



FRIENDS OF
KU-RING-GAI
ENVIRONMENT INC.

November 2008

Dear FOKE Members

■ PLANNING PANEL'S PLAN FOR KU-RING-GAI TOWN CENTRES is UNACCEPTABLE. THE PLANNING MINISTER MUST BE INFORMED. 19th DECEMBER 2008 SUBMISSION DEADLINE.

Approximately 400 people attended an extraordinary meeting at Ku-ring-gai Council Chambers (Wednesday 5th Nov) at which the Planning Panel appointed by the previous Planning Minister, Mr. Sartor, resolved, against much community opposition, to place Ku-ring-gai's Draft Plan for Town Centres on exhibition. Profiles of the Chair and Members of the Panel are set below.

For nearly three hours, over 40 residents addressed the Panel outlining unsatisfactory aspects and defects in the Draft Plan. Each speaker was applauded by the overflow crowd, who stood or sat on the floor or on the stairs. The Chair, Ms Crouch, responded that the issues raised were of interest and would be considered by the Panel. With increasing frustration and anger, the residents moved their own Notice of Motion that the Draft Plan was unacceptable. It is vitally important, that you send submissions to the Ku-ring-gai Planning Panel, copied to Minister Keneally, by 19 December 2008, stating your objections to the plans and giving reasons why they are unacceptable. See Newsletter Insert for further information.

PROFILES OF EX-MINISTER SARTOR'S KU-RING-GAI PLANNING PANEL.

WHERE IS THE COMMUNITY REPRESENTATION & INPUT ON THE PANEL?

Ms Elizabeth Crouch (Chair) – Former Housing Industry Association (HIA) Senior Executive Director – Industry Policy. Previously the HIA Senior Executive Director of Building and Planning Services. Member of a key advisory body “Housing Ministerial Advisory Board” to assist the NSW Government with its \$27 billion housing portfolio. The HIA is a major developer lobby group.

Ms Kerry Bedford – Previously Director of State & Regional Planning at Planning NSW and Director of the Policy and Reform branch in the Department of Urban Affairs and Planning.

Mr Bill Tsakalos – Previously Director of City Projects, City of Sydney whilst ex Minister Frank Sartor was Lord Mayor of Sydney.

Mr Vince Berkhout - Minister Sartor's "External advisory panel - contentious projects" in 2008. Involved in Development Applications for JBA Urban Planning for numerous Olympic sports venues (including the Ryde Aquatic Leisure Centre).

SEND SUBMISSIONS TO:

**Ms Elizabeth Crouch, Chair,
Ku-ring-gai Planning Panel
818 Pacific Highway Gordon 2072
Fax: 9424 0001
Email: planningpanel@kmc.nsw.gov.au**

AND COPY TO:

**The Hon Kristina Keneally,
Minister for Planning, Level 35,
Governor Macquarie Tower, Farrer Place,
Sydney NSW 2000
Fax: 9228 5499
office@keneally.minister.nsw.gov.au**

Overall, the Town Centre Plan represents developer-centred appropriation of local communities. It is not planning. It is the product of a planning department which has progressively absorbed developer ideology - whose aims are the relentless pursuit of private commercial and profit objectives, while using “planning” terminology. Under the guise of planning, the Town Centre Plan destroys a community, its character, and its history. Its sense of place and its identity will simply be taken from it. The plans represent fundamentally bad planning. They should be shelved.

FOKE and other community groups have fought long and hard for good planning outcomes. Just as we have joined the fight for Catherine Hill Bay and Currawong and have been delighted with the recent Callan Park decision, the inappropriateness of the Ku-ring-gai Town Centre Plan must also become a Sydney wide fight. Recruit those who oppose inappropriate development and poor planning. Tell them of the environmentally and socially destructive impacts of intrusive high-rise development along the Pacific Highway, and the potentially devastating affects on the viability of the Highway as a main traffic artery. The Pacific Highway is to become the enlarged shopping centres “high street” with 15 plus storey buildings dubbed “shopping in the trees.”

It is most important to copy in the Minister, as Minister Keneally visited Ku-ring-gai on the eve of the controversial Panel Meeting. The Minister saw first hand the sites that are expected to take 15 storeys in Gordon, 9 storeys in Turrumurra & St Ives, and 7 storeys in Lindfield, Roseville & Pymble. Heights could be even higher as the Panel proposes that “good design” is to be given an extra floor as a bonus for the developer!

The Minister saw Ku-ring-gai's nationally significant tree canopy connecting surrounding National Parks; saw the loss of Ku-ring-gai's natural and built heritage; and visited areas where further destruction will occur if the Plan goes ahead.

The Minister has seen FOKE's photographic project of over 2,000 photos of impacted sites and streetscapes, and been advised of the 2007 *Top Ten Heritage at Risk Places in Australia* nomination. The Minister was advised how appalled people are when they see the quality housing that is earmarked for demolition and the inappropriateness of the replacement "high rise housing".



"In Search of Sustainability " (CSIRO), 2005 lists seven foundation principles which includes:

Community, regions, sense of place and heritage.

Sustainability recognises the significance and diversity of community and regions for the management of the earth, and the critical importance of "sense of place" and heritage (buildings, townscapes, landscapes and culture) in any plans for the future.

The Ku-ring-gai Town Centre Plan fails to meet these vitally important principles of sustainability.

STOP THE RAPE OF KU-RING-GAI
Other Ku-ring-gai banners at the NSW wide Rally Against Inappropriate Development and March 19th October 2008 included the following:

"TREES BEFORE TOWERS"

"GREEN NOT GREED" "PEOPLE BEFORE PROFITS"

The Pacific Highway will become a slow moving car park, yet it is the main north south route from the Bridge to the F3. The Planning Panel has not provided a satisfactory response on how the functionality of the Pacific Highway is to be maintained given the proposed increased densities.

