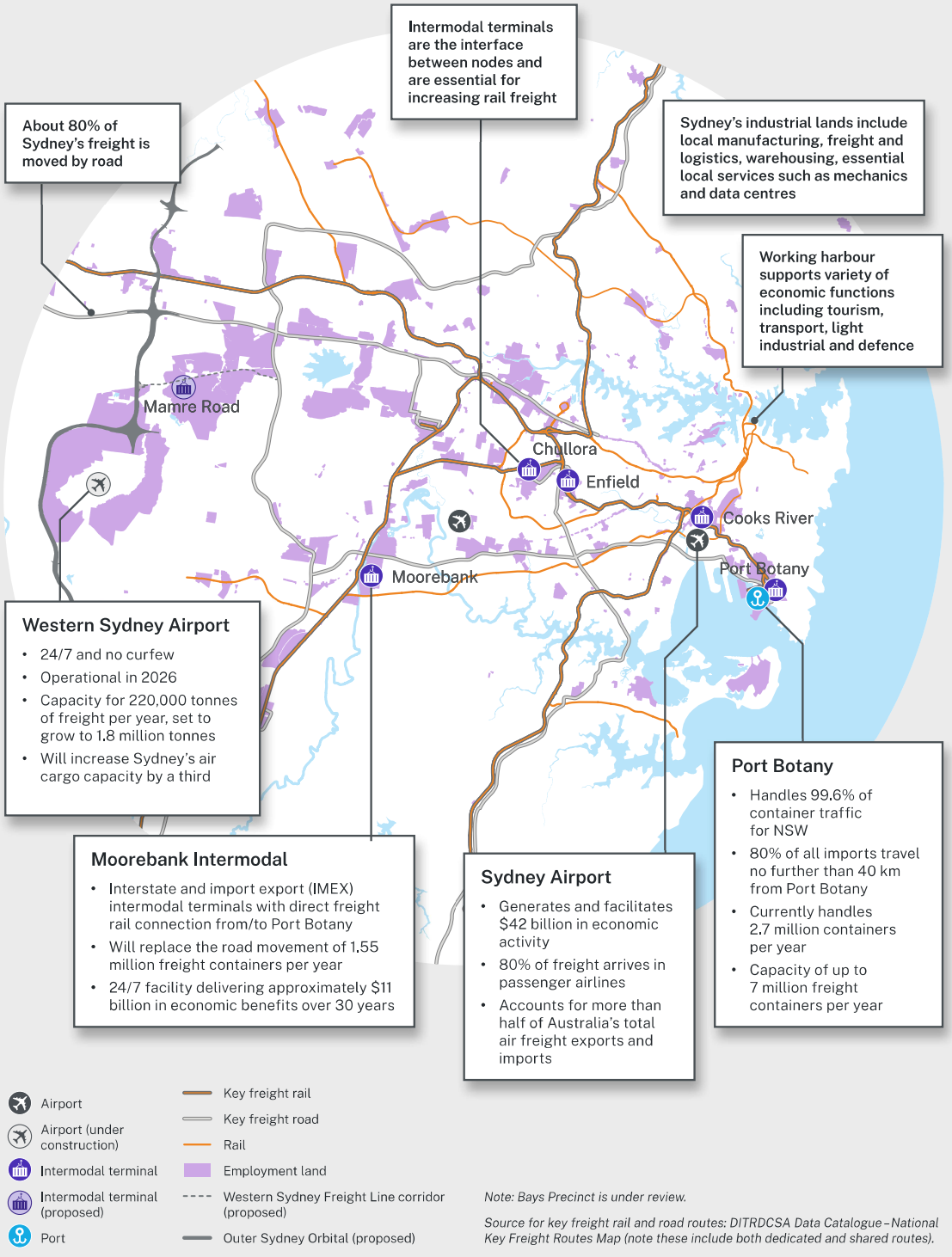
Figure 24: Network of current industrial lands



Note: Bays Precinct is under review.

Source for key freight rail and road routes: DITRDCSA Data Catalogue – National Key Freight Routes Map (note these include both dedicated and shared routes).

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Figure 25: Connected Sydney

- Sydney region boundary
- CBD
- Emerging CBD
- International airport
- Domestic airport
- Port
- Intermodal terminal
- Intermodal terminal (proposed)
- Railway station
- Metro station
- Light rail stop
- Ferry stop
- Bus stop
- Rail (shared and passenger lines)
- Dedicated freight rail
- Metro
- Light rail
- Ferry
- Rapid bus
- Future rapid bus route
- Motorway
- Committed and funded motorway
- Draft urban footprint
- Western Sydney Parklands
- National Parks and Wildlife Service Estate
- Rural and conservation lands

Priorities: Connected

This plan is underpinned by access to transport. As the region grows, communities and businesses will rely on transport networks to move people and goods. Land use planning can create a compact, transport oriented city where new housing and jobs are delivered alongside existing and planned public transport, linked with local walking and cycling connections.

Jobs and housing around public transport

Significant investment has and is still being made in Sydney's public transport network. In many centres capacity still exists on the network. This plan strengthens coordination of infrastructure provision to encourage more housing and jobs near existing and planned infrastructure (Figure 25).

Focusing housing development within a close (30-minute) public transport journey from key centres and destinations encourages sustainable travel and reduces urban sprawl. This includes development in centres with existing transport and infrastructure capacity or centres served by new or improved public transport.

Compact, walkable urban form promotes active travel

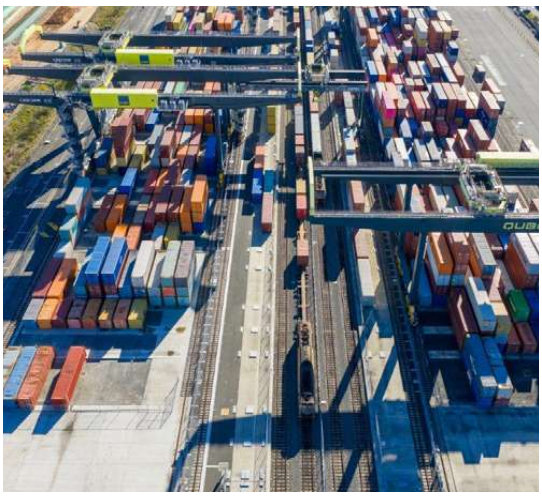
Land use planning and the design of infill and greenfield areas must create urban environments that are attractive, convenient, and safe. This makes places more accessible, healthy and liveable. It means less congestion, more activity on the streets and it enhances connections to blue and green infrastructure, for example, parks and waterways.

Establishing walkable links with greater access to amenity and services, streets, parks, and walking trails will improve local connectivity. These should be supported by tree canopy and understorey planting. Walking and cycling routes should be co-located within existing green infrastructure corridors, where possible. Additional measures in urban environments such as parking controls or travel demand management strategies can also promote walking and cycling.

The freight network connects industrial lands

Freight, from big businesses to farmers, retailers and consumers, contributed in 2022–23 around $74.3 billion to the NSW economy. Land use planning integrates efficient road and rail networks with state and regionally significant industrial lands to support productivity across the region, state and nationally. Identifying future industrial lands linked to current and future rail and road corridors will ensure the ongoing high productivity of the city.

Councils also need to plan for localised, urban freight functions such as retail and service deliveries, construction logistics and waste management when considering access and managing locally significant industrial lands.



Credit for top image: Transport for NSW

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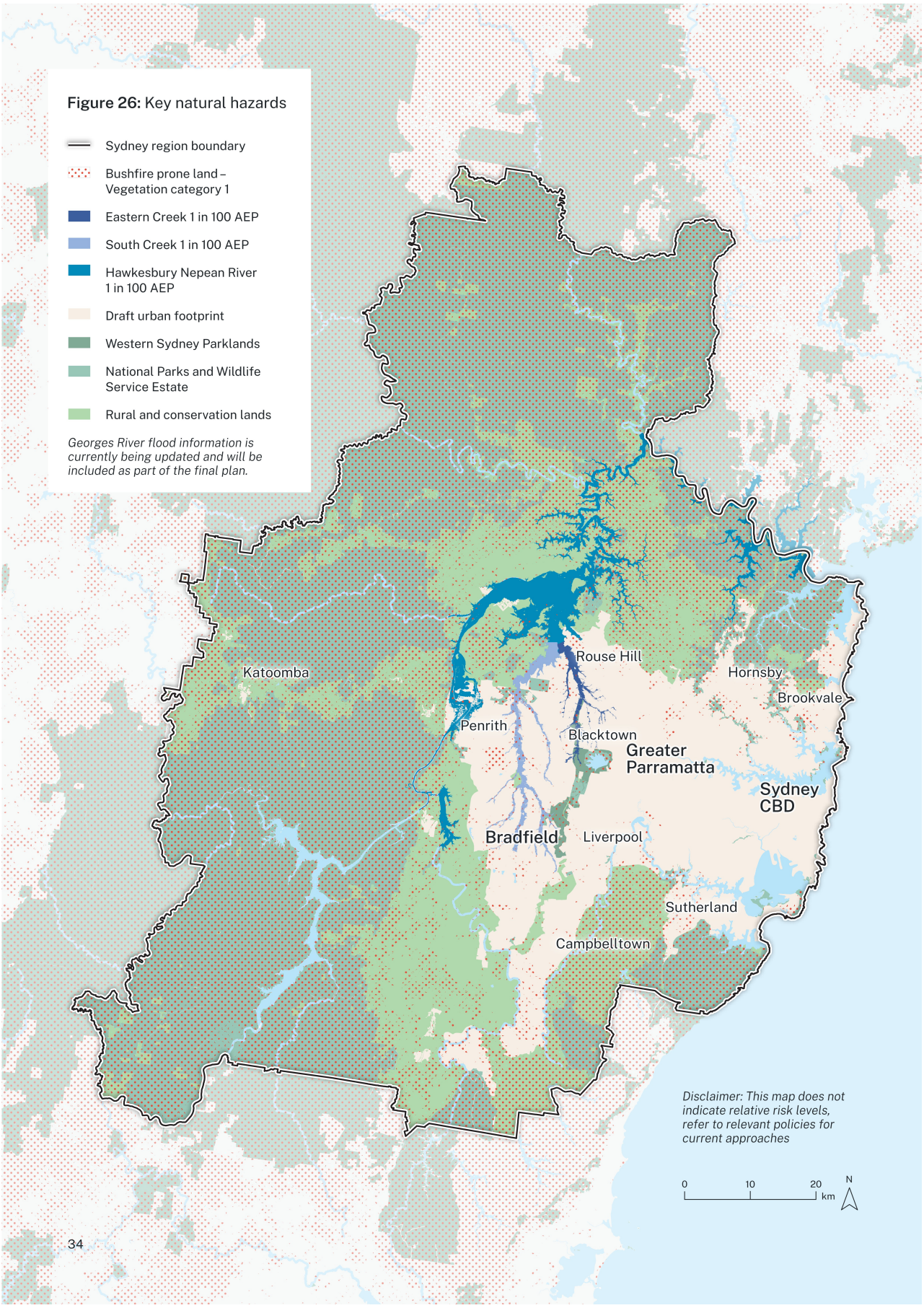
Figure 26: Key natural hazards
Sydney region boundary
Bushfire prone land – Vegetation category 1
Eastern Creek 1 in 100 AEP
South Creek 1 in 100 AEP
Hawkesbury Nepean River 1 in 100 AEP
Draft urban footprint
Western Sydney Parklands
National Parks and Wildlife Service Estate
Rural and conservation lands
Georges River flood information is currently being updated and will be included as part of the final plan.
Katoomba
Rouse Hill
Hornsby
Brookvale
Penrith
Blacktown
Greater Parramatta
Sydney CBD
Bradfield
Liverpool
Sutherland
Campbelltown
Disclaimer: This map does not indicate relative risk levels, refer to relevant policies for current approaches
0
10
20
km
N

Priorities: Resilient

Sydney is known for its unique and diverse natural environment. The natural environment is important for clean water, air, green and blue spaces and the wellbeing of the people who live there.

Healthy natural environments can better withstand and mitigate the impacts of natural hazard events and stressors. Land use planning will continue to:

- strengthen the capacity to plan for, recover from and adapt to hazard events and chronic stressors
- protect, enhance and restore the region's precious natural assets
- support continued connection to Country.

Natural hazards affecting different areas in Sydney include bushfires, floods, storms, droughts, extreme heat and coastal inundation and erosion (Figure 26). As the city grows, the region's sensitive ecosystems, iconic coasts and waterways, important rural lands and drinking water catchments, must be carefully managed.

Natural assets and biodiversity

Around 93% of the region is within the Sydney Basin Bioregion, which provides habitat for more than 200 threatened plant and animal species. Protected areas support biodiversity, help to build the resilience of ecosystems, and provide opportunities for people to enjoy the natural environment.

Regional conservation planning means biodiversity values are identified upfront. Infrastructure or other land uses can then be planned to avoid and minimise impacts on biodiversity and reduces assessment and offsetting costs. For example, the *Cumberland Plain Conservation Plan* assessed 200,000 ha in western Sydney and identified 11,164 ha of land which was biodiversity certified as suitable for urban development. A further 4,513 ha of high biodiversity value land avoided from development, and a further 27,200 ha of strategic conservation area, from which suitable offsets will be sourced to offset the biodiversity impacts of future urban development on the Cumberland Plain.

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Table 1: Projected annual mean climate variations in Sydney
Source: NARCliM2.0

	Baseline	Projections (absolute values)			
		Low-emissions scenario		High-emissions scenario	
Variables	1990–2009	2015–2034 (2025)	2035–2054 (2045)	2015–2034 (2025)	2035–2054 (2045)
Average temperature (°C)	16.1	16.7	17.1	16.7	17.6
Maximum temperature (°C)	22.2	22.8	23.2	22.8	23.8
Number of hot days	8.2	10.8	13.8	10.7	16.1
Number of cold nights	19.2	14.7	12.2	15	9.2
Average rainfall (mm)	916	835	853	877	796
Severe fire weather days	1.7	1.9	2.3	2	2.8

Resilience to natural hazards

Land use planning applies a risk-based approach when considering exposure and vulnerability to natural hazards. Risk-based approaches consider each area's environmental, social and economic characteristics and the opportunities and capacity to prepare, respond and recover. Resilience planning by Councils responds to current and future local conditions and hazards.

Locating new development within the urban footprint will reduce communities' exposure to bushfire risk, which is higher on Sydney's urban fringe in national parks, Crown land, public reserves and rural properties.

The Sydney region includes two high-risk flood catchments: the Hawkesbury-Nepean and Georges River catchments. The Hawkesbury-Nepean Valley is one of the highest risk catchments in NSW as its geography enables rapid, deep and widespread flooding. Overland flooding affects areas across the urban footprint, creating challenges for increasing development in some areas.

Along Sydney's 115 km coastline, 20 LGAs sit within the coastal environment area. Land use planning aims to manage the impacts of coastal hazards including inundation, erosion and shoreline recession on coastal properties.

Table 1 shows a trend towards higher temperatures, more hot days, fewer cold nights and more days with high fire risk in Sydney.

Heat vulnerable communities can be found across Sydney, Figure 27 notes the highest concentrations of heat vulnerable populations. Adopting locally targeted cooling measures that respond to the conditions such as integrating water, greening and cool materials into urban design is needed to reduce the impact of heat and strengthen resilience to climate change. Increasing the urban tree canopy in public and private areas can help to reduce urban heat. The region's tree canopy coverage varies between suburbs, particularly in denser urban areas.

Sustainable built environment

Well designed, energy-efficient buildings, infrastructure, public spaces and precincts can help mitigate the effects of climate change and accelerate the transition to net zero emissions. Land use planning can support the built environment alongside policy, controls, legislation such as *State Environmental Planning Policy (Sustainable Buildings) 2022* and Council-level sustainability controls.

Councils are at the forefront of climate change adaption and responding to shocks and stressors. Since 2018, 23 Sydney Councils have prepared local resilience or sustainability plans. Local planning that responds to local conditions and community needs can support resilience, climate change adaptation and the transition to net zero.

With drought conditions in almost half of the last 20 years, integrated water cycle management and water sensitive urban design should be incorporated to support the sustainable management of urban water resources, enhance the health of urban waterways, and contribute to more liveable environments.

Of the around 171,000 new homes built since 2018, 41% have been within 800 m of a train station. This approach encourages sustainable transport modes, lowers the cost of transitioning to new technology, reduces reliance on private vehicles and reduces emissions.

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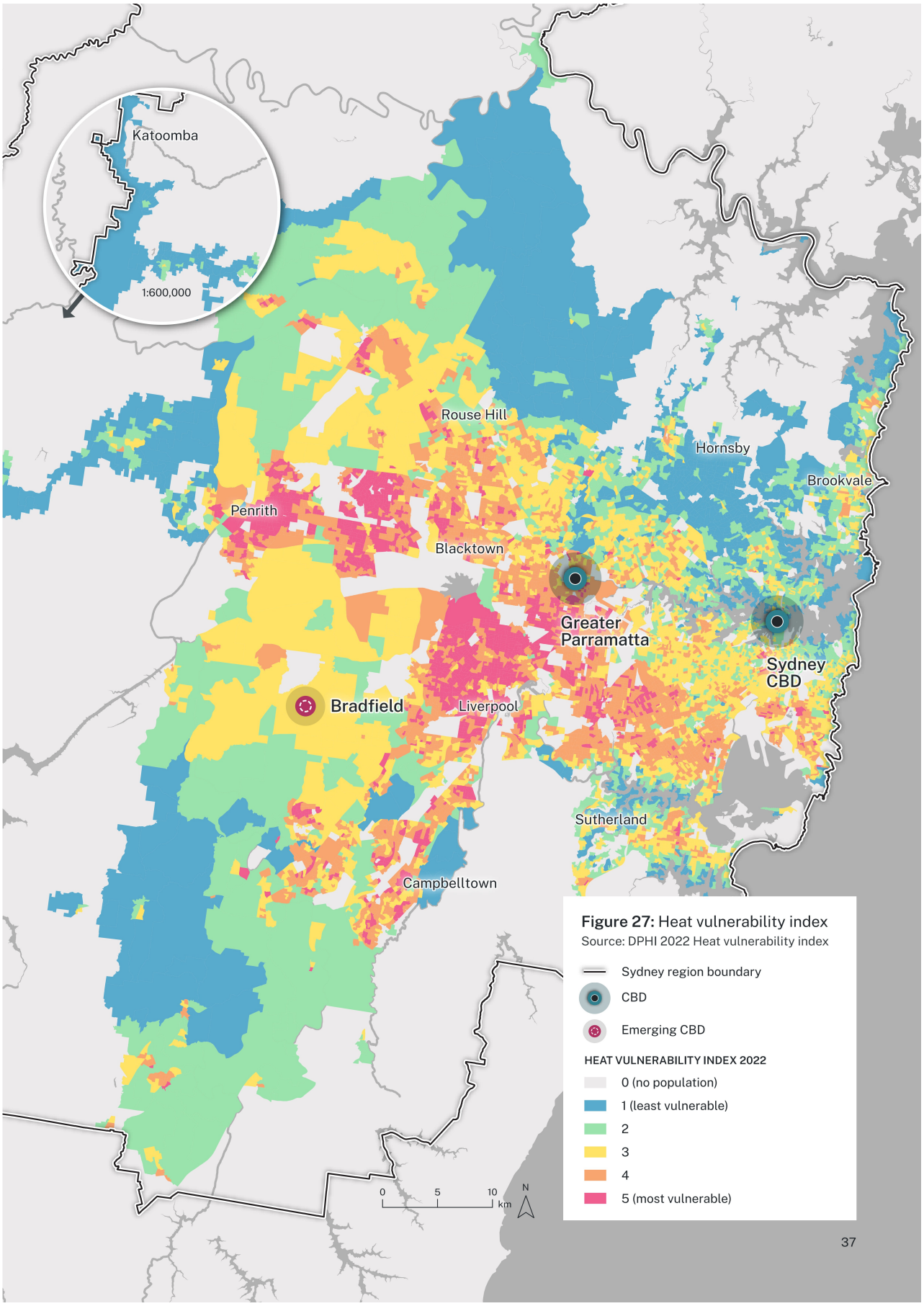


Figure 27: Heat vulnerability index
Source: DPHI 2022 Heat vulnerability index

Figure 28: Open space precincts

- Sydney region boundary
- National park
- Botanic garden
- Waterway
- Metropolitan open spaces
- Draft urban footprint
- Open space
- Western Sydney Parklands
- National Parks and Wildlife Service Estate
- Rural and conservation lands

Priorities: Liveable

People experience Sydney in diverse ways, particularly through its public life and cultural events. With warm summers and mild winters, the region is well-suited to outdoor dining, festivals, walking and cycling, swimming and year-round sports. Sydney also benefits from high air and water quality, supporting a healthy and thriving urban environment.

Improving access to housing, transport, and employment directly enhances quality of life. People also need access to health, education, and cultural services. Land use planning can support creating places where people genuinely want to live by supporting the development of well-designed and inclusive communities.

As Sydney grows, prioritising housing supply in areas where people can access amenities benefits residents. Over the medium to long term, it is important to prioritise the delivery of social and cultural infrastructure outside of these areas to complement housing growth.

Diverse and changing communities

In 2021, nearly 45% of residents in Sydney were born overseas (Figure 29), with higher proportions in the geographical centre, like Parramatta, Cumberland and Fairfield LGAs making it one of the most culturally diverse cities in the world. This rich cultural mix is reflected in its neighbourhoods, languages, and cultural festivals.

Sydney's changing communities are also reflective in its age demographics, with around 15% of Sydney's population aged 65 and over. Additionally, 3% of households were classified as multi-family, indicating multiple families living under one roof.

Different groups of people use places in distinct ways. Tumbalong Park in Darling Harbour is a prime example of a public space that supports Sydney's diverse communities. It features the Chinese Garden of Friendship and accessible open space, hosting a variety of events throughout the year — from cultural festivals to major international events such as Vivid Sydney.

Figure 29: Percentage of people born overseas in Sydney Source: ABS 2021

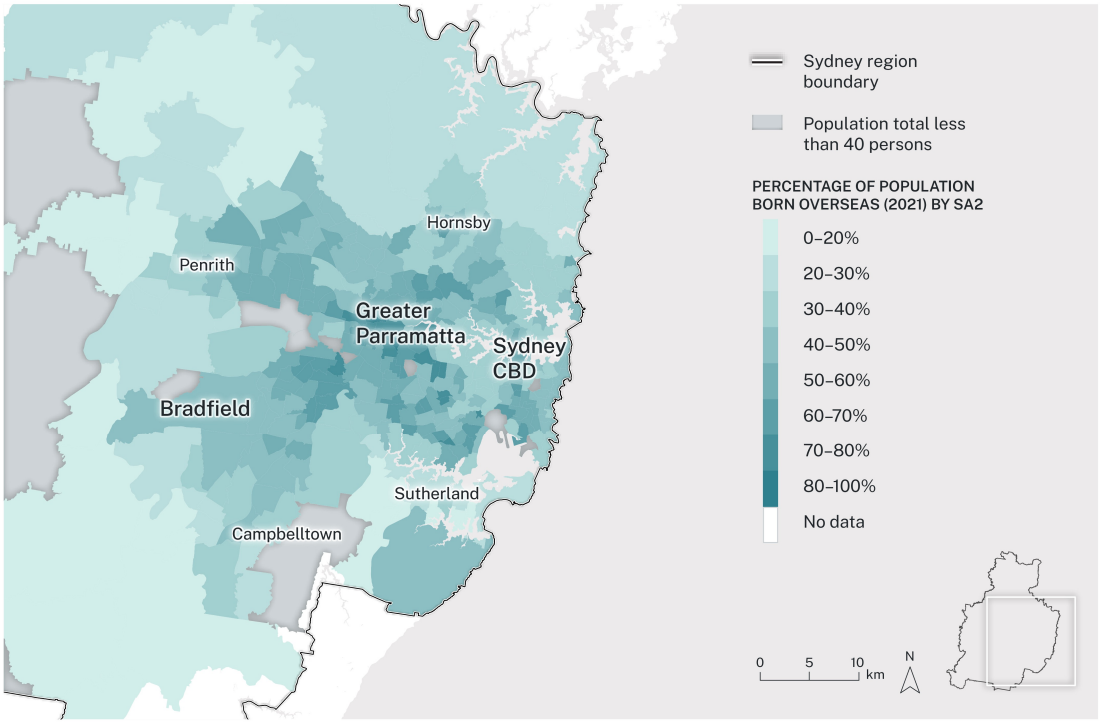
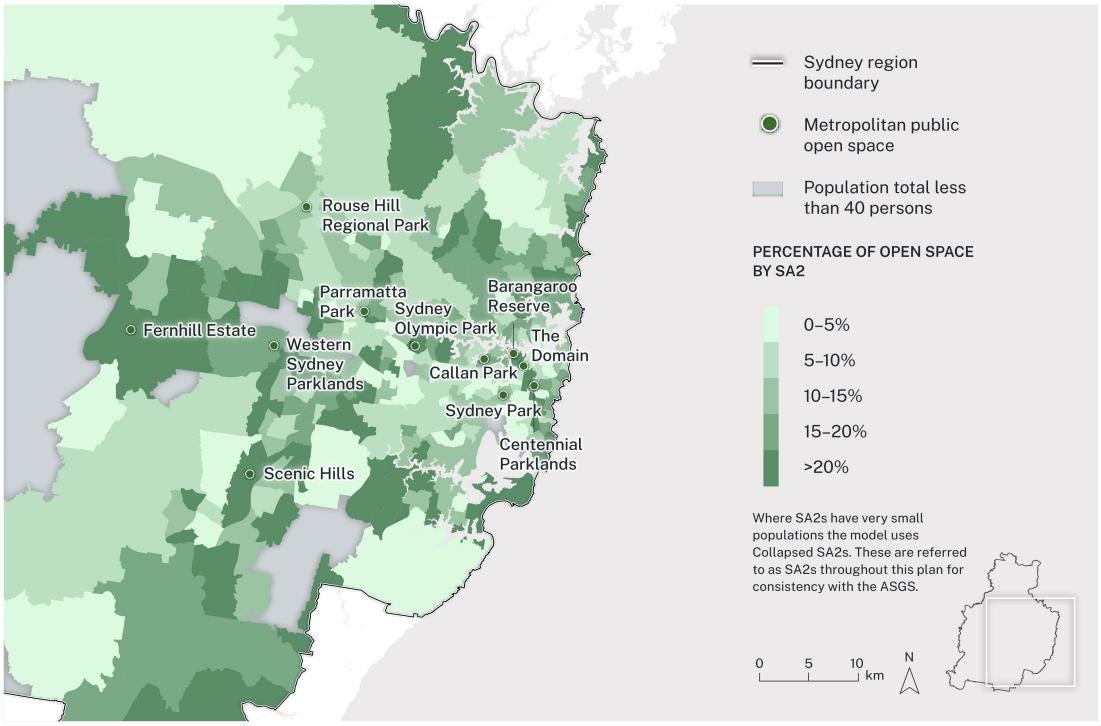


Figure 30: Public open space provision in Sydney 2025 Source: DPHI 2025



As the way we use places changes, it is important that land use planning adapts to meet these changing needs. Land use planning should aim to locate social and cultural infrastructure in areas that people can get to or live nearby. Public spaces should be designed to include everyone, promoting social connections and a sense of belonging among diverse communities.

Access to open space, infrastructure and services

While Sydney features vibrant and liveable communities, not all residents enjoy equal access to key social infrastructure such as schools, community facilities and open space. Open space[4] is infrastructure that is essential for communities and creating great places to live. It encompasses parks, natural areas and linkages, waterways and foreshores, and recreation trails for walking and cycling.

The existing provision of public open space and social infrastructure varies across Sydney (Figure 28). Central Sydney has relatively low open space provision (Figure 30). Eastern Sydney is generally well serviced for metropolitan public open space but in the west, this has not grown in alignment with population growth. There is an unique opportunity as western Sydney grows to plan and provide new metropolitan public open space and other social infrastructure. Providing additional open space within infill developments can be challenging due to the land constraints and the high cost of land acquisition. It demands innovative solutions to providing open space such as integrating open space into development.

4 Open Space refers to RE1, C2 and C3 zones, Callan Park, Rouse Hill Regional Park, and Western Sydney Parklands

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Vibrant communities

Land use planning can influence the type of attractive, busy urban areas where people want to live, stay, gather and play. Local urban design and planning supports cultural and community participation to form rich and diverse neighbourhoods.

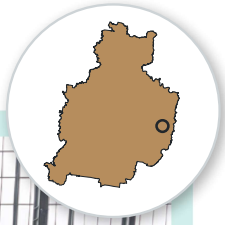
In 2025, 1.27 million people regularly worked at night across NSW accounting for 28.8% of all workers. Of these, 867,000 people in Sydney regularly work at night. Local areas should be designed, built and managed to encourage people of all ages and abilities to get around, offering choices of leisure, transport, exercise or other forms of street life – both day and night.

Sydney accounts for around 43% of NSW live music venues with ongoing and regular performance programming. Key clusters are in the Sydney CBD, Inner West and Parramatta. Thoughtful land use planning can create opportunities for new venues in suitable locations, helping to activate local areas and boost surrounding businesses.

Culturally rich areas such as Burwood, Fairfield and Lakemba showcase authentic experiences alongside transport, entertainment and community and cultural facilities.

Planning provisions like those for special entertainment precincts can protect and enhance these facilities, celebrate unique local character and enable day and night-time economic uses.

Infill development of the former Flour Mill industrial site in Summer Hill illustrates how adaptive reuse, coupled with well-designed public spaces, can foster vibrant and connected communities.

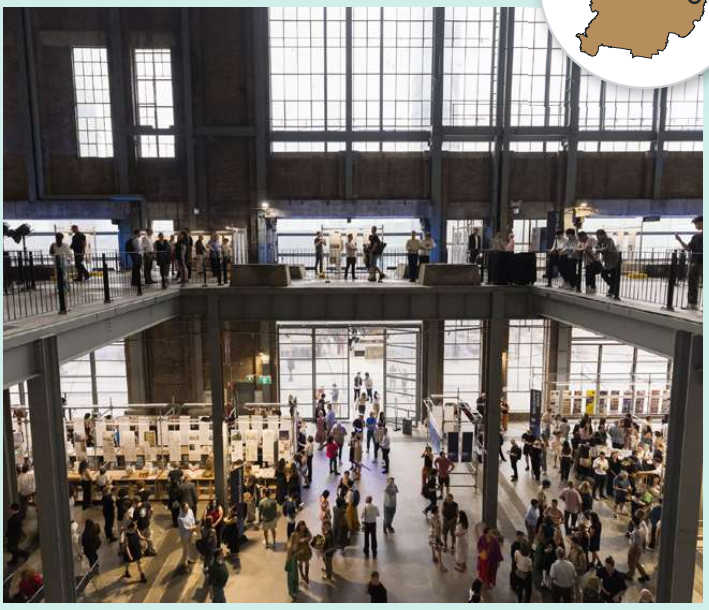


Case study: White Bay Power Station

White Bay Power Station pays tribute to Sydney's industrial history near the harbour in the Bays West precinct. The adaptive re-use of the power station as a vibrant cultural and community hub is a great example of urban renewal in Sydney. It provides transformed spaces to support the arts, culture and creative industries for a growing community near a future Metro station.

Image credit: Anna Kucera

Note: Bays Precinct is under review.



Priorities: Coordinated

Growth needs to be coordinated, well-managed and planned ahead of development. A coordinated approach between NSW Government agencies, local government and industry allows the timely delivery of utilities, transport, schools, health, waste and other essential infrastructure and services.

Previous infrastructure lags and faster than anticipated growth in some areas, especially greenfield precincts in western Sydney, means land has been developed for new housing or employment uses without the right infrastructure in place. This impacts communities and hinders investment in new businesses that cannot access the right services and facilities.

Prioritising growth in areas supported by infrastructure

The NSW Government will continue to maximise existing and planned infrastructure to drive sustainable settlement patterns, prioritising areas where infrastructure capacity exists or where investment can unlock land for new home and employment opportunities.

In 2023, the NSW Productivity and Equality Commission found that the cost of providing infrastructure and services for greenfield development could be up to $75,000 more per home compared to infill development.

Infrastructure cost differences across areas are primarily driven by local traffic congestion and wastewater expenses, with school facilities and green space costs also contributing.

Housing development in inner-ring suburbs — close to employment and public transport — generates less than half the additional congestion cost compared to development in outer suburban areas.

Water and wastewater infrastructure is also costlier further inland, especially in hilly or sensitive environments. Costs average $13,000 per dwelling in established areas south of Sydney Harbour, rising to $42,000 in outer suburbs like Hornsby.

Continued State-led rezonings and planning reforms unlock land for new and additional housing, jobs and business opportunities across infill precincts. Prioritising growth around centres or areas supported by existing and planned transport hubs expands the regions' development potential while managing the costs of providing infrastructure to development.

The NSW Government has already introduced a number of reforms aimed at driving housing and jobs growth around existing and planned infrastructure.

The Transport Oriented Development Program and Low and Mid-Rise Housing Policy support more homes close to existing centres and economic opportunities, while the 5-year housing targets begin to rebalance future growth strategically around existing infrastructure to capitalise on these investments and benefits that these bring to local communities. Additionally, the In-fill Affordable Housing provisions are aimed at delivering more homes in well-located areas for households on very low to moderate incomes.

Infrastructure for growing communities

Better coordination of infrastructure, services and land use planning will enable NSW Government agencies and Councils to resolve issues and make the right decisions on infrastructure staging, investment and provision.

Planning for new and enhanced infrastructure includes both enabling and supporting infrastructure.

Some infrastructure in Sydney is already at capacity. For example, the region's landfill capacity for household waste will likely be exhausted by 2030. The region will require an extra 1.1 million tonnes of capacity each year, rising to 1.4 million tonnes from 2040.

The Urban Development Program (UDP) and Employment Land Development Program (ELDP) help to align infrastructure planning with projected growth. These programs identify, prioritise and sequence state-funded infrastructure to support housing (UDP) and priority employment areas (ELDP).

Engagement and coordination with infrastructure agencies, utilities, Councils and the development industry, as well as monitoring, inform the UDP and ELDP. Councils rely on the programs to:

- guide infrastructure decisions and align investment to service areas where the NSW Government leads the planning process.
- inform reviews of strategic plans, including contributions plans.

Enabling infrastructure refers to projects that are required to unlock development. These projects will vary according to the specifics of existing infrastructure provision and the type and scale of development proposed. These could include water, wastewater, roads and schools.

Supporting infrastructure refers to projects that support the development of liveable, productive and sustainable communities such as open space, and health services.

Responses

RESPONSE 1:
Implement Sydney housing targets

Housing targets set expectations for where most new housing will be located. They guide Councils and the NSW Government in planning for new housing and supporting infrastructure and send a signal to the market where development is likely to occur.

Figure 31 identifies the 5-year housing targets that respond to the National Housing Accord and identifies the requirement for accelerating delivery above the current pipeline of supply.

The plan for Sydney's housing over the next 20 years is to rebalance population around infrastructure. This includes revising existing plans and accelerating them to intensify housing development, including higher density, at Metro stations closer to central Sydney. Western Sydney will continue to develop housing areas within established greenfield precincts and emerging centres as new investment comes online.

Councils will need to review their local plans to incorporate the targets. If Councils do not provide for housing capacity in local plans, the NSW Government will undertake this work through a State-led process. Councils should plan for the feasible number of homes in their local area to meet their housing targets, not just the theoretical capacity. This means building a bigger pipeline of potential homes to ensure their targets can be met. Providing adequate feasible capacity for housing within a LGA is essential to deliver homes and meet housing targets. Research has shown that not all land available for housing is developed so the pipeline of opportunities needs to be significantly larger to make sure targets can be achieved.

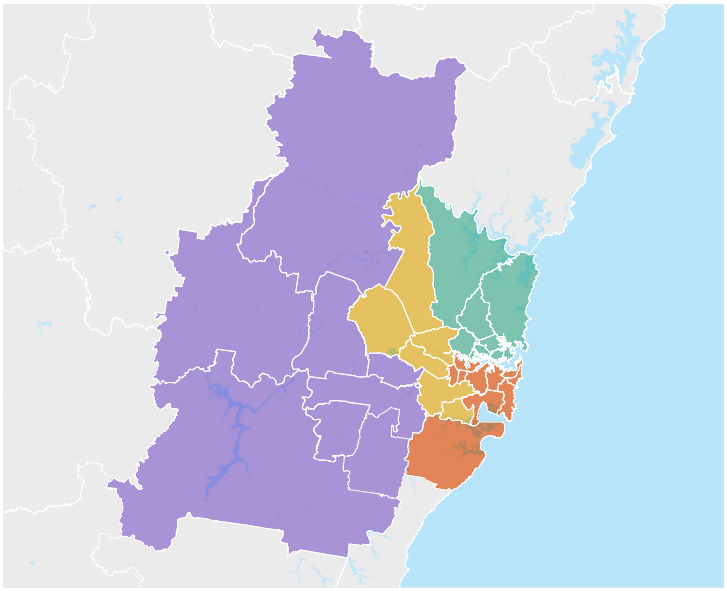
Complementary to land use changes, Councils should assess development applications in line with the benchmarks set out in the Ministerial Statement of Expectations to help speed up delivery of new homes.

The NSW Government will also enhance monitoring frameworks to track housing development and make sure Councils complete reviews within a reasonable timeframe.

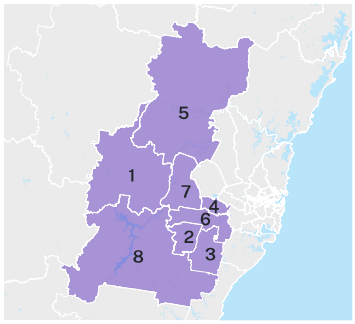
Government and Council actions for Response 1

	NSW Government actions	Timing
1.1	Develop and implement a revised housing supply and diversity monitoring framework	2026–27
1.2	Continue to investigate and implement new statutory provisions to fast track assessment of Council-led housing proposals	2026 and ongoing
1.3	Lead planning interventions to increase housing supply if Councils fail to meet housing target requirements	2026 and ongoing
	Council actions	**Timing**
1.4	Review and update local strategic planning and local environmental plans to align with the Sydney Plan and provide sufficient feasible capacity to meet housing targets	2027 and ongoing

Figure 31: Housing Targets

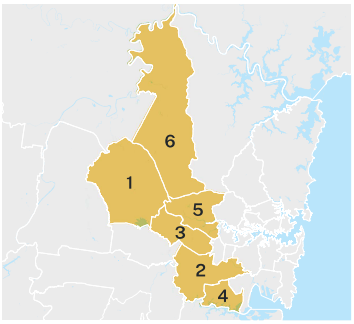


Western Sydney
Central
Eastern Sydney (North)
Eastern Sydney (South)



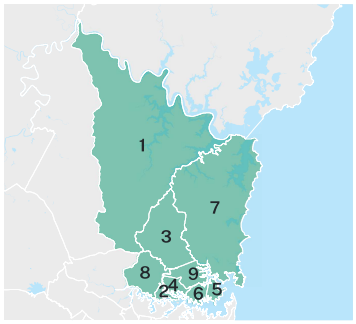
Western Sydney

	LGA	2024–29 target
1	Blue Mountains	600
2	Camden	10,200
3	Campbelltown	10,500
4	Fairfield	5,900
5	Hawkesbury	1,300
6	Liverpool	16,700
7	Penrith	8,400
8	Wollondilly	5,500



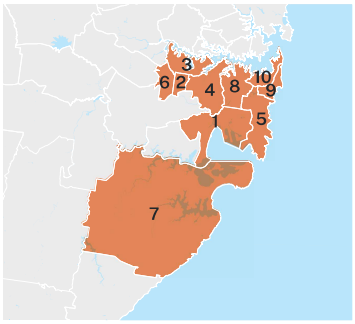
Central Sydney

	LGA	2024–29 target
1	Blacktown	21,400
2	Canterbury–Bankstown	14,500
3	Cumberland	12,200
4	Georges River	6,300
5	Parramatta	19,500
6	The Hills	23,300



Eastern Sydney (North)

	LGA	2024–29 target
1	Hornsby	5,500
2	Hunters Hill	400
3	Ku-ring-gai	7,600
4	Lane Cove	3,400
5	Mosman	500
6	North Sydney	5,900
7	Northern Beaches	5,900
8	Ryde	11,600
9	Willoughby	3,400



Eastern Sydney (South)

	LGA	2024–29 target
1	Bayside	10,100
2	Burwood	3,300
3	Canada Bay	5,000
4	Inner West	7,800
5	Randwick	4,000
6	Strathfield	3,500
7	Sutherland	6,000
8	Sydney	18,900
9	Waverley	2,400
10	Woollahra	1,900

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RESPONSE 2:
Increase housing diversity and choice

A mix of housing types is required to accommodate housing needs and a changing population. The Low and Mid-Rise Housing Policy and Transport Oriented Development Program will provide the greatest opportunity to increase housing diversity and more choice to residents. Using existing infrastructure for new developments is cost effective, reducing public spending for new roads, utilities and services.

Figure 32 shows housing typologies accommodated under the Low and Mid-Rise Housing Policy and Transport Oriented Development Program. Housing diversity and choice is not just about different housing forms, it is also about dwelling mix, particularly in mid and high-rise development.

Many Councils already utilise planning provisions that promote a mix of housing types and sizes for medium and high-density residential development. While demographic profiles vary across the region, a common theme is the need for more diverse apartment types.

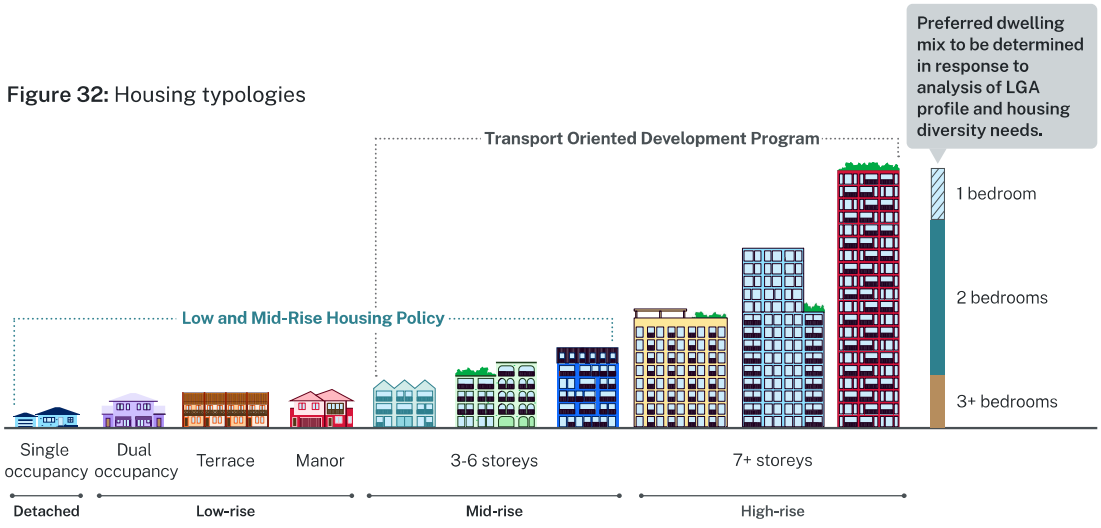
As the plan is implemented and current policies monitored, there may be a need to consider new locations suitable for the Low and Mid-Rise Housing Policy to maintain housing supply.

The plan identifies high growth areas in parts of the region earmarked for significant change in the next 20 years (Figure 33). These infill and greenfield precincts represent areas where major housing growth is well underway and where the Transport Oriented Development Program and Low and Mid-Rise Housing Policy applies. Changes in infrastructure delivery may result in additional areas being investigated by the NSW Government or other precincts brought forward as a higher priority.

The Transport Oriented Development Program will provide significant additional housing capacity over the life of the program. Councils should continue to plan around train stations and major bus interchanges and investigate other high-density options to meet housing targets.

A pipeline of State-led or assessed rezonings to unlock significant new housing in infill areas has already been identified (Appendix D). The State-led rezoning program may also be expanded in the future if required. Location decisions will be based on many factors, including feasibility and whether Council planning can help to meet the housing targets.

Figure 32: Housing typologies



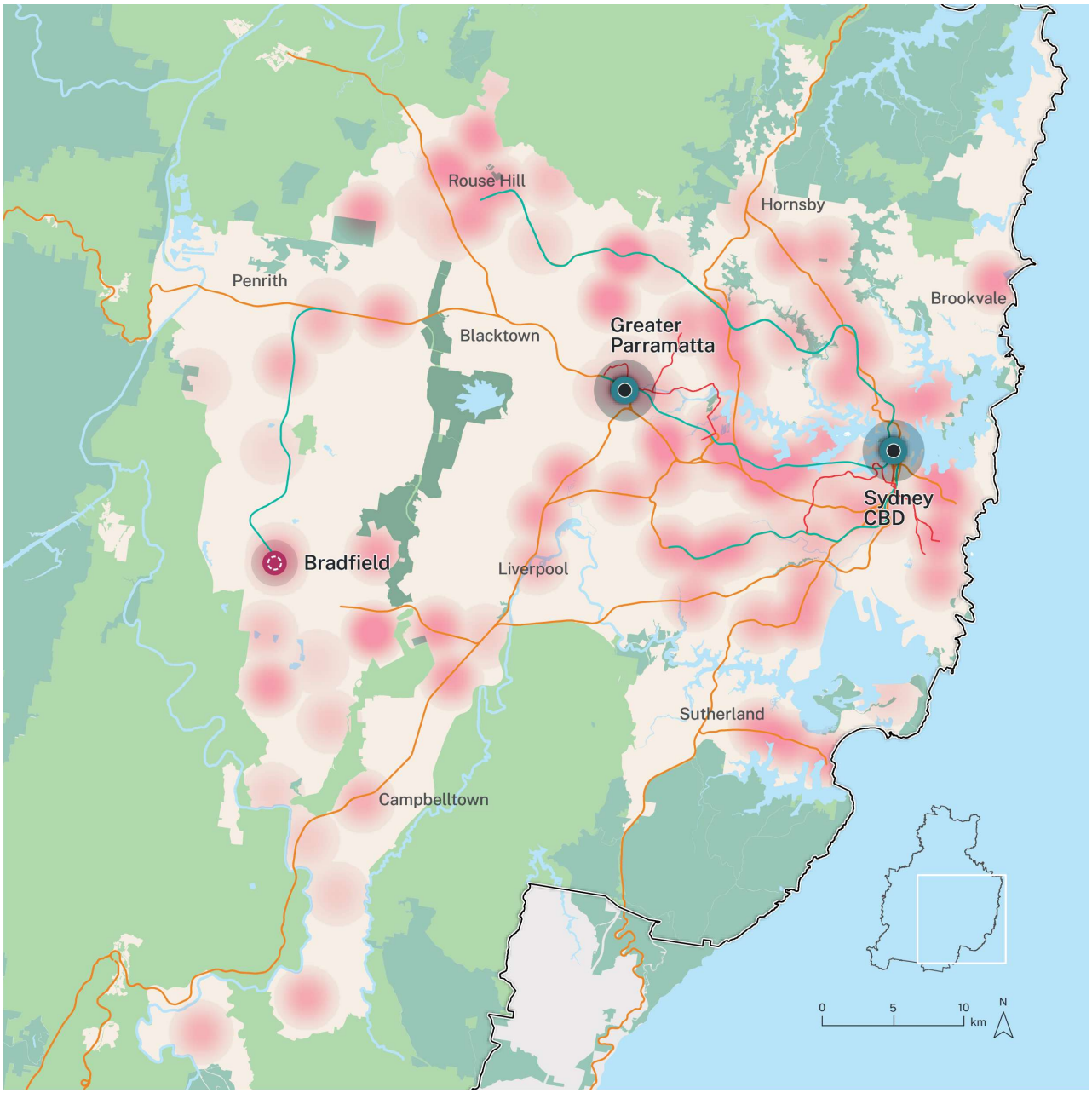


Figure 33: High growth capacity housing areas

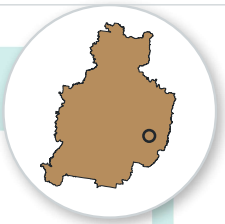
Note: Bays Precinct is under review.

Case study: Belmore and Lakemba

In April 2024, at the request of Canterbury-Bankstown Council, Belmore and Lakemba were announced as stations under the Transport Oriented Development Program.

Canterbury-Bankstown Council took the opportunity to plan an alternative approach for Belmore and Lakemba. It exhibited masterplans that were site-specific, considered local context and covered a much broader area than the Transport Oriented Development Areas.

The result was the potential delivery of significantly more homes than proposed under the Transport Oriented Development Program. This is a good example of a Council taking the initiative to bring about change using a locality-based approach.



Council housing options for the Belmore–Lakemba stations precinct in lieu of original Transport Oriented Development Program proposal.

Source: City of Canterbury Bankstown 2024

Government and Council actions for Response 2

	NSW Government actions	Timing
2.1	Review development standards for dual occupancy development to establish a consistent approach across NSW	2026
2.2	Complete master plans and State-led rezoning precinct studies for priority Metro West, Sydney Metro–Western Sydney Airport, Stage 2 light rail and rapid bus networks	2027–28 and ongoing
2.3	Investigate planning control incentives relating to housing diversity and requirements for family-friendly apartments in mid and high-rise residential development	2026
2.4	Update guidance to consent authorities, industry and the community to make sure the Apartment Design Guide is being used flexibly to achieve positive objectives evaluated through merit assessment	2026
2.5	Investigate further opportunities for low rise attached housing	2027
	Council actions	**Timing**
2.6	Review local environmental plans, local contribution plans and development control plans relating to Low and Mid-Rise Housing Areas designated under the Low and Mid-Rise Housing Policy	2026
2.7	Identify areas outside Low and Mid-Rise Housing Areas that can accommodate more diverse housing choice based on public transport connections to stations	2026–27
2.8	Review minimum lot size requirements for dual occupancies outside Low and Mid-Rise Housing Areas	2026–27
2.9	Consider more ways to provide high density development around stations and other transit hubs, where appropriate and feasible	2026–27

RESPONSE 3:
Secure the supply of affordable housing

Surplus Government-owned land can be leveraged to fast track affordable and social housing supply. This is already occurring at Explorer Street in Eveleigh and the WestConnex dive site in Annandale.

The NSW Government has established inclusionary zoning in priority locations under the Transport Oriented Development Program to provide affordable housing. The Transport Oriented Development Accelerated Precincts each have a base rate requirement for 3% of housing provided to be affordable. On key sites within these precincts and based on feasibility, higher rates of up to 18% affordable housing are required. This affordable housing is required to be delineated in perpetuity and managed by a registered community housing provider.

In other Transport Oriented Development Areas, the NSW Government has introduced a 2% mandatory affordable housing contribution in perpetuity for development projects with a minimum gross floor area of 2,000 sqm. This rate will increase over time to reflect market conditions. The In-fill Affordable Housing reforms are also aimed at encouraging developers to boost affordable housing and deliver more market housing.

In the short term, the Department will expedite local strategic planning for affordable housing, increasing certainty and streamlining affordable housing provisions in the medium to long term. Every Council must have an affordable housing contribution scheme in place by 2027.

Case study: Waterloo South Precinct

The rezoning of Waterloo South has increased social and affordable housing to 50% across the precinct, delivering more than 1,000 new social homes and over 600 affordable homes. The Waterloo South redevelopment aims to deliver more and better social, affordable and private housing, with community and green spaces which prioritise the health and wellbeing of social housing tenants. The project capitalises on the new Waterloo Metro station meaning residents have easy access to services and amenities.

The NSW Government is working with the local Aboriginal community and partner community housing providers to identify opportunities to improve outcomes for Aboriginal people. This includes 20% of all new social homes and 15% of all new affordable homes to be dedicated to Aboriginal people.

Government and Council actions for Response 3

	NSW Government actions	Timing
3.1	Deliver an Affordable Housing Contribution Scheme toolkit to support Councils to fast-track the preparation and adoption of an affordable housing contribution scheme	2026–27
3.2	Maximise the affordable housing outcomes delivered under Transport Oriented Development and infill affordable housing programs by creating more flexible arrangements for contributions	2029
	Council actions	**Timing**
3.3	Prepare and adopt an affordable housing contribution scheme	2027
3.4	Identify surplus Council-owned land for affordable housing	2027

RESPONSE 4:
Grow well-located jobs

An additional 820,900 jobs are forecast in Sydney by 2044 (Figure 34), distributed throughout the Sydney region, aligning workforce and land use opportunities with infrastructure investment (Figure 36). Jobs across the region aim to improve access to opportunities for everyone-including disadvantaged groups, Aboriginal communities, and people with diverse skills-by supporting jobs close to where they live (Figure 35).

Employment guidance for centres and at a UDP area scale is provided in Appendix E. Delivering jobs in centres, particularly corporate and service-oriented jobs, aims to increase accessibility by public transport. Jobs growth can also focus on areas outside of centres where:

- construction and industrial industries serve vital functions, such as logistics and transport
- health and education industries are significant job drivers and facilitate jobs growth both in and out of centres.

Forecasts for employment in centres and for UDP areas can:

- inform public infrastructure investment decisions
- support the network of centres by distributing jobs across centres
- guide strategic planning decisions on appropriate zonings
- enable businesses to make investment decisions and target specific workforces

Some areas of Sydney also function within a network, with development and different land uses forming corridors serviced by transport infrastructure. These areas vary in role, scale and function. They contain centres that benefit from connectivity–centres that can specialise and grow in targeted industries, leveraging infrastructure and supporting high density housing and employment areas. An example jobs corridor is at Figure 37.

Figure 34: Total jobs by industry group in Sydney in 2044 Source: DPHI 2025

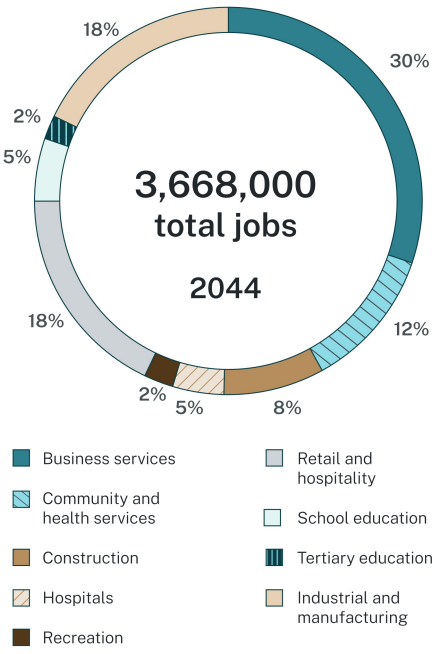


Figure 35: Percentage of population with access to more than 50,000 jobs within 30 minutes via public transport Source: DPHI 2025

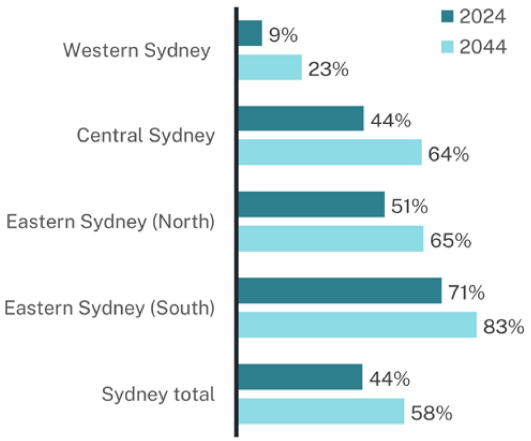


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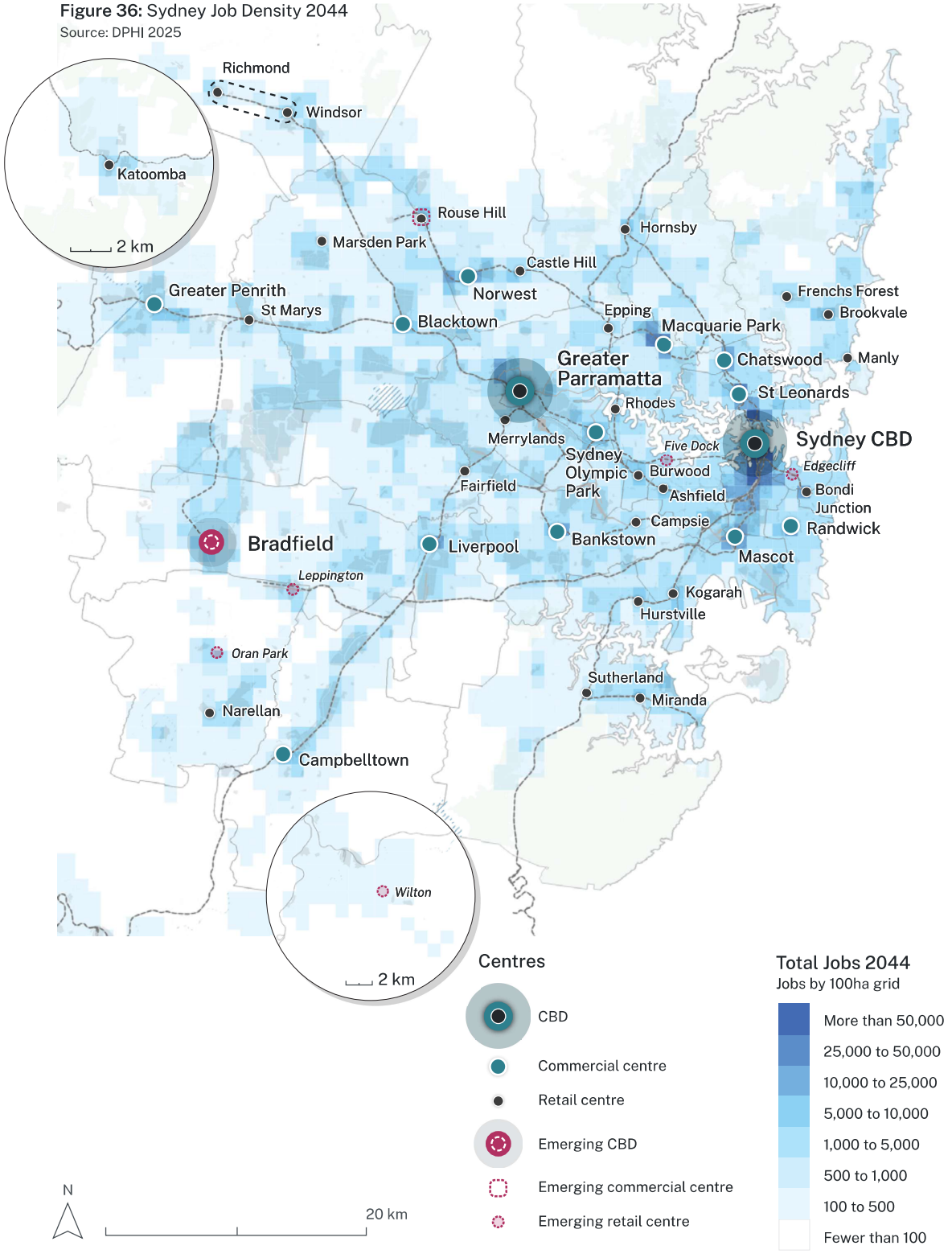
Figure 36: Sydney Job Density 2044
Source: DPHI 2025



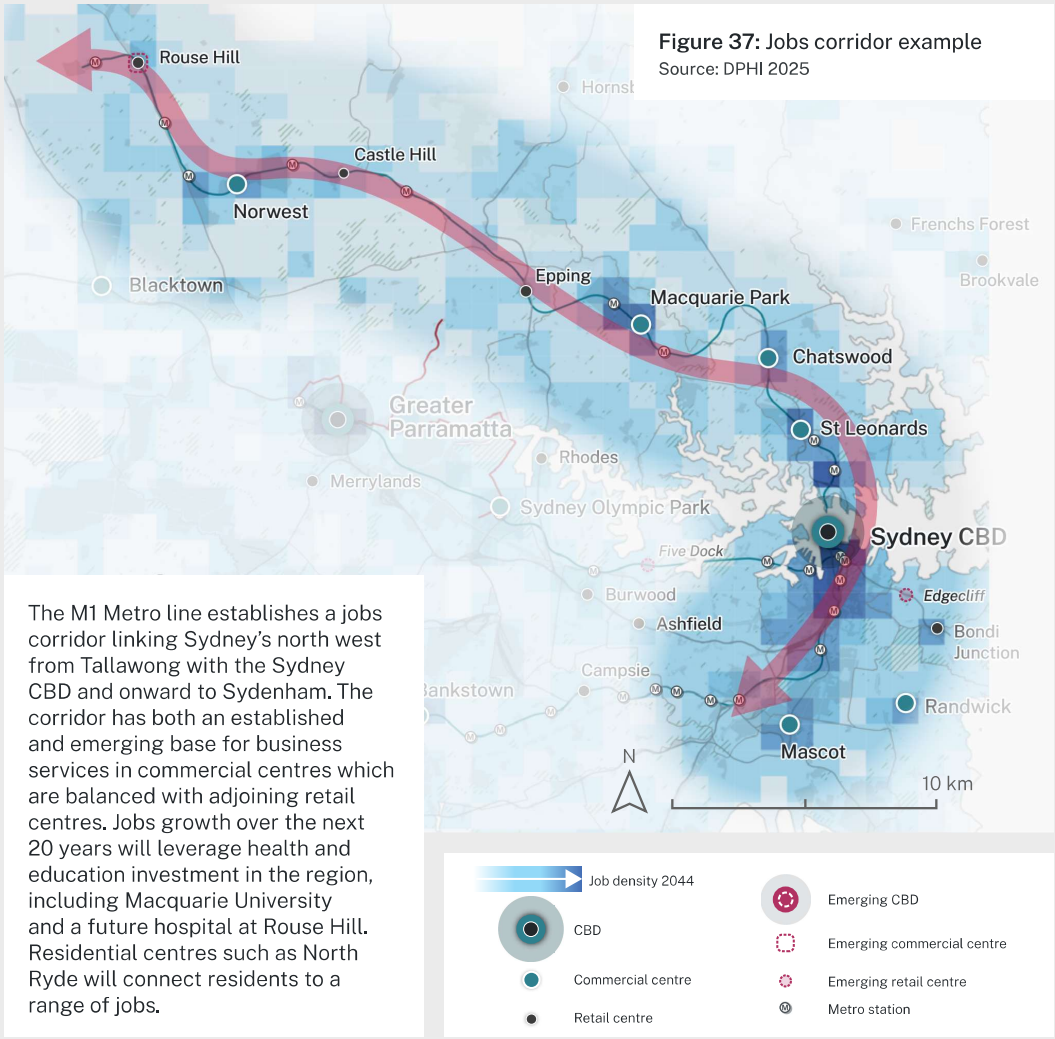


Figure 37: Jobs corridor example
Source: DPHI 2025

Government and Council actions for Response 4

	NSW Government actions	Timing
4.1	Finalise the centres policy including guidance on mixed-use or residential zoned land in and around a commercial core	2025–26
4.2	Review and update employment zone planning policy for centres	2025–26
	Council actions	**Timing**
4.3	Review and update planning controls for E1 and E2 zones within the identified Low and Mid-Rise Housing Areas to increase floor space for goods and services to meet the needs of new residents and to consider shop top housing	2027
4.4	Investigate and implement revised statutory provisions to enable new jobs in and out of centres, including responding to infrastructure availability	2026 and ongoing

RESPONSE 5:
Align infrastructure to planned growth

A growing population requires a range of infrastructure, and timely infrastructure delivery is a key part of planning for any community. By appropriately sequencing state-funded infrastructure to enable and support housing growth, the delivery of this infrastructure can be staged for when communities need it most.

The Housing and Productivity Contribution (HPC) applies to residential, commercial and industrial development and helps fund state infrastructure. The UDP and ELDP inform recommendations for HPC funding through the Sydney Infrastructure Opportunities Plan (IOP), which identifies state infrastructure projects required to support the development of new housing and employment lands. Projects identified in the IOP may also be delivered by developers as 'works-in-kind'.

The UDP will monitor the supply of land across each UDP area and coordinate the sequencing of enabling and supporting infrastructure investment. This will support a strong pipeline of development ready land supported by appropriate infrastructure. Operating on an annual cycle, the UDP brings together NSW Government agencies, Councils, utility and industry stakeholders to coordinate housing supply and infrastructure delivery. This process informs NSW Government infrastructure investment and the allocation of funds from the HPC.

Councils collect contributions to support the provision of local infrastructure such as open space and walking or cycling connections. Councils understand local infrastructure capacity, plan for and prioritise new and upgraded infrastructure and must do so efficiently with a limited source of funding.

Regional and local scale infrastructure such as schools, community facilities, waste facilities, and cemeteries and crematoria requires consideration early in land use planning, to:

- protect existing infrastructure sites from encroachment and land use conflict
- identify new sites for uses that have specific requirements
- identify sites and planning pathways for additional capacity in line with growth and changing needs of communities.

Government and Council actions for Response 5

	NSW Government actions	Timing
5.1	Develop and annually update the Sydney Infrastructure Opportunities Plan	Ongoing
5.2	Publish best practice guidance for Councils when planning for and providing local infrastructure	2026–27
	Council actions	**Timing**
5.3	Use UDP and ELDP data to inform infrastructure planning at the local level	2026 and ongoing
5.4	Regularly review infrastructure contributions plans to reflect infrastructure priorities and staging through the UDP and ELDP	Minimum every 4 years, aligned to Council delivery programs
5.5	Review infrastructure schedules to reflect land use planning directions and current works and land acquisition costs	Minimum every 2 years from 2026
5.6	Identify specific planned infrastructure works to be delivered within Council delivery programs and operational plans	2026 and ongoing

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RESPONSE 6:
Create a more vibrant Sydney

The vibrancy of centres is shaped by land use planning that support their role as focal points for social, cultural and economic activity. Planning for centres must consider community infrastructure and how people will access:

- public transport
- opportunities to walk, cycle or be active
- quality public spaces
- later trading of venues.

Land use planning should also consider built, natural and cultural heritage. This means incorporating shared or diverse histories and stories in planning and design through art or Aboriginal storytelling. As greenfield areas grow and mature, vibrancy can be boosted through a variety of civic and cultural activities both day and night, facilitated by land use planning.

Initiatives such as special entertainment precincts can encourage going-out districts with extended trading hours or favourable sound controls for venues. This is already happening at the Enmore Road Special Entertainment Precinct.

As Councils plan for new housing, they should also reimagine employment and mixed-use zones — considering planning controls that leverage the energy and diversity of incoming residents to create vibrant, integrated communities. This should aim to enhance existing infrastructure and facilities and respond to community needs (Figure 38).

In the short term, cultural and recreational opportunities will be identified and barriers removed to support local vibrancy. In the medium to long term, the Department will work across Government and with Councils to plan for and develop cultural infrastructure.

Case study: Lakemba night markets

The Lakemba night markets celebrate cultural diversity, inclusivity, and a vibrant local community. The event started in 2012 with a single barbecue stand on Haldon Street during Ramadan and has been under Council management since 2017. Stalls are allowed to operate from 6pm–2am. Government support has enabled the markets to grow in scale, supporting road closures, public transport interventions and power for stallholders, making it Australia's largest Council-run event.

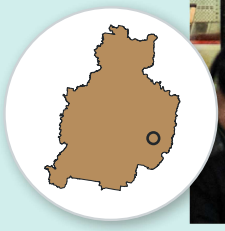

Image credit: Destination NSW

Figure 38: Key elements of a vibrant neighbourhood in Sydney

1. Access to public transport options
2. Local night time economy that is accessible and safe for everyone
3. Mix of housing types such as mixed use and medium to high density
4. Consider amenity impacts when planning for new sensitive development adjacent to existing vibrant areas
5. Walkable urban forms
6. Extended trading hours
7. Outdoor usable spaces
8. Mitigation of noise impact on sensitive land uses (e.g. healthcare clinics, aged care facilities and schools) to minimise land use conflicts

Government and Council actions for Response 6

	NSW Government actions	Timing
6.1	Activate key arts and entertainment precincts, and promote cultural institutions, state-owned performance venues and cultural festivals through flexible zoning controls, active street frontage requirements and expedited planning pathways	2026–29
6.2	Consult with Councils and communities to establish special entertainment precincts where appropriate in State-led rezonings and state significant development	2026–29
	Council actions	**Timing**
6.3	Establish special entertainment precincts where appropriate to accommodate critical community, arts, cultural and retail uses as part of Council-led precinct planning	2026–29

RESPONSE 7:
Grow and connect public open space

There is a significant inequity in communities' access to public open space across Sydney. Improving connections to existing open space and progressing opportunities to provide new open space will improve this over time. In 2030, about 73% of the population will live in areas that offer over 2 hectares of open space per 1,000 people (Figure 39). However, without intervention, this figure is projected to fall to 67% by 2045 (Appendix F).

Working together, the NSW Government and Councils can increase the supply and connectivity of land zoned for public open space. Over the next 5 years this should focus on areas with lower open space provision and significant population growth pressure, such as Burwood, Bankstown and Hornsby (Figure 39).

Working alongside local planning, State-led rezoning can increase open space areas and improve accessibility to open spaces network. However, as urban growth continues, there should be no reduction in total area of existing public open space. Planning should prioritise the allocation of more land for public recreation. Appendix F provides additional information on planning for open space over the next 20 years.

Partnerships with Aboriginal peoples must inform the open space location, design and management to authentically embed Aboriginal perspectives, knowledge, values and heritage.

To inform local planning, the Department will set reasonable and achievable open space targets for each LGA.

In greenfield areas, early consideration and identification of land for metropolitan public open spaces is required to support the growing population. This includes key opportunities at Scenic Hills, Rouse Hill and Penrith Lakes. In infill areas, new developments should consider the provision of open space and explore opportunities such as delivery of innovative public open space and expand areas adjoining existing open space. Appendix F provides mapping to guide investment for the provision of open space to 2045.

The blue-green grid provides an opportunity to improve access to public open space by connecting waterways and green infrastructure with centres, public transport, walking and cycling routes and residential areas.

Councils lead the detailed planning and provision of blue-green grid connections in collaboration with NSW Government agencies. Several Councils are implementing local strategies and others continue to plan and implement works to enhance priority corridors.

Land use planning and infrastructure investment mechanisms to support the blue-green grid include additional local clauses in local environmental plans, setback provisions in development control plans, direct investment in open space, urban greening and planning agreements.

Appendix G provides mapping to guide coordination and investment for projects that increase access to public open space and contribute to the improvement of the blue-green grid.

Government and Council actions for Response 7

	NSW Government actions	Timing
7.1	Review and refine the identified network of high priority blue-green grid corridors	2026–29
7.2	Deliver projects and programs to create or expand metropolitan public open space	2026–29
7.3	Provide open space provision guidance and targets	2026–27
	Council actions	**Timing**
7.4	Review Councils' existing and future open space provision and identify local opportunities to align with NSW Government's open space outcomes	2027–29

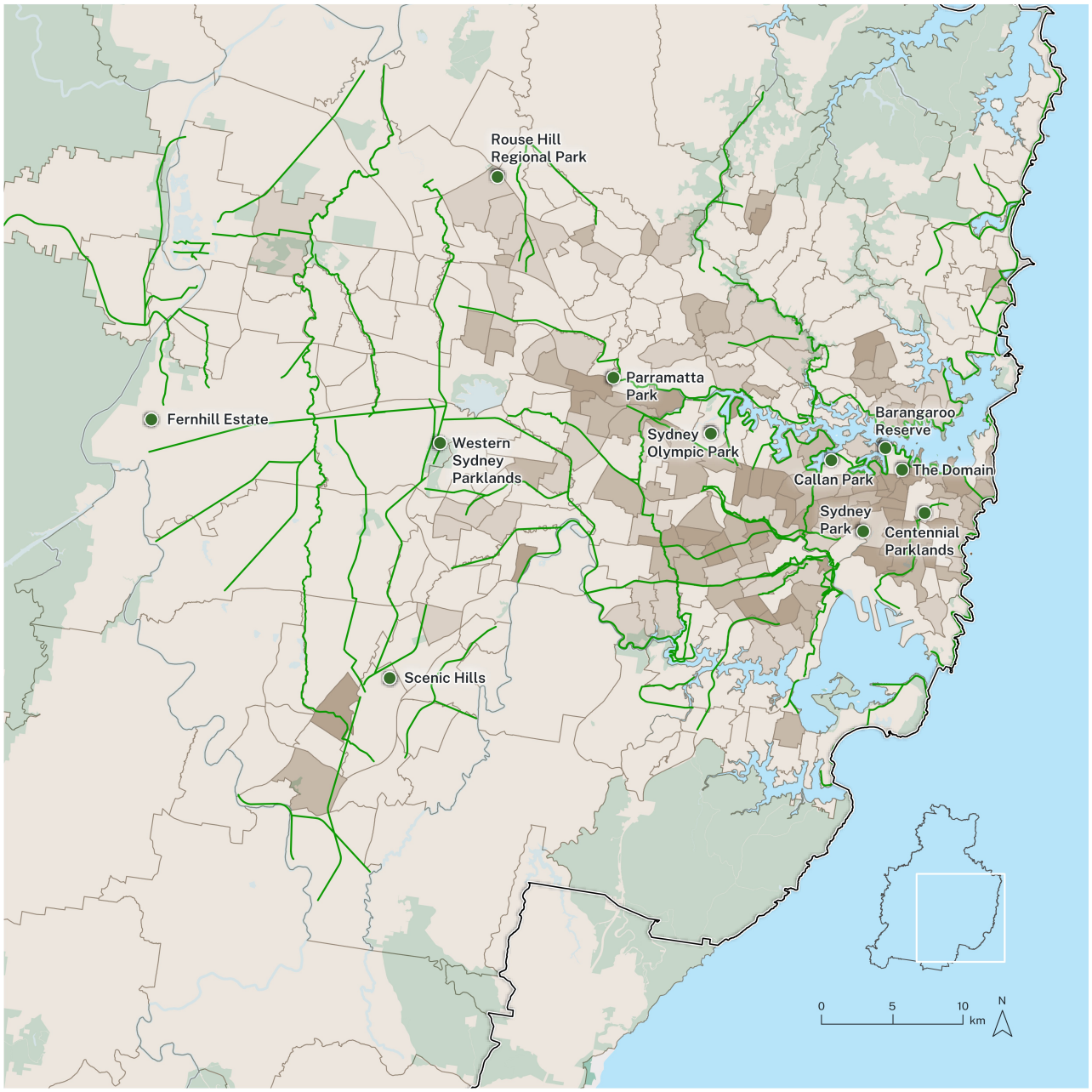

Figure 39: 5 year high priority open space map

Sydney region boundary

Blue-green grid

Metropolitan public open spaces

National Parks and Wildlife Service Estate

OPEN SPACE HA/1000 POPULATION PROJECTED TO 2030 BY SA2

<1 ha

1–2 ha

2–3 ha

>3 ha

RESPONSE 8:
Secure an ongoing pipeline of productive industrial lands

Industrial lands in Sydney have different roles and functions. They are essential to service the growing population and to support the broader state and national economy. The NSW Government introduced a new policy of categorising industrial lands to support strategic planning so that industrial areas are able to operate effectively and remain competitive.

This plan implements the draft *Statewide Policy for Industrial Lands* (draft statewide policy) as it applies to Sydney (Figure 40, Table 2 and further detail at Appendix H). The draft statewide policy aims to:

- respond to the changing needs of industry
- support the diversification, adaptation and intensification of industrial lands.

It includes three categories of industrial lands:

- **State significant** industrial lands are critical infrastructure of state or national significance. Examples include Port Botany, Sydney and Western Sydney Airports.
- **Regionally significant** industrial lands are essential to supply chains and broader city functions such as waste. Examples include Silverwater, Kurnell and Alexandria.
- **Locally significant** industrial lands serve the local area and support local uses urban services such as mechanics or last-mile delivery.

The ELDP identifies priority employment areas – zoned land that, once serviced, will increase the supply of development-ready industrial lands. This includes land in Western Sydney Aerotropolis where up to 5,000 ha of serviced employment land can be developed by 2040 if transport and water-related projects are properly coordinated.

