

**Submission  
No 28**

## **LAND RELEASE AND HOUSING SUPPLY IN NEW SOUTH WALES**

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Beth Morris  
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10 August 2017

Jai Rowell MP  
Chair  
Legislative Assembly Committee on Environment and Planning  
Parliament House  
Macquarie St  
SYDNEY NSW 2000

Dear Mr Rowell

**Parliamentary Inquiry: Housing Supply in NSW**

[In response, please quote File Ref: 2015/215393]

Thank you for the opportunity to comment on the Parliamentary Inquiry in to housing supply in NSW.

The delivery of housing is a complex process involving many stakeholders. There are many drivers of the process, in addition to the planning process. Market forces affect the ability to obtain finance and construction costs. Investment and taxation policy also affects housing delivery. Greater certainty and clarity in the planning process will somewhat assist in facilitating greater housing supply. However, clearly the planning process is but one stakeholder in the delivery process. The challenge is delivering housing that is a part of great urban places.

Council's most recent strategic plan, Sutherland Shire Local Environmental Plan 2015 has delivered significant housing. Since the plan came in force in June 2015, Council has approved (or has pending applications) for over 4,000 residential flats, over 700 multi dwellings, and over 600 dual occupancy developments. How much of this housing will be delivered remains to be seen.

Already there is some concern in the community that the housing being delivered is not accompanied by required infrastructure improvements. Furthermore, there is community concern that this housing is changing the inherent character of our neighbourhoods, without respect to local character and without any significant community benefit.

Significant changes are now proposed by the State, to amend complying development provisions to enable greater density throughout the Sydney region (the 'Missing Middle'). The changes will result in 'cookie cutter' style of medium density development. Sutherland Shire Council has for many years supported mechanisms to increase the supply of housing. Council has supported exempt and complying

development provisions which aim to meet resident's needs to carry our routine development in a way that has minimal impact on neighbours and preserves the unique landscape qualities of the Sutherland Shire. For many years Council was a leader in such housing approvals. However, it is considered that the proposed complying development changes go beyond what was intended. The changes will not enhance or preserve the character and scale of the Shire's existing landscaped low density suburbs of the Shire. Such changes propose to allow housing that does not respect the scale and character of surrounding development.

The current legislative provisions do not consider what effect increased densities will have on transport networks and jobs in the region. In 2011, 57,147 (51.7%) of Sutherland Shire's working residents travelled outside of the area to work. Traffic counts on the main arterial roads through the Shire indicate that traffic is already at 40,000 to 60,000 ADCT. Hence many are reliant on public transport to access work. The rail line at Sutherland station is at or near capacity during the current rail morning peaks. Demand on the Illawarra line is likely to increase given the existing housing growth at Hurstville and Rockdale and housing growth planned for the Arncliffe, Banksia and the Cooks Cove Precincts. Clearly greater investment in transport infrastructure should be a priority.

Public infrastructure is required to develop great places. In existing urban areas where infrastructure capacity has not been improved, existing communities are likely to suffer a reduction in amenity. Council's ability to collect contributions towards local infrastructure under the Environmental Planning and Assessment Act is currently significantly constrained. Current directions cap Section 94 contributions to \$20,000. Applications to IPART for a further increase are limited to contributions that meet the essential works list - (land for open space, land for community services, land and facilities for transport (eg roads/cycleways), and land and facilities for stormwater management).

NSW Urban Growth Development Corporation is currently overseeing a number of growth areas. Cooks Cove growth centre, located in Arncliffe, 10 kilometres south of the Sydney CBD, is one such precinct. The most recent DPE Planning report (November 2016) recognises that significant infrastructure must be delivered to make this area a great urban place, including better road connections, cycling facilities, pedestrian networks, upgrades to trunk drainage and flooding mitigation, provision of recreation facilities, as well as a new school – more than the land required by the essential works list. There should be a better correlation between increased density and infrastructure. Surely increased density should result in some public benefit?

The delivery of housing is not addressing affordable housing demands. There must a good fit between who lives here and the housing available in the area. Current housing policy is delivering homogenous communities with little diversity. Furthermore, it is evident that smaller more affordable housing is being displaced on redevelopment by higher density housing that is not affordable.

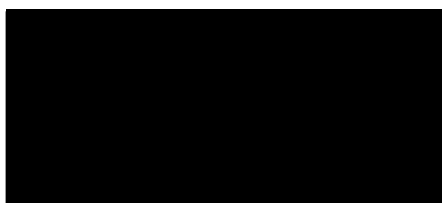
Greater density should be accompanied by places to shop, work, and recreate. Density must improve the liveability of the locality. Density should seek to increase the public domain and creating linkages. However, this type of fine grain mixed use

development requires collaboration between stakeholders. It also requires detailed place making, rather than generic planning policy - as is currently the housing policy of the State.

Increasing housing supply will not necessarily create great urban places - places that are close to jobs, transport, services and the mix of uses that make places attractive to residents - places that reflect local values and character. Compliance with SEPP 65 alone is not 'density done well'.

Current policy of maximising density has led to large scale redevelopment without the mixed use character that is a part of most dense cities around the world. A 'one size fits all' housing policy is unlikely to create great places that recognise local character. It is considered that better planning processes and funding are required to integrate housing and infrastructure delivery and improve performance of current housing policy.

Yours sincerely



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