■ **PLANNING MINISTER KENEALLY "MEETS" AND VISITS KU-RING-GAI.**

FOKE thanks Mr. Jonathan O'Dea MP, the Member for Davidson, for arranging the recent meeting at Parliament House with newly appointed Minister for Planning, the Hon Kristina Keneally. Mr Barry O' Farrell, Leader of the Opposition and Member for Ku-ring-gai, was also in attendance. The meeting enabled members of the community to voice their concerns directly with the Minister about development trends in Ku-ring-gai. The Minister showed interest in FOKE's 400-page photographic survey previously mentioned.

Subsequent to the meeting, Mr. O'Dea hosted Minister Keneally's visit to Ku-ring-gai when she was able to view first hand the Ku-ring-gai context for which

we are planning, to see what is happening in the potential conservation areas, see the out-of-context replacement buildings and to drive through the 6 Town Centres, which are now the subject of massive increases in height, bulk, scale and expansion.

■ **MOST OF THE MULTI STOREY DEVELOPMENTS OCCURRING IN KU-RING-GAI NOMINATED FOR GREENS 2008 BAD DEVELOPER AWARDS.**

FOKE's work was recognised at the Awards. We nominated most of the high-density apartment buildings for the categories of • The Most Environmentally Destructive Development • Crimes Against Amenity • The Worst Residential Development. FOKE supported the nominations with a PowerPoint presentation showing contextual photographs; "before" photos and "after" photos of the ugly, alien replacement buildings and made reference to the "Rape of Ku-ring-gai" (Stateline) and "Concrete raiders of a stately Eden" (SMHerald article.) The high-density replacement buildings are the very antithesis of good planning principles.

■ **FOKE 2009 MEMBERSHIP RENEWAL SLIP IS ENCLOSED.**

Again, this year we say how much we value your membership. Without you, we wouldn't be able to do the things we do! We rely on your fees and, especially, donations. Please also encourage others to join FOKE.

Sincerely FOKE Committee

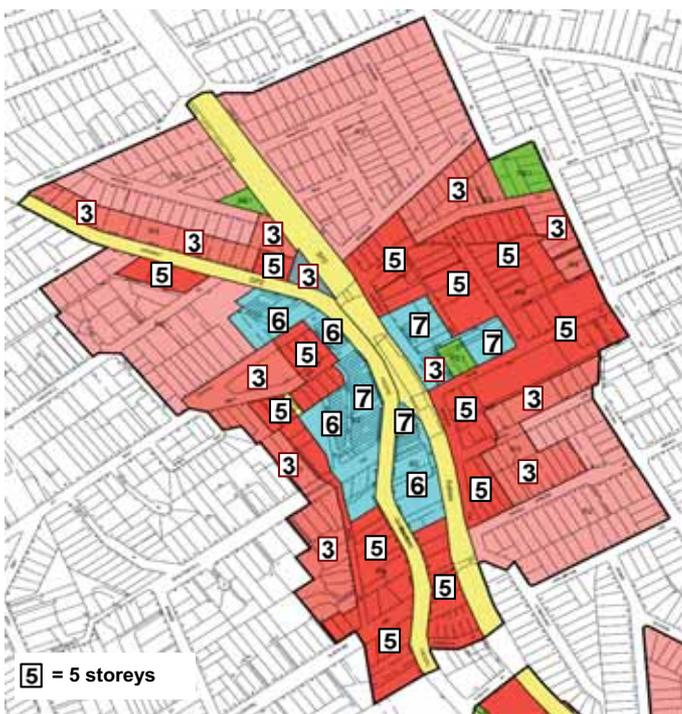
A Carroll 9498 1807, K. Cowley 9416 9007, J. Langley (Treasurer) R Maltby (Minutes Secretary), J. Johnston, M. Galloway, J. Harwood, J. Kitson, K. Pickles, J. Posen, D. Warner.

LINDFIELD – RHETORIC OR REALITY?

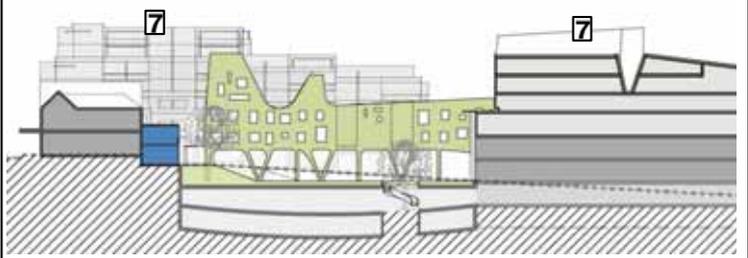
RHETORIC – a “moulded soft landscape” with a public square that is “more intimate, more enclosed”.

REALITY – large areas of 5 storey residential apartments surrounding a large core of 6-7 storey retail / commercial and residential buildings on both the Pacific Hwy and Tryon Rd sides of the Centre

Zoning Map – shaded areas & numbers show zoned land & height



No images for other areas of Lindfield are available

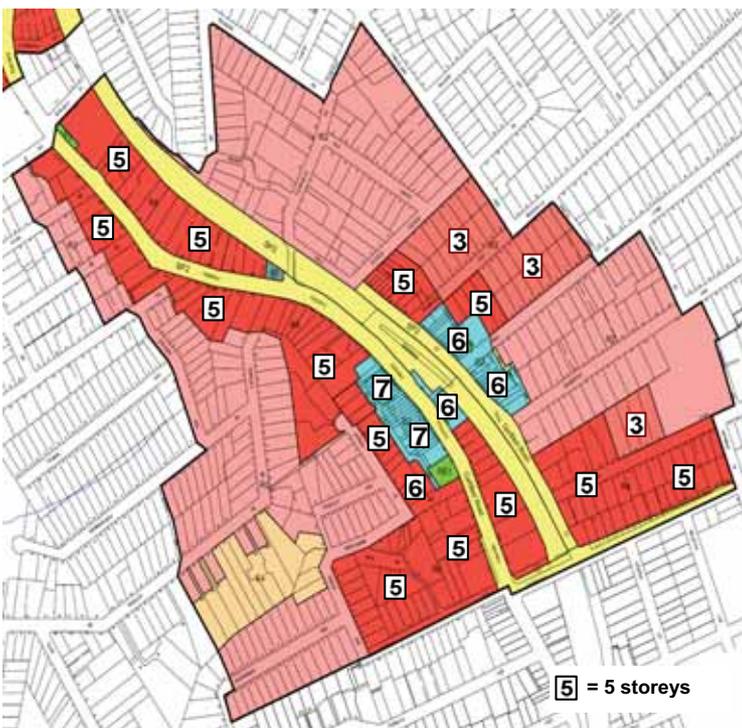


ROSEVILLE – RHETORIC OR REALITY?