A serviced employment land supply rate in the range of 250 ha per year is required to support a healthy pipeline in the Sydney market

Table 2: Summary of Sydney's industrial lands in each category

Category	% of Precincts	Area (Ha)	% of Area
State	3%	3,594	16%
Regional	56%	18,745	81%
Local	41%	733	3%
Total	100%	23,072	100%

Bays Precinct is identified as state significant and is under review.

Government and Council actions for Response 8

	NSW Government actions	Timing
8.1	Investigate interventions to support the intensification of significant industrial lands	2026
8.2	Update the Employment Lands Development Monitor to align with categorisation	2026
8.3	Review the industrial lands categorisation every 2 years	From 2027
8.4	Identify potential new industrial land	2027
8.5	Publish Sydney's priority employment areas and investment program	2026
8.6	Track the supply pipeline to support timely investment and rezoning decisions	2026 and ongoing
	Council actions	**Timing**
8.7	Review locally significant industrial lands in line with the draft statewide policy and incorporate into future local planning	2026 and ongoing
8.8	Update local zoning of industrial lands to be consistent with the statewide policy	2026–27

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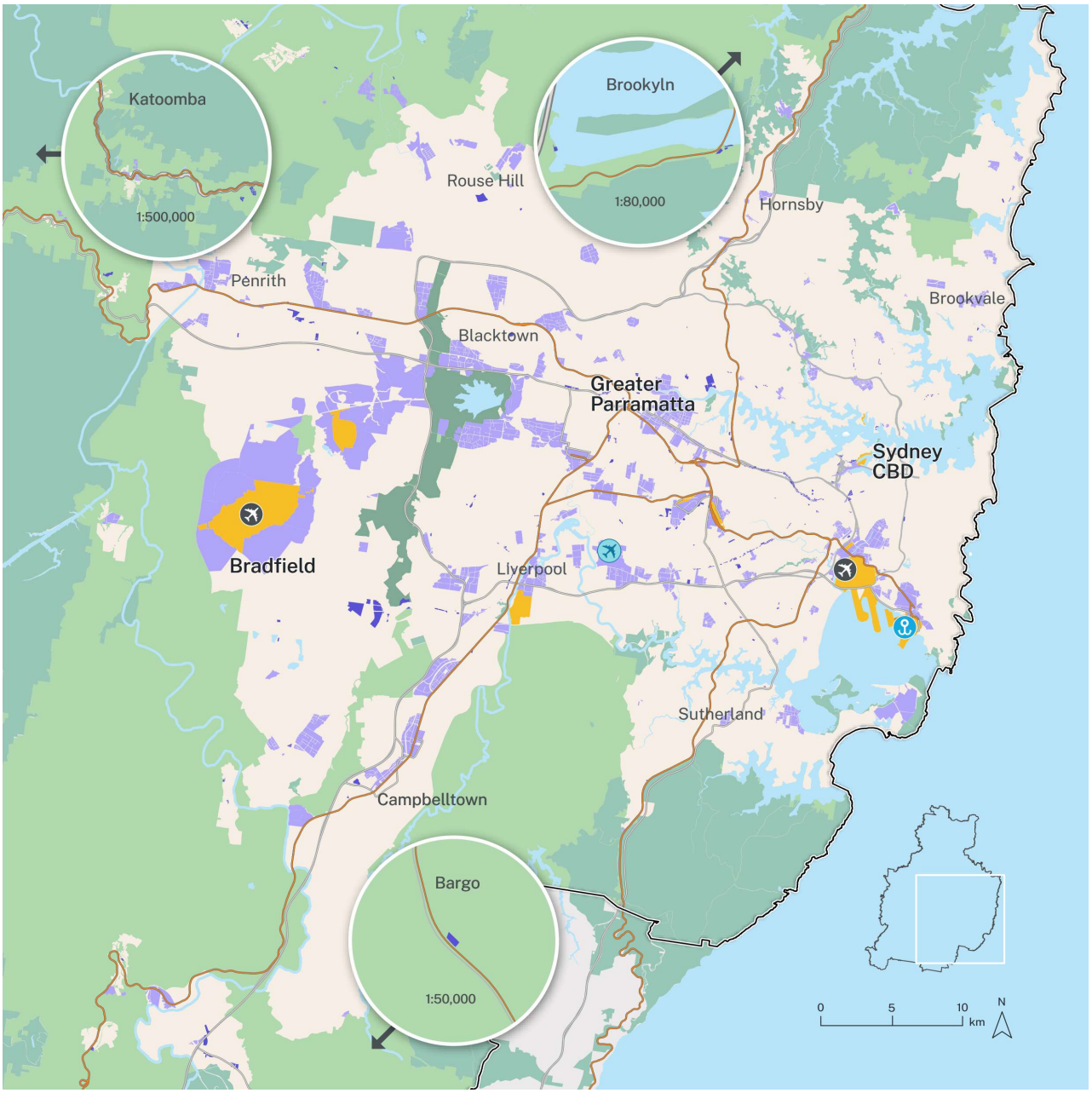


Figure 40: Industrial lands

- Sydney region boundary
- International airport
- Domestic airport
- Port
- Key freight rail
- Key freight road
- Motorway

INDUSTRIAL LANDS CATEGORIES

- Locally significant
- Regionally significant
- State significant

Bays Precinct is identified as state significant and is under review.

- Draft urban footprint
- Western Sydney Parklands
- National Parks and Wildlife Service Estate
- Rural and conservation lands

Note: DPHI's 2024 Employment Land Development Monitor precincts form the basis of the draft industrial land categorisation alongside the principles and criteria established within the Draft Statewide Policy for Industrial Lands. Source for key freight rail and road routes: DITRDCSA Data Catalogue – National Key Freight Routes Map (note these include both dedicated and shared routes).

RESPONSE 9:
Minimise the impact of natural hazards to communities

Applying a risk-based framework to land use and infrastructure planning decisions is essential to protect people, communities and built environments from natural hazards. New development should occur where natural hazard risk has been assessed as tolerable. This will:

- reduce public costs for providing infrastructure to support climate adaptation
- help manage the increased costs of home and contents insurance to households over time
- maintain level of risk for existing communities in areas with high natural hazard risk by reducing pressure on key evacuation routes
- avoid or reduce service disruption during a crisis and provide effective recovery and emergency management.

Aboriginal cultural knowledge and land management practices support the health of Country. Where possible, this knowledge should be respectfully incorporated and utilised in risk-based planning, without impacting redevelopment opportunities for Aboriginal landowners. Any application of risk-based frameworks on land owned by Aboriginal landowners should consider Aboriginal peoples' economic participation, housing, social and cultural expression needs.

Local Councils are primarily responsible for understanding and managing flood risk to their communities. They do this with the support of NSW Government through developing and implementing flood risk management plans, as outlined in the Flood Risk Management Manual and its supporting Toolkit.

Following the State Disaster Mitigation Plan, the NSW Reconstruction Authority will develop a Disaster Adaptation Plan (DAP) for the Hawkesbury-Nepean Valley to address flood risk for communities in the catchment. The DAP will need to be taken into account in the preparation of strategic plans as well as in the assessment of development proposals. Appendix I contains flood planning principles that should be applied to strategic planning and development decisions in parts of the Sydney region not covered by a DAP or until a DAP is released.

Mitigation against urban heat requires green infrastructure, water in the landscape, cool building and paving materials, and passive cooling design of buildings and urban design. The Department's Cooler Places resources provides guidance to Councils and industry that should be adopted in

early planning and design alongside consideration of spatial data, urban context, local climate, and community vulnerability.

The NSW Coastal Management Framework responds to coastal management challenges and opportunities and provides statutory direction for sustainably managing the NSW coastal zone. Planning proposals within the coastal zone must be consistent with local coastal management programs and any study or assessment that identifies land affected by a current or future coastal hazard.

Following the 2020 NSW Bushfire Inquiry, the Department, NSW Rural Fire Service and NSW Reconstruction Authority developed a draft NSW Bush Fire Policy for Land Use Planning and supporting Bush Fire Prone Land Package. When finalised the package will provide requirements for planning proposals on or near bush fire prone land.

Government and Council actions for Response 9

	NSW Government actions	Timing
9.1	Implement relevant land use planning directions outlined in the Hawkesbury-Nepean Valley DAP	2026–27
9.2	Develop and release guiding principles for building back better after natural disasters	2026
9.3	Develop and release resilience assessment package to support building resilient communities and guide the considerations of natural hazard risk in settlement planning	2026
9.4	Develop and release guidance for considering tolerable natural hazard risk in planning decisions	2026
	Council actions	**Timing**
9.5	Review hazard studies using up-to-date, local place-based data on current and future exposure and vulnerability to hazards to inform land use and infrastructure planning decisions	2026 and ongoing
9.6	Relevant Councils to implement coastal management programs and associated planning actions	2026 and ongoing
9.7	Relevant Councils to prepare DAP implementation plans that outline how the Hawkesbury Nepean Valley DAP will be implemented through local strategic planning	2026–27

RESPONSE 10:
Sequence planned growth in greenfield areas within the urban footprint

While the 5-year housing targets to June 2029 focus on infill development, greenfield development in western Sydney will supply land for new housing and employment to 2045 and beyond.

The region's 6 greenfield growth areas offer substantial capacity within current zoning to respond to the region's housing and employment needs (Figure 41). However, this can only occur if the right infrastructure is in place to meet demand and allow orderly development.

This plan categorises precincts in greenfield areas based on their status and readiness for development (Figure 42). While land is serviced when there is access to water, wastewater, roads and electricity, land becomes development ready when enabling infrastructure is in place to support its planned future use.

Given the existing rezoned capacity, and the relatively high costs and complexity of servicing greenfield areas, expanding additional development fronts in these locations does not represent a sustainable or efficient planning approach in the near term.

To support the orderly progression of land to being development ready, the Department will prepare a medium-term sequencing plan for Sydney's strategy identified greenfield precincts. This approach will provide certainty for Government, Councils and industry to plan and invest.

Precinct status categories

Strategy identified – areas identified through strategic plans for potential future or more intense development (uplift), subject to investigations into their suitability for development. These areas may be serviced or unserviced.

Rezoned – areas investigated and rezoned for urban development or uplift with enabling infrastructure needs identified. Areas may be rezoned in part or in whole and may be serviced or unserviced.

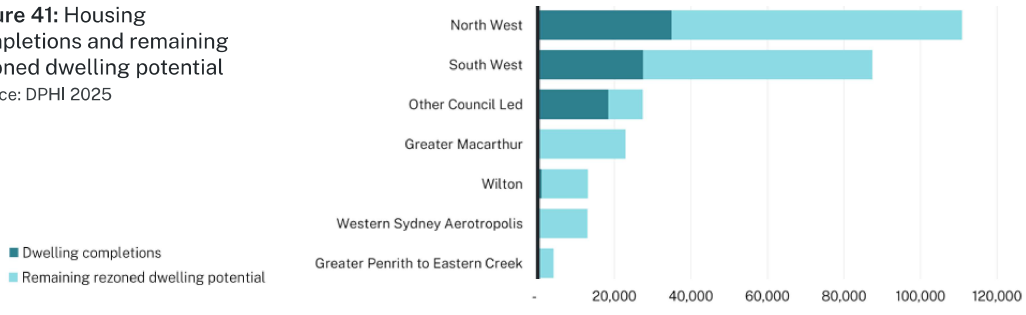
Staging – areas where new and/or upgraded infrastructure is planned, staged and provided to unlock development, and where detailed site planning is needed to resolve outstanding issues. Staging may occur concurrently with rezoning, and areas may be serviced or unserviced.

Development ready – areas with enabling infrastructure in place and all key planning issues resolved, where construction can commence.

Proposals to rezone greenfield land within a strategy-identified greenfield precinct must respond to the principles in Appendix J. These principles will inform assessments of planning proposals and all relevant proposals until the medium-term sequencing plan for Sydney's greenfield land is finalised.

Not all land in the urban footprint is suitable for development and all proposals are subject to detailed investigations to assess risks, constraints and to determine capacity.

Figure 41: Housing completions and remaining rezoned dwelling potential
Source: DPHI 2025



Government action for Response 10

	NSW Government actions	Timing
10.1	Develop a medium-term sequencing plan for greenfield precincts in Sydney	2027–28 and ongoing

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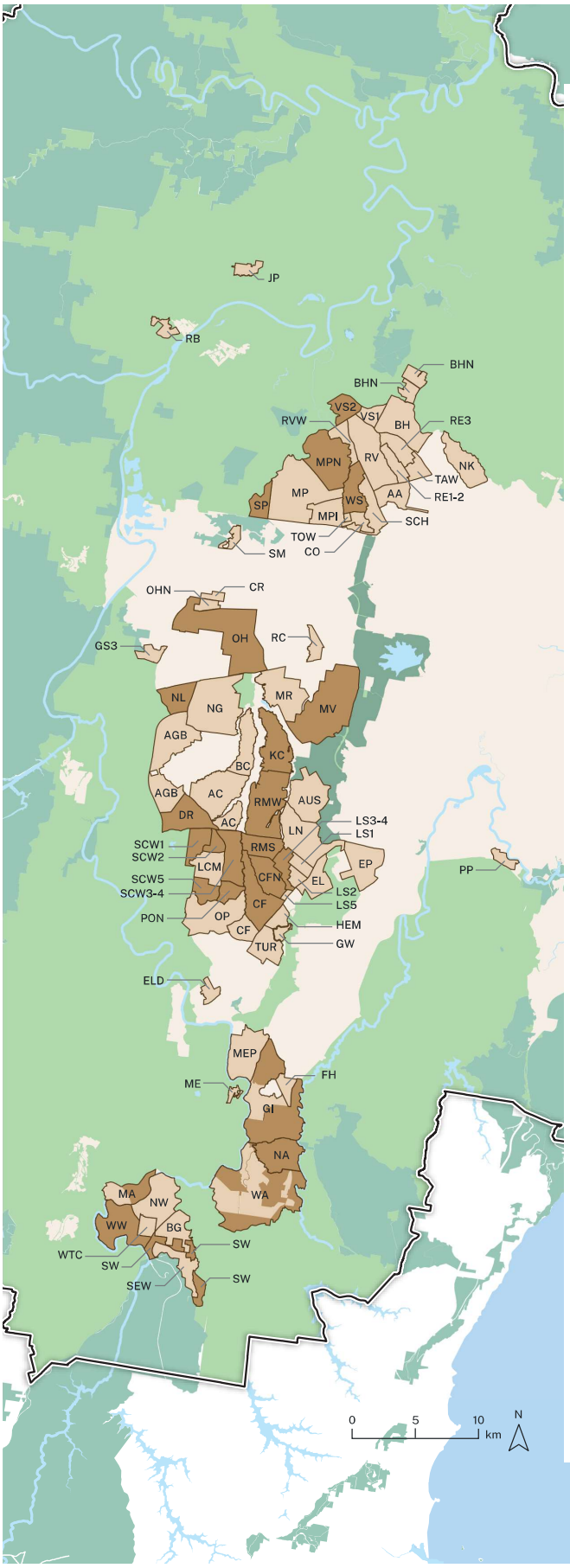

Figure 42: Greenfield precincts overview

Label	Precinct Name
AA	Alex Avenue
AC	Aerotropolis Core
AGB	Agribusiness
AUS	Austral
BC	Badgerys Creek
BG	Bingara Gorge
BH	Box Hill and Box Hill Industrial
BHN	Box Hill North (Gables)
CF	Catherine Fields
CFN	Catherine Fields North
CO	Colebee
CR	Caddens Road
DR	Dwyer Road
EL	East Leppington
ELD	Elderslie
EP	Edmondson Park
FH	Mount Gilead (Figtree Hill)
GI	Gilead
GS3	Glenmore Park Stage 3
GW	Gledswood
HEM	The Hermitage
JP	Jacaranda Ponds, Glossodia
KC	Kemps Creek
LCM	Lowes Creek Marylands
LN	Leppington North
LS1	Leppington Stage 1
LS2	Leppington Stage 2
LS3-4	Leppington Stage 3 and 4
LS5	Leppington Stage 5
MA	Maldon
ME	Menangle (Wollondilly)
MEP	Menangle Park
MP	Marsden Park
MPI	Marsden Park Industrial
MPN	Marsden Park North
MR	Mamre Road
MV	Mount Vernon and Horsley Park
NA	North Appin
NG	Northern Gateway
NK	North Kellyville
NL	North Luddenham
NW	North Wilton

Label	Precinct Name
OH	Orchard Hills
OHN	Orchard Hills North
OP	Oran Park
PON	Pondicherry
PP	Pleasure Point
RB	Redbank
RC	Ropes Creek Precinct
RE1-2	Riverstone East Stage 1 and 2
RE3	Riverstone East Stage 3
RMS	Rossmore (SWGA)
RMW	Rossmore (WSA)
RV	Riverstone
RVW	Riverstone West
SCH	Schofields
SCW1	South Creek West Precinct 1
SCW2	South Creek West Precinct 2
SCW3-4	South Creek West Precincts 3 and 4
SCW5	South Creek West Precinct 5
SEW	South East Wilton
SM	St Marys (Central Precinct)
SP	Shanes Park
SW	South Wilton
TAW	Tallawong Station
TOW	Townson Road
TUR	Turner Road
VS1	Vineyard Stage 1
VS2	Vineyard Stage 2
WA	West Appin
WS	West Schofields
WTC	Wilton Town Centre
WW	West Wilton

Sydney region boundary

Draft urban footprint

Western Sydney Parklands

National Parks and Wildlife Service Estate

Rural and conservation lands

GREENFIELD PRECINCT STATUS

Rezoned

Strategy identified

RESPONSE 11:
Manage land uses beyond the urban footprint

The rural and conservation areas outside Sydney's urban footprint, formerly known as the Metropolitan Rural Area, contain productive uses that play important roles for the region including agriculture, logistics, tourism and critical infrastructure such as waste and recycling facilities. Much of this land is subject to natural hazards and environmental protections.

These lands are not waiting for urban development. Rural industries, mining and other facilities outside the urban footprint play important roles that support the efficient function of the region, including contributing to net zero commitments. These facilities and uses have specific location requirements such as buffer zones to appropriately separate residential uses and sensitive environmental areas, and avoid land use conflicts.

Most zoned rural land is used for productive rural purposes and should be protected from fragmentation and urban encroachment. Some rural lands could transition to other productive uses if existing uses are no longer viable, and if land can be serviced and development ready.

Any future land uses must consider required infrastructure investments and compatibility with existing settings and land uses.

Higher priority land uses include those that:

- support a transition to higher value add productive industries
- leverage opportunities such as the Western Sydney International Airport
- are integral to supply chains or
- are integral to the growth of Sydney such as providing fresh food and construction materials.

Urban development outside of the urban footprint is generally not supported. The existing urban footprint has sufficient land to accommodate projected growth over the coming years. Appendix J maps the draft urban footprint that will be finalised in collaboration with Councils and NSW Government agencies. Until then, the Metropolitan Rural Area identified in the *2018 Greater Sydney Region Plan* will apply.

New urban investigation areas may be identified by the NSW Government or Councils if needed. Any Council-proposed areas must first be approved by the Department against the principles in Appendix J.

More flexible planning approaches and partnerships with Aboriginal landowners and communities can support economic outcomes for their rural land holdings.

Government and Council actions for Response 11

	NSW Government actions	Timing
11.1	Undertake a Sydney rural lands study to map productive uses, critical infrastructure and important supply chains beyond the urban footprint	2026–27
11.2	Investigate planning policy interventions to increase the productivity of rural lands including through agribusiness innovations, diversification and the inclusion of new productive uses	2027–29
11.3	Finalise the urban footprint mapping and associated strategic policy	2027
	Council actions	**Timing**
11.4	Relevant Councils to review the interface between the urban and rural lands to inform the urban footprint	2026

RESPONSE 12:
Protect and enhance the natural environment

Planning for resilience requires a long-term approach to protecting and enhancing Sydney's waterways, biodiversity, bushland, rural lands and connected green spaces and corridors. Aligning planning controls with contemporary environmental management approaches early in the planning process will provide pathways to protect the range of natural assets and areas with biodiversity values within Sydney (Figure 43). Earlier and better alignment of planning controls and environmental management approaches should consider how best to integrate natural assets and biodiversity within Sydney's urban environment.

Land use planning can protect what is left and restore what is degraded to improve the natural environment. Landscape-scale approaches to protect and enhance waterways and biodiversity contribute to nature positive aims set by the NSW Government.

Biodiversity certification of strategic conservation plans provides benefits by identifying areas of highest biodiversity and land suited to urban development. This approach can be applied to growth areas or corridors for major infrastructure projects. This strengthens protections that apply to the region's sensitive environmental values while giving certainty for developers.

Urban greening provides multiple social, environmental and economic benefits. To enable a healthy and connected natural environment, the NSW Government has set a target to increase tree canopy across Sydney to 40% by 2036. This goal has been set to reduce urban heat, enhance biodiversity and achieve the proven health and wellbeing benefits that are experienced by those living in communities with at least 30% canopy cover.

Councils should use spatial data to develop urban greening targets for both public and private land, identify blue-green grid connections and develop actions that respond to local conditions. Urban forest strategies can use urban heat and heat vulnerability data to set priorities for areas characterised by low canopy cover and high heat vulnerability. With canopy coverage varying across suburbs, Councils should lead the strategic planning of local urban forests to maximise the cooling benefits of trees and green cover.

Coast and waterway health is subject to pressures from urbanisation and is vulnerable to pollution. Land use planning can protect and manage the impact of development on sensitive waterways, coastal environments, drinking water catchments and stormwater infrastructure. Planning approaches should consider integrated water cycle management, water sensitive urban design, and landscape restoration to improve ecosystem health, wastewater and stormwater management, and ensure access to water for recreation.

Government and Council actions for Response 12

	NSW Government actions	Timing
12.1	Update tree canopy capture data and mapping for Sydney	Every 2 years
12.2	Develop an urban greening guide for Sydney	2026
	Council actions	**Timing**
12.3	Develop locally appropriate canopy and greening targets	2026–30

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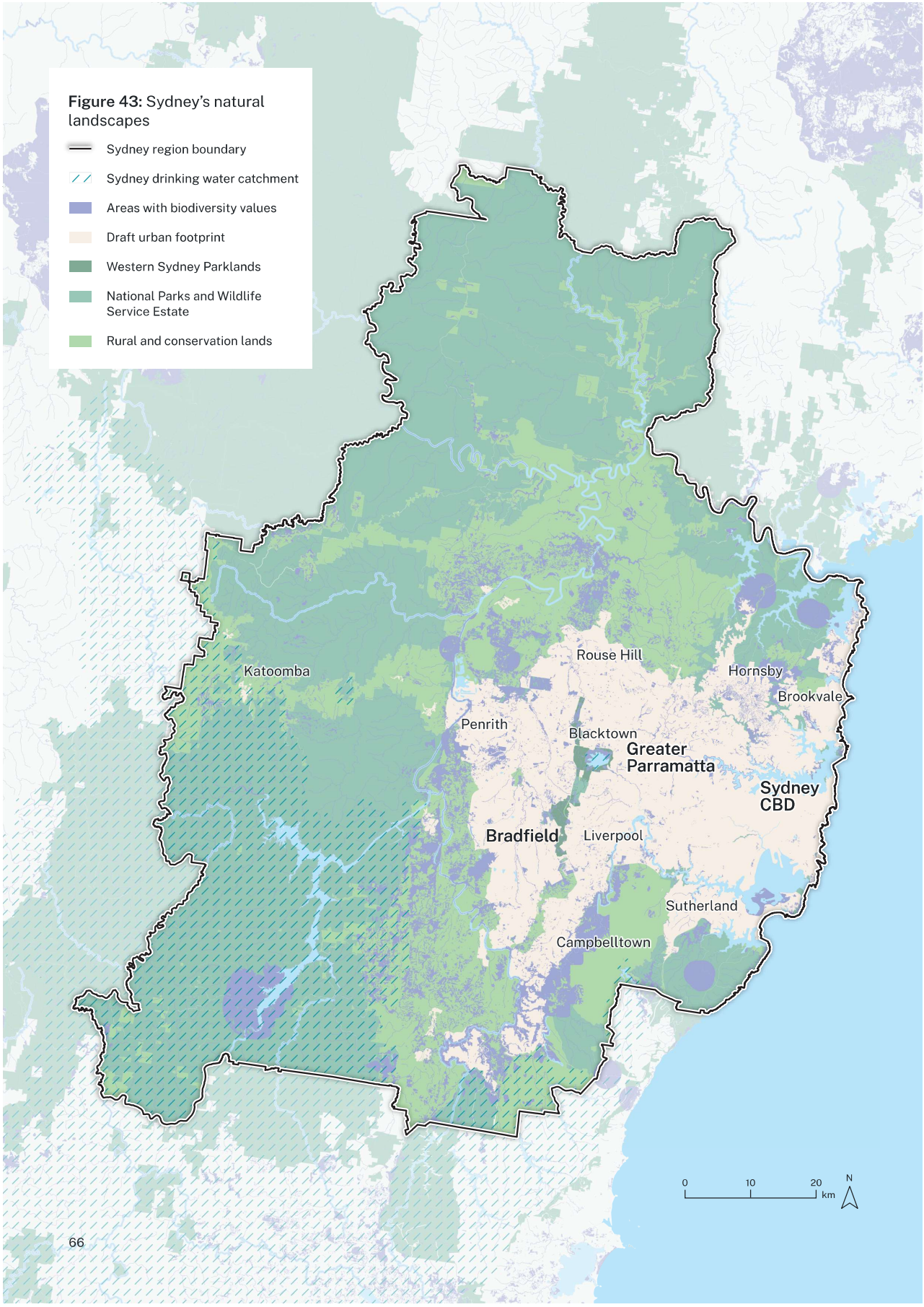

Figure 43: Sydney's natural landscapes

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Implementation

The Sydney Plan and technical appendices are a framework for decision-making and strategic planning. The plan will be implemented through:

- updates to planning instruments, policies and programs
- updated research by the Department
- State-led rezonings.

Implementation will inform:

- updates to local strategic planning and local environmental plans
- infrastructure planning, sequencing and investment decisions
- the assessment of planning proposals by the NSW Government and Councils.

Councils should start to implement actions from the Sydney Plan once finalised. In due course, directions from the plan should be incorporated into local strategic planning statements; updates to local environmental plans can address short-term matters.

The technical appendices provide guidance, principles and information for Government, Councils and proponents to implement the plan. These will be updated in line with changes in Government policy and announcements.

Governance

A strong governance structure allows for transparent decisions based on evidence and analysis, stakeholder engagement and monitoring and evaluation.

Collaboration is central to implementing the plan, including:

- collaboration with Councils infrastructure agencies and industry through the UDP and ELDP
- collaboration with infrastructure and funding agencies
- local planning and collaboration with Councils.

The Department will work across Government to finalise and inform the allocation of HPC funds and support staged delivery of infrastructure.

Monitoring and evaluation

A monitoring, evaluation, reporting and learning (MERL) framework will inform implementation and align with the broader strategic planning framework. The proposed state land use plan will outline state-level priorities and success indicators to guide monitoring and evaluation activities. Additional Sydney-specific indicators will be developed and included in the final plan.

The UDP will monitor housing completions and the supply of residential land. The ELDP and ELDM will track the pipeline of zoned and development-ready employment land. Updated local strategic planning statements and local environmental plans, as well as ongoing Council programs and collaboration with the Department and other NSW Government agencies, will also contribute to the MERL framework.

This plan outlines the short-term land use planning-related actions for the NSW Government and Councils with a view to the 20-year horizon. Actions will be updated periodically to reflect projects and programs as they are confirmed and incorporate the learnings from monitoring and evaluation. Appendix B summarises the actions contained in this plan.

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DRAFT

Statewide Policy for Industrial Lands

December 2025

20260217-OMC-Crs-2026/028845/322

Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land, and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

Artwork by Kyara Fernando (Dunghutti woman)

Published by NSW Department of Planning, Housing and Infrastructure

Draft Statewide Policy for Industrial Lands

Version: Draft for public exhibition

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Image on front cover: Aerial view of Moorebank Intermodal

Minister's foreword

Industrial land is the engine room of our economy. It's where goods are made, stored, and moved—and where thousands of people across New South Wales go to work every day. These spaces support the services that keep our cities and towns running and are critical to delivering housing, infrastructure, and essential services for our growing communities.

But right now, industrial land is under pressure. Land values are rising, rents are increasing, and vacancy rates are near zero. In 2024, only 3% of Sydney's industrial land was serviced and development ready. In key regions like the Central Coast, Hunter, Newcastle, and Illawarra–Shoalhaven, that figure was just 16%. Without action, we risk losing vital industries and jobs to other states.

That's why the NSW Government has developed the draft Statewide Policy for Industrial Lands. This policy sets out a clear plan to protect, manage, and grow industrial land across the state. It recognises that not all industrial land is the same—and that we need tailored approaches for land that is locally, regionally, or state significant.

This draft policy delivers on the commitments in the Industrial Lands Action Plan and reflects our ongoing partnership with Councils and industry across NSW. Together, we're working to secure the land and infrastructure needed to support jobs, innovation, and long-term economic growth.

The Hon. Paul Scully

Minister for Planning and Public Spaces

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1 Introduction

1.1 Project context

Industrial lands are critical to the functioning of our cities and regions, providing trade, employment and services for our communities. Industrial lands also generate a significant amount of New South Wales (NSW) economic output. However, many areas of NSW are facing an immediate shortfall in industrial lands which extends to increasing operation costs associated with rising rents causing business to relocate. These costs are often passed on to the consumer, affecting the price of goods and cost of construction and driving economic inflation.

This shortfall could affect key NSW Government priorities — including delivering homes under the National Housing Accord, advancing the clean energy transformation to meet net zero targets, and supporting the growth of local manufacturing.

On 24 January 2025, the NSW Department of Planning, Housing and Infrastructure (the Department) released the *Industrial Lands Action Plan* (Action Plan) outlining a coordinated approach to plan, secure, and manage the supply of industrial lands.

This draft *Statewide Policy for Industrial Lands* (draft Policy) has been developed in response to the Action Plan. The Policy:

- is informed by a strong evidence-base to support the categorisation of industrial lands, and
- takes into consideration key issues raised by industry, peak bodies, councils and state government agencies on current policies and matters that the Policy should address.

Other priorities being progressed under the Action Plan will support the ongoing implementation of the Policy, including planning and policy interventions and creation of the Employment Land Development Program (ELDP) to manage the supply of industrial land and coordinate infrastructure investment.

1.2 What the Policy includes

The Policy addresses strategic goals, principles and metrics which have been utilised to categorise industrial lands. It also includes the matters that should be considered when planning for new and intensified industrial lands. Two technical notes support the Policy and provide guidance for its implementation.

What are industrial lands?

Land that is zoned for industrial or similar purposes in planning instruments, it contains a mix of businesses involved in manufacturing; transport and warehousing; service and repair trades and industries; integrated enterprises with a mix of administration, production, warehousing, research and development; and urban services and utilities.
–*Employment Lands Development Monitor*

Industrial lands generally do not include areas that are used primarily for commercial and/or retail uses such as central business districts or town centres however, for the purposes of the Policy, all employment lands will be referred to as 'industrial' lands.

1.3 Objectives of the Policy

The Policy provides the overarching framework for categorising industrial land and provides the foundation for a statewide approach to industrial land use planning across NSW. It recognises that industrial lands serve different functions throughout the broader state, and that these functions require tailored planning responses to support their long-term viability.

Categorisation identifies the strategic value of different industrial precincts, enabling decision-makers to prioritise protection, investment and infrastructure in a way that aligns with each area's role and contribution. By distinguishing between levels of significance, the Policy:

- supports better coordination between state and local governments.
- improves transparency for industry and investors.
- helps make sure that planning decisions are proportionate to the scale and function of each industrial area.

Categorisation also helps manage competing land use pressures by identifying where industrial lands must be retained for critical economic purposes, where a more flexible approach may be appropriate, and where targeted interventions can unlock economic potential.

The Policy is underpinned by six key objectives:

1. Secure, intensify and actively manage industrial lands.
2. Support a pipeline of development ready industrial lands to meet future needs.
3. Plan for new industrial lands that are close to transport and freight networks and where land use conflicts can be minimised and mitigated.
4. Respond to the changing needs of industry, including emerging industries and support intensification, diversification, innovation or transition to new employment opportunities.
5. Support other government initiatives and programs relating to industry attraction and investment, an efficient freight network, key supply chains, the transformation to net zero, or minimising environmental and social impacts.
6. Allow for appropriate alternative uses in industrial lands where they are strategically justified and consistent with predetermined criteria.

1.4 Where the Policy applies

The Policy is a statewide policy that applies to industrial lands across NSW. Industrial lands are identified as:

- Relevant lands defined by the Department's Employment Land Development Monitor (ELDM). However, for the purposes of this Policy all employment lands will be referred to as 'industrial lands'.
- Industrial land that is not currently monitored through the ELDM but may be monitored in the future.

The Policy generally applies to the following land uses zones and areas:

- Standard Instrument zones:
  - E3 Productivity Support
  - E4 General Industrial
  - E5 Heavy Industrial
  - W4 Working Waterfront
  - Some SP4 Enterprise
- Relevant State Environmental Planning Policies including three ports of Botany, Newcastle and Port Kembla, Western Sydney Aerotropolis and Western Sydney Employment Area.
- Legacy industrial zones still active such as IN1 General Industrial, IN2 Light Industrial and IN3 Heavy Industrial.
- "Other" LEP Standard Instrument zones relevant for industrial lands such as lands used for defence, airports and power stations.

These areas may change over time. Any changes will be captured through the ELDM.

The Policy does not apply to areas that are used primarily for commercial and/or retail uses such as central business districts or town centres, such as thoses areas zoned E1 Local Centre, E2 Commerical Centre and MU1 Mixed Use.

Employment Lands Development Monitor

The ELDM monitors industrial lands across the state with a focus on the regions of Sydney, Central Coast, Hunter and Illawarra-Shoalhaven regions and 12 cities in regional NSW. For the rest of NSW, the ELDM provides information on the total area zoned employment land only. Further details can be found at: Employment Lands Development Monitor www.planning.nsw.gov.au/data-and-insights/employment-lands-development-monitor

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2 Categories of industrial lands

2.1 Definitions

Three categories of industrial lands are defined based on their spatial contribution to economic activity and their significance in a network of industrial lands.

State significant

Areas that include or are directly linked to critical state or nationally significant infrastructure such as nationally significant airports, ports, intermodals and defence facilities. These areas are protected from incompatible land uses to give certainty around allowed activity that are crucial to national and state supply chains.

Regionally significant

Areas of scale that contribute significantly to regional economies and the broader city function or provide infrastructure that supports the region through employment and economic contribution. They support a broad range of industries and employment opportunities and have strategic network importance. They generally exclude major retail and commercial uses that are ordinarily located in a centre.

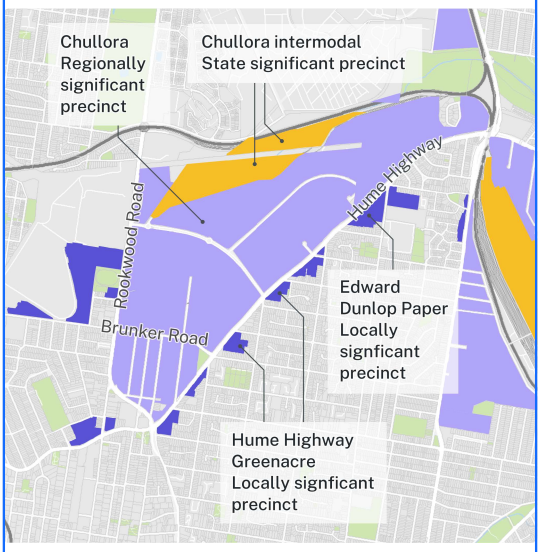
Locally significant

Areas that have smaller local catchments that serve the immediate area and lack critical mass. These areas do not meet the metrics for state or regionally significant. Locally significant lands support diverse employment opportunities and may accommodate complementary non-industrial uses following an alternative use assessment.

CASE STUDY:

Chullora Industrial areas

Canterbury-Bankstown City Council, Cumberland City Council and Strathfield Municipal Council



Chullora intermodal – State significant

State significant strategic infrastructure with a major intermodal freight terminal for interstate and regional freight.

Chullora Precinct – Regionally significant

Regionally significant precinct meeting several metrics including buffering state significant industrial land, strategic network importance through connections, employment and economic significance and scale. Land uses include newspaper printing press, food manufacturing and mail distribution centre.

Edward Dunlop Paper and Hume Highway, Greenacre – Locally significant

The precincts are not directly connected to the Chullora Precinct. These industrial areas are made up of small lots on the other side of the Hume Highway serving the local area. Land uses are mainly car dealers and hotels.

2.2 Principles and metrics

The classification of industrial lands into the three categories is based on the following metrics and includes a comprehensive assessment that considers the impact, contribution, growth potential, and overall significance of the industrial land. It is noted that measures and indicators may change over time as other data becomes available.

Table 1: Principles and metrics for categorisation

Principle	Explanation	State Significant Metrics	Regionally Significant Metrics
Principle 1 Strategic Infrastructure (current and future)	Accessibility and linkages to strategic or sensitive infrastructure (such as airports, ports and intermodals) whether current or planned is crucial for industrial lands because they support efficient movement of goods and services.	Infrastructure that is of critical state or national significance	• Infrastructure that is of regional significance • Role supporting and proximity to the state significant infrastructure
Principle 2 Strategic Network Importance (current and future)	Recognising the role some industrial precincts have due to their importance to the strategic network. These support efficient logistics and distribution, reducing costs and improving service delivery.	N/A	Quantitative and qualitative analysis including: • role and function • value of freight
Principle 3 Economic and Employment Contribution (current and future)	Recognising industrial precincts that provide significant employment and/ or economic contribution.	N/A	Based on quantitative measures including: • current and future employment • scale of precinct • economic contribution
Principle 4 Scale (supply and demand)	To identify precincts that serve a disproportionately significant role due to local supply/demand dynamic or are proposed to contribute significantly to land supply.	N/A	The ratio of industrial land to population by region.
Principle 5 Strategic Importance	Other matters of strategic importance that may be relevant for the industrial precinct categorisation.	Qualitative assessment of industrial areas that may have: • Strategic direction or importance • Sensitive land uses (within or adjoining) • Strategic industries (focus, growth, specialisation) • Land supply and/ or land use sensitivities (water, power, liquid fuel terminals)	

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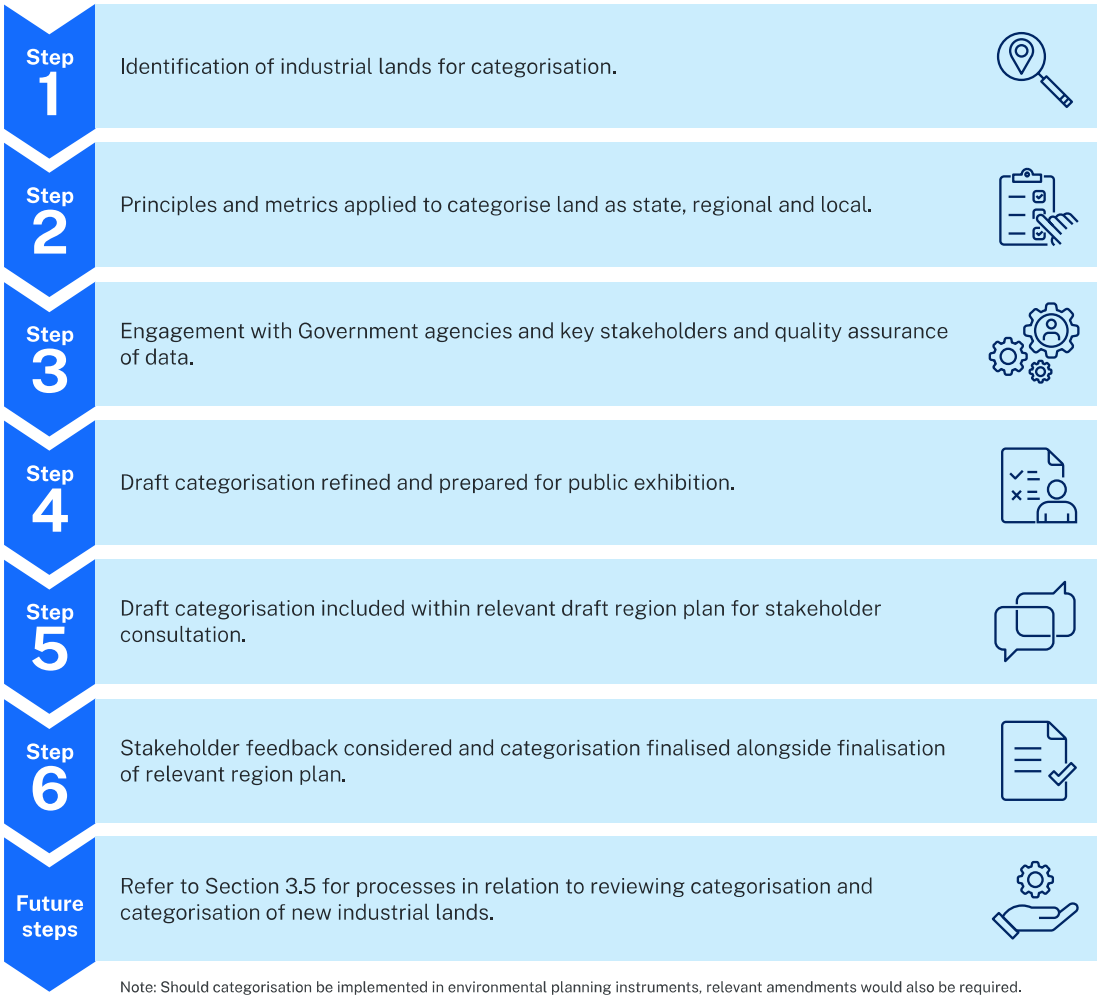
2.3 Categorisation process

Categorisation of industrial lands across the state will be undertaken by the Department in accordance with the process identified in Figure 1.

Figure 1: Categorisation process



Note: Should categorisation be implemented in environmental planning instruments, relevant amendments would also be required.

3 Implementation

This section outlines the mechanisms, responsibilities and timelines required to translate the Policy into meaningful outcomes across the state.

Credit: Transport for NSW

3.1 Roles and responsibilities of managing industrial land

The Department, councils and landholders have different responsibilities for the planning and management of industrial land in NSW (Table 2). In general, the State leads strategic planning for state and regionally significant industrial lands, while councils are primarily responsible for planning and managing locally significant industrial lands. Industrial landholders play an important role in the development and intensification of industrial lands.

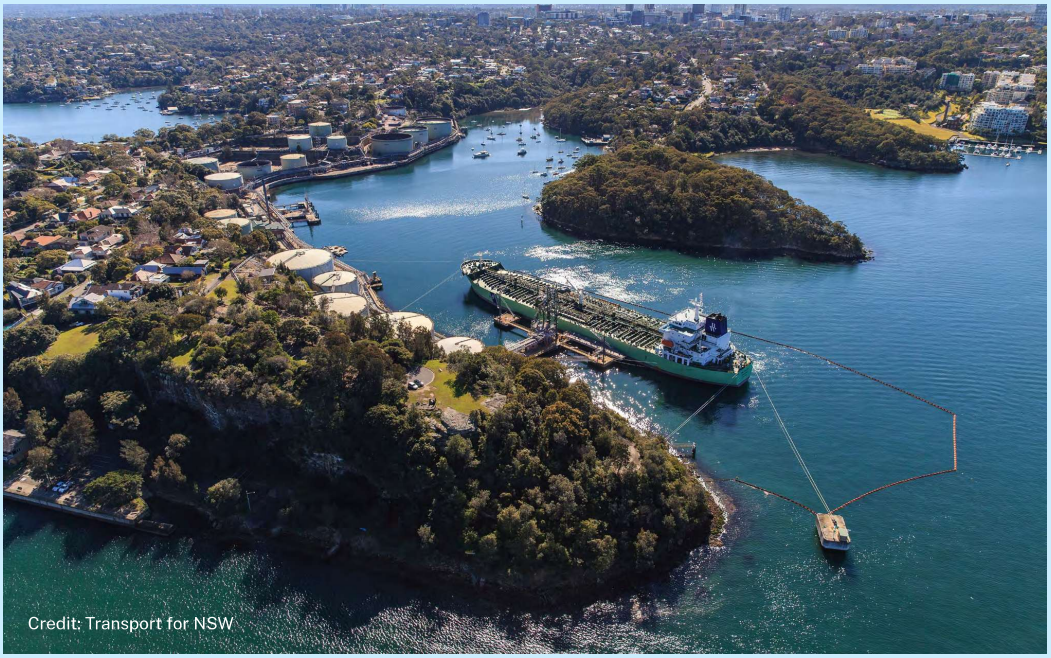
The Department is also responsible for the categorisation of all industrial lands and will continue to engage with councils, industry and other agencies to support the Policy's implementation.

Table 2: Roles and responsibilities of managing industrial land

Stakeholder	State Significant	Regionally Significant	Locally Significant
The Department	• Set strategic direction and planning framework. • Lead cross-government coordination. • Determine planning outcomes for state significant areas.	• Provide strategic guidance and support. • Facilitate coordination across councils and agencies.	• Provide oversight and ensure alignment with broader objectives. • Advise on key planning decisions.
Councils	• Reflect state priorities in local planning strategies and controls. • Support implementation through local planning mechanisms.	• Monitor local implementation of regional strategies. • Collaborate with the Department on outcomes.	• Identify and plan for local industrial needs. • Manage planning and zoning at the local level.
Landholders	• Align development proposals with state priorities. • Contribute to strategic planning and rezoning discussions.	• Provide input on regional needs and constraints. • Engage in collaborative planning processes.	• Align development with local economic and infrastructure priorities.

Role of Employment Lands Development Monitor and Employment Lands Development Program

The Statewide Policy for Industrial Lands is supported by the ELDM and ELDP.



Credit: Transport for NSW

Employment Lands Development Monitor (ELDM)

The ELDM is an annual audit conducted by the Department to systematically track the availability, development status, and servicing of employment lands across the State. It provides detailed data on zoning, land servicing[1], and the progression of development in regions such as Sydney, the Central Coast, Hunter, and Illawarra-Shoalhaven. For the remainder of NSW, the ELDM reports on the total area of zoned employment land.

The ELDM serves as a vital evidence base for government agencies, councils, businesses, and developers, informing future planning decisions and infrastructure investment. There is opportunity for the ELDM to be supplemented with further data and additional areas to be monitored as the Policy is implemented. The ELDM provides a point-in-time snapshot, as well as trends overtime. Data collated through the ELDM will assist in categorising industrial lands. The ELDM is published yearly providing updates on the status and trends of industrial lands supply, providing transparency and certainty for industry stakeholders and government agencies.

Employment Lands Development Program (ELDP)

The ELDP is an ongoing initiative aimed at improving the supply and readiness of employment lands throughout NSW. The program is closely aligned with the ELDM, using its data to monitor trends and respond to sectoral needs - initially focusing on the freight and logistics sector. The ELDP seeks to address the current shortfall in development-ready industrial land, reduce pressure on land values, and ensure a coordinated approach to the planning and servicing of employment lands across NSW.

Where state or regionally significant industrial land is identified as being underutilised and where there is significant potential for growth, the ELDP will identify where intervention is required with a focus on key industrial sectors such as freight and logistics. These interventions may include investment in enabling infrastructure or steps to resolve other constraints and will be guided by strategic assessments and infrastructure coordination through the ELDP.

1 The ELDM currently defines 'serviced land' as land where sewerage and potable water service may be available for connection. It is acknowledged that the servicing data does not include servicing in terms of power, roads or other infrastructure.

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CASE STUDY:

Western Sydney Aerotropolis

Liverpool City Council and Penrith City Council

Western Sydney Aerotropolis demonstrates collaboration between stakeholders to deliver over 5,000 hectares of state and regionally significant industrial land surrounding the Western Sydney International Airport. Set to accommodate almost 120,000 new jobs by 2061, the Aerotropolis will support industries such as advanced manufacturing, technology, research, training and education, freight and logistics, and agribusiness. It is an opportunity to address Sydney's industrial land shortage – making up around 51% of undeveloped industrial land in Sydney.

Given the Aerotropolis' scale, location and significance, a whole-of-government coordinated approach has been adopted to make sure the precinct realises its full potential. This includes coordination across the planning and delivery phases. As a state-led process, the Department engaged with councils, state agencies, landowners and the community to make sure the rezoning was supported by appropriate development controls and infrastructure.

This included:

- The *Western Sydney Aerotropolis Precinct Plan*, outlining the principles and planning framework to enable the vision for the area as a global gateway to be realised
- The *Western Sydney Aerotropolis Development Control Plan Phase 2* – detailed design and development guidelines
- Special Infrastructure Contribution framework (where applicable) for state infrastructure needed to support development
- Ongoing monitoring of the take-up rate in the Aerotropolis by the Department, including through the ELDM, to guide land use planning and infrastructure decisions.

In 2025, Infrastructure NSW released the *Aerotropolis Sector Plan* to support the coordination and delivery of the Aerotropolis. This comprehensive plan identifies and sequences infrastructure delivery to enable development, job creation, and economic growth, by making sure infrastructure is delivered in the right place, at the right time. It aims to unlock the Aerotropolis, supporting its role in Sydney and freight connections through Western Sydney International Airport.

3.2 Planning implications of categorisation

Existing planning pathways for development applications on industrial land remain unchanged. Proponents must continue to demonstrate consistency with statutory planning controls, including local environmental plans and relevant state policies.

There are a range of planning mechanisms that can be used to maximise the use of industrial lands. These must be considered against industry needs and in the context of any sites where amended planning controls will apply. Examples of planning mechanisms and interventions that will be considered by the Department include reviewing development controls that apply to industrial land to support innovation and changing technologies.

Categorisation has a distinct impact on how planning occurs in industrial lands – particularly in how these lands are protected from encroachment and in determining the level of land use flexibility that may be permitted.

State significant categorisation grants strong protections against any threat of encroachment from incompatible land uses. This designation is granted to critical infrastructure and does not permit any alternative land uses.

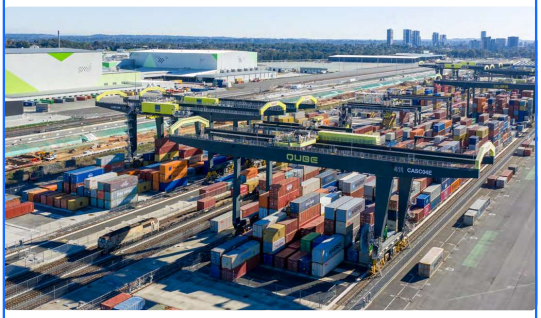
Regionally significant categorisation grants lands of high economic and employment contribution strong protections against encroachment from incompatible land uses while providing pathways for high-quality, alternative employment land uses to be developed. This makes sure that these lands are retained for employment and does not compromise industrial land uses, while enabling innovation and change that responds to economic conditions.

Locally significant categorisation recognises the importance of industrial lands servicing local communities, prioritising the development and ongoing success of industrial land uses. Locally significant lands also provide pathways for high-quality, alternative employment land uses to be developed. Where all options for alternative employment land uses have been exhausted, locally significant industrial lands have the potential to be rezoned for non-employment uses provided they do not impede the operations of nearby industrial lands.

Planning controls should be aligned with the objectives of the categorisation.

CASE STUDY:
Moorebank Freight Intermodal Precinct

Liverpool City Council



The Moorebank Freight Intermodal Precinct (the precinct) is a 243-hectare site in the Liverpool LGA which is set to significantly boost the NSW and Australian economy. The precinct is one of Australia's largest freight infrastructure developments and will become a key component of Sydney's freight network. It will transform how container freight moves across NSW by linking Port Botany directly to rail terminals and warehousing via the Southern Sydney Freight Line.

To facilitate its further development, amendments were made to *State Environmental Planning Policy (Transport and Infrastructure) 2021*. The changes created an exempt and complying development pathway for certain developments within the precinct where the key environmental impacts of the project are minimal or have already been assessed. This streamlined approach allows faster assessment of developments that meet specific standards and accelerating development, unlocking more industrial land quicker.

The amendments permit a range of minor impact developments as exempt, such as at-grade car parks and truck marshalling areas and allow works like new warehouses and distribution centres to be undertaken as complying development. Reducing the need for development applications for minor developments.

The amendments were preceded by various planning approvals, concept approvals and a voluntary planning agreement. Existing development consent condition obligations continue to apply when undertaking development at the site as exempt or complying development. By applying a consistent planning and monitoring regime, the amendments provided a responsive framework tailored to the precinct's needs.

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3.3 Managing locally significant industrial land

Locally significant industrial lands play an important role in supporting local communities, providing access to goods and services, and serving smaller catchments.

Locally significant industrial lands:

- Support a diverse mix of small to medium enterprises – including construction trades, logistics, and other essential local services such as hardware, storage facilities and mechanics– one of the core foundations of our state's local economies.
- Enhance the liveability of local areas by accommodating essential services near our homes that are often poorly suited for residential and commercial areas.
- Are an economic asset that deliver practical benefits to households and businesses, by:
  - Hosting important supply chains, supporting trades and skilled employment.
  - Providing activities locally that enhance affordability and keep our urban areas working efficiently.

These areas provide jobs close to where people live, which reduces travel time, supports local economies and contributes to stronger, more resilient communities. While individual locally significant industrial land precincts may only have a modest contribution to a local economy, collectively they occupy a significant land area across the state, provide significant economic contribution, and provide a significant number of jobs.

As government seeks to deliver higher density housing across our cities and regions, access to local employment opportunities becomes increasingly important to support growing populations and maintain the functioning and affordability of urban areas.

Technical Note 1
Managing locally significant industrial lands provides guidance on the matters that should be considered when planning for and managing locally significant industrial lands including:

- Process for identifying land to be retained and transitioned to alternative uses
- Managing land that is identified for transition
- Reviewing and monitoring locally significant industrial lands.

CASE STUDY:
Campbell Parade

Northern Beaches Council

This precinct in Manly Vale demonstrates the value of protecting locally significant industrial land in an established urban area to support local services, jobs, and small businesses. Located in a part of Sydney with a minimal industrial land supply and limited connections to broader Sydney, Campbell Parade demonstrates the need to protect a local supply of industrial land. It serves the surrounding communities through a mix of light industrial and service-based industries. The precinct plays a vital role in supporting local economic activity, particularly in trades, logistics, construction services, and storage.

Like other well-located industrial areas in Sydney, Campbell Parade faces ongoing pressure from non-industrial land uses, including retail, commercial, and residential development. These pressures risk displacing essential local businesses, increasing costs for trades and services, and pushing industrial activity further from the communities it serves.

Northern Beaches Council has taken proactive steps to protect locally significant industrial land through its strategic planning work which clearly outlines the Councils aims of retaining employment diversity within the LGA, supporting local supply chains, and providing space for businesses that cannot locate in centres or mixed-use zones. Campbell Parade was designated for retention in the Employment Study, and the value of the employment in the precinct was quantified and highlighted.

Key actions have included:

- Retention of employment-focused zoning under E4 General Industrial to protect the core industrial function of the precinct.
- Limiting the spread of incompatible uses, including retail, bulky goods, and residential.
- Encouraging adaptive reuse of older industrial buildings to accommodate a range of small-scale service businesses, construction trades, and start-ups.

The Campbell Parade precinct demonstrates how clear strategic intent, appropriate zoning, and a focus on protecting core employment functions can secure the long-term future of small but vital industrial precincts. Its protection helps maintain affordability and access to services across Sydney's north, supporting a diverse and resilient local economy.

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3.4 Process for considering alternative uses in industrial lands

What is an alternative use?

An alternative use refers to a development type that is not the primary or intended industrial use for land zoned for industrial purposes under a Local Environmental Plan (LEP) and is generally a prohibited use in the zone. This Policy aims to manage alternative uses to avoid the undue displacement of industrial activities and to maintain the strategic integrity of employment lands, while ensuring alternative uses can be accommodated where appropriate.

Alternative uses are considered differently across the three industrial land categories.

- **State significant industrial lands**
  This designation is granted to critical infrastructure and does not permit any alternative land uses.
- **Regionally significant industrial lands**
  These lands should generally be retained for industrial uses. Alternative employment land uses may be considered only if they can demonstrate that they do not compromise the industrial land uses and future industrial demand of the area. Residential is not supported on regionally significant industrial lands.
- **Locally significant industrial lands**
  Alternative employment land uses may be supported. Where alternative employment land uses have been determined unviable, alternative non-employment uses may be considered through a planning proposal.

Figure 2 identifies the matters that should be considered when:

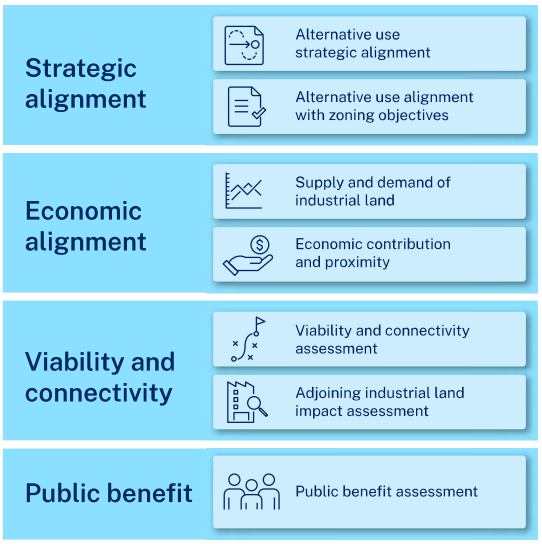
- undertaking strategic planning to identify future land uses to support growth
- seeking to establish an alternative use on land currently designated for industrial uses.

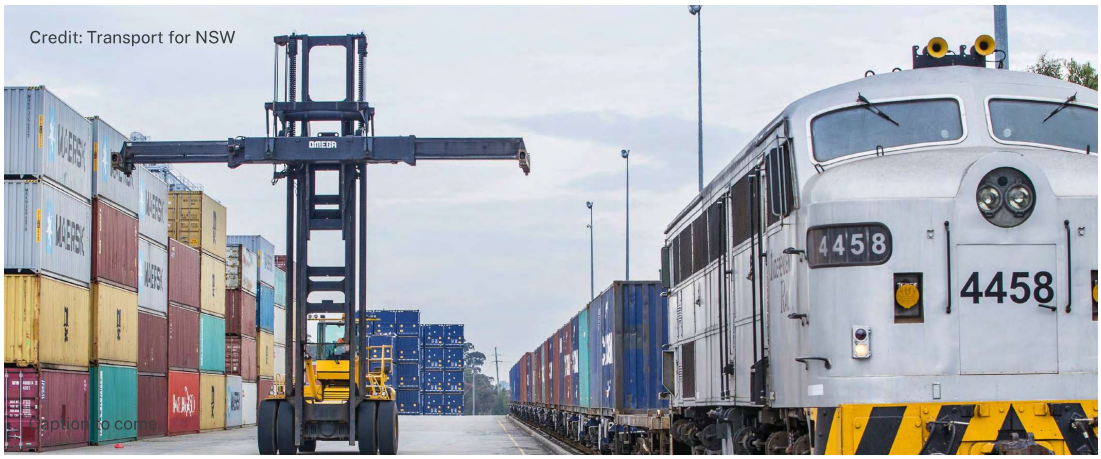
It is not necessary to satisfy all criteria to be considered for an alternative use, but rather these criteria serve as a guide for planning authorities when determining if the application should be approved.

Retention of industrial land should be the default outcome where there is not sufficient strategic or economic justification for the proposed alternative use.

Technical Note 2
Considering alternative land uses provides further details on the key matters for consideration.

Figure 2: Alternative use considerations





CASE STUDY:
Port Kembla
Wollongong City Council

Port Kembla, in the Illawarra region of NSW, has long been a centre of heavy industry, anchored by BlueScope Steel's operations. While the industrial precinct has played a critical role in Australia's industrial base, as global manufacturing trends shift and technologies evolve, parts of Port Kembla have become underutilised.

In response, BlueScope Steel has released a master plan and state-assessed rezoning proposal, guided by the BlueScope land transformation working group, to unlock approximately 200 hectares of surplus land adjoining its core operations, an area identified as regionally significant industrial land. This plan reflects a new approach to intensifying and diversifying land uses to support a broader range of contemporary industrial and employment activities. Rather than relying solely on traditional heavy industry, the proposal includes alternative and emerging uses such as clean energy generation and storage, defence and advanced manufacturing, education and training facilities, and technology-driven enterprises including creative industries. The plan seeks to accommodate denser, more efficient land uses while preserving the area's vital industrial role. The precinct's scale and its proximity to port, rail and energy assets make it well-suited to large-scale development.

By incorporating alternative industrial uses, Port Kembla is repositioning itself as a next-generation employment precinct. The redevelopment is expected to generate up to 30,000 jobs and catalyse economic transformation across the region — making sure that Port Kembla continues to play a central role in the State's economy while adapting to the demands of a changing industrial landscape.

The transition to alternative employment land uses for this surplus land is aligned with the *Illawarra Shoalhaven Regional Plan 2041*. The proposal will assist in protecting the port at Port Kembla as an international gateway for freight and logistics, acting as a buffer to nearby residential areas. The site is zoned IN3 Heavy Industrial under *SEPP (Transport and Infrastructure) 2021*. One of the key objectives of this zone is "to allow a diversity of activities that will not significantly detract from the operation of existing or proposed industries". Impacts of the proposal on the functioning of the remainder of Port Kembla industrial area will be a consideration in progressing the planning for this surplus land.

3.5 Process for recategorisation

Initial categorisation of industrial land has been developed in consultation with councils, industry and state agencies. Over time, industrial areas may change, or new industrial areas be rezoned, requiring recategorisation. The Department is responsible for identifying land to be recategorised and will undertake the recategorisation. Until new industrial lands are categorised, they should be treated as regionally significant industrial lands.

To support evolving land use needs, the Department and councils will collaborate on recategorisation. Table 3 outlines the key approaches and timeframes for this process. Once recategorised, relevant categorisation maps will be updated accordingly.

Role of local industrial land strategies in categorisation

Councils are responsible for identifying land to be recategorised and would liaise with the Department who would undertake assessment and approval of the recategorisation in line with regular review cycles. This could include studies for industrial lands and planning proposals that may demonstrate a shift in land use demand or strategic priorities toward intensification or change in nature of industrial use. This may include demonstration that there is:

- Emerging concentration of industrial land use in the area
- Strong access to infrastructure to support an intensified industrial land use regime
- Increased demand for industrial land in the area.

Table 3: Process for industrial land categorisation

Approach	Timeframes
Regular review of categorisation on specific lands where land use changes have occurred informed by the ELDM and priorities of the ELDP. Recommendations of local land strategies and planning proposals will also be considered as part of this review.	2-yearly following finalisation of categorisation.
Periodic reviews aligned with: • Updates to region plans or other plans • Investment in infrastructure that would support industrial uses for example intermodals, regional or state roads Periodic reviews include all industrial land in the region.	As region plans are updated or when significant and relevant infrastructure funding is announced.

Note: Initial review may include health-check review of all categorisations within a region.

Credit: Transport for NSW

4 Intensifying existing industrial lands

Intensification — through increased floor space, building heights, or more intensive industrial uses — can help accommodate changing economic needs and support jobs creation. This section provides considerations for intensifying industrial lands, irrespective of their categorisation.

4.1 Strategic considerations and triggers for industrial land intensification

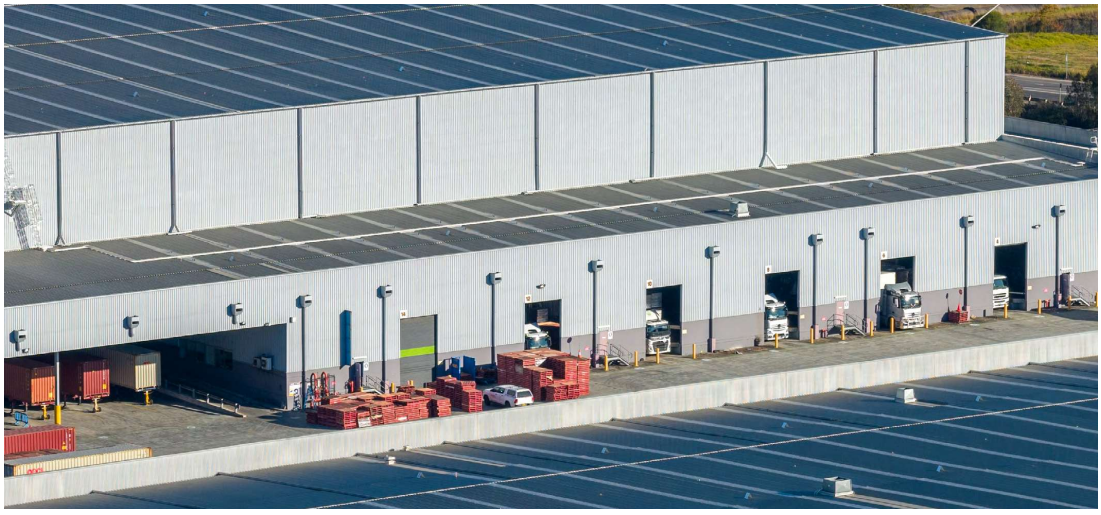
Intensification of industrial lands should be undertaken strategically, with a focus on precinct-level planning to support long-term economic, environmental, and built-form outcomes. A coordinated precinct-based approach:

- allows for the integration of infrastructure and transport planning, resulting in more functional and productive industrial areas.
- supports economies of scale in infrastructure delivery and improves land use efficiency.
- creates better buffers between intensified industrial uses and surrounding sensitive land uses like residential areas.

Intensification should be considered where there is demonstrable demand for increased industrial capacity or where specific opportunities can be leveraged to support broader economic objectives.

Key triggers for precinct-level intensification may include:

- **Monitoring of development activity**
  Analysis of sustained growth in industrial development applications or increasing floor space ratios may indicate that current controls are no longer adequate to support demand.
- **Large-scale industrial investment**
  Proposals for significant industrial developments that introduce higher employment densities, new technologies, or advanced manufacturing may support broader planning for infrastructure and land use changes across a precinct.
- **Planned population growth**
  Where significant residential development is planned in the catchment of an industrial area, intensification may be required to meet increased demand for local employment or services and to ensure compatibility with evolving land use contexts
- **Low levels of industrial land supply**
  Evidence of constrained land availability, low vacancy rates, or rising industrial land values may indicate the need to maximise the productivity of existing industrial areas through targeted intensification.



4.2 Matters for consideration in the intensification of industrial land

Table 4 outlines matters that should be considered when planning for intensified industrial lands.

Table 4: Principles and metrics for categorisation

Matter for consideration	Objective of consideration	Requirements of the consideration	Metric or output expected for assessing consideration
Alignment with strategic plans and policies	Make sure proposals are consistent with relevant planning frameworks	Demonstrate consistency with local, regional, and state strategic plans, including employment and economic development strategies	Identification of aligned strategic documents and evidence of policy consistency
Emerging market trends	Promote responsiveness to changing industrial needs and sectoral dynamics	Consider current and anticipated trends in sectors such as advanced manufacturing, logistics, and e-commerce; demonstrate responsiveness to market demand	Inclusion of market analysis or sectoral studies showing alignment with demand trends
Demand and supply of industrial lands	Support long-term industrial land viability and strategic land use	Assess current and projected demand for industrial land; evaluate adequacy of existing and proposed supply	Quantified analysis of land demand and supply; see Technical Note 2 for guidance or equivalent data
Environmental impacts	Minimise adverse effects on communities and the environment	Address impacts related to traffic, noise, odour, and air quality; identify mitigation measures	Environmental assessment including modelling or qualitative assessment; list of proposed mitigation actions
Enabling infrastructure	Ensure infrastructure can support proposed intensification	Evaluate capacity of existing infrastructure; identify augmentation needs, staging, sequencing, and costs	Infrastructure servicing strategy or capacity assessment; identification of upgrades required
Proximity to sensitive receivers	Manage land use conflicts and protect amenity of surrounding uses	Identify nearby sensitive uses and outline how impacts will be managed or mitigated	Mapping of sensitive uses; design or operational measures to mitigate impacts; conflict management strategies

CASE STUDY:
Gardeners Road
City of Sydney

The Gardeners Road industrial precinct illustrates how industrial land can be intensified to meet growing demand in land-constrained urban environments. Traditionally occupied by low-rise warehousing and logistics operations, the area is now evolving to accommodate multistorey industrial development that supports modern supply chain and production needs.

Driven by proximity to the CBD, Sydney Airport and Port Botany, the precinct is strategically positioned to support last-mile logistics, high-value manufacturing and tech-enabled industrial activities. In recent years, development interest has grown in response to rising land values, limited industrial land supply, and increased pressure to accommodate urban services closer to population centres.

New development models, such as vertical warehousing, are emerging across the precinct. These multistorey industrial buildings incorporate flexible floorplates, goods lifts, high-clearance bays and separate circulation systems for pedestrians and freight, allowing for a mix of warehousing, light manufacturing, and distribution uses within a single footprint. Some developments also include rooftop solar, green walls and design features to reduce environmental impacts and improve urban amenity. Specifically, developers of multi-storey warehouses have been careful to consider the potential noise impacts on nearby residential receivers – primarily through façade design and the configuration of loading docks and access points.

This intensification supports more efficient land use while retaining the area's employment function. It enables industrial precincts like Gardeners Road to remain viable and productive in a high-demand metropolitan setting, reinforcing their role in servicing the city and sustaining diverse economic activity. The precinct highlights how built form innovation and adaptive planning approaches can help unlock additional capacity within existing industrial zones.

5 Planning new industrial lands

Planning for new industrial lands must be strategic, coordinated and evidence-based at the early stages of identification aligned with broader planning objectives and supported by infrastructure. This section provides guidance on the matters that should be considered when planning new industrial lands. Strategic consideration of these matters at the precinct planning stage is critical to resolving infrastructure constraints and land use conflicts early, reducing the risk of delays and reactive decision-making at the development assessment stage.

The ELDP is working on a concurrent program to determine and secure an appropriate supply of development ready industrial lands across NSW and coordinate the delivery of supporting infrastructure. A supply pipeline secures enough years of industrial land to enable the staged release of strategically located land without impacting existing development and industry.

Credit: Transport for NSW

Planning for successful industrial precincts

Industrial precincts are more than just places of work. They can drive innovation, support diverse businesses and strengthen local economies.

Development-ready
Precincts are capable of being readily serviced with infrastructure to support their timely and efficient development.

Encourage collaboration and adaptability
Foster partnerships between Government, businesses and the community to help the precinct adapt to economic changes and seize new opportunities.

Create a quality place
Design precincts that are attractive, safe and practical. Include green spaces, pedestrian paths and well-designed buildings. A pleasant environment encourages collaboration and makes the area more appealing to businesses and workers.

Offer flexible and affordable spaces
Provide a range of spaces to suit different business needs, including various lot sizes and building types. Affordable options help start-ups and small businesses establish and grow.

Create a quality place
Design precincts that are attractive, safe and practical. Include green spaces, pedestrian paths and well-designed buildings. A pleasant environment encourages collaboration and makes the area more appealing to businesses and workers.

Build on local strengths
Use the area's unique features, such as existing industries or cultural heritage, to create a distinct identity. Anchor institutions like research centres or major employers can attract investment and support related businesses.

Promote inclusivity and access
Make sure the precinct is accessible to people from diverse backgrounds. This includes providing affordable workspaces and supporting different types of employment. Inclusive design helps build a resilient local economy.

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5.1 Site selection and land use capability

New industrial sites should be capable of utilising land for the intended purpose. Considerations are outlined in this section.

Proximity to freight access and/or critical infrastructure

Locating industrial land in proximity to freight and transport infrastructure supports servicing populations and workforces, by creating efficient linkages between the industrial land network and end users. Sites should be located near existing or planned transport infrastructure to support the functions of the industrial land, create efficient logistics and reduce costs for industry. This includes near motorways, freight rail, ports, airports, and intermodals.

Capacity for essential infrastructure

Sites must be capable of being serviced by water, wastewater, roads and energy to make sure industrial land is readily developable and responsive to immediate industrial land needs. Coordination with infrastructure agencies should confirm availability, timing and cost-sharing arrangements.

Where infrastructure is required to be delivered or upgraded to support development of industrial land, investigations should be undertaken to determine the design requirements, cost, and staging and sequencing. This assessment should be sufficiently detailed to enable funding pathways to be determined, such as:

- **Development funded –** the infrastructure required is directly related to the development of a site. This could include developer charges for utilities, or development directly funding and delivering infrastructure, such as state roads or regional stormwater and drainage, through works-in-kind agreements.
- **Infrastructure contributions –** the infrastructure has broader benefit beyond the site to be developed and should be subject to a contributions plan, works-in-kind agreement or developer agreement to contribute funding towards the delivery of infrastructure.

Responsibility for infrastructure delivery should be clearly identified early in the planning process, including lead agencies or developers. Planning proposals or structure plans should outline the delivery pathway and sequencing for key infrastructure, identifying enabling works and dependencies. Timelines for delivery should be realistic and coordinated with rezoning and development stages to ensure industrial land is released in a timely and efficient manner.

The cost of infrastructure required to support future development, as well as the funding arrangements to delivering infrastructure should be a key consideration in determining the feasibility of the area for industrial use at the rezoning stage. The Department's website includes further information on infrastructure funding policies, including draft works-in-kind guideline that outlines how works-in kind proposals under the Housing Productivity Charge will be assessed and prioritised.

Adjacency to high pressure pipelines transporting dangerous goods

Industrial land should avoid encroachment into the land use safety separation distances of high-pressure pipelines transporting energy and fuels such as natural gas, jet fuel, ethane, or gasoline. Where proximity is unavoidable, strategic site selection and layout should demonstrate consistency with relevant risk criteria (e.g. HIPAP 4) and consider the potential for any individual and community risk.

Sites are unencumbered by environmental constraints

Sites should avoid high-risk areas prone to flooding, bushfire, or containing significant biodiversity values. Where constraints exist, proponents should demonstrate the ability to manage these constraints through mitigation or remediation.

Contamination and remediation potential

Preliminary assessments should determine whether sites are subject to legacy contamination or other land condition issues and whether they are feasible and cost-effective to remediate for industrial use.

Accessible to businesses and communities

Industrial precincts should be well connected to workforce catchments and service providers via public and private transport networks.

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5.2 Managing land use conflict through design

Sites should be strategically selected and master planned to minimise land use conflict and the potential for amenity impacts such as noise, odour, heavy vehicle movement or visual impact. Considerations include:

Protection from encroachment by incompatible development

New industrial lands should anticipate and include an appropriate buffers (i.e. an area of land set aside to minimise the impacts of land uses on each other) from sensitive land uses such as residential areas, schools and hospitals through zoning transitions, physical separation, or built form controls to minimise land use conflicts.

Mitigation of noise impacts on nearby sensitive uses

Industrial areas should be planned and designed to reduce noise emissions at the source and limit transmission to nearby sensitive uses. Site layout should consider the placement of noise-generating activities — such as loading bays, mechanical plant, and vehicle access — away from residential or mixed-use interfaces. Acoustic barriers, landscaped buffers, and building orientation should be used to shield adjacent uses from noise. Operational noise mitigation measures, such as limiting night-time activities or using low-noise equipment, should be incorporated where relevant.

Consideration should also be given to prevailing winds, topography, and building form to contain and deflect noise within the site. In larger industrial estates, cumulative noise impacts should be assessed and managed through a coordinated approach. A precinct-level noise strategy may be required to allocate noise budgets based on lot size, location, and proximity to sensitive receivers. This approach enables a fair and consistent framework for managing noise across multiple developments within a precinct and ensures cumulative impacts remain within acceptable thresholds. Further guidance on managing noise from industry can be found in the Noise Policy for Industry (2017) and A guide to the Noise Policy for Industry.

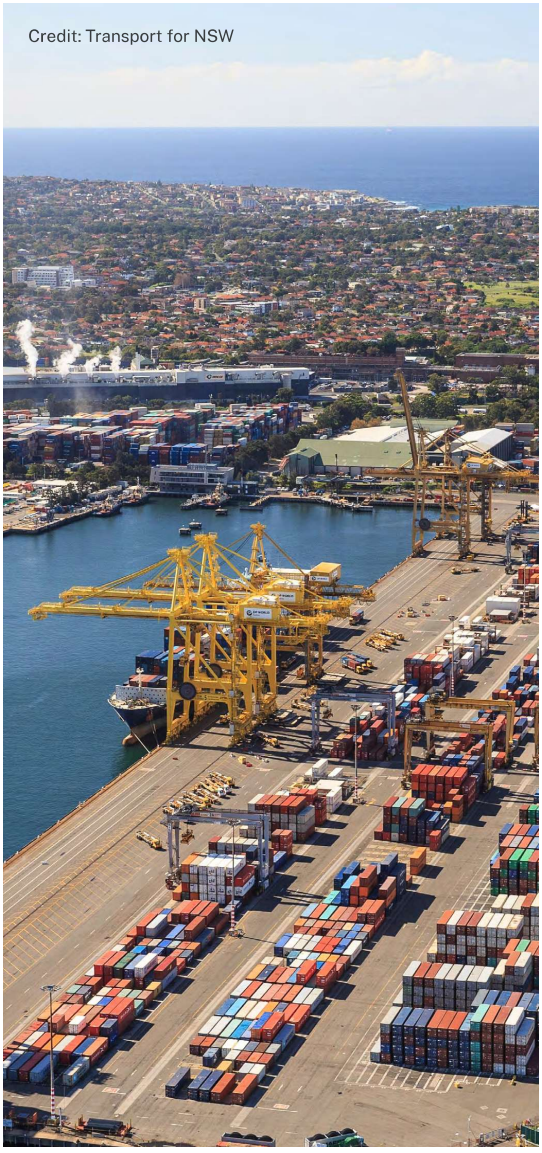
Good environmental outcomes

Site topography such as steep slopes should be considered in planning for industrial land to minimise cut and fill, site disturbance and earthworks. Effective stormwater management should be integrated to mitigate potential flooding and improve water quality. Landscaping should also be implemented along street frontages and site boundaries to provide visual screening, enhance amenity where appropriate, and mitigate environmental impacts like excess heat.

Where relevant, significant landscape features such as ridgelines, watercourses, and vegetation should be retained to preserve landscape character and ecological values. The design of industrial areas should respond to the landscape setting, with consideration given to the appropriate format, scale, and intensity of development for the topography and visual context of the site.

Efficient operations

Lots should be designed to reflect market demand and allow for amalgamation of lots to form larger parcels or smaller lots. These lots should be oriented to facilitate preferred vehicle movements, parking, loading, and waste management.



Credit: Transport for NSW

CASE STUDY:
Integrating renewable energy zones and industrial land future investigation areas

Renewable Energy Zones (REZs) cluster the development of new wind and solar power generation and long duration energy storage at locations where it can be efficiently stored and transmitted. There are five REZs in NSW, including Hunter-Central Coast and the Illawarra. These REZs present a unique opportunity to explore integration of industrial land uses alongside the renewable energy projects – creating sustainable and integrated employment precincts that continue to serve local communities.

Alongside providing for the energy needs of households, REZs will help service the growing demands of industry. Co-location of low and zero emission energy production alongside industrial uses will help enable innovation, modernisation, competitiveness, and sustainability of Australia's emerging manufacturing, energy intensive agriculture, export market, assembly, logistics and other key employment sectors.

In response to the closure of the Eraring, Munmorah and Wallerawang Power Stations, the NSW Government has announced several initiatives to secure energy supplies, support workers and create new jobs. These former or retiring power station sites have been flagged across the state as strong candidates for new industrial land uses – and proponents are considering a range of infrastructural, economic, and environmental factors as they plan for the long-term future of these new industrial areas.

The proximity of former power stations to the energy network means that they are well suited to being repurposed for energy related industries, as well as other industrial uses. For example, excess land at the former Wallerawang Power Station was rezoned in 2021 for industrial uses, and a masterplan has been developed by current owner, Greenspot. Greenspot has identified the site for future employment uses and a Battery Energy Storage System.

As a range of future uses and other opportunities for land transformation are identified in the masterplan, this Policy will provide the guidance needed to ensure the site is planned in a way that will balance the economic viability of industrial uses with the protection of sensitive land uses such as residential and retail.

Projects such as the above may be considered as a demonstration project for agencies and development corporations (where established), local government, and the Future Jobs and Investment Authority, which was announced by the NSW Government in 2025, to help guide the future economic development of coal mining regions in NSW.

NOTE: Two demonstration projects in Lake Macquarie and Muswellbrook are currently going through a State Led Rezoning process which may generate alternative uses.

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6 Matters for consideration in planning for land uses adjoining industrial lands

The interface between industrial areas and adjoining land uses requires careful planning to manage potential impacts and promote harmonious co-existence. This includes consideration of the categorisation of the industrial land of which it adjoins. The following matters should be addressed by the proponent proposing to develop adjacent to an industrial area:

- **Buffers between industrial uses and sensitive receivers:** Appropriate buffers, such as landscaped setbacks or transitional land uses, should be established to mitigate impacts from any noise, odour, and other emissions on sensitive receivers.
- **Appropriate building design to minimise impacts:** Building design should incorporate measures such as acoustic treatments, orientation, and screening to reduce the potential transmission of industrial impacts to adjoining uses.
- **Positioning of access points to avoid traffic conflicts:** Access points for new developments should be located and designed to minimise traffic conflicts, particularly where industrial and non-industrial traffic may interact.
- **Review or revision of relevant development controls:** Existing controls in Development Control Plans (DCPs) should be reviewed and, where necessary, revised to address issues relating to buffers, building design, and access arrangements at the interface with industrial areas.
- **Consideration of future potential uses of adjoining industrial land:** When planning sensitive or non-industrial uses adjacent to industrial zones, the potential for future intensification or changes in industrial activity should be considered to avoid sterilising land or creating future land use conflicts.
- **Cross-border/cross-jurisdictional land use considerations:** In areas where LGAs, regions, or state borders meet, cross-jurisdictional coordination is essential to promote consistent and effective industrial land use planning and management (for example, in locations such as Hume/South Jerrabomberra and Albury/Wodonga).

Proponents could include landowners, councils, state agencies or the Department. New uses should be developed with careful consideration of the operations of existing uses.

Credit: Transport for NSW

7 Monitoring and evaluation

7.1 Purpose

Monitoring and evaluation will provide a robust evidence base to:

- Track progress towards achieving the Policy's objectives
- Assess the availability, utilisation and performance of industrial lands
- Identify emerging pressures, gaps or unintended consequences
- Inform updates to strategic plans, zoning, and infrastructure priorities
- Guide infrastructure investment decisions to activate land.

7.2 Monitoring framework

Monitoring will be led by the Department supported by collaboration with councils and relevant agencies. It will leverage existing tools and programs, including:

- **ELDM**
  Tracks the supply, development status and servicing of employment lands, with annual reporting on key metrics.
- **ELDP**
  Identifies strategic interventions and infrastructure investment required to unlock development-ready industrial lands.
- **Planning proposals and rezonings**
  Trends in planning activity will be monitored to assess changes in land use demand, intensity, and alternative uses.
- **Council strategic planning framework**
  These will be reviewed to monitor consistency with the Policy and local conditions.

7.3 Evaluation and review

Evaluation of the Policy's effectiveness will be undertaken periodically, including:

- Review cycle aligned with updates to regional strategic plans and local strategic plans
- Health checks to assess specific indicators, trends or emerging issues
- Post-implementation reviews of any significant changes or interventions.

Evaluation will inform any refinements to the Policy, implementation processes or supporting guidance.

Credit: Transport for NSW

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8 Glossary

Alternative employment land uses

Retail and commercial uses that are typically located within employment zones such as E1 (Local Centre), E2 (Commercial Centre), and E3 (Productive Employment). These uses support employment but are not considered core industrial functions. They generally exclude major retail and commercial uses that are ordinarily located within a centre.

Development Control Plan (DCP)

A document prepared in accordance with Division 3.6 of the *Environmental Planning and Assessment Act 1979*, providing detailed planning and design controls to support the provisions of a Local Environmental Plan.

Development ready land

Areas with enabling infrastructure in place and all key planning issues resolved, where construction can commence.

Employment land

Land that is zoned for industrial or similar purposes in planning instruments, it contains a mix of businesses involved in manufacturing; transport and warehousing; service and repair trades and industries; integrated enterprises with a mix of administration, production, warehousing, research and development; and urban services and utilities.

Economic contribution assessment

An evaluation of the economic value of a site, including current and future job creation, industry output, and contribution to regional or state economies.

Gateway determination

A formal decision by the Department on whether a planning proposal may proceed to public exhibition and further assessment.

Industrial land

See employment land.

Intermodal terminal

A facility where freight is transferred between different modes of transport (e.g., rail and road), supporting efficient logistics networks.

Landholders

For the purposes of this policy, a landowner or landholder refers to any individual, company, government agency or other legal entity that holds legal title to land categorised as industrial, or land that is proximate to land categorised as industrial. This includes freehold owners, leaseholders with significant control over land use decisions, and public land-owning bodies responsible for managing industrial land assets.

Public benefit assessment

An evaluation of the broader community benefits provided by a proposed development, beyond standard contributions.

Renewable Energy Zones (REZs)

Designated areas where renewable energy generation and storage is prioritised and coordinated with supporting infrastructure.

Section 7.11 or 7.12 contributions

Contributions collected under the *Environmental Planning and Assessment Act 1979* to fund local infrastructure. Also known as development contributions.

Sensitive land uses

Land uses such as residential homes, schools, and hospitals that may be adversely affected by industrial activity.

Servicing

Provision of physical infrastructure such as water, sewer, roads, and energy to support development.

Special Activation Precincts (SAPs)

Designated precincts identified by the NSW Government for coordinated planning, infrastructure, and development acceleration.

Voluntary Planning Agreement (VPA)

An agreement between a developer and planning authority to deliver infrastructure or public benefit beyond standard requirements.

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TECHNICAL NOTE 1
Managing locally significant industrial lands

This technical note provides guidance on setting the strategic intent for locally significant industrial lands, building upon Section 3.3 of the draft Statewide Policy for Industrial Lands.

Planning for locally significant industrial lands

Councils are generally responsible for the planning and ongoing management of locally significant industrial land. The Department will provide guidance and oversight to make sure there is alignment with state and regional objectives.

Councils are responsible for:

- Setting the strategic intent for locally significant industrial lands
- Assessing locally significant industrial lands within their LGA
- Monitoring and implementing actions for existing and new industrial lands
- Managing planning proposals in existing locally significant industrial lands and identified new industrial lands

To plan for locally significant industrial lands, councils can prepare studies and identify actions for industrial lands and findings can be incorporated into other local strategic planning documents.

Actions

Actions are the measures councils will undertake to implement the vision and directions. They should be within council's control and influence and supported by an implementation plan.

Each action should clarify the outcome sought and the task(s) required to achieve that outcome. This should also include evidence as to why the action is being pursued.

Land identified for transition

Where land is identified as appropriate for alternative uses, the process outlined in the Technical Note 2 Considering alternative land uses should be used to assess any planning proposals.

Process for establishing the strategic intent for locally significant industrial land

1 Step 1:
Establish an evidence base

Identify the strategic significance of each industrial precinct. Key considerations include:

- Compatibility of current zoning with land use trends
- Adjacency to sensitive uses
- Physical constraints and development capacity

Use local economic data to assess how precincts are performing. Benchmarking against neighbouring LGAs can help identify unique economic strengths or gaps in supply.

2 Step 2:
Evaluate barriers and enablers

Identify factors that influence growth potential, such as transport access, utility servicing, land fragmentation, and conflicts with nearby uses.

3 Step 3:
Establish local intent and strategic direction

Use the evidence base to define the desired long-term role of each locally significant precinct. This may include:

- Retaining and protecting locally significant precincts for industrial uses
- Managing transition to more intensive or diverse employment uses
- Transitioning areas away from employment uses where strategically justified

The intent should be framed by the local vision for employment, consistency with region plans, and the precinct's role in meeting future jobs forecasts.

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Guidance on process

To assist councils in implementing the process for establishing the strategic intent for locally significant land, this section provides further guidance is provided for each step.

Step 1

Establish an evidence base

To inform decisions to identify the strategic significance of each industrial precinct, a clear evidence base is required. TN1-Table 1 below outlines matters that could inform the establishment of the evidence base, including whether industrial lands should be retained or transitioned.

TN1-Table 1: Key considerations for retention and transition of locally significant industrial lands

Matter for consideration	Key considerations
Alignment with strategic planning	• Region plans • Existing planning regulation • Consideration of land uses in areas identified for housing in local strategies • Biodiversity and public open space strategies
Strategic economic context in the LGA and broader region	• State economic strategies, regional economic development strategies • Economic output of relevant industries in the identified industrial area – including ABS labour force, industry output data and input-output modelling • Local employment in relevant industries which can be attributed to the identified industrial area
Available land and floor space	• Existing supply of undeveloped, zoned industrial land • Existing supply of developed industrial land and the potential for intensification on these sites
Current and emerging employment and industry trends	• Jobs and industry breakdown • Future employment and industry trends based on emerging technologies, supply chain analysis, economic conditions, and regulatory changes. • Journey to work patterns and major catchments
Industry composition	• Existing and prospective future businesses and industries that will occupy the land – including range, scale, and type • Alignment between these businesses and industries and the recognised strategic future of the area and local economy
Market context and trends	• Independent research and reports informing market context and industrial land development trends • ELDM data relating to industrial land demand, supply, and take-up rates • Vacancy rates, rental values and land values
Infrastructure investment and delivery pipeline	• Federal and State Budget Infrastructure Investment Programs • Infrastructure Australia's Infrastructure Priority List • State-significant infrastructure development pipeline • Council-led infrastructure development pipeline

Step 2

Evaluating barriers and enablers

In assessing locally significant industrial lands, councils should identify the enablers and barriers that may affect the ongoing viability or intensification of these areas.

Key considerations include:

- **Planning pathways**
  Opportunities or constraints associated with rezoning or planning proposals, such as transitioning land from E4 General Industrial to other employment zones where appropriate.
- **Environmental constraints**
  Presence of contamination, flood risk, or other environmental limitations that may restrict redevelopment or intensification.
- **Land ownership patterns**
  The degree of ownership fragmentation, which can impact the feasibility of coordinated redevelopment or precinct-wide renewal.
- **Infrastructure and access limitations**
  Adequacy of existing and planned infrastructure including road access, freight connections, utilities, and digital infrastructure.
- **Market readiness**
  Developer and investor appetite for new industrial formats, including multi-storey warehousing or advanced manufacturing facilities.
- **Land use compatibility**
  Proximity to sensitive uses and the potential for land use conflicts that may constrain industrial activity or affect planning decisions.
- **Statutory planning barriers**
  Constraints imposed by existing LEP controls, such as minimum lot sizes, height or floor space ratio limits, or permissibility restrictions.
- **Support mechanisms**
  Availability of incentives, infrastructure funding, or strategic programs that support industrial land retention, redevelopment or renewal.

Step 3

Establishing local intent and strategic direction

The evidence base will establish the current situation, and emerging challenges and opportunities. Planning priorities should be then developed to inform the future direction of industrial land. Considerations include:

- The spatial outcomes and land use needs of the LGA
- The economic challenges and broader aspirations
- How the LGA will meet their job forecasts
- The role of council, the NSW Government and other stakeholders
- Competition between land uses and how any trade-off will be managed
- Planning priorities should provide sufficient detail to inform a planning proposal assessment.

CASE STUDY:

Austral locally significant industrial lands

Liverpool City Council

In 2013, as part of the rezoning of Austral in the South West Growth Area, around 40 hectares of IN2 Light Industrial was zoned to support local jobs and essential urban services. Since then, the area has faced non-industrial pressure due to planning controls under the *State Environmental Planning Policy (Precincts - Western Parkland City) 2021*. In some cases, over half of an industrial site has been approved for retail or food premises. Strategic studies had recommended focussing on light industrial uses to support long-term employment and local services, but rapid population growth further intensified the demand for both employment land and local amenities. Liverpool City Council, recognising the risk of losing key industrial land, prepared a planning proposal which aimed to enable only supportive retail and commercial uses in the industrial precinct. This included:

- Quantitative limits on non-industrial uses
- Clear definitions of “non-industrial uses”
- Consistency and fairness in the controls

The proposal was endorsed by the Local Planning Panel to proceed to gateway determination. This case study demonstrates:

- Enforceable controls are essential to protect industrial land
- Zoning flexibility should be limited to maintain employment uses in industrial areas
- Consistency is vital to avoid regulatory gaps and protect industrial land uses

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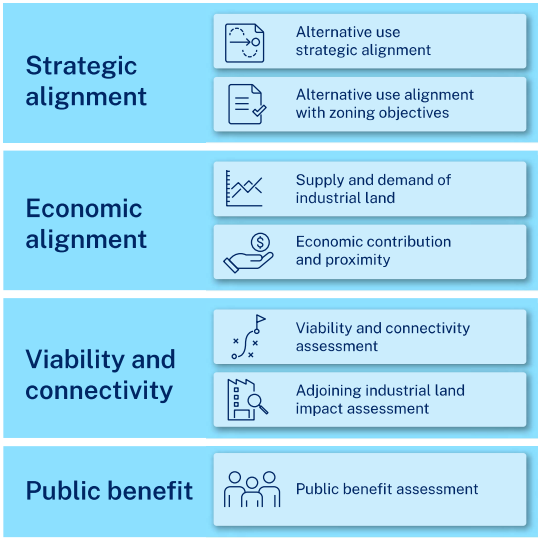
TECHNICAL NOTE 2
Considering alternative land uses

This technical note provides guidance on the key matters for consideration when considering proposals for alternative land uses, building upon Section 3.4 of the draft Statewide Policy for Industrial Lands.

The consideration of alternative land uses in industrial lands must be considered alongside the relevant industrial land categorisation. The draft Statewide Policy for Industrial Land establishes when alternative land uses may be considered, as well as criteria to be considered when determining if an application for an alternative land use should proceed. This technical note provides detailed guidance on the key alternative use considerations, as summarised in TN2-Figure 1 below.

TN2-Figure 1: Alternative use considerations



Strategic alignment

1 **Consideration 1:**
Alternative use identification

Undertake a qualitative assessment of whether the proposed alternative use is consistent with existing strategic planning documents or other NSW Government policies, such as:

- Region Plans as defined by the *Environmental Planning and Assessment Act 1979*
- Relevant State-led precinct plans
- Local Strategic Planning.

If the proposed land use change lacks clear strategic alignment, it is unlikely to proceed. If aligned or there is a strong justification for change (e.g. shifting economic patterns or infrastructure upgrades), the assessment moves to the next stage.

2 **Consideration 2:**
Alternative use alignment with zoning objectives

Assess whether the proposed alternative use aligns with the objectives of the current zoning, as defined under the relevant Local Environmental Plan (LEP) or equivalent environmental planning instrument:

- If aligned (e.g., proposed use aligns with the objective of the zone or the proposed use is consistent with other permitted uses), consider progressing directly to a planning proposal
- If not aligned, consider the suitability of the proposal or a rezoning.

This step is an ideal point to consider the appropriate planning pathway. Additional permitted uses should only be considered if they align with the zoning objectives.

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Economic alignment

3 Consideration 3:
Supply and demand of industrial land

Assess adequacy of industrial land supply at local and regional levels using evidence from the Employment Lands Development Monitor (ELDM) or other verified datasets. If the supply is sufficient or well-located alternatives exist, the proposal may progress.

Proponents should consider viability and connectivity at this stage, as there may be justification for alternative uses despite an industrial land supply shortage if the site is not viable for industrial uses. Table 6 shows the considerations and measures that should be calculated when considering the supply and demand of industrial land in a location.

TN2-Table 1: Supply and demand considerations

Consideration	Measure	Sensitivity or opportunity
Land supply (macro)	Available land, relative to LGA and subregion	The loss of industrial land
Land supply (micro)	Consideration of the material impact of the proposed loss of land, both current and future, having regard to the site-specific context	The loss of industrial land
Land demand (micro)	Underlying demand for industrial uses on the site, may include reference to site-specific characteristics (land size, shape, topography), site access, location, and adjoining land uses	The opportunity to develop uses that maximise the economic value of the location

4 Consideration 4:
Economic contribution and proximity

Quantitative assessment of the economic function using the following metrics:

- Contribution to local and regional employment
- Contribution to jobs identified in region plans
- Role in supply chains (e.g. warehousing, logistics)
- Proximity to key infrastructure (e.g. ports, arterial roads, intermodals).

A site with high economic output or strategic proximity should generally not be considered for alternative uses.

Viability and connectivity

5 Consideration 5:
Viability and connectivity assessment

Viability assessment to test whether the site is suitable for continued industrial use, based on:

- Lot size and fragmentation
- Access to freight routes or transport nodes
- Adjacency to other industrial lands.

A site that is isolated, constrained or unviable for future industrial development may be suitable for transition. This viability test is essential to prevent the premature loss of productive land.

6 Consideration 6:
Adjoining industrial land impact assessment

New land uses must make sure that existing industrial operations on adjoining land are not compromised. If significant impacts are identified, proponents must propose robust mitigation strategies, such as built form controls, buffers, or land use transition zones. If development and operation of the proposed new land use cannot be conducted without significant impact on nearby industrial lands, the proposal should not proceed.

Assessment of potential land use conflicts between the proposed development and existing or planned industrial uses nearby. This includes:

- Suitability of sensitive uses (ie: residential development) in proximity to nearby uses such as heavy emitters or hazardous facilities
- Amenity impacts such as noise, freight traffic, and operating hours of nearby industrial uses
- Encroachment on freight corridors or buffers of nearby industrial land uses.

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Public benefit

7 **Consideration 7:**
Public benefit assessment

The final step determines whether the proposed alternative use delivers a net material public benefit, beyond what would otherwise be achieved through standard contributions:

- Local infrastructure contributions (Section 7.11 or 7.12),
- State infrastructure contributions (Housing and Productivity Contribution or Special Infrastructure Contribution, where relevant),
- Previously agreed infrastructure contributions or works (these may have been addressed via Planning Agreements).

Public benefits could include affordable housing, community infrastructure or environmental remediation. If the benefits are considered sufficient and aligned with broader planning objectives, the proposal may proceed to a planning proposal, rezoning or state significant development application, if applicable.

Additional permitted uses

Additional Permitted Uses (APUs) allow specific parcels of land to be used for purposes beyond those ordinarily permitted under the applicable land use zone. These provisions, embedded within an environmental planning instrument, override the standard land use table for the identified land.

Land use permissibility should be controlled by land use zones and the corresponding land use table. Where this is not possible and the proposed alternative use aligns with the objectives of the zone, an APU may be acceptable.

However, where a proposed alternative use does not align with the zone objectives — such as a mixed-use development in an industrial zone — a planning proposal to amend the land use zoning must be pursued, rather than seeking an APU.

CASE STUDY:
Corrimal Cokeworks

Wollongong City Council

The Corrimal Cokeworks was established in 1912 and operated continuously for over a century until its closure in 2014, making it the longest-running coke works in Australia.

With the cessation of industrial activity, the Illawarra Coke Company and Legacy Property initiated a planning process to repurpose the 18.1-hectare site for urban development. The key objectives were to:

- Enable medium-density residential development
- Provide areas for public recreation
- Conserve elements of the site's industrial heritage.

In April 2022, Amendment 50 to the Wollongong Local Environment Plan (LEP) was gazetted, rezoning the eastern part of the site to R3 Medium Density Residential and the western part to RE1 Public Recreation. A site-specific Development Control Plan (DCP) chapter was adopted in June 2022, guiding future development with provisions for built form, open space, and heritage conservation.

This redevelopment took into consideration the strategic planning relevant to the site, the supply and demand of industrial land in the area, the site-specific constraints and potential for future development, the proximity and connectivity of the site to other industrial uses and transport infrastructure, and the overall public benefit that would be provided by the redevelopment.

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NSW GOVERNMENT

HERITAGE HOUSEKEEPING PLANNING PROPOSAL

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	For Council to consider submissions made in response to the exhibition of the Heritage Housekeeping planning proposal. The planning proposal corrects five (5) local heritage listings and associated maps in the suburbs of Turramurra and Wahroonga.
BACKGROUND:	A favourable Gateway Determination was received from the Department of Planning, Housing and Infrastructure on 4 November 2025.
COMMENTS:	The Planning Proposal was exhibited for 22 working days between 13 November and 12 December 2025. A total of one (1) submission was received from a surrounding property owner residing near No. 32 Ku-ring-gai Avenue, Turramurra. They expressed the concern the proposed amendment to the heritage listing of this property involved a re-zoning.
RECOMMENDATION: (Refer to the full Recommendation at the end of this report)	That Council resolve to proceed with the finalisation of the Heritage Housekeeping planning proposal and make the plan, using the delegated authority provided under section 3.36(2) of the *Environmental Planning and Assessment Act 1979*.

PURPOSE OF REPORT

For Council to consider submissions made in response to the exhibition of the Heritage Housekeeping planning proposal. The planning proposal corrects five (5) local heritage listings and associated maps in the suburbs of Turramurra and Wahroonga.

BACKGROUND

Council has an ongoing role in maintaining an accurate list of the heritage items within its local government area (LGA). Information provided by residents, the Development and Regulatory Team and record reviews, alert council staff to listing inaccuracies. This report addresses proposed amendments to five listings in the suburbs of Turramurra and Wahroonga. These amendments were considered by Council on 19 August 2025 and Council resolved to forward the planning proposal for a Gateway Determination.

A Gateway Determination was received from the Department of Planning, Housing and Infrastructure on 4 November 2025, which determined the planning proposal should proceed to exhibition (Refer Attachment A1).

The Planning Proposal was exhibited between 13 November and 12 December 2025. A total of one (1) submission was received.

The Planning Proposal

A table is attached (refer Attachment A2) which provides the details of the five heritage listings to be amended by the planning proposal.

Four of the five amendments proposed relate to heritage listed sites that have been subdivided and the subdivided lots subsequently developed with modern homes. The fifth amendment is required to correct a clerical error.

The amendments are wholly administrative in nature. There are no potential environmental impacts, and no changes are proposed to existing zonings or development standards.

Chronology of Assessment

The Heritage Housekeeping Planning Proposal was considered by Council on 19 August 2025. At this meeting Council resolved the Planning Proposal be submitted to the Department of Planning, Housing and Infrastructure (DPHI) for a Gateway Determination.

A request for a Gateway Determination was made on 28 August 2025 and a favourable determination was received on 4 November 2025 (refer Attachment A1).

The proposal was exhibited from 13 November until 12 December 2025. The Planning Proposal placed on exhibition in accordance with the Gateway Determination is included (refer Attachment A3).

COMMENTS

Public Exhibition

In response to the exhibition of the planning proposal a total of one (1) submission was received from a surrounding property owner.

Submission

The author or the submission objected to No. 32 Ku-ring-gai Avenue Turramurra being re-zoned and made the request that the nature of the heritage street be preserved.

- *Response*

  The Heritage Housekeeping planning proposal does not seek to re-zone any properties.

  No. 32 Ku-ring-gai Avenue Turramurra was subdivided from the property No. 34 Ku-ring-gai Avenue and a modern home developed with approval in 2000 (DA 5142/96). No. 34 Ku-ring-gai Avenue is a heritage item, and the current planning proposal will update the listing, so the heritage maps only identify No. 34 Ku-ring-gai Avenue and the front boundary wall at No. 32 Ku-ring-gai Avenue as heritage listed.

- *Recommendation*

  The submission does not raise any issues that require amendment to the Planning Proposal. The Planning Proposal should proceed in its current form.

INTEGRATED PLANNING AND REPORTING

Theme 3: Places, Spaces and Infrastructure

Community Strategic Plan Strategy	Delivery Program Term Achievement	Operational Plan Action
Protect Ku-ring-gai's heritage and character through appropriate planning controls.	Strategies, plans and processes are in place to effectively protect, preserve and manage Ku-ring-gai's heritage assets.	Implement, monitor and review Ku-ring-gai's heritage planning controls and Heritage Strategy.

GOVERNANCE MATTERS

The process for the preparation and implementation of planning proposals is governed by the provisions contained in the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2000*.

The Ministerial Direction requiring planning proposals be referred the Local Planning Panels, provides that General Managers may determine referral is unnecessary where the proposal is of a minor nature and will not have adverse environmental impacts. Considering the administrative nature of the subject planning proposal its referral to the Ku-ring-gai Local Planning Panel was determined unnecessary by the General Manager on 23 July 2025.

RISK IMPLICATION STATEMENT

There is a community expectation that places of heritage significance within the Ku-ring-gai Council LGA will be protected. Maintaining an accurate register of Council's heritage places minimises the risk of heritage properties being harmed.

There are no material risks that arise from the recommendations contained in this report. Minor issues may occur, but these can be managed within Council's current policies, procedures, resources and budget.

FINANCIAL CONSIDERATIONS

The cost of preparing this report is covered by the Urban & Heritage Planning budget managed by the Strategy and Environment Department of Ku-ring-gai Council.

SOCIAL CONSIDERATIONS

The identification and protection of Ku-ring-gai's heritage places contributes to the ongoing conservation of Ku-ring-gai's community-valued historic landscape and garden suburbs. The planning proposal being wholly administrative in nature will not impact on existing infrastructure. Any potential effects resulting from the planning proposal are considered positive, as having clear and accurate identification of heritage items will facilitate appropriate development choices.

ENVIRONMENTAL CONSIDERATIONS

The identification and protection of Ku-ring-gai's heritage places contributes to the ongoing conservation of Ku-ring-gai's community-valued historic landscape and garden suburbs. The planning proposal being wholly administrative in nature will not impact on the existing biodiversity/environment.

COMMUNITY CONSULTATION

The planning proposal was exhibited between 13 November and 12 December 2025. A total of (1) submission was received and has been considered as part of this report.

INTERNAL CONSULTATION

Relevant Council departments were consulted in preparing this report. The Heritage Reference Committee was informed of the project on 2 October 2025 and raised no objections to the planning proposal.

SUMMARY

This report has considered the submission received in response to the public exhibition of the Heritage Housekeeping planning proposal. The submission did not raise any issues that would require amendment of the planning proposal.

Council staff are of the opinion that the planning proposal has strategic and site-specific merit and should be adopted by Council in its current form. The planning proposal will improve the accuracy of the KLEP 2015.

RECOMMENDATION:

A. That Council adopt the Heritage Housekeeping Planning Proposal as described in this report and attachments.

B. That Council proceed to make the plan, using its delegated authority under section 3.36(2) of the *Environmental Planning and Assessment Act 1979*.

C. That delegation be given to the Director Strategy and Environment to correct any errors or inconsistencies in the planning proposal prior to finalisation.

D. Those persons who made a submission be notified of Council's decision.

Philippa Hayes
Strategic Planner Heritage

Antony Fabbro
Manager Urban & Heritage Planning

Andrew Watson
Director Strategy & Environment

Attachments:			
	A1⇩	Gateway Determination Heritage Housekeeping	2025/373517
	A2⇩	Table of Proposed Amendments Heritage Housekeeping	2026/001607
	A3⇩	Exhibited Planning Proposal Heritage Housekeeping	2025/243451

Department of Planning, Housing and Infrastructure

Gateway Determination

***Planning proposal (Department Ref: PP-2025-1656)**:* To correct five (5) local heritage listings and associated maps in the suburbs of Turramurra and Wahroonga, Ku-ring-gai.

I, the Director, Local Planning (North, East and Central Coast) at the Department of Planning, Housing and Infrastructure, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the Ku-ring-gai Local Environmental Plan 2015 to correct five (5) local heritage listing and associated mapping should proceed subject to the following.

The Council as planning proposal authority is authorised to exercise the functions of the local plan-making authority under section 3.36(2) of the Act subject to the following:

(a) the planning proposal authority has satisfied all the conditions of the gateway determination;

(b) the planning proposal is consistent with applicable directions of the Minister under section 9.1 of the Act or the Secretary has agreed that any inconsistencies are justified; and

(c) there are no outstanding written objections from public authorities.

The LEP should be completed on or before 1 May 2026.

Gateway Conditions

1. Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the Act as follows:

   (a) the planning proposal is categorised as basic as described in the *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023) and must be made publicly available for a minimum of 10 working days; and

   (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in *Local Environmental Plan Making Guideline* (Department of Planning and Environment, August 2023).

2. No consultation is required with public authorities or government agencies under section 3.34(2)(d) of the Act

3. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

Dated 4 November 2025

Jazmin van Veen
Director, Local Planning (North, East and Central Coast)
Local Planning and Council Support
Department of Planning, Housing and Infrastructure

Delegate of the Minister for Planning and Public Spaces

PP-2025-1656 (IRF25/2251)

Table of Proposed Amendments to Schedule 5 (KLEP 2015) & Maps

#	Address	Suburb	Lot	Item Name	Item
1	35 Water Street	Wahroonga	Lots 1 and 2/ DP 375262	Rippon Grange	I1002

Proposed Amendment: Amend the property description and mapped extent of the heritage item.

Reason for Amendment: No. 35 Water Street Wahroonga includes "Rippon Grange" local item (I1002) situated in the Wahroonga Heritage Conservation Area (C1). No. 28 Young Street, Wahroonga has been subdivided from No. 35 Water Street and a modern home developed with approval. However, the heritage mapping for "Rippon Grange" and the property description has not been altered to reflect these works. A planning consultant representing the owners of No. 28 Young Street has written to council requesting the removal of the heritage listing applying to the site, no change is proposed to the boundaries of the Wahroonga heritage conservation area.

No. 35 Water Street, 35A Water Street and 28 Young Street, Wahroonga

No. 28 Young Street, Wahroonga

History: In 2020, DA0417/20 was lodged to subdivide No. 35 Water Street and excise land from the south-eastern corner of the lot. (refer aerial photo below). The application also included provision for the erection of a dwelling house, pool and tennis court on the subdivided lot, now known as No. 28 Young Street, Wahroonga. The application was supported by a Heritage Impact Statement prepared by Weir Phillips which concluded that the impact of the proposed works on the heritage significance of "Rippon Grange" and the Wahroonga Conservation Area were acceptable.

Approval was granted on 20 May 2021 and "Rippon Grange" was subdivided into Lot 100 DP 127 8904 (No. 35 Water Street, Wahroonga) and Lot 101 DP 1278904 (No. 28 Young Street, Wahroonga). Construction of a dwelling house, pool and tennis court at No. 28

	Young Street, was completed in 2022 (refer below photo). It is Council's practice with subdivided heritage sites to only amend the original listing when development on the new lot is complete. As development at No. 28 Young Street has been finalised, an update to the heritage listing is now appropriate. **35A Water Street, Wahroonga (battleaxe lot):** In 2016 the Land and Environment Court granted approval for the subdivision of 35 Water Street Wahroonga into Lot 1 and Lot 2 DP 1235875, known as 35 and 35A Water Street respectively. No. 35 Water Street included "Rippon Grange". In 2022, DA0143/22 was lodged to develop a dwelling and pool at No. 35A Water Street, Wahroonga. The application was approved on 7 October 2022. However, at this point no construction certificate has been issued for the site and therefore no change is suggested to the heritage listing currently applying to the subject land. Accordingly, the heritage listing will continue to apply to No. 35 Water Street (Lot 100 DP 1278904) and No. 35A Water Street, (Lot 2 DP 123 5875).
	Supporting Background Heritage Information: A Heritage Impact Statement prepared by Weir Phillips.
	Proposed Amendments to KLEP 2015 • In Schedule 5 Heritage Part 1 amend the property description of 35 Water Street, Wahroonga to - Lot 100, DP 1278904; Lot 2, DP 1235875. • Reduce the extent of heritage mapping for "Rippon Grange" I1002 shown on HER_006 to exclude No. 28 Young Street Wahroonga (Lot 101/DP 127 8904) **Existing Map HER_006** **Proposed Amendment HER_006**

#	Address	Suburb	Lot	Item Name	Item
2	31 Cleveland Street	Wahroonga	Lot 153/ DP 1060782	Dwelling House	I883
3	33 Cleveland Street	Wahroonga	Lot 152/ DP 1060782	Dwelling House	I884

Proposed Amendment: Remove the subject heritage listings from KLEP 2015 Schedule 5 Environmental Heritage and the associated heritage maps.

Reason for Amendment: No. 37 Burns Road, Wahroonga is listed in KLEP 2015 as I865 "Craignairn" dwelling house. Nos 31 and 33 Cleveland Street were subdivided from this property and assigned heritage listings. However, these listings are no longer appropriate as modern houses have been approved and developed on the subject land. The properties are within the Wahroonga Heritage Conservation Area (C1), no change is proposed to the boundaries of this HCA.

Nos 31 & 33 Cleveland Street, Wahroonga (No. 33 is the battleaxe block).

History: In 2002 Council received an application (DA1372/02) to subdivide the heritage listed property No. 37 Burns Bay Road Wahroonga (I865 "Craignairn") into three lots. The subdivision application was supported by a Statement of Heritage Impact prepared by NBRS&P Heritage which concluded that - *the present application will have a low level of impact on the heritage value of the heritage property and is acceptable from this point of view.*

Council approved the application, and the two lots excised off the main "Craignairn" property are known as No. 31 & No. 33 Cleveland Street Wahroonga (Lot 153/DP 1060782 and Lot 152/DP 1060782 respectively). No. 33 Cleveland Street is a battleaxe block. The garage for Craignairn was located at No. 31 Cleveland Street. In 2004 Council

	approved a development application (DA 1207/04) for the removal of the garage and erection of a two-storey dwelling at No. 31 Cleveland Street. Also, in 2004 the Council received an application for the erection of a two-storey dwelling, pool and cabana at No. 33 Cleveland Street Wahroonga. Approval was granted and construction commenced in the same year. Below are photos of the completed dwellings at Nos 31 and 33 Cleveland Street, Wahroonga.

No. 31 Cleveland Street, Wahroonga	**No. 33 Cleveland Street, Wahroonga**

In 2006 the State Government issued the Standard Instrument (Local Environmental Plans) Order, which required Councils for the first time to map their heritage items and provide descriptions and lot details. During this process the subdivided properties were mapped as impacted by a heritage listing (I865 “Craignairn”) and in error assigned individual listings and the descriptor ‘dwelling house’ in Schedule 5 of the KLEP 2015. Considering this history and that modern dwellings exist on the site it is recommended the listings be removed.

	Supporting Heritage Information: A Statement of Heritage Impact prepared by NBRS&P Heritage.
	Proposed Amendments to KLEP 2015 • Delete I883 (No. 31 Cleveland Street, Wahroonga) from Schedule 5, Part 1 of KLEP 2015. • Remove the mapping for I883 from map HER_006 • Delete I884 (No. 33 Cleveland Street, Wahroonga) from Schedule 5, Part 1 of KLEP 2015. • Remove the mapping for I884 from map HER_006

Existing Map: HER_006

Proposed Amendment: HER_006

#	Address	Suburb	Lot	Item Name	Item
4	32 Ku-ring-gai Avenue	Turramurra	Lot B/DP 445910	Dwelling House	I149

Proposed Amendment: Amend the item name, property description and extent of heritage mapping to apply only to the front boundary wall.

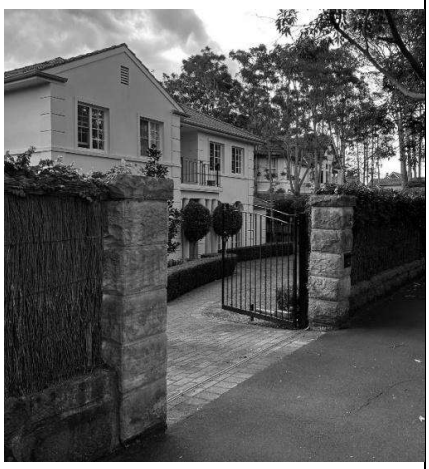
Reason for Amendment: No. 34 Ku-ring-gai Avenue Turramurra (Lot A/DP 445910] includes the dwelling house Ypriana a local listed item (I150). No. 32 Ku-ring-gai (Lot B/ DP 445910] was subdivided from No. 34 and a modern home developed with approval in 2000 (DA 5142/96). The application was supported by a heritage assessment prepared by Robert Moore Architect. The stamped approved plans for DA 5142/96 show the retention of the front boundary wall which extends the full length of the subject site and extends along the front boundary of No. 34 Ku-ring-gai Avenue.

No. 32 Ku-ring-gai Avenue, Turramurra

History: In 1960 the land including the dwelling Ypriana was subdivided into three lots (A, B & C). Lot C had frontage onto Nulla Nulla Street while Lot A and B faced Ku-ring-gai Avenue and became known as Nos 34 and 32 Ku-ring-gai Avenue respectively. No. 34 Ku-ring-gai Avenue included the historic home Ypriana, while No. 32 included the gardens of the house.

In 1983 Council approved the development of a tennis court, pool and cabana at No. 32 Ku-ring-gai Avenue. On 10 December 1996, Council approved DA5142/96 for the erection of new dwelling and pool at No. 32 Ku-ring-gai Avenue. This application showed the front boundary wall to be retained. The application was supported by a heritage impact statement prepared by Robert A Moore (Architect and Conservation Consultant).

Considering the development of a modern house at No. 32 Ku-ring-gai Avenue, the heritage listing applying to the site was discussed with Council's Heritage Specialist who undertook a heritage assessment and concluded that it was *'reasonable to reduce the listing of 32 Ku-ring-gai Avenue to the front boundary wall on heritage grounds.'*



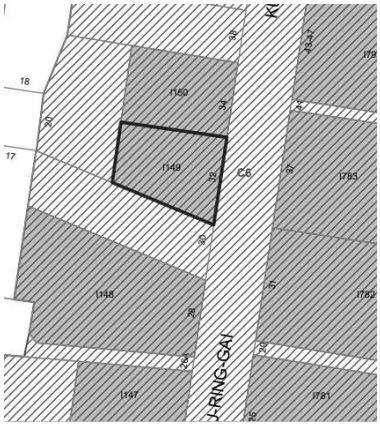
No. 32 Ku-ring-gai Ave. Turramurra

Boundary wall: 32 Ku-ring-gai Ave. Turramurra

Proposed Amendments

- Amend listing I149 in Schedule 5, Part 1 of KLEP 2015 so under item name it refers to 'front boundary wall' and the property description refers to 'part of Lot B, DP 445910'.
- Reduce the extent of the heritage mapping for No. 32 Ku-ring-gai Avenue, I149 (map HER_007) so that it only applies to the front boundary wall.

Existing Map HER_007

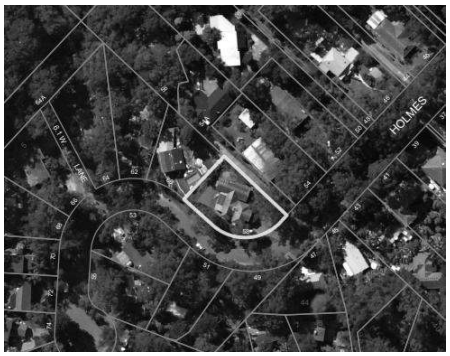


Proposed Amendment HER_007

#	Address	Suburb	Lot	Item Name	Item
5	58 Holmes Street	Turramurra	Lot 1/DP 229779	Dwelling House	I772

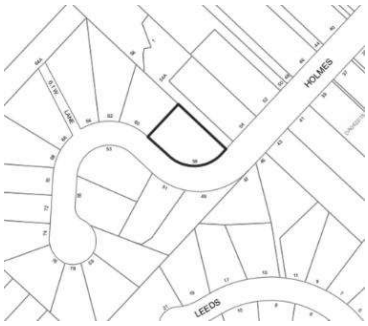
Proposed amendment. Remove the subject heritage listing from the KLEP 2015 Schedule 5 and the associated heritage maps.

Reason for amendment: The dwelling at No. 58 Holmes Street is a modern dwelling erected with approval in the early 1990s. It was listed due to an administrative error and as the dwelling has no heritage significance it is proposed to delete the subject listing.



No. 58 Holmes Street, Turramurra

No. 58 Holmes Street, Turramurra

	History: The timber cottage which previously existed at No. 58 Holmes Street, Turramurra was recommended for heritage listing in a 1987 Heritage Study prepared by Robert Moore, Penelope Pike, Helen Proudfoot and Lester. However, Council on 14 November 1989 considered the potential listing and resolved the property **not be** included in the Ku-ring-gai (Heritage Conservation) Local Environmental Plan No. 1. Shortly after this resolution in the early 1990s the cottage was demolished with approval and replaced with a modern home. Despite the Council resolution and the newly developed home, the property was retained on the list of potential heritage items identified in the 1987 Heritage Study. This resulted in the property being listed in error when Council commenced preparation of its Principal LEP in 2008.
	Proposed Amendments • Remove listed I772 from KLEP 2015 Schedule 5, Part 1. • Remove listed I772 off map HER_007. **Existing Map HER_007** **Proposed Amendment HER_007** 

Ku-ring-gai Council

PLANNING PROPOSAL

Heritage Housekeeping

To remove anomalies from Schedule 5 Environmental Heritage, Part 1 of the Ku-ring-gai Local Environmental Plan 2015 and associated heritage mapping.

August 2025

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ATTACHMENT 1: Table of Proposed Amendments to Schedule 5 Environmental Heritage (KLEP 2015) & Maps

EXECUTIVE SUMMARY

Ku-ring-gai Council's last heritage house-keeping Planning Proposal was undertaken in 2022. To ensure the accuracy of the KLEP 2015 Schedule 5 Environmental heritage, Council maintains records of required updates and has identified five heritage listings where changes are needed to:

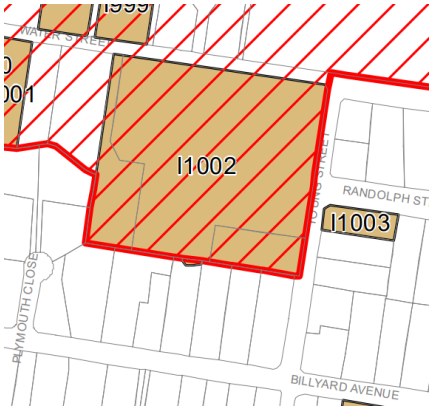
- Amend the property description and mapped extent of a heritage item, which has altered due to an approved subdivision (Table 1: No. 1).
- Remove two (2) heritage listings from Schedule 5 Environmental Heritage Part 1, and the accompanying maps due to approved subdivisions and subsequent re-development of the land (Table 1: Nos 2 & 3).
- Amend the item name, property description and mapped extent of a heritage item, which has altered due to an approved subdivision and re-development of the subject land (Table 1: No. 4).
- Remove a heritage listing from Schedule 5 Environmental Heritage Part 1, and the accompanying maps due to a historic administrative error. (Table 1: No. 5).

The planning proposal does not alter the zoning or development standards applying to the subject sites. A detailed explanation of each of the proposed amendments is included as Attachment No. 1.

Table 1. – Existing Heritage Listings to which this Planning Proposal Applies

No.	Address	Suburb	Lot & DP	Amendment
1.	35 Water Street	Wahroonga	Lots 1 and 2, DP 375262	Amend the property description and extent of heritage mapping to exclude subdivided and developed land.

No. 35 Water Street Wahroonga



Existing Map: HER_006

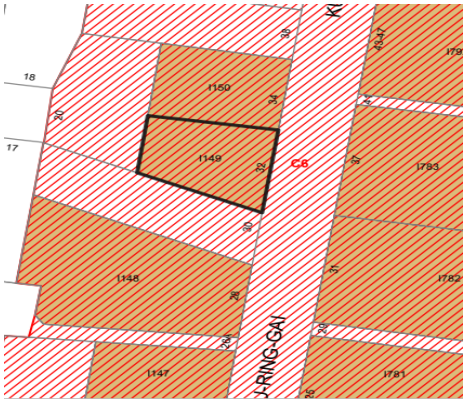
No.	Address	Suburb	Lot & DP	Amendment
2.	31 Cleveland Street	Wahroonga	Lot 153, DP 1060782	De-list
3.	33 Cleveland Street	Wahroonga	Lot 152, DP 1060782	De-list

Nos. 31 & 33 Cleveland St Wahroonga

Existing Map: HER_006

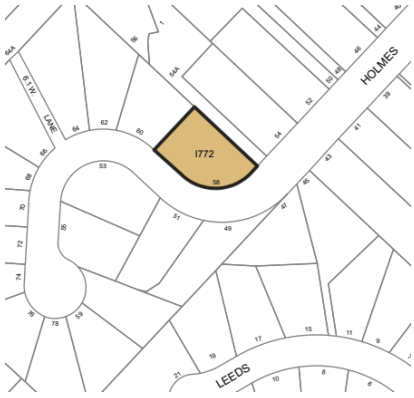
No.	Address	Suburb	Lot & DP	Amendment
4.	32 Ku-ring-gai Avenue	Turramurra	Lot B, DP445910	Amend the item name, property description & extent of heritage mapping to apply only to the front boundary wall.

No. 32 Ku-ring-gai Avenue, Turramurra



Existing Map: HER_007

No.	Address	Suburb	Lot & DP	Amendment
5.	58 Holmes Street	Turramurra	Lot 1, DP 229779	Remove I772 due to administrative error.



No. 58 Holmes Street, Turramurra **Existing Map: HER_007**

PART 1 – OBJECTIVES AND INTENDED OUTCOMES

Objective

The objective of the Planning Proposal is to correct anomalies found in Schedule 5 Environmental Heritage, Part 1 and the associated heritage maps.

The Planning Proposal proposes the following amendments:

1. Schedule 5 – Environmental Heritage, Part 1 Heritage Items

- Amend the property description and mapped extent of a heritage item, which has altered due to part of the mapped land being excised and developed with an approved dwelling. (Table 1: No. 1).
- Remove two (2) heritage listings from Schedule 5 Environmental Heritage Part 1, and the accompanying maps due to an approved subdivision and subsequent redevelopment of the land with two approved dwellings. Post subdivision and re-development the land and new dwellings were incorrectly listed as heritage items. (Table 1: Nos 2 & 3).
- Amend the item name, property description (Lot & DP) and extent of heritage mapping to apply to the front boundary wall only. No. 32 Ku-ring-gai Avenue, Turramurra was listed as a heritage item when it was subdivided from the neighbouring property which is a local listed item (I150 'Ypriana' – No. 34 Ku-ring-gai Avenue). However, the property has subsequently been re-developed with and modern dwelling. (Table 1: No. 4).

- Remove a heritage listing from Schedule 5 Environmental Heritage Part 1, and the accompanying maps due to a historic administrative error. (Table 1: No. 5).

2. Ku-ring-gai LEP 2015 Associated Heritage Maps

- The Ku-ring-gai heritage maps HER_006 & HER_007 need to be amended. For all five proposed amendments mapping changes are required.

Intended outcomes

The proposed amendments will increase the accuracy and integrity of Schedule 5 Environmental Heritage in Ku-ring- gai LEP 2015 (KLEP 2015). Maintaining a robust and accurate schedule will contribute to the ongoing conservation of Ku-ring-gai's valued historic garden suburbs.

PART 2 – EXPLANATION OF PROVISIONS

The Planning Proposal has been prepared to enable the following amendments to the Ku-ring-gai LEP 2015 instrument and maps.

KLEP 2015 Changes Proposed to Instrument and Mapping

An overview of the amendments is outlined in the table below including the map number requiring amendment. Further details of the mapping amendments are included in Part 4 of this Planning Proposal.

Table 2. – Changes proposed to KLEP 2015 Instrument and Maps

#	Address	Suburb	Existing Lot & DP	Reason for Amendment	Item	Instrument Amendment	Mapping Amendment
1	35 Water Street	Wahroonga	Lots 1 & 2, DP 375262	Two properties were excised from No. 35 Water Street. The property No. 28 Young Street (Lot 101 DP 1278904) and No. 35A Water Street Lot 2 DP 1235875. Development at No. 28 Young Street has subsequently been completed.	I1002	Update property description to Lot 100, DP 1278904; Lot 2, DP 1235875	On map HER_006 update extent of heritage mapping for I1002 to exclude No. 28 Young Street. Lot 101, DP 1278904.
2	31 Cleveland Street	Wahroonga	Lot 153, DP 1060782	The subject site was excised from a listed property. In the early 2000s a dwelling was erected on the site. The dwelling and site were listed in error when Council undertook the mapping of their heritage items (Standard Instrument Order 2006).	I883	Remove the listing from Schedule 5, Part 1.	Remove I883 from map HER_006
3	33 Cleveland Street	Wahroonga	Lot 152, DP 1060782	The subject site was excised from a listed property. In the early 2000s a dwelling was erected on the site. The dwelling and site were listed in error when Council undertook the mapping of their heritage items (Standard Instrument Order 2006).	I884	Remove the listing from Schedule 5, Part 1.	Remove I884 from map HER_006
4	32 Ku-ring-gai Avenue	Turramurra	Lot B, DP 445910	The land was excised from a listed property I150. A dwelling was erected on the land in 2000. The subject site was listed in error when Council undertook the mapping of their heritage items	I149	Amend - item description to 'front boundary wall' and property description to part of Lot B, DP445910	Reduce mapping for I149 on HER_007 to the front boundary wall.

				(Standard Instrument Order 2006). Council's Heritage Specialist has advised the listing may be reduced to apply to front boundary wall.			
5	58 Holmes Street	Turramurra	Lot 1, DP 229779	Corrects a historic administrative error.	I772	Remove the listing from Schedule 5, Part 1.	Remove I772 from map HER_007

PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

A. Need for the Planning Proposal

Q1. ***Is the planning proposal a result of an endorsed local strategic planning statement (LSPS), strategic study or report?***

The amendments are not the result of a strategic study or report. These amendments primarily address changes to the built environment identified through the development application process. During this process Heritage Impact Statements were provided, where relevant, to accompany applications for the subdivision and development of land.

Although the amendments are not a result of a strategic study or report, they are consistent with Council's policy position and will ensure Schedule 5 and the associated mapping within KLEP 2015 are accurate so that Ku-ring-gai's heritage items and conservation areas are protected appropriately.

Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

A Planning Proposal is the best and only means of achieving the intended outcomes. An amendment to the KLEP 2015 is required to provide corrections to the listings in Schedule 5 of the written instrument and associated mapping.

B. Relationship to Strategic Planning Framework

Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

CONSISTENCY WITH GREATER SYDNEY REGION PLAN 2056		
Directions	**Objectives**	**Consistent**
Liveability		
5. A city of great places	**Objective 12.** Great places that bring people together.	The planning proposal is consistent with the Greater Sydney Region Plan 2056, particularly Direction 5, objectives 12 & 13. The planning proposal will maintain the integrity of KLEP 2015 Schedule 5 Environmental Heritage. Conservation of heritage items and heritage areas adds to the interest, vitality and identity of a city.
	Objective 13. Environmental heritage is conserved and enhanced.	

CONSISTENCY WITH THE NORTH DISTRICT PLAN 2056	
Planning Priority	**Consistent**
Liveability	
N6. Creating and renewing great places and local centres and respecting the district's heritage.	The planning proposal is consistent with Planning Priority N6 of the North District Plan 2056, as it will assist with the conservation of heritage in Ku-ring-gai.

Q4. Is the planning proposal consistent with a Council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

CONSISTENCY WITH THE KU-RING-GAI LOCAL STRATEGIC PLANNING STATEMENT 2036	
Planning Priority	**Consistent**
Local Character and Heritage	
K12. Managing change and growth in a way that conserves and enhances Ku-ring-gai's unique visual and landscape character.	The Planning Proposal is consistent with Ku-ring-gai's Local Strategic Planning Statement 2036 ('LSPS'). Improving the overall accuracy of KLEP 2015, Schedule 5 Environmental Heritage assists with conserving Ku-ring-gai's heritage.
K13. Identifying and conserving Ku-ring-gai's environmental heritage.	

CONSISTENCY WITH KU-RING-GAI HOUSING STRATEGY 2036 (KHS)		
Housing Priority	**Objectives**	**Consistent**
H3. Increasing liveability, sustainability, and area character through high-quality design.	**1.** To encourage housing that contributes to healthy and active neighbourhoods. **2.** To facilitate high quality housing that is responsive to Ku-ring-gai's local character. **3.** To promote housing that meets high sustainability performance targets.	Improving the overall accuracy of KLEP 2015, Schedule 5 Environmental Heritage assists with conserving Ku-ring-gai's existing stock of heritage housing. This facilitates sustainability and an identifiable local character.

CONSISTENCY WITH DEPARTMENT OF PLANNING INDUSTRY & ENVIRONMENT - APPROVAL LETTER FOR KLHS	
Approval Letter	**Consistent**
On 16 July 2021 the Department of Planning Industry and Environment approved the KHS, subject to a number of conditions. Link to NSW Govt Tracker - Letter of Approval	The Planning Proposal is generally administrative in nature and does not alter any zoning or development standards applying to land. The Planning Proposal seeks to maintain the integrity of the Schedule 5 Environmental Heritage in the

	KLEP 2015. The Planning Proposal is not inconsistent with the directions provided in DPIE'S approval letter.

CONSISTENCY WITH KU-RING-GAI COMMUNITY STRATEGIC PLAN 2038	
Outcomes	**Consistent**
Outcome 2: Sustainable Urban Growth and Change. U4 - Protect Ku-ring-gai's heritage and character through appropriate planning controls	The Planning Proposal gives effect to outcome 2 of the KCSP 2035. Maintaining an accurate Schedule 5 – Environmental Heritage in the KLEP 2015, ensures the history of Ku-ring-gai is respected and conserved.

CONSISTENCY WITH KU-RING-GAI HERITAGE STRATEGY	
Outcome	**Consistent/ Inconsistent**
Review existing and identify new heritage items and HCAs; *Conservation of significant 20th century development; and continue to identify and correct heritage anomalies.*	The Ku-ring-gai Heritage Strategy was adopted in 2021. The Planning Proposal is consistent with this strategy, as it seeks to correct anomalies identified in Schedule 5, Environmental Heritage of the KLEP 2015.

Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

None are applicable given the minor nature of this planning proposal.

Q6. Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?

SEPP	Comment on Consistency
SEPP (Planning Systems) 2021 Chapter 4: Concurrences and consents	**Consistent.** The minor amendments proposed to KLEP 2015 Schedule 5 Environmental Heritage, do not involve concurrence authorities.
SEPP (Biodiversity and Conservation) 2021 Chapter 2: Vegetation in non-rural areas Chapter 4: Koala habitat protection 2021	**Consistent.** The planning proposal will not result in any physical changes in the environment and therefore does not threaten biodiversity, habitat or landscape qualities of existing

SEPP	Comment on Consistency
Chapter 6: Bushland in urban areas Chapter 7: Canal estate development Chapter 9: Hawkesbury-Nepean River Chapter 10: Sydney Harbour Catchment	land. The planning proposal is consistent with the provisions of the relevant SEPP.
SEPP (Exempt and Complying Development Codes) 2008	**Consistent.** The Codes SEPP outlines assessment pathways for building works. The Planning Proposal which is administrative in nature does not contravene the provisions of the SEPP in any way.
SEPP (Housing) 2021	**Consistent.** The properties addressed in this Planning Proposal include single free-standing dwellings. The Planning Proposal which is administrative in nature does not contravene the provisions of the SEPP in any way.
SEPP (Industry & Employment) 2021 Chapter 3: Advertising and signage	**Consistent.** The Planning Proposal does not contain any provisions which contravene this policy as the amendments proposed are administrative in nature and relate wholly to Schedule 5 Environmental Heritage of the KLEP 2015.
SEPP (Resilience and Hazards) 2021 Chapter 2: Coastal management Chapter 3: Hazardous and offensive development Chapter 4: Remediation of land	**Consistent.** The properties covered by this planning proposal are not mapped as coastal management land. The planning proposal will not result in changes to the existing built or natural environment. Accordingly, the planning proposal does not contravene any aspects of this policy.
SEPP (Sustainable Buildings) 2022	**Consistent.** The planning proposal will not result in changes to the existing built environment. The planning proposal does not contravene any provisions of this policy.

Q7. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

Directions under S9.1	Objectives	Consistency
1. PLANNING SYSTEMS		
1.1 Implementation of Regional Plans	The objective of this direction is to give legal effect to the relevant Regional Plan.	**Consistent.** The Planning Proposal is consistent with the *Greater Sydney Regional Plan: A Metropolis of Three Cities 2056.*
1.3 Approval and Referral Requirements	The objective of this direction is to ensure that LEP provisions encourage the efficient assessment of development.	**Consistent.** The Planning Proposal does not contain provisions which require the concurrence, referral or consultation of other public authorities.
1.4 Site Specific Provisions	The objective of this direction is to discourage unnecessarily restrictive site-specific planning controls.	**Consistent.** This Planning Proposal is administrative in nature and does not facilitate a particular development proposal.
1.4A Exclusion of Development Standards from Variation.		**Consistent.** This Planning Proposal does not impact any development standards and is not contrary to the operation of this direction.
3. BIODIVERISTY AND CONSERVATION		
3.1 Conservation zones	The objective of this direction is to protect and conserve environmentally sensitive areas.	**Consistent.** This Planning Proposal does not propose any amendments to conservation standards for environmentally sensitive land.
3.2 Heritage Conservation	The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	**Consistent.** This objective will be achieved through ensuring Council's heritage listings and associated mapping are accurate.

Directions under S9.1	Objectives	Consistency
4. RESILIENCE AND HAZARDS		
4.1 Flooding	The objectives of this direction are to: (a) ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the *Floodplain Development Manual 2005*, and (b) ensure that the provisions of an LEP that apply to flood prone land are commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land.	**Consistent.** The Planning Proposal does not seek to rezone flood liable land or impact the application of controls applying to flood liable land.
4.3 Planning for Bushfire Protection	The objectives of this direction are to: (a) protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and (b) encourage sound management of bush fire prone areas.	**Consistent.** The properties addressed by this Planning Proposal are not mapped as Bushfire Prone land. Additionally, no changes to zoning or permissible uses are being sought.
4.4 Remediation of Contaminated Land	The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.	**Consistent.** The Planning Proposal does not rezone or permit a change of use of the land. The Planning Proposal does not contain any provisions contrary to the objective of this direction.

Directions under S9.1	Objectives	Consistency
4.5 Acid Sulphate Soils This direction applies to all relevant planning authorities that are responsible for land having a probability of containing acid sulphate soils when preparing a planning proposal that will apply to land having a probability of containing acid sulphate soils as shown on the Acid Sulphate Soils Planning Maps held by the Department of Planning and Environment.	The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulphate soils.	**Consistent.** The planning proposal will not alter or contravene existing acid sulphate soils provisions.
5. TRANSPORT AND INFRASTRUCTURE		
5.1 Integrating Land Use and Transport	The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the efficient movement of people, vehicles and freight.	**Consistent.** The Planning Proposal does not alter the land zoning, and as such, would not affect travel demand or the availability of transport options.
6. HOUSING		
6.1 Residential Zones	The objectives of this direction are to: (a) encourage a variety and choice of housing types to provide for existing and future housing needs, (b) make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and (c) minimise the impact of residential	**Consistent.** The Planning Proposal does not seek to amend zoning or the range of uses permissible on the subject properties.

Directions under S9.1	Objectives	Consistency
	development on the environment and resource lands.	

C. Environmental, Social and Economic Impact

Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

The Planning Proposal is administrative in nature. There will be no adverse impact upon any critical habitat, threatened species, populations or ecological communities, or their habitats due to the Planning Proposal.

Q9. Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

There are no environmental impacts envisaged due to the Planning Proposal.
The impacts of any development proposed on the subject sites or in their vicinity of the sites will be managed through the development assessment process. Correct and accurate identification of heritage items will facilitate clarity of appropriate development choices.

Q10. Has the planning proposal adequately addressed any social and economic effects?

The correct identification and protection of Ku-ring-gai's heritage places contributes to the ongoing conservation of Ku-ring-gai's community-valued heritage listed buildings and garden suburbs. As the Planning Proposal is administrative in nature it will not adversely impact on existing social infrastructure, such as schools and hospitals.

D. Infrastructure (local, state and commonwealth)

Q11. Is there adequate public infrastructure for the planning proposal?

The planning proposal does not involve amendments to the zoning, permissible uses or development standards which may facilitate intensified development. No additional demand for public infrastructure or services is anticipated because of this planning proposal.

E. State and Commonwealth Interests

Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

Council has not undertaken any consultation with other government agencies to date, given the minor and administrative nature of the Planning Proposal. Should the Planning Proposal proceed to public exhibition, Council will carry out consultation as required by the Gateway Determination.

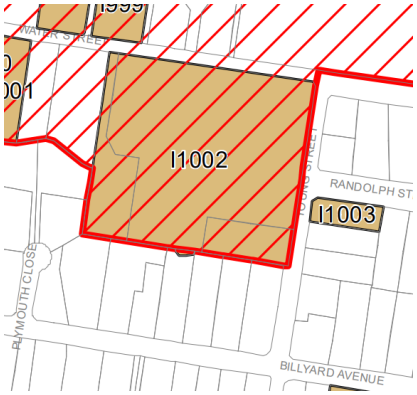
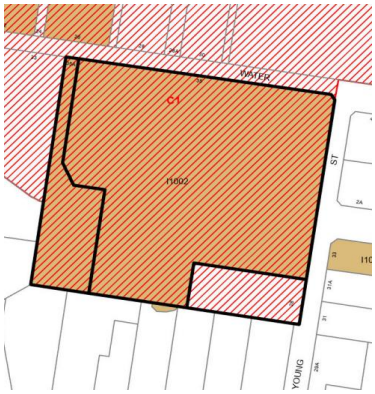
PART 4 - MAPS

The planning proposal seeks to amend the KLEP 2015 Heritage Maps. The map sheets to be amended are:

- HER_006
- HER_007

Further details of the proposed amendments to the KLEP 2015 Heritage Maps are provided below.

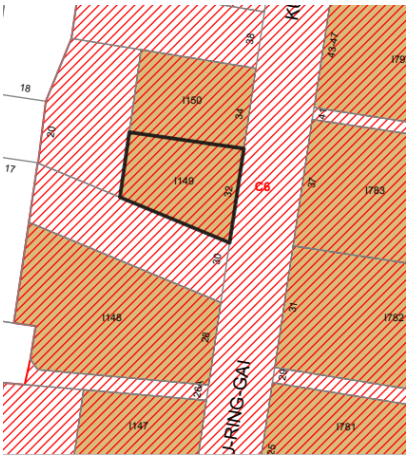
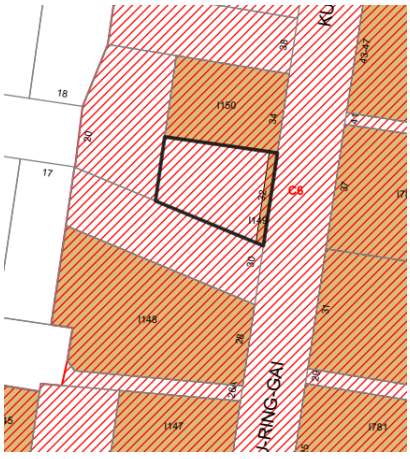
1. **No. 35 Water Street, Wahroonga (Rippon Grange) I1002**

Existing Map HER_006	Proposed Amendment HER_006
	

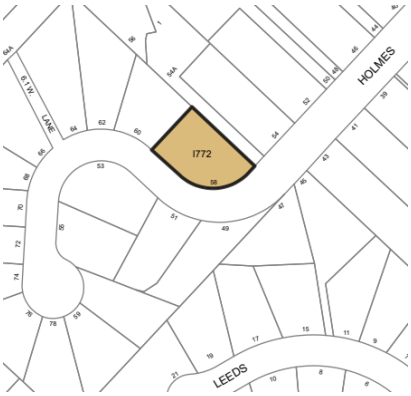
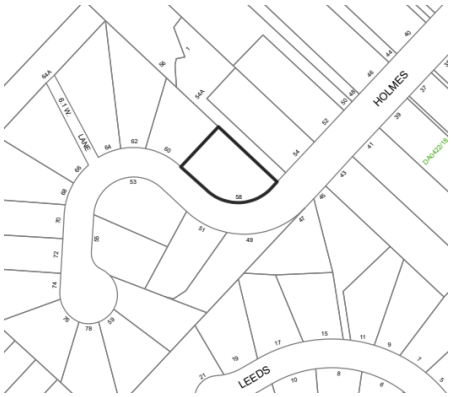
2. **No. 31 Cleveland Street, Wahroonga I883, and**
3. **No. 33 Cleveland Street, Wahroonga I884 (battleaxe property)**

Existing Map HER_006	Proposed Amendment HER_006

4. **No. 32 & 33 Ku-ring-gai Avenue, Turramurra I149**

Existing Map HER_007	Proposed Amendment HER_007
	

5. No. 58 Holmes Street, Turramurra I772

Existing Map HER_007	Proposed Amendment HER_007
	

PART 5 – COMMUNITY CONSULTATION

Community Consultation for this Planning Proposal will be consistent with the requirements of the Gateway Determination, the requirements of the Act, the *Environmental Planning and Assessment Regulation 2000* and the consultation guidelines contained within the NSW Department of Planning and Environment's *'LEP Making Guideline'* (August 2023).
In accordance with the Guidelines, the public exhibition of a Planning Proposal is generally undertaken in the following manner:

- Notification on the 'Have my say' exhibition page of Council's website.
- Notification in writing to the affected and adjoining landowners.

During the public exhibition period, the following material is made available for viewing:

- The Planning Proposal
- The Gateway Determination
- Any information and reports relied upon by the Planning Proposal.

As determined by the *'LEP Making Guideline'* (August 2023), the Planning Proposal falls within the 'basic' category, and therefore will be exhibited for a maximum period of 10 working days. At the conclusion of the public exhibition period, a report will be prepared and presented to Council to allow for the consideration of any submissions received from the community.

PART 6 – PROJECT TIMELINE

Stage	Timeframe and/or date
Date submitted to Department for a Gateway	
Anticipated commencement date - date of Gateway determination (4 weeks)	
Gateway determination	
Commencement and completion of public exhibition period	
Post exhibition review and reporting	
Council meeting / consideration	
Legal drafting of LEP	
Anticipated date RPA will make the plan (if delegated)	
Notification of Plan on Legislation website	

POST-EXHIBITION CONSIDERATION OF SUBMISSIONS PART 5 DUAL OCCUPANCY DCP

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	For Council to consider submissions made to the exhibition of dual occupancy development controls to be inserted into the *Ku-ring-gai Development Control Plan.*
BACKGROUND:	In July 2024 the NSW Government permitted dual occupancy on R2 Low Density Residential land within Ku-ring-gai, except for land with bushfire risk, heritage items, or within a TOD Area. On 18 March 2025 Council endorsed a 1015 sqm minimum lot size for Dual Occupancies and resolved to prepare dual occupancy standards for inclusion into the *Ku-ring-gai Local Environmental Plan 2015* and the *Ku-ring-gai Development Control Plan*. The Department of Planning, Housing and Infrastructure gazetted the minimum lot size on 31 October 2025. In accordance with Council's resolution: • Council progressed a dual occupancy Floor Space Ratio planning proposal to the Department of Planning, Housing and Infrastructure. A Gateway Determination was issued on 15 December 2025. A public exhibition will be held in February 2026. • Development controls for inclusion into the *Ku-ring-gai Development Control Plan* were prepared and exhibited from 21 November 2025 to 19 December 2025.
COMMENTS:	A total of twenty submissions from the community were received to the public exhibition of the DCP. A peer review of the controls was also conducted by consultancy Hill Thalis. Hill Thalis was involved in the determination of the appropriate minimum lot size for Ku-ring-gai that would enable retention of the area's key values.
RECOMMENDATION: (Refer to the full Recommendation at the end of this report)	That Council adopts the amended draft *Ku-ring-gai Development Control Plan,* incorporating *Part 5 Dual Occupancy* and other associated amendments to ensure consistency across the whole Development Control Plan.

PURPOSE OF REPORT

For Council to consider submissions made to the exhibition of dual occupancy development controls to be inserted into the *Ku-ring-gai Development Control Plan.*

BACKGROUND

In July 2024 the NSW Government permitted dual occupancy on R2 Low Density Residential land within Ku-ring-gai, except for land with bushfire risk, heritage items or within a Transport Orientated Development (TOD) Area.

On 18 March 2025 Council endorsed a 1015 sqm minimum lot size for Dual Occupancies and resolved to prepare dual occupancy standards for inclusion into the *Ku-ring-gai Local Environmental Plan 2015* and the *Ku-ring-gai Development Control Plan*. The 1015 sqm minimum lot size was brought into effect on 31 October 2025 by the NSW Department of Planning, Housing and Infrastructure.

On 18 March 2025 Council resolved the following:

A. *That Council endorse a minimum lot size of 1015 sqm for dual occupancy development within the Ku-ring-gai local government area R2 (Low Density Residential) zones, excluding bushfire prone land, heritage items and land within a TOD area, and forward it to the Department of Planning, Housing and Infrastructure for finalisation as indicated in this report.*

B. *That Council prepare planning controls and development standards based on the 1015 sqm minimum lot size, for inclusion into the Ku-ring-gai Local Environmental Plan 2015 and the Ku-ring-gai Development Control Plan, and report these back to Council.*

C. *That the Director Strategy and Environment be given delegation to correct errors and improve clarification, provided it does not alter the direction of the minimum lot size and minimum lot width.*

On 19 August 2025 Council endorsed a Planning Proposal applying a 0.5:1 Floor Space Ratio to the 1015 sqm minimum lot size (with a sliding scale for larger lots). The Department of Planning, Housing and Infrastructure issued a Gateway Determination on 15 December 2025 enabling the public exhibition of the planning proposal. The exhibition will be held during February 2026.

Dual occupancy development controls were then developed, to work with the minimum 1015sqm lot size and the proposed 0.5:1 Floor Space Ratio standards, to deliver development that better assimilates into the established Ku-ring-gai character.

The dual occupancy development controls were prepared, tested and analysed by Council's urban design and planning team. Workshops were also held with the Development Assessment team, which is already receiving multiple dual occupancy development applications and having to assess each one on merit in the absence of applicable controls in the *Ku-ring-gai Development Control Plan*.

The draft dual occupancy controls were considered by Council on 18 November 2025 when it resolved:

A. *That Council endorse the proposed amendment to the Ku-ring-gai Development Control Plan to include dual occupancy development controls, as detailed in Attachment A1 of this report.*

B. *That the dual occupancy development controls be placed on public exhibition in accordance with provisions under the Environmental Planning and Assessment Regulation 2000.*

C. *That delegation be given to the Director, Strategy and Environment to correct any minor amendments or errors and inconsistencies to the draft Ku-ring-gai Development Control Plan dual occupancy standards prior to public exhibition.*

D. *That a report be brought back to Council at the conclusion of the exhibition period.*

In accordance with Council's resolution, the draft dual occupancy controls were placed on public exhibition from Friday, 21 November 2025 to Friday, 19 December 2025.

COMMENTS

Submissions from the Community

A total of twenty submissions from the community were received to the public exhibition. A summary of the submissions and response may be viewed at Attachment A1.

Key issues raised in the submissions are as follows:

- *Set backs for all dual occupancies*

  The submissions:

  - request stronger controls for all front setbacks to maintain consistency with adjacent and existing properties;
  - dispute smaller setbacks on larger lot sizes for Corner and Parallel layouts;
  - suggest side setbacks be increased to avoid negative cumulative impacts where there are multiple dual occupancies in a row; and
  - suggest fencing to Side-Side and Corner layouts be identical/similar across the total Parent lot, and to be consistent with the existing streetscape.

  Response

  The front setbacks set the tone and character for the local streetscape. Their consistency is important in the retention of street facing gardens that form the setting for buildings. The proposed front setbacks are consistent with those for the prevalent single dwelling typology of the area and will ensure assimilation of dual occupancy development into established areas. Deeper setbacks would not enable adequate dual occupancy development to occur on sites.

It is agreed that larger lots should have equal setbacks to smaller lots. Therefore, this control is proposed to be amended to reflect those stipulated at 4A.2 for single dwellings. This consistency is important as dual occupancy development will occur within the R2 Low Density Residential lands where the predominant housing type is single detached dwellings. The smaller front setbacks were applied to testing of minimum lot sizes of larger lot widths and their ability to deliver the setback requirements. An additional note will be inserted to address sites with individual circumstances and their consideration under a merit assessment

The request to unilaterally increase all side setbacks to 2m is not agreed. Such an increase would require dual occupancy side setbacks to be greater than those required for single dwellings under Part 4 of the DCP.