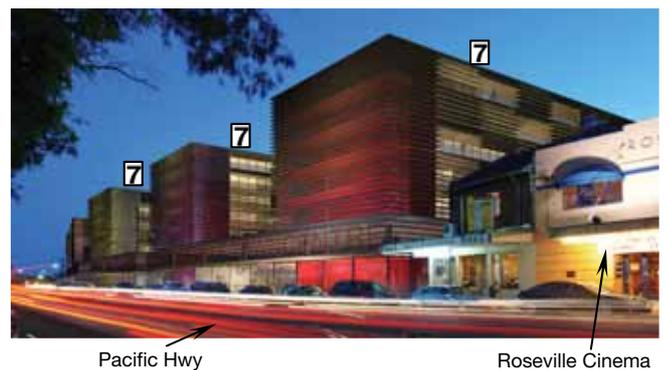
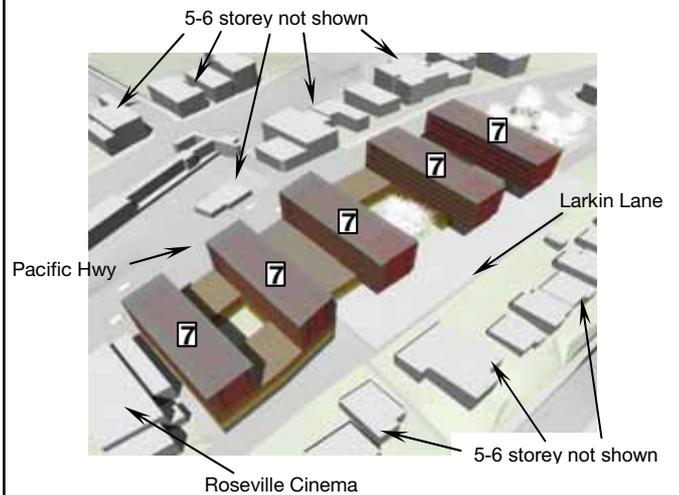
RHETORIC – “an exploration of passive design and density within a hybrid building framework. Its porous and permeable form, with pathways for breezes and sun, perfectly complements the bushland setting of Ku-ring-gai”

REALITY – large areas of 5 storey residential apartments surrounding a core of 6-7 storey retail / commercial and residential buildings on both the Pacific Hwy and Hill Street sides of the Centre

Zoning Map – shaded areas & numbers show zoned land & height



No images for other areas of Roseville are available

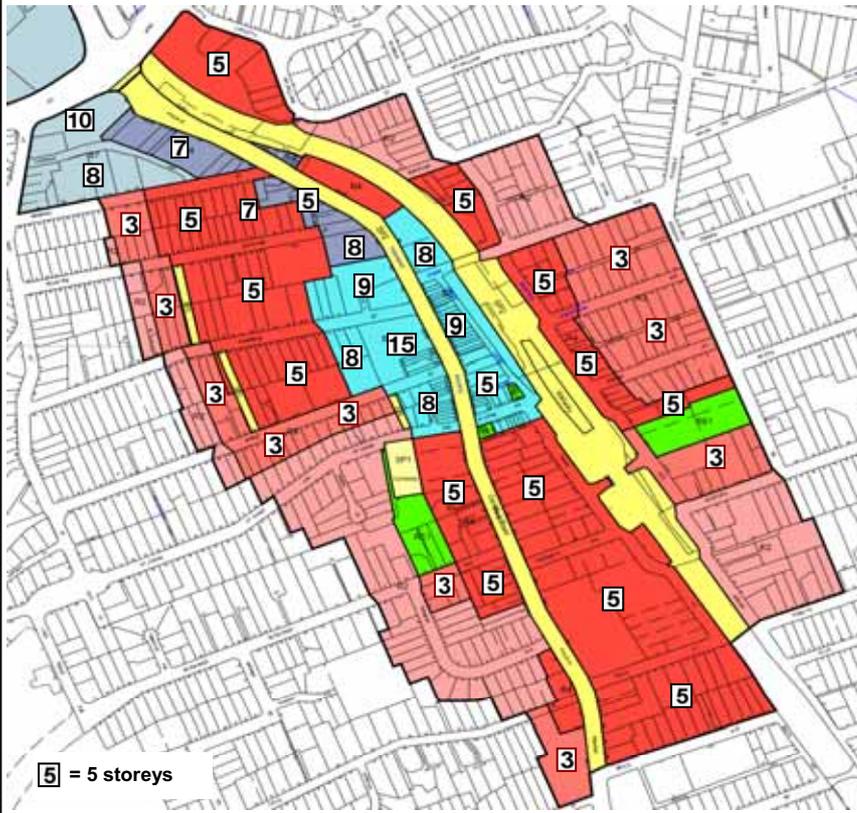


GORDON – RHETORIC OR REALITY?

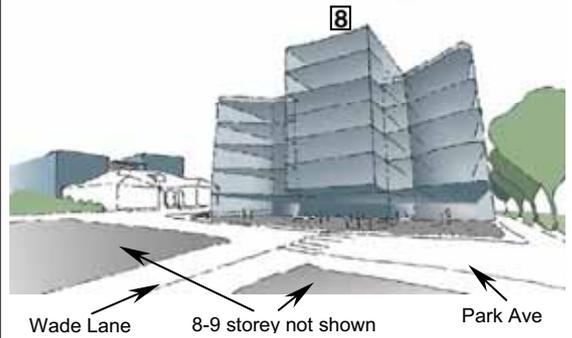
RHETORIC – “Shopping In The Trees” in a “vibrant new Town Centre” that is “Sheltered from noise and pollution” with “a view across the tree tops of Gordon” – (quotes from concept plan).

REALITY – a tightly-packed complex of 5-6 storey residential apartments surrounding a huge complex of 8 –15 storey retail/commercial & residential buildings, dominating the ridgeline & towering over Gordon valley

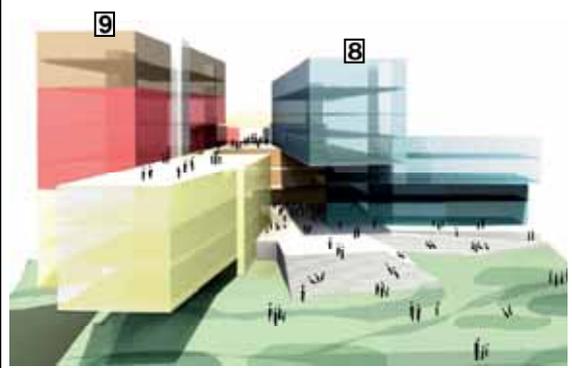
Zoning Map – shaded areas & numbers show zoned land & height



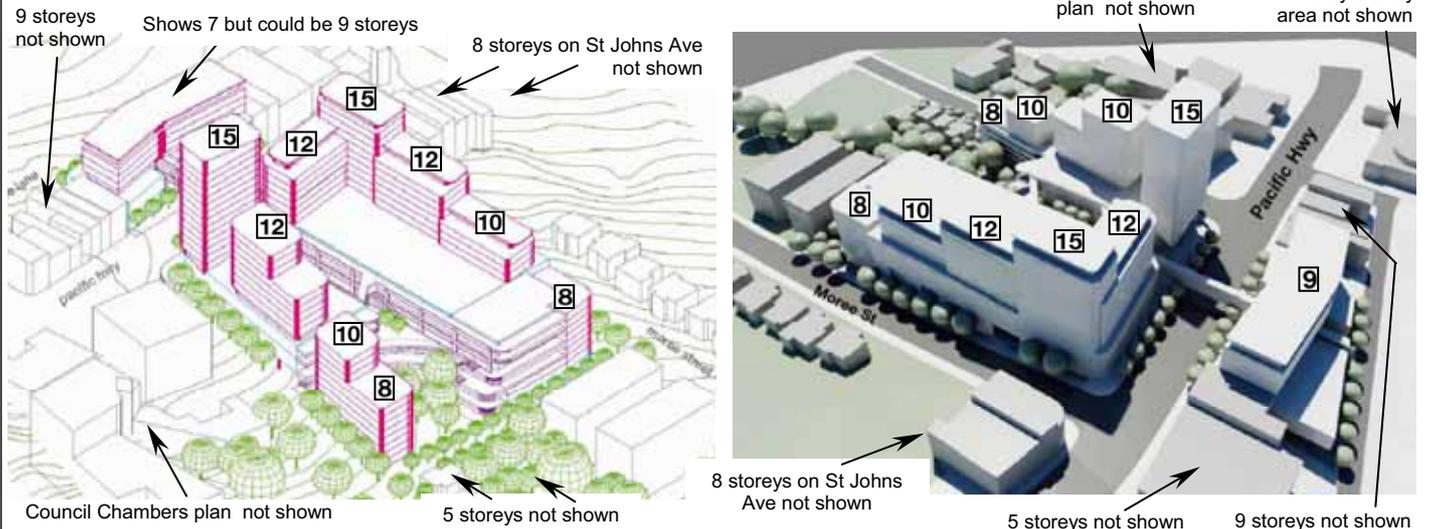
Gordon Library Area – 7-8 storey (seen from Wade Lane)



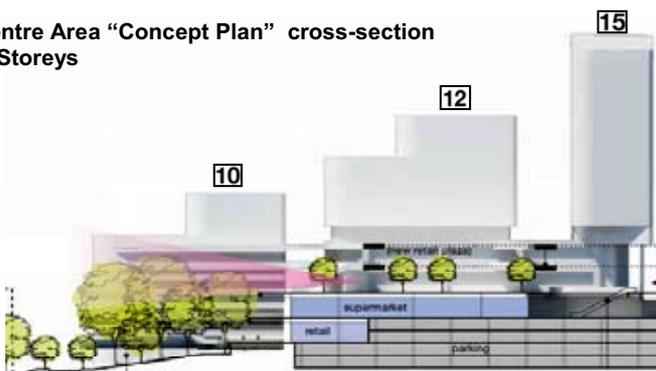
Council Chambers Complex – 8-9 storey (seen from behind Chambers looking towards Pacific Hwy)