It is agreed that fencing is an important visual element and that the fencing should retain the scale and length of the existing Parent lot size and surrounding styles. An amendment to reflect this is proposed for inclusion.

- *Side-Side dual occupancy*

  The submissions:

  - object to the proposed 3m building separation between detached Side-Side dual occupancy dwellings, considers it a hindrance to development, and requests the Complying Development standards be adopted instead;
  - state the front setback is inconsistent with the current dwelling setbacks and suggests front setbacks reflect prevailing building line by introducing a mapped approach that applies a locally calibrated front setback based on streetscape character and lot depth; and
  - question the driveway location and restriction on numbers for 18m lot widths, and seeks the ability to provide two driveways, one to each dual occupancy dwelling.

  Response

  The controls reflect investigation into the widths of lots, dwelling proportions and requirements for landscaping on all sides of the building to ensure the built form garden setting, screening between properties particularly where windows are located on facing walls. Lesser separation between 2-storey dual occupancy buildings will deliver visual vertical caverns with no meaningful landscape planting, detract from the streetscape and diminish Ku-ring-gai's local character. These caverns are especially problematic where the elevations contain windows that can potentially impinge on privacy. Ku-ring-gai's established character of built form within a garden setting is especially important in the Heritage Conservation Areas.

  In general, the standards that apply to Complying Development under the State government's instruments do not support Ku-ring-gai's established character nor adequately consider environmental issues. The Complying Development controls are particularly lacking in a strategic approach to long term environmental issues caused by poorly considered development that only seek site benefits and ignore cumulative impacts on the historical established area character of built form within high quality landscaped

garden settings including canopy trees, and on well considered streets providing public parking and street trees.

It is not the purpose of the DCP to replicate the limited Complying Development standards that will cumulatively erode the key values of the local area. Landowners have the option to develop their land under Complying Development and apply those required limited standards or choose to submit a development application utilising this DCP.

The DCP offers options not available in Complying Development, those options seek to enable dual occupancy development that assimilate into the local area whilst delivering new housing.

It is not possible to map specific and varieties of front setbacks for every street in Ku-ring-gai as suggested. The proposed DCP controls have been tested to ensure delivery of dual occupancy dwellings that will integrate into the existing established streetscape character. Where applicants demonstrate inability to deliver Side-Side detached dwellings they will need to justify why Side-Side attached dwellings cannot be delivered instead, and may be given merit consideration for site specific constraints.

A single driveway has been proposed for parent lots 18m or less width to:

- Reduce uncharacteristic multiple hard stands to the streetscape.
- Ensure provision of quality front gardens with landscaping and canopy trees capable of assimilating into the prevailing street and Ku-ring-gai character of built form within a landscaped garden setting.
- Ensure street parking for visitors, large removals trucks and waste collection trucks, and bin/bulky goods collection verge areas directly outside the dual occupancy dwellings.
- Ensure clear verge areas for street tree planting which will shade the roadways and driveways to reduce heat island effects.

The impacts of two driveways on an 18m or less Parent lot, particularly where repeated over multiples of sites on the street, has the potential to significantly impact the visual and environmental qualities of the locality. In addition, an error was made in setting out this control. The 6m distance between the driveways at Control (6)ii) in fact refers to 6m for each dual occupancy site, totalling to 12m across the combined street frontage. This is consistent with the other layout types as depicted in control (8) and Fig 5B.1-2.

- *Front-Back dual occupancy*

  The submissions:

  - object to minimum 25m lot width requirement for the Front-Back dual occupancy layout and say the lot width will limit feasibility on many Ku-ring-gai lots that are narrower but sufficiently deep to accommodate Front-Back layouts;
  - suggests inclusion of merit-based considerations to encourage more Front-Back dual occupancy arrangements as this layout best protects Ku-ring-gai's single dwelling character;

- raise concern that the proposed 8-12m rear setback for Front-Back dual occupancies will limit flexible and efficient layouts, pushing the rear dwelling closer to the front dwelling, and leaving a large unused space;
- requests Council consider flexible setbacks to encourage good design and layout outcomes.

Response

The Front-Back layout primarily seeks to retain the prevailing streetscape pattern of large single dwellings in a garden setting. The proposed 25m site width ensures the provision of a driveway accessing the rear dual occupancy dwelling whilst providing landscape screening to both sides of the new driveway. The 25m site width also ensures sufficient separation between the driveway serving the front dwelling and driveway serving the rear dwelling and remains consistent with the driveway requirements for sites 18m or less in width where only a single shared driveway entry is provided to prevent streetscape, tree, garden and heat island effect impacts. Where the width is less than the proposed 25m, the resultant street facing dwelling would be reduced to a smaller scale and be inconsistent with the widths prevailing in the LGA, particularly within Heritage Conservation Areas.

The width of the lot is of primary consideration in the presentation of built form to the street. The intention of the Front-Back layout is not to enable small frontage homes to the street, nor multiple closely spaced driveways. The objective is to retain existing built form, or replicate existing built form proportions in new street facing dwellings, whilst creating a new rear dual occupancy dwelling with good amenity.

Rear setbacks are vital for the newly created rear dual occupancy dwelling as they are the only private open space providing amenity for the newly created battleaxe dwelling, and enabling the provision of the required deep soil and landscaping including tall trees.

Council's assessment officers are able to consider variations to controls in applications on their merit providing there is sufficient justification for the variation, and provided the Objectives underpinning the Controls are met.

- *Corner dual occupancies*

The submissions:

- refer back to earlier testing conducted to determine the dual occupancy FSR and seek to justify a reduction in the proposed setbacks;
- consider the controls will not deliver good outcomes on their land and requests reductions of front and rear setbacks; and
- point out that sites may have other constraints such as trees that would further limit development.

Response

Council's initial testing document provided a basis for the development of the DCP controls. That document was primarily aimed at setting a suitable FSR for dual occupancy within Ku-ring-gai. Further testing and application of multiple controls relating to development in the R2 Low Density Residential areas has resulted in the proposed DCP controls.

It is not possible for Council to test every site scenario across the local government area. The controls have been based on the most prevalent site dimensions and as is current practice, the option of a merit assessment is always possible where applicants demonstrate they are unable to deliver a quality built form within a landscaped garden setting including canopy trees, and due consideration of streetscape and neighbours.

The proposed controls provide general guidelines for development and indicate the required standards and the aims to assimilate dual occupancy into Ku-ring-gai without destroying the valued assets and character.

It is recommended to make amendments to provide more flexibility on corner sites, noting that where applications demonstrate factual consideration of all options, a merit consideration may be given.

- *Stormwater requirements for dual occupancy development*

  The submissions:

  - question why dual occupancy on a site which has the same footprint as the existing single dwelling, will have different stormwater requirements to those for the existing single dwelling, including additional requirements for an easement through neighbouring sites; and
  - suggest stormwater generated from a duplex would be consistent with the current single dwelling on site, and would not require Council's more stringent stormwater requirements for dual occupancy, and creates a barrier to providing increased housing.

  Response

  Stormwater runoff is a serious issue within Ku-ring-gai. The advent of complying development residential development has resulted in multiple flooding issues across neighbouring properties where complying development has not delivered adequate stormwater discharge provisions.

  In developing a dual occupancy, a site is being split into two with two dwellings instead of one regardless of whether those dwellings have the same footprint. Each dwelling is required to operate independently and have its own independent services, water, electricity, access, pathways, entry and stormwater system. Should flooding be experienced on or off the site then there has to be clarity on what systems are in place and which property is responsible for any flooding or water related issues.

  It is recommended that Part 24 Water Management is amended to include clear stormwater controls for dual occupancies (Type 4 development).

- *Transport Orientated Development standards*

  The submissions:

  - provide feedback on TOD scenarios for Gordon and makes comment on TOD policy across all Councils in Sydney; and
  - disputes exclusion of dual occupancy within TOD areas.

  Response

  Comment regarding the TOD are not relevant to this exhibition which only considers development controls for dual occupancy dwellings.

  The exclusion of dual occupancy within TOD areas is a State government policy, neither Council nor the DCP has any authority over the exclusion.

Peer review comment

A concurrent peer review of the controls was conducted by consultancy Hill Thalis.

Hill Thalis was involved in the determination of the appropriate minimum lot size for Ku-ring-gai that would enable retention of the area's key values, whilst meeting the NSW government requirements.

The peer review determined:

- The DCP objectives and controls are generally positive with aims that are clear and consistent with other Parts of the DCP.
- The controls make clear that the overall intent is to allow for dual occupancy development while being focused on area character, public domain outcomes, deep soil landscape, mitigating and avoiding canopy loss.
- Some further clarifications to remove ambiguity, strengthen the controls and checking the interaction of controls to ensure consistency across Part 5.
- Minor changes for spelling, duplication and improved syntax.

The peer review considerations have been accommodated into the post-exhibition amendments described at Attachment A2.

Post-Exhibition Amendments

All issues raised in response to the exhibition have been assessed. A list of all the resulting amendments to the exhibited Part 5 Dual Occupancy DCP and other associated sections of the DCP may be viewed at Attachment A2. The amended DCP parts showing the post-exhibition amendments may be seen at Attachment A3 and A4.

The post-exhibition amendments have been triggered by submissions received, the consultant peer review and staff reviews. The amendments seek to improve clarification, consistency, corrections, simplify language, strengthen controls and objectives, clarify desired outcomes and enable flexibility. The list at Attachment A2 does not show layout and basic spelling, grammar and

syntax amendments which do not alter the policy position nor the intent of the control/ objective/ diagram.

Next steps

The process to finalise the dual occupancy controls is as follows:

1. Post-exhibition report back to Council on submissions to the exhibition and seeking finalisation and adoption of the DCP.
2. Upon adoption, make the DCP effective immediately and provide access to it on Council's website so that standards can be applied to ensure dual occupancy development considers and supports Ku-ring-gai's values. A copy would also be uploaded to the Department of Planning, Housing and Infrastructure planning portal.

Urgency to adopt the dual occupancy DCP

Given the NSW Government gazetted the 1015 sqm minimum lot size for dual occupancy on 31 October 2025, Council can expect residents to commence complying development applications on their properties. Where this pathway is not possible, it is likely residents will pursue the development application avenue.

It is vital that the dual occupancy DCP controls be put in place as soon as possible. This will guide development applications; and limit the necessity for Court proceedings where there is dispute on the current merit assessment pathway having to be applied in the absence of development controls. Having the DCP controls in place avoids ambiguity and provides certainty for both residents and Council on the outcomes through the development application process.

Council has received the Gateway to exhibit the Floor Space Ratio planning proposal for dual occupancy. This exhibition will occur during February 2026 and be reported to Council in April with gazettal by mid-2026.

INTEGRATED PLANNING AND REPORTING

Outcome 2: Sustainable urban growth and change

Community Strategic Plan Strategy	Delivery Program Term Achievement	Operational Plan Action
U2: Ensure land use strategies, plans and processes are in place to protect existing character and effectively manage growth and change.	U2.3: Strategies, plans and processes are prepared, implemented and reviewed to effectively manage the impact of new development.	U2.3.2: Investigate the inclusion of Local Character Controls within the Ku-ring-gai Development Control Plan.

GOVERNANCE MATTERS

Ku-ring-gai Council's planning controls have historically restricted dual occupancy development. This was due to concerns regarding small lot subdivision patterns and their inability to support the prevailing local character. In July 2024 the NSW Government permitted dual occupancy housing across all land zoned R2 Low Density Residential within Ku-ring-gai.

Council has developed a minimum lot size and a floor space ratio that will enable dual occupancies to bear some relation to the prevailing character of Ku-ring-gai. The minimum lot size of 1015 sqm was gazetted on 31 October 2025. The proposed floor space ratio standards have received a Gateway from DPHI and will be exhibited and reported back to Council by April 2026.

The final step in controlling the outcomes of dual occupancy development, to prevent it completely undermining Ku-ring-gai's prevailing landscape character, is the insertion of specific development controls into the DCP, as described in this report, that will enable the delivery of considered development that assimilates into the existing low density residential areas where it will be located.

RISK IMPLICATION STATEMENT

At present Ku-ring-gai Council has very few standards relating to dual occupancy development across the local government area, relying on the prevailing low-density standards applying to single dwellings. Without DCP standards to guide the delivery of dual occupancy development, applications will continue to be assessed on merit by Council staff resulting in inconsistent outcomes for the typology across Ku-ring-gai and Court proceedings where there is dispute on the merit assessment.

The controls will reduce opportunities for dispute and Land & Environment Court proceedings by landowners that do not accept the current merit assessment being conducted by Council's development assessment team in the absence of development controls.

FINANCIAL CONSIDERATIONS

The cost of preparing this report is covered by the Urban Planning and Heritage budget.

SOCIAL CONSIDERATIONS

Updated planning provisions for dual occupancy development in Ku-ring-gai will assist in increasing housing supply and diversity to support the needs of the changing community and the expected increase in population. Updated DCP controls for dual occupancy development in Ku-ring-gai will enable well designed housing for the future needs of the changing community and the expected increase in population.

ENVIRONMENTAL CONSIDERATIONS

It is acknowledged that this typology will change the local area; however, the approach to planning for dual occupancy within Ku-ring-gai has, as much as possible made provisions that maintain the prevailing Ku-ring-gai character of buildings within a high quality garden setting that includes canopy trees. In addition, the wider DCP controls, including those relating to tree retention, biodiversity and riparian considerations will continue to apply to the dual occupancy typology.

COMMUNITY CONSULTATION

The draft DCP amendment has been on public exhibition for 28 days, during which time the community was invited to make submissions. The exhibition has been held in accordance with Council's *Community Participation Plan* and the *Environmental Planning and Assessment Regulation 2000.* All persons who made a submission were notified of this matter being reported back to Council.

INTERNAL CONSULTATION

Liaison and workshops have been held with the Development Assessment team to ensure workable dual occupancy controls are provided. That team is currently having to assess multiples of dual occupancy development applications without appropriate controls.

SUMMARY

In accordance with Council's 18 November 2025 resolution, Dual Occupancy controls have now been developed for inclusion into the Ku-ring-gai Development Control Plan. The standards have been developed by Council staff. The controls have been based on studies and testing related to existing Council and State policies.

A comprehensive suite of development controls with associated objectives has been created to guide future dual occupancy development within Ku-ring-gai and assist in development application assessments. Following public exhibition it is proposed to make some amendments to simplify, clarify and make more flexible controls to guide dual occupancy development in Ku-ring-gai. These controls may be viewed at Attachment A3 to this report.

Associated DCP amendments resulting from the insertion of the new dual occupancy controls will be required across the DCP to avoid conflict and ensure consistency across the wider DCP. These amendments to Parts 1B, Part 4, Part 22 and Part 24 are provided at Attachment A4 to this report. Amendment to Part 24 Water Management is proposed in response to a submission questioning stormwater provisions for dual occupancy development.

Should Council support the finalisation of the draft controls subject of this report, all amendments to the DCP to incorporate the dual occupancy controls will be made and come into effect as soon as possible following Council's resolution of support.

RECOMMENDATION:

A. That Council adopts the:

   i. draft *Ku-ring-gai Development Control Plan Part 5 Dual Occupancy*, incorporating post-exhibition amendments as detailed in this report; and

   ii. draft amendments to other sections of the *Ku-ring-gai Development Control Plan* to ensure consistency with the new dual occupancy controls as detailed in this report.

B. That Council's adoption of the amended *Ku-ring-gai Development Control Plan* be notified on Council's website in accordance with Clause 21(4) of the *Environmental Planning and Assessment Regulation 2000.*

C. That the amended *Ku-ring-gai Development Control Plan* comes into effect on the day that it is notified on Council's website.

D. That people who made a submission be notified of Council's resolution.

E. That delegation be given to the Director, Strategy and Environment to correct any minor amendments or errors and inconsistencies to the draft KDCP.

Rathna Rana
Executive Urban Planner

Craige Wyse
Team Leader Urban Planning

Antony Fabbro
Manager Urban & Heritage Planning

Jacob Sife
Acting Director Strategy & Environment

Attachments:			
	A1⇩	Submission Summary Table	2025/409426
	A2⇩	List of post-exhibition amendments	2026/017463
	A3⇩	Post-exhibition: Part 5 Dual Occupancy DCP	2026/020091
	A4⇩	Post-exhibition: Part 1B, Part 4, Part 22, Part 24 DCP	2026/020085

SUBMISSION SUMMARY TABLE – DCP Amendment – new Part 5 – Dual Occupancy. Exhibited Friday 21 November – Friday 19 December 2025

- A total of 20 submissions were received from the community in response to the exhibition of the new Part 5 – Dual Occupancy of the DCP.
- Generally, submissions requested amendments to suit individual sites. It is noted that merit considerations can be given where applications exhaust all other avenues to deliver good outcomes under the controls.
- Some post-exhibition amendments are proposed to clarify the controls and objectives, provide more flexibility and remove ambiguity of outcomes.

MATTERS RAISED IN THE SUBMISSION	COMMENT
5A.3(1) Setbacks for all Layouts • Requests front setbacks to reflect the existing street setbacks and immediate neighbouring properties with no deviation unless to increase the setback further and that the word "consideration" be replaced with "adherence" in Control 5A.3(1). • Disputes smaller front setbacks for wider lots on Parallel layouts and on Corner layouts and requests a minimum 12m setback to apply to front and rear setbacks irrespective of the site size or layout. • Requests clearer wording for Controls 5A.3(13) and (20). • Requests side setbacks for all layout types have a minimum 2m setback irrespective of Lot Width as the proposed 1-1.5m setback will impact adjoining residents, be unable to provide substantial planting and have negative cumulative impacts where there are multiple dual occupancies in a row. • States Figure 5A.3-2 has incorrect lables (Attached/Detached) • Suggests fencing to Side-Side and Corner layouts to be identical/similar across the Parent lot, and to be consistent with the existing streetscape, as front fencing of different styles across narrow widths would have a negative visual impact.	The front setbacks set the tone and character for the local streetscape and their consistency is important in the retention of street facing gardens that form the setting for buildings. The proposed front setbacks are consistent with those for the prevalent single dwelling typology of the area and deeper setbacks would not enable adequate dual occupancy development to occur on sites. It is agreed that larger lots should have equal setbacks to smaller lots. Therefore this control is proposed to be amended to reflect those stipulated at 4A.2 for single dwellings. This consistency is important as dual occupancy development will occur within the R2 Low Density Residential lands where the predominant housing type is single detached dwellings. The smaller front setbacks were applied to testing of minimum lot sizes of larger lot widths and their ability to deliver the setback requirements. An additional note will be inserted to address such sites where their individual circumstances will be considered under a merit assessment. It is acknowledged that the wording of Control 5A.3(13) and (20)is unclear. It is proposed to improve the wording. The request to unilaterally increase all side setbacks to 2m is not agreed. Such an increase would require dual occupancy side setback to be greater than those required for single dwellings under Part 4 of the DCP. Figure 5A.3-2: Incorrect lables (Attached/Detached) are acknowledged. It is agreed that fencing is an important visual element and that the fencing should retain the scale and length of the existing Parent lot size and surrounding styles. It is recommended that amendments be made to ensure all lots provide consistent setbacks to the street. And that fencing reflects the prevailing character.
Side-Side dual occupancy **Part 5A.3 (10) Building Separation** • Objects to proposed 3m building separation between detached Side-Side dual-occupancy dwellings suggesting this is "a de facto restriction on detached dual occupancy development rather than a genuine design control" and will affect the delivery of dual-occupancy development and undermines broader housing supply objectives. • Requests the SEPP Complying Development minimum separation of 1.8m (amounting to a 0.9m setback to each property side boundary) be applied, stating this standard is an established pattern common across Ku-ring-gai and underpins existing dual occupancy approvals; and any greater setbacks be subject to specific site related factors (heritage, environmental, landscape) • Reasons for objection to the 3m separation include:	The proposed controls seek a consistency of visual streetscape outcomes in relation to the placement of the dual occupancy dwelling on the site and in its neighbouring residential context. Where Side-Side detached dual occupancies are not able to achieve the minimum 3m building separation, they are then able to develop Side-Side attached dual occupancies. The controls reflect investigation into the widths of lots, dwelling proportions and requirements for landscaping on all sides of the building to ensure the built form garden setting, screening between properties particularly where windows are located on facing walls. Lesser separation between 2-storey dual occupancy buildings will deliver visual vertical caverns with no meaningful landscape planting, detract from the streetscape and diminish Ku-ring-gai's local character. These caverns are especially problematic where the elevations contain windows that can potentially impinge on privacy. Ku-ring-gai's character of built form within a garden setting is especially important in the Heritage Conservation Areas. In general, the standards that apply to Complying Development under the State government's instruments do not support Ku-ring-gai's character nor adequately consider environmental issues, particularly lacking in a strategic approach to long term environmental issues caused by poorly considered development that only considers site benefits and ignore cumulative impacts on the historical established area character of built form within high quality landscaped garden settings including canopy trees, and on well considered streets housing public parking and street trees. It is not the purpose of the DCP to replicate the limited Complying Development standards that will cumulatively erode the key values of the local area. Landowners have the option to develop their land under Complying Development and apply those required standards or choose to submit a development application utilising this DCP. The DCP offers options not available in Complying Development, those options seek to enable dual occupancy development that assimilate into the local area whilst delivering new housing.

SUBMISSION SUMMARY TABLE – DCP Amendment – new Part 5 – Dual Occupancy. Exhibited Friday 21 November – Friday 19 December 2025

MATTERS RAISED IN THE SUBMISSION	COMMENT
○ loss of developable area by reducing building footprint; ○ undermining state government's housing yield; ○ larger building separation encourages long, narrow footprint and greater site coverage and reduces deep soil, canopy trees and landscaping; ○ a fixed 3m separation within heritage areas can result in awkward built form or discourage the retention of contributory buildings and gardens; ○ the larger separation distance increases construction and servicing costs; ○ privacy, overshadowing and bushfire impacts are already addressed in other parts of the DCP. **Part 5A.3 (6) Front Setback** • States the setback is inconsistent with the current dwelling setbacks and suggests front setbacks reflect prevailing building line by introducing a mapped approach that applies a locally calibrated front setback based on streetscape character and lot depth. • Finds the 12m front setback prescriptive and will push buildings deep into lots disrupting the established building line, increasing pressure on rear yard vegetation, deep soil and canopy trees; • States setbacks which differ from complying development requirements create uncertainty and inconsistency for residents and suggests a 6.5m complying development setback be applied.	Council's DCP (4A.2) requires side setbacks of 1.5m per property (3m combined) for single storey dwellings, and 2m per property (4m combined) for two storey dwellings. These dimensions enable provision of path and landscaping to side boundaries to ensure built form within a garden setting and adequate screening to side boundaries, particularly where there are windows and services. These standards are maintained for all dual occupancy development side boundaries; however, the newly formed side boundaries between the two detached dual occupancy dwellings has a single setback requirement of 1.5m per property (3m combined) for both single and two storey dwellings. This ensures the new built form differentiates between the dual occ site with its two dwellings and its neighbours. Adjacent neighbours have certainty that new dual occupancy development will provide the current standards of amenity to side boundaries within low density areas. The application of a building separation control between the 2 dual occ dwellings, that amounts to side setbacks that are less than those of the Parent lot side setbacks for 2-storey buildings, takes into account that the two dwellings are developed as one typology on one Parent lot and the interface between the two dwellings can be considered within the design scheme. It is not possible to map specific and varieties of front setbacks for every street in Ku-ring-gai as suggested. The proposed DCP controls have been tested to ensure delivery of dual occupancy dwellings that will integrate into the existing established streetscape character. Where applicants demonstrate inability to deliver Side-Side detached dwellings they will need to justify why Side-Side attached dwellings cannot be delivered instead and may be given merit consideration for site specific constraint. Well-designed attached dual occupancies do not have to look like terraces. They can resemble one large house with considered elevational detailing, material use and placement of openings. The proposed front setback is consistent with dwelling setbacks within the R2 Low Density Residential lands where dual occupancy development will occur. These controls (Part 4) have been in successful operation for over a decade. It is recommended that the objectives include reference to landscape provisions within the building separation area to clarify the purpose of the minimal dimensions; that Control 10 be amended to improve syntax. It is recommended that amendments be made to clarify the reasons for the building setbacks and building separation controls.
5B.1 (6) Driveways • Wants driveway locations to be flexible and merit based to avoid street trees and difficult terrain. • Wants properties with less than 18m width to have the option of two separate driveways instead of one shared drive.	A single driveway has been proposed for parent lots 18m or less width to: • Reduce uncharacteristic multiple hard stands to the streetscape. • Ensure provision of quality front gardens with landscaping and canopy trees capable of assimilating into the prevailing street and Ku-ring-gai character of built form within a landscaped garden setting. • Ensure street parking for visitors, large removals trucks and waste collection trucks, and bin collection verge areas directly outside the dual occupancy dwellings. • Ensure clear verge areas for street tree planting which will shade the roadways and driveways to reduce heat island effects. The impacts of two driveways on an 18m or less Parent lot, particularly where repeated over multiples of sites on the street, has the potential to: significantly reduce street tree planting and street parking; limit the reduction of heat island effect; substantial increase in stormwater runoff; limit landscaping and ground area for water infiltration to maintain water table levels and soil structures that can sustain Ku-ring-gai's landscape and tree canopy. Where street trees interfere with the proposed driveway controls, Council's assessment officers are able to consider any constraints and suitable merit alternatives that meet the objectives underpinning the controls. The insertion of dual occupancy development into Ku-ring-gai is being controlled so that the new dwellings can be delivered while avoiding the erosion of the long standing valued area character and fragile environmental aspects. Multiple driveways and minimal landscaping may be suitable in other parts of Sydney that do not have Ku-ring-gai's widespread critically endangered communities on both public and private land, plus established high quality landscaping that rely on healthy soil substrates and water

MATTERS RAISED IN THE SUBMISSION	COMMENT
	table, and riverine and biodiversity systems that are impacted by upslope development introducing stormwater pollutants and changes to sub-terranean water movements. In addition, an error has been made in setting out this control. The 6m distance between the driveways at Control (6)ii) in fact refers to 6m for each dual occupancy site, totalling to 12m across the combined street frontage. This is consistent with the other layout types as depicted in control (8) and Fig 5B.1-2. It is recommended to insert an additional recommendation that further clarifies the underpinning reason for the limit to driveway numbers on 18m or less lot widths; correct the distance between driveways on Side-Side layouts. It is recommended that amendments be made to make clear the multiple reasons for the proposed driveway configurations and distances.
Front-Back dual occupancy **5A.2 (4) Lot Width** • Objects to minimum 25m lot width requirement for the Front-Back dual occupancy layout. Argues the requirement is overly restrictive and is higher than existing 18m minimum lot width stated in the KLEP 2015. • States that since the layout is arranged along the depth of the lot, the lot width does not improve amenity, streetscape or design, and says the minimum 25m lot width prevents Front-Back dual occupancy on suitable sites and it should be reduced to 18-20m to align with other dual occupancy arrangement options. • Suggests inclusion of merit-based considerations to encourage more front-back dual occupancy arrangements as this layout best protects Ku-ring-gai's single dwelling character. • Wants a flexible performance-based approach able to achieve good design outcomes based on side setbacks, building separation and minimum dwelling dimensions. • Argues that many sites are capable of being subdivided into two lots under KLEP controls, but compliant dwellings can't be constructed on resultant lots because of the DCP 25m minimum lot width requirement for Front-Back dual occupancy, stating this is contrary to orderly and economic land use planning. • States a 25m lot width requirement for Front-Back dual occupancy results in lots that cannot accommodate complaint dwellings once subdivision of a 1015sqm lot takes place and therefore imposes unreasonable restrictions beyond the KLEP. • Says the lot width will limit the feasibility of front-to-back layouts on many Ku-ring-gai lots that are narrower but sufficiently deep to accommodate Front-Back layouts. **5A.2 (14) Rear Setback**	The references made to the KLEP 2015 minimum lot widths relate to land subdivision. They do not relate to dual occupancy development and therefore the comparison is irrelevant. Subdivision of land developed as a dual occupancy can only occur when the dual occupancy development has been completed. The suggestion that the depth of the lot compensates for street width is a flawed argument. The site depth does not influence the street presentation and character. The width of the lot is of primary consideration in the presentation of built form to the street. The intention of the Front-Back layout is not to enable small frontage homes to the street, nor multiple closely spaced driveways. The objective is to retain existing built form or replicate existing built form proportions in new street facing dwellings whist creating a rear battleaxe type dual occupancy dwelling with amenity. Council's Urban Design Team has conducted testing and analysis of minimum 1015sqm Parent lots and the 0.5 FSR to determine the DCP controls. A consultant peer review of the standards has also been conducted. The controls seek to ensure Ku-ring-gai's DCP delivers a dual occupancy typology that will continue to support the area's assets and retain the legacy of high quality homes that do not destroy the fragile environment of the area sitting on ridge and slopes leading into key biodiversity and riparian lands with critically endangered communities. The planning proposal to introduce the FSR standards for dual occupancy will go on public exhibition in February 2026. The Front-Back layout seeks to maintain the single house on large lot appearance prevalent across Ku-ring-gai which enables the retention and delivery of the area's tall tree canopy within front and rear gardens and streets. The layout enables retention of existing dwellings with some modification to allow a side driveway to the rear of the site. Where the width is less than the proposed 25m, the resultant street facing dwelling would be reduced to a smaller scale and be inconsistent with the widths prevailing in the LGA, particularly within Heritage Conservation Areas. The testing has considered the multiple requirements to ensure the achievement of the setbacks, separation, deep soil, tree provision, streetscape presentation, assimilation into the prevailing Ku-ring-gai character of built form within a quality landscape garden setting including tall canopy trees. Each of the proposed dual occupancy layouts has a specified minimum lot width to ensure the objectives of the specific layout can be achieved. The key objective of the Front-Back layout is to either retain existing building fabric, or to deliver new dwellings to the scale of the existing elevations to the street whilst providing a driveway to the rear dwelling, thereby preserving the streetscape and the Ku-ring-gai prevailing character of large homes in garden settings. The intention is not to have small single dwellings, inconsistent with the prevailing streetscape character. The lots being described in the submission as "narrower but sufficiently deep to accommodate Front-Back layout" are able to consider other layout options if they are unable to meet the required controls and objectives. The DCP provides the most common layout options, however narrow lots can also consider upstairs/downstairs dual occupancy development if the controls for the common types are not feasible. Layouts that deliver dual occupancy on a site that are not included in the DCP will be assessed under merit consideration. The Front-Back layout enabled by Council's DCP primarily seeks to retain the prevailing streetscape pattern of large single dwellings in a garden setting. The proposed 25m site width ensures the provision of a driveway accessing the rear dual occupancy dwelling whilst providing landscape screening to both sides of the new driveway. The 25m site width also ensures sufficient separation between the driveway serving the front dwelling and driveway serving the rear dwelling and remains consistent with the driveway requirements for sites 18m or less in width where only a single shared driveway entry is provided to prevent streetscape, tree, garden and heat island effect impacts.

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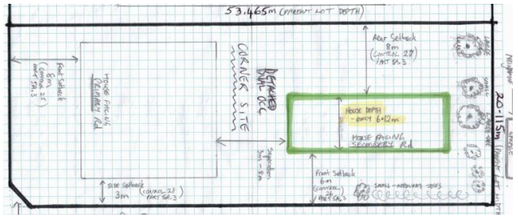
MATTERS RAISED IN THE SUBMISSION	COMMENT
• Concerned the proposed 8-12m rear setback for Front-Back dual occupancies will limit flexible and efficient layouts, pushing the rear dwelling closer to the front dwelling, and leaves a large unused space. Requests Council consider flexible setbacks to encourage good design and layout outcomes. • Cites a site approximately 25m wide and 24 m deep, saying a 12m rear setback would result in a disproportionate rear setback area that compromises separation between the two dual occupancy dwellings	The Front-Back layout seeks to provide the opportunity to retain existing homes to the streetscape with their proportions thereby diminishing substantial alterations to the streetscape building and garden setting, with minor modifications to provide driveway access to the new rear dwelling. This is particularly important in Heritage Conservation Areas which rely on the preservation of their character through the established streetscapes and subdivision patterns. The suggested reduced widths do not take into account the requirement for the new driveway to the rear of the site serving the rear dual occupancy dwelling plus the required landscaping to each side of the driveway, nor do they consider the cumulative streetscape impacts where multiple sites seek to deliver the suggested outcomes. The performance based outcome cannot provide certainty nor consistency of outcome. Council's DA officers have the authority to consider applications on their merit providing there is sufficient justification and for the variation and provided the Objectives underpinning the Controls are met. The Front-Back layout enabled by Council's DCP primarily seeks to retain the prevailing streetscape pattern of large single dwellings in a garden setting. The proposed site width ensures the provision of a driveway accessing the rear dual occupancy dwelling whilst providing landscape screening to both sides of the new driveway. The site width also ensures sufficient separation between the driveway serving the front dwelling and driveway serving the rear dwelling and remains consistent with the driveway requirements for sites 18m or less in width where only a single shared driveway entry is provided to prevent streetscape, tree, garden and heat island effect impacts. The Front-Back layout seeks to provide the opportunity to retain existing homes to the streetscape with their proportions thereby diminishing substantial alterations to the streetscape building and garden setting, with minor modifications to provide driveway access to the new rear dwelling. Theis is particularly important in Heritage Conservation Areas which rely on the preservation of their character through the established streetscapes and subdivision patterns. The suggestion of a performance based approach is not supported as it will not achieve the desired consistency of streetscape presentation across the LGA. The suggestion that the depth of the lot compensates for street width is a flawed argument. The site depth does not influence the street presentation and character. The width of the lot is of primary consideration in the presentation of built form to the street. The intention of the Front-Back layout is not to enable small frontage homes to the street, nor multiple closely spaced driveways. The objective is to retain existing built form or replicate existing built form proportions in new street facing dwellings whist creating a rear battleaxe type dual occupancy dwelling with amenity. Rear setbacks are vital for the newly created battleaxe-type dual occupancy as they are the only private open space providing amenity for the dwelling and enabling the provision of the required deep soil and landscaping including tall trees. Council's DA officers have the authority to consider applications on their merit providing there is sufficient justification and for the variation, and provided the Objectives underpinning the Controls are met. Council's analysis and testing has been based on the NSW government approved minimum 1015sqm lot size for the Ku-ring-gai LGA. The submission cites a site of 25m x 24m. This equates to a lot size of 600sqm. This lot would not be eligible for dual occupancy development. It is proposed to include amendments that clarify the reasons for the standards for the Front-Back layout.
Corner dual occupancy **5A.3 (26) Front Setback** **5A.3 (27) Rear Setback** • Includes a sketch of their site and how the controls work on their land. • States the front and rear setbacks for the dwelling facing the secondary street will result in a dwelling 6 in depth. • Favours detached over attached dual occupancies and claims the existing dual occupancy controls enabled detached dual occupancies. • Refers to Council's testing associated with the development of the FSR standard and which formed the basis for the DCP investigation.	Council's initial testing document has provided a basis for the development of the DCP controls. That document was primarily aimed at setting a suitable FSR for dual occupancy within Ku-ring-gai. The further testing and application of multiple controls relating to development in the R2 Low Density Residential areas has resulted in the proposed controls. It is not possible for Council to test every site scenario across the local government area. The controls have been based on the most prevalent site dimensions and as is current practice, the option of a merit assessment is always possible where applicants demonstrate they are unable to deliver a quality built form within a landscaped garden setting including canopy trees. To assist, the corner site controls could be simplified and enable some flexibility through allowing a choice in selection of the primary and secondary frontage, and in allowing an interchangeable selection of the rear and side boundary for the dwelling facing the secondary street. Whilst the landowner might have a preference for a detached dwelling over an attached dwelling, if the site is unable to meet the requirements under the detached controls, then a well designed attached dwelling would need to be considered as that built form would more likely suit the site limitations. Attached dwellings can be

SUBMISSION SUMMARY TABLE – DCP Amendment – new Part 5 – Dual Occupancy. Exhibited Friday 21 November – Friday 19 December 2025

MATTERS RAISED IN THE SUBMISSION	COMMENT
• Requests reduction of the 8m rear setback/ incremental rear setback dimension based on site dimensions/ reduction of front setbacks/application of merit assessment where built form is constrained. • Makes a comparison with the Parallel Road layout claiming only a 4m rear setback is required. • Points out other site constrains such as trees which would require additional setbacks. 	cleverly designed to appear as a single dwelling to the streetscape with high quality gardens. Dual occupancies are supposed to be smaller houses on smaller parcels of land, not large homes squeezed onto a small parcel of land. The provision of private outdoor area is important in this typology. The front setback controls are very important to ensure the retention of Ku-ring-gai's values character of built-form within a garden setting. Ku-ring-gai is not an inner city area and has substantial biodiversity and heritage fabric which the controls for all new development seek to integrate into. The rear setback of minimum 8m is the minimum to provide outdoor amenity for the dwelling and to contain the required deep soil, trees and vegetation. The comparison with the Parallel Road layout only looks at a single dimension, it does not consider the large front setbacks to both road frontages, neither of which are required on the corner site. Comparison with the other layouts is difficult because there are multiple factors affecting the controls for each individual layout. The proposed controls provide general guidelines for development and indicate the required standards and the aims to assimilate dual occupancy into Ku-ring-gai without destroying the valued assets and character. Where individual sites are unable to comply with controls, and can demonstrate they have considered all options, Council's officers are able to consider the merits of the case and whether it impacts the street, and neighbours. It is recommended to make amendments to provide more flexibility on corner sites, noting that where applications demonstrate factual consideration of all options, a merit consideration may be given.
Stormwater • Questions why dual occupancy on site which has the same footprint as the existing single dwelling will have different stormwater requirements to those existing for the single dwelling, including a potential easement through neighbouring site. • Suggests stormwater generated from a duplex would be consistent with the current single dwelling on site, and do not require Council's more stringent stormwater requirements for dual occupancy, and creates a barrier to providing increased housing on the land and other similar sites.	Stormwater runoff is a serious issue within the Ku-ring-ai LGA. The advent of complying development residential development has resulted in multiple flooding issues across neighbouring properties where development has not delivered adequate stormwater discharge provisions. In developing a dual occupancy, the resident's land is being split into two with two dwellings instead of one. Regardless of whether those dwellings have the same footprint. Each dwelling is required to operate independently and have its own independent services, water/ electricity/ driveway/ pathways/ entry and stormwater system. Should flooding be experienced on or off the site then there needs to be clarity on what systems are in place and which property is responsible for any flooding or water related issues. Since inclusion of wider dual occupancy development controls are new to the DCP, it is prudent to ensure consideration is given to the stormwater requirements for dual occupancy development in the same way as done for all other development types. If not already conducted, the resident is advised to undertake a Pre-DA meeting to seek written advice and clarity on stormwater requirements for any future dual occupancy development and discuss any potential merit based assessment with the team. It is recommended that Part 24 Water Management is amended to include controls for dual occupancies (Type 4 development).
General • Provide feedback on TOD scenarios for Gordon including on zoning, height and density transitions within 800m of Gordon railway station, and makes comment on TOD policy across all Councils in Sydney. • Disputes exclusion of dual occupancy within TOD areas. • Suggests improved communication with residents on planning approvals, effective dates and construction timeframes. • Minimum lot size for dual occupancy development should remain at 450sqm to address housing shortage.	Comment regarding the TOD are not relevant to this exhibition which only considers development controls for dual occupancy dwellings. The exclusion of dual occupancy within TOD areas is a State government policy, neither Council nor the DCP has any authority over the exclusion. Consultation with residents follows the requirements of the Environmental Planning and Assessment Act and Regulation and Council's Community Participation Plan. The DCP controls do not seek to amend the state government approved minimum lot sizes. The DCP only provides development controls for dual occupancy development on the NSW government's approved minimum lot size of 1015sqm within Ku-ring-gai. The 450sqm lot size referred to in the submission is related to the NSW government's SEPP (Housing) 2021 lot size for Local Housing Areas. The DCP has no bearing on this. No amendments are recommended.

Schedule of post- exhibition amendments to draft Part 5 Dual occupancy DCP

EXHIBITION VERSION	POST-EXHIBITION AMENDMENT	COMMENT
Introduction		
i) Encourage development which does not dominate, but harmonises with and contributes to the Ku-ring-gai landscape including tall canopy trees; and, is sympathetic to the street and locality in which it is proposed.	i) Ensure development is in keeping with the prevailing Ku-ring-gai character of buildings within a landscaped garden setting, including tall canopy trees, and is consistent with the built form and streetscape of the area	Repetition. Replace with exhibited (xi).
v) Protect and minimise the impact of development on the natural environment	v) Protect and minimise the impact of development on the natural environment, including impacts on soil structure, water table and erosion from water runoff and limited water infiltration opportunities.	Clarification.
vii) Ensure development addresses the needs of the current community without compromising the ability to meet the needs of future generations.	vii) Ensure development addresses the needs of the current community without compromising the ability to meet the needs of future generations, including management of heat island effects.	Clarification.
x) Ensure more certain outcomes for applicants and the community.	x) Ensure more certain outcomes for applicants, neighbours and the community.	Clarification.
5A.1 Local Character and Streetscape		
Objective 1 *To ensure dual occupancy development contributes to the greater Ku-ring-gai landscape character of buildings within a landscaped garden setting and surrounded by tall trees.*	*Objective 1* *To ensure dual occupancy development contributes to the greater Ku-ring-gai landscape character of buildings within a landscaped garden setting including tall trees.*	Clarification.
	Objective 5 *To reduce vehicle and driveway dominance and detraction from the prevailing Ku-ring-gai garden and canopy tree character.*	New Objective. Clarification of reasons for controls.
2. The prominent and high quality characteristics of the neighbourhood are to be identified and considered in Part 2 Site Analysis including reference to the Local Character Area and, where relevant, the Heritage Conservation Area and any biodiversity and environmental values.	2. The prominent and high quality characteristics of the neighbourhood are to be identified and considered in Part 2 Site Analysis including reference to Part 14 Local Character Area and, where relevant, the Heritage Conservation Area and any biodiversity and environmental values.	Clarification.
Public Domain and Communal Space iii) having a single storey presentation to the street in a Heritage Conservation Area and adjacent to a Heritage Item in order to be visually consistent with the height and scale of surrounding dwellings. In a two-storey streetscape in a Heritage Conservation Area two-storeys may be acceptable provided integration with the existing character.	***Public Domain and Urban Character*** iii) having a single storey presentation to the street in a Heritage Conservation Area or adjacent to a Heritage Item in order to be visually consistent with the height and scale of surrounding dwellings. In a two-storey streetscape in a Heritage Conservation Area two-storeys may be considered provided there is demonstrated integration with the existing character.	Clarification.
5A.2 Site layout		
Further controls that may apply: **SECTION B** **PART 19–** Heritage items and Heritage Conservation Areas **SECTION C** **PART 21 –** General Site Design	**Further controls that may apply:** **SECTION A** **PART 13**– Tree and Vegetation Preservation **SECTION B** **PART 19–** Heritage items and Heritage Conservation Areas **SECTION C** **PART 21 –** General Site Design	Link to DCP Section A for information on tree retention referred to in the controls.
Objective 2 *To ensure dual occupancy development addresses the street and the public domain.*	*Objective 2* *To ensure dual occupancy development addresses the public domain including the street, any adjacent parks, reserves, walkways, public places.*	Clarification of public domain elements.
Objective 4	*Objective 4* • *maintenance of existing and original streetscape built form scale of large single dwellings within a garden setting, including tall canopy trees;*	Strengthen character considerations.
	Objective 9 *To ensure lot widths enable built form within landscape garden settings including tall trees, and avoid driveway dominance.*	Strengthen character considerations.
v) Battle-Axe Sites: neither dwelling faces a public road.	v) Battle-Axe: neither dwelling faces a public road and both are accessed from the street by a single driveway within an access handle.	Clarification.

Schedule of post- exhibition amendments to draft Part 5 Dual occupancy DCP

<table>
<tr><th>EXHIBITION VERSION</th><th>POST-EXHIBITION AMENDMENT</th><th>COMMENT</th></tr>
<tr><td>2 i) the existing dwelling facing the street is retained or replaced with a significantly improved architectural building that contributes to the streetscape;</td><td>2 i) the existing dwelling facing the street is retained or replaced with a significantly improved architectural building that maintains the scale of the existing dwelling, neighbouring homes, assimilates into and contributes to the streetscape;</td><td>Clarification.</td></tr>
<tr><td>2 iii) it assimilates with an adjacent Heritage Conservation Area or Heritage Item.</td><td>2 iii) it integrates into a Heritage Conservation Area or it assimilates with an adjacent Heritage Conservation Area or Heritage Item.</td><td>Clarification.</td></tr>
<tr><td>5A.3 Building Setbacks</td><td></td><td></td></tr>
<tr><td>Objective 2
To ensure setbacks are dominated by landscaped gardens including tall trees.</td><td>Objective 2
To ensure setbacks are dominated by landscaped gardens including tall shrubs and trees.</td><td>Ensure layering of planting is provided.</td></tr>
<tr><td>Controls 9, 16, 22, 30, 36
All windows above the ground floor that face neighbouring properties are to have fixed external screens.</td><td>Controls 9, 16, 22, 30, 36
All windows above the ground floor that face neighbouring properties are to screen view lines to neighbouring properties. This includes minimising the number of habitable rooms with a primary aspect to a side boundary, offsetting window locations between neighbouring properties, the use of directional screens, hoods and blades.
Note: solutions are not to impact on daylight and natural ventilation amenity of habitable rooms.</td><td>Provide flexibility.</td></tr>
<tr><td>10. The minimum building separation between detached Side-Side dual occupancy dwellings is 3m. The minimum distance with fencing equally dividing the separation area between the two dual occupancies.</td><td>10. The minimum building separation between detached Side-Side dual occupancy dwellings is 3m with fencing equally dividing the separation area between the two dual occupancies.</td><td>Improved syntax.</td></tr>
<tr><td>Controls 11, 18, 24, 32, 38
Windows within the building separation area are to be offset from one another.</td><td>Controls 11, 18, 24, 32, 38
Windows within the building separation area are to screen view lines between the two dual occupancy dwellings. This includes minimising the number of habitable rooms with a primary aspect to a side boundary, offsetting window locations between neighbouring properties, use of directional screens, hoods and blades.</td><td>Provide flexibility.</td></tr>
<tr><td>19. The front setback at the building line to each dual occupancy dwelling is to be provided in accordance with the following table:</td><td>19. The front setback at the building line to each dual occupancy dwelling is to be provided in accordance with the following table:<table><tr><th>Street</th><th>Minimum required front setback</th><th>Average</th></tr><tr><td>Low side</td><td>9m</td><td>11m</td></tr><tr><td>High side</td><td>12m</td><td>14m</td></tr></table>Refer to Part 1 Dictionary for definitions of low side and high side.</td><td>Ensure large sites provide setbacks consistent with the streetscape. Where applications demonstrate an inability to deliver the setbacks, a merit assessment will be conducted to ensure any variations do not impact neighbours nor detract from the local character.</td></tr>
<tr><td>25. The front setback at the building line for the dual occupancy dwelling facing the primary street frontage is to be provided in accordance with the following table<table><tr><th>Parent Lot width at the building line</th><th>Minimum required front setback</th></tr><tr><td>15-20m</td><td>12m</td></tr><tr><td>Greater than 20m</td><td>8m or 15% of site depth (to a maximum of 12m), whichever is greatest.</td></tr></table></td><td>25. The front setback at the building line for the dual occupancy dwelling facing the nominated primary street frontage is to be 12m. Where all landscape and amenity requirements are met, merit consideration may be given where no alternative design is possible, for example on shallow sites.</td><td>Provide flexibility.</td></tr>
<tr><td>27. The rear setbacks for dual occupancy facing the secondary street is to be provided in accordance with the following table<table><tr><th>Parent Lot width at the building line</th><th>Minimum required rear setback</th></tr><tr><td>15-20m</td><td>12m</td></tr><tr><td>Greater than 20m</td><td>8m</td></tr></table></td><td>27. The rear setbacks for dual occupancy facing the secondary street is to be 8m minimum.
Note: The rear and side boundaries of the secondary street facing dwelling are interchangeable and can be nominated to suit site conditions and a site layout that achieves high amenity for the dwelling, private open space, and landscape character.</td><td>Provide flexibility.</td></tr>
</table>

Schedule of post- exhibition amendments to draft Part 5 Dual occupancy DCP

<table>
<tr><th>EXHIBITION VERSION</th><th>POST-EXHIBITION AMENDMENT</th><th>COMMENT</th></tr>
<tr><td>5A.4 Built-upon Area</td><td></td><td></td></tr>
<tr><td>Further controls that may apply:
SECTION B
PART 15 – Land Contamination
SECTION C
PART 24–
Water Management</td><td>Further controls that may apply:
SECTION A
PART 1B.1 – Definitions
SECTION B
PART 15 – Land Contamination
SECTION C
PART 24–
Water Management</td><td>Improve navigation to relevant part of the DCP.</td></tr>
<tr><td>Objective 2
To provide sufficient soft landscaped area and deep soil for the retention and planting of tall trees and gardens.</td><td>Objective 2
To provide sufficient soft landscaped area and deep soil for the retention and planting of tall trees and gardens with mature shrubbery.</td><td>Clarification.</td></tr>
<tr><td>Objective 5
To minimise impervious surfaces and manage stormwater runoff.</td><td>Objective 5
To minimise impervious and hard surfaces and manage stormwater runoff, heat island effects and driveway/vehicle dominance.</td><td>Provide detailed reasons for the control.</td></tr>
<tr><td>2. The front setback (measured as an area between the front boundary and front building line) for all dual occupancy development is to have a maximum BUA as follows (refer to figure 5A.4-3 to 5A.4-6)
<table>
<tr><th>Dwelling layout</th><th>Maximum BUA in front setback</th></tr>
<tr><td>Side-Side</td><td>50%</td></tr>
<tr><td>Front-Back
Parallel Road Site</td><td rowspan="2">30%</td></tr>
<tr><td>Corner Site - primary street frontage dwelling
Corner Site - secondary street frontage dwelling</td><td>40%</td></tr>
</table>
Note: Applicants should make reasonable provisions for built elements such as pathways normally associated with a residential property as part of the built upon area. Council will also include elevated pathways as structures and built upon areas.</td><td>2. The front setback (measured as an area between the front boundary and front building line) for all dual occupancy development is to have a maximum BUA as follows:
<table>
<tr><th>Dwelling layout</th><th>Maximum BUA in front setback of each dual occupancy dwelling</th></tr>
<tr><td>Side-Side</td><td>45%</td></tr>
<tr><td>Front-Back
Parallel Road Site</td><td rowspan="2">30%</td></tr>
<tr><td>Corner Site - primary street frontage dwelling
Corner Site - secondary street frontage dwelling</td><td>40%</td></tr>
</table>
Refer to Figure 5A.4-3 to 5A.4-6 for examples.
Note: Applicants should make reasonable provisions for built elements such as pathways normally associated with a residential property as part of the built upon area. Council will also include elevated pathways as structures and built upon areas.</td><td>Clarification.
To improve streetscape outcomes.
A 45% BUA in the front setback remains generous, enables delivery of standards and is more likely to enable the important front garden with trees and vegetation.</td></tr>
<tr><td>5A.5 Landscaping</td><td></td><td></td></tr>
<tr><td>Objective 6
To maintain the predominant garden setting of Ku-ring-gai streetscapes.</td><td>Objective 6
To maintain the predominant garden setting of Ku-ring-gai streetscapes.</td><td>Clarification.</td></tr>
<tr><td>1. The Parent Lot must provide a minimum landscaped area equal to 50% of the Parent Lot area minus 100sqm. Each dwelling in a dual occupancy must include at least half of the required landscaped area.</td><td>1. The Parent Lot is to provide a minimum landscaped area equal to 50% of the Parent Lot area minus 100sqm. Each dwelling in a dual occupancy is to equally divide and include half of the required total landscaped area.</td><td>Clarification.</td></tr>
<tr><td>3. A minimum of 30% of the site is to be provided as deep soil area suitable for tall tree planting with a minimum dimension of 2m.</td><td>3. A minimum of 30% of each dual occupancy dwelling site is to be provided as deep soil area suitable for tall tree planting with a minimum dimension of 2m.</td><td>Clarification.</td></tr>
<tr><td>5. Landscaping forward of the building line is to maintain the openness and green character of the streetscape, contributing to continuity of front gardens and the tree canopy.</td><td>5. Landscaping forward of the building line is to present as a garden setting for the building, contribute to the landscape character of the streetscape, and to the continuity of front garden and tree canopy character within low density residential areas.</td><td>Clarification.
Provide detail on the requirements.</td></tr>
<tr><td></td><td>6. Side setbacks are to accommodate a path of maximum 0.9m and at least 0.6m of landscaping width to the side boundary for single storey buildings and1.1m for 2-storey buildings.</td><td>To ensure landscape buffers to neighbours.</td></tr>
<tr><td>9. Tree planting is to be provided in accordance with the following table</td><td>10. Tree planting to each dual occupancy dwelling is to be provided in accordance with the following table</td><td>Clarification.</td></tr>
</table>

Schedule of post- exhibition amendments to draft Part 5 Dual occupancy DCP

<table>
<tr><th>EXHIBITION VERSION</th><th>POST-EXHIBITION AMENDMENT</th><th>COMMENT</th></tr>
<tr><td>
<table>
<tr><th></th><th>Parent Lot</th><th>Each resulting dual occupancy lot</th></tr>
<tr><td>Either:</td><td>4 Medium
2 Small</td><td>2 Medium
1 Small</td></tr>
<tr><td>Or:</td><td>2 Medium
6 Small</td><td>1 Medium
3 Small</td></tr>
<tr><td></td><td colspan="2">For every additional 150m^2 (or part thereof) above 1,015m^2, provide 1 additional Medium tree.</td></tr>
</table>
</td><td>
<table>
<tr><th></th><th>Parent Lot</th><th>Each resulting dual occupancy dwelling</th></tr>
<tr><td>Either:</td><td>4 Medium
2 Small</td><td>2 Medium
1 Small</td></tr>
<tr><td>Or:</td><td>2 Medium
6 Small</td><td>1 Medium
3 Small</td></tr>
<tr><td></td><td colspan="2">For every additional 150m^2 (or part thereof) above 1,015m^2, provide 1 additional Medium tree.</td></tr>
</table>
</td><td></td></tr>
<tr><td>10. For every dual occupancy development, at least one Medium sized tree is to be located in front of the building line in the front setback. Where sites have more than one street frontage, one Medium tree is to be located within each street frontage setback.</td><td>11. For each dual occupancy dwelling, at least one Medium sized tree is to be located in front of the building line in the front setback. Where the dwelling has more than one street frontage, one Medium tree is to be located within each street frontage setback.</td><td>Clarification.</td></tr>
<tr><td>11. Minimum soil areas and volumes are to be provided in accordance with the following table
<table>
<tr><th>Tree Size</th><th>Height</th><th>Spread</th><th>Min soil area</th><th>Min Soil Volume</th></tr>
<tr><td>Medium Trees</td><td>8-12m</td><td>4-8m</td><td>6x6m</td><td>35m^3</td></tr>
<tr><td>Small Trees</td><td>5-8m</td><td>less than 4m</td><td>3.5x3.5m</td><td>9m^3</td></tr>
</table>
</td><td>12. Minimum deep soil areas and volumes for each dual occupancy dwelling are to be provided in accordance with the following table
<table>
<tr><th>Tree Size</th><th>Height</th><th>Spread</th><th>Min soil area</th><th>Min Soil Volume</th></tr>
<tr><td>Medium Trees</td><td>8-12m</td><td>4-8m</td><td>6x6m</td><td>35m^3</td></tr>
<tr><td>Small Trees</td><td>5-8m</td><td>less than 4m</td><td>3.5x3.5m</td><td>9m^3</td></tr>
</table>
</td><td>Clarification.</td></tr>
<tr><td>13. Landscaping is to include a mix of tall trees, small trees, shrubs and groundcovers. Continuous monoculture planting and high boundary hedging are discouraged as substitutes for canopy trees.</td><td>13. Landscaping to each dual occupancy dwelling is to include a mix of tall trees, small trees, shrubs and groundcovers. Continuous monoculture planting and high boundary hedging are discouraged as substitutes for canopy trees.</td><td>Clarification.</td></tr>
<tr><td>5B.1 Vehicle Access</td><td></td><td></td></tr>
<tr><td></td><td>Objective 2
v) are screened from neighbouring properties.</td><td>Clarification.</td></tr>
<tr><td>6. The number of driveway crossings to the street are to be as follows
i) Not more than one driveway is to be provided on any property with a street frontage width of less than 18m.
ii) A maximum of two driveways may be provided on Parent Lots with a street frontage wider than 18m, subject to site layout and tree protection. The distance between the two driveway crossings at the street is to be a minimum 6m as illustrated in Figure 5B.1-1.
iii) Where the minimum 6m distance cannot be achieved, the driveways are to be consolidated into a shared crossover, to reduce hard surfaces and visual dominance.
iv) A maximum of two driveways one per street frontage, are to be provided on Parent Lots on Corner Sites.</td><td>6. The number of driveway crossings to the street are to be as follows
i) Not more than one driveway is to be provided on any Parent Lot with a street frontage width of less than 18m.
ii) A maximum of two driveways may be provided on Parent Lots with a street frontage wider than 18m, subject to site layout and tree protection.
iii) The distance between the two dual occupancy dwelling driveway crossings at the street is to be a minimum 12m as illustrated in Figure 5B.1-1.
iv) Where the minimum 12m distance cannot be achieved, the driveways are to be consolidated into a shared crossover, to reduce hard surfaces and visual dominance of driveways.
v) A maximum of two driveways one per street frontage, are to be provided on Parent Lots on Corner Sites.</td><td>Consistency with Control 8 and correction of error – the exhibited 6m referred to length across one dual occupancy dwelling frontage, not the Parent Lot. The total length would be 12m across both dwelling frontages/across the parent Lot.</td></tr>
<tr><td>Objective 5
To ensure driveway crossings do not prevent
i)retention and planting of tall canopy trees on the street verge; and
ii)street parking for visitor cars and service vehicles directly in front of the dual occupancy development.</td><td>Objective 5
To ensure the number of driveway crossovers are minimised to prevent the cumulative visual and environmental impact of multiple dual occupancy developments within the street.
Objective 6
To ensure driveway crossings do not impact neighbouring dwellings and do not prevent</td><td>Clarification.
Detail to explain the reasons for the control.</td></tr>
</table>

Schedule of post- exhibition amendments to draft Part 5 Dual occupancy DCP

EXHIBITION VERSION	POST-EXHIBITION AMENDMENT	COMMENT
	i) retention and planting of tall canopy trees on the street verge; *ii)street parking for visitor cars and service vehicles directly in front of the dual occupancy development.* *iii)delivery of deep soil and landscaping, including canopy trees, within the front setback*.	
	10. Only one driveway of maximum 3m width is to be provided for access to a dual occupancy battleaxe site. 11. Battleaxe layouts and Front-Back layouts are to specify any right of way driveway access into the rearmost dual occupancy dwelling. 12. A 0.6m minimum landscaped area is to be provided i) between the driveway and any side boundary; and ii) to any other boundary adjacent to the driveway.	Clarification. To ensure access and manage impacts to neighbours and street.
5B.3 Carports And Garages		
Further controls that may apply: **SECTION C** **PART 22 -** **General Access and Parking**	**Further controls that may apply:** **SECTION A** **PART 13** - Tree and Vegetation Preservation **SECTION C** **PART 22 -** **General Access and Parking**	Link to enable easy navigation to applicable sections.
5. Location of all garages and driveways are to enable preservation of existing site or street trees to which Part 13 of this DCP applies.	5. Location of all garages and driveways are to enable preservation of existing site and street trees.	Reference deleted as it is included at head of section.
Objective 7 *To avoid excavation outside the building footprint and ensure deep soil provision that supports retention and growth of canopy trees.*	*Objective 7* *To prevent excavation outside the building footprint and ensure deep soil provision that supports retention and growth of canopy trees.*	Strengthen the objective.
Objective 8 *To prevent a three-storey appearance to the street, the public domain including adjacent parks, reserves, walkways, public places, and to neighbouring sites.*	Objective 8 *To prevent a three-storey appearance to the street, and other public domain including adjacent parks, reserves, walkways, public places, and to neighbouring sites.*	Clarification of public domain.
2. Development is to avoid the creation of an overbearing effect upon adjoining development by ensuring all built structures are within the building height plane as illustrated in Figure 4C.1-2.	2. Development is to avoid the creation of an overbearing effect upon neighbouring dwellings by ensuring all built structures are within the building height plane as illustrated in Figure 5C.1-2.	Clarification.
5C.2 Building facades		
11. Alterations and additions to an existing dwelling are to be: i) designed so that they are integrated into the existing building; ii) result in the new and old structures appearing as one building from the street. This may be achieved through the choice of materials, detailing, building proportion and configuration.	11. Modifications to an existing street facing dwelling being altered to accommodate two dual occupancy dwellings are to be: i) designed so that they are integrated into and improve the existing building appearance; ii) result in new and old structures appearing as one building from the street. This may be achieved through the choice of materials, detailing, building proportion and configuration.	Clarification on modified buildings.
5C.3 Dwelling design and layout		
1.vi) each dwelling must be provided with a clearly identifiable and separate entry;	1.vi) each dwelling is to be provided with a clearly identifiable and separate entry with clear and safe access;	Clarification.
3. For detached dual occupancies, fencing is to be provided between the dwellings in line with subdivision plans.	3. All detached dual occupancies are to provide fencing between the dwellings in line with setback requirements and subdivision plans.	Clarification.
4. At least one dwelling in a dual occupancy is to be of Silver Level as indicated in the *Livable Housing Design Guidelines* and the *National Construction Code* accessibility requirements regardless of site steepness.	4. All dual occupancy dwellings are to be of Silver Level as indicated in the *Livable Housing Design Guidelines* and the *National Construction Code* accessibility requirements regardless of site steepness.	Provision of accessible housing to enable ageing in place.
5. Two storey buildings are to be have articulated facades to avoid large continuous vertical walls and reduce bulk and scale impacts to adjoining properties.		Delete repetition
16. Plant and equipment is to be integrated into the overall design of the roof and be contained within the roof form or screened behind parapet walls. These elements include lift overruns, plant equipment and air conditioning.		Delete repetition

Schedule of post- exhibition amendments to draft Part 5 Dual occupancy DCP

EXHIBITION VERSION	POST-EXHIBITION AMENDMENT	COMMENT
5C.5 Solar access		
Objective 1 *To ensure the design and siting of new development maintains daylight and sunlight to habitable rooms, private open space, and solar collectors of new and neighbouring development.*	Objective 1 *To ensure the design and siting of new development maintains daylight and sunlight to habitable rooms, private open space, and solar collectors of* *i. new dual occupancy dwellings;* *ii. existing dwellings converted into dual occupancy dwellings; and* iii. *neighbouring dwellings.*	Improve outcomes for all residents.
5C.7 Ancillary facilities		
5. All mechanical equipment, including filters, pumps and heaters associated with the swimming pool and/or spa are housed within an enclosure. The enclosure is to be sound-proofed to the extent that noise from the operation of the mechanical equipment does not exceed 5dB(A) above the background noise (LA90, 15 min) level during the day when measured at the boundary of the nearest potentially affected residential occupancies and is not audible in habitable rooms of any residences at night (from 8.00pm to 7.00am). The background (LA90, 15 min) level is to be determined without the noise source present.	5. All mechanical equipment, including space heating/cooling/ventilation; filters, pumps and heaters associated with a swimming pool and/or spa, is to be housed within an enclosure. The enclosure is to be sound-proofed to the extent that noise from the operation of the mechanical equipment does not exceed 5dB(A) above the background noise (LA90, 15 min) level during the day when measured at the boundary of the nearest potentially affected residential occupancies and is not audible in habitable rooms of any residences at night (from 8.00pm to 7.00am). The background (LA90, 15 min) level is to be determined without the noise source present.	Inclusion to cover all noise generating equipment.
6. Tennis courts are to be located at the rear of properties. For corner allotments, or where the property has two street frontages, the location of tennis court is not to be in the primary frontage.	6. Tennis courts are to be located at the rear of properties. For corner allotments, or where the property has two street frontages, the location of tennis court is not to be in the primary frontage. Synthetic grass will not be permitted.	To ensure maximum provision of planting and avoid synthetic grass pollutants.
	Objective 5 *To prevent increase of urban heat effects and reduce micro-plastic pollution.*	To support the control.
5C.8 Fencing		
2. Fences are to: i) restrict visually solid forms (such as masonry, lapped and capped timber or brushwood) to 0.9m in height above existing ground level; and ii) restrict the height of visually transparent fences (such as metal grille or timber picket) to 1.2m, (a transparent fence has an open to solid ratio of not less than 1:3).	2. Fences are to: i) be of the same style and material across the Parent lot (across both dual occupancy dwellings) for all street facing fencing; ii) restrict visually solid forms (such as masonry, lapped and capped timber or brushwood) to 0.9m in height above existing ground level; and iii) restrict the height of visually transparent fences (such as metal grille or timber picket) to 1.2m, (a transparent fence has an open to solid ratio of not less than 1:3).	To ensure streetscape consideration.
8. Side and rear fences are be a maximum 1.8m in height above the existing ground level. Where ground levels vary between sites, the height is to be taken from site with the higher ground level. Where there is a difference in building front setback between neighbouring sites, the 1.8m high fence is allowed to the dwelling closest to the street.	8. Side and rear fences are be a maximum 1.8m in height above the existing ground level.	Enable a case by case merit assessment on site specific issues.
12. Where building front setbacks vary, the 1m side fence within the front boundary commences from the building line closest to the street.	12. Where building front setbacks vary, the 1m side fence within the front boundary commences from the building line closest to the street. Side fences of 1.8m forward of a neighbouring dwelling set further back from the street is to demonstrate it does not negatively impact either dwelling particularly where there isa difference in ground level between neighbouring sites.	Avoid future neighbour disputes.
5C.9 Waste Management		
Objective 2 *To ensure waste collection and storage within the site that does not affect the amenity of residents with regard to odour, visual appearance or noise disturbance.*	*Objective 2* *To ensure waste collection and storage within the site does not affect the amenity of residents, including neighbours, with regard to odour, visual appearance or noise disturbance.*	Clarification.
	Objective 62 To avoid visual clutter and bin dominance from cumulative dual occupancy development on streetscapes, public domain and neighbours.	To support controls.

Schedule of post- exhibition amendments to draft Part 5 Dual occupancy DCP

EXHIBITION VERSION	POST-EXHIBITION AMENDMENT	COMMENT
3. Development is to allocate, within each property boundary, an area for storing Council specified waste and recycling bins, preferably located at the rear of the premises to minimise visual clutter. The storage area is to be a minimum of 3m from openable windows and integrated with the landscaping. Refer to 25R of this Part for bin characteristics.	3. Development is to allocate, within each property boundary, an area for storing Council specified waste and recycling bins, either located at the rear or side of the premises, or as an additional area within the garage/carport. The storage area is to be a minimum of 3m from openable windows and integrated with the landscaping. Refer to 25R of this Part for bin characteristics.	Clarification.
	Objective 6 *To avoid visual clutter and bin dominance from cumulative dual occupancy development on streetscapes, public domain and neighbours.*	To support controls.
5C.10 Materials and finishes		
1. External walls must be constructed of high quality and durable materials and finishes. Note: Material and finishes selection is to be made in accordance with objectives and controls as stated in Part 23.4 of this DCP to ensure low environmental	1. External walls are to be constructed of high quality and durable materials and finishes.	Delete Note as Part 23.4 does not apply to dual occupancy development.

PART 24 WATER MANAGEMENT		
CURRENT DCP	**POST-EXHIBITION AMENDMENT**	**COMMENT**
24B.4 Stormwater Disposal from Location C Properties		
	4. For new Dual Occupancies (Development Type 4), the maximum post developed built-upon area draining to the dispersal trench/level spreader system is not to exceed 35% of the total site area. Note: a separate stormwater system should be provided for each dwelling (attached or detached, where either one or both of the dwellings are new).	Update to Part 24 to ensure stormwater is well managed in any dual occupancy development
24B.5 Stormwater Disposal from Location D Properties		
10. Discharge of stormwater within the site will only be permitted where all of the following conditions are satisfied (applies to Development Type 1, 2, 3 or 4 only). v) It is demonstrated that, for new single dwellings (Development Type 3), the maximum post developed built-upon area draining to the: a) infiltration/absorption trench system will not exceed 30% of the total site area; or b) dispersal/level spreader trench system will not exceed 30% of the total site area. A dispersal/level spreader is only acceptable where an infiltration/absorption trench system is not possible due to topography, geology or biodiversity restrictions. **Note**: a geotechnical investigation report will be required to confirm soil depth and permeability rate.	10. Discharge of stormwater within the site will only be permitted where all of the following conditions are satisfied (applies to Development Type 1, 2, 3 or 4 only). v) It is demonstrated that, for new single dwellings and dual occupancies (Development Type 3 and Type 4), the maximum post developed built-upon area draining to the: a) infiltration/absorption trench system will not exceed 30% of the total site area; or b) dispersal/level spreader trench system will not exceed 30% of the total site area. A dispersal/level spreader is only acceptable where an infiltration/absorption trench system is not possible due to topography, geology or biodiversity restrictions. **Note**: a geotechnical investigation report will be required to confirm soil depth and permeability rate. **Note:** a separate stormwater system should be provided for each Development Type 4 dwelling (attached or detached, where either one or both of the dwellings are new).	Update to Part 24 to ensure stormwater is well managed in any dual occupancy development.

PART 5

DUAL OCCUPANCY

DUAL OCCUPANCY

Introduction

5A Site Design

5A.1 Local Character and Streetscape

5A.2 Site Layout

5A.3 Building Setbacks

5A.4 Built-Upon Area

5A.5 Landscaping

5B Access and Parking

5B.1 Vehicle Access

5B.2 Car Parking Provision

5B.3 Carports and Garages

5C Building Design and Sustainability

5C.1 Building Envelopes

5C.2 Building Facades

5C.3 Dwelling Design and Layout

5C.4 Private Open Space

5C.5 Solar Access

5C.6 Natural Ventilation

5C.7 Ancillary Facilities

5C.8 Fencing

5C.9 Waste Management

5C.10 Materials and Finishes

DUAL OCCUPANCY

INTRODUCTION

This Part applies to development for dual occupancy dwellings and associated ancillary development. This Part guides dual occupancy development to be consistent with the aims and objectives of the KLEP 2015. This Part also guides dual occupancy development permitted under Schedule 1 of KLEP 2015.

The aims of this Part are as follows:

i) Ensure development is in keeping with the prevailing Ku-ring-gai character of buildings within a landscaped garden setting, including tall canopy trees, and is consistent with the built form and streetscape of the area.

ii) Ensure each development has sufficient landscaping to contribute to the conservation and replenishment of Ku-ring-gai's tree canopy, including locally occurring native tree species.

iii) Ensure dual occupancy development within a Heritage Conservation Area or in the vicinity of a Heritage item conserves, protects and is consistent with the heritage character and values.

iv) Minimise the impact of development on adjoining properties.

v) Protect and minimise the impact of development on the natural environment, including impacts on soil structure, water table and erosion from water runoff and limited water infiltration opportunities.

vi) Minimise the depletion of raw materials and non-renewable resources.

vii) Ensure development addresses the needs of the current community without compromising the ability to meet the needs of future generations, including management of heat island effects.

viii) Encourage housing of the highest architectural, environmental and amenity standards.

ix) Manage residential development in a way that embraces innovative design and contemporary lifestyles.

x) Ensure more certain outcomes for applicants, neighbours and the community.

In the case of any inconsistency between the controls in Part 5, the controls in Section B will prevail to the extent of the inconsistency.

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DUAL OCCUPANCY

PART A

SITE DESIGN

5A Site Design

5A.1 Local Character and Streetscape

5A.2 Site Layout

5A.3 Building Setbacks

5A.4 Built-Upon Area

5A.5 Landscaping

READ WITH
SECTION A **PART 2** – Site Analysis PART 13 - Tree and Vegetation Preservation
SECTION B **PART 14** – Local Character, Urban Precincts and Sites **PART 15** – Land Contamination **PART 16** – Bushfire Risk **PART 17** – Riparian Lands **PART 18** – Biodiversity **PART 19** – Heritage and Conservation Areas **PART 20** – Development Near Road or Rail Noise
SECTION C **PART 21** – General Site Design 21.2: Landscape Design **PART 24** – Water Management

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5A.1 LOCAL CHARACTER AND STREETSCAPE

Further controls that may apply:		
SECTION A **PART 13**– Tree and Vegetation Preservation	**SECTION B** **PART 14 -** Local Character Areas, Urban Precincts and Sites **PART 19–** Heritage Items and Heritage Conservation Areas	**SECTION C** **PART 21 –** General Site Design PART 23 **–** General Building Design and Sustainability

Objectives

1 *To ensure dual occupancy development contributes to the greater Ku-ring-gai landscape character of buildings within a landscaped garden setting including tall trees.*

2 *To ensure dual occupancy development conserves and enhances the visual character of the street with particular reference to integration of:*

- i) *built form and architecture,*
- ii) *building scale and setbacks;*
- iii) *fencing styles; and*
- iv) *landscaping and trees in gardens and on the public domain.*

3 *To ensure development makes a positive contribution to the public domain and all areas shared by the community.*

4 *To ensure the visual, scenic and environmental qualities on visually prominent sites are maintained by new development on or in the vicinity of prominent sites.*

5 *To reduce vehicle and driveway dominance and detraction from the prevailing Ku-ring-gai garden and canopy tree character*

Controls

Visual Character

1 Design components of new development are to be based on the existing predominant and high quality visual character of the local neighbourhood. The local visual character is to be maintained by considering the following elements:

- i) visibility of the dual occupancy development when viewed from the street, public reserves and adjacent properties and how it integrates into and contributes to the local character;
- ii) relationship to the scale, layout and character of the tree dominated streetscape of Ku-ring-gai including canopy tree provisions within front gardens and on street verges;
- iii) retention and enhancement of features that contribute to Heritage Conservation Area character; and
- iv) front fencing to the street and public domain is to be consistent with the prevailing character of the street (see Section 5C.8: Fencing).

2 The prominent and high quality characteristics of the neighbourhood are to be identified and considered in Part 2 Site Analysis including reference to Part 14 Local Character Area and, where relevant, the Heritage Conservation Area and any biodiversity and environmental values.

Note: Visual character or streetscape is created by many features including: lot sizes, fencing, kerbs, setbacks, building separation and spaces between buildings, separation, access arrangements, street tree planting, tall tree canopy backdrop to the horizon, native vegetation and private gardens, as well the architecture of individual residences and their associated structures.

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5A.1 LOCAL CHARACTER AND STREETSCAPE (continued)

Controls

Public Domain and Urban Character

3 Development is to integrate with surrounding sites by:

i) being of a scale consistent with the neighbourhood when viewed from the street, public domain or adjoining development;

ii) not exceeding a two storey appearance to the street and to all adjacent sites including neighbouring development and public domain;

iii) having a single storey presentation to the street in a Heritage Conservation Area or adjacent to a Heritage Item in order to be visually consistent with the height and scale of surrounding dwellings. In a two-storey streetscape in a Heritage Conservation Area two-storeys may be considered provided there is demonstrated integration with the existing character.

iv) integrating built form and soft landscaping (gardens and trees) with the tree canopy that links the public and private domain throughout Ku-ring-gai.

Visually Prominent Sites

4 Development on visually prominent sites is to:

i) be integrated into the existing landscape through the site analysis and design process to minimise its visual dominance;

ii) have a selection of external colours and finishes that are sensitive to the site and integrate into the locality;

iii) retain existing landscape and vegetation elements;

iv) consider views to the site and from the site; and

v) embed the built form into the landscape by including tall trees and shrubs that form a setting for the building.

Note: Refer to dictionary for definition of visually prominent sites.