Gordon Centre Area “Concept Plan” – up to 15 Storeys



Gordon Centre Area “Concept Plan” cross-section – up to 15 Storeys



Wade Lane area cross-section – up to 9 Storeys

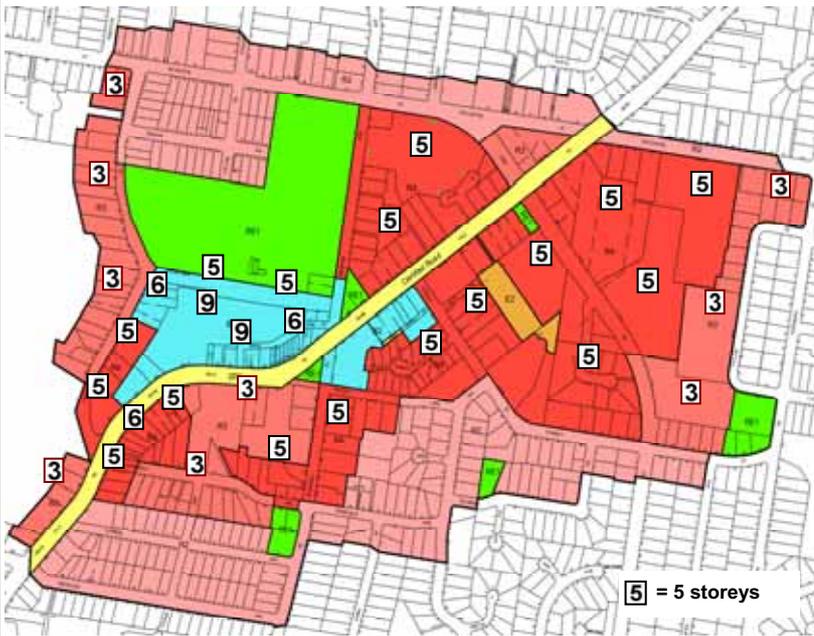


ST IVES – RHETORIC OR REALITY?

RHETORIC – “Reinvigorate the Street edge to Mona Vale Rd” and “an active urban edge to the Village Green” with “a new town square & civic building overlooking the Village Green” – (quotes from concept plan)

REALITY – a massive area of 5 storey buildings around Memorial Ave, Mona Vale Rd, Link Rd, Stanley St & Rosedale Rd, & a huge shopping centre with apartments around & above it with heights of 5-9 storeys

Zoning Map – shaded areas & numbers show zoned land & height



No images for areas of St Ives away from the shopping centre are available

8-9 storey on shopping centre not shown properly



4-5 storey at front

8-9 storey on shopping centre not shown



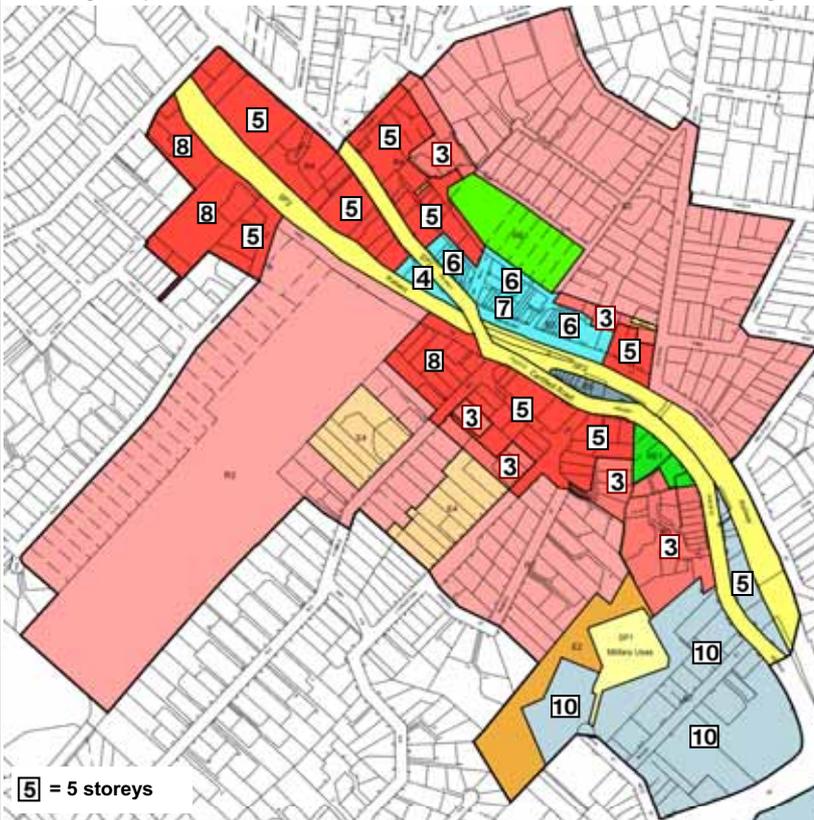
4-5 storey at front

PYMBLE – RHETORIC OR REALITY?

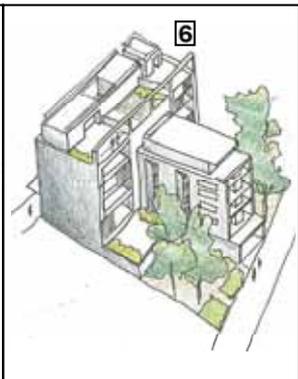
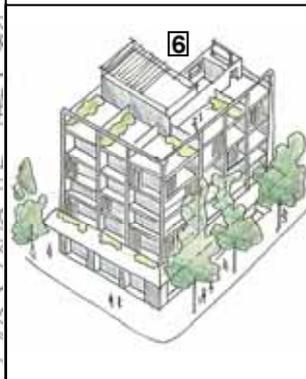
RHETORIC – “transform” Pymble from the “dead-end model of house / suburbia” into a “fine-grain hybrid” development providing “mutually supportive co-existence” in a “heterogeneous urbanity, with the concomitant broadening of the public domain” – (quotes from concept plan).

REALITY – 5-8 storey residential apartments surrounding a dense 6-7 storey retail / commercial area on Grandview St and 10 storey commercial / industrial complex near Ryde Rd.

Zoning Map – shaded areas & numbers show zoned land & height



No proper architectural images for Pymble have been provided – only the below sketches and example photographs

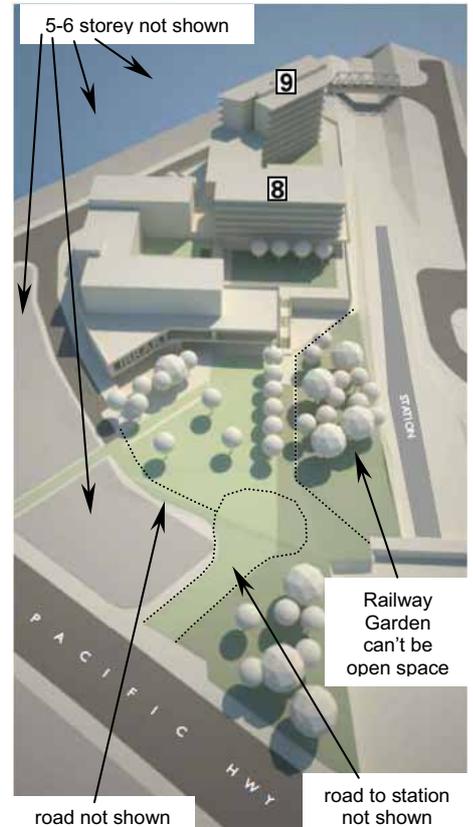
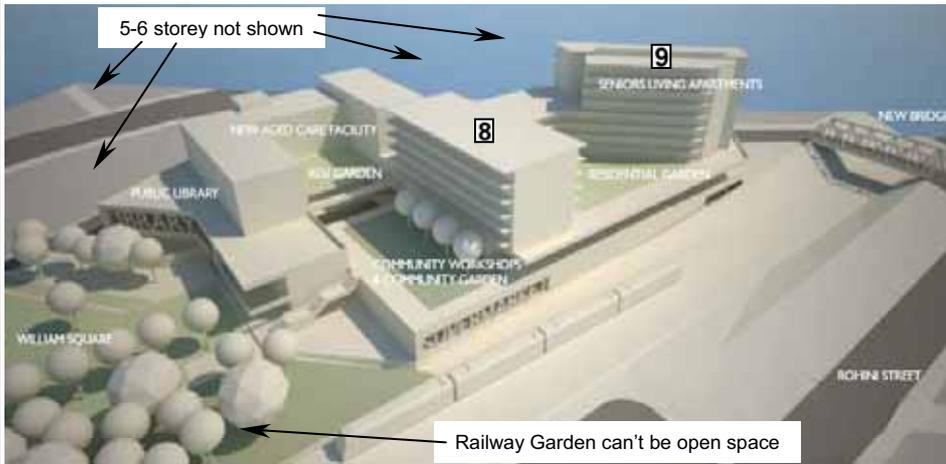


TURRAMURRA – RHETORIC OR REALITY?

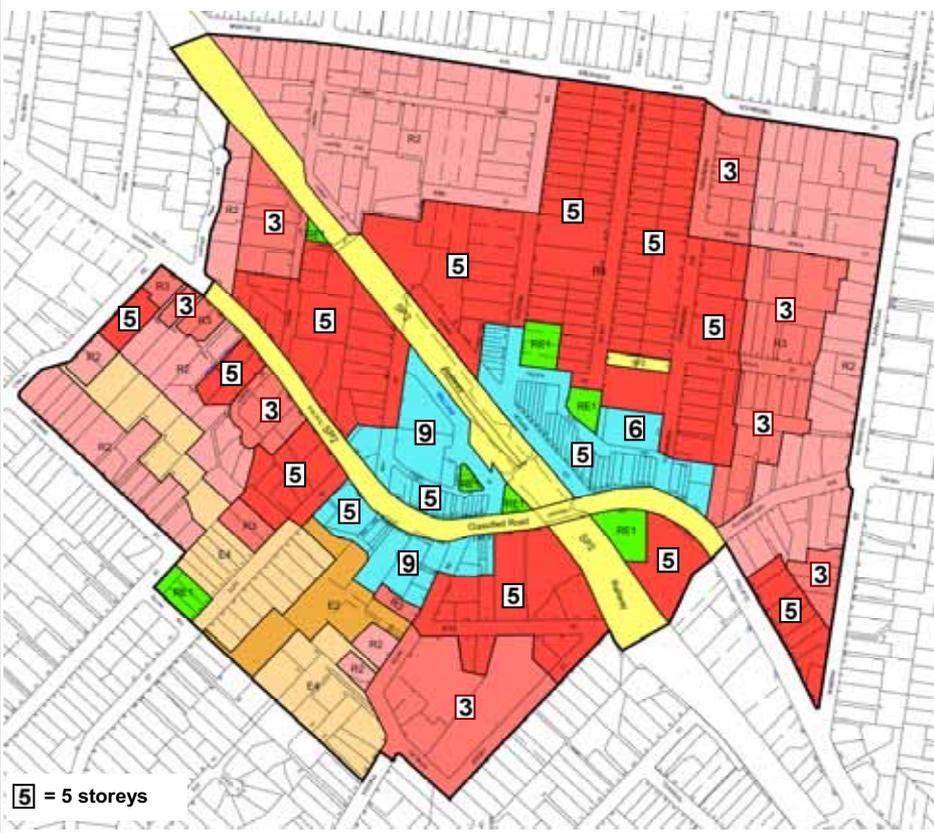
RHETORIC – “a community focused facility ... to reinforce the strong Turramurra village atmosphere and landscape character” with “activity spaces for public use and enjoyment” – (quotes from concept plans).

REALITY – a tightly-packed complex of 5-6 storey residential apartments surrounding 9-10 storey centre of mixed use retail/commercial and residential buildings.