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5A.2 SITE LAYOUT

Further controls that may apply:		
SECTION A **PART 13 –** Tree and Vegetation Preservation	**SECTION B** **PART 19 –** Heritage items and Heritage Conservation Areas	**SECTION C** **PART 21 –** General Site Design

Objectives

1 *To maintain street surveillance and safety within and outside the development site.*

2 *To ensure dual occupancy development addresses the public domain including the street, any adjacent parks, reserves, walkways, public places.*

3 *To ensure the configuration of the dual occupancy development delivers good amenity to both dual occupancy dwellings and adjoining developments.*

4 *To discourage the use of Front-Back dual occupancy dwellings sites unless they deliver a clear planning benefit, including:*

- *retention of existing dwellings;*
- *maintenance of existing and original streetscape built form scale of large single dwellings within a garden setting, including tall canopy trees;*
- *protection of mature, vegetation or site features;*
- *conservation of heritage fabric and garden settings;*

5 *Orient dwellings to a*

Controls

Dwelling Layout and Street Frontage

1 Dual occupancy dwellings are to be configured as follows (refer to Figure 5A.2-1):

i) Side-Side: both dwellings are to face a public road; or,

ii) Front-Back: one dwelling is to face a public road and the second dwelling located behind it; or,

iii) Parallel Road: each dwelling is to face a public road, each with frontage to a different street/lane; or

iv) Corner: each dwelling is to face a public road, one dwelling is to face the primary street, the second dwelling is to face the secondary street; or

v) Battle-Axe: neither dwelling faces a public road and both are accessed from the street by a single driveway within an access handle.

2 The Front-Back layout will only be permitted where:

i) the existing dwelling facing the street is retained or replaced with a significantly improved architectural building that maintains the scale of the existing dwelling, neighbouring homes, assimilates into and contributes to the streetscape;

ii) it retains existing trees and landscape features (such as rock outcrops and established gardens);

iii) it integrates into aHeritage Conservation Area, or assimilates with an adjacent Heritage Conservation Area or Heritage Item.

3 Battle-Axe layouts are discouraged and will only be permitted where they meet all the requirements of Part 5, including but not limited to provisions for landscaping, deep soil, tree planting, private open space, built upon area, setbacks and building separation.

Lot Width

4 The Parent Lot is to have a minimum width at the street front building line as follows

Dwelling layout	Minimum lot width
Side-Side	15m
Front-Back	25m
Parallel Road	12m to both frontages
Corner	15m to one frontage
Battle-Axe	25m

Dwelling Layout within a Heritage Conservation Area or

street frontage to provide active frontages, natural surveillance and clear, identifiable entries.

6 *Provide site layouts that support practical pedestrian and vehicle access, with safe and efficient movement.*

Controls

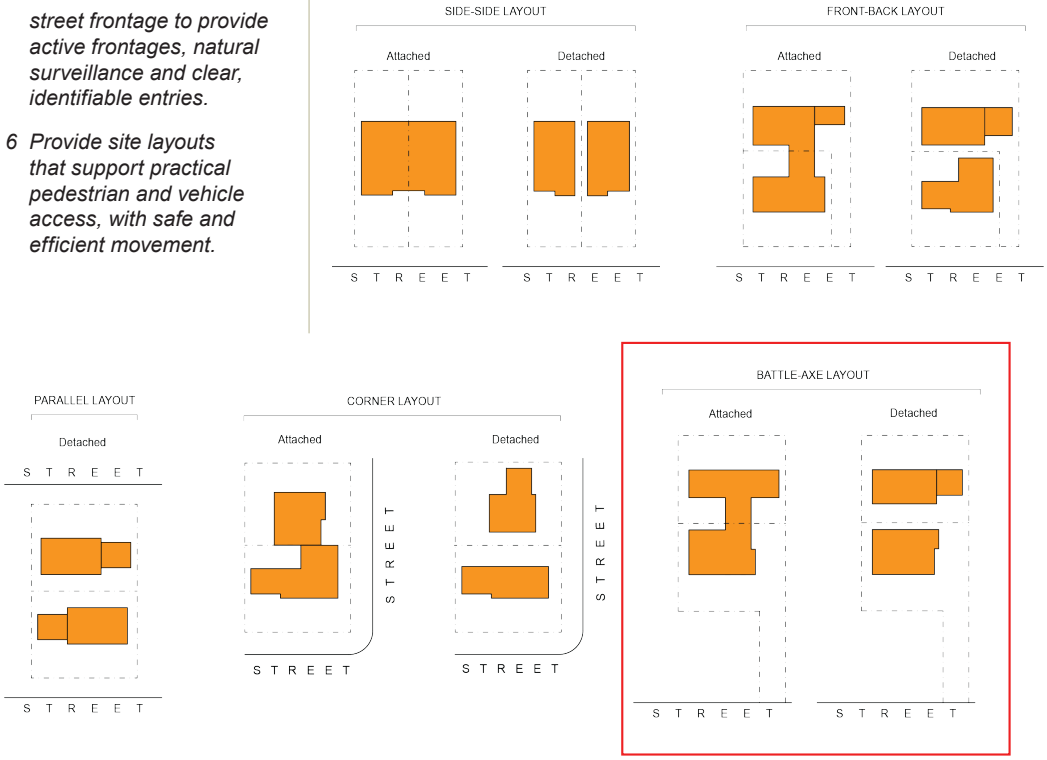

Figure 5A.2-1: Dual occupancy dwelling layouts

7 Respond to the opportunities and constraints of each site, including corner lots, secondary road access, and existing natural or built features.

8 To appropriately balance soft landscaping with built form.

9 To ensure lot widths enable built form within landscaped garden settings including tall trees, and avoid driveway dominance.

Vicinity of HCA or Heritage Item

5 The Side-Side layout is not permitted within a Heritage Conservation Area.

6 The dual occupancy layout within a Heritage Conservation Area is to comply with the following:

i) Retain the existing dwelling facing the street where it is a Contributory Item.

ii) Retain existing trees and landscape features (such as rock outcrops, gardens and fencing).

iii) Conserve building elements and garden settings that contribute to the character of a Heritage Conservation Area or the setting of an adjacent Heritage Item.

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5A.3 BUILDING SETBACKS

Further controls that may apply:		
	SECTION B **PART 16** – Bushfire Risk **PART 17** – Riparian Lands	

Objectives

1 *To ensure setbacks minimise overlooking and overshadowing, maintain privacy, and preserve the visual and acoustic amenity of adjoining properties.*

2 *To ensure setbacks are dominated by landscaped gardens including tall shrubs and trees.*

3 *To enhance the retention of existing trees and vegetation.*

4 *To provide sufficient area for additional trees and landscaping to establish and grow to maturity.*

5 *To enable solar access and ventilation into the dual occupancy dwellings and solar access to their private open spaces.*

Front Setback

6 *To provide front setbacks that support high quality landscaped front gardens that maintain the Ku-ring-gai character of built form in a garden setting including canopy trees.*

7 *To ensure setbacks maintain the established rhythm of the street, enhance the streetscape, and respond appropriately to any heritage settings.*

Controls

Setbacks for all Layouts

1 The dual occupancy is to demonstrate consideration of:

i) the existing setback of adjoining properties;

ii) the setback pattern of its street block; and,

iii) Council's minimum setback requirements.

2 Basement areas are to be fully consolidated under the building footprint and meet all setback requirements for each dwelling layout type as stated in this Part.

3 Reduced street front setbacks may be considered on the low side of the street where gradients, averaged over the front setback, exceed 20 degrees.

4 Side setbacks are to accommodate a pathway of maximum 0.9m and at least 0.6m of landscaping width to the side boundary for single storey buildings, and 1.1m for two storey buildings.

5 All side setbacks are to accommodate shrubs to a height of 2-3m for one storey dwellings and shrubs to a height of 3-4m for two storey dwellings.

Side-Side Dwelling Layout

Front Setback:

6 The front setback at the building line for each dual occupancy dwelling is to be a minimum of 12m.

Rear Setback:

7 The rear setback for each dual occupancy dwelling is to be a minimum of 12m.

Side Setback:

8 The side setbacks of the Parent Lot are to be provided in accordance with the following table.

	Single storey elements	Double storey elements
Parent Lot width at the building line	Minimum side setback	Minimum side setback
Less than 25m	1.5m	2m
25-36m	1.5m	2.5m
Greater than 36m	2.5m	2.5m

5A.3 BUILDING SETBACKS (continued)

Objectives

Rear Setback

8 To ensure provision of high amenity private open space with garden areas and trees between neighbouring buildings.

Side Setback

9 To enable landscaping to be provided between neighbouring buildings, particularly where there are two storey structures.

10 To ensure privacy and amenity for each dual occupancy dwelling on the Parent Lot.

Building Separation

11 To ensure privacy is maintained between the two dual occupancy dwellings.

12 To ensure landscaping is provided between the dual occupancy dwellings.

Controls

9 All windows above the ground floor that face neighbouring properties are to screen view lines to neighbouring properties. This includes minimising the number of habitable rooms with a primary aspect to a side boundary, offsetting window locations between neighbouring properties, use of directional screens, hoods and blades.

Note: solutions are not to impact on daylight and natural ventilation amenity of habitable rooms.

Building Separation:

10 The minimum building separation between detached Side-Side dual occupancy dwellings is 3m. The minimum distance with fencing equally dividing the separation area between the two dual occupancies.

11 Windows within the building separation area are to screen view lines to neighbouring properties. This includes minimising the number of habitable rooms with a primary aspect to a side boundary, offsetting window locations between neighbouring properties, use of directional screens, hoods and blades.

Note: solutions are not to impact on daylight and natural ventilation amenity of habitable rooms.

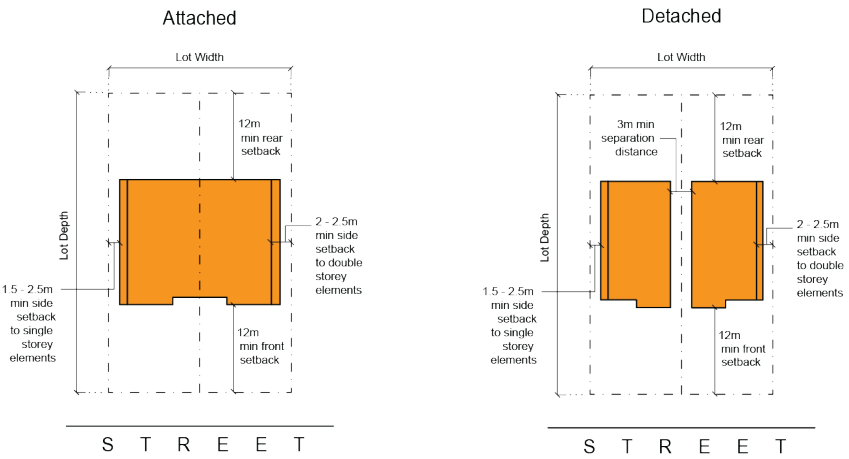

Figure 5A.3-1: Side-Side dual occupancy dwelling indicative layout and setbacks

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5A.3 BUILDING SETBACKS (continued)

Controls

Front-Back Dwelling Layout

Front Setback:

12 The front setback at the building line of the dwelling facing the street frontage is to be provided in accordance with the following table

Street	Minimum Front Setback	Average
Low Side	9m	11m
High Side	12m	14m

Note: Refer to Part 1B Dictionary for definitions of Low Side and High Side.

13 Buildings are to be located so that:

i) at least 75% of the front elevation of the building is set back not less than the specified average setbacks; and

ii) the balance of the building frontage (not more than 25%) may be located up to the minimum setback.

Rear Setback:

14 The rear setbacks of the Parent Lot are to be provided in accordance with the following table:

Parent Lot depth	Minimum required rear setback
48m or less	8m
Greater than 48m	12m

Side Setback:

15 The side setbacks of the Parent Lot are to be provided in accordance with the following table:

	Single storey elements	Double storey elements
Parent Lot width at the building line	minimum side setback	minimum side setback
Less than 25m	1m	2m
25-36m	1.5m	2.5m
Greater than 36m	2.5m	2.5m

16 All windows above the ground floor that face neighbouring properties are to screen view lines to neighbouring properties. This includes minimising the number of habitable rooms with a primary aspect to a side boundary, offsetting window locations between neighbouring properties, the use of directional screens, hoods and blades.

Note: solutions are not to impact on daylight and natural ventilation amenity of habitable rooms.

5A.3 BUILDING SETBACKS (continued)

Controls

Building Separation:

17 The minimum building separation between detached Front-Back dual occupancy dwellings is to be in accordance with the following table with fencing equally dividing the separation area between the two dual occupancies:

Room Type	Minimum building separation
Habitable - habitable	8m
Habitable- non habitable	5.5m
Non habitable- non habitable	3m

18 Windows within the building separation area are to screen view lines to neighbouring properties. This includes minimising the number of habitable rooms with a primary aspect to a side boundary, offsetting window locations between neighbouring properties, use of directional screens, hoods and blades.

Note: solutions are not to impact on daylight and natural ventilation amenity of habitable rooms.

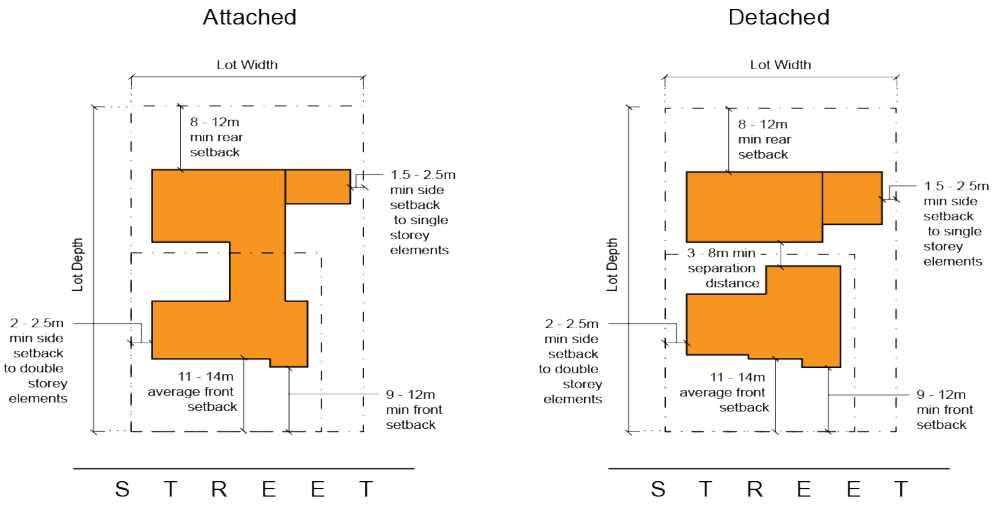

Figure 5A.3-2: Front-Back dual occupancy dwelling indicative layout and setbacks

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5A.3 BUILDING SETBACKS (continued)

Controls

Parallel Road Dwelling Layout

Front Setback:

19 The front setback at the building line to each dual occupancy dwelling is to be provided in accordance with the following table:

Street	Minimum required front setback	Average
Low side	9m	11m
High side	12m	14m

Refer to Part 1 Dictionary for definitions of low side and high side.

20 Buildings are to be located so that:

i) at least 75% of the front elevation of the building is set back not less than the specified average setbacks; and

ii) the balance of the building frontage (not more than 25%) may be located up to the minimum setback.

Side Setback:

21 The side setbacks of the Parent Lot are to be provided in accordance with the following table

	Single storey elements	Double storey elements
Parent Lot width at the building line	Minimum side setback	Minimum side setback
Less than 25m	1m	2m
25-36m	1.5m	2.5m
Greater than 36m	2.5m	2.5m

22 All windows above the ground floor that face neighbouring properties are to screen view lines to neighbouring properties. This includes minimising the number of habitable rooms with a primary aspect to a side boundary, offsetting window locations between neighbouring properties, the use of directional screens, hoods and blades.

Note: solutions are not to impact on daylight and natural ventilation amenity of habitable rooms.

Building Separation:

23 The minimum building separation between detached Parallel Road Site dual occupancy dwellings is 8m, and fencing is to be equally divided between the two dual occupancies:

24 Windows within the building separation area are to screen view lines to neighbouring properties. This includes minimising the number of habitable rooms with a primary aspect to a side boundary, offsetting window locations between neighbouring properties, use of directional screens, hoods and blades.

Note: solutions are not to impact on daylight and natural ventilation amenity of habitable rooms.

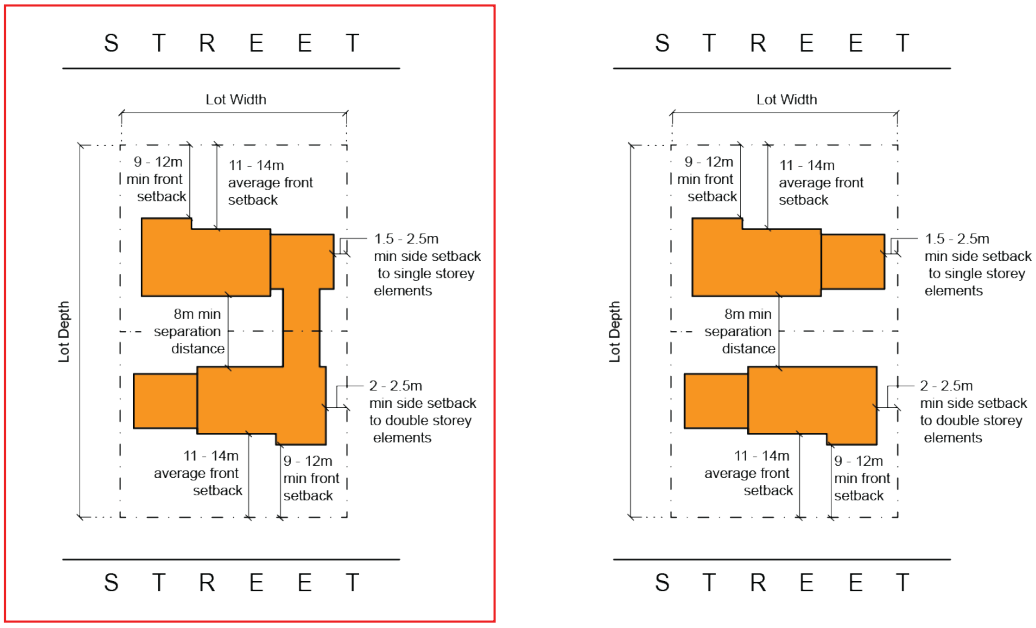

Figure 5A.3-3: Parallel road typology indicative layout and setbacks

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5A.3 BUILDING SETBACKS (continued)

Controls

Corner Dwelling Layout

Front Setback:

25 The front setback at the building line for the dual occupancy dwelling facing the nominated primary street frontage is to be 12m. Where all landscape and amenity requirements are met, merit consideration may be given where no alternative design is possible, for example on shallow sites.

26 The front setback for the dual occupancy dwelling facing the secondary road is to be a minimum of 6m.

Rear Setback:

27 The rear setbacks for dual occupancy facing the secondary street is to be 8m minimum.

Note: The rear and side boundaries of the secondary street facing dwelling are interchangeable and can be nominated to suit site conditions and a site layout that achieves high amenity for the dwelling, private open space, and landscape character.

Side Setback:

28 For the dwelling fronting the primary road, the minimum side setback to the secondary road is to be a minimum of 3m, regardless of lot width.

29 The side setbacks of the Parent Lot are to be provided in accordance with the following table

	Single storey elements	Double storey elements
Parent Lot width at the building line	Minimum side setback	Minimum side setback
Less than 25m	1.5m	2m
25-36m	1.5m	2.5m
Greater than 36m	2.5m	2.5m

30 All windows above the ground floor that face neighbouring properties are to screen view lines to neighbouring properties. This includes minimising the number of habitable rooms with a primary aspect to a side boundary, offsetting window locations between neighbouring properties, the use of directional screens, hoods and blades.

Note: solutions are not to impact on daylight and natural ventilation amenity of habitable rooms.

Building Separation:

31 The minimum separation distances between detached Corner dual occupancy dwellings are to be in accordance with the following table

5A.3 BUILDING SETBACKS (continued)

Controls

Room Type	Minimum separation distance
Habitable - habitable	8m
Habitable- non habitable	5.5m
Non habitable- non habitable	3m

32 Windows within the building separation area are to screen view lines to neighbouring properties. This includes minimising the number of habitable rooms with a primary aspect to a side boundary, offsetting window locations between neighbouring properties, use of directional screens, hoods and blades.

Note: solutions are not to impact on daylight and natural ventilation amenity of habitable rooms.

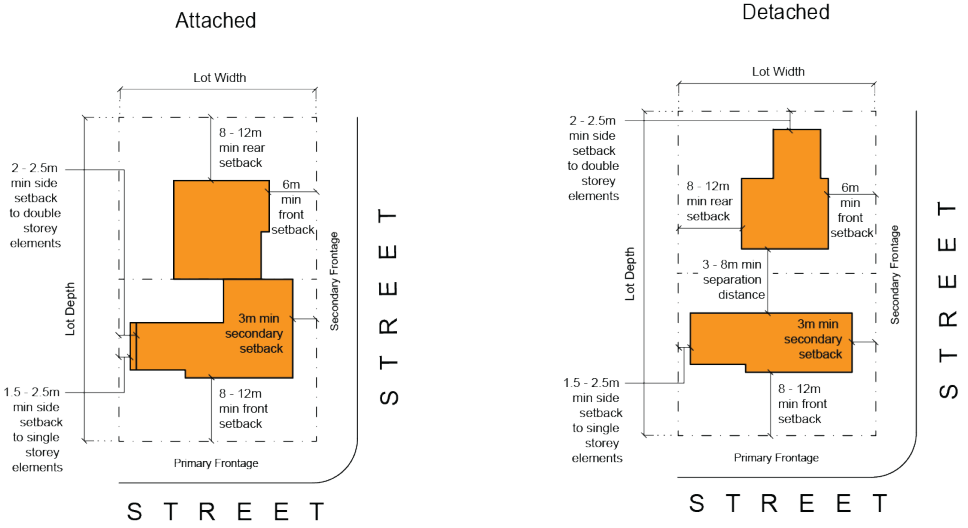

Figure 5A.3-4: Front-Back dual occupancy dwelling indicative layout and setbacks

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5A.3 BUILDING SETBACKS (continued)

Controls

Battle-Axe Dwelling Layout

Front Setback:

33 The front setback at the building line of the dwelling closest to the primary street is to be 8m.

Rear Setback:

34 The rear setbacks of the Parent Lot are to be provided in accordance with the following table

Parent Lot depth	Minimum required rear setback
48m or less	8m
Greater than 48m	12m

Side Setback:

35 The side setbacks of the Parent Lot are to be provided in accordance with the following table

	Single storey elements	Double storey elements
Parent Lot width at the building line	Minimum side setback	Minimum side setback
Less than 25m	1.5m	2m
25-36m	1.5m	2.5m
Greater than 36m	2.5m	2.5m

36 All windows above the ground floor that face neighbouring properties are to screen view lines to neighbouring properties. This includes minimising the number of habitable rooms with a primary aspect to a side boundary, offsetting window locations between neighbouring properties, the use of directional screens, hoods and blades.

Note: solutions are not to impact on daylight and natural ventilation amenity of habitable rooms.

Building Separation:

37 The minimum building separation between detached Battle-Axe dual occupancy dwellings are to be accordance with the following table

Room Type	Minimum separation distance
Habitable - habitable	8m
Habitable- non habitable	5.5m
Non habitable- non habitable	3m

38 Windows within the building separation area are to screen view lines to neighbouring properties. This includes minimising the number of habitable rooms with a primary aspect to a side boundary, offsetting window locations between neighbouring properties, use of directional screens, hoods and blades.

Note: solutions are not to impact on daylight and natural ventilation amenity of habitable rooms.

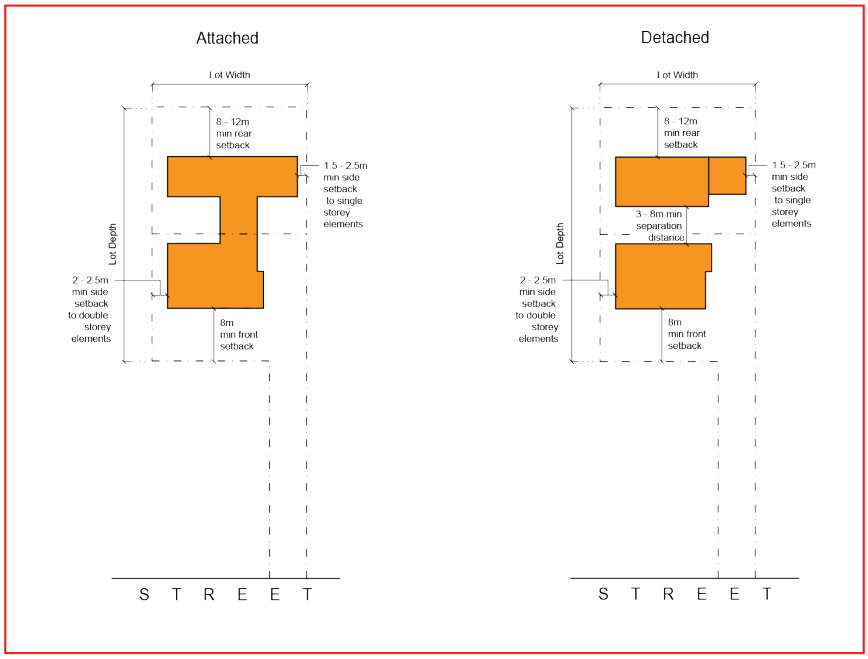

Figure 5A.3-5: Battle-Axe dual occupancy dwelling indicative layout and setbacks

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5A.4 BUILT-UPON AREA

Further controls that may apply:		
SECTION A **PART 1B.1** – Definitions	**SECTION B** **PART 15** – Land Contamination	**SECTION C** **PART 24**– Water Management

Objectives

1 *To ensure dual occupancy development is consistent with the local built form and landscape character.*

2 *To provide sufficient soft landscaped area and deep soil for the retention and planting of tall trees and gardens with mature shrubbery.*

3 *To retain areas for habitat, connectivity and locally occurring native vegetation.*

4 *To enable planting around and between buildings to retain the Ku-ring-gai character of built form within a landscaped garden setting including canopy trees.*

5 *To minimise impervious surfaces and manage stormwater runoff.*

6 *To provide areas of usable, high-quality private open space.*

Controls

1 The maximum built upon area (BUA) requirements for all dual occupancy development sites is as follows

Parent Lot area	Maximum BUA for each dual occupancy dwelling site
1,015sqm - 1,249sqm	55%
1,250sqm - 1,499sqm	52%
Greater than 1,500sqm	50%

2 The front setback (measured as an area between the front boundary and front building line) for all dual occupancy development is to have a maximum BUA as follows (refer to figure 5A.4-3 to 5A.4-6)

Dwelling layout	Maximum BUA in front setback
Side-Side	50%
Front-Back	30%
Parallel Road Site	
Corner Site - primary street frontage dwelling	40%
Corner Site - secondary street frontage dwelling	

Note: Applicants should make reasonable provisions for built elements such as pathways normally associated with a residential property as part of the built upon area. Council will also include elevated pathways as structures and built upon areas.

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5A.4 BUILT UPON AREA (continued)

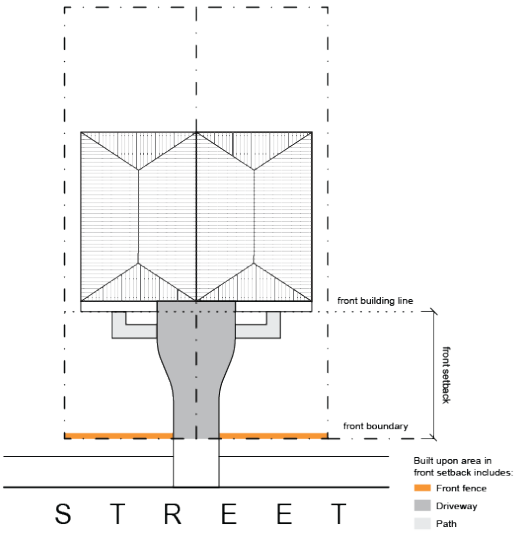

Figure 5A.4-1: Maximum built upon area in the front setback (example attached Side-Side dwelling layout)

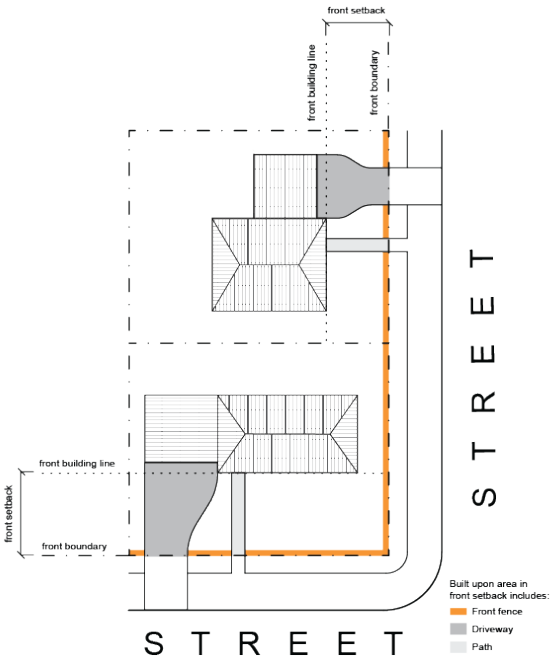

Figure 5A.4-2: Maximum built upon area in the front setback (example detached Corner dwelling layout)

5A.5 LANDSCAPING

Further controls that may apply:		
SECTION A PART 13– Tree and Vegetation Preservation	SECTION B PART 14 - Local Character Areas, Urban Precincts and Sites **PART 15** – Land Contamination PART 18 – Biodiversity PART 19 – Heritage Items and Heritage Conservation Areas PART 20 – Development Near Road or Rail Noise	SECTION C PART 21.1 – Earthworks and Slope PART 21.2 – Landscape Design **PART 24**– Water Management

Objectives

1 *To retain and enhance existing tree canopy and ensure new planting contributes to the long-term tree canopy and landscaped character of the Ku-ring-gai area.*

2 *To ensure landscaping supports biodiversity and wildlife movement.*

3 *To ensure landscaped areas provide deep soil for tree growth and permeability for effective stormwater management.*

4 *To ensure landscaping, particularly in front gardens and setbacks, reduce building bulk, improve privacy and contribute to streetscape quality.*

5 *To provide landscaped areas that can support planting and that are usable for gardening and leisure activity.*

6 *To maintain the predominant garden setting of Ku-ring-gai streetscapes.*

Controls

Landscaped Areas

1 The Parent Lot is to provide a minimum landscaped area equal to 50% of the Parent Lot area minus 100sqm. Each dwelling in a dual occupancy is to equally divide and include half of the required total landscaped area.

2 Landscaped areas are to have minimum dimension of 1.5m.

3 A minimum of 30% of each dual occupancy dwelling site is to be provided as deep soil area suitable for tall tree planting with a minimum dimension of 2m.

4 Gardens are to be designed to provide opportunities for green corridors and biodiversity connectivity, particularly where adjoining other landscaped or vegetated areas.

5 Landscaping forward of the building line is to present as a garden setting for the building, contribute to the landscape character of the streetscape, and to the continuity of front garden and tree canopy character within low density residential areas.

6 Side setbacks are to accomodate a path of maximum 0.9m and at least 0.6m of landscaping width to the side boundary for single storey buildings and1.1m for 2-storey buildings.

Tree and landscape retention

7 Landscape proposals are to retain existing trees, particularly those located along boundaries or contributing to the streetscape character. This may be achieved by:

i) minimising changes to existing ground levels within Notional Root Zones; and

ii) confining building works to pre-existing building footprints where appropriate.

8 Natural landscape features, including trees and rock outcrops, are to be retained.

9 Location of driveways are to enable retention of street trees. Where

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Controls

no trees are currently placed on the road verge directly in front of the development site, the site planning is to provide a minimum 6m area on the verge for street tree planting.

Tree replenishment and planting

10 Tree planting to each dual occupancy dwelling is to be provided in accordance with the following table

	Parent Lot	Each resulting dual occupancy dwelling
Either:	4 Medium 2 Small	2 Medium 1 Small
Or:	2 Medium 6 Small	1 Medium 3 Small
	For every additional 150m² (or part thereof) above 1,015m², provide 1 additional Medium tree.	

11 For each dual occupancy dwelling, at least one Medium sized tree is to be located in front of the building line in the front setback. Where the dwelling has more than one street frontage, one Medium tree is to be located within each street frontage setback.

12 Minimum deep soil areas and volumes for each dual occupancy dwelling are to be provided in accordance with the following table

Tree Size	Height	Spread	Min soil area	Min Soil Volume
Medium Trees	8-12m	4-8m	6x6m	35m³
Small Trees	5-8m	less than 4m	3.5x3.5m	9m³

13 Landscaping to each dual occupancy dwelling is to include a mix of tall trees, small trees, shrubs and groundcovers. Continuous monoculture planting and high boundary hedging are discouraged as substitutes for canopy trees.

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DUAL OCCUPANCY

PART B

ACCESS AND PARKING

5B Access and Parking

5B.1 Vehicle Access

5B.2 Car Parking Provision

5B.3 Carports and Garages

READ WITH
SECTION A **PART 13 -** Tree and Vegetation Preservation
SECTION B **PART 19** – Heritage Items and Heritage Conservation Areas
SECTION C **PART 22** - General Access and Parking **PART 24** – Water Management

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5B.1 VEHICLE ACCESS

Further controls that may apply:		
SECTION A **PART 1B.1** – Definitions	SECTION B PART 19 - Heritage Items and Heritage Conservation Areas	SECTION C PART 22.2 - General Vehicle Access PART 24 - Water Management

Objectives

1 *To reduce conflict with street and pedestrian traffic and optimise safety of both vehicular and pedestrian movement.*

2 *To create driveways that*

- i) *minimise hard surface runoff from the site;*
- ii) *are not visually intrusive on the existing streetscape;*
- iii) *have minimal impact on existing trees on site and the public domain;*
- iv) *do not dominate the street frontage nor have adverse impacts on street trees and on-site landscaping;*
- v) *are screened from neighbouring properties.*

3 *To avoid excavation and alteration of existing ground levels.*

4 *To reduce hard surfaces that contribute to urban heat island effects.*

5 *To ensure the number of driveway crossovers are minimised to prevent the cumulative visual and environmental impact of multiple dual occupancy developments within the street.*

Controls

Vehicular Access

1 Driveways are to be located to ensure clear sight lines for both drivers and pedestrians.

2 The driveway is to be designed so that vehicles exit the property in a forward direction only where

- i) the access is located on a major roadway;
- ii) sight lines are restricted (such as at curves or crests);
- iii) the driveways are steep; or
- iv) driveways include access handles.

Driveways

3 Driveway location and construction are to avoid adverse impacts on existing trees within the site and on the street verge, including to their Notional Root Zones.

4 The maximum crossing width for any driveway, as measured at the front site boundary, is to be

- i) 3.0m for all driveways into all dwelling layouts; or
- ii) 3.5m where a single driveway on the Parent Lot is provided to Side-Side dual occupancies as illustrated in Figure 5B.1-1.

5 A narrower width may be considered where trees are adversely affected.

6 The number of driveway crossings to the street are to be as follows

- i) Not more than one driveway is to be provided on any Parent Lot with a street frontage width of less than 18m.
- ii) A maximum of two driveways may be provided on Parent Lots with a street frontage wider than 18m, subject to site layout and tree protection.
- iii) The distance between the two driveway crossings at the street is to be a minimum 12m as illustrated in Figure 5B.1-1.
- iv) Where the minimum 12m distance cannot be achieved, the driveways are to be consolidated into a shared crossover, to reduce hard surfaces and visual dominance of driveways.
- v) A maximum of two driveways one per street frontage, are to be provided on Parent Lots on Corner Sites.

Objectives

6 *To ensure driveway crossings do not impact neighbouring dwellings and do not prevent*

i) *retention and planting of tall canopy trees on the street verge;*

ii) *street parking for visitor cars and service vehicles directly in front of the dual occupancy development.*

iii) *delivery of deep soil and landscaping, including canopy trees, within the front setback.*

7 *To ensure the development provides suitable and adequate collection space for Councils waste service including bins and bulky waste.*

Controls

7 Driveways are to be designed to minimise stormwater runoff through measures such as:

i) porous paving;

ii) directing runoff into landscaped garden areas; or

iii) incorporating planting strips down the centre of the driveway.

8 A second driveway to existing street facing dwellings in a Front-Back layout may be considered where the driveway currently exists, and a 12m separation distance between the two driveways can be provided as illustrated in Figure 5B.1-2.

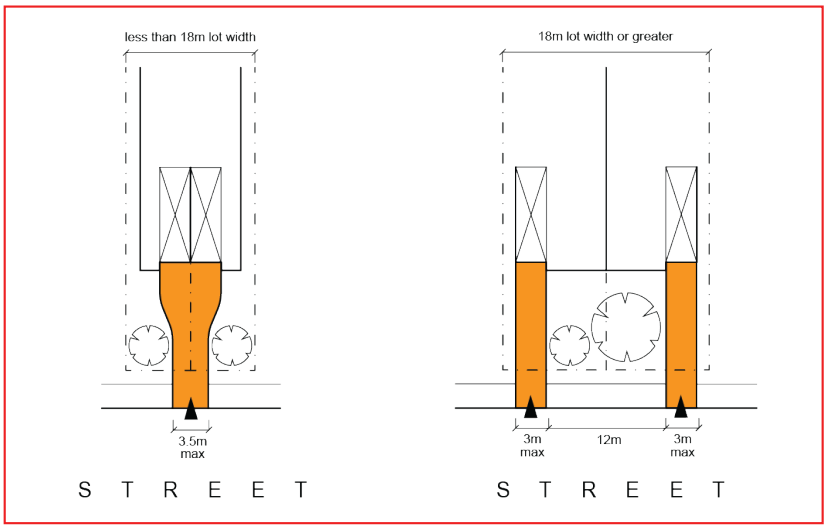

Figure 5B.1-1: Number of driveways on Parent Lots and distance between driveways

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5B.1 VEHICLE ACCESS (continued)

9 Where driveways are greater that 30m in length, a passing bay along the driveway is to be provided.

10 Only one driveway of maximum 3m width is to be provided for access to a dual occupancy battleaxe site.

11 Battleaxe layouts and Front-Back layouts are to specify any right of way driveway access into the rearmost dual occupancy dwelling.

12 A 0.6m minimum landscaped area is to be provided

i) between the driveway and any side boundary; and

ii) to any other boundary adjacent to the driveway.

13 Internal driveway design is to comply with *AS 2890.1 Off Street Car Parking*.

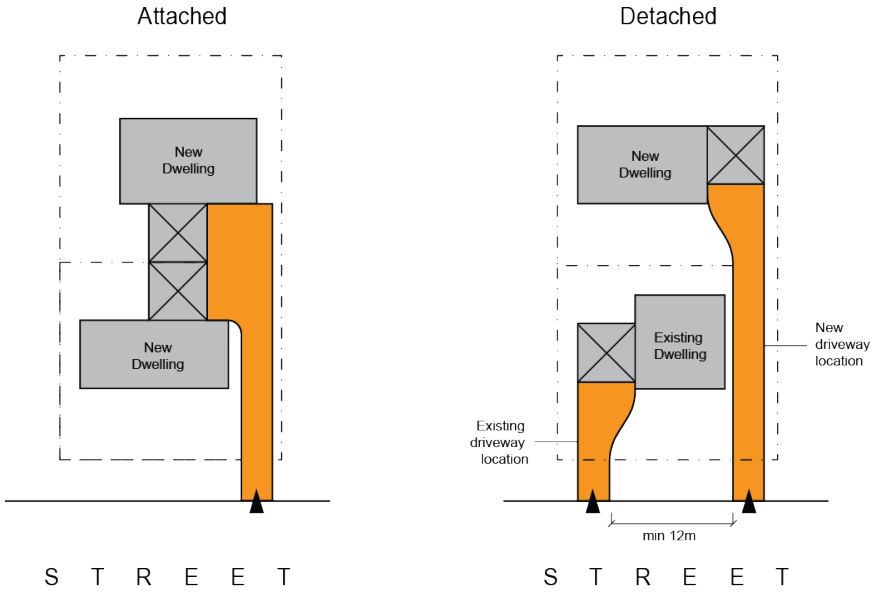

Figure 5B.1-2: Driveway arrangement for Front-Back layout

5B.2 CAR PARKING PROVISION

Objectives

1 *To encourage the provision of functional car parking facilities.*

2 *To minimise adverse visual and environmental impacts on the streetscape.*

3 *To ensure car spaces are of sufficient size to accommodate a standard vehicle.*

Controls

1 The number of on-site parking spaces provided are to be in accordance with Section C Part 22R of this DCP.

2 Internal access to car parking and the required car parking area is to be no greater than 31sqm per dwelling. Car parking and access to that car parking, exceeding the requirements of this control will not be excluded from the gross floor area as defined in KLEP 2015.

3 The minimum dimensions of a residential parking space are to be as illustrated in Figure 5B2.1.

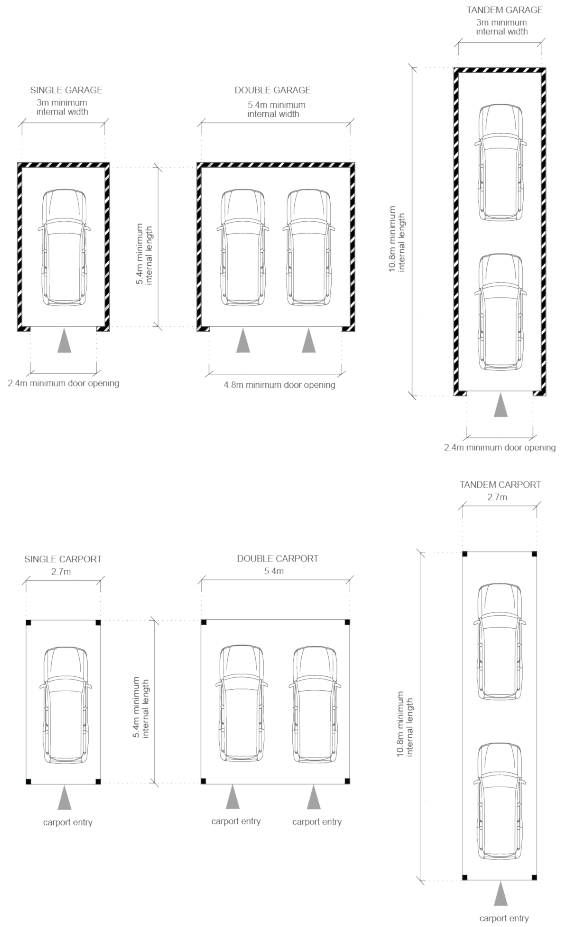

Figure 5B.2-1 Minimum dimensions for garages and open carport (AS 2890.1)

5B.3 CARPORTS AND GARAGES

Further controls that may apply:		
SECTION A **PART 13** - Tree and Vegetation Preservation		**SECTION C** **PART 22** - General Access and Parking

Objectives

1 *To ensure carports and garages*
   - i) *do not dominate the appearance of the dwelling;*
   - ii) *present as complementary visual elements within the streetscape; and*
   - iii) *are not the primary built form when viewing the dwelling from the street or public domain.*

2 *To encourage the design of functional car parking facilities that are integrated with the built form of each dwelling.*

3 *To ensure the location of carports and garages considers existing trees and structures on adjacent sites, streetscape and visual character.*

4 *To minimise impacts of excavation on the built environment and the streetscape.*

5 *To avoid excavation in the front setback area and maintain existing ground levels to the street.*

Controls

Design of Carports and Garages

1 Garages and carports are to be set back a minimum of 1m behind the building line at the front setback to the street.

2 Garages and carports as a percentage of the total dwelling facade is not to exceed the maximum percentages specified in the following table

Dwelling layout	Parent Lot width	Garaging as a percentage of the total facade
Side-Side	18m* - 21m	50%
	greater than 22m	40%
Front-Back	greater than 25m	40%
Parallel roads	15m - 20m	40%
	greater than 21m	30%
Corner (short side)	15 - 25m	40%
	greater than 25m	30%
Corner (long side)	All	30%

Note: * Lots with a Parent Lot width of less than 18m in a side by side typology will be subject to merit based assessment, having regard to the extent to which the design minimises car dominance within the streetscape.

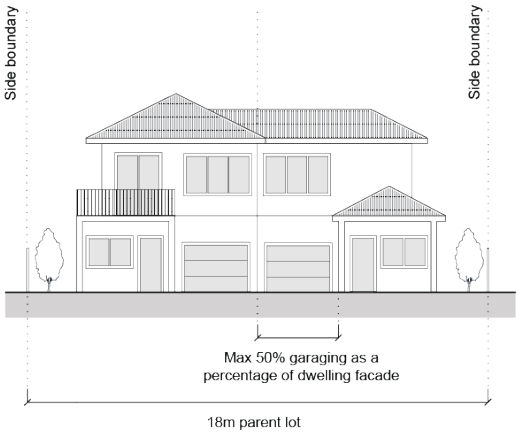

Figure 5B.3-1: Example of maximum widths of garages and carports on an 18m Parent Lot size.

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5B.2 CARPORTS AND GARAGES (continued)

Controls

3 The scale and design of carport and garage structures are:

i) to be sympathetic to existing development on-site;

ii) to consider adjacent buildings;

iii) to be integrated into the building design; and

iv) not to dominate the site, dwelling elevation, landscape, or the streetscape.

4 Basement garages are only permitted on sloping land and where no more than 1m excavation is required for driveway access.

Location of Parking Structures

5 Location of all garages and driveways are to enable preservation of existing site and street trees.

Detached Carports and Garages

6 Detached garages are to be single storey and set back 1.5m minimum from side and rear boundaries.

7 Detached carports are to be single storey and set back 0.6m minimum from side and rear boundaries.

Note: Where there is any inconsistency between this Part and Part 22 of this DCP in relation to vehicular access, car parking or garages, this section prevails to the extent of the inconsistency.

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5C Building Design and Sustainability

5C.1 Building Envelopes

5C.2 Building Facades

5C.3 First Floor Design and Roof Forms

5C.4 Dwelling Design and Layout

5C.5 Private Open Space

5C.6 Solar Access

5C.7 Natural Ventilation

5C.8 Ancillary Facilities

5C.9 Fencing

5C.9 Waste Management

5C.10 Materials and Finishes

READ WITH

SECTION B
PART 20 - Development Near Road or Rail Noise

SECTION C
PART 21 – General Site Design
- 21.1: Earthworks and Slope
- 21.2: Landscape Design

PART 23 – General Building Design and Sustainability
- 23.7: Acoustic Privacy
- 23.8: Visual Privacy
- 23.3: Sustainability of Building Materials

PART 24 – Water Management
- 24C: On-site Stormwater Management
- 24D.5: Tennis Courts and Other Sporting Surfaces
- 24D.7: Swimming Pools and Spas
- 24F: Onsite Wastewater Management

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5C.1 BUILDING ENVELOPES

Objectives

1 *To maintain a two-storey domestic scale to ensure dual occupancies are consistent with the surrounding low-density residential character.*

2 *To ensure the bulk and scale of buildings are proportionate to lot size and compatible with the established residential character of the locality.*

3 *To reinforce the established rhythm and character of the streetscape through building form, siting and landscaping.*

4 *To protect significant bushland, distant views and the broader landscape setting.*

5 *To minimise overshadowing, overlooking and visual intrusion on the private open space, solar access and outlook of adjoining properties.*

Basements

6 *To minimise basements and excavation so that development follows existing ground levels.*

7 *To prevent excavation outside the building footprint and ensure deep soil provision that supports retention and growth of canopy trees.*

8 *To prevent a three-storey appearance to the street, and other public domain including adjacent parks, reserves, walkways, public places, and to neighbouring sites.*

Controls

Height

1 The maximum height of each dual occupancy dwelling is 9.5m (including any garage, basement or similar) and present as

i) no more than two-storeys above natural ground level from the street and adjoining properties; or

ii) in an HCA or in the vicinity of an HCA or Heritage Item, present as no more than a single storey plus first floor in the roof from the street and adjoining properties.

Note: Standards (in metres) for the external height of the building are set within KLEP 2015.

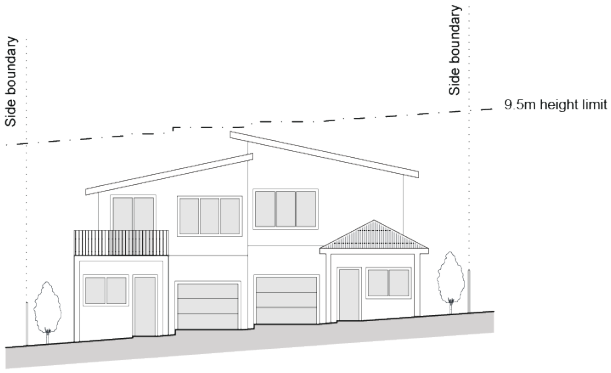

Figure 5C.1-1: Maximum height of buildings

2 Development is to avoid the creation of an overbearing effect upon neighbouring dwellings by ensuring all built structures are within the building height plane as illustrated in Figure 5C.1-2.

3 The bulk and scale of dual occupancy dwellings are to demonstrate consideration of impacts on neighbouring properties and local character including:

i) overlooking and overshadowing of living and private open space areas and solar panels;

ii) adverse impacts on any bushland or distant views; and

iii) the relationship with the streetscape.

Controls

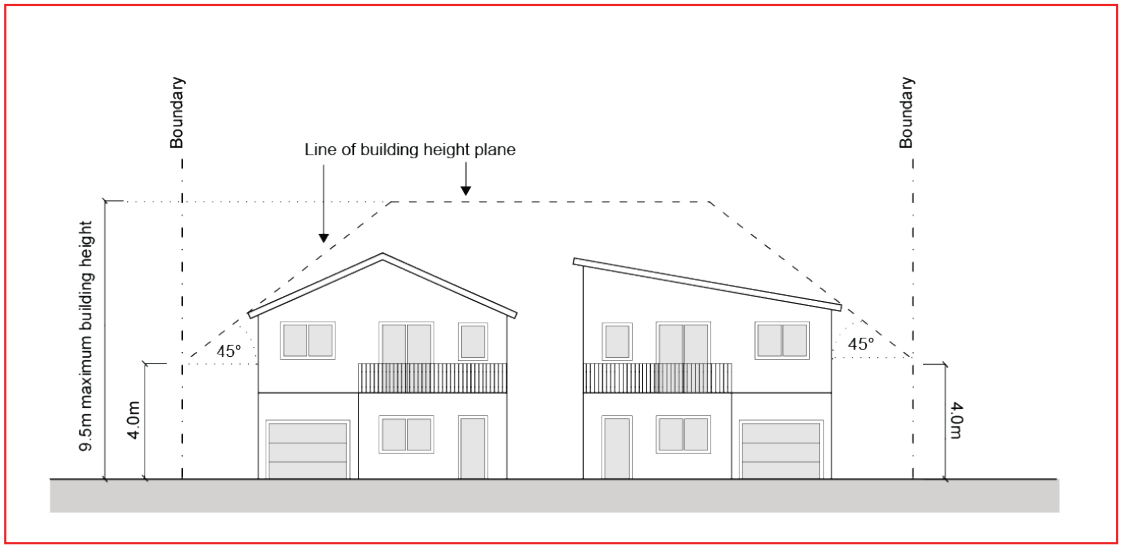

Figure 5C.1-2: Building height plane

Basements

4 Basements are not permitted. Only basement garages on steeply sloping sites may be considered.

5 Where basement parking demonstrates a maximum 1m excavation, it is to be

i) consolidated directly under the building footprint;

ii) limited to garage area only, no habitable nor other spaces are permitted;

iii) include a maximum ceiling height of 2.2m.

6 With the exception of steeply sloping sites, avoid excavation in the front setback area and maintain existing ground levels to the street.

Slope and Topography

7 Site planning and dwelling design is to minimise cut and fill excavation works. Development is to follow the natural groundline and dwellings are to be stepped to accommodate steep sites.

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5C.2 BUILDING FACADES

Further controls that may apply:		
	SECTION B PART 20 – Development Near Road or Rail Noise	SECTION C PART 23.3 - Sustainability of Building Materials

Objectives

1 *To encourage well designed, attractive and site responsive buildings.*

2 *To minimise the bulk and scale of the built form.*

3 *To ensure built form contributes positively to the street and public domain by providing active street frontages, and reinforcing the rhythm and character of the street.*

4 *To ensure dual occupancy development respects established residential patterns by maintaining street-oriented dwellings, landscaped front gardens, and usable rear yards.*

5 *To ensure building orientation addresses the street and provides natural surveillance, and clear, identifiable entries.*

6 *To ensure high impact elements such as noise sources are considered early in the design stage.*

7 *Façade design is to achieve a cohesive and contemporary character, using materials and architectural elements in a way that creates visual interest and reinforces human scale.*

Controls

Street Frontages

1 Extensive blank or unarticulated walls to street frontages are not permitted.

2 All external facades are to be articulated to reduce building mass and present a human scale. This may be achieved through the use of window openings, window awnings, verandas, entry porches, staggered wall planes, a combination of materials and finishes, decorative architectural elements including brick corbelling banding, and hipped/gabled roofs.

3 Except where the dual occupancies have been designed to present as one big home to the street frontage, each dual occupancy dwelling is to incorporate a variation in entry design, façade articulation, and materials to distinguish each dwelling and avoid a monotonous appearance. Identical or repetitious façades facing the same street frontage will not be permitted.

4 External walls, including to side boundaries, are to be modulated to reduce bulk and scale by incorporating bays, recesses or courtyards.

5 The maximum length of any unmodulated wall is 12m, or 8m where walls exceed 4m in height.

Figure 5C.2-1: Dual occupancy dwellings with modulation and articulation.

Objectives

8 Visual clutter and unauthentic reproduction styles are to be avoided, including applied decorative features or faux heritage detailing that are not integral to the building form.

9 To ensure front entries are clearly identifiable elements of the façade, contributing to human scale and the dwelling's relationship with the street.

10 To ensure dual occupancy development within a Heritage Conservation Area or adjacent to a Heritage Item integrates and contributes to the local prevailing character.

Controls

Articulation

6 Articulation of building facades is to complement modulation and may include windows, porches, verandahs, shading devices, and materials/finishes.

7 Façades are to be articulated to provide interest but avoid excessive detailing that results in a cluttered or disorderly appearance.

8 Materials and colours are to be simple and cohesive, with no more than four used on any elevation.

9 Applied or decorative features that are not integral to the building's structure (such as screens, trims or panels) may be used as secondary elements but are not a substitute for modulation or genuine articulation of the building form. Where used, such features must be integrated into the overall design.

10 Building facades are to be designed in a contemporary manner consistent with the established residential character. Pastiche or reproduction styles (such as applied heritage detailing or faux historic features) are not permitted.

11 Modifications to an existing street facing dwelling being altered to accommodate two dual occupancy dwellings are to be:

i) designed so that they are integrated into and improve the existing building appearance;

ii) result in the new and old structures appearing as one building from the street. This may be achieved through the choice of materials, detailing, building proportion and configuration.

12 Building design is to integrate soft landscaping and natural site features and make provision for tall shrub planting.

13 Where dwellings are located near a busy road or railway line, the requirements of *Part 20.1* of this DCP are to be included.

14 Dwellings facing the street are to have clearly visible front doors. Porticos to front doors are to be single storey.

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5C.2 BUILDING FACADES (continued)

Controls

Corner Sites

15 Corner sites must address both street frontages with appropriate windows, articulation and landscaping as illustrated in Figure 5C.2-2.

Figure 5C.2-2: Corner site dual occupancy with modulation and articulation to both street frontages.

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5C.3 DWELLING DESIGN AND LAYOUT

Objectives

1 *To ensure first floor and roof forms present as a domestic two-storey scale consistent with Ku-ring-gai's low-density housing character.*

2 *To avoid an overbearing bulk and scale relationship with neighbouring properties, particularly on sloping sites.*

3 *To design facades to minimise overlooking from first floor windows and respect the amenity of neighbouring dwellings and private open space.*

4 *To ensure roof forms contribute positively to the overall dwelling design and streetscape character without dominating the building or locality.*

5 *To ensure rooms are of sufficient size and proportion to allow for practical furniture placement and effective use of space.*

6 *To ensure living areas relate directly to private open space, supporting natural light, ventilation, and outdoor living.*

7 *To ensure the dual occupancy dwellings provide separate entries and internal layouts that maintain visual and acoustic privacy and amenity between dwellings.*

Controls

1 Each dual occupancy dwelling is to meet all of the following standards

- i) minimum width of 6.5m;
- ii) the kitchen is not to form part of a circulation space such as a hallway;
- iii) the principal living room is to have a minimum internal dimension of 4m;
- iv) bedrooms are to have a minimum dimension of 3m, excluding space for wardrobes;
- v) windows and doors to habitable rooms are preferably to be oriented to the front and rear of the site;
- vi) each dwelling is to be provided with a clearly identifiable and separate entry with clear and safe access;
- vii) windows from habitable rooms are to overlook the public domain to provide passive surveillance; and
- viii) where the side of a dwelling faces a secondary street, the façade is to incorporate windows and other articulation to positively address the street.

2 The dwelling orientation and internal layout is to avoid direct overlooking between the two dual occupancy dwellings (e.g. living areas facing each other at close range).

3 All detached dual occupancies are to provide fencing between the dwellings in line with setback requirements and subdivision plans.

4 All dual occupancy dwellings are to be of Silver Level as indicated in the *Livable Housing Design Guidelines* and the *National Construction Code* accessibility requirements regardless of site steepness.

Roof Form

5 Roof forms are to be designed to minimise bulk and overshadowing of neighbouring buildings and open spaces.

6 Roof forms are to be integrated into the dwelling design and be consistent with the established streetscape character.

7 Gables, dormers, clerestories and other roof elements are to remain subordinate to the overall roof form and not add excessive bulk or visual dominance.

8 Dual Occupancies in Heritage Conservation Areas or in the vicinity of HCAs or Heritage Items are to provide hip and gabled roof forms. Flat roofs are not permitted.

5C.3 DWELLING DESIGN AND LAYOUT (continued)

Objectives

8 To deliver dwellings able to accommodate people of all ages and abilities, supporting ageing in place and housing choice.

Controls

Attic Rooms and Dormer Windows

9 Attic rooms above the ground floor are encouraged in areas with a predominantly single storey character above the ground floor level.

10 Attic rooms within the roof space above the first floor level will not be permitted.

11 Dormer windows to attic rooms are to be located and have a size, bulk and scale that do not dominate the roof form or add excessively to the bulk of the building.

Note: Where a dormer window provides the primary source for required solar access and/or daylight to a habitable room, it is to be of a size that provides adequate natural daylight to all parts of a habitable room, and the required solar access if for a living room.

12 Unless otherwise consistent with the form of development within the immediate locality, the configuration of dormer windows must satisfy the following:

i) be positioned a minimum of 0.2m below the main roof ridge height;

ii) not to extend beyond the external wall of the dwelling; and

iii) be set back from the sides of the roof by a minimum of 0.5m.

13 Dormers occurring in the same roof plane must be similarly sized and configured, and arranged symmetrically.

14 The location, size, configuration and layout of clerestory windows and skylights must be sympathetic to the overall design of the dwelling and the streetscape.

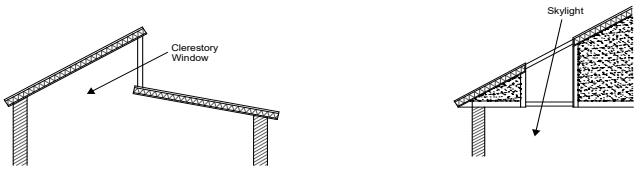

Figure 5C.3-1: Clerestory window and skylight

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5C.4 PRIVATE OPEN SPACE

Further controls that may apply:		
		SECTION C PART 21.2 – Landscape Design PART 23.8 – General Visual Privacy

Objectives

1 To ensure each dual occupancy dwelling provides functional private open space that is easily accessed from habitable rooms to support everyday outdoor living.

Controls

1 A minimum principal private open space of 25.0sqm is to be provided to each dual occupancy dwelling, as in Figure 4C.4-1. The private open space is to:

i) have a minimum internal dimension of 4.0m;

ii) have direct level access from the living/dining area;

iii) be located behind the building line;

iv) provide a consolidated paved area of 12.0sqm and a minimum width of 3.0m; and

v) accommodate a table and 6 chairs directly accessible from the living/dining area with no obstructions including stairs;

Note: Access from living/dining rooms is to have no obstructions including stairs.

Note: A step at the threshold for compliance with waterproofing requirements is acceptable.

2 The principal private open space is to be oriented to the north, east or west wherever possible to receive daily solar access.

3 All private open space area requirements are exclusive of any areas for the provision of services such as fixed drying areas.

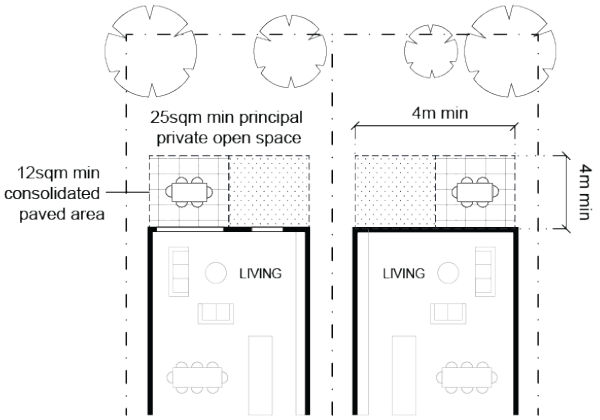

Figure 5C.4-1: Principal private open space requirements

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5C.5 SOLAR ACCESS

Objectives

1 *To ensure the design and siting of new development maintains daylight and sunlight to habitable rooms, private open space, and solar collectors of*

- i) *new dual occupancy dwellings;*
- ii) *existing dwellings converted into dual occupancy dwellings; and*
- iii) *neighbouring dwellings.*

Controls

1 Each dual occupancy dwelling is to receive a minimum 3 hours of direct sunlight between 9am and 3pm on 21 June to a north-facing window to a main living area (living room, rumpus, lounge, dining), and to the principal private open space.

2 All habitable rooms are to have a window in an external wall that is directly visible from every part of the room. Snorkel windows are not permitted.

Note: Refer to Part 1B.1 for definition of snorkel window.

3 The use of lightwells, skylight, or high level windows as a primary source of daylight in habitable rooms is not permitted.

4 Dual occupancy development is to be designed and sited to maintain solar access to adjoining properties for at least 3 hours between 9am and 3pm on 21 June to north facing windows of habitable rooms (excluding windows facing side boundaries) and to the principal private open space.

5 Where existing overshadowing from buildings or topography makes 1 and 2 above unachievable, development must not further reduce sunlight by more than 20% in time or area.

6 Development is to consider the use of sun protection devices that preserve internal amenity. These can include window shades and awnings, roof and eave overhangs, use of pergolas and landscaping for shading of openings.

Note: Avoid the use of dark tinted glazing as this impacts on streetscape character and internal amenity for daylight., beneficial solar access and outlook.

7 Professionally prepared shadow diagrams must accompany all applications for dual occupancies exceeding one storey. Refer to Council's DA guide available on Council's website. https://www.krg.nsw.gov.au.

5C.6 NATURAL VENTILATION

Objectives

1 *To ensure habitable rooms receive natural ventilation to provide fresh air, improve indoor comfort, and reduce reliance on mechanical systems.*

2 *To promote building layouts that allow cross ventilation, to expel stale air from habitable rooms.*

Controls

1 Building design is to incorporate measures for natural cross ventilation. This may be achieved by:

i) locating openings such as windows, sky lights and doors on opposite walls;

ii) including open plan living areas;

iii) include vents above or in internal doors to facilitate cross ventilation;

iv) positioning of openings to control air flow, for example, use clerestory windows, roof ventilators and vents in ridges, eaves and ceilings to create convection currents; and

v) carports and garages should be placed so that they do not block ventilation into the house.

Note: Where a dormer window provides the primary source for natural ventilation to a habitable room, the openable component is to be of a size that provides adequate natural ventilation to all parts of the room.

2 The building layout is to be designed to capture prevailing breezes, particularly summer winds, to enhance natural cross-ventilation and reduce reliance on mechanical cooling.

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5C.7 ANCILLARY FACILITIES

Further controls that may apply:		
SECTION A **PART 13** – Tree and Vegetation Preservation	**SECTION B** **PART 20** – Heritage and Conservation Areas	**SECTION C** **PART 21 -** General Site Design 21.1: Earthworks and Slope 21.2: Landscape Design **PART 23.7 -** General Acoustic Privacy **PART 24 -** Water Management 24C: On-site Stormwater Management 24D.5: Tennis Courts and Other Sporting Surfaces 24D.7: Swimming Pools and Spas

1 *To ensure ancillary facilities are well located and integrated into the landscape and are unobtrusive to neighbours and the public domain.*

2 *To prevent access to pool areas other than through the gate.*

Swimming Pools, Spas, Equipment & Fences

1 The swimming pool/spa and/or enclosure is to

i) consider the location, design, finish and colour to minimise the impact on the landform when viewed from adjacent public domain and private property; and

ii) be designed and located so that there is sufficient area adjacent to the property boundary for substantial landscape planting to:

- minimise potentially adverse impacts such as glare, and visual intrusion; and
- minimise the impact on existing trees both on site and on adjoining properties.

2 The swimming pool/spa coping, decking, paving or the like is to be sited a minimum of 2m from a property boundary and not be more than 0.5m above existing ground level at any point. On steeply sloping sites, levels greater than 0.5m will be considered subject to increased setbacks and landscaping to protect the amenity and privacy of neighbouring properties.

Note: Refer to AS 1926 Swimming Pool Safety for requirements on pool fencing and landscaping to Non-Climbable Zones.

3 Pool excavation is to be outside of the Notional Root Zone of existing trees protected by Part 13 of this DCP.

4 The swimming pool/spa is to be sited and designed to ensure that pool waters do not discharge to stormwater drains, natural waterways, natural bushland, or neighbouring private property by using the following methods:

i) connecting backwash to the sewer;

ii) installing a surface drain to collect overflow stormwater; or

iii) ensure the immediate pool surrounds slope toward the pool; or

iv) other acceptable design solutions approved by Council.

Note: Refer Part 24D.7 Swimming Pools and Spas of this DCP.

Note: Refer to Council's Policy Swimming Pool Safety (new pools or existing pools).

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5C.7 ANCILLARY FACILITIES (continued)

Objectives

Controls

5 All mechanical equipment, including space heating/cooling/ventilation; filters, pumps and heaters associated with a swimming pool and/or spa, is to be housed within an enclosure. The enclosure is to be sound-proofed to the extent that noise from the operation of the mechanical equipment does not exceed 5dB(A) above the background noise (LA90, 15 min) level during the day when measured at the boundary of the nearest potentially affected residential occupancies and is not audible in habitable rooms of any residences at night (from 8.00pm to 7.00am). The background (LA90, 15 min) level is to be determined without the noise source present.

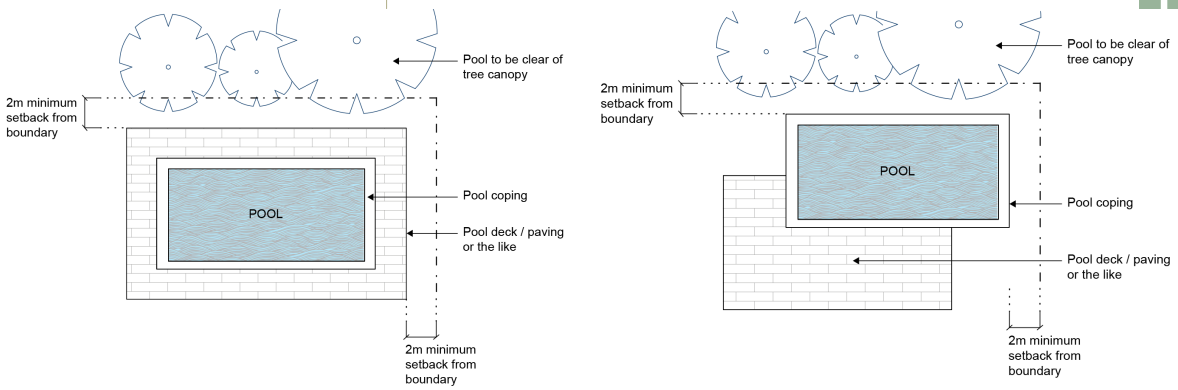

Figure 5C.7-1: Swimming pool controls.

3 To ensure tennis courts are located with sufficient area between the court and the property boundary to:

i) *Minimise adverse impacts such as noise, overlooking and visual intrusion.*

ii) *Provide sufficient area for appropriate landscaping.*

iii) *Minimise impacts to existing trees.*

Tennis Courts

6 Tennis courts are to be located at the rear of properties. For corner allotments, or where the property has two street frontages, the location of tennis court is not to be in the primary frontage. Synthetic surfaces, grass or other, will not be permitted.

7 Noise and overlooking to neighbouring properties is to be minimised by:

i) ensuring a distance of at least 3m between the court and the property boundary;

ii) ensuring the finished tennis court level is not more than 1m above existing ground level at any point; and

iii) planting trees and tall shrubs between the tennis court and the property boundary.

8 On steeply sloping sites, tennis courts with a finished court level higher than 1m above existing ground level will be considered subject to increased setbacks and landscaping to protect the amenity and privacy of neighbouring properties.

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5C.7 ANCILLARY FACILITIES (continued)

Objectives

4 To maintain amenity of surrounding properties in terms of noise, particularly at night.

5 To prevent increase of urban heat effects and reduce micro-plastic pollution.

6 To ensure outbuildings and utility areas are sympathetically positioned on the site and do not detract from the visual quality of the area.

Controls

9 The increase of runoff associated with tennis courts is to be avoided by ensuring that an on-site stormwater detention system is provided, and utilising WSUD and filtration pits.

10 Earthworks associated with the construction of a tennis court are not to unreasonably alter the natural topography of the land or alter the natural groundwater table. (Refer to Part 21.1 Earthworks and Slope of this DCP.)

11 The materials used in the construction of a tennis court, including the type and colour of court surfaces, are to be carefully selected to complement natural bushlands and any adjacent Heritage Item.

12 Tennis courts are to be sited having regard to the location of habitable rooms both on-site and on adjoining properties, and to the maintenance of appropriate private open space areas. This is to be achieved by maintaining a minimum distance of 5m between the tennis court fence boundary and habitable rooms of any dwelling.

13 Lighting of tennis courts for night tennis will not be permitted.

14 Tennis hit-up walls will not be permitted.

15 The tennis court is to be sited to minimise the visual impact of the structure when viewed from the adjacent public domain and private property, and minimise the impact on the landform.

16 Conversions of grass tennis courts to impervious surfaces are to demonstrate consideration of impact to built-upon area, water management and existing trees. Grass tennis courts in Heritage Conservation Areas that are part of a contributory item are to be retained.

Note: Refer to Council's Tennis Court Policy

Outbuildings

17 Outbuildings including studios, hobby rooms, storage structures, cubby houses or cabanas, are to be located as follows:

i) On the site having regard to the relationship with existing development on-site and on adjoining properties;

ii) with consideration of the position of windows associated with habitable rooms and the potential impact of noise, fumes, loss of light, and ventilation.

18 Outbuildings are not to exceed a single storey. All outbuildings will be included in both floor space ratio calculations and built upon area calculations.

19 A minimum setback of 2m from boundaries is to apply for any outbuilding with a wall height exceeding 2m relative to the ground level at the boundary.

Note: For garages see part 5B.2.

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Controls

Other Site Facilities

20 The location and design of facilities such as mail boxes, utility poles, bin storage and enclosures, clothes drying areas are to be an integrated and sympathetically designed as part of the site design and development. This may be achieved by:

i) the undergrounding of utilities;

ii) ensuring that clothes lines are not visible from the street; and

iii) provision of landscaping and bin enclosures.

21 For requirements on noise levels associated with air conditioning, kitchen, bathroom, laundry ventilation, or other mechanical ventilation systems and other plant refer to Part 23.8 of this DCP.

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5C.8 FENCING

Objectives

1 *Front fences are to maintain the streetscape character by being consistent with the established pattern of fences.*

2 *To maintain privacy between neighbouring dwellings and their gardens.*

3 *To ensure tfencing reinforces the scale of large lot fencing patterns prevalent within low density residential areas.*

Controls

1 Fencing between the two dual occupancy dwellings is to comply with the Building Separation controls in this Part, and align with the subdivision of the Parent Lot.

Front Fences

2 Fences are to:

i) be of the same style and material across the Parent lot (across both dual occupancy dwellings) for all street facing fencing;

ii) restrict visually solid forms (such as masonry, lapped and capped timber or brushwood) to 0.9m in height above existing ground level; and

iii) restrict the height of visually transparent fences (such as metal grille or timber picket) to 1.2m, (a transparent fence has an open to solid ratio of not less than 1:3).

3 Front fences in excess of 1.2m will only be permitted in areas where they are compatible and consistent with the streetscape. All such fences are to be set back at least 1m from the street boundary with provision of low maintenance screen planting in the setback area.

4 Front fencing is not encouraged in areas where it does not form part of the overall streetscape. In such areas, the front boundary can be defined by low hob walls, by garden beds or planting.

5 Front fencing is to enable outlook from dwellings to the street for safety and surveillance and should generally be low and visually permeable.

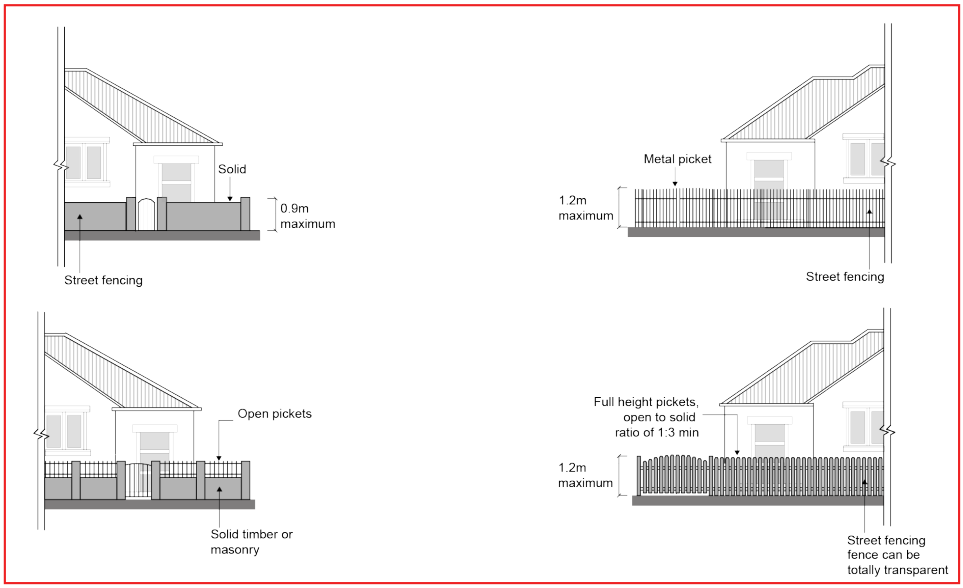

Figure 5C.8-1: Types of street fencing

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5C.8 FENCING (continued)

Controls

6 Shrub plantings on boundaries are desirable; however, hedges along the entire front boundary are to be no higher than the allowable fence height.

7 The footings of a fence within the Notional Root Zone of a tree are not to adversely affect the health of the tree.

Side and rear fences

8 Side and rear fences are be a maximum 1.8m in height above the existing ground level.

9 Side fences forward of the front building line are to be unobtrusive and allow for continuity of landscape vista between adjoining properties. Where this character predominates it must be respected in new developments.

10 Side fences on corner sites are to be designed and located so as to:

i) maintain the streetscape character;

ii) be consistent with the established pattern of fences;

iii) ensure an adequate amount of useable private open space; and

11 Side fences within front setbacks are to be no more than 1m in height. Fences forward of the front building line should be compatible with the established front fencing in the street.

12 Where building front setbacks vary, the 1m side fence within the front boundary commences from the building line closest to the street. Side fences of 1.8m forward of a neighbouring dwelling set further back from the street is to demonstrate it does not negatively impact either dwelling particularly where there isa difference in ground level between neighbouring sites.

Note: The provisions of the Dividing Fences Act 1991 also apply.

Note: Common boundary fencing proposals require the consent of the adjoining land owner.