Coles / Library Area: 9 –10 Storeys – retail / commercial / community lower floors with residential above



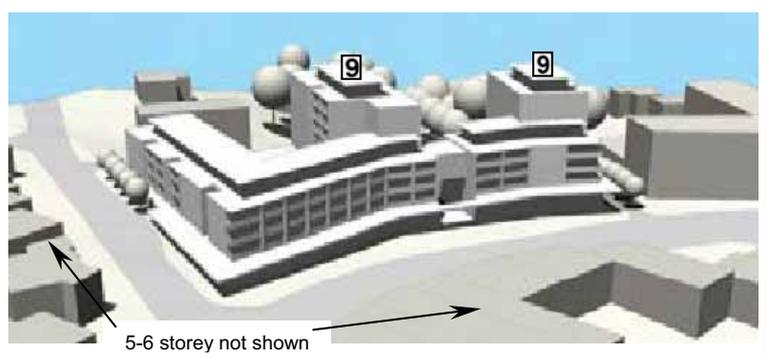
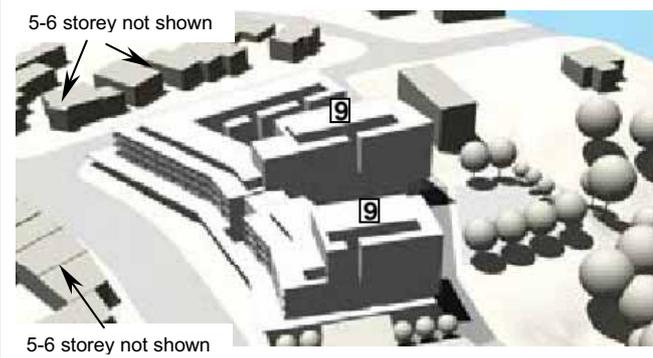
Zoning Map – shaded sections and numbers show rezoned land & height



Misleading “Concept plans”

Each “Concept” only shows a specific development site but none of the surrounding development. They depict areas as open space that can not be used for that purpose such as the Station garden in the Coles / Library area and areas of Blue Gum High Forest near Franklins. Also plans do not show some roads and instead depict them as open space. Controls allow for “Bonus Floor” for “good design” allowing higher buildings than the zoning map and “concept” indicates.

Kissing Pt Rd & Franklins Area: 9 –10 Storeys – retail / commercial on the lower floors with residential above



DRAFT KU-RING-GAI LOCAL ENVIRONMENT PLAN (TOWN CENTRES) - DISCUSSION POINTS

Planning Panel's Town Centre Plan for Lindfield - Unacceptable.

1. Exceeds the Government's "Metropolitan Strategy" planning policy. Lindfield is a "Village" that should be predominantly 3-4 storey development. The Panel plans are predominantly 5-6 storey residential and 6-7 storey commercial with the promise of a developer bonus of an additional floor if of "good" design!
2. Fails to provide sufficient enjoyable public outdoor spaces. One space has high rise on two sides.
3. Fails to provide adequate heritage protection of National Trust Urban Conservation areas. Whole 'heritage' classified areas are left unprotected. "Village" character and scale destroyed.
4. Fails to provide adequate vehicular and pedestrian connectivity throughout the proposed Centre.
5. Fails to provide real housing choice, (more apartment buildings), whilst removing, by rezoning to 5 & 6 storeys, the existing 'affordable' dwellings for aged and infirm, the SEPP 5 units opposite Cole's, the KOPWA units on the Library site and the units behind the P.O. All affordable housing close to public transport will be potentially lost.
6. Fails to provide for increased traffic movement whilst planning for an additional 2,500 cars within 800 metres of Lindfield railway station. No additional parking areas for commuters or shoppers, with Drover's Way Car park being rezoned for high rise plans. Adversely impacts on the functionality of the Pacific Highway.
7. Fails to provide community infrastructure and sufficient open space for the additional population's recreational needs e.g. tennis courts, bowling greens, playing fields & fails to protect Ku-ring-gai's tall tree canopy landscape.
8. Exacerbates uncontrolled over-development. No phasing of building, uncontrolled staging of buildings in the commercial areas. An excessive spread of high density development from one end of the centre to the other.
9. Lindfield Library site is "community" land that is not subject to reclassification and sale but is being rezoned for 6 storey development. This land should be retained for community open space and public facilities.

Planning Panel's Town Centre Plan for St Ives - Unacceptable.

- **Increases** the height of the St Ives Shopping Centre retail/ residential development to 8 storeys, with possible 9 storeys on the southern end and allows development to approach the Village Green.
- **Presumes** inclusion of about 10,000 sq m of prime located Public/Community lands for the development of a privately owned shopping centre development without evidence of quid quo pro public benefits.
- **Ignores** the significance of the Village Green, which is listed by the National Trust for its social and community values. The Village Green will be dominated by the excessive height, bulk, and expansion of the St Ives Shopping Centre.
- **Ignores** the surrounding context of 5-storeys buildings, green public open space -the Village Green, and the treed character of the area by introducing high density (8, possibly 9-storey developments) on a prominent site.
- **Rejects** the proposed heritage listing of the Headmaster's Cottage, Old School Room and the Old St Ives School site building and rezones the area for possible 5 storey development.
- **Removes** existing desirable housing choice by rezoning the villas of Eden Brae to 5 storey apartments for more of the same - apartments.
- **Fails** to recognise that traffic is a major constraint for development to levels proposed. Proposed traffic changes to improve access to the St Ives Shopping Centre will not solve the problem of increased vehicles in the area.
- **Ignores** the community's desire to develop the area in a way that respects the existing character and amenity of the area.

Planning Panel's Town Centre Plan for Gordon - Unacceptable.

- 15 Storeys above the nationally significant canopy, on Ku-ring-gai's prominent ridgeline is unacceptable.
- Represents a gross overdevelopment of Gordon which has severe constraints & limitations. For example, the topographical limitations and the close juxtaposition of the railway line with the Highway mean inadequate, narrow Wade Lane is unrealistically intended to be all of the following: a pedestrian precinct, a shopping precinct, the feeder road to Gordon station, the road servicing vehicles leaving & entering the proposed 8/9 storey building's multi storey underground car park. Wade Lane, dominated by high-rise buildings, will become an unpleasant, overshadowed, dark, wind tunnel inadequate for all of its intended purposes.
- Fails to provide adequate heritage protection of National Trust Urban Conservation areas. Whole 'heritage' classified areas are left unprotected.
- Represents a gross over development straddling the Pacific Highway, Metro Road 1, and the major north-south route serving the State of NSW. With the Plan, the Pacific Highway is intended to serve as the new high street of the greatly enlarged strip shopping "centre." Traffic congestion will be massive & the Pacific Hwy will not flow.
- Presumes inclusion of prime located public/community lands for the development of privately owned shopping centre development without evidence of quid quo pro public benefits.
- There is a serious disconnect between the Gordon Centre's developer's promotional rhetoric and the reality.

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- Fails to respect the Ku-ring-gai context, to provide adequate protection of Ku-ring-gai's environment and tall tree canopy landscape character. The highly visible towers are alien to their context, anti-environment, anti-heritage and anti-social.

Planning Panel's Town Centre Plan for Roseville, east of the railway line - Unacceptable.

- ♦ **NO** to 5 storeys behind the Hill Street shops /facade. Being a "key site" this could rise to 6 with a developer bonus. This group of shops is a very rare example across Sydney of an early 20th century shopping precinct, and would be despoiled by a towering 5 storeys immediately behind it. The inappropriate high-rise will dwarf the Town Centre main street (Hill) and be highly visible from the Railway Bridge and station directly opposite. The whole concept will destroy any sense of a "small village" as described in the Metro Strategy.
- ♦ **NO** to the destructive *slicing in half* of an obvious Heritage Conservation Area (National Trust UCA - precinct 3- by consigning 2 large blocks (Lord to Roseville Avenues & Roseville to Oliver down to Martin Lane & Trafalgar Ave respectively) to R3 zoning **in the middle**, leaving 2 "wings" of HCA. Extension of 3 storey zonings down these blocks will destroy a large number of intact Federation & Inter-war houses & its harmonious streetscape.
- ♦ **NO** to ignoring the 5 houses on Victoria Street recommended for inclusion in the HCA and that the panel has seen fit to remove. The precious façades and houses of Victoria Street will be destroyed forever.
- ♦ **NO** to excessive R4 zoning along Hill Street (especially as it is in conflict with the Heritage Consultant's recommendation of several sites along Hill Street to be Heritage listed *within the proposed R4 zone!!*), even beyond that designated for "local centre", and further ending any concept of "small village".
- ♦ **NO to lack of open space** We have only a small suburban carpark to offer all those families living in their 5 storey blocks along Hill Street.
- ♦ **NO** to the ridiculous traffic congestion that will ensue. Clanville Road/ Pacific Highway intersection will be at white boiling as people try to get out of the only 2 exits from the zone onto an already choked Pacific Highway bearing traffic from the Central Coast and the whole of Ku-ring-gai, trying to crawl to the city to work.

Planning Panel's Town Centre Plan for Pymble - Unacceptable.

- EXCESS RETAIL FLOOR SPACE "an increase..of 180%" nearly three times the present. Such an increase will inevitably lead to oversupply, vacant premises, and an alienating atmosphere of commercial and retail failure – the opposite of the present intimate, human-scale, small village atmosphere.
- EXCESS BUILDING HEIGHTS - Grandview St 7 storeys, instead of the present 2 storeys. These heights are incompatible with the "small village" classification of Pymble under the Metro Strategy. Pymble shopping village is a very narrow strip, on a prominent & narrow ridge, with the steepest & most delicate topography of all of Ku-ring-gai's villages, making it the most vulnerable to overdevelopment. 7 storeys will completely destroy the "small village" atmosphere of Grandview Street. Additionally, allowing 10-storey high-rise towers at the corners of the Highway and Ryde Road defies proper planning principles.
- EXCESSIVE SPREAD OF "HIGH DENSITY" – these excessively high buildings are to be almost continuous from one end of Pymble (Beechworth Rd) to the other end (Bridge St). It simply not possible to argue that this is compatible with the Metro Strategy's designation of Pymble as a "small village".
- URBAN CONSERVATION AREAS GUTTED – The National Trust's UCAs (17 & 18) within the town centre have been radically cut back, even in areas not rezoned for development. Not even development "leftovers" have been allowed to receive their UCA classification & protection. HISTORY TOTALLY LOST - The Plan has rezoned the totality of Grandview St's original village shops, some dating back 100 years. None will be saved. Not even the historic shops at the corners of Alma St, gateway to Robert Pymble Park from the station.

Planning Panel's Town Centre Plan for Turramurra- Unacceptable.

- Turramurra is designated as a "Village" that should be predominantly 3-4 storey development. The Panel plans are predominantly 5-6 storey residential with 9-10 storey commercial areas around Coles / Library & Franklins. This is totally inappropriate and well beyond the State Government "Metropolitan Strategy" policy guidelines.
- 9-10 storey development on the Coles / Library area - totally inappropriate in a village. There is very little open space making this area more massive than the Leichhardt Forum - with taller buildings and less open area. Further, this is partly proposed on publicly owned "community" land that should be kept for open space.
- 9-10 storeys on the Franklins site - totally inappropriate in a village. There is very little open space. They claim that the Blue Gum High Forest (BGHF) nearby will be open space. BGHF is critically endangered and cannot be used as open space. The plans for this area are totally inappropriate.
- 5 storey apartment buildings along the whole of Turramurra Ave, Gilroy Rd & Eastern Rd all the way to Brentwood Rd - over-planning that impacts on heritage areas and whole streetscapes.

- 3 storey apartments along the whole of Nulla Nulla St and one side of Wonga Wonga St all the way to the back-fences of Ku-ring-gai Ave - over-planning that impacts on heritage areas and whole streetscapes.
- The proposed road beside the Uniting Church and TurraTots is no longer required as there is no longer a proposed supermarket on Turramurra Ave. The road would be a traffic hazard to the day-care centre.
- The Hillview precinct is zoned for 5 storey development. This heritage rich precinct should be set-aside and preserved as a heritage park and open space area.
- The Turramurra Ave car park is planned for 6-7 storey development. This is public “community” land that is not subject to reclassification and sale. It should be retained as open space / public square.
- The traffic plans have not been amended to reflect the Panel’s revised plans. Traffic congestion will be massive & the Pacific Hwy will not flow. There is no new parking provision – there is actually a reduction in parking space!