13 The footings of a fence within the structural root zone of a tree are not to adversely affect the health of the tree.

Fences adjoining bushland

14 Fences adjoining bushland are to protect the bushland from domestic animals, blend harmoniously with the bushland setting, and allow movement of small fauna species where appropriate.

5C.9 WASTE MANAGEMENT

Further controls that may apply:		
		SECTION C **PART 23.3**- Sustainability of Building Materials **PART 24F** - On-site Wastewater Management

Objectives

1 *To enable efficient, effective and sustainable waste management practices.*

2 *To ensure waste collection and storage within the site does not affect the amenity of residents, including neighbours, with regard to odour, visual appearance or noise disturbance.*

3 *To ensure waste and recycling storage areas are designed and constructed to meet the requirements of the building's use and its occupants.*

4 *To ensure design and management of waste and recycling facilities protect public health and the local environment.*

5 *To ensure the design of the development incorporates effective waste minimisation principles.*

6 To avoid visual clutter and bin dominance from cumulative dual occupancy development on streetscapes, public domain and neighbours.

Controls

General

1 During the design of the development, construction waste is to be minimised by

i) using recycled materials, selecting materials that reduce waste or do not require disposal, or can be reused or recycled in the future; and

ii) designing with minimal site disturbance by avoiding unnecessary excavation or fill.

2 Council's standard waste and recycling service is

Waste Type	Bin Type
Waste (garbage)	1 x 120L
Co-mingled recycling (glass, steel and aluminium cans and plastic)	1 x 240L
Recycling of paper and cardboard	1 x 240L
Green waste	1 x 360L

3 Development is to allocate, within each property boundary, an area for storing Council specified waste and recycling bins, either located at the rear or side of the premises, or as an additional area within the garage/carport. The storage area is to be a minimum of 3m from openable windows and integrated with the landscaping. Refer to 25R of this Part for bin characteristics.

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5C.10 MATERIALS AND FINISHES

Further controls that may apply:		
		SECTION C **PART 23.3** - Sustainability of Building Materials

Objectives

1 *To reflect and reinforce the local character of Ku-ring-gai.*

2 *To complement the streetscape and natural environment.*

3 *To promote the use of high quality materials, finishes and colours for building facade articulation design and visual interest.*

4 *To ensure the use of materials, finishes and colours creates well proportioned facades and minimises the visual bulk.*

5 *To encourage the use of a subdued palette of colours and limited range of hues for building consistency across the LGA.*

Controls

1 External walls are to be constructed of high quality and durable materials and finishes.

Note: Material and finishes selection is to be made in accordance with objectives and controls as stated in Part 23.4 of this DCP to ensure low environmental impact.

2 Reuse or recycling of existing local materials such as sandstone and brick is encouraged.

3 Large, unbroken expanses of any single material and finish (rendered or not) to building facades are to be avoided.

Note: Refer to Parts 6-10 of this DCP for relevant building facade articulation controls.

4 New development is to avoid extensive use of highly reflective or gloss materials on the exterior of buildings.

5 The exterior finish material (e.g. sandstone or brick) is to be integral to the overall building façade design and not appear to be cosmetic.

6 Where louvres are used, they are to be an integral element in the building façade design.

7 Where alterations and additions are proposed, external materials and finishes are to complement the existing building.

Colours

8 The selection of a colour scheme for new development and in the restoration of existing facades is to comply with the following guidelines

i) base colours for major areas of building façade are to be light in tone (e.g. earth tone) with minimal colour intensity (or hue) e.g. off white or grey colours. Larger expanses of bold colour, black and white must be avoided, as these detract from the prominence of other façade details. Contrasting tints, tones and shades are to be restricted to small areas; and

ii) highlight colours to window and door mouldings, string courses, parapet details and the like, are to be in sufficient contrast to the base colour. Strong colours to large sections of the building must be avoided. Details should be finished in a matt to semi-gloss range.

9 Natural earth tones are to be used on building facades in close proximity to bushland.

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Post-exhibition Amendments

to the Ku-ring-gai Development Control Plan

- **Part 24B.4 and 24B.5: Water Management**

- Proposed amendments shown in red ink.
- Existing text remains in black ink.

PART 24

WATER MANAGEMENT

Introduction

24A Site Design for Water Management

24.1 Development Type for Water Management

24.2 Location of Development for Water Management

24.3 Locating the Development on Site

24B Storm Water Discharge

24B.1 General

24B.2 Stormwater Disposal from Location A Properties

24B.3 Stormwater Disposal from Location B Properties

24B.4 Stormwater Disposal from Location C Properties

24B.5 Stormwater Disposal from Location D Properties

24B.6 Relocating Pipes and Modifying or Releasing Easements where Council is the Authority

24C On-site Stormwater Management

24C.1 General

24C.2 Effective Stormwater Management

25C.3 General Controls for On-Site Stormwater Management

24C.4 Mandatory Rainwater Tank Requirements

24C.5 Controls for On-site detention

24C.6 Stormwater Quality Control

24D Existing Drainage Systems

24D.1 General

24D.2 Flood Studies and the Design Flood Standard

24D.3 Development Over or Adjacent to a Natural Waterbody, Open Channel or Drainage Depression

24D.4 Development Over or Adjacent to an Underground Pipeline

24D.5 Tennis Courts and Other Sporting Surfaces

24D.6 Fences

24D.7 Swimming Pools and Spas

24E Road & Trunk Drainage Design

24E.1 Design procedures

24F On-site Wastewater management

24F.1 On-site wastewater management

24R References

24R.1 Design of On-site Detention Systems (OSD)

24R.2 Design of Property and Interallotment Drainage Systems

24R.3 Flood Study Requirements

24R.4 Terms of Positive Covenants and Restrictions on use

24R.5 OSD Exemption Map

PART 24B

STORM WATER DISCHARGE

24B Stormwater Discharge

24B.1 General

24B.2 Stormwater Disposal from Location A Properties

24B.3 Stormwater Disposal from Location B Properties

24B.4 Stormwater Disposal from Location C Properties

24B.5 Stormwater Disposal from Location D Properties

24B.6 Relocating pipes and modifying or extinguishing easements where council is the authority

READ WITH
SECTION B **PART 17 -** Riparian Lands
SECTION C **PART 24 -** Water Management 24R.2: Design of Property and Interallotment Drainage systems

REFER TO
Ku-ring-gai Council **Technical Guideline for Water Management**

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24B. 4 STORMWATER DISPOSAL FROM LOCATION C PROPERTIES

Controls

Urban stormwater flowing into bushland is the major factor that causes weeds to become established in natural areas. In order to minimise such impacts, the following controls apply to Location C properties.

1 The developer is to demonstrate to Council that all stormwater entering bushland will be dispersed sufficiently so as to not cause downstream erosion, scour or pollution. This may be achieved by using a raingarden, infiltration or dispersal trench system or slotted pipe to practical depth (where site conditions prevent a deeper trench structure) established at the highest practicable level within the site, parallel to the site contours. Any technique used is to be designed in accordance with Council's Technical *Guideline for Water Management*.

Note: In some circumstances this may require OSD as part of the stormwater management system.

2 For new single dwellings (Development Type 3), the maximum post developed built-upon area draining to the dispersal trench/level spreader system is not to exceed 35% of the total site area.

3 For alterations and additions (Development Types 1 & 2), the post-development total site area draining to dispersal trench/level spreader system is not to exceed the pre-developed built-upon area.

4 For new Dual Occupancies (Development Type 4), the maximum post developed built-upon area draining to the dispersal trench/level spreader system is not to exceed 35% of the total site area.

Note: a separate stormwater system should be provided for each dwelling (attached or detached, where either one or both of the dwellings are new).

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24B. 5 STORMWATER DISPOSAL FROM LOCATION D PROPERTIES

Further controls that may apply		
		SECTION C **PART 24R.2 -** Design of Property and Interallotment Drainage Systems

Controls

Council requires that stormwater is discharged from a site in a controlled manner under gravity to a recognised public drainage system. Accordingly, where this could be achieved but for the existence of another property downstream, Council will require that, where possible, an interallotment easement for drainage be utilised to legally provide a controlled gravity drainage solution as far as the nearest available recognised public drainage system.

The necessary easement for interallotment drainage as far as the recognised public drainage system may already exist on the title of the subject site (generally described as being appurtenant to, or benefiting, the site). If not, it will be necessary for the owner of the subject site to obtain the necessary easement for drainage. Properties over which an easement may be created include private properties and public parks and reserves.

It may also be possible to connect into a trunk drainage system traversing or directly adjacent to a subject site. (Where the legal right to do so already exists, the property is a Location A property – Refer to 24A.2 of this Part). Where there is presently no legal right to connect to the trunk drainage system, Council may consider an application for a direct connection, as necessary, depending on the physical condition and capacity of the trunk system; the consent of the downstream owners; terms of the easement (where one exists); and the intent of the receiving trunk system.

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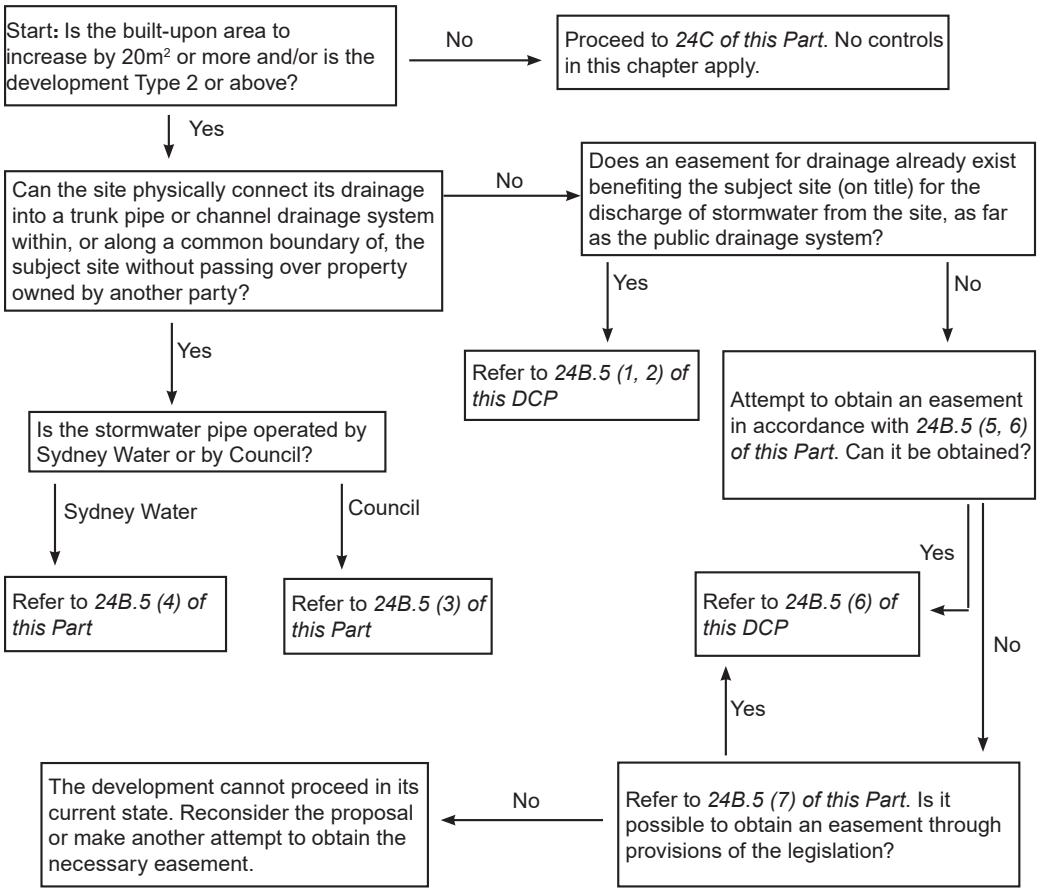
24B.5 STORMWATER DISPOSAL FROM LOCATION D PROPERTIES (continued)

Controls

Where the use of, or creation of, an easement for drainage is not possible, it may be possible to utilise other methods of disposal depending on the scale and type of development. The following flow chart explains how to determine the manner in which to dispose of stormwater from a Location D property:



Note: Exposed aerial drainage other than downpipes will not be approved by Council.

Note: Council strongly encourages the developer to seek the services of a conveyancing solicitor or experienced legal professional in order to clarify the standing of a site with respect to use of drainage easements. Council does not have in-house experts in property conveyancing matters.

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24B.5 STORMWATER DISPOSAL FROM LOCATION D PROPERTIES (continued)

Controls

Discharge to an existing interallotment drainage easement

The development application is to:

1 Demonstrate to Council the existence of the interallotment drainage easement that allows the site to drain by gravity as far as a recognised and appropriate public drainage system. This will require provision of the title documents for the affected properties and the subject property. Such title documents are available from the Land and Property Information NSW.

2 Include either:

i) documentation from a registered surveyor or qualified engineer demonstrating the existence of either suitable drainage infrastructure within the easement system to be utilised (capacity and condition); or

ii) a scale plan showing the proposed drainage infrastructure to be placed in the existing easement to drain the subject site.

Note: In the event that the existing easement or piped system is not satisfactory in terms of capacity or length, Council will require the system to be upgraded or extended (Refer to 24R.2 of this Part).

Connection to a formed channel or council pipeline within the subject site

3 Permission to connect to a formed channel or drainage pipe will be granted by Council and at the discretion of Council only where it can be demonstrated that:

i) the terms of any easement over the channel/pipe system, to which connection is proposed, legally permit the subject site to discharge its stormwater into it and this can be demonstrated to Council;

ii) the said channel/pipe is located within or directly adjacent to the development site;

iii) where the formed channel/pipe system crosses intervening downstream properties before the next downstream area of road or drainage reserve, permission to convey the stormwater runoff from the development site by way of the formed channel/pipe is established under the terms of an easement or easements on the title of all affected downstream properties;

iv) the pipe / formed channel has sufficient hydraulic capacity to accept the additional flow from the post developed site and the hydraulic capacity is determined having regard to existing and cumulative future flow rates in that system;

v) the outlet is designed to minimise backwater influence from the receiving system;

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24B.5 STORMWATER DISPOSAL FROM LOCATION D PROPERTIES (continued)

Controls

vi) where it is found that an existing Council owned channel/pipe is present on site that is not within an easement, a suitable easement will be created over the drain in favour of Council, at no cost to Council, or else the easement moved accordingly also at no cost to Council;

vii) drainage systems for stormwater disposal complies with A*S3500.1:2021 – Plumbing and Drainage Water Services* or any subsequent standard replacing that standard;

viii) connection to a formed stormwater channel/pipe is made in accordance Figure 11: Typical Junction Pit Including Private Connections in the Ku-ring-gai Council Technical Guideline for Water Management; and

ix) any other site-specific requirements of the Council are satisfied.

Note: Please refer to Council's Easement Management Policy for information relating to the connection and alteration of easements.

Connection to a Sydney Water stormwater pipe in an easement

4 The following controls apply:

i) Written consent is to be obtained by the proponent from Sydney Water and submitted to Council;

ii) All necessary easements for drainage exist to benefit the subject site;

iii) All relevant requirements of Sydney Water are to be satisfied prior to development consent being granted by the Council; and

iv) The design tailwater for a sealed pipe drainage system connecting to such a channel is to be the top of the channel unless otherwise specified by Sydney Water.

Procedures for obtaining new private interallotment drainage easements

5 The first step: Approaching the downstream owners creation of a new interallotment drainage easement is to be attempted for all Location D properties where the built-upon area is to increase by 20m^2 or more (where built-upon area will increase by less than this area, please proceed to *Part 24C*). All attempts are to be in accordance with the steps set out below.

i) The developer is to establish the most appropriate route between the subject site and point of connection to the downstream public drainage system, together with any alternate routes. This may be in a road reserve, a drainage reserve, or a natural watercourse. The developer should contact an appropriate engineer to make the necessary investigations where such a location is not apparent. If trees are on or near the route, an arborist is to also be consulted.

24B.5 STORMWATER DISPOSAL FROM LOCATION D PROPERTIES (continued)

Controls

ii) After establishing the route, the developer is to write to the owners of all the relevant downstream properties requesting an interallotment drainage easement as far as is necessary to connect into a recognised public drainage system. The letter may offer financial compensation and is to indicate that the burdened property owner would not be responsible for maintenance of the easement.

Note: Appropriate financial compensation may be determined by a registered Valuer but will be subject to negotiations between both parties.

Note: It is recommended that the services of a conveyancing solicitor be engaged in this process.

iii) The developer is to obtain a written response from the landowners of the properties approached in control (ii) above. This will either consent to, or refuse, the creation of the necessary easement(s) for drainage. Where refusal occurs, refer to 24B.5 (7) of this Part.

iv) Where consent is given, the developer is to provide a copy of the signed agreement(s) to Council with any development application lodged.

Note: Where a signed agreement is obtained and submitted as part of DA documentation, the consent authority will impose a condition of consent requiring the legal registration and demonstration of the necessary easement. Alternatively, depending on the circumstances, Council may require registration of the easement on title prior to any DA consent being given. All costs associated with the registration of the easement on title is to be borne by the applicant.

6 The second step: Prepare the design as per 24R.2 of this Part. If the development application is to be approved it will be on a deferred commencement basis with the registration of the interallotment drainage easement with Land and Property Information NSW (LPI) completed before the consent becomes operational..

Where the downstream landowners agree to the creation of an easement, the following steps are to be carried out.

i) A survey plan, suitable for registration at LPI, is to be prepared by a registered surveyor on behalf of the proponent showing the location of the easement. The necessary terms of the drainage easement is to be prepared.

Note: The width of the easement to be created is to have regard to the required size of pipe that will be placed in the easement and sufficient excavation width in the event of maintenance. Refer to 24R.2 for the required widths and placement of easements.

ii) The survey plan, owners' written approval, application form and fees are to be lodged by the developer at the LPI. The Council is to be nominated in the Section 88B Instrument as a party whose consent is required to release, vary or modify an easement.

iii) Written advice to the effect that the easement has been registered is to be obtained by the developer from the LPI and

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24B.5 STORMWATER DISPOSAL FROM LOCATION D PROPERTIES (continued)

Controls

supplied to the relevant landowners, the certifying authority as is necessary in the approval process and to Council for its records

Note: The services of independent professionals with relevant experience should be sought in this process. Council does not provide legal advice in this respect.

Using legislation to obtain a drainage easement

7 In the event that all reasonable attempts to obtain the consent of the relevant landowners for the creation of an interallotment drainage easement have failed, provisions of *Section 88K of the Conveyancing Act 1919* or *Section 40 of the Land and Environment Court Act 1979* may be utilised. Council does not encourage the use of these provisions and supports negotiation with adjoining property owners. However, Council does recognise that these provisions exist.

Note: Independent legal advice is to be sought if either of these options are to be pursued.

Providing evidence that a legal inter-allotment drainage easement cannot be obtained

8 In the event that an easement cannot be obtained from one or more downstream parties, the following documentary evidence is to be submitted to Council in support of any Development Application:

i) A copy of all letters sent to landholders of neighbouring properties containing all feasible easement routes indicating an offer of appropriate financial compensation and explaining that the burdened property would not be responsible for maintenance of the easement; and

ii) A signed copy of the letters received from owners of the neighbouring properties through which an interallotment drainage easement was sought, stating that an easement will not be granted.

Note: In the event that it is not possible to obtain such a letter, a written account of any response obtained from the property owners may suffice. This evidence will be subject to independent verification by Council.

Note: Some development will not be approved by Council where an easement cannot be obtained.

Discharge of stormwater within the site

On-site discharge of concentrated stormwater flows by infiltration/ absorption into soils on the site is considered to be inadequate in most areas of Ku-ring-gai. This is because the majority of soils are clay-based and have a low to very low infiltration rate or shallow bedrock.

9 Discharge of stormwater within the site may involve:

i) One or more dispersal trenches constructed at the point of disposal designed to disperse stormwater across a site in

24B.5 STORMWATER DISPOSAL FROM LOCATION D PROPERTIES (continued)

Controls

a sheet flow to provide an opportunity for water take-up by vegetation downstream from the trench;

ii) A series of infiltration trenches constructed on sandy soils where bedrock is not close to the surface, and;

iii) other methods designed to ensure the infiltration/absorption of water into the site such as rain gardens, soaks or swales.

10 Discharge of stormwater within the site will only be permitted where all of the following conditions are satisfied (applies to Development Type 1, 2, 3 or 4 only).

i) It is demonstrated that direct drainage by gravity to the street drainage system, a public drainage system or recognised natural watercourse within the property or to a drainage easement is not possible.

ii) It is demonstrated that no drainage easement either exists over adjoining properties or is readily available through negotiation.

iii) It is demonstrated that all other alternatives have been comprehensively examined and demonstrated to be inappropriate or ineffective.

iv) A rainwater reuse system is incorporated into the development with a least one connection to a toilet.

v) It is demonstrated that, for new single dwellings and dual occupancies (Development Type 3 and Type 4), the maximum post developed built-upon area draining to the:

a) infiltration/absorption trench system will not exceed 30% of the total site area; or

b) dispersal/level spreader trench system will not exceed 30% of the total site area. A dispersal/level spreader is only acceptable where an infiltration/absorption trench system is not possible due to topography, geology or biodiversity restrictions.

Note: a geotechnical investigation report will be required to confirm soil depth and permeability rate.

Note: a separate stormwater system should be provided for each Development Type 4 dwelling (attached or detached, where either one or both of the dwellings are new).

vi) It is demonstrated that, for alterations and additions (Development Types 1 & 2), the post-development built-upon area draining to:

a) an infiltration/absorption trench system will not exceed the greater of

b) 30% of the total site area; or

c) a dispersal/level spreader trench system. A dispersal/level spreader is only acceptable where an infiltration/absorption trench system is not possible due to topography, geology or biodiversity restrictions. It cannot exceed the greater of

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Exhibited Amendments

to the Ku-ring-gai Development Control Plan

- **Part 1B: Dictionary**
- **Part 4: Dwelling Houses**
- **Part 22R.1: Car Parking Rates**

PART 1

INTRODUCTION

Introduction - How to use this DCP

1A Preliminary

1A.1 Purpose of this DCP

1A.2 Name of this DCP

1A.3 Commencement Date

1A.4 Land affected by this DCP

1A.5 General aims of the DCP

1A.6 Relationship to Ku-ring-gai Local Environmental Plan

1A.7 Relationship to State Environmental Planning Policies

1A.8 Relationships to other DCPs

1A.9 Schedule of Amendments

1B Dictionary

1B.1 Definitions

1B.2 Abbreviations

INTRODUCTION

1B.1 DEFINITIONS (CONTINUED)

deep soil landscaping	the soft landscaped part of the site area: i) that is not occupied by any structure, whether above or below the surface of the ground, except for minor structures such as: - paths to 1.2m wide; - storm water pipes of 300mm or less in diameter; - lightweight fences; - bench seats; - lighting poles; - drainage pits with a surface area less than $1m^2$. ii) that has a minimum width of 2m; iii) that is not used for car parking; iv) may be used for water sensitive urban design, provided it does not compromise the ability to achieve the screen and canopy planting required by this DCP. **Note:** For the purposes of calculating deep soil landscaping and landscaped areas, any access handle on battle axe sites is excluded.
demolition (heritage)	The damaging, defacing, destroying or dismantling of a heritage item or a component of a heritage conservation area, in whole or in part.
designated development	has the same meaning set down in the *Environmental Planning and Assessment Act 1979*.
development	has the same meaning set down in the *Environmental Planning and Assessment Act 1979*.
development application	has the same meaning set down in the *Environmental Planning and Assessment Act 1979*.
development assessment officer	the Council officer with primary responsibility for assessing the development application.
development assessment team leader	a Council officer with responsibility for a group of development assessment officers.
drainage easements	the legal rights attached to land whereby another parcel of land has the right to use part or all of the land for the purpose of draining water.
drainage reserves	the lands vested in Council for drainage purposes.
dripline of a tree	the horizontal extent of the canopy of the tree.
dual aspect dwelling	a dwelling which has unobstructured external door and window openings in major external walls facing in different directions, including corner, cross over and cross through dwellings.
dual occupancy	has the same meaning as in the KLEP. **Note**: The term is defined as follows: dual occupancy means a dual occupancy (attached) or dual occupancy (detached).
dual occupancy (attached)	has the same meaning as in the KLEP. **Note**: The term is defined as follows: dual occupancy (attached) means 2 dwellings on one lot of land that area attached to each other, but does not include a secondary dwelling.

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1B.1 DEFINITIONS (CONTINUED)

dual occupancy (detached)

has the same meaning as in the KLEP.

Note: The term is defined as follows:

dual occupancy (detached) means 2 detached dwellings on one lot of land, but does not include a secondary dwelling.

dual-use facility

means a child care centre and another independent use or a child care centre within a residential dwelling house where both uses are located on a single site but uses are separated.

earthworks

has the same definition as in the KLEP.

Note: The term is defined as follows:

earthworks means excavation or filling.

edge effects

the detrimental impacts on natural areas at the interface with urbanised environments. An increased proportion of edge increases the potential for:

- Weed invasion;
- Predation by companion animals;
- Disturbance by humans and animals;
- Dumping of garden refuse;
- Wind and light penetration.

Reducing edge effects can assist with maintaining species diversity and composition, community dynamics, and ecosystem functioning.

effective slope

has the same meaning as in *Planning for Bush Fire Protection 2019.*

Note: The term is defined as follows:

the effective slope is considered to be the slope under the vegetation which will most significantly influence the bush fire behaviour for each aspect.

erosion control devices

measures to assist in minimising erosion and downstream sedimentation.

excavation

has the same meaning as set down in the KLEP.

Note: The term is defined as follows:

excavation means the removal of soil or rock, whether moved to another part of the same site or to another site, but does not include garden landscaping that does not significantly alter the shape, natural form or drainage of the land.

external collection point

usual (or agreed) point on the footpath/roadway, where waste and recyclables are loaded onto vehicles. The waste and recycling containers are placed on the footpath, by the occupant of the property, just prior to the collection day and removed after the waste is picked up by Council's contractors. Applicable to residential development where the number of units is less than 6.

façade

the external face of a building.

family day care

means a service that provides care for up to 7 children aged less than 12 years in the home of the family day care provider. Family day care providers are governed by the management structure of a family day care scheme.

fascia sign

a type of business identification sign located on the fascia of the awning of a building.

1B.1 DEFINITIONS (CONTINUED)

greenweb	Greenweb includes: 1. All land identified on the Greenweb map in Part 19 of this Development Control Plan and includes land identified as: i) Core Biodiversity Lands; ii) Support for Core Biodiversity Lands; iii) Landscape Remnant; iv) Biodiversity Corridors and Buffer Areas; v) Canopy Remnants 2. Other lands that meet the criteria for Greenweb in accordance with the methodology contained within the Ku-ring-gai Biodiversity and Riparian Lands Study Version 5.
greywater	household wastewater that has not come into contact with toilet waste.
gross pollutant	litter and debris that is transported by urban runoff and that is not less than 5mm in diameter and/or is retained by a 5mm mesh screen.
gross pollutant trap (GPT)	a structure that acts as a water pollution control measure by intercepting and retaining gross pollutants (coarse sediment, trash and debris).
ground level	has the same meaning as the KLEP. **Note**: The term is defined as follows: ground level (existing) means the existing level of a site at any point. ground level (finished) means, for any point on a site, the ground surface after completion of any earthworks (excluding any excavation for a basement, footings or the like) for which consent has been granted or that is exempt development. ground level (mean) means, for any site on which a building is situated or proposed, one half of the sum of the highest and lowest levels at ground level (finished) of the outer surface of the external walls of the building
habitable room	any room or enclosed space 4sqm or greater used for normal domestic activities, including living, dining, family, lounge, bedrooms, study, kitchen, sun room and play room – but excludes bathrooms, separate toilets, laundries, pantries, walk-in robe, corridors and hallways.
hazardous waste	any waste that because of its physical, biological or chemical properties, is capable of causing a danger to the life or health of any living thing if it is released into the environment, and/or is, or contains a substance described in the *Protection of the Environment Operations Act 1997* e.g. can include dangerous goods, poisons, liquids and other waste containing hazardous components. If in doubt contact the NSW Environment Protection Authority or Council.
heat island effect	is when urban areas are significantly warmer than their surrounding rural areas due to the removal and replacement of natural vegetated landscapes with concrete, asphalt, and buildings which absorb and trap more heat during the day and release it slowly at night, leading to higher ambient temperatures. Urban heat can pose a risk to human health, infrastructure and the amenity of an area. Urban heat islands can compound the effects of climate change, making higher temperatures and heatwaves more severe and difficult to manage.
high side	the site slopes upwards from the Primary street.
holding berm	a small bank for retaining water.

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1B.1 DEFINITIONS (CONTINUED)

open plan	dwelling layouts where spaces are not divided into discrete rooms, but are open and connected to allow flexibility of use (typically living, dining, kitchen and study areas).
operable wall	an internal wall which can be moved, for example by sliding, folding, or pivoting, to allow for different room configurations.
operable window or door	window or door which can open to the outside.
orifice	a narrow opening into a pipe or cavity.
Out of School Hours (OOSH) Care	means a service that provides care for school aged children under 12 years old, usually before or after school hours, on pupil-free days or during school holidays. Centres are usually located on school grounds or in community halls.
overshadowing	shadows caused by a proposed structure, together with any existing structures to be retained, but not including shadows cast by trees, vegetation or boundary fences.
owner	has the same meaning as in the *Environmental Planning and Assessment Act 1979*.
painted sign	a sign that is painted directly onto the building fabric.
parapet	a horizontal low wall or barrier at the edge of a balcony or roof. Often taken to refer to the decorative element which establishes the street wall height of heritage buildings (see also Cornice).
part thereof	in the calculation of the number of items (apartments, parking spaces etc) required, the overall requirement figures are to be rounded up to the nearest whole number.
parent lot	the original, larger plot of land from which new, smaller lots (child lots) are created. The parent lot is the initial piece of property that is being divided, and the child lots are the resulting smaller parcels of land that are developed individually and subdivided.
passive surveillance	the casual surveillance of public spaces and streets by the users of the local area or adjoining land.
peak discharge	the maximum discharge occurring during a flood event.
permitted site discharge	the controlled rate of runoff allowed from a site.
pervious	land or material that is penetrable by water.
Planning for Bush fire Protection	the publication produced by the NSW Rural Fire Service and Planning NSW to provide guidance to Councils, planners, fire authorities, developers and home owners with regard to bush fire protection strategies.
platinum level	the highest level of housing within the *Livable Housing Guidelines*. It features design elements allowing ageing in place and accommodating people with higher mobility needs. **Note**: Refer to *www.livablehousingaustralia.org.au*
pole (or pylon) sign	a type of business identification sign that is erected on one or more poles or pylons independent of any building or other structure.
pollutant	a substance that adversely affects the physical, chemical or biological properties of the environment.
portico	a porch or walkway with a roof supported by columns, often leading to the entrance of a building.

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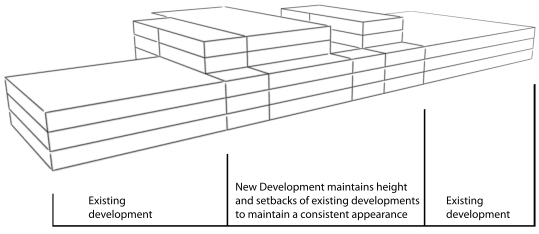
1B.1 DEFINITIONS (CONTINUED)

snorkel window	a window that is not visible in its entirety from all points within a habitable room.
soffit	the underside of a part of a building (such as an arch, overhang, staircase, cornice or beam etc).
soft landscaping	the area planted with gardens, trees, lawns and/or includes remnants of the natural landscape.
staff / parent accessible area	means any area of the child care centre that restricts unsupervised access by children or is not intended for use by children.
steeply sloping site	a surface rising or falling at a sharp angle, having a grade of 20% or higher.
stepping stone	geographically isolated remnant that functions as habitat islands facilitating the movement of flora and fauna and genetic resources within a modified landscape.
storage space	within dwellings, storage space can be in the form of cupboards in halls, living rooms and laundries. Storage in kitchens, bedrooms or bathrooms do not count towards this requirement. Storage space may be partially provided as lockable areas affiliated with the dwelling (within basement parking).
stormwater	untreated rain water that runs off the land onto which it falls.
strata title	is a system for owning units and dwellings, which generally have a combination of private property (known as the 'lot') and common property. Common property includes elements such as driveways, gardens, fencing, vehicle access as well as staircases, foyers and lifts. In a strata title, all the rights and responsibilities of lot owners are clearly set out. The strata title gives legal proof of a person's ownership of parts of a building and site.
street frontage	the building elevation that is directly in front of, and visible from, any street at the property boundary.
street level	the finished floor level of the pavement or road reserve in front of the property boundary from which access into the site is generally provided.
streetscape	the character of the locality (whether it be a street or precinct) defined by the spatial arrangement and visual appearance of built and landscape features when viewed from the street.
street wall	the wall of the building from street level to the top of the podium, which faces the street or public domain. A street wall is created when the facades of consecutive buildings are aligned along the edge of a street. An ideal street wall offers a sense of consistency and formality and includes a continuous variety of ground floor businesses.



PART 4

DWELLING HOUSES

DWELLING HOUSES

Introduction

4A Site Design

4A.1 Local Character and Streetscape

4A.2 Building Setbacks

4A.3 Built-Upon Area

4A.4 Landscaping

4B Access and Parking

4B.1 Vehicle Access

4B.2 Car Parking Provision

4B.3 Carports and Garages

4C Building Design and Sustainability

4C.1 Building Envelopes

4C.2 Building Facades

4C.3 First Floor Design and Roof Forms

4C.4 Private Open Space

4C.5 Solar Access

4C.6 Natural Ventilation

4C.7 Ancillary Facilities

4C.8 Fencing

4C.9 Waste Management

4C.10 Materials and Finishes

INTRODUCTION

This Part applies to development for a detached dwelling house and development ancillary to a dwelling house. This Part guides development for dwelling houses to be consistent with the aims and objectives within KLEP. ~~This Part also guides dual occupancy development permitted under Schedule 1 of KLEP.~~

The aims of this Part are to:

i) Encourage development which does not dominate, but harmonises with and contributes to the treed landscape and is sympathetic to the street and locality in which it is proposed.

ii) Ensure that with each development sufficient landscaping is provided to contribute to the conservation and replenishment of the tree canopy of Ku-ring-gai, including locally occurring native tree species suited to the site.

iii) Protect and minimise the impact of development on adjoining properties

iv) Protect and minimise the impact of development on the natural environment

v) Ensure development that minimises the depletion of raw materials and non-renewable resources

vi) Ensure that development meets the needs of the present without compromising the ability of future generations to meet their own needs

vii) Encourage housing of the highest possible architectural, environmental and amenity standards.

viii) Manage residential development in a way that embraces innovative design and contemporary lifestyles

ix) Ensure that there are more certain outcomes for applicants and the community.

x) ~~Ensure that, where permitted, dual occupancy development is in keeping with the garden character of Ku-ring-gai and is consistent with the built form of the low density area and streetscape it is located within.~~

4A.2 BUILDING SETBACKS (continued)

Objectives

4 *To provide privacy and soften the visual appearance when viewed from the street and from the neighbouring property.*

5 *To maintain visual amenity and solar access of private open space.*

6 *To ensure that side setbacks provide adequate solar access and day light access.*

7 *To ensure dwellings on battle-axe lots are sited to have minimum impact on the amenity of private open spaces and living areas on neighbouring properties.*

8 ~~*To ensure adequate privacy and amenity for each dual occupancy dwelling.*~~

Controls

6 ~~Dual occupancy dwellings are to meet the controls 4A.2-1 to 4A.2-8.~~

7 ~~Where a dual occupancy development involves a corner allotment, the second dwelling or dwelling furthest from the primary street frontage is to have a minimum building line setback of 7m for 75% of the building frontage and a minimum building line setback of 5m for not more than 25% of the front elevation of the building.~~

8 ~~Where dual occupancy is permitted under Schedule 1 of KLEP, separation between detached dual occupancy dwellings is to be a minimum of 7m.~~

Building Line (Rear Setbacks)

9 For sites with a depth greater than 48m, a minimum 12m rear setback is to be provided.

10 Where sites have a depth of less than 48m, a minimum rear setback of 25% of the average site depth is to be provided.

Building Line (Side Setbacks)

11 The minimum distances to a side boundary are as per the following table and illustrated in Figure 4A.2-2 to 4A.2-3:

Site Width	Single Storey Building Setback - including single storey elements of two storey buildings	Two Storey Building Setback - including any upper level
Less than 20m	1.5m	2m
20m or more	9% of site width	12% of site width

12 Side setbacks are to accommodate a pathway and at least 0.6m of landscaping width for single storey buildings, and 1.1m for 2 storey houses. Where sites are of greater widths (over 20m) larger side setbacks should be progressively provided.

13 Side setbacks are to accommodate shrubs to a height of 3-4m for two storey houses, and 2-3m for single storey houses.

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4A.3 BUILT-UPON AREA (continued)

Controls

ii) for alterations and additions on sites where the existing BUA is greater than that listed above, the maximum BUA is the existing BUA, however, a reduction in BUA is desirable.

iii) the proposal is to include a reasonable provision of built elements, normally associated with a residential property, such as pathways, and show consideration of these elements at an early stage of the design process.

3 ~~Where dual occupancy is permitted under Schedule 1 of KLEP the following standards are to be met:~~

i) ~~sites with the following development type are to have a maximum built-upon area (BUA) as follows:~~

~~Development Type (Applies to both attached and detached dual occupancy development)~~	~~Maximum Built-upon Area~~
~~2 x 1 storey dwellings~~	~~50% of site area~~
~~1 x 1 storey and 1 x 2 storey dwellings~~	~~45% of site area~~
~~2 x 2 storey dwellings~~	~~40% of site area~~

Note: Applicants should make reasonable provisions for built elements such as pathways normally associated with a residential property as part of the built upon area. Council will also include elevated pathways as structures and built upon areas

4 The front setback for any development for a dwelling house is to have a maximum BUA of 30% (see Figure 4A.3-1).

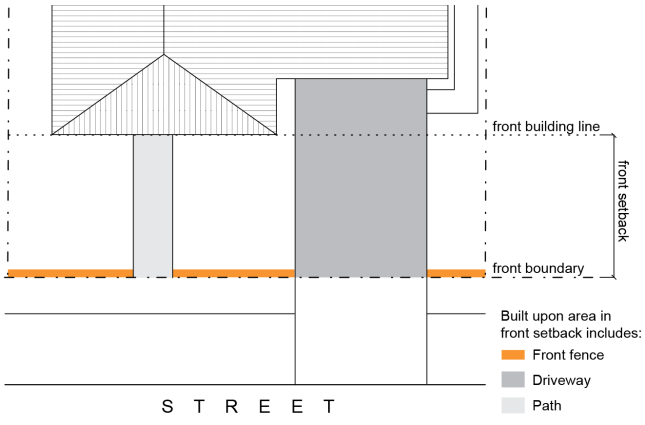

Figure 4A.3-1: Maximum Built Upon Area in the front setback

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PART 22

GENERAL ACCESS AND PARKING

GENERAL ACCESS AND PARKING

Introduction

22.1 Equitable Access

22.2 General Vehicle Access

22.3 Basement Car Parking

22.4 Visitor Parking

22.5 Parking for People with a Disability

22.6 Pedestrian Movement Within Car Parks

22.7 Bicycle Parking and Facilities

22.8 Surface Parking

22R References

22R.1 Car Parking Rates

Places of Public Worship, Funeral Homes	Each application will be treated on its merits, with a parking assessment report required. As a guide, the provision of 1 space per 6 seats is recommended. The need for additional parking for church halls should be assessed on merit. The parking study should take into account the supply of and demand for parking in the vicinity of the site at the time of the proposed use of the site.	
Entertainment Facilities, Public Halls, Function Centres	Minimum parking provision to be 1 space per 10 seats, for day time parking. Recommended parking provision is 1 space per 6 seats, for Friday / Saturday evening.	The recommended level of parking might be reduced, at the discretion of Council, if it can be proven that there is adequate parking available in the vicinity of the site on Friday and Saturday evening.
LAND USE	**PARKING RATE**	**NOTE**
Residential		
Dwelling-houses	2 spaces for single occupancy. ~~Dual occupancy under 125m²: 1 space per dwelling.~~ ~~Dual occupancy over 125m²: 2 spaces per dwelling.~~	
Dual Occupancy	1-2 bedroom dwelling: 1 space. 3+ bedroom dwelling: 2 spaces.	
Multi-dwelling housing	1 bedroom unit: 1 space. 2 bedroom unit: minimum multiple of 1.25 spaces per unit. 3 bedroom unit: minimum multiple 1.5 spaces per unit. Visitor parking: 1 space per 4 units.	Spaces are to include a minimum of 1 covered space per unit within the confines of the building for exclusive resident use. Visitor parking to be clearly signposted, convenient to entry, not obscured and not used by residents. Access requirements for furniture vans and trucks should be considered.

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PUBLIC ELECTRIC VEHICLE CHARGING PROPOSALS - NSW KERBSIDE CHARGING PROGRAM ROUND 2

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	This report presents the community consultation results for on-street electric vehicle (EV) charging locations that have been awarded NSW Government funding and recommends which of these proposals should progress through to planning and design assessments, based on the community consultation results and working group review.
BACKGROUND:	On 21 August 2025, GMD recommended that site specific community consultation proceed in October with support from Council. Council noted in the report Public EV Charging – NSW Kerbside Charging Grants Round 2 on 23 September 2025 that staff were progressing with the proposals, including the intention to proceed to consultation later in 2025.
COMMENTS:	Following internal review and detailed site-specific community engagement undertaken in November and December 2025, 17 sites have been selected for installation of on-street chargers with an additional 2 locations recommended to proceed with alternative poles to be assessed.
RECOMMENDATION: (Refer to the full Recommendation at the end of this report)	That Council endorses the recommendations of this report to enable the development of the proposed EV chargers to progress.

PURPOSE OF REPORT

This report presents the community consultation results for on-street electric vehicle (EV) charging locations that have been awarded NSW Government funding and recommends which of these proposals should progress through to planning and design assessments, based on the community consultation results and working group review.

BACKGROUND

Electrification of transport within Ku-ring-gai through the adoption of electric vehicles is critical to achieving the Community Net Zero emissions target by 2040. The adopted *Climate Change Policy* and *Towards Zero Emissions – 2030 Action Plan* identifies zero emissions transport as a key component for Ku-ring-gai to achieve Net Zero, requiring the accelerated uptake of electric vehicles (EVs). The provision of public chargers is identified as a supporting action for EV adoption in the *Plan*, and it is a primary objective of Council's *Policy for Electric Vehicle Charging Infrastructure on Council Land*.

The NSW Government's EV Charging Strategy also recognises the importance of EV charging infrastructure for enabling transport electrification and the transition to a Net Zero NSW economy. The Government's program states that while at-home charging will be the preferred form of charging for most EV owners, up to 1 in 3 households will rely on public charging infrastructure as at-home charging cannot be implemented for many vehicle owners in rental, apartment, or terrace accommodation (Attachment A1).

The NSW Government's EV Strategy identifies local government as a key partner for enabling its objective of "building a world-class electric charging network".

Ku-ring-gai's Charging Needs

As of the end of July 2025, EV ownership was at 5.2% in Ku-ring-gai and is more than three times the state average of 1.5%. Ku-ring-gai EV registrations and rates of ownership have been growing rapidly for the past 5 years, outpacing CSIRO's 2021 projections of EV uptake to date (Figure 1).

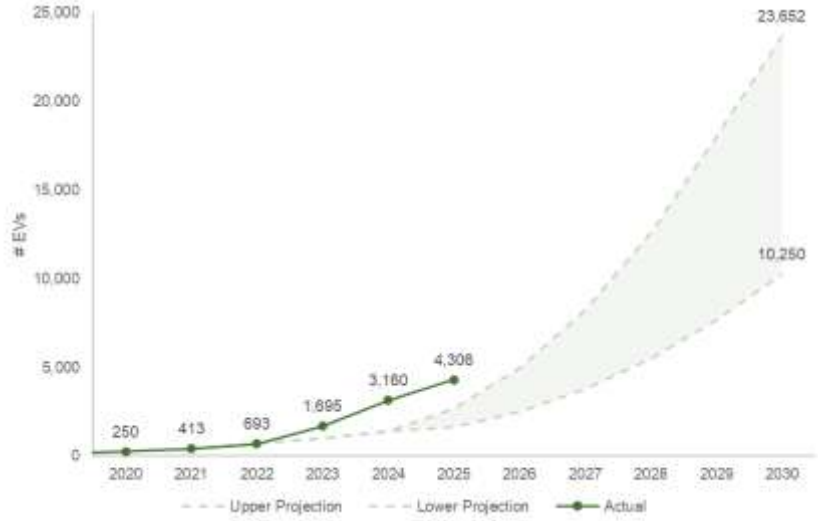


Figure 1 Ku-ring-gai annual EV registrations vs. modelled predictions (source: NSW Government, CSIRO)

Conversely, registrations for internal combustion engine (ICE) vehicles have been declining in Ku-ring-gai signalling that Ku-ring-gai residents are committed to the transition. Between July 2024 and July 2025, the number of ICE vehicles registered decreased by 1,379 while the number of EVs increased in Ku-ring-gai by 1,128 vehicles (source: NSW Government).

The NSW Government estimates 441 kerbside ports may be needed by 2030 to meet community needs for charging (**Figure 2, Attachment A1**). Kerbside charge ports are the most convenient and cost-effective charging option for residents who do not have access to charging at home in terraces, apartments, or rental accommodation. As of December 2025, Ku-ring-gai has 43 charging ports that have been provided by Council, NSW Government, and private investment.

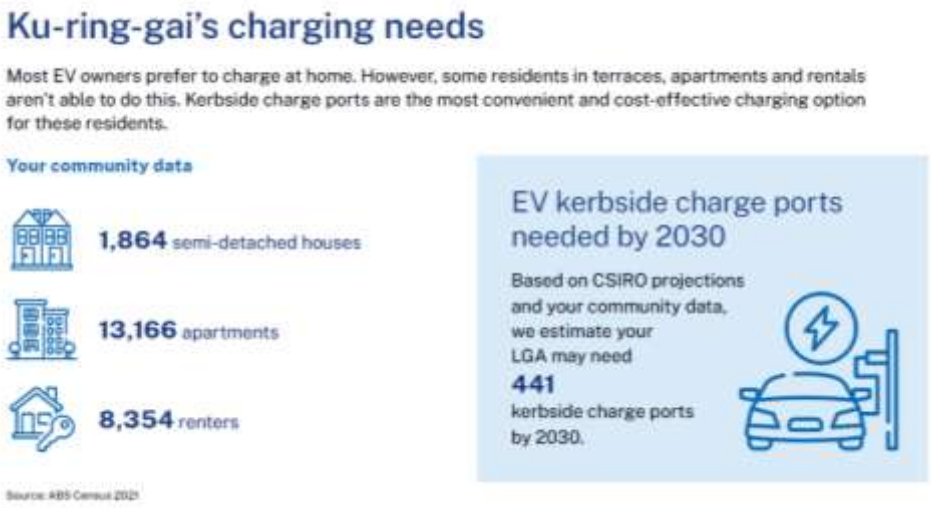


Figure 2 EV Charging profiled for Ku-ring-gai (source: NSW Government)

The NSW Government Electric Vehicle Kerbside Charging Grant addresses localities with greater public charging needs through analysing housing type and tenure, population density and vehicle ownership statistics. This objective informed the NSW Government's grant criteria in Ku-ring-gai, where only select suburbs were eligible in Round 2 (Roseville, Roseville Chase, Lindfield, East Lindfield, Killara, East Killara and Gordon).

NSW Government Electric Vehicle Kerbside Charging Grant Round 2

On 6 December 2024, a report titled *Public EV Charging Proposals – NSW Kerbside Charging Grant Round 2* was submitted to GMD seeking support to provide owner's consent for three Charge Point Operators (CPOs) to apply for Round 2 of the NSW Kerbside Charger grant funding. This was following the evaluation of eight (8) proposals received through a Request for Proposals against weighted criteria. The CPOs provided with letters of support were:

1. ChargePost Pty Ltd;
2. Plus ES; and
3. Evie Networks

At the Ordinary Meeting of Council on 17 December 2024, Council was presented with the report, *Public EV Charging Proposals – NSW Kerbside Charging Program Round 1*, which noted that proposals from CPOs were being reviewed by staff under Round 2 of the grant program.

On 9 July 2025, the Minister for Energy and Climate Change announced that $2.8 million in funding was awarded for the installation of 549 chargers across NSW under the NSW EV Kerbside Charging Grant. Preliminary funding has been allocated for 25 charge ports in Ku-ring-gai to ChargePost and Plus ES. The final locations and number of charge ports is subject to community consultation and Council's assessments and approval processes. The chargers must be installed by 21 May 2026 to successfully acquit the grant.

On 21 August 2025, GMD recommended that site specific community consultation proceed in October with support from Council. Council noted in the report *Public EV Charging – NSW Kerbside Charging Grants Round 2* on 23 September 2025 that staff were progressing with the proposals, including the intention to proceed to consultation later in 2025.

Pole-mounted on-street chargers

Pole-mounted, on-street EV chargers are **not** designed to provide fast charging / high turnover amenity for drivers. Rather, pole-mounted chargers operate at modest charging speeds that require 2 to 5 hours, or more, for a full charge. This makes them well suited for serving residents that live within close proximity and who are able to park for extended periods (such as overnight).

Unlike with fast EV chargers that are convenient for a larger cohort of drivers, the longer charging times associated with pole-mounted EV chargers means Council does not expect a notable increase in traffic or increased visitation from drivers living in other areas of the LGA.

Figure 3 Example of an on-street charger

Figure 4 Example pole-charger in use within Inner West Council LGA

COMMENTS

Site specific community consultation was undertaken between 3 November – 30 November for Gordon and Killara sites and 3 November- 7 December for Roseville and Lindfield sites.

The proposed locations included:

- 28 locations (including alternatives); and
- five dual bay locations and 23 single bay locations.

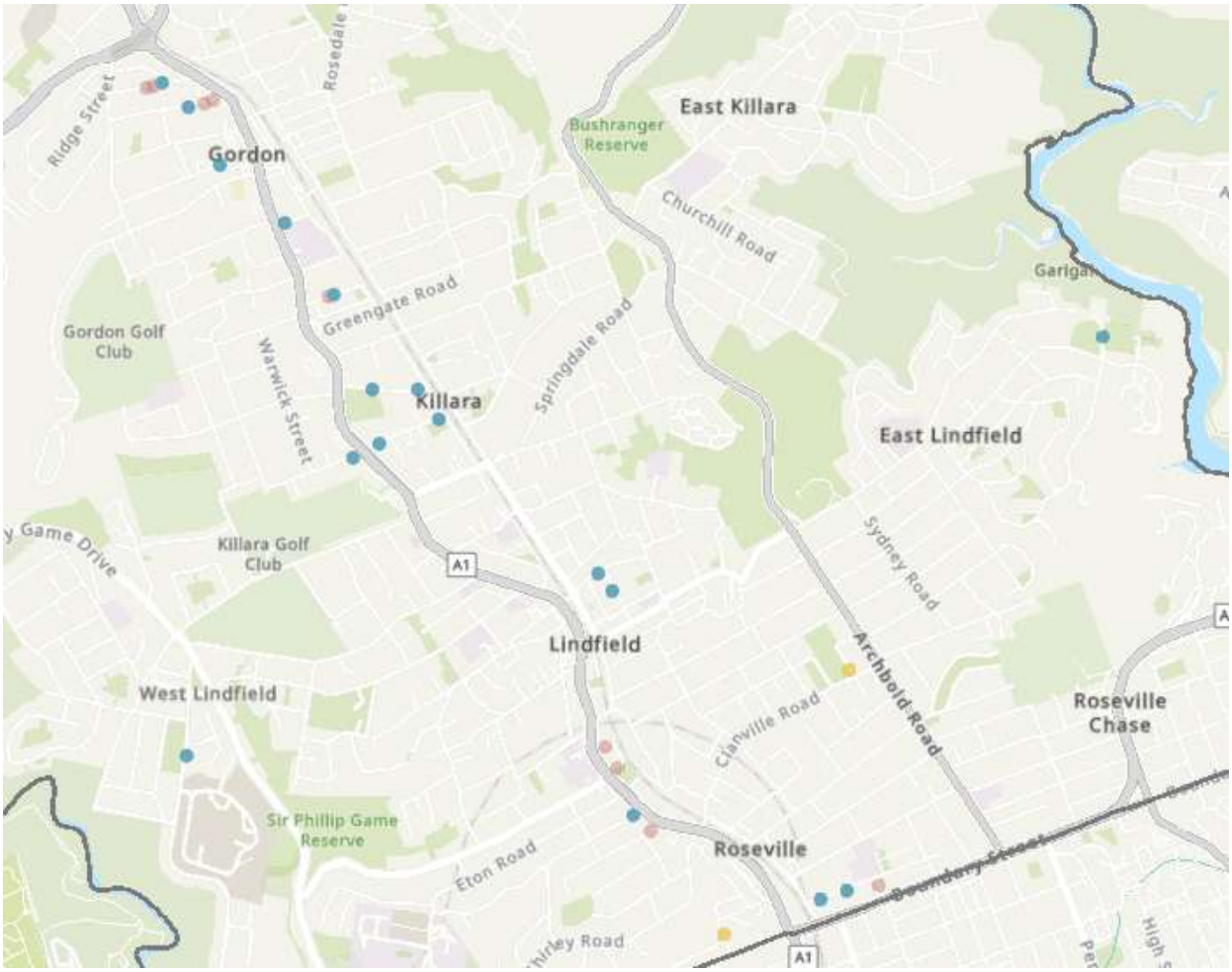
Preliminary site layouts with additional information are contained in Attachment A2.

Following detailed, site-specific community engagement undertaken in November and December 2025, the following 17 sites (21 charging ports) have been selected for installation of on-street chargers:

1. 1 Merriwa Street, Gordon
2. 22 McIntyre Street, Gordon
3. 11 Moree Street, Gordon
4. 2A Ravenswood Ave, Gordon
5. 8 Bruce Ave, Killara
6. Opposite 35 Lorne Ave, Killara
7. Opposite 1 Lorne Ave, Killara
8. Opposite 1 Marian Street, Killara
9. 30 Marian Street, Killara
10. 1-9 Buckingham Road, Killara
11. 3 Havilah Road, Lindfield
12. 7-15 Milray Street, Lindfield
13. Queen Elizabeth Reserve (opposite 32 Bradfield Road), Lindfield
14. Westbourne Road (adjacent to 202 Pacific Highway), Lindfield
15. Wellington Sportsground (opposite 2B Carlyle Road), East Lindfield
16. 1 Victoria Street, Roseville
17. 7 Victoria Street, Roseville

A further two locations are recommended to proceed with alternative sites to be assessed:

1. Roseville Park on Cranbrook Avenue (opposite 62 Clanville Road), Roseville; and
2. 9-15 Kings Ave, Roseville.



- Location recommended to progress (Table 2) Location recommended alternatives be considered (Table 3) Location recommended not to progress (Table 4)

Figure 5 Map of consulted locations

Community Engagement

The level of engagement from the community captured in **Table 1**.

Table 1 Community Consultation Engagement Summary

Communications reach	Feedback capture

• Ku-ring-gai e-news (x2) - 42k+
• Your Say Ku-ring-gai e-news – 1.2K +
• Community Engagement Hub
  ○ Gordon/Killara - 3282 page views, 1337 unique visitors, 1109 plan downloads
  ○ Lindfield/Killara - 2587 page views, 1217 unique visitors, 110 plan downloads
• Letterbox drop (150m radius of each site) -1520 emails, 2588 letters to residents
• On site signage at each location
	<u>Gordon/Killara</u>
	• Online survey - 111 responses
	• Online submission - 2
	• Email – 11
	• Call -2
	<u>Lindfield/Roseville</u>
	• Online survey – 128 responses
	• Online submission – 6

	• Email – 16 • Letter – 3 • Call - 4

There were 239 responses in the online surveys: 111 for Gordon and Killara and 128 for Lindfield and Roseville; and 38 written submissions. The level of support from the surveys is shown in the tables below. Those who showed strong ideological views (both in support and opposition) were removed from the site-specific statistics as they voted strongly for/against all sites.

Locations recommended to proceed are listed in **Table 2**. Proposed locations where alternatives are recommended to be assessed, subject to agreement with the operator, are listed in **Table 3**. Potential alternative poles have been identified within 200m of the original pole which could be assessed. Sites recommended not to proceed further are shown in **Table 4**.

Table 2 Recommended sites to progress

Location	Suburb	No. bays	Level of Support
1 Merriwa Street	Gordon	1	**45%** Support or Strongly Support. **17%** Oppose or Strongly Oppose. 38% Neutral or Don't Know.
22 McIntyre Street	Gordon	1	**46%** Support or Strongly Support. **12%** Oppose or Strongly Oppose. 42% Neutral or Don't Know.
11 Moree Street	Gordon	2	**47%** Support or Strongly Support. **10%** Oppose or Strongly Oppose. 43% Neutral or Don't Know.
2A Ravenswood Ave	Gordon	1	**43%** Support or Strongly Support. **16%** Oppose or Strongly Oppose. 41% Neutral or Don't Know.
8 Bruce Ave	Killara	1	**40%** Support or Strongly Support. **16%** Oppose or Strongly Oppose. 44% Neutral or Don't Know.
Opposite 35 Lorne Ave	Killara	2	**41%** Support or Strongly Support. **12%** Oppose or Strongly Oppose. 47% Neutral or Don't Know.
Opposite 1 Lorne Ave	Killara	1	**41%** Support or Strongly Support. **14%** Oppose or Strongly Oppose. 45% Neutral or Don't Know.
Opposite 1 Marian Street	Killara	1	**43%** Support or Strongly Support. **15%** Oppose or Strongly Oppose. 42% Neutral or Don't Know.
30 Marian Street	Killara	1	**44%** Support or Strongly Support. **14%** Oppose or Strongly Oppose. 42% Neutral or Don't Know.
1-9 Buckingham Road	Killara	2	**38%** Support or Strongly Support. **15%** Oppose or Strongly Oppose. 47% Neutral or Don't Know.
3 Havilah Road	Lindfield	1	**39%** Support or Strongly Support. **27%** Oppose or Strongly Oppose. 33% Neutral or Don't Know.
7-15 Milray Street	Lindfield	1	**40%** Support or Strongly Support. **25%** Oppose or Strongly Oppose. 35% Neutral or Don't Know.
Queen Elizabeth Reserve (opposite 32 Bradfield Road)	Lindfield	2	**49%** Support or Strongly Support. **16%**Oppose or Strongly Oppose. 35% Neutral or Don't Know.

Location	Suburb	No. bays	Level of Support
Westbourne Road (adjacent to 202 Pacific Highway)	Lindfield	1	**40%** Support or Strongly Support. **27%** Oppose or Strongly Oppose. 32% Neutral or Don't Know.
Wellington Sportsground (opposite 2B Carlyle Road)	East Lindfield	1	**61%** Support or Strongly Support. **9%** Oppose or Strongly Oppose. 30% Neutral or Don't Know.
1 Victoria Street	Roseville	1	**40%** Support or Strongly Support. **19%** Oppose or Strongly Oppose. 40% Neutral or Don't Know.
7 Victoria Street	Roseville	1	**39%** Support or Strongly Support. **22%** Oppose or Strongly Oppose. **39%** Neutral or Don't Know.

Table 3 Recommended sites to consider alternative poles nearby

Location	Suburb	No. bays	Level of Support	Reason for alternative site
Roseville Park on Cranbrook Avenue (opposite 62 Clanville Road)	Roseville	1	**61%** Support or Strongly Support. **10%** Oppose or Strongly Oppose. 30% Neutral or Don't Know.	Strong support however a nearby pole has been identified to be more suitable.
9-15 Kings Ave	Roseville	1	**39%** Support or Strongly Support. **27%** Oppose or Strongly Oppose. 34% Neutral or Don't Know.	Area has good potential demand however proposed pole is unsuitable.

Table 4 Recommended sites not to progress

Location	Suburb	No. bays	Level of Support	Reason for omission
7 – 9 Merriwa Street	Gordon	1	**47%** Support or Strongly Support. **14%** Oppose or Strongly Oppose. 39% Neutral or Don't Know.	Alternative to 1 Merriwa Street. DA approved at 7-9 Merriwa, affecting the development of this charger location.
3 Merriwa Street	Gordon	1	**45%** Support or Strongly Support. **17%** Oppose or Strongly Oppose. 38% Neutral or Don't Know.	Alternative to 1 Merriwa Street.
8 McIntyre Street	Gordon	1	**43%** Support or Strongly Support. **13%** Oppose or Strongly Oppose. 44% Neutral or Don't Know.	This is an alternative to 22 McIntyre Street.
18 McIntyre Street	Gordon	1	**45%** Support or Strongly Support. **13%** Oppose or Strongly Oppose. 42% Neutral or Don't Know.	Alternative to 22 McIntyre Street.
6 Bruce Ave	Killara	1	**39%** Support or Strongly Support. **29%** Oppose or Strongly Oppose. 32% Neutral or Don't Know.	Alternative to 8 Bruce Ave.
Opposite 2 Bayswater Road/192 Pacific Highway	Lindfield	1	**38%** Support or Strongly Support. **32%** Oppose or Strongly Oppose. 30% Neutral or Don't Know.	Alternative to Westbourne Road/202 Pacific Highway.
Burleigh Street	Lindfield	1	**39%** Support or Strongly Support. **29%** Oppose or Strongly Oppose. 32% Neutral or Don't Know.	Street too narrow. Despite high potential demand, the current road layout is unsuitable for locating an on-street charger.
Llewellyn Street	Lindfield	1	**45%** Support or Strongly Support. **33%** Oppose or Strongly Oppose. 36% Neutral or Don't Know.	Street too narrow. Despite high potential demand, the current road layout is unsuitable for locating an on-street charger.

Location	Suburb	No. bays	Level of Support	Reason for omission
Spearman Street (opposite 31 Victoria Street)	Roseville	2	**39%** Support or Strongly Support. **24%** Oppose or Strongly Oppose. 38% Neutral or Don't Know.	Pole is technically unfeasible.

General Themes in Support

- Supports the high and growing uptake in EVs
- Many cannot install charging in apartments and units
- Acknowledges the current lack of public charging infrastructure
- The purchase of an EV is influenced by available public charging infrastructure
- It's good for the environment

General Concerns Raised

- That the chargers will increase traffic, congestion and reduce parking availability

Council response: The provision of public charging in these areas is to complement existing parking use by local residents. Hence, it is not anticipated installation of the pole-mounted chargers will lead to greater traffic and visitation to the relevant locations.

- That the chargers will create disturbances to residents

Council response: The provision of public charging in these areas is to complement existing parking use by local residents. Users will likely return to their place of residence nearby after plugging in their car to charge.

- That EV users should provide their own charging

Council response: Although electric vehicle uptake is increasing, Council has a role to support an equitable transition to a net zero, electric future for all. By supporting the rollout of public charging infrastructure, residents can be confident that the infrastructure is available to support electric vehicles, particularly for those who cannot install an EV charger at home.

- Preference for chargers to be in carparks or near amenities rather than on-street

Council response: Most of these chargers are located where residents may not have access to home charging. These chargers can be used by residents to charge near their home, while they are at home rather than travelling to a charger. As they are slow charging (up to 22 kW), users will be plugged in for longer times e.g. overnight, which makes them less suitable to be located near shops where users may be parking for shorter periods of time. Council envisages that a mix of charging solutions (e.g. speeds, locations, providers) will form part of the landscape of an electric transport future.

- That the chargers are affordable and price competitive

Council response: Pricing is set by the operators. Council supports enabling a competitive market for on-street charging. More than one supplier has been selected to provide on-street charging in Ku-ring-gai.

Detailed consultation submissions and summaries can be found in Attachments A3 and A4.

INTEGRATED PLANNING AND REPORTING

Our unique natural environment is protected and enhanced.

Community Strategic Plan Strategy	Delivery Program Term Achievement	Operational Plan Action
E2: Support the community to transition to net zero emissions.	E2.1: Our community is effectively informed and engaged in activities that are reducing Ku-ring-gai's emissions towards Net Zero.	E2.1.1: Support the community in reaching net zero emissions by 2040 or earlier. E2.1.2: Identify opportunities to support the uptake of low and zero emission vehicles within the community.

GOVERNANCE MATTERS

NSW Grant funding was only awarded for site proposals and CPOs that met the criteria in the NSW Government EV Kerbside Charging Grant guidelines.

Development of site proposals are subject to normal Council assessments and approvals involving the following:

- Site specific community consultation;
- detailed design review;
- environmental assessment;
- Roads Act Approval;
- traffic approval via Authorised Delegation; and
- negotiation of commercial terms.

Traffic changes were approved under Delegated Authority by the Director of Operations on 29 January 2026 (TDA1/26, TDA2/26).

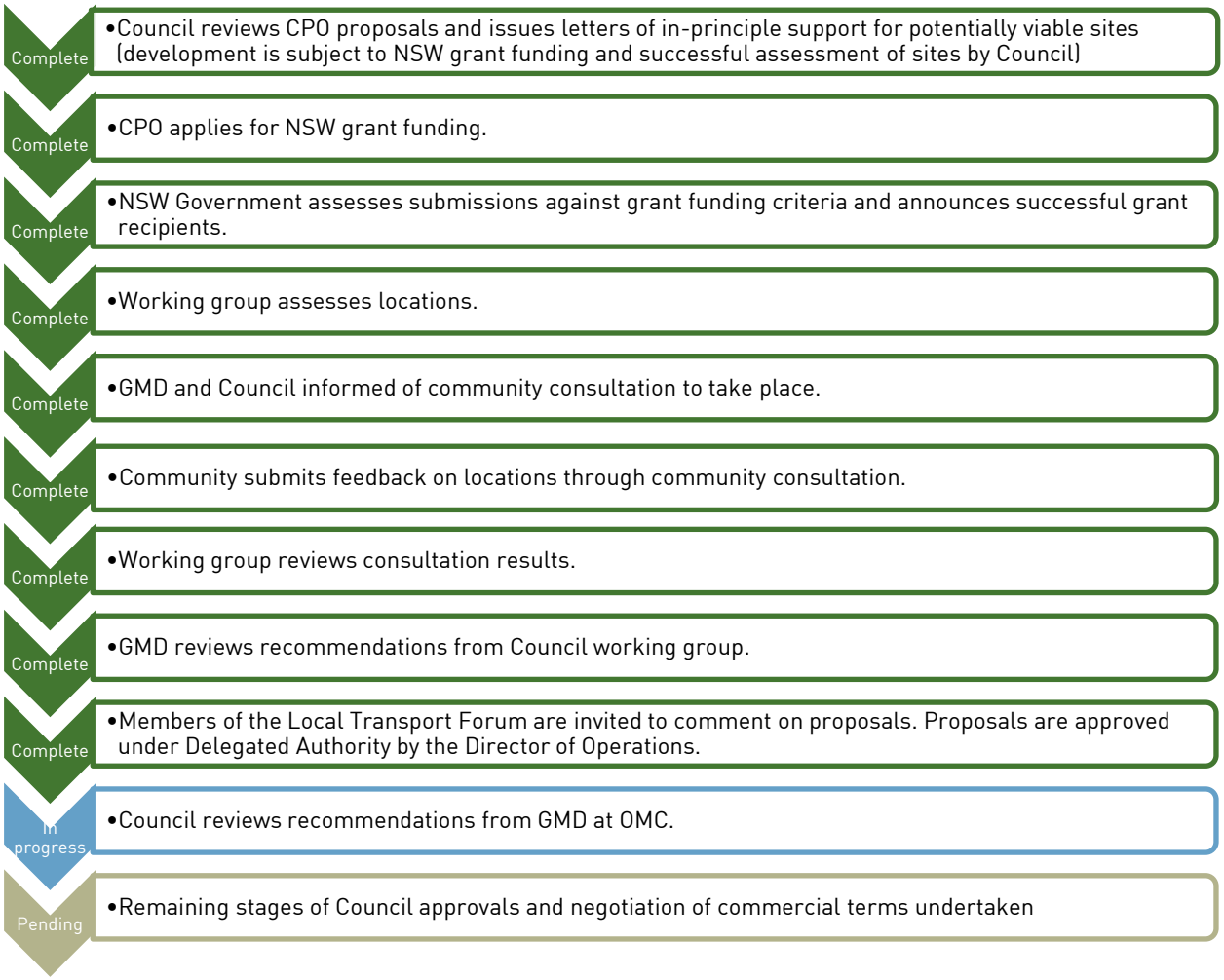


Figure 6 Governance Process

RISK IMPLICATION STATEMENT

For this initiative, many risks associated with third party public EV charging are managed through the evaluation process applied by the NSW Government's Kerbside Charging Grant. For example, CPOs awarded grant funding must meet minimum requirements for maintenance and public liability insurance and are assessed for their capacity to deliver a high up-time service.

Additionally, several other risks are managed via the community consultation, design review, environmental assessment, commercial negotiations and other approval steps outlined in the Governance section of this report.

Risks Associated with Rejecting the Report Recommendations

The key risks associated with rejecting the report recommendations are:

- Loss of public standing due to not meeting community expectations and needs for public EV charging.
- Loss of reputation (with CPOs) as an actively engaging Council with the CPO sector.

Risks Associated with Meeting the Grant Deadline

The grant deadline of 21 May 2026 provides a feasible, although narrow window for completing the relevant stages of assessment and approvals. Completing Council's governance process outlined above within the 11-month timeframe will be challenging and requires careful project management to ensure each step is undertaken efficiently as possible.

FINANCIAL CONSIDERATIONS

NSW Government Kerbside Grant

The installation and operation of chargers is of no direct monetary cost to Council as the chargers are fully funded by the CPO and the NSW Government's Electric Vehicle Kerbside Charging Grant Round 2. Grant opportunities like the Kerbside EV Charging Grant and others that the NSW Government are intending to roll out as part of the NSW Government's Electric Vehicle Strategy help to reduce the financial burden on Council to develop the EV Charging network.

As the cost of installing and operating public EV charging equipment is significant, the implementation of third-party EV chargers is an efficient way for Council to meet its transport electrification and Net Zero objectives.

Revenue to Council

All proposals have a form of revenue to Council and will be negotiated in line with Council's Fees and Charges in consultation with the Property and Environment and Sustainability teams.

Operational Costs

No substantial changes are expected in operational costs. Parking enforcement will be required and is expected to continue as per current operations.

SOCIAL CONSIDERATIONS

Improved Equity in Transitioning to Low Emissions Transport

Providing public EV charging infrastructure will improve equity for those who cannot access at-home charging in many rental, apartment, or terrace living. Public EV charging infrastructure will signal to the community that electrification of transport is realisable, encouraging further adoption of electric vehicles.

Increase in Economic Activity

Where appropriate, locating EV chargers near retail services creates the opportunity for users of the chargers to access those services and provide economic benefits for local businesses.

Social License

The Ku-ring-gai Community has continuously showed high levels of engagement with electrification and actions pursuing Net Zero. Council has received lots of feedback that the community is eager to see the expansion of the EV Charging network in Ku-ring-gai. Council is viewed as a leader in the transition to net zero.

ENVIRONMENTAL CONSIDERATIONS

These proposals align with Council's Climate Change Policy objectives for Ku-ring-gai to reach Net Zero Emissions by 2040, or earlier.

All environmental impacts of the installations will be considered and assessed as part of the environmental assessment process.

COMMUNITY CONSULTATION

Consultation for each site was undertaken between 3 November – 30 November for Gordon and Killara locations and 3 November – 7 December for Lindfield and Roseville locations.

A summary of the community consultation results is contained in the Comments section of this report.

Local Transport Forum

The proposals (TDA1/26, TDA2/26) were circulated for comment to members of the Local Transport Forum following the Transport for NSW's *2025 Authorisation and Delegation Instrument* framework and were approved under Delegated Authority by the Director of Operations on 29 January 2026.

INTERNAL CONSULTATION

Council's Public Electric Vehicle Charging Infrastructure Working Group have developed the recommendations for this report with primary participation from the following teams - Energy and Net Zero, Traffic, Design and Urban Planning. Additional input from Regulation, Engineering Assets and Community Engagement has been incorporated, as required.

SUMMARY

As part of NSW Government's Electric Vehicle Charging Strategy, the Round 2 Kerbside Charging grant funding was awarded to ChargePost and Plus ES for locations in Ku-ring-gai.

Site specific consultation with the community was undertaken for 28 locations across Ku-ring-gai between Roseville and Gordon.

The feedback included 239 online survey responses and 38 written submissions.

Following internal review, it is recommended that 17 locations (21 charging ports) proceed with an additional two locations to seek possible alternative poles, subject to agreement with the charge point operator. The remaining 9 locations are recommended not to proceed due to being alternative sites (6) or were deemed unsuitable (3).

Given that the rate of EV ownership in Ku-ring-gai is over 5% and continues to increase, the proposed EV charging sites represent a very modest development and will prove valuable for informing the direction of Council's ongoing strategy for public EV charging.

RECOMMENDATION:

A. That Council approves the development and installation of the proposed chargers in Table 2 subject to the necessary assessments and approvals and negotiation of commercial terms required;

B. That Council assess alternative poles within 200 m of the proposed locations in Table 3 and approves the development and installation of the alternative locations, subject to agreement with the charge point operator, the necessary assessments and approvals and negotiation of commercial terms;

C. That authority be given to the General Manager or delegate to execute any documentation required to give effect to this resolution;

D. That Council also agrees in principle to the installation and operation of other public EV Charging Stations from accredited suppliers of public EV Charging Stations in suitable locations across the Ku-ring-gai local government area subject to appropriate community consultation being carried out in the first instance;

E. That the General Manager or his delegate be authorised to negotiate the commercial terms for the installation and operation of the public EV Charging Stations in line with terms set out in the report and any subsequent market evidence; and

F. That subject to the identification of mutually agreed locations and public notification requirements under the *Local Government Act 1993* / *Roads Act 1993*, Council enters into appropriate agreements with the public EV Charging Station providers for the use of land or road reserve associated with the installation and operation of these facilities.

Emily Jiang
Net Zero Program Officer

Peter Vun
Program Leader – Energy Management and Net Zero Strategy

Jacob Sife
Acting Director Strategy & Environment

Attachments:	A1⇩	Kerbside electric vehicle charging in Ku-ring-gai LGA	2024/379731
	A2⇩	All site plans	2025/423720
	A3⇩	Consultation - Reasons for support and general themes	2026/007174
	A4⇩	Consultation - Comments and submissions	2025/423833

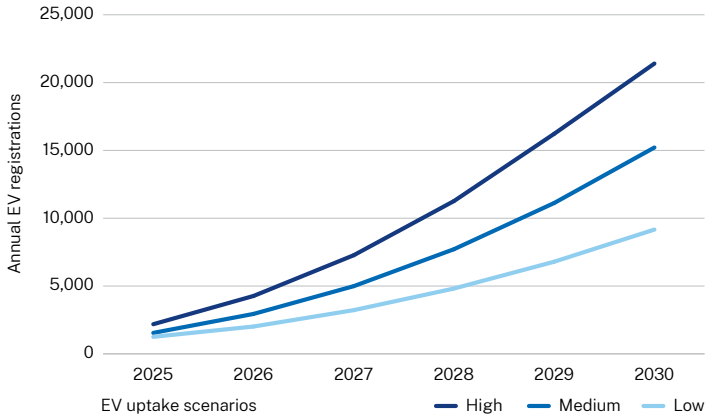
Kerbside electric vehicle (EV) charging in Ku-ring-gai

Why it's important for Ku-ring-gai to support EV charging

More EVs on the road results in lower carbon emissions, improved air quality and savings for your community.

The CSIRO projects there to be between **9,162** and **21,404** EVs in your local government area (LGA) by 2030.

Annual EV registration projections in Ku-ring-gai LGA by 2030



Source: CSIRO EV projections 2021

Ku-ring-gai's charging needs

Most EV owners prefer to charge at home. However, some residents in terraces, apartments and rentals aren't able to do this. Kerbside charge ports are the most convenient and cost-effective charging option for these residents.

Your community data

1,864 semi-detached houses

13,166 apartments

8,354 renters

Source: ABS Census 2021

EV kerbside charge ports needed by 2030

Based on CSIRO projections and your community data, we estimate your LGA may need **441** kerbside charge ports by 2030.

If you have questions, please reach out to the kerbside charging program team for a 1:1 meeting by emailing electric.vehicles@environment.nsw.gov.au

How NSW Government is helping councils

NSW Government is investing $10 million through the EV kerbside charging grants to help make NSW the easiest place in Australia to own and operate an electric vehicle.

Through round 1 of the kerbside charging grants, NSW Government has already committed $4.13M in co-funding to support the installation of 671 charge ports across 16 LGAs.

Round 2 of the program opened in July 2024 and will see a further $4.5M in co-funding made available to charge point operators (CPOs) to expand the rollout of kerbside chargers across 32 LGAs in NSW, including Ku-ring-gai.

Resources for councils

We've made some changes in round 2 to better support councils to plan and understand the EV charging needs in their area. The grants will no longer be open to applications directly from councils, instead councils can participate by enabling CPOs to apply for kerbside charging sites in their area. We are supporting councils by developing resources to help facilitate public charging in their LGA.

Resources for councils can be found on the EV kerbside charging grants website.

Councils' role in public charging

Councils play a pivotal part in supporting public charging options for residents that can't charge at home.

Councils can choose to:

1. Install council owned and managed EV chargers on council land.
2. License council land and parking spaces to EV charge point operators (CPOs).
3. Support CPOs by streamlining assessment and approvals for public EV charging via the NSW Transport and Infrastructure SEPP.
4. Incorporate EV charging requirements into development control plans and other local planning regulations in line with the EV-readiness provisions of the National Construction Code 2022 at a minimum.
5. Develop a public EV charging policy and strategy to provide guidance to CPOs on how to engage with council and navigate the relevant approvals for EV charging within their LGA.

Next steps

- Visit the **EV kerbside charging grants website** for information on round 2 of kerbside charging grants (closing on 9 December 2024)
- Review the **Resources for Council section** on the EV kerbside charging grants website for resources that may help in your EV transition
- Provide **letters of support** to CPOs that are applying for funding under round 2 of the EV kerbside charging grants in your LGA
- If you have questions, please reach out to the kerbside program team for a 1:1 meeting by emailing **electric.vehicles@environment.nsw.gov.au**

Scan to visit NSW Government EV website

Location – Spearman Street, Roseville (opposite 31 Victoria Street)

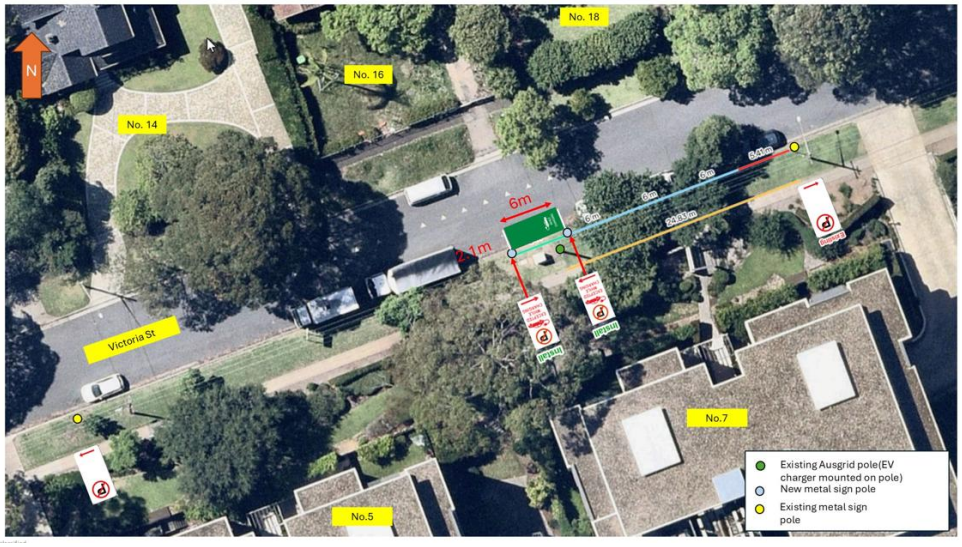
Charge Point Operator:	ChargePost
Parking bays	2
Charging ports	2
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

On-site electric vehicle chargers
suggested locations for Lindfield and Roseville

Location – 7 Victoria Street, Roseville

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

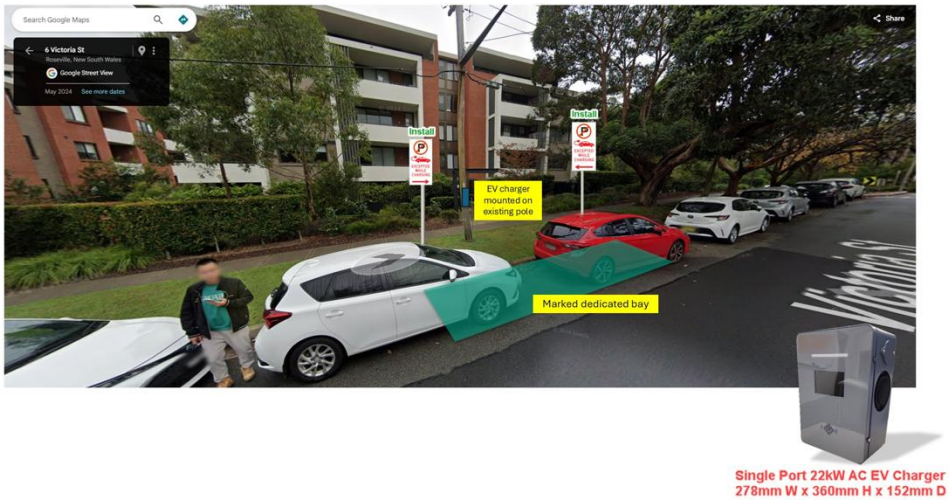
Single Port 22kW AC EV Charger
278mm W x 360mm H x 152mm D



On-site electric vehicle chargers
suggested locations for Lindfield and Roseville

Location – 1 Victoria Street, Roseville

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging



On-site electric vehicle chargers suggested locations for Lindfield and Roseville

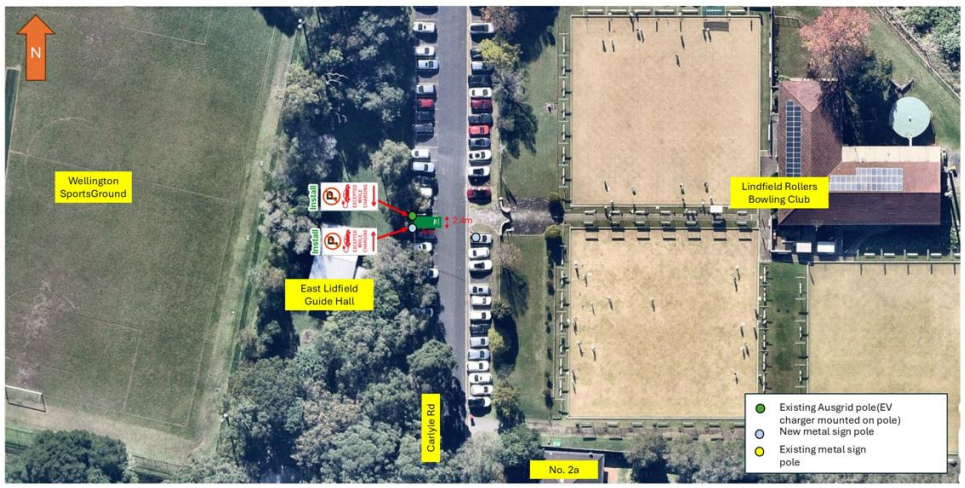
Location – 9-15 Kings Avenue Roseville

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

On-site electric vehicle chargers
suggested locations for Lindfield and Roseville

Location – Wellington Sportsground, East Lindfield
(opposite 2B Carlyle Road)

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging



On-site electric vehicle chargers
suggested locations for Lindfield. East Lindfield and Roseville

Location – Roseville Park on Cranbrook Avenue, Lindfield
(Opposite 62 Clanville Road)

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

On-site electric vehicle chargers
suggested locations for Lindfield and Roseville

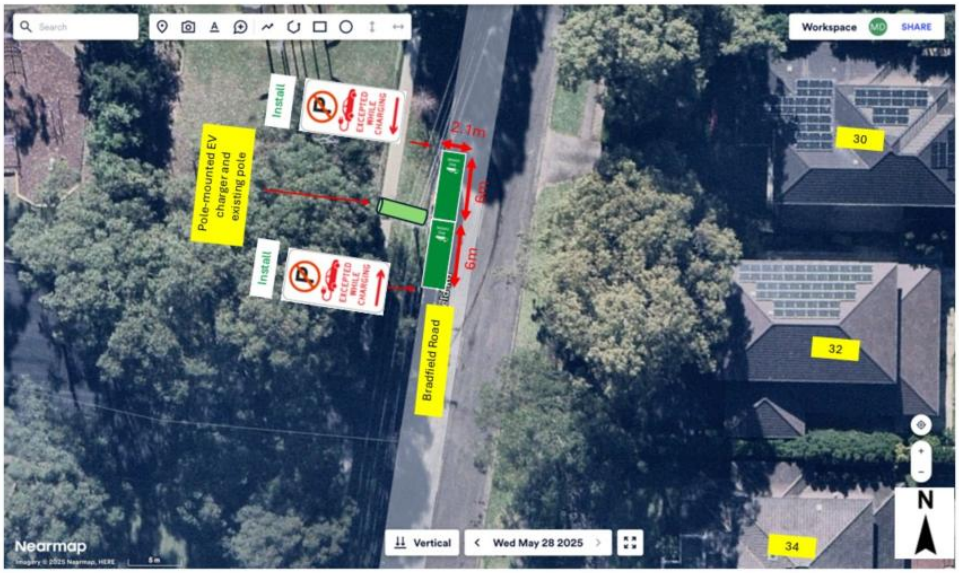
Location – 202 Pacific Highway, Lindfield (on Westbourne Road)

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

On-site electric vehicle chargers
suggested locations for Lindfield and Roseville

Location – Queen Elizabeth Reserve, Lindfield
(opposite 32 Bradfield Road)

Charge Point Operator:	ChargePost
Parking bays	2
Charging ports	2
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging



On-site electric vehicle chargers
suggested locations for Lindfield and Roseville

Location – 192 Pacific Highway Lindfield (opposite 2 Bayswater Road)

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

Single Port 22kW AC EV Charger
278mm W x 360mm H x 152mm D

On-site electric vehicle chargers
suggested locations for Lindfield and Roseville

Location – 2-12 Llewellyn Street, Lindfield

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

On-site electric vehicle chargers
suggested locations for Lindfield and Roseville

Location – 3-11 Burleigh Street, Lindfield

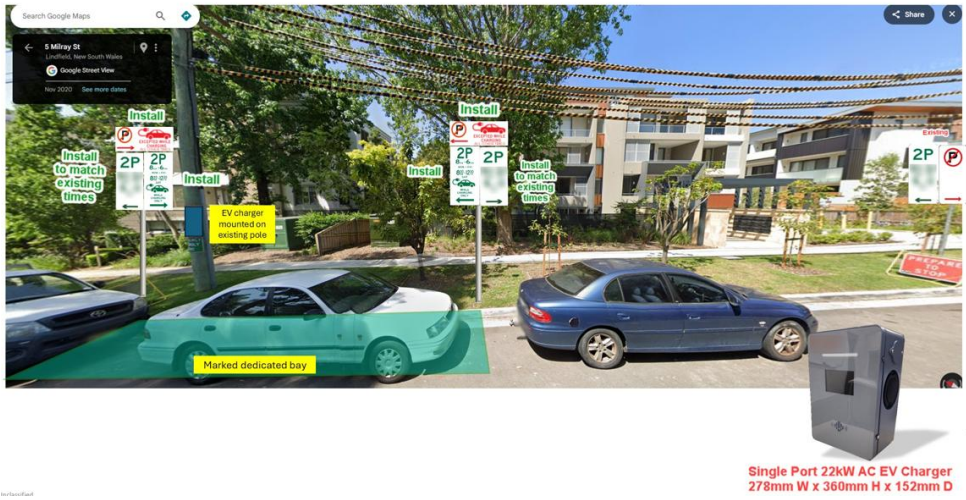
Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

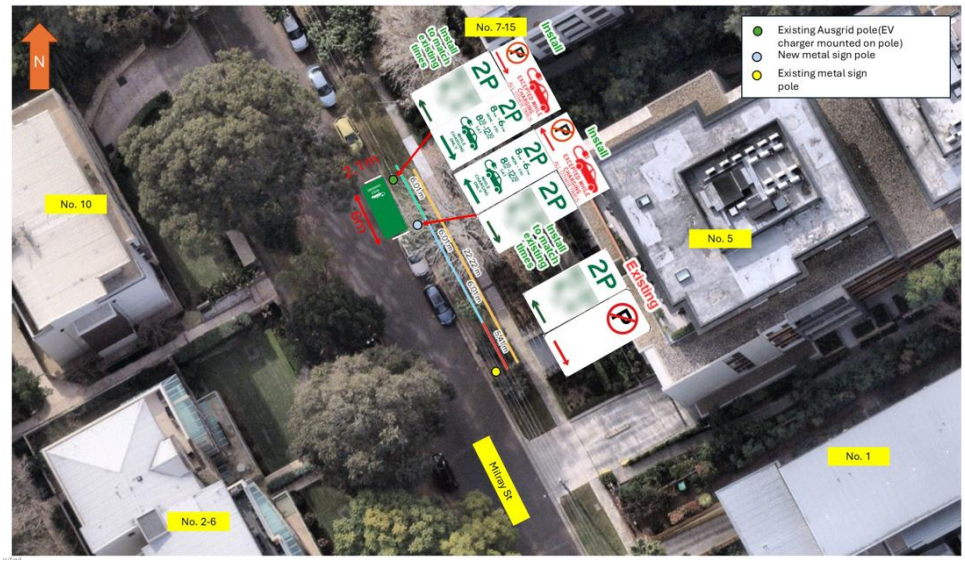
Single Port 22kW AC EV Charger
278mm W x 360mm H x 152mm D

On-site electric vehicle chargers
suggested locations for Lindfield and Roseville

Location – 7-15 Milray Street, Lindfield

Charge Point Operator:	PlusES
Parking bays	1
Charging ports	1
Existing parking arrangements:	2P 8am – 6pm Mon-Fri 2P 8:30am – 12:30pm Sat
Proposed parking restrictions:	• 2P 8:30am – 6pm Mon – Fri • 8:30am -12:30pm Sat • EV only while charging AND • No parking EV excepted while charging all other times





On-site electric vehicle chargers
suggested locations for Lindfield and Roseville

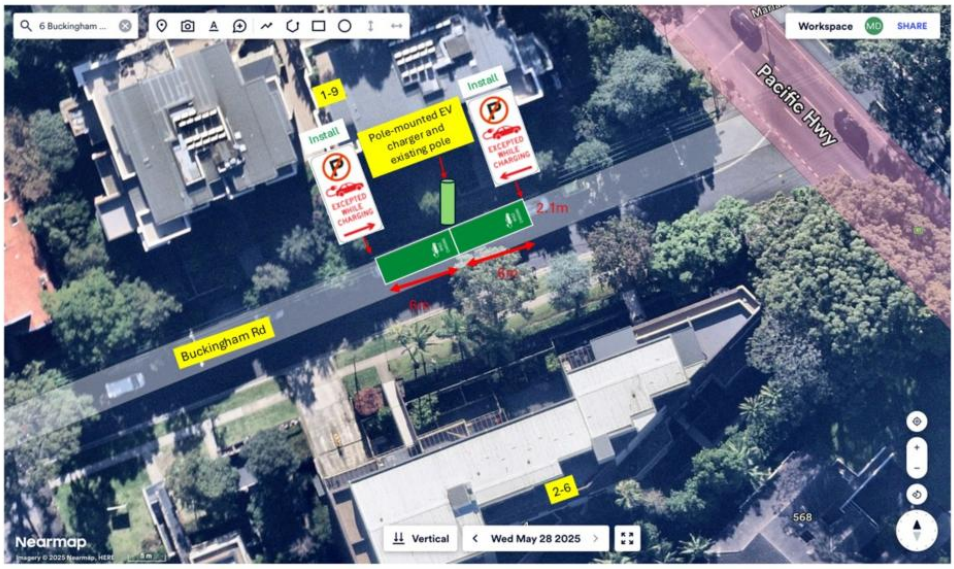
Location – 3 Havilah Road, Lindfield

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

On-site electric vehicle chargers suggested locations for Lindfield and Roseville

Location – 1-9 Buckingham Road, Killara

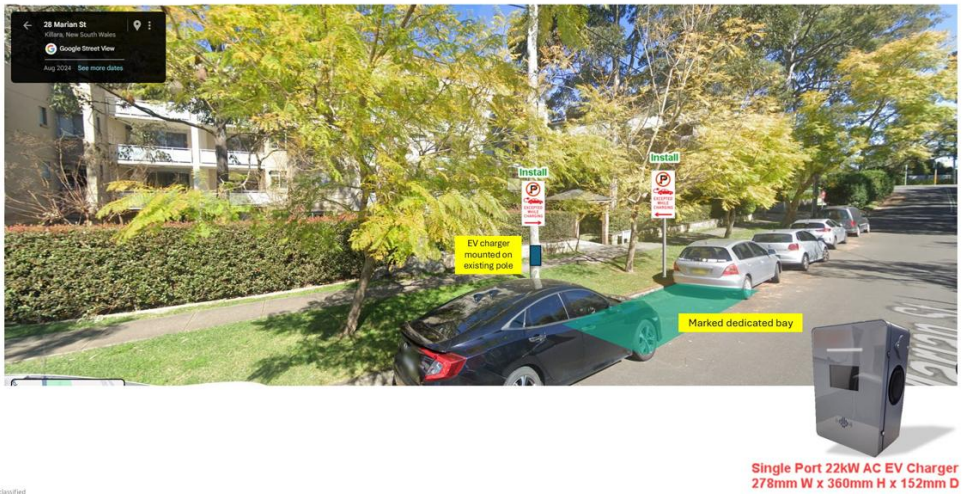
Charge Point Operator:	ChargePost
Parking bays	2
Charging ports	2
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging



On-site electric vehicle chargers
suggested locations for Gordon and Killara

Location – 30 Marian Street, Killara

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging



On-site electric vehicle chargers suggested locations for Gordon and Killara

Location – Opposite 1 Marian Street, Killara

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	• 1P 8:30am – 6pm Mon-Fri • 1P 8:30am – 12:30pm Sat
Proposed parking restrictions:	Surrounding non-EV area: • 2P 8:30am – 6pm Mon-Fri • 2P 8:30am – 12:30pm Sat EV bay: • 2P 8:30am – 6pm Mon-Fri • 2P 8:30am – 12:30 pm Sat • EV only while charging AND • No parking EV except while charging all other times

On-site electric vehicle chargers
suggested locations for Gordon and Killara

Location – Opposite 35 Lorne Avenue, Killara

Charge Point Operator:	ChargePost
Parking bays	2
Charging ports	2
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

On-site electric vehicle chargers
suggested locations for Gordon and Killara

Location – Opposite 1 Lorne Avenue, Killara

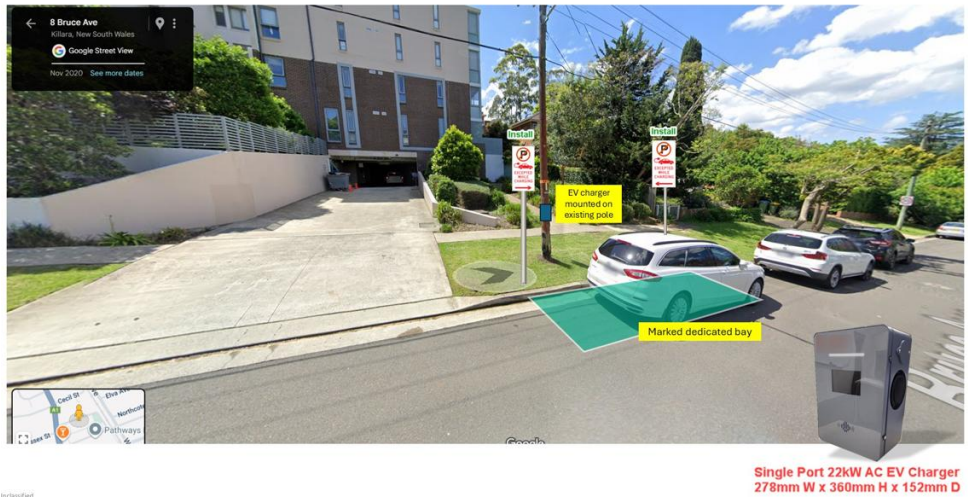
Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

Single Port 22kW AC EV Charger
278mm W x 360mm H x 152mm D

On-site electric vehicle chargers
suggested locations for Gordon and Killara

Location – 8 Bruce Avenue, Killara

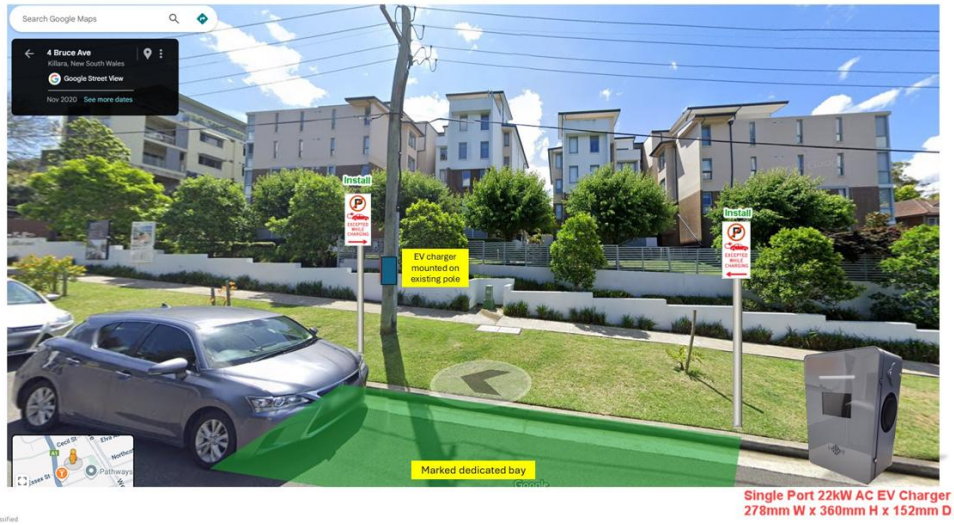
Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging



On-site electric vehicle chargers
suggested locations for Gordon and Killara

Location – 6 Bruce Avenue, Killara

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging



On-site electric vehicle chargers
suggested locations for Gordon and Killara

Location – 11 Moree Street, Gordon

Charge Point Operator:	ChargePost
Parking bays	2
Charging ports	2
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

330mm W x570mm H x 187mm D

On-site electric vehicle chargers
suggested locations for Gordon and Killara

Location – 11 Moree Street, Gordon

On-site electric vehicle chargers
suggested locations for Gordon and Killara

Location – 2A Ravenswood Avenue, Gordon

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	4P 8:30am – 6pm Mon-Fri
Proposed parking restrictions:	• 4P 8:30 am – 6pm Mon-Fri • EV only while charging • No parking EV excepted while charging all other times

Single Port 22kW AC EV Charger
278mm W x 360mm H x 152mm D

On-site electric vehicle chargers
suggested locations for Gordon and Killara

Location – 8 McIntyre Street, Gordon

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

On-site electric vehicle chargers
suggested locations for Gordon and Killara

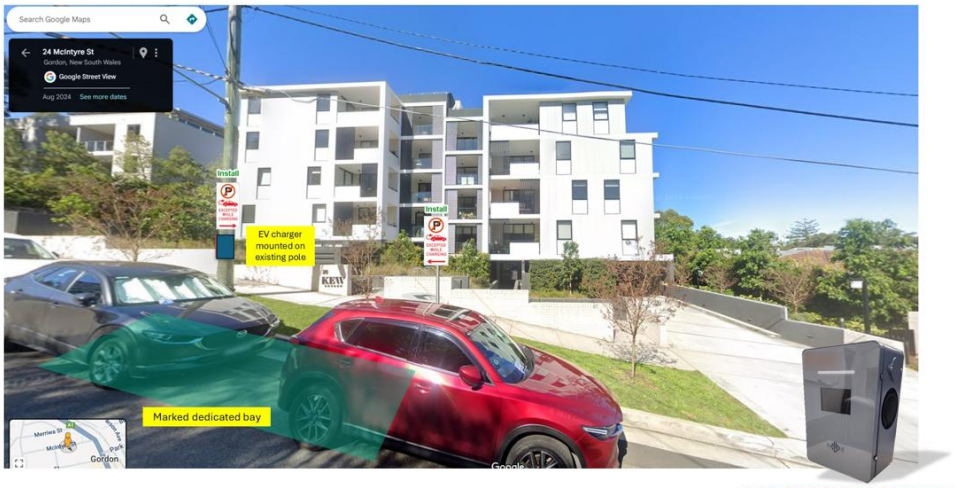
Location – 18 McIntyre Street, Gordon

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

On-site electric vehicle chargers suggested locations for Gordon and Killara

Location – 22 McIntyre Street, Gordon

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging



Single Port 22kW AC EV Charger
278mm W x 360mm H x 152mm D

On-site electric vehicle chargers
suggested locations for Gordon and Killara

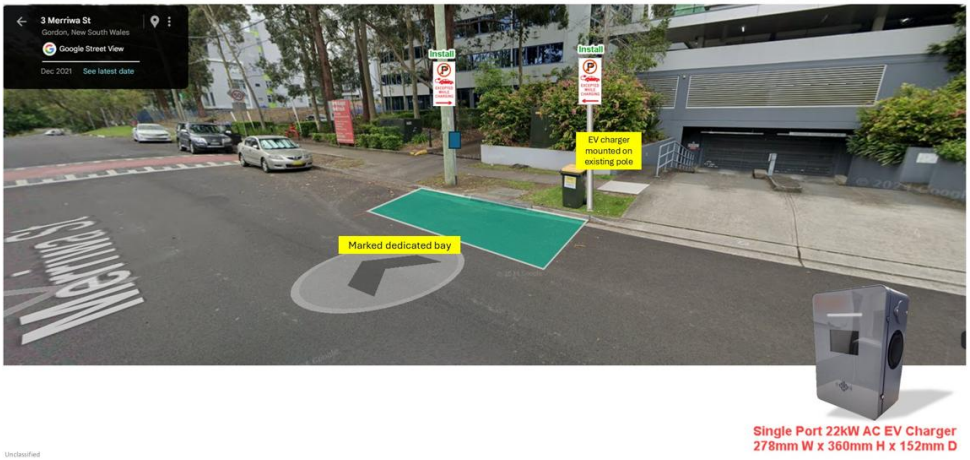
Location – 7-9 Merriwa Street, Gordon

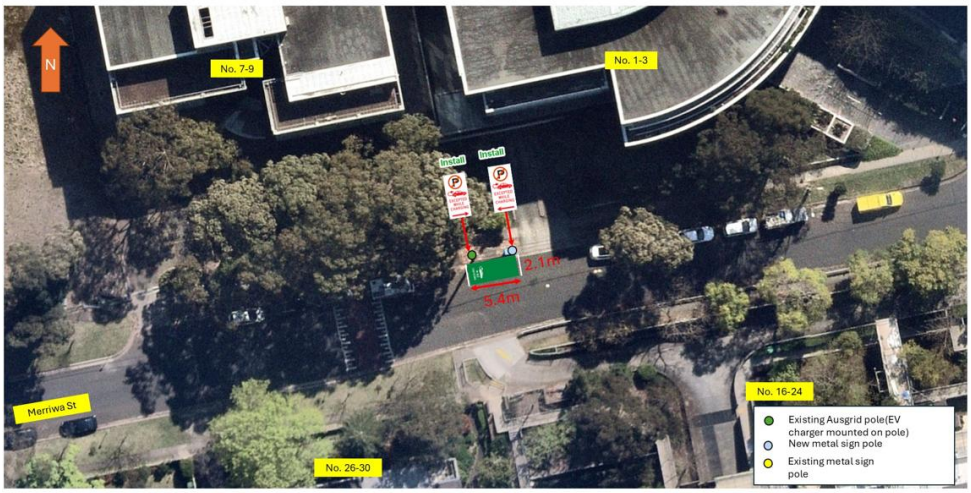
Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

On-site electric vehicle chargers suggested locations for Gordon and Killara

Location – 3 Merriwa Street, Gordon

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging

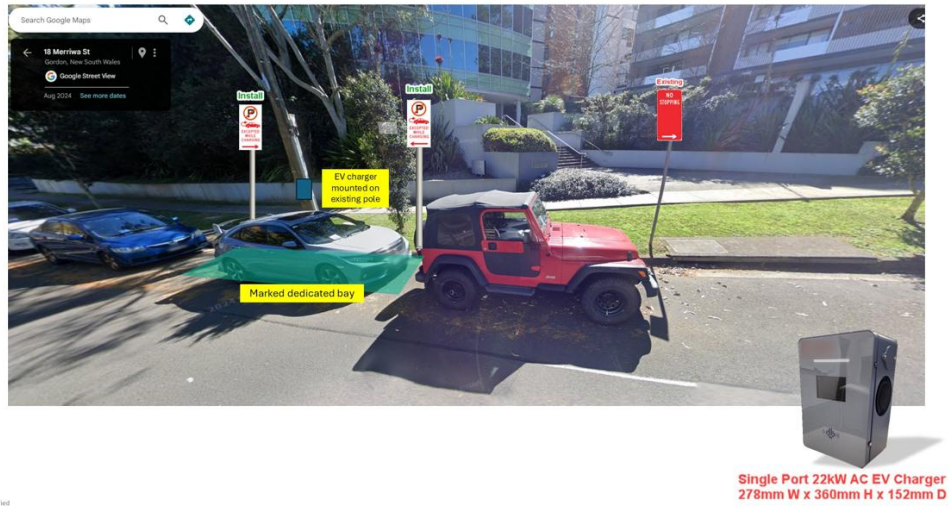




On-site electric vehicle chargers suggested locations for Gordon and Killara

Location –1 Merriwa Street, Gordon

Charge Point Operator:	Plus ES
Parking bays	1
Charging ports	1
Existing parking arrangements:	No existing arrangements
Proposed parking restrictions:	EV only while charging



On-site electric vehicle chargers
suggested locations for Gordon and Killara

Reasons for Support/Opposition

Reason	Selected Quote	Count of responses
To support the high and growing EV uptake	"Support improving the infrastructure to increase the uptake of EVs"	23
Lack of public charging infrastructure/necessary public infrastructure	"As an owner of an EV it is quite difficult to find convenient places to charge near where I live that aren't occupied."	10
Cannot install charging in apartments and units	"We have owned an EV for more than 2 years and have recently moved into an apartment at [redacted] Killara. There are many EV owners in the complex and we have found the dependence on commercial charging stations highly inconvenient and expensive."	22
Purchase of EV influenced by available infrastructure	"Whilst I don't have a EV I have the intention for getting one in the future. The timing will be influenced by the availability of this equipment."	6
Convenience	"Easy to charge"	4
Own an EV	"I have a hybrid car and this is a welcoming sign"	7
For those in apartments	“Having on-street EV charging will help EV owners without home charging, especially those living in apartments.”	8
Benefit the community	"This will indeed benefit the community."	5
Good design	"Council should be installing to power poles and current design appears unobtrusive"	3
For the environment and sustainability	"Support electrification & decarbonisation"	14
Form of income to Council	“EV cars are the way of the future and contribute to councils sustainability plans, it also allows a form of revenue generation “	2
Better on-street than in strata carpark	“If they have to charge somewhere, then on-street is way better than in my unit block's carpark!”	1
Support if done well	“In areas where there is only on street parking I support the concept. In areas where there is abundant off street parking in the apartment car parks I do not support it as it reduces available street parking”	3
Worsen traffic	“Oppose on small residential streets already battling traffic and congestion.”	4
Residents already have access to off-street parking with EV charging	"I do not believe on street EV charging stations are required here in Gordon. Who are being installed for? Residents in the with EVs already have connections available to them."	7
Not enough street parking	"On-street EV charging facilities take up scarce street parking spaces"	18
EV charging spaces are not often used	"These EV spaces invariably sit unused most of the time"	1
EV chargers should not be on-street.	"EV charging points are a great idea. But not on-street. Please put them in one of the public car parks."	6
Not Council's job	"Government and councils DON'T install petrol stations so why should they install electric chargers"	3
Not environmentally friendly	"I don’t believe the grid can fully support electric vehicles"	1
Disturbance to local residents	"Unnecessary traffic from residents of other streets and suburbs"	4
Supporting a minority of residents	"The proposed station would prioritise a small minority of EV owners while restricting use for the broader community."	2
Safety concerns	"Community safety and information sessions should be a priority with regard to EV charging stations locally and nationally."	3
Visual eyesore	"Too messy and ugly"	1
Funding	"Waste of tax payers money on funding towards charging stations."	4
Not suitable in narrow streets	“Narrow street, already parked full during day and nights. “	4

Chosen locations are not appropriate	“Location not desirable”	9
Don't own or intend to own an EV	“Do not have EV, do not intend to buy EV”	1
Don't understand the outcomes and consequences of the chargers	"I don't know what effect this will have"	1

General Themes

Theme	Summary of comments	Council Response
Use of public funds and council priorities	Concerns around use of Council funding for EV charging and the financial benefits to Council.	The installation of the chargers are funded by the NSW Government and the charging operators. Council receives revenue as per the Fees and Charges.
Balancing charger access and turnover	Responses both for and against providing "No Parking EV Only While Charging" vs. unrestricted parking and time limited parking Suggestion to make the chargers "bookable".	All locations are proposed as "No Parking EV Only While Charging". All time restrictions are proposed as per the surrounding time restrictions. The chargers will be managed by the operator and enabling booking of the chargers will be at the operator's discretion.
Parking availability, equity, and management impacts	There are existing parking pressures for on-street parking. Some suggestions raised to increase parking e.g. angled parking.	The provision of public charging in these areas is to complement existing parking use by local residents. Parking configurations will be reviewed where deemed necessary.
Pricing control, affordability, and public value of EV charging	Keep prices low and competitive. Some respondents suggested free charging. Low pricing would mean improving accessibility to electric vehicles for those who cannot access cheaper electricity at home. Concerns around the impact privatisation will have on the cost for users.	Pricing is set by the operators. Council supports enabling a competitive market for on-street charging. More than one supplier has been selected to provide on-street charging in Ku-ring-gai.
Increase in traffic	The chargers will increase traffic and congestion.	The provision of public charging in these areas is to complement existing parking use by local residents. It is not anticipated that traffic will significantly change due to the chargers.
Enforcement, signage, and effective use of EV charging spaces	The chargers need to be enforced so that they are not "ICEd" (occupied by internal-combustion-vehicles).	Rangers will enforce signage as per standard operation.
Other suggested locations	Near "Gordon Glen" Park in Dumaresq St. Woolworths carpark or Gordon Village (Gordon Centre) parking. Extend to additional suburbs. St Ives, Wahroonga, Turramurra, Pymble. West Lindfield. Past Lady Game Drive. Near Pymble Ave. Gordon golf course. Greengate Hotel. Near the Council offices in Gordon. Beauchamp park. Wolseley Road Lindfield Wellington Road East Lindfield near sports ground Tennis courts Russell Ave Lindfield Lindfield oval Warrane Road/ Earl street Roseville Gordon commuter carpark Killara commuter carpark More in general.	Noted. Future locations will be considered as part of Council's broader aim to improve access to electric transport.

Some locations appear to not be for local residents in apartments	Some of these proposed locations do not appear to be near the apartments and townhouses as identified as the target audience	These locations are nearby local attractions and may be used while residents use the amenities in the area.
Locating near points of interest, near/away town centres/busy places	It would be better to install chargers in carparks and near amenities e.g. shops, recreation areas, rather than in residential streets. Users can then use the amenities while they charge. Should locate them at service stations.	Most of these chargers are located where residents may not have access to home charging. These chargers can be used by residents to charge near their home, while they are at home rather than travelling to a charger. As they are slow charging (up to 22 kW), users will be plugged in for longer times e.g. overnight, which makes them less suitable to be located near shops where users may be parking for shorter periods of time. Council envisages that a mix of charging solutions (speeds, locations, providers) will form part of the landscape of an electric transport future.
Disruption to residents	Chargers should not be in residential streets which will cause disruption e.g. loitering. Should not impact residential street frontage or in front of resident's windows.	The provision of public charging in these areas is to complement existing parking use by local residents. Users will likely return to their place of residence nearby after plugging in their car to charge.
Fast chargers for 2P parking areas	The chargers should be fast chargers, not slow as they cannot deliver a full charge in two hours (2P parking area).	The provision of public charging in these areas is to complement existing parking use by local residents. Users will likely return to their place of residence after plugging in their car to charge. Outside of time restricted hours, the users can park for longer periods of time while charging.
Suggested support mechanisms DCP controls for new apartments, supporting strata directly	Changes to planning controls should make new multi-level unit blocks and houses have a mandatory charging power outlet for each unit / home, not just a conduit provision. Financial support should be given to apartments to help install charging. Appears that only "older" apartment blocks have been selected.	The current version of the National Construction Code (NCC) requires new developments to provide a dedicated EV charging switchboard. Prior to this, buildings were not required to make any provisions for EV charging. On-street chargers can support residents in difficult-to-install complexes. New developments will make it easier for residents to install charging infrastructure in their car parks. Council provides rebates to support the installation of chargers in units.
People who have EVs should just charge at home	People who buy EVs should already have places to charge their vehicle.	Although electric vehicle uptake is increasing, Council has a role to support an equitable transition to a net zero, electric future for all. By supporting the rollout of public charging infrastructure, residents can be confident that the infrastructure is available to support electric vehicles, particularly for those who cannot charge at home.
Design considerations	Should not obstruct driveway viewpoints. Streets where chargers are proposed should be reviewed for traffic and parking management considerations. Should be placed on a level ground (rather than a slope) for accessibility. Minimise the visual impact i.e. no advertising screens.	All installations will be reviewed for design and traffic impacts. The models of chargers selected do not have any advertising screens.
Pole mounted chargers	Pole mounted chargers do not need to be high powered if in large numbers.	Noted.
General support	Support the initiative. Hopefully this will be expanded to include more chargers. This will support those in apartments who cannot charge at home. We strongly encourage Council to facilitate EV charger installation as soon as possible	Noted.
Benefits to locals	It would be good to ensure that local residents in particular get to benefit from the chargers	Noted.

Shouldn't be promoting private vehicle use	Council should be trying to reduce overall car dependency and not trying to subsidise private car use.	Council acknowledges that electric vehicles are only part of the solution to a net zero future. It acknowledges that some trips will still be made via private vehicle use and that most trips currently are made by private vehicle use.
Risks	Risk assessment of the chargers for e.g. fire, trip hazards (cable), emergency vehicle access. There needs to be education on the safety risks of EVs and EV chargers. Would these chargers impact the electricity supply of neighbouring properties? Health impacts Safety Vandalism of chargers Liability/insurance.	All installations will be reviewed for design, traffic and other risk impacts.
Charging cable	Do users need to bring their own cables?	Users will be required to bring their own charging cable.
Chargers on the right side	Some vehicles are right-hand charge.	Locations have been reviewed to minimise access issues with right-hand charging vehicles.
Dual bay parking preferred over single	Missed opportunity to install dual bay charging in some locations.	Noted.
Understanding EV demand	Suggestion to research into resident population and demand.	Council regularly reviews EV uptake registrations in the LGA.
Stranded assets and fair access	How would council manage or dispose of these assets in the event the operator goes out of business (overseas examples). How would council ensure fair access to power poles if other providers sought access.	Council has standard provisions in place to mitigate the risk of stranded assets. Council ran an open procurement process seeking interested suppliers. Those who were successful in their bids have been awarded access.

On-street Electric Vehicle Charging Comments

Consultation Feedback for On-street Electric Vehicle Charging in Gordon and Killara

Survey Responses

Why do you support/Not Support?

Alot of Electric Cars. This would make it more convenient to own an Electric car. Ensure they are fast charging
Apartments are unable to install chargers due to insurance cost
As an owner of an EV it is quite difficult to find convenient places to charge near where I live that aren't occupied. Also, living in an apartment means I cannot install my own home charger.
As someone wanting to purchase another EV in the near future, options to charge is my main driver. There are not many options in the area currently, even the Lindfield coles ones charge so slow they are not worth it. 22kw proposed is a good decent charge speed.
Briefly: Council needs to pay attention to details.
Charging infrastructure in Ku-ring-gai is currently inadequate with the failure of all charging at Lindfield Village Green B1 and Coles Lindfield. We need more EVs not less. More charging will assist.
Convenient
Currently there are very few charging opportunities on the north shore besides the commuter car park at Lindfield which is only useful to train users. Charge points close to the Gordon shops will encourage local shopping.
Electric charging will be importantly for cars that need to recharge
EV owner
Given the promotion of EV vehicles in AU & globally, but lack of charging support in older apartment complexes, it is vital to support EV vehicle owners as much as possible in this regard.
Gives access to many residents who can't charge at home. Encourages adoption of a new technology that is cleaner for the environment.
Good for the community
Good for those who need to charge electric cars and it’s pay per use which is very reasonable
Great initiative but Australia needs more renewable energy - EV not that environmentally friendly given < 50% of NSW electricity generated by renewable energy sources
Have an EV.
Having on-street EV charging will help EV owners without home charging, especially those living in apartments.
Help with EV uptake and provide charging facilities around apartments in Gordon
High EV use in this area
I am all for providing support and convenience for electric vehicles users

I can’t charge my car in the apartment and this being outside would be fantastic
I have a hybrid car and this is a welcoming sign
I live in a unit with no charging facilities and I have an EV
I live in an apartment block and ev charging is hard to install
I own a EV but lives in an apartment without private charging in Gordon. Nearby public chargers are very limited and almost always occupied, making it difficult to maintain regular charging.
I own an electrical vehicle however live in an apartment (owned) that does not have EV chargers
I support the installation of public EV charging facilities, whether on-street or not, in an accessible and convenient location. I do not support such installation when it interferes with the traffic or is in a location with limited access.
I think there should be more locations including in the car parks
I would rather EV's charge on the street instead of inside underground carparks - Safety & logistics of retrofitting buildings.
It is good to have EV charging staiton avaliable in a number of places. But there does need to be some rules around the use of it.
It's obviously the way of the future and is essential for unit dwellers with no charging facilities at home.
Many (eg: Strata units, renters) cannot access chargers otherwise.
Many apartments are not upgraded with charging infrastructures because many investors refuse to invest.
Millions of renters and city dwellers lack private parking. On-street charging offers the convenience of charging overnight at home, turning the EV switch from a burden to a benefit. It democratizes clean transport, cuts range anxiety, and makes our cities cleaner. It's necessary infrastructure for everyone.
More chargers needed for Kuringgai apartment residents and to help improve ev take up
More EV resulting in less air pollution (NOX, Carbon)
Multiple charger would be good since EV has become a trend. Some old building does not have charger
Need more charging hubs adjacent to multi-storey units
Plenty of people that need to charge and can’t charge at home, due to apartments or renting. A great revenue stream for council that isn’t punitive parking fines
Propose to compliment this installation with adequate lighting and CCTV camera installations for safety of both the property, drivers and the residents.
Renewal and hard to charge at home in the units
Should have been done years ago, but better late than ever.
So many people are excluded from electric vehicles purely because of the type of house that they live in. This is at odds with the push for us to live in higher density housing. Large numbers of public chargers are needed.
Support electrification & decarbonisation
Support improving the infrastructure to increase the uptake of EVs
Support the switch to electric infrastructure
Supports sustainablility
The area currently lacking sufficient EV Chargers
There are currently no EV charging in Gordon.
There is a definite need for EV charging facilities. Whilst I don't have a EV I have the intention for getting one in the future. The timing will be influenced by the availability of this eqauitment.

This is an excellent with the increased usage of EVs and give the drives options to charge beyond typical access sites that are often busy. I hope you will extend the suburbs to other such as TURRAMURRA, Hornsby, etc.
This will indeed benefit the community.
To help people move away from petrol and diesel cars
Useful amenity that will only become more required in the future.
We live in an apartment complex and have been constrained by the lack of EV chargers.
We need to encourage more people to have EVs, particularly those in apartment blocks that may not have access to home chargers.
We should be encouraging and facilitating EV uptake. With the increasing number of apartments we need convenient charging solutions.
With the growth of EV usage, this will only help the infrastructure keep up.
Support - council should be installing to power poles and current design appears unobtrusive
We have owned an EV for more than 2 years and have recently moved into an apartment at 26 Marian Street Killara. There are many EV owners in the complex and we have found the dependence on commercial charging stations highly inconvenient and expensive.
This will definitely improve the quality of life for the EV owners which is increasing rapidly.
easy to charge
In general, I am supportive for Council's direction moving towards Net Zero. But I still have concerns for Kirbside EV charging stations.
I do not believe on street EV charging stations are required here in Gordon. Who are being installed for? Residents in the with EVs already have connections available to them.
Bruce Ave already suffers severely from avalble on-street parking with Ravenswood students, Greengate Hotel patrons and adjacent apartment Owners/Tenants nto having adequate under building parking.
Correct spelling is “briefly”! These EV spaces invariably sit unused most of the time, so those of us who don’t have and don’t want to have EVs have even more trouble finding parking spaces.
EV charging points are a great idea. But not on-street. Please put them in one of the public car parks.
Government and councils DON'T install petrol stations so why should they install electric chargers. Leave it to private companies.
I don’t believe the grid can fully support electric vehicles. Also, it doesn’t matter if Council isn’t paying. If the government is, then it’s using my taxes, and I don’t want that.
I have serious concerns about the proposed location on 8-18 McIntyre Street. Parking on this street is already at capacity, particularly during the week. Converting two existing general spaces into dedicated EV bays will significantly exacerbate the current parking shortage for residents. I kindly ask that you reconsider this location or look for a nearby alternative that has lower parking density
Location not desireable
Loss of general-use residential parking spaces in an already congested area. The proposed station would prioritise a small minority of EV owners while restricting use for the broader community. Also concerns regarding noise and light pollution, as well as after-hours disturbances..
Narrow street, already parked full during day and nights.
not appropriate in Bruce Avenue
Not environment friendly
On-street EV charging facilities take up scarce street parking spaces - such facilities are better placed in existing car parking areas such as those recently provided at Kuring-gai Aquatic Centre

Oppose as it removes parking spaces for all other road users. Proposed EV charging in Marian St and Lorne Ave are in highly sought after parking spaces for commuters. Time charhing limit of 30 mins should be imposed, and ANY vehicle be able to park there. I STRONGLY OBJECT to reserved, untimed, EV charging in prime parking locations.
Risk of safety relating to EV Charging and related Fire incidents - not enough knowledge within communities about how to be safe around these charging locations, including attempting to put fire/s out effectively. Community safety and information sessions should be a priority with regard to EV charging stations locally and nationally.
Safety reasons, increased traffic congestion , reduced number of street Parking on an already full street due to proximity to ravenswood and train station .
Some streets are not able to accommodate the reserved parking space for EV charging
Street parking is taken up by Greengate hotel patrons and Ravenswood student cars
Takes up valuable parking spaces. EV owners can "charge" all day
There are limited parking spot on the street, by installing on-street EV charging bay, it will greatly reduce parking for residents living in these areas
Too messy and ugly
Unnecessary traffic from residents of other streets and suburbs, takes away parking spots of residents of the street. Waste of tax payers money on funding towards charging stations. EV owners should faftor their buyjng decisions and total cost of ownership to include charging facilities. They are already not paying excise and fuel execise duties that funds road repairs and transport systems.
Waste of ratepayers money for a fad.
I oppose EV chargers on our street due to severe parking pressure from the nearby school. Residents often cannot park near their homes, and removing two spaces will make this worse. There is also no disabled parking despite an aged care facility and many older residents, so reducing general parking further is inappropriate.
shopping centres, homes, work etc should be able to supply charging for electric vehicles
currently with only 1 in 20 vehicles in Ku Ring Gai being electric what is the rationale for taking up parking spaces on public roads for a small percentage of the population. Council is not providing local petrol pumps for everyone else. All existing EV charging infrastructure is in council or public or shopping centre car parks. Why is this model not being repllcated.
I don't see a large enough benefit of a tiny number of street chargers on streets of hundreds of strata units. There would be a much bigger benefit of offering grants to strata buildings to convert to EV charging infrastructure
If they have to charge somewhere, then on-street is way better than in my unit block's carpark!
In areas where there is only on street parking I support the concept. In areas where there is abundant off street parking in the apartment car parks I do not support it as it reduces available street parking
Whilst I support EV charging infrastructure - there is a cost in forgone parking spaces and loss of visual amenity through the charging infrastructure and any associated advertising and signage is very unattractive.

Do you have any concerns about any of the locations?

1 and 3 Merriwa st. No shade and direct sun. Not good for charging a car especially during summer. When it rains rain water off fitzsimmons st and Merriwa st will rush down and first hit 1-3 Merriwa st.
All locations proposed on McIntyre St are not, in my view, appropriate because:- That side of McIntyre St has limited accessibility, i.e. from a left turn from Pacific Highway. - parking along McIntyre St is used extensively, even during weekends, so having an EV charging station removes a much used public facility.- They are not close to

shopping centers or business.- Dumaresq, on the other hand, is much more accessible, closer to shops and business, and has council car park as well as Gordon Village carpark. It would be a better alternative.
Ensure cars who are not EV do not take the spot and also have a limit on how long you can charge for to allow all to use it.
For the one outside 11 Moree st - I am hoping there will be some sort of limitation to how long a vehicle can park there, with the log term parking by the a number of vans, luggage trolley and buds it would make accessing this EV difficult. Also having large vehicles parking on this area of the street makes exiting the drive way of 11-15 Moree extremely dangerous is it is difficult to see what is coming down the hill.
I agree with the whole concept of EV charging points but I am concerned that there is a DA pending over 7-9 Merriwa Street and that there will be a huge amount of demolition and construction traffic over a period of probably up to two years. The proposed charging station will be right in a part of the street where the builders will need to be moving and parking large vehicles. Also the driveway to my unit block at 26-30 Merriwa St is already the unofficial turning point for the entire street and I am concerned that having a charging station directly opposite will result in even more vehicles turning in our driveway causing safety and entry/exit issues.
I don't think it should be too close to the train station as this takes away from commuter parking.
I have concerns about the 2A Ravenswood avenue location. It’s an extremely busy street which supports school traffic, an elder care facility staff and visitors. Already there is heavy traffic congestion during morning and afternoon hours. Adding electric vehicle station will bring more traffic to an already busy street
I hope that there will be more once this trail is launched
I opted to oppose certain locations considering if closer to Junctions or on an incline.
I suspect the local residents will have some level of concerns as they won’t want additional traffic in their area but for the broader community this initiative is a great one and you should press forward.
Installations will take away some slots from the already limited street parking in Killara
It would be far better if they were shown on one map, rather than needing to click each individual link. But must be walking distance to at least a cafe
Merriwa St. in general is narrow and it is usually not possible to find on-street parking places most days.Outside No 1 - is on a steep incline - would this affect the battery being charged? It would be difficult for some drivers to reverse park.Outside No 3 - the footpath and grass is frequently used by unknown people to dump their excess rubbish.Outside No 7-9 - Is adjacent to driveways on opposite sides of the road near it's narrowest part. The strata unit opposite (No 26-30) is a SEP55 residence where drivers are mostly elderly (I am 87). We understand that No 7-9 is about to undergo extensive building work an the DA is in progress. Proposed Government plans seem to be proposing very low parking/storage provision in the new high-rise accommodation plans, so we expect further increase in use of Merriwa Street as a peak-hour rat run.
Merriwa street is a roadblock by 8am and putting a reserved car space is quite possibly one of the thickest ideas this council could have conceived. I am fine with EV charging but not with this location. Fix the parking debacle first.
Most of the locations appear to be located at random powerlines outside apartments. I don’t have a car requiring charging , however, since it would take time to charge, has there been any consideration as to what people would be doing while this was taking place? It would be good if the car charging occurred outside perhaps a cafe or library where the owner can keep an eye on it while occupied in a comfortable setting. Unless the chargers are mainly for the apartments owners, in which case they can head back into their homes while the charging takes place. Do people usually sit in the cars for a couple of hours during the charge? Otherwise they would need to walk a distance up the hill to Gordon shops and leave their cars in the process. It would be more convenient if the locations were directly outside shopping areas with easy level access. The Gordon locations involve a trek up a hill for people to do a bit of shopping while the car is charged. If both these activities take place, there’s a likelihood people will be needing to wheel their shopping trolley up and down the hill.
My main concern is that I would like 2 in Bruce Ave rather than 1. A complication is that Bruce Ave is busy for parking particularly used by Ravenswood students and Greengate Hotel patrons but in balance go for charging.

Need more information about how to enforce no hogging of EV spots for EV's when not charging and non-EV's which should not be using these spots at all. In my particular case (11 Moree Street) parking is untimed and is heavily used by commuters every week day. What is stopping people from simply using the charging spot(s) for parking all day? If it's enforcement then I welcome the council to come and fine offenders.. and this must be done otherwise the EV charge spots will not be used as intended.
Need more locations
No - the more charging stations the better
No concerns other than why there will only be one on the street. This will be seen by potential owners as a barrier to moving to EV.
No concerns, I think they should be offered on a variety of locations to support difference situations
No. EV charger should be considered as public facilities.
No. Just ensure only 1 per spot. Located everywhere and that cars must be moved once charging complete. Also fines for not charging whilst parking
One concern is proposed 3 merriwa st pole. Looking on Google maps it might only support 1 car at a time? Still good however having 2 at a time seems much better especially because sometime 1 charger port is not working
Ravenswood Ave is already too congested with a lack of parking for residents. The building of 2A has also been rezoned and is likely to be demolished, so it would be a waste of council resources to install it there, as it will become inaccessible during demolition and building.
Ravenswood Ave is the wild west in the morning drop off and afternoon pick up. The parents already park in the no stopping zones with no action taken what bis to stop them parking in a charging zone not for the purpose of charging their EV but because its available? The parking in Ravenswood Ave is poorly policed right now so this will be just another headache for legitimate EV users.
The ravenswood Avenue and Bruce Avenue are already very busy with school traffic and visitors to the pub.
Time restrictions should be in place to prevent abuse/hogging of the charging spots available.
Traffic congestion.
Traffic management and ensuring equitable and fair use. Roads are already heavily parked on without chargers being installed. How will quitabke access be managed and will timed parking be put in place.
Yes - none are planned for St Ives
I am a resident in the apartment of 11 Moree St. I am generally supportive for additional EV charges in Kuringgai Council area, but I do have few concerns and hoping can get some answers. 1. Has Council considered placing the pole further up near 7–9 Moree Street, where the dedicated EV bays could be located at the end of the parking line to make the parking arrangement clearer? 2. I do not see any information regarding fire safety measures or the risk assessment for the proposed EV charger. Could you please clarify whether an EV driver would be required to bring their own charging cable? would this raise any concerns for pedestrain safety? 3. I see that it is up to the EV charger company to set up the price, has Council have any power to inflence the pricing? I do have concerns when the EV charger company dominated the Council area, they can charge whatevey they want. has Council consider to include the charging price under Fees and Charges?
8 and 18 McIntyre Street - why don't you have an opposed option above? I live at 8-18 McIntyre Street Gordon and in the building there are 2 charging bays for residents in the visitors carpark and some residents have their own connections in allocated parking bays. I am also concerned with the harmful electricity waves close to residents home and children in installed right out front of our property as my outdoor area faces the street.
8 McIntyre, 18 McIntyre.Please note that 8-18 McIntyre building has already 2 ev charging bays on level B1I have serious concerns about the proposed location on McIntyre Street. Parking on this street is already at capacity, particularly during the week. Converting two existing general spaces into dedicated EV bays will significantly exacerbate the current parking shortage for residents. I kindly ask that you reconsider this location or look for a nearby alternative that has lower parking density
Access on narrow street, some with parked cars on both sides.

All locations.
Anywhere where parking is already in short supply should not increase the number of EV spaces. People can charge their EVs at their property before they leave home.
As above
Concerns about all locations until communities can be informed about safety with regard to fire/s relating to these charging stations and vehicles.
EV charging points are a great idea. But not on-street. Please put them in one of the public car parks.
I do not support the location of on-street charging stations at 1 and 30 Marian Street Killara.Marian Street Killara has a railway station car park at the end of the street which has ample space for EV charging stations. It would be a safer and less obstructive location for users waiting for cars to charge than at on-street charging stations. Further it does not take up valuable un-timed spaces that are used by residents. The car park often has excess capacity in off-peak times that makes it a far more sensible and less disruptive location than on-street.
I live in Bruce Avenue and street parking is a significant problem caused to some extent by Ravenswood students. EV charging stations would exacerbate the problem and cause aggression between residents, students and people wanting charge their vehicles.
I live in Bruce Avenue Killara. The street is crowded with cars already and there's often no parking on street for residents. This would make it much worse. We have a right to park outside our buildings without these ugly things attracting yet more cars.
Merriwa st in Gordon
No parking spotabwilable and no turning space
Not government or councils job to install these
Yes, both Bruce Avenue options due to full street parking already
Yes, Marian St and Buckingham Rd are home to a few low rise apartments which already contribute to the congestion on these narrow streets.
Ravenswood Avenue directly adjacent to a school and experiences extremely heavy traffic throughout the day. Parking pressure is already severe, and residents often cannot park anywhere near their homes, particularly during school drop-off and pick-up times. The council does not allow resident parking permits, meaning we have no way to manage or prioritise resident access. If I move my car during the day, the space is taken almost immediately, and I have frequently had to park kilometres away.Because the street is so short, removing two general parking spaces for EV chargers will have a disproportionate impact on residents. These spaces are essential for day-to-day access and are already in extremely high demand. Further reducing parking availability will significantly compromise residents' ability to park near their homes.I am also concerned by the absence of any disabled parking on this street, despite being directly opposite an aged care facility and home to many older residents in the apartment buildings. It is difficult to understand why accessible parking has not been prioritised, yet EV chargers—which further reduce general parking—are being proposed. This approach risks disadvantaging elderly and mobility-impaired community members and reflects an inequitable allocation of limited parking resources.My concern is not with EV infrastructure itself but with the decision to locate chargers on this particular street. A far more suitable option would be Henry Street, which is close by and primarily non-residential. That area already manages school traffic and short-stay parking, and installing chargers there would minimise negative impacts on residents while still supporting the council's sustainability objectives.For these reasons, I oppose the proposed location on our street and strongly encourage the council to reconsider Henry Street or another non-residential area as a more appropriate site for EV charging infrastructure.
killara is a very residential suburb with the majority of people charging electric vehicles at home. Meanwhile gordon having a shopping centre, multiple car parks, and schools with a more of a reason to have charging for electric vehicles.
18 McIntyre st Gordon. The apartment building at 8-18 McIntyre st Gordon has two electric vehicle charging spaces in its visitor car park. I have never seen them being used. Finding parking on the street in this location is difficult most of the time, and especially during the day, so to take a space a away and designate it for electric vehicles only will add to the parking issues on this section of the street and would be of little benefit to residents who could use the chargers in the car park. I also feel that the space

would likely be used very rarely and this would frustrate residents to see an empty space where they could be parking but aren't allowed to or risking a fine if they do. Perhaps if the building didn't have its own charging spaces I would feel different but to see that they are almost never used means I do not support this location for an on street charging space. The fact the road is divided in this section and cars are unable to turn around and must go around the block if they can't find a space also adds to parking issues.
For example Moree st why not utilise 2 spaces in the existing council car park near he junct of the pacifig highway. Or in the car park of the Gordon centre. Why place outside a residential building taking up parking spaces and potentiallly increasing noise disturbance. If you are going to install on street EV chargers why not do it in residential areas away from town centres?
Further to my previous feedback. Why are you not utilising the 1 hour parking spots in Moree st outside the Gordon Centre carpark exit which has an adjacent power pole. this would appear a more suitable location closure to the Commercial centre and with existing parking restrictions. Rather than in front of residences.
Merriwa St & McIntyre St are already full with residents & local businesses parking. Charging away from Pacific Hwy, further down the streets would be be better.
Residents in the surrounding buildings rely on those spots in order not to fill visitor parking spots. Any EVs in our complex already have their own chargers so taking up valuable street parking would be an unnecessary burden with no upsides to locals.

Do you have any additional comments and suggestions?

Adjacent to "Gordon Glen" Park in Dumaresq Street would be ideal for many reasons.Prosed sites in Moree St. and in Ravenswood Av. wood be my top suggestions.
As Gordon is becoming an increasingly apartment-dense area, it would be great to consider installing more than just one or two EV charging stations. Locations such as the Woolworths car park or Gordon Village parking would be ideal spots for residents.
Charging is not yet possible in my Bruce Avenue unit complex Killara Grand. Lindfield Village Green B1 charging no longer works. Charging at Coles Lindfield worked initially but no longer works at all. One charger in Bruce Avenue might be a stopgap until I can finally get charging in my complex. I only get reliable charging at BMW in Chatswood. I will be interested to see how effective it is.
Details omitted: what is the financial benefit to council?You charge local businesses fees and charges to operate in fixed locations in KRG or use public spaces, so what is the income/fees/charges that KRG will receive from the (for profit?) business operating the chargers?
Extend to additional suburbs.
Free charging
Good idea !
Great initiative
Great initiative love to see it
Hopefully this initiative will be expanded over time to include more chargers.
I suggest adding the electric vehicle charging station further away example on Cecil street Gordon which sees less traffic
If the use of these EV charging zones si not policed then they will be used by anyone for any purpose
If there are large numbers of pole mounted chargers they don't need to be super powerful ones. Fit more on poles and more in car parks.
I'm living in 1 Pymble Ave - another area with apartment buildings with no charging infrastructure. I'd appreciate it if you could consider this area as well. Otherwise, my next car will be an ICE once again due to the lack of practicality.

It may be better to locate the charging ports where there is a place of interest that will usefully occupy people's time while the car is charged. For instance, near a park, tennis courts, shops, library, cafes, restaurants, playground, swimming pool, oval, soccer field. Place them where the ground is level (rather than on a slope). This makes it easier for the elderly or less able bodied drivers, parents with prams etc. to use these charging locations. Placing the charging locations down a hill outside random apartments lacks that potential connection to the life activity that could take place during the charging time.
It would be good to ensure that local residents in particular get to benefit from the chargers
Keep pricing low and ease of accessibility will have win win for all parties
Make it mandatory that ALL new multi level unit blocks and houses have a mandatory charging power outlet for each unit / home, not just a conduit provision.
Maybe consider charging at the golf course car park and near the Greengate hotel
More locations
More please!
More spaces should be made available where both EV and non-EV vehicles can park
Only suggestion is making sure the chargers have time limits on or people will leave their cars there for hours/overnight and others wont get a chance to use them.
Perhaps put a charging station in Fitzsimon's Lane where there is now a huge number of unit buildings and much less through traffic than in Merriwa St.
Please ensure they are not obstructing entry and exit view points of apartment complexes.
Please go ahead with this proposal
Ravenswood Avenue location is very convenient to shops and station plus may attract travelers from the Central Coast or Newcastle to stop at a very easy to access location. Parking on this street tends to be less utilised than on Moree or other locations nearer to the Gordon Centre.
So dumb. As I said fine with EVs but put them somewhere it isn't going to cause huge bottlenecks for an already over congested street.
St Ives, Turramurra, Pymble and Wahroonga locations should also be considered
Streets where Chargers are placed should be reviewed for traffic and parking management considerations.
Supporting apartment blocks installing similar capabilities in their visitor and resident parking would be welcome and supported as well.
The charging spaces should be restricted to EV only. ICE cars should not be allowed to park on them
The council should also look at put a charging station in the Killara Station car park. If the charger is placed in the middle of four car spaces it could service four cars at a time - which could be more efficient than curb side parking.
The main point is will the organization have the ability and *motivation* to provide a competitive rate. Will it be an expensive street ornament to confound drivers trying to find a park by remaining mostly empty. Will the average joe use it? Or will the power be provided at double to triple home rates (and still require your own expensive cable) IE you must be stupid or under duress to consider using it. (Will the provider take the tasty grant money and then gouge for everything it's worth?)There's already enough Ampol's in the world wasting grant money on infrastructure that's barely used.
This is useful as alot of apartment owners cannot charge their car
To encourage adoption and maximise utilisation, I would recommend level 2 chargers with competitive rates. I have seen chargers in Lindfield Coles and Village Green carpark unused most of the time as they are far too expensive.
Very supportive
Why not install at the Gordon shopping center at different levels?
Would this EV means the electricity supply of 11-15 Moree unstable?

Concern over privatisation of public space. How will council review the cost and choice of supplier ongoing to ensure fair pricing. How would council manage or dispose of these assets in the event the operator goes out of business (overseas examples). How would council ensure fair access to power poles if other providers sought access.
We strongly encourage Council to facilitate EV charger installation as soon as possible
west lindfield, killara after ladt gram dr
Communities are being forced into accepting that EVs are being given priority across the board with little or no education about safety issues relating to all EV vehicles and charging stations. It will be extremely unfortunate if it takes a devastating event and loss of life before authorities step up and educate all communities about the risks involved with all EVs including charging stations. Authorities need to step up now and commence this education and learning.
Consider the scenario of where people will stand while waiting for EV charging. It is disruptive to residents and pedestrians to have people loitering outside their homes while vehicles charge. It is my observation that people tend to wait outside the car rather than inside.
Council should focus on roads and ru8bbish and get out of anything else. How about cutting costs by 30% as a start seeing as you are increasing rates by that amount! Disgraceful!
EV as your own publicity states are still very much in the minority and buyers should be checking where and how they can charge prior purchasing. EV owners should not be provided with priority parking facilities over the majority of vehicle Onwners who are required to refuel at various service stations. EV charging facilities should be located at those existing service station locations.
If people have EVs, why can’t they charge them at home instead of inconveniencing non-EV drivers?
If there really is a need for charging bays, they should be in the council carpark in Dumaresq Street, in a well lighted commercial area or in a shopping centre, away from residential properties. If there are grants available for such a useless facility then why are children going to school without simple necessities!
Installation costs ratepayers, as ratepayers contribute to NSW Govt funding.EV charging points should not take away current parking spaces.EV charging points should be limited to 15min parking and vehicle owner remain with the vehicle - at Lindfield, dome EV owners park their car in the EV charging port all day.
It's a fad. Ev sales are decreasing. Nobody wants them. Roads, rates, rubbish...and library.
I've said it all above
No need EV charging stations on the streets please
Oppose as it removes parking spaces for all other road users. Proposed EV charging in Marian St and Lorne Ave are in highly sought after parking spaces for commuters surrounded by a lot of time limited parking. Time charging limit of 30 mins should be imposed as why should an EV, who may have a full battery anyway, park in a reserved space all day under the guise of "charging"? I STRONGLY OBJECT to reserved, untimed, EV charging in prime parking locations.I would support an EV charging space at THE REAR of the Council carpark opposite Killara station, once again, only if the time was limited for those spaces and the driver remained with the car for that time limit between 7.00am - 7.00pm. This would mean they were only using the space for active charging, they had to pay for the Council parking for the day if they moved the car, and would ensure that 1 vehicle didn't "hog" the parking for the whole day.
Parking closer to public amenities
Safety issues since there were a few incidents that EV cars caught on fire when charging. If the changing poles shouldn't be installed on narrow street, in case when there is emergency, the fire truck can access.
Stop spending rate and tax payers money
The car park opposite the Killara train station is a better option as it is vacant after 5pm until the next morning

This type of infrastructure would be more suitable in:•Public car parks, shopping centre lots, or service stations, where access is easier and activity is already higher;•Non-residential or mixed-use areas where parking turnover is less contentious;•Sites that don't directly impact residential windows or street frontage.Installing a charger on a narrow, high-demand residential street offers little benefit and considerable inconvenience.
Yes. This is a waste of money.
I am concerned about the lack of consultation with residents regarding both parking pressures and accessibility needs on our street. Any changes that further reduce parking should be considered alongside long-standing issues such as the refusal of resident permits, the absence of disabled parking, and the impact of school traffic. I also strongly recommend a speed hump be installed to improve safety for pedestrians and children, given the high traffic volumes near the school. I encourage the council to take a more holistic approach to planning on this street, ensuring that EV infrastructure is balanced with the everyday needs of residents and vulnerable community members.
Give EV infrastructure grants to strata buildings for a much bigger impact towards net zero
PLEASE, PLEASE, PLEASE - minimise the visual impact of these charging stations. Please ensure NO ADVERTISING is permitted and branded signage is kept to a bare minimum. NB people do not need big signs to find these, as we use apps to do so - so signage is always only for the company's benefit. There is a terrible EV charger on Hill St at Roseville which are giant electronic billboards. Do not allow advertising to encroach further into residential areas.Also, I suggest council install EV chargers in the (council) commuter carpark at Killara and the council carpark near Gordon station. Both locations can be utilised by people not living near the proposed locations (whilst they go about other activities locally).
The buildings all have visitor car parks. As has been done in our building a space could be put aside for charging with council funds perhaps assisting. Our visitor car park is usually mostly empty yet we are not allowed to use it and have to park on the street which is generally very full. Taking away precious on street parking for a small minority of electric vehicles might not be the best solution in this area where off street parking is abundant in building car parks that could be used for residents to charge vehicles
yes, follow the existing model of public private partnership in existing infrastructure such as council car parks, community car parks, shopping centres, service centres etc Existing locations where regular multiple vehicle movements/parking/loading etc are already occurring and accepted and planned for. Not in random residential streets.
You MUST put a parking time limit on every charging car spot. I can see people parking all day long, everyday, out of selfishness (pretending to charge for hours on end). They are the residents who fill our visitor spots with their multiple cars; against Strata laws.

Online Form Submissions, Emails and Letters

Would it be possible to put some dedicated, time-limited bays in the Culworth Ave carpark? That would seem to be a logical place where there is space and it doesn't take up street parking.
The apartment complex at 8-18 McIntyre Street Gordon has existing EV charging facilities for residents of the apartments. As such, I recommend the EV charger is NOT placed at either 8 McIntyre St or 18 McIntyre St. So that means 22 McIntyre St is the best option of the three locations you have identified in the street. However, I recommend you reconsider charging locations for this street. An EV charging location on the opposite side of the street or much further down the street is more appropriate. There are other large apartment buildings (and others pending construction) further down the street that would better benefit from the charging station.
I don't believe that the nominated EV charging sites are suitable because:- 1. The street is very steep at this point. 2. The street is one way downhill. 3. There is very little through traffic. 4. The street is parked out by commuters every working day. 5. The street is not wide enough to allow multiple vehicles to maneuver and queue 6. The Street is already dangerous for residents in the apartment buildings to exit safely due to poor visibility back up the street. 7. My apartment building has already installed EV chargers.
I write with regard to the proposed EV charging location at the above address in Gordon. I applaud the introduction of more EV charging locations around the Kuringai area which is lagging behind other Council areas. Being a resident of the apartments at this site, I would like to share our experiences. 1. Parking spaces We have 66 apartments on site with about 50/50 split tenants to owners. We have had a significant issue with tenants using public street spaces permanently to park multiple vehicles owned by them. We complained many times to Council regarding one tenant in particular, who eventually moved on about 3 months ago. He caused huge grief to residents by working on his racing vehicles in the street, disturbing the peace with constant reeving of engines etc. He and others would/and do leave their excess vehicles parked for periods of weeks at a time in the street. This limits access to this parking by bona fide residents, visitors and tradespeople who can’t fit into the visitor car spaces provided in the building. In addition, we find that any vacant spaces start filling up very quickly on week day mornings as commuters take the spaces and park till 4 or 5pm each work day. Recommendation – that the charging points be moved further up the street, directly adjacent to the Council building on the corner of Pacific Highway and McIntyre Street. There are spaces there that could be used not only by residents but office workers alike. 2. Paying for charging

The Strata Committee for 8-18 McIntyre St, (of which I am a member), installed 2 x EV charges (Phase 2) in September 2024. I am one of several EV owners in the building. To date, I am the only regular user of this third party system, which takes up to 5 hours to deliver about 400km of power. We allow 15 minutes grace at the completion of the charge after which idle time charging is enforced. This is all managed through an app. I have talked to other EV owners in our building and they all charge elsewhere, particularly at Council shopping centres such as Lindfield, and St Ives Village, where they can leave the vehicle on a free charge system all day while at work. No idle time fee is applied apparently. Recommendation - I note that a third party provider will be used to operate the public EV charging points. May I suggest that the chargers are higher speed Phase 3 chargers and that idle time fees apply after a grace period of no more than 30 minutes.
We received your letter regarding on street Electric Vehicle Charger Proposals. We have no objections to this IF it is for cars only. We strongly object if eBIKES can also be charged
I write to formally object to the proposed installation of on-street electric vehicle (EV) charging bays on or near 2A Ravenswood Ave, Gordon which I understand is located directly adjacent to Ravenswood School and Horton House Nursing Home for women.. While I strongly support the transition to zero-emission vehicles and the expansion of EV infrastructure, I believe that the chosen location raises significant safety, access, and amenity issues that are inconsistent with the Council's own strategy and the characteristics of this particular street. 1. Safety and Traffic Flow Concerns Ravenswood Ave is already a very busy thoroughfare, with high volumes of traffic during drop-off and pick-up times at the adjacent school, and regular bus or service vehicle access to the nursing home. Introducing dedicated on-street charging bays—where vehicles will remain stationary while charging—will reduce kerb-side capacity, potentially obstruct visibility, increase congestion, and create a greater risk of pedestrian-vehicle. The street already serves as a key access/egress route for vulnerable users. A priority should remain on maintaining safe pedestrian access (children, elderly) and traffic flow, rather than surrendering kerb-space for long-stay charging. 2. Proximity to School and Nursing Home – Vulnerable Road Users The co-location near a school and a nursing home brings additional layers of vulnerability — children crossing, elderly residents, service vehicles arriving, potentially mobility-aid users. Any reduction in kerbside manoeuvring space, or increase in vehicles occupying space for extended periods for charging, could exacerbate risk. The Council's policy emphasises balance: facilitation of EV infrastructure must "not come at the expense of enjoyment of public space." In this context, the public space in question is a high-use, high-risk corridor; shifting kerb-space use needs very strong justification, which in my view is lacking. 3. Accessibility and Emergency/Service Vehicle Access Given the nearby nursing home, ensuring unobstructed access for ambulances, carers, service vehicles and mobility equipment is critical. Any reduction in available kerbside space due to the new charging bays may impair required access or increase the likelihood of vehicles parking in ways that obstruct others. If the charging bays encourage vehicles to stay for longer durations, the risk of misuse or illegal parking is heightened — especially outside hours. This is a matter of public interest given the vulnerable occupants of the nursing home.

4. Site Suitability and Alternative Locations
The Council's documentation for on-street charging trials describes that location selection is based on "existing access to off-street parking" and "availability of public rapid-charging facilities."
In this instance, the street in question does not appear to have the necessary off-street parking constraints that justify on-street charging in a high-risk pedestrian/traffic environment. There may be more suitable nearby locations (for example a less busy side-street, a council car-park, or commercial kerb-side bays), which would better serve EV users without compromising safety and access in a school/nursing home environment.

5. Community Consultation and Impact on Public Realm
I request that the Council provide full public consultation details for this site (if not already done) including the risk assessment of pedestrian/vehicular interaction, the impact on kerbside capacity, and how the charging bay will be managed (duration limits, signage, enforcement).
The Council's draft "Neighbourhood On-Street Parking Policy" explicitly states that on-street EV charging is one of the sections for review.
In my view, given the unique context of Ravenswood Ave with a school and nursing home, community views should carry significant weight.

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In summary, while I appreciate the Council's commitment to EV infrastructure, I do not believe the proposed installation on Ravenswood Ave is appropriate. I respectfully request that Council:
• Reconsider this location and pause the installation until further assessment is done of the traffic, pedestrian and access impacts relative to this specific street context.
• Explore alternative, safer locations in the local area which provide EV charging without compromising high-use kerbside space near vulnerable users.
• Provide detailed site risk assessment and consultation outcomes publicly, prior to continuing with installation.

Thank you for your consideration of this objection. I request to be kept informed of any further steps or decisions relating to this proposal.

I write in relation to the proposed Electric Charging Stations opposite 35 lorne Avenue Killara.

We are completely opposed to this suggestion!

"On street"Parking in Lorne Avenue is at an absolute premium,due to its proximity to Killara Station,so taking away two spots for so few vehicles is ridiculous,apart from the relative danger to Children and adults participating in Sporting activities in Regimental Park.

On Saturdays it is almost impossible to park in Lorne Avenue because of the large number of Sporting activities!

It is very dangerous to have ANY electrical equipment around young children,the spots proposed are in the immediate vicinity to the entrance to the Park,so potentially dangerous!

I am sure you would think it stupid to put a Petrol Pump in that area,so why wouldn't you consider an electrical Charging station any less dangerous?

• Given the aging population of your constituants,it would be more appropriate to put Disabled Parking Spots there to assist disabled to visit the park and to make it more

convenient to watch their grandchildren play sport or more generally allow any disabled to enjoy the Park? IF you had to put in Charging Stations,it would be more appropriate to place them in the Parking area opposite Killara Station!
Thank you for the opportunity to comment on the Council's current proposal. Support ü I strongly support the installation of on-street charging in all the locations proposed but specifically Bruce Avenue Killara where I am a resident. I would be happy with both 6 and 8 Bruce Avenue Killara. If I have to favour one, it would be 8 Bruce Avenue. Issues to consider Ø Parking is already tight in Bruce Avenue – particularly Ravenswood students and Greengate patrons taking places. However in balance it is more important to provide charging. Ø A very important issue is that any chargers must actually work if they are using a parking space. A service level of close to 100% availability must be required by Council and monitored to ensure compliance. 3 phase 22Kw is definitely preferred. See my recent experiences below. Ø The charge cost per KWH needs to be reasonably competitive and there needs to be a system to ensure vehicles are relocated after charging completes. Perhaps a $ penalty for overstays? My situation § I am a retired 80 year old who would prefer to own an EV but recently purchased a plug-in hybrid because of my concerns about lack of charging infrastructure. § I own a unit in Killara [redacted] Bruce Avenue. As a member of the Strata Committee I am working to enable charging in our complex. This is a slow process as my fellow members are not as enthusiastic as I am. After we finally have charging in our complex there will still be a demand from visitors for street charging. § Pending charging availability in my complex, I expected that I would use Lindfield Coles or Village Green B1. I successfully charged at Coles three times however both facilities have been useless in the last couple of months - ether no charging at all or only at a ridiculously low rate so that I am not even billed. I check regularly but chargers at both facilities are virtually never used. § My plan to do all my city driving on electric is on hold. The only reliable charging for me at present is at BMW Chatswood. Further input I am very happy to elaborate further if it will assist. Recent comments on PlugShare support my experience with charging in Lindfield.
We write as the owners and occupiers of [redacted] Bruce Avenue Killara together with our 5 adults children who reside at this address, in respect to the abovementioned proposal for a single or dual bay charger in our street. We object to this proposal and request that Council not approve the installation of such chargers in Bruce Avenue Killara for the following reasons:

1. The proposed location is not appropriate as it is in a private residential street ie not on a main road. 2. It is more appropriate and reasonable that such chargers are installed in publicly accessible locations such as in Council Car Parks ie Gordon or Killara Station Carpark, or in or outside shopping districts or on main roads which will not affect the amenity of the residents. A suggestion could be near Selkirk Park or in Marion Street Theatre/ Carpark. If the whole point of the chargers is for their use and increasing the environmental benefits, then they should be placed in public locations for ease of access and in those circumstances would not infringe on local residents. This would be a win/win scenario. 3. Bruce Avenue is a residential street. On street parking is at a premium due to residents in the units, the patrons of the Greengate Hotel and those frequenting Greengate Park. This would result in loss of on street parking to the residents and patrons of the park. 4. It would generate unnecessary and additional traffic to the street on all days and hours, particularly given that electric cars are becoming the way of the future. 5. Placing single or dual charging ports would be like placing a service station petrol tank/s in a residential street. This is undesirable from a town planning point of view particularly when more suitable sites are available. 6. Ravenswood School owns all but one of the residential properties on the northern side of Bruce Avenue, and have been land banking for future development, this would generate more vehicular issues. The location of these chargers will add to these vehicular issues of ingress and egress particularly when children are already in the area for the park and future school age children. It would be unwise and undesirable to increase the chances of traffic generation and pedestrian issues. 7. In summary it would be more reasonable and appropriate to place these chargers in more publicly accessible locations where they will be used and further would not detrimentally affect the local residents by increasing traffic and further limiting on street parking for the residents and their visitors. Please give due and proper considerations to our objections and place these chargers in more suitable locations.
Please kindly consider the possibilities of fire hazard safety concerns of the location of the proposed EV Charger near 6 or 8 Bruce Ave because of the following reasons: 1. Both kerb sides of Bruce Ave near 2-8 Bruce Ave are in high demand every day and nightly already and the proposed EV charger location needs to be relocated to a not so busy section of Bruce Ave. The ideal location will be in front of recreation park at the end of Bruce Ave 2. According the statistics in China, the chance of self-combustion of EVs occur highly likely at the EV charging ports while the EVs are charging . Hence, it will be better located the charging at a safe spot with no other cars parking near the charger. In case of self-combustion while charging EVs, the chance of spreading to the other cars nearly will be minimised.
I own and live in an apartment at [redacted] Culworth Ave and currently primarily charge my EV at the shopping centre chargers around Lindfield and Chatswood. I've driven an EV for 5 years, and before I moved to Killara last year, I lived in Lane Cove which has an abundance of convenient street chargers which I used regularly. I strongly support, and will be excited to see the installation of as many chargers as possible within walking distance, especially the option on Marion St which is very near my home (and local cafe).

Regarding management of the chargers and related parking: * Please consider extending the 2P parking to a longer period (eg 4P) as the 60kWh battery in my vehicle takes up to 10 hours to fully charge on the type of AC charger that you are proposing to install. * Please make sure that the chargers implement an "idle charge" after 10 minutes so that people don't stay connected to them (especially overnight) after their charge has finished. While I understand that it's not part of the current proposal, please consider also adding a faster DC charger somewhere in Killara. At present the closest rapid chargers are at KRG Aquatic Centre, and around Chatswood.
With reference to the above EV charging station at 2A Ravenswood Avenue, Gordon. I live in [redacted] Ravenswood Avenue, Gordon and wish to point out the following aspects to Council: 1. Parking in the street is in very high demand due to the proximity of the Ravenswood Girls School, Horton House Residential and the residents in the the apartments in the area. 2. By allocating bays specifically for Electric Vehicles will encourage more people to park their vehicles in the street thus taking up places used by all other vehicle users. 3. The limited parking should be available for all vehicles and not specific types of vehicle. This is a discriminatory practice and prejudices all other road users 4. I believe that the responsibility of EV owners is to charge their cars at home, or at an off-road parking area, just as petrol driven vehicles go to a petrol station to fill their car up. 5. Of greater benefit to the community, would be a disabled parking bay, especially as the demographic of the Horton House and other visitors to the area, would service such disabled members of the community who might visit or live in the immediate area of Ravenswood Avenue 6. How will the charging of EV vehicles be monitored / policed, given that it could be used as a “Clayton Charge” while having a special space reserved for them, thus further reducing spaces for everyone else. 7. The current “no stopping” zones are all totally abused and very few rangers ever visit the area to discourage the practice as students are constantly being collected or dropped off, I fear such EV spaces will also be abused. 8. The introduction of reserved spaces for EV vehicle will diminish the overall availability of car spaces.
Regarding above proposal, Moree St.,is already overcrowded with commuter parking. There are buses and vans parked there all day everyday, your EV proposal will make things worse. It would be wise to make Moree Street 3 hour parking from Pacific Highway to Hanson Way and then install EV charger on the corner of Moree St and Hanson Way. This would prevent traffic congestion and double parking.
Location at the corner of Fitzsimons and Merriwa not good - hard to see when cars are parked there with turning traffic. There is a lot of congestion in that area - a charger will add to that congestion. Aside - not very good lighting in the area - dangerous for pedestrians (this comment was not exactly directed to the charger). Would suggest to locate the chargers near shopping areas or the train station.
Concerns around: Charger is located outside place of residence.

Potential emissions from vehicles "jury is still out"
Noise
Battery fires
Impacts to parking and increased traffic
Prefer they are installed in carparks.

Consultation Feedback for On-street Electric Vehicle Charging in Lindfield and Roseville

Survey Responses

Why do you support/Not Support?

It's a necessity to encourage EV purchase
I acknowledge the growing need for additional EV charging points.
Most new vehicles sold are now EV
we are moving to lower emissions cars so the need is increasing
EVs are the future. But the streets to place chargers need to be very carefully assessed as having to move them if the site become a problem is potentiall a great waste of money.
It's good to be moving to EVs, but charging can be an Achilles heel, especially for apartment dwellers.
Keeping with the times
Recognise growth in EVs
EV uptake will be accelerated by increased charging options
Will be needed.
I am a strong believer that we need more charging stations for future use of EV drivers
The electrification of private transport is an essential part of the decarbonization of our economy.
As someone who lives in an apartment, this will be the only way we can get an EV
Own an ev and live in a unit without a powerpoint to charge over night
More chargers are needed for people in units
Electric cars are the future. Having ready access to charging stations is a key step to making them more acceptable.
I own an ev

Not enough chargers around, and EVs are only becoming more popular. Many apartment blocks do not allow charging in carspaces meaning many people rely on public chargers.
The choice of locations is very sensible as it is close to apartment blocks that have, by definition, limited to no access to EV chargers, while being on street that have plenty of space and street parking available. This realistically shouldn't cause any trouble for the nearby residents.
I own an EV and will be moving to Roseville soon. My apartment complex does not yet have EV chargers.
Convenient access to EV charging for those who live in apartments but do not have EV chargers in the apartment block. Provides an alternative to charging at shopping mall carparks. Will consider getting an EV car with installation of street EV charging.
EVs are both essential for reducing emissions and cost effective but owners need access to fast chargers
Will assist residents of apartments without charging facilities
Building infrastructure to support future developments in key areas
I want to support EVs for environmental reasons however my apartment complex doesn't have any chargers
All for a cleaner environment
Assists EV owners
All government authorities need to back the increased adoption of EVs as part of our strive for net zero emissions.
EV cars are the way of the future and contribute to councils sustainability plans, it also allows a form of revenue generation
I think the roll out of on street chargers will encourage more EV take up which will be good for the envrionment
We own a house without off street parking and therefore do not have access to charging at home. We have made recent purchases of cars and could not consider all electric vehicles .
I think that people who live in apartments should have the option to charge their cars on the street if they cannot charge at home. Also encourages EV use.
This is about equity for all residents of Ku-ring-gai, it is also a progressive by council which should help promote more EV usage. Well done
My household owns two EV's and while we can charge at home, options for all members of the community are important.
Great initiative. Make sure our council gets some revenue from this. Capital funding is one thing, ongoing revenue should be shared with the operator
Excellent additional amenity and public road space
we need options onlther than commute or shopping related charging locations, specifically targeting homes/apartments
Climate change and pollution
Necessary and helpful
Why only in Lindfield and Roseville? Should be in areas that many residents and visitors in need can access. I note there is already EV charging available in Lindfield Village Green carpark. Could police better non-EV's parking there and allow for free night/late night parking for people to charge overnight. Hopefully also mark them as areas for EV chraging only
Great for EVs for residents
I drive an EV and encourage others to also drive one (one less fossil fuel thing ob the road!)
Nice to have EV charging to encourage the take up of EV
We need more options to charge EVs
Generally like the idea, especially given EV is taking over from ICE vehicles
We need more options to charge EV's

Great
Developing EV scene with lots of demand
There are more EV owners on street and surrounding including myself EV is environmentally friendly and should be encouraged.
I own an ev and live in an apartment and there are no fast chargers in the area
Enabling greater utility of EVs is an important goal
Do not have EV, do not intend to buy EV
Prefer not to be on Llewellyn Street but else where
Because I don't know what effect this will have
The idea of street EV parking is good in principle but most locations seem to be in already busy suburban streets causing narrow streets to be even narrower
only interested in seeing them put in sensible places and on a user pays basis
Support if installation locations at high density apartments/train station park supermarkets commercial area etc . Strongly oppose install chargers at low density residential area causing 24/7 traffic noise security etc issues to the residents next to the charger not suitable in low density residential area removing a street parking space more disadvantages than benefits to the local residents
If the location is on Westbourne Rd that access is already difficult for cars accessing in each direction…this will create a traffic issue.
Net zero is a waste of money. Whether it comes from council or govt makes no difference, it's still paid for by us. EV cars are made using carbon
Burleigh is too small for the electric charger
Lindfield streets are crowded with not enough parking as it is. Surrounding streets are parked out with commuters. In the current parking areas, Village Green and under IGA, eV charging stations are always emplty.
I live in the building where the charging point is proposed to be installed. Our residence is not an appropriate location for this type of infrastructure. Having people coming and going just to use a charging point would compromise the tranquillity of the premises. There are many parks and larger public areas where these installations could be placed; residential areas should not be considered an option
Residential streets are not the place for charging/re-fuelling stations. Not electric, not petrol. It is not councils role to provide charge points. Owners can charge on their own property and a charging station will bring people to the street who otherwise have no business in that street.
If people purchase EV they need to charge at home & pay for the elect usage not taxpayer, that is their cost, they dont pay for upkeep of roads as they dont purchase fuel
Currently the traffic during school days are chaotic, and weekends visitor to units located at 1,3,5 7,9 and 11 Victoria Street struggle to find parking
Oppose on small residential streets already battling traffic and congestion.
Better located in Council carparks or near stations, shops, commercial areas, industrial areas (not residential streets)
EV owners had the option to purchase their own vehicle entirely up to them, should the council really support individuals with EV that occupies the minority of the residential population and disregards other residents that owns gas vehicles?
Not safe and expose
There is too much parking congestion as it is, especially around Lindfield. In particular Havilah road has become a heavily congested area at the intersection of Havilah/Lindfield Ave/Balfour prohibiting ingress/egress from surrounding driveways at times. Council should look at solutions that are off-street.
No need for it, street too narrow for this, charge in our house
It will take off a parking lot for this device. We already have a lack of them here because other people park their cars all the time.
less parking space for residents

This road is too narrow to handle traffic
You have chosen Llewellyn Street. There are already six drive ways. There is a block of 27 units. They each have one garage. No visitor parking. The street is used by parents to drop and pick up children from Lindfield Public School. It is already dry busy.
It depends on the area. A site is listed outside my buidling in an area in which parking is at a premium. I think the EV sites should be near the beaten path but not on the beaten pathway.
It would reduce street parking availability for the people who live on those streets and don't have electric cars.
EV charging stations should be in public car parks with dedicated spaces as opposed to the front of residences.
I believe that if you purchase an EV you should have suitable means to charge it. On street parking is difficult as it is, and having a dedicated spot so someone can charge a car is detrimental to the other drivers. If it's in bigger public spaces with parking lots, I'm totally for it.
Charge at home or shopping centre or petrol station is better.
EV Charging facilities should be in service stations or car parks and not on residential streets
Will make parking harder, especially for tradies etc visiting the street. FAQ is rubbish - it will reduce parking
Has any research been conducted to identify that there is a need to people to access more charging facilities than already provided for by council and in the parking station at Coles? Given the usage of parking spots in these areas, it seems that they will be used by locals who have not installed their own charging systems in their places of residence.
Public car spaces are for everyone. EV spaces where ICE vehicles cant park reduces limited parking and is not fair to none ev owners. EV owners need to consider before they purchase or sll parking spots is made available to ev
See the answer to Question 6
Not appropriate in quiet residential streets
why should there be less car parking spaces because people need this to charge their car..
Make people parking outside and traffic will be terrible.
I live on Llewellyn St and there is already insufficient parking for the residents on our street. There is also a busy school nearby and parents use our street to park to drop their children at school exacerbating the problem. There is also a safety issue given the poor visibility accessing the street via Burleigh Lane which is very narrow.
I live in Llewellyn St, it is a really busy street with parents dropping kids at school and cars using it to turn right on the Hwy at Burleigh St. I am concerned the charger will increase traffic in the street.
I oppose the concept of on-street EV charging facilities. They would reduce parking, create street clutter, and pose accessibility and safety issues. They may also draw more non-local visitors and traffic into the neighbourhood, affecting residents' sense of security and overall quality of life. Off-street locations would be more suitable.
Kings Ave is a narrow street with cars parked both sides of the street. The question is how manty electric vehicles will utilise thiese charging stations.
The residents in the flats outside which it is proposed the charger will be installed can fund their charger to be located in the building carpark, not the residents of NSW as it will be used by the residents of the flats
On-street parking is not appropriate for the area. The charging stations should be located in public o poo taking places such as the poo arkingbarea in Larkin Lane
Increased traffic narrower streets less parking spaces. There are already chargers installed in shopping centres train stations etc. EV owner already has the capability of charging their own vehicle and does not need the on-street charging facilities.

There are already enough issues with limited parking in the area without having people park and charge their cars for extended lengths of time. Unless parked cars are under time management for charging (eg. 15-30 mins) then I think this is a bad idea. I don't see a way to manage this properly without parking rangers - and there are never any in the area (have lived here for 6+ years and never once seen a ranger or anyone get a ticket for parking beyond the time limit)
EV-exclusive spots take away car park options from the general public and exacerbate parking issues already present in the locations close to the train stations and schools which already experience high traffic and parking issues.
Street parking on Llewellyn Street is extremely limited our street is frequently used by parents doing school pick up/drop off and commuters walking to the train station. This has been our main frustration with living here as it inhibits our ability to show hospitality to friends and family.

Do you have any concerns about any of the locations?

9-15 Kings Ave Roseville ... I note the reasons for EV Chargers in general and agree with them. I also acknowledge the growing need for additional EV charging points. However, I believe there is a more appropriate location in the Council Carpark in Larkin Lane - this location is close to the shops, cinema, train station and the soon to be reopened RSL Club and it is close to an apartment block that has low-cost housing.However, with reference to the location 9-15 Kings Avenue Roseville and your point that not everyone has access to home charging — I respond as below:•Apartment or townhouse residents access to home charging:RESPONSE: The only apartment block in the area is at 9-15 Kings Avenue and it has provisions that will allow EV charging in the parking spaces of each of the units within the block if required.•Renters without garage accessRESPONSE: Any renters in the area have garage or carport access.•Households with only on-street parkingRESPONSE: Every property in Kings Avenue and the near vicinity has off-street parking for at least 2 cars. This means they can easily accommodate an on-site charger if required.•Visitors to the areaRESPONSE: Typically, the only visitors to the area come to visit friends or relatives and do not need access to an EV charger.There is no shopping, sight-seeing, walking tracks or National Parks that attract other visitors to the area.I note that there are less than 20 properties (excluding the apartment block at 9-15 Kings Ave) within a 100m of the proposed charger and all the properties have adequate off-street parking.As noted above, a more suitable location would be in the Council Car park in Larkin Lane.
A number of new EVs including VW have charging on the drivers side. This places a person recharging standing in the road. Is it possible to permit parking in the opposite direction to the traffic.
All properties in the area have at least two off street parking spaces so can have their own charger all units in . 9-15 Kings avenue apartments have underground parking suitable for chargers in each of the spaces .
As a resident of 9-15 Kings Ave, Roseville, I am opposed to the proposed installation of a public EV charger in front of our building. Our building (and according to documentation, also for the new Rosewood development in Maclaurin Pde) have provisions for EV charging within our parking garages for residents, so this may limit the demand for a public charging unit in the street servicing the apartment buildings in this vicinity. I also have concerns around potential disturbances from public users of the charging unit who may be loitering in their vehicles while charging is taking place due to the absence of direct street lighting above the proposed location (the nearest street lighting in approximately 50 metres on either side of the proposed location) and the distance away alternate places where they may wait (e.g. cafes, etc) due to a steep walk up to Pacific Hwy from Kings Ave. This is especially a concern at night when excessive light or noise may come from the charging location. The proposed location of the charger is also directly in front of two fire hydrants for the building which may be potential concern if access is required in case of an emergency.
Burleigh St is a narrow street that is already crowded

Burleigh st Lindfield, It is a very short street, Although there are occasionally vacant spaces more often it is packed out. given the number of units, there are a lot of people who have 2 cars with only 1 parking space in the unit block and therefore parking on the street is a necessity. also because of the high density there are frequently both trade vehicles and delivery vehicles needing parking. Llewellyn st is also very short. It doesn't have the same number of units adjacent but I have seen people from Burleigh St parking there when they haven't been able to get a park in Burleigh St. Also access can be very limited around school drop off and pick up times . The only way this could possibly work is with the two streets being all limited time parking and except for vehicles with resident stickers. Which would need to be carefully monitored as we have had vehicles parked for over a month that appear not to be residents. Even then I am not sure if this would be successful at these sites.
I am concerns about Burleigh Street. I am a resident of that street and know that the street is a very narrow street and with very little parking available, and the street is normally fully parked regardless of the time of day. I would have concerns that someone wanting to use the EV station would have very limited opportunities at any time of the day .
I do not object to installing EV charging stations in the Ku-ring-gai area but believe that there are more appropriate locations in the area for these.My question is WHY place one in a street where there are no parking issues? In Kings Ave Roseville and surrounding streets there is at least 2 off street parking spots per household plus the apartment block in Kings Ave has 2 parking spots per unit plus allowances for EV charging. So, why propose Kings Ave?We believe that the council should look at the council carpark in Larkin Lane which is near the low-cost housing apartments plus the cinema, train station, the new RSL club plus Roseville shops.Visitors- visitors that come to this area tend not to stay for long periods as there are no attractions close to Kings Ave. We have a very steep hill in McLauren so people would not tend to charge their cars and then walk to the station or RSL or shops!We ask that you reconsider the location for an EV charging station by placing it in a location that people would use for frequently.
I have limited feedback to the precinct that the 416 Group aims to represent being Killara and Lindfield west of Lady Game Drive. 750 homes and the Moore Avenue shops. There was a previous proposal to locate an EV charger in the underutilised car park behind the Moore Avenue shops near 9 Bradfield Rd, Lindfield. That may be a superior location than QE Reserve as people can shop or buy coffee whilst their car is being charged, and usage would be higher.
I'm not sure the Pacific Hwy locations are ideal.
Limiting some installations to single bay chargers is missing an opportunity and I believe areas where dual bay charging can be installed should be prioritised.
Locations on milray street would be close to existing chargers at the lindfield Village car park
Locations recommended in Roseville are already highly congested and traffic areas due to drop and pick up related to Roseville college. There is already a lack of parking in that area due to increased congestion from apartments, adding charging stations there would further erode parking availability but also could be dangerous considering the high traffic and usage of that road during school hours. Also I don't think it's wise or safe to encourage motorists to linger outside schools.
my concerns centre around the fact that there is already minimal parking in these streets since the erection of the blocks of units. Additionally Roseville college has continued to expand over recent years, further limiting parking and many commuters use the street for daily parking. It would seem reasonable to suppose that cars, currently housed either in the garages of the units or people from further afield would travel some number of blocks to charge their cars, further compromising the available parking. Locations around parks, train stations and less congested roads would be much more suitable
No concerns, most locations are close to residences that will benefit from those chargers while having minimal negative impact on traffic or local parking stock.
Not familiar enough with locations not in my suburb to raise concerns.
Not on pacific highways as it is dangerous and may have a higher chance it can get damaged from accidents

Queen Elizabeth Reserve (opposite 32 Bradfield Road): Chargers should be at the car park at Moore Avenue carpark (which I thought had been planned). Bradfield Rd is quite busy and most of the near by residences are standalone homes which would not need this service. Also, the field is heavily used, especially during winter, so parking should be for that purpose.202 Pacific Highway (on Westbourne Road): This is likely to draw traffic into the side street and potentially congestion on the highway.
shades would help charging rates for the cars during hit seasons.maybe some area light would also help security vs vandalism and theft
Some of them are located is small streets or streets that are already are full of parked vehicles.
Spearman St opposite 31 Victoria St - the drainage on the corner of Spearman and Victoria needs upgrading, it floods in heavy rain.
Spearman Street Roseville Would support if Roseville college and the two unit blocks fronting Spearman St were compelled to provide on-site charging facilities for their staff / residents. Parking on Spearman St is already at a premium - making arrangements for tradies to attend or large items to be delivered is already difficult - my house fronts Boundary St and so our Spearman St frontage is the only practicable option for these things.
The proposed location is close to the bend where Kings Ave turns into Maclaurin Pde. To avoid parked cars, travelling cars tned to invade the opposite lane. The bend being on a steep incline, cars tend to accelerate which makes it dangerous.
Victoria ave is narrow and with school drop offs this will have an impact. Kings ave due the bend in the street leading to Maclaurin Pde makes the street limited and has blind spots so additional parking for electric parking will affect the visibility.I suggest moving one of the Victoria st chargers to Wandella Ave and the charger on Kings moved to the bottom of Findlay ave close to the dead end part of the street.
Yes, 3-11 Burleigh Street- opposite the Lindfield Primary school - Burleigh Street becomes a dangerous carpark twice a day with school children RUNNING across Burleigh and/or Pacific hwy- to have an EV station there would add to the danger, I fully support EV stations but I just feel, 3-11 Burleigh would only add to an already dangerous situation twice a day.
Yes. I have a huge concern for the spot at 3-11 Burleigh Street. I live in an apartment at 2-8 Burleigh Street and I'm concerned about the increased amount of traffic on this very busy street during peak hours after the installation of the EV spot. Below are my observations:1) During peak hours, the traffic light on Burleigh Street doesn't turn green until 5-6 mins later. When it finally turns green, it does so for a short 2-3 seconds. This leads to a bottleneck of cars especially during morning school drop-off period as parents will drive to this street to drop off their children who are attending Lindfield Public School.2) Burleigh Street is a narrow street, unlike Llewellyn Street which is wide. Burleigh Street has both sides of the street parked with cars at all times. In addition, there is this bottleneck of cars caused by the delay in traffic light during peak hours. There were several occasions in the morning when I was stuck on Burleigh Street for 10 -15 mins after turning in from Grosvenor Street, unable to drive forward to get into my carpark at 2-8 Burleigh Street due to 1) the parked cars outside 2-8 Burleigh Street and 2) long line of cars queuing to turn out of Burleigh Street.My suggestion: I strongly support the installation of EV charging facilities at 3-11 Burleigh Street if the following can be done:1) no more delay in traffic light on Burleigh Street during peak hours OR lengthen the timing of the green light from its current 2-3 seconds 2) no parking on the street outside 2-8 Burleigh street during peak hours The above suggestions will: 1) reduce the amount of traffic outside Burleigh Street during peak hours 2) reduce inconvenience to residents living on this street.3) reduce accidents when students attending Lindfield Public School are dropped off on this street.
Some of these proposed locations do not appear to be near the apartments and townhouses as identified as the target audience
Strongly opposed to the 3 Havilah site in Lindfield. That strip should be a “no stopping” zone. It has become a dangerous traffic bottleneck, with large delivery trucks turning in and out of the laneway behind the supermarkets. I have on a few occasions seen traffic backed up from the intersection of Lindfield Avenue and Havilah Road, all the way back to Millay Street, and with trucks blocking the road. Havilah Road is not wide enough to support parking on both sides of the street as well as two-way traffic. When is Council going to install the promised raised pedestrian crossing at the end of Havilah Road? I have twice witnessed delivery trucks heading north past the shops on Lindfield Avenue cross to the wrong side of the road and turn right into Havilah Road. It is a dangerous intersection and an EV charging site will add to the congestion.

Spearman Street has limited car spaces normally 8 spaces and finding a spot there is sometimes difficult. We live at 39 Boundary Street and sometimes need to park on Spearman Street. Over the past few years sometimes we have to park on Victoria Street because Spearman Street is full. So I really don't like the idea of having 2 of the 8 spots become no parking spots.I like the charger, I don't like taking away parking spots. Wondering if there is a better outcome that could be had - like they aren't 'no parking'? Or even better, the access driveways to those units blocks is wide enough to fit cars parked there so couldn't these EV charging spots be off-street - someone in the unit block's driveway? Would make more sense for both the unit block's residents and also the public facilities.
Yes, kings Avenue. This is a dangerous location right around d from a blind corner where people cut the corner and opposite another turn. This stretch of road is dangerous with cars parked on both sides of the road already so to add more traffic and parked cars will increaee this
No and there are plenty of spaces in the area some people living here are just difficult and not allowing installation of EV in Apt units
Charging station long term may have health implications
I believe there is a more appropriate location in Roseville for EV chargers (which I agree we need more of) in the Council Carpark in Larkin Lane - this location is close to the shops, cinema, train station and the soon to be reopened RSL Club and it is close to an apartment block that has low-cost housing.With reference to the location 9-15 Kings Avenue Roseville and your point that not everyone has access to home charging — I respond as below:· Apartment or townhouse residents access to home charging:RESPONSE: The only apartment block in the area is at 9-15 Kings Avenue and it has provisions that will allow EV charging in the parking spaces of each of the units within the block if required.· Renters without garage accessRESPONSE: Any renters in the area have garage or carport access. · Households with only on-street parkingRESPONSE: Every property in Kings Avenue and the near vicinity has off-street parking for at least 2 cars. This means they can easily accommodate an on-site charger if required.· Visitors to the areaRESPONSE: Typically, the only visitors to the area come to visit friends or relatives and do not need access to an EV charger.There is no shopping, sight-seeing, walking tracks or National Parks that attract other visitors to the area.As noted above, a more suitable location would be in the Council Car park in Larkin Lane.
Milray Street, Lindfield - street is far too busy to have this facility. There is a lot of traffic, including trucks, going to and from parking area under Village Green
Strange cars, who will police how long they are there, rubbish from people waiting for a charge, loss of parking while the ev is parked, strangers hanging outside my home
The location on Burleigh St, Lindfield NSW makes no sense. It takes up street parking, adds congestion to an already narrow street and will encourage long term parking from people outside of the area.
Victoria Street and Spearman street are busy streets and very convoluted with traffic as there is a school in the intersection between Victora and Spearman street. It is hard to to drive around pick up an drop off, also there are cars parked at all time in both streets. The installation if EV station will agravate the traffic and parking traffic in these streets. I strongly oppose to the installation in these streets.
Yes - 3-11 Burleigh Street, Lindfield as this is a narrow Street which already has parking issues with parked cars causing limited visibility when exiting driveways
I am opposed to locations on the Pacific Highway as we have enough congestion on the highway without making it worse with the public queuing up for charging.Don't think the stations should be too close to each other as that just causes conjestion as well. Examples of this are Milray and Havilah also two in Victoria street and the worse would be attracting cars to Burleigh and Llewyellyn - the junction to get back onto the highway has delayed traffic lights at would be the worse place to put a charging station.
My family and I are living at 192 Pacific Hwy. We strongly oppose the proposed EV charger installation which is right next to our driveway.Street parking on Bayswater Road is extremely limited and local residents rely on every available space for daily needs. Losing this particular space to an EV-only charger would severely impact households who have no alternative parking options. A single EV charging bay can be occupied for hours at a time effectively removing the spot from general use. This change benefits only a few EV users while creating an everyday struggle for the majority who depend on flexible accessible street parking. It is impractical unfair and disadvantaging to local residents.All local households have private garage access with the capacity to install their own chargers. An on-street charger would therefore

provide no benefit to local residents. The demand for street parking is far more significant than this public EV charger. EV visitors have established charging solutions and do not rely on ad-hoc street charging during brief visits. Installing an on-street charger for occasional transient visitors is unnecessary especially when it removes valuable parking needed by residents.Our driveway which sits directly beside the proposed location is already frequently obstructed by delivery vehicles rideshare vehicles and vehicles idling while waiting for passengers. These people often linger chat loudly laugh play music and even smoke. We are suffering from their noise foot traffic cigarette smell and loitering in our driveway and beneath our windows. EV charging often takes hours causing cars to queue across our driveway and users to stay around our driveway. This proposal would severely worsen this situation. These disturbances will be exacerbated and also occur continuously creating a 24/7 hotspot of noise congestion and intrusion in our driveway. In every respect these impacts undermine our security privacy and right to a peaceful living environment.
“Yes, the one at 202 Pacific Highway. I live here and I do not agree with having a green-painted charging space right outside my home. This is a very quiet area and the surrounding spaces are meant for the residents who live here.
192 Pacific Highway. There are several electric vehicle owner in Bayswater road. They do not need a streetside charging station as they charge within their property. Charging stations belong in public carparks and commercial premises, much like petrol stations. Putting a charging station in Bayswater Rd will bring a lot of people to the street who have no business otherwise. We don’t want this. There are numerous places along the Pac Hwy, why not set up a station with numerous charging stations to compete with 7 11???
9-15 Kings Avenue. With increased number of apartments being built in the vicinity, Kings Avenue will see increased traffic flow and visitors will rely on street parking.
A new infrastructure that needs to be monitored and repaired every time it gets vandalised. Costing rate payers more and more money. Totally unnecessary.
Anything within 200 of the Lindfield shops on the Lindfied Ave side should not be included. Too busy. These stations will be empty while people are scrabbling for a parking spot. The Village Green and IGA parking are often full in peak shopping times.
Cranbrook Avenue Roseville -The location is completely inappropriate1. This is a busy narrow street, with all the visitors to the park & restaurant. 2. The street is often dangerous as cars try to pass each other & also with many pedestrians, including children, the elderly and dogs walking on the road (because there are no footpaths & people use the road as pedestrian footway). 3. The proposed location is close to access driveway to Miss Right restaurant where there are truck/food deliveries/waste removal accessing the site & the elderly/those with limited mobility are dropped off 4. There is very limited parking already on Cranbrook Avenue 5. The addition of charging station will further limit the parking & provide even further distraction & congestion to an already busy street. It will impact on the safety of those using the street. There are other better more appropriate locations.
EV charging stations should not be placed close to residential entries. The traffic will be blocked
I believe these charging bays should be presented, this progress with EV cars is inevitable but not at the expense of parking lots which are already just few on our streets. Moreover, this single bay won't solve this issue at all, you need to think about more practical and widespread solution as to provide these bays inside properties for residents and tenants with partial financial support from NSW Government, local councils and stratas together.
In relation to Llewellyn Street, it is used morning and afternoon by parents of children attending Lindfield Public School. It is hectic. Also there are delays at lights because during school hours they only go green every 2nd round. There are already six driveways and a block of 27 units. They each have units do not have any visitor parking.
In relation to the proposed park locations, I think this is great as it's not inhibiting other cars - streets on the other hand are more nuanced. Based on the proposed charging model and locations only 1-2 cars can be serviced, leaving others to miss out, and as previously stated, it alienates other cars and drivers, who would otherwise be able to park there - guilt tripping them for parking on their own street.
Kings Avenue is already a busy bottleneck for residents. Some people use it as a rat run to avoid Pacific Highway. This is a preposterous idea to add further traffic to a small street.
Locations that create traffic blockages need to be avoided.

Narrow street on kings avenue when cars are parked both sides, bushfire risk and evacuation problems due to limit med access to highway.
Not required, people need to pay for charging their own car, not the general public, particularly when disadvantage people cant afford EV cars and people struggling with the horrendous cost of living including council rates
Regarding 192 Pacific highway Bayswater Road Firstly, residents are the primary users for street parking, designating parking space specifically for EV users would disadvantage local residents who rely on limited street parking. These residential space includes large numbers of long serving residents, not transient EV users, converting these parking spots would remove essential parking access for local households. Renters without garage access is a rare occasion as research shown the majority of residents around 192 are owners, not renters. In conjunction, renters had the option to choose whether they would rent the place or not while driving an EV. If they proceeded to rent the place, they would have solutions to their charging situations.Households with EV that relies on street parking is a rare occasion as older apartments are often paired with at least 1 parking spot. Additionally, they would have considered their choice of vehicle before purchasing. Lastly, Visitors should not be considered heavily as they are temporary users without ongoing parking needs. Rather, the council should focus primarily on local residents in conjunction with research in older population who majority owns gas vehicles. Individuals regardless of EV owners or renters, they would have had the opportunity to pick their choice before purchasing their cars or places, there is no need of subsequent conduct to improve their accessibility whilst simultaneously unfairly disadvantage other residents with majority with gas vehicles. Therefore, I strongly disagree with implementing EV charging spots at 192 pacific highway
Specifically the Havilah Road location. For the same reasons mentioned above, it is a highly congested area with major traffic blockages at the junction of Havilah/Lindfield Ave/Balfour even outside of peak hours. This causes significant ingress/egress problems for driveways of houses on the street already, and numerous near misses are causing dangerous conditions. Council should be encouraging car parking solutions to be off-street, and in particular for EV charging where the added risk of lithium batteries and electricity is introduced.
Too dangerous and never know someone will damage the power. Also, it may cause the residents trouble
Traffic on Victoria Street is already chaotic during weekdays because of Roseville College and on weekends it is chaotic with visitors to 1,3,5,7,9,11 Victoria Street
Victoria Street. Already crammed with cars most days and can't move due to Roseville college traffic and delivery vehicles using the narrow road with a bottleneck clogged at the top due to a single car speedbump. Poor design especially with exit from hill street onto boundary creating a blocked thoroughfare every morning along hill street.
Yes: thenareas are already too busy.
These streets are already full with apartment and transport car parking.
Yes, the proposed locations near Lindfield shops on the east side of the railway line (eg. Havilah) are in very busy streets which provide short term parling for Ku-ring-gai residents to go shopping. Charging spots in these locations will take away parking opportunities for local residents. There are EV charging facilities already in the car park. If these are for the use of local residents then they need to source charging facilities in their own residence
All of them. There are no suitable locations in Ku-ring-gai.
Kings Ave - Due to volume of traffic and parking can be difficult for residents and visitors
Roseville area, Spearman street and Victoria street are near Roseville college. The traffic is terrible now because of pickup and drop off. Any more car parking will be worse.
Llewellyn St. Refer comments above.
As above, I live in Llewellyn St, it is a really busy street with parents dropping kids at school and cars using it to turn right on the Hwy at Burleigh St. I am concerned the charger will increase traffic in the street.

Concerns of increase in traffic in our local community.
If EV's are privately owned the charging of these is their responsibility If they are unit owners the Body Corporate should install the in the underground car parks. Do Councils and Governments subsidise petrol service stations?
Parking issues for residents living near the flats have become more exacerbated as a result of the flats - increased dwelling numbers. This is not limited to Kings Avenue. Parking spaces in Kings Avenue are often fully used by people associated with the flats or the houses opposite the flats. A dedicated EV charger space reduces the available on street parking by 15%. Further it will attract EV vehicles from elsewhere further restricting on street parking for local residents and their visitors.
I drive an EV and despite this think locating an EV charging station in Kings Avenue is completely ridiculous. The street is crowded for parking already, it has a steep incline and there are far better alternatives close to the train station that are public spaces and easy for someone charging their car to commute by train to Chatswood.
As a resident of 192 Pacific Highway the parking spaces are scarce and the street is already busy with traffic. The EV charger will only increase noise traffic obstruction of driveway and people lingering around. These behaviours frequently disrupt the peacefulness of our home It significantly affects our everyday life and the EV charger only intensifies these problems. Residents here need the original parking space for everyday use and the EV charger which only benefit the occasional EV visitors is unfair and put residents at a disadvantage.
Yes people will abuse the service - and there are already enough problems with parking in the area
As a resident of Llewellyn St I oppose this development. Parking is already scarce on Llewellyn & Burleigh due to the station and Lindfield Public School with commuters and parents filling spaces daily. Reducing all-purpose parking for EV-only spots worsens the issue. I’d support if overall parking were expanded and better marked to meet community needs.
Llewellyn and Burleigh street are significant constrained for parking currently with all spots utilised for school pick up/drop off or commuters. We often have our driveway parked over at school times due to this constraint.

Do you have any additional comments and suggestions?

A better location for the placement of the public EV charger is in the public car park in Larkin Lane. This has close proximity to Roseville shops and cinema on Pacific Hwy and the proposed RSL club (i.e. Juliet Apartments). This will also be close in proximity to proposed affordable housing to be delivered in the area near Larkin St.
A number of new EVs including VW have charging on the drivers side. This places a person recharging standing in the road. Is it possible to permit parking in the opposite direction to the traffic.
Are the EVs free to use? Do you need a credit card to charge? Could they add to the crime rate? I'm all for EV especially if it's free charging 😊 would really appreciate knowing - I've seen the EV at Roseville station, I'm sure that one is free
Beauchamp Park or closer to it so can walk around the park
Ensure a revenue share model
'EV only while charging' signs continue to be misunderstood, in that some motorists in non-EV cars believe that they can park in these bays when no-one is using them to charge. Clearer signage such as “EV Charging Only — Parking only for Electric Vehicles Actively Charging” should be considered.
Great initiative

I definitely support EVs. I can't comment on other sites because I don't know them. It would be very helpful if a system for residents with EVs could get less complicated ways of charging them on site, in their unit block.
I live in Albert Drive, Killara but along with my neighbours in the precinct shop at Moore Avenue and Lindfield and commute from Lindfield. We relate more strongly to Lindfield than Killara as it offers more services in particular without having to cross the Pacific Hwy or railway line
I would recommend the charging stations be moved to more public areas such as near the station on the pacific highway.
If a charging station is going into Llewellyn Street, maybe another station on the other side of the Pacific Highway - eg.l Grosvenor Street maybe a better site.
If it needs to be in Kings Ave, it should be further south. But I think it would a better location would be near the parking station behind the shops (Larkin Lane).
making the charging bookable might be good also
My wife and I are planning to downsize from our current house to an apartment nearer to the shops and station. I am aware that charging facilities are not widely available in apartment blocks and that strata issues may delay their introduction. So I am a strong supporter of the planned EV charging stations in the streets.
On street charging should be centered on where it is needed, such as the main and smaller retail villages to draw people there and help shop owners commercially. Also, it would allow for better security and management.Also, you should consider other carparks such as Killara Station.
One fb commenter asked about insurance coverage for someone tripping over a cable. I don't see that as a problem..but might be worth pointing out in FAQ
Please consider the narrow streets and congestion around the sites especially near schools and shops.
Please use Jolt as theybare free for 7kwh a day and make their money from advertising then you get charged but the rate is quite good.
The carpark beind the Hill St shops in Roseville would be a good location.
The King St location in Roseville should have more bays (at least 2) to reflect the population density in that area from the numerous apartment blocks nearby.
Visitors to the area are visiting friends there are no local attractions, shops, sight seeing, parks access . The charger would be of more use to the public in the council car park off MacLaurin Parade
Please make these spots available for EV-charging only and police non-EVs parking or EVs not charging in these spots otherwise very little value added. In addition, please highlight and enable people to access and use existing EV charges in council spaces.
Please deploy as much EV charging infrastructure as possible. This is urgently required to support EV charging for people with no off street parking.
Bravo to council
We need more of them
People with names of Ryan Doug and Leanne are known to NCAT of being difficult
Please make them fast chargers. Most chargers in the area are in a 2P parking area. A slow charger will only charge ~20% of the battery in that time. Fast chargers can deliver full charge in 2 hours
a good idea in principle, but maybe should be on main roads? Or public car parks eg behind Roseville cinemas??
Location of EV chargers should take into account the local traffic, parking and school conditions
Move Milray St location to Middle Harbour Rd (wider and less traffic).Beaconsfield Road, down from Lindfield Post Office, would be good location - very wide nature strip on north side.
The stations should be far away from any schools, churches or shops.

suggested places:Wolsley Road LindfieldWellington Road East Lindfield near sports groundTennis courts Russell ave LindfieldLindfield ovalWarrane Road/ Earl street Roseville
The EV charger should be redirected to locations where it will meet community needs without harming residential amenity such as:Large apartment complexes where residents cannot install EV chargersTrain stationShopping Centre/Supermarket/Retail ShopsCommercial workplacesCommunity Centre/Library Park/Fitness Centre Public Carparkwhere vehicles naturally remain for longer periods and the activity will not disrupt residents’ privacy or obstruct driveways. For the above reasons the council should install EV chargers in these high-demand high-capacity locations instead of on-street parking spaces of low density residential areas like ours where the negative impacts on residents are significant.
“I would suggest considering alternative locations that are not within residential buildings. There are many parks and larger public areas that would be more suitable and would not disrupt the peace and privacy of residents. Installing charging points in non-residential zones would ensure better accessibility without affecting people’s homes.
1. There are errors in notification as to proposed Cranbrook Avenue location which mislead residents; (1) Council notification letter of 5/11/25 to residents gives wrong address (refers to location in Wellington Sportsground not Cranbrook Avenue)(2) the Council website refers to the Cranbrook Avenue location as a location in East Lindfield rather than Roseville2. If Council requires a charging station in this vicinity the parking area off Clanville Road at the Park, near the dog park, would be more appropriate.3. There is already a charging station on Hill Street near Roseville Station. There are another couple of charging stations proposed in the Council carpark in Lord Street.
As previously stated, I believe that if you decide to purchase an EV, you should consider how you're going to charge it without relying on street side power. It add unnecessary strain on parking, makes streets less pretty, and alienates other drivers.
Have to make sure it is very safe for using the charging and the person has responsibile if there is any problem
I would suggest the council conduct research regarding the respective residential population such as age and vehicles owned by completing on site inspection before constructing EV charging spots.
Install it at local parks and not in surburban streets
Likely to create significant dissatisfaction from residents affected.
Llewellyn Street is a poor choice. It is already overstretched. Why not install EV charges in council car parks?
Look at ways to reduce Council rates and cost of living, not providing EV charging stations for people. People need to pay for charging their own car, not the general public, particularly when disadvantage people cant afford EV cars and people struggling with the horrendous cost of living including council rates
Not long ago you sent around an email essentially saying unless the rates went up, council cannot provide upkeep. Where are you getting the money to install all these charging stations you want to? Why don’t you spend some money on the facilities at Queen Elizabeth Park? Or Bannockburn Oval? That oval is a disgrace, it looks like other than lawnmowing not a cent has been spent on it since it was built. I think you have many other higher priorities. Charging stations is for business, it is not for council. There is obviously no money in them, otherwise Shell and BP would have added them to their offering. I would say stick to putting them in public carparks, but my family would much prefer you to upgrade the parks and facilities before you put charging stations in our streets. We don’t own an EV yet, but is if we did we would happily charge it in our own garage.
per above comments
Please locate 5 chargers at the Council offices on the Pacific Hwy, better location due to closeness of major roads.
Prefer to have them in an open space like public parks
Put them where they isn’t bushfire evacuation risks like south west Roseville - Kings Av. We have enough traffic with development, emergency vehicles won’t get access and current residents won’t be able to evacuate in emergency like 1991 bushfires

Spend our money on fixing our roads and footpaths please.
Support apartments to have them in their grounds where off street parking is available.
Why are we using tax payer money to fund people who can afford an electric car? I'm looking at the cars parked on my street and I don't see any electric cars.
Why are you asking for feedback when you have already installed the electrical boxes to support this.
Keep charging stations away from town centres and locate them where there is less congestion.
Will there be processes in place in the case of vandalism of the EV charging stations? If they go ahead, how will they be policed so those who have electric cars will have access to them? The EV parking stations should not be installed on council streets but in private carparks of businesses in Ku-ring-gai.
If council staff or councillors wish to champion EV initiatives, they are welcome to do so using their own time and resources. Public land and community assets should not be diverted to support private car ownership or benefit private car manufacturers.Many EVs are produced using coal fired power and resource intensive processes. Encouraging EV adoption without addressing the environmental impact of vehicle manufacturing is inconsistent with sustainability goals. A more logical approach would be to reduce overall car dependency rather than subsidise it.The financial and administrative costs of council involvement in these initiatives are ultimately borne by ratepayers. This means the community is being asked to subsidize private car use for a select group of individuals, which is neither equitable nor aligned with broader public interest.
More suited to car parks, petrol stations and public spaces
As above
Generally, I support off-street charging as per the reason provided in Q1.
Why are you considering installing EV chargers. Where is the research to support the concept and how did you determine the locations. To me installing chargers on Pacific Highway is "madness". It is congested now and what about clearways?
The locations appear to be very selectively chosen. This looks to be in response from the Owners Corporations of the flats where the chargers are to be installed. If not, then why aren't there proposals for chargers outside the other recently completed blocks of flats? Hopefully that won't eventuate. On site (not government funded street EV chargers) EV chargers should be part of the DA approval for flats. Why isn't there an EV charger proposal for the Pacific Highway where parking is permitted?
Put several chargers in the alarmingly Lane car park and or near the train station. Not in Kings Avenue. It is a completely inappropriate location.
The EV charger should be installed in public places with high density/traffic flow or where people stay for longer e.g. shopping centre or train stations. It should not be built at the expense of scarce street parking spaces right outside residential buildings where it would worsen existing disruptions to local residents.
Pay-to-charge parking
I think it is entirely possible to re-do the parking situation to maximise space in these locations. That would be a net-positive and would make EV-only spots less intrusive for the general public. I also drive an EV but don't believe exclusive spots (particularly branded ones like Tesla) are a positive solution.
Would love consideration of increased street parking in the area (ie making space for parks perpendicular to the curb)

Online Form Submissions, Emails and Letters

The location is close to the steep incline bend where Kings Ave turns into Maclaurin Pde. The bend is blind and narrow and cars tend to invade the opposite lane. The location should be a "no parking" area at all. Cars in that position also block the view for residents of 9-15 Kings Ave. Cars approaching the bend speed up as they need the acceleration to come out of the bend. It is not a good place to locate an EV charger.
Hi, I'd like to suggest the proposed charging points that in Victoria St Roseville would be better located at the public carpark next to the Ku Ring Gai art centre nearby. The reason is that Victoria St is already heavily congested due to Roseville College traffic mixed with high usage of street parking. During school pick up and drop off, Victoria St is blocked from end to end as cars queue meaning that accessing charging spots is limited twice daily. The traffic typically spills all the way back and along Hill St. Also many residents use street parking and removing spots will simply force cars to park further up the street, further increasing congestion particularly during school hours. The existing car park at the art centre has room, and is within walking distance of the Victoria St apartments. Kind regards, James
I vote for 3-11 Burleigh St Lindfield
Dear Ku-ring-gai Council, I am writing in response to the On-street Electric Vehicle Charger Proposal (Reference S14682) and would like to provide my feedback regarding the preferred location. After reviewing the proposed sites, I strongly support installing the EV charger at 2–12 Llewellyn Street, Lindfield, rather than the alternative location on Burleigh Street. My reasons are as follows: 1. Better Street Layout & Safety Llewellyn Street has a more open layout, clearer sightlines and lower traffic congestion compared with Burleigh Street. This would allow safer access for EV users entering and exiting the charging bay. 2. Reduced Impact on Residents Burleigh Street has more tightly occupied parking and higher demand from nearby complexes. Installing the charger there may create parking strain and inconvenience for local residents. In contrast, Llewellyn Street can better absorb a designated EV charging bay with minimal disruption. 3. Improved Accessibility Llewellyn Street offers easier manoeuvrability for vehicles, including larger EVs, ensuring more efficient use of the charger and reducing traffic obstruction. 4. Noise & Activity Considerations The charger's user-pays, 24/7 model will naturally increase vehicle movement. Llewellyn Street is more suitable for this low-level activity without affecting residential quiet enjoyment as much as Burleigh Street would. 5. Long-term Strategic Fit Given the growing number of EV owners in the area, Llewellyn Street is better placed to host a long-term piece of charging infrastructure with minimal future conflict or requirement for relocation. For these reasons, I respectfully request that Council prioritise 2–12 Llewellyn Street as the preferred installation site. I fully support the initiative overall and appreciate Council's commitment to expanding sustainable infrastructure within our community. Thank you for considering my submission.
As a resident of Westbourne Rd, I object to this ridiculous and dangerous idea on the following grounds: Safety - With cars parked on either side of Westbourne it is dangerous when turning left onto the Pacific Hwy (especially during peak hours) as cars turning left from Pacific Hwy often take a too wider arc and almost cause head-on' accidents. This happens frequently and one has to be particularly wary at the intersection. Putting a charging station in such dangerous position would be madness as it would exacerbate an already dangerous situation for which Council will be held liable. Aesthetics - the principle of installing EV charging stations in front of residential homes, public footpaths throughout our suburbs is a preposterous idea and cannot be allowed occur. Charging stations belong on dedicated land areas, within private residences/garages, and at service stations. They do not belong on poles on public footpaths. Hopefully there is no proposal to install petrol/diesel pumps on telegraph poles on footpaths.
My family and I are living at 192 Pacific Hwy. We strongly oppose the proposed EV charger installation which is right next to our driveway. Street parking on Bayswater Road is extremely limited and local residents rely on every available space for daily needs. Losing this particular space to an EV-only charger would severely impact households who have no alternative parking options. A single EV charging bay can be occupied for hours at a time effectively removing the spot from general use. This change benefits only a few EV users while creating an everyday struggle for the majority who depend on flexible accessible street parking. It is impractical unfair and disadvantaging to local residents. All local households have private garage access with the capacity to install their own chargers. An on-street charger would therefore provide no benefit to local residents. The demand for street parking is far more significant than this public EV charger. EV visitors have established charging solutions and

do not rely on ad-hoc street charging during brief visits. Installing an on-street charger for occasional transient visitors is unnecessary especially when it removes valuable parking needed by residents. Our driveway which sits directly beside the proposed location is already frequently obstructed by delivery vehicles rideshare vehicles and vehicles idling while waiting for passengers. These people often linger chat loudly laugh play music and even smoke. We are suffering from their noise foot traffic cigarette smell and loitering in our driveway and beneath our windows. EV charging often takes hours causing cars to queue across our driveway and users to stay around our driveway. This proposal would severely worsen this situation. These disturbances will be exacerbated and also occur continuously creating a 24/7 hotspot of noise congestion and intrusion in our driveway. In every respect these impacts undermine our security privacy and right to a peaceful living environment. The EV charger should be redirected to locations where it will meet community needs without harming residential amenity such as: Large apartment complexes where residents cannot install EV chargers Train station Shopping Centre/Supermarket/Retail Shops Commercial workplaces Community Centre/Library Park/Fitness Centre Public Carpark where vehicles naturally remain for longer periods and the activity will not disrupt residentsâ€™ privacy or obstruct driveways. For the above reasons the council should install EV chargers in these high-demand high-capacity locations instead of on-street parking spaces of low density residential areas like ours where the negative impacts on residents are significant.
I was surprised and disappointed to see a sign on a telegraph pole in our street that someone in Council has proposed to place a charging station in Burleigh Street Lindfield for the following reasons. 1. There are 31 Units in 2 - 8 Burleigh Street and 88 units in 3 – 11 Burleigh Street with many cars having to park in the street as there is no room for them in the respective Premises. 2. The street is only around 100 metres in length with “No Parking “ signs taking up some of this valuable space. 3. We are already inconvenienced with being unable to turn left into Burleigh Street from Pacific Highway due the LP School being located opposite with only access via Llewellyn Street or Grosvenor Road which is frustrating. 4. During peak hours we have to wait for every 2nd phasing of the lights to exit the street (usually only 4 – 5 seconds for our phase) made more difficult by parents either dropping off or collecting students from the school during these peak periods. Wait time at peak times can be up 7 or 8 minutes simply to exit the street. 5. To take up one very valuable limited parking space in our Street for a public charging station is absurd given the challenges we already face here, can you not pick somewhere else not so congested and away from School traffic.
I am vehemently opposed to any ev charging points in Burleigh St Lindfield as it is a narrow road with parking on each side. There is no access from the Highway, the only access being from Grosvenor or LLewellyn Streets. The road is already used heavily by parents dropping off and collecting children from school in the mornings and afternoons. When all parking spaces are taken and heavy traffic is trying to turn out of Burleigh, it is impossible for oncoming traffic from Grosvenor to pass through the street until the outflow finishes. This is made worse by the 5 minute traffic light delay in peak hours. I have been considering for some time to request that a no parking limit be imposed outside 3-11 Burleigh St in the topmost space between 8am and 10 am to stop this problem occurring. An ev charging station would only make matters worse. An ev charging station would be better positioned in Eton road which is wider, has access from the highway and is not a through street. Ideally they should be in Council car parks, not small streets.
I am writing to you as the owner of two properties, [redacted] Burleigh Street, Lindfield and [redacted] Clanville Road, Roseville, to formally object to the proposed electric vehicle (EV) charger installations near both residences. I note that the proposed locations are all situated approximately 10 metres from my property boundaries.

Concern 1: [redacted] Burleigh Street, Lindfield

The proposed installation on Burleigh Street, Lindfield, is highly problematic due to existing parking constraints and the narrow nature of the road.
1. Severe Parking Deficiency: Burleigh Street is a very narrow street offering a maximum of only 10 public car spaces.
2. Existing High Demand: The parking demand is already extremely high, routinely utilised by:
o Multiple residents from neighbouring properties (e.g., my neighbour at No. 10 uses three on-street spaces).
o Visitors to the two nearby apartment complexes.
o Parents and guardians of children attending Lindfield Public School, particularly during peak drop-off and pick-up times.
3. Inefficient Placement: While Council may assume high demand for EV charging based on the number of residents, I question the rationale for dedicating a scarce parking spot to charging infrastructure in a street that consistently lacks sufficient parking for its existing residents and visitors. Placing a charger here will exacerbate the current parking crisis without serving an efficient public need.

Concern 2: [redacted] Clanville Road, Roseville

Regarding the proposal near my Roseville property, I strongly oppose the proposed location on Cranbrook Ave Roseville.

Instead of Cranbrook Ave, I urge the Council to consider Gregory Street. Gregory Street offers significantly better conditions as it provides more dedicated visitor parking and has fewer residential properties adjacent to the street, meaning less competition for spaces.
Placing the EV charger on Cranbrook Ave is likely to be economically inefficient and will introduce unnecessary traffic congestion to what is currently a quiet residential street, negatively impacting amenity for residents.

I request that Council re-evaluate the proposed locations, specifically considering the significant parking scarcity on Burleigh Street and exploring the alternative location of Gregory Street in Roseville, which would be a more practical and resident-friendly solution.
I look forward to your response and confirmation that these proposals will be thoroughly reviewed.

Re: 3-11 Burleigh St Lindfield objection to proposed EV charger

Whilst I appreciate there is a need in the community for charging areas, it is evident little consideration to current traffic conditions or usability of a street has occurred prior to proposing 3-11 Burleigh St.

I object to this proposal for the following reasons:

1. This is an extremely inappropriate location, the road is far too narrow and has limited parking as is.
2. It is also regularly congested with school parent's parking which take up parking spots for residents accessing the unit blocks either side of Burleigh Street.
3. In addition, people trying to access the charger will use the driveway of 3-11 Burleigh st to make a u-turn to access the charging spot, which is dangerous and a nuisance to residents exiting our car park.

4. This location also opens up the possibility for increased illegal left turns into Burleigh Street (which happen now as is). 5. Where will people wait in line for using the station? It is likely they will double park in an already narrow street (only one car can get up or down at a time) which will make it difficult to leave the street and exit our driveway in an already narrow street. There are plenty of other locations with greater street access and parking in the Lindfield area that could be considered for this proposal and I and fellow residents would appreciate these be explored instead of 3- 11 Burleigh Street.
I am writing as a resident of the Kantarra building on Burleigh Street and Eton Road in Lindfield. My letter concerns the proposed on street single or dual bay EV chargers for Burleigh Street. Our street is always busy and fully parked as residents from our 88 unit block apartment building and the Mondrian building also on Burleigh Street struggle to find overflow parking not available in their blocks. Another consideration includes the heavy traffic in our street due to the school drop offs and pick ups from Lindfield Public school on the highway opposite our street. We also have a missed traffic light cycle during peak hours where we wait for 5 full minutes and only 3 cars will get through the lights. To add a single or dual charging bay to our street will make the existing parking problems even worse, and add to the traffic congestion in the street. For these reasons this proposal of a single or dual bay charger should not proceed.
I was surprised and disappointed to see a sign on a telegraph pole in our street that someone in Council has proposed to place an EV charging station in Burleigh Street Lindfield for the following reasons. 1. There are 31 Units in 2 - 8 Burleigh Street and 88 units in 3 – 11 Burleigh Street with many cars having to park in the street as there is no room for them in their respective Premises. 2. The street is only around 100 metres in length with “No Parking “ signs taking up some of this valuable space. 3. We are already inconvenienced being unable to turn left into Burleigh Street from Pacific Highway due the LP School being located opposite with only access via Llewellyn Street or Grosvenor Road which is frustrating. 4. During peak hours we have to wait for every 2nd phasing of the lights to exit the street (usually only 4 – 5 seconds for our phase) made more difficult by parents either dropping off or collecting students from the school during these peak periods. Wait time at peak times can be up 7 or 8 minutes simply to exit the street. 5. We also have people from units on the Pacific highway and Eaton street parking in Burleigh St 6. To take up one very valuable limited parking space in our Street for a public charging station is absurd given the challenges we already face here, please choose somewhere else and away from School traffic.
I am in favour of street outlets for the recharging of EV’s. Notwithstanding, I make a suggestion concerning a small but significant relocation of one particular charger in Lindfield. The proposed site of 3 Havilah Road, Lindfield on pole #PY57382 should be relocated to pole #PY57381 on the opposite side of Havilah Road. The reason for this relocation is that a major high rise development is proposed for 3 Havilah Road (and into Milray Street) – this development is listed on the State Significant Developments website. Whether this or a modified development takes place will make 3 Havilah Rd a construction site for some considerable time and therefore no EV parking will be allowed. The other site 7-15 Milray St will have no restrictions with respect to proposed developments. A related matter is the lack of signage to existing EV chargers. On the local level, where are there signs to point to the EV charger in the railway car park at Roseville Station or the chargers in the car park under the Village Green at Lindfield? Council should develop a policy to have good signage locally and on the highway pointing to EV charging infrastructure.

Errors in notification I have seen the sign on the power pole in Cranbrook Avenue Roseville advising of the proposed location of an EV charging station in Cranbrook Avenue Roseville & inviting comment. I have now received the letter dated 5/11/25 from the Council advising of EV charger proposals. There are at least 2 errors in the Council's notification of the proposed location in Cranbrook Avenue Roseville which mislead residents; 1. The letter dated 5/11/25 to Cranbrook Avenue residents refers to a proposed charging station in Wellington Sportsground East Lindfield (there is no reference to a proposed charging station in Cranbrook Avenue Roseville); and 2. The information on the proposed locations that is on Council's website refers to the proposed location in Cranbrook Avenue under the heading "East Lindfield" not Roseville. Could you please urgently; 1. Send corrected letters to residents regarding the proposed Cranbrook Avenue location (ie refer to Cranbrook Avenue not Wellington Sportsground) & provide an extension of time for feedback; 2. Fix up the Council's website so that the proposed location is shown as a Roseville location (not East Lindfield location). The current notification is wrong and misleading. It is important that proper notification is given to ensure the proposal is understood and feedback can be obtained. We are strongly opposed to the proposed location & will make a separate submission as to the reasons for our objection.
I am writing to formally lodge an objection to the proposed installation of an electric vehicle (EV) charging station at Roseville Park on Cranbrook Ave, Roseville (opposite 62 Clanville Rd). While I endorse the Council's strategic pursuit of Net Zero emissions by 2040 and acknowledge the necessity of charging infrastructure in the abstract, I contend that the proposed location represents a fundamental planning misalignment. Specifically, it fails to account for the residential typology of the immediate area and overlooks superior existing infrastructure within the park precinct itself. My objection rests on three primary arguments, concluding with a specific counter-proposal: 1. Redundancy of Infrastructure for Local Residents The primary justification for on-street charging—to support EV owners without access to private charging—is entirely absent in this specific location. • Housing Typology: The precinct surrounding Cranbrook Avenue and Clanville Road is characterized almost exclusively by detached dwellings with private driveways and garages/carports. • Consumer Behavior: It is well-established in energy economics that EV owners with off-street parking prefer to charge at home due to convenience and significantly lower domestic electricity tariffs compared to third-party "user-pays" commercial rates. • Conclusion: Consequently, there is no demand-side argument for this charger from the immediate community. If installed, this unit will not serve the ratepayers who live

here; rather, it will serve as a magnet for commercial fleets or non-local commuters, importing traffic into a quiet residential enclave. 2. Safety Risks and Amenity Impact The proposed site is immediately adjacent to Roseville Park, a sensitive interface zone with high pedestrian activity. • Obstructed Sightlines: The 22kW charging speed implies long dwell times (several hours). Vehicles parked for extended durations create static visual barriers, obscuring sightlines for children and the elderly attempting to cross the road to access the park. • Visual Clutter: The introduction of industrial-grade charging hardware and signage on the street verge is inconsistent with the established heritage and garden character of Roseville. 3. Counter-Proposal: Utilization of Dedicated Park Parking I strongly posit that the proposed on-street location is inferior to the park's existing dedicated off-street parking zone. Relocating the proposed infrastructure to the park's dedicated parking area would achieve the Council's sustainability goals without the associated detriments to the streetscape. • Appropriate Land Use: The park's parking zone is already designated for vehicle storage. Placing the charger there aligns with the "destination charging" model, allowing visitors to charge while utilizing park facilities (tennis, cricket, etc.) without occupying street frontage. • Improved Safety: An off-street location separates charging maneuvers and cable handling from the active roadway and pedestrian footpaths, significantly reducing the risk of vehicle-pedestrian conflict. • Traffic Flow: It removes the risk of queuing or idling vehicles obstructing traffic flow on Cranbrook Avenue. Conclusion I strongly urge the Council to reconsider the siting of this infrastructure. Placing a charger on a residential street where residents can already charge at home is a misallocation of resources. I request that the Council investigate the technical feasibility of installing this unit within the park's dedicated parking zone as a safer and more logical alternative.
Concern 2: 62 Clanville Road, Roseville Regarding the proposal near my Roseville property, I strongly oppose the proposed location on Cranbrook Ave Roseville. Instead of Cranbrook Ave, I urge the Council to consider Gregory Street. Gregory Street offers significantly better conditions as it provides more dedicated visitor parking and has fewer residential properties adjacent to the street, meaning less competition for spaces. Placing the EV charger on Cranbrook Ave is likely to be economically inefficient and will introduce unnecessary traffic congestion to what is currently a quiet residential street, negatively impacting amenity for residents. I request that Council re-evaluate the proposed locations, specifically considering the significant parking scarcity on Burleigh Street and exploring the alternative location of Gregory Street in Roseville, which would be a more practical and resident-friendly solution. I look forward to your response and confirmation that these proposals will be thoroughly reviewed.
I am a resident along Corona Avenue Roseville and am in the direct vicinity of a proposed charging location (within 50m) at "9-15 Kings Avenue Roseville". I strongly oppose the concept of on-street EV charging facilities for 3 main reasons. 1. As of early 2025, Willoughby Council have installed no parking signs along their side of Corona Avenue. This has effectively shifted all street parking onto the Ku-ring-gai Council side of Corona Avenue and as a result parking spots have become very limited along Corona Avenue. Given that Ku-ring-gai Council residents are already struggling to find available spaces, the introduction of on-street EV chargers would further reduce the number of usable parking spots and place even greater pressure on an already constrained parking environment caused by Willoughby Council.

2. The installation of on-street EV charging facilities will substantially increase the presence of non-resident individuals on Corona Ave/Kings Avenue, introducing a continuous flow of unfamiliar visitors into what has historically been a quiet and secure residential area. This heightened influx of external users raises significant concerns regarding the safety and privacy of local residents, particularly given the unavoidable increase in foot and vehicle traffic. Furthermore, the limited availability of street parking will lead to persistent congestion, creating additional disruption to the street once the EV charging facilities are in place. 3. None of my family members currently own an Electric Vehicle and at no point in time in the future are we planning to purchase one, so these EV charging facilities will be of absolutely no use to my family and I. I urge Ku-ring-gai Council to consider installing these EV charging facilities at local parks and NOT along suburban streets.
I'm writing today to provide feedback on the proposed ev charger for outside 9-15 Kings Ave Roseville. I'm a resident of 9-15 Kings Ave and I am against the installation of an EV charger at this location for the following reasons; 1. 9-15 Kings Ave has recently installed the infrastructure required for EV charging in the underground garages so a charger on the street is not required. 2. Surrounding houses have garages/off street car spots so there is not a need for this charger for surrounding houses. 3. Our apartment looks directly over the proposed charging station and I do not want a EV charging structure in front of my apartment. 4. A dedicated charger will remove a car parking spot for visitors to the apartments. I'm happy to provide further information if required.
I write concerning the Council proposal to install on-street electric vehicle charging locations in Roseville on Spearman Street. The College supports sustainability initiatives and is pleased to see Council taking steps to provide community based electric vehicle charging stations. The College now has eight electric vehicle charging bays in our staff car parks and is pleased to contribute to the environment in this way. However, we have serious concerns about the placement of the charging bays on Spearman Street, opposite 31 Victoria Street. Roseville College is located between Victoria Street and Bancroft Avenue, opposite the intersection with Spearman Street and is in close proximity to the proposed site. Roseville College is a Preparatory – Year 12 school with over 1,000 students. Our Junior School is located on the Victoria Street boundary. Due to the age of the students, most students are transported to and from school by car with a small number walking to school, or catching other forms of transport. At peak school drop-off and pick-up times there is significant congestion in the surrounding streets. We are concerned about the impact of these charging bays, which are effectively "No Parking" spaces at other times on already congested streets. Any increase in traffic congestion is likely to impact student safety, which is the College's primary concern. The College already regularly requests the attendance of parking rangers around both boundaries of the school as parents often make unwise driving decisions when picking up and dropping off their children. We submit that the charging bays as proposed will have a detrimental effect on student safety and therefore request that they be relocated further away from the College. Please let me know if it would be helpful to discuss this further, or to visit the College at afternoon pick-up time to observe some of these issues in practice.
I am writing to formally oppose the proposed installation of an EV charging bay at above address as part of the current consultation. While I support the transition to electric vehicles, I believe that placing this charging bay at this specific location will have a negative impact on residents. My reasons are as follows: 1. Loss of Already Limited Parking

Our street has high parking demand, especially during evenings and weekends. Converting an existing space into an EV-only bay will further reduce parking availability for residents who rely on street parking. 2. Unsuitable for Narrow / slope Residential Streets The proposed location is on a narrow abrupt slope road, which already struggles with turning space and visibility. Installing a charging bay may worsen congestion, block driveways, or reduce traffic safety. 3. Noise and Disturbance Many EV users park and charge overnight. This may lead to noise from vehicles, headlights, and movement late at night (note this street only left turn out and in from Pacific Highway) disturbing nearby residents especially for my ground unit just few steps away opposite my balcony you council suggested. There are more suitable spots nearby, such as down the mid or end of Bayswater Rd or Ortona Rd. where an EV charging bay would have less impact on residents and better access for the public. 4. Unequal Benefit The bay would serve only a very small number of EV owners while negatively affecting the majority of residents who depend on general parking. For these reasons, I request that the council reconsider the proposed location and explore other options that support EV infrastructure without reducing residential amenity.
3-11 Burleigh St Lindfield 2-12 Llewellyn St Lindfield Both these short streets between the Pacific Highway & the rail line are heavily used for parking (all spaces completely full) around school hours & weekends in particular for on street parking, as well as use by trade workers servicing the apartments. They are also quite a walk from shops/cafes. So although only 2 spaces are proposed for dedicated electric charging in these 2 streets, it seems better for dedicated electric charging to be rather located within the parking spaces of the surrounding apartment blocks (instead of the street), even it may take time for apartment blocks to approve them. Council car parks that are closer to shops also seem to be a much better location for these chargers (& in future petrol stations adding dedicated electric charging bays). Good luck with your further study on this issue!
My family and I are living at 192 Pacific Hwy. We strongly oppose the proposed EV charger installation which is right next to our driveway. Street parking on Bayswater Road is extremely limited and local residents rely on every available space for daily needs. Losing this particular space to an EV-only charger would severely impact households who have no alternative parking options. A single EV charging bay can be occupied for hours at a time, effectively removing the parking space from general use. This proposed charger benefits only a few EV users while creating an everyday struggle for the majority who depend on flexible, accessible street parking. It is impractical, unfair and put local residents at a significant disadvantage.

All local households have private garage access with the capacity to install their own chargers. An on-street charger would therefore provide no benefit to local residents. The demand for street parking is far more significant than this public EV charger. EV visitors have established charging solutions and do not rely on ad-hoc street charging during brief visits. Installing an on-street charger for occasional, transient visitors is unnecessary, especially when it removes valuable parking spaces needed by residents. Our driveway which sits directly beside the proposed location, is already frequently obstructed by delivery vehicles, rideshare vehicles and vehicles idling while waiting for passengers. These people often linger, chat loudly, laugh, play music and even smoke. We are suffering from their noise, foot traffic, cigarette smell and loitering in our driveway and beneath our windows. EV charging often takes hours, causing cars to queue across our driveway and users to stay around our driveway. This proposal would severely worsen this situation. These disturbances will be exacerbated as they occur continuously, day and night, creating a 24/7 hotspot of noise, congestion and intrusion in our driveway. In every respect, these impacts undermine our security, privacy and right to a peaceful living environment. The EV charger should be redirected to locations where it will meet community needs without harming residential amenity such as: -Large apartment complexes where residents cannot install EV chargers -Train station -Shopping Centre/Supermarket/Retail Shops -Commercial workplaces -Community Centre/Library -Park/Fitness Centre -Public Carpark where vehicles naturally remain for longer periods and the activity will not disrupt residents' privacy or obstruct driveways. For the above reasons, the council should install EV chargers in these high-demand, high-capacity locations instead of on-street parking spaces of low density residential areas like ours where the negative impacts on residents are significant. Should you need any further information about the disturbances we are suffering, please email us.
My wife and I totally reject the plan to install an EV charging bay in either Burliegh St or Llewellyn St, Lindfield. Burleigh St and Llewellyn St are both used as overflow parking for school teachers and school workers and also for drop off and pick up streets for school students as Lindfield Public School is opposite these two streets. There is no parking on Pacific Highway and Grosvenor Rd is restricted due to bus stops. To exit our building is difficult at the best of times and more difficult during drop off and student pick up times.Also during these times the traffic lights at the top of Burleigh St to Pacific Higway only operates every second time giving preference to traffic on Pacific Highway. To install an EV charger on either of these two streets would create complete havoc. Not a good idea. Please don't do it.

Being residents on 3-11 Burleigh Steet, Lindfield we would like to make a strong objection to the proposed EV charging station which council intends to instal. The street is far too busy and narrow and with traffic parked on both sides of the road there is only one lane available for through traffic. This street provides for exit and entrance for 88 units on one side and 33 on the other side with a maximum length of 25 meters in total. This street is also extremely busy both mornings and afternoons with mothers providing school drop-offs and pickups. The proposed site for the charging station could only be accessed from Llewelyn St. as it is impossible to make a U-turn coming from the west, ie Grosvenor Rd. Would it not be a more convenient location for an EV station in Lindfield to be installed in the parking area behind the Lindfield Shops in Pacific Highway which will not cause any inconvenience for residents who also would have access thereto 24/7?
I am writing to you to express my opposition to the proposed on-street electric vheicle charging location 2-12 Llewllyn Street Lindfield. Llewellyn St, Lindfield is a very busy street especially mornings and afternoons - dropp off and pick up area for students attending Lindfield Primary School. It is the street where the Railway Transport has an access gate at bottom of street, and when working on Railway - their vehicles are parked in the street. You have Residents either side of road needng to access entry/leaving their buildings. Llewellyn street is busy as it acts as a detour to Pacific Highway. I honestly can't imagine anythng more [?] and unwelcome in LLewellyn Streeet.
Concerned there is a lack of strategy/vision for the rollout of chargers (at a local, state and federal govt levels). Privatisation will mean charging is expensive. More chargers needed.
Query regarding how the parking will be enforced i.e. ICE-ing
Location opposite 62 Clanville Rd is a dangerous location. A better location would be at the nearby carpark.
Prefer not to have the charger located opposite 62 Clanville Rd. Not a suitable location. When both sides are parked the road becomes very narrow (one way). Better location in the carpark, on Marjorie Rd, or Chelmsford. Main users who park in this location are workers of the nearby nursery or locals.