

Monday 12th February 2024

Department of Planning, Housing and Infrastructure
Locked Bag 5022,
Parramatta NSW 2124

Submission – Explanation of Intended Effect: Changes to create low and mid-rise housing

Thank you for the opportunity to provide comment in response to the Explanation of Intended Effect: Changes to create low and mid-rise housing (EIE) that is on exhibition for public comment until 23 February 2024.

Council considered the matter at its Council meeting on 6 February 2024 and whilst supportive of introducing measures to address the emerging housing crisis, Council raises significant concerns with the proposed one-size-fits-all approach outlined within the EIE.

As you will no doubt be aware Mosman has no significant town centre, no heavy rail stations and is served by a public transport system that struggles to navigate the one main road that serves our LGA and is universally described as one of the most congested in the State. The State Government only last year cancelled the only significant infrastructure project that may have assisted further density, the Beaches Link Tunnel. Our community consistently lists traffic, transport and over-development as their biggest concerns, many stating our hospitals, schools and sporting facilities are already at capacity.

Council's principle concern is the proposal to move away from long-term strategic planning processes which have been carefully constructed with input from the community and the guidance of successive governments led by a variety of planning ministers as well as having received approval by the now dissolved Greater Cities Commission. If enacted, the proposals outlined within the EIE would irrevocably alter the character of place established under *Mosman Local Environmental Plan 2012*, represent a transformative change to Mosman's urban environment and would result in substantially larger built forms, dwelling yield and future population than Council and the community had anticipated.

Rushed planning decisions, in isolation and in defiance of existing controls and applied in a one-size-fits-all manner, against the expectations of local communities and without the requisite infrastructure, only creates significant issues for everyone down the track and will not solve the housing crisis. Action should be in accordance with strategic planning processes, have regard for local circumstances and careful consideration for the amenity and well-being of future communities. Matters such as heritage, traffic impacts, streetscape, loss of tree canopy and the urban heat island effect should not be ignored as is proposed with these reforms.

The increased yields that would be realised under the proposals would place additional strain on already stretched infrastructure and services. Local infrastructure planning has been based on Mosman's low population growth character and will need to be revisited should these reforms be introduced. It also remains unclear how the State will provide additional infrastructure to support the increased yields when existing infrastructure already exceeds capacity, including schools, hospitals wait times, patronage of public transport, emergency services response times and insufficient sporting and recreation facilities.

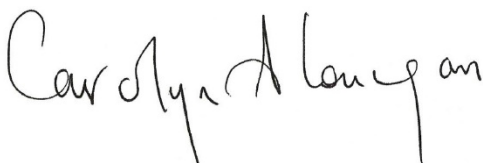
The proposed definition of a 'station and town centre precinct' fails to clearly define land affected by the reforms. Councils' do not have a tool to accurately map walking distance and it is ambiguous what local centres these reforms would apply to. Application of the definition as drafted would add a further layer of complexity to the NSW planning system. Given the proposals are profound and will have serious ramifications should they be introduced, the NSW Government must prepare clear mapping that identifies the areas affected by these reforms. The land to which these reforms apply should not be left to assessment officers nor the Land and Environment Court to determine as has occurred in the past when planning instruments include poorly drafted definitions.

The EIE identifies that the Department is seeking input from councils to determine which centres contain an appropriate level of goods, services and amenities to be included as a station and town centre precinct. In Mosman only the area of land zoned E1 Local Centre in Spit Junction would meet the definition of station and town centre precinct. Mosman's small-scale neighbourhood centers zoned E1 Local Centre at Mosman Junction, Avenue Road, Mosman Bay Wharf, Parriwi Junction, Spofforth Street and The Esplanade, Balmoral would not meet the definition given their smaller size and limited range of goods and services available.

Such radical reforms should not be applied in a one-size-fits-all approach and consideration must be given to the individual circumstances of each local government area. The proposals as outlined within the EIE would result in development without planning, the impacts of which will be recognised overtime when it is too late. Mosman Council would welcome working with the Department of Planning, Housing and Infrastructure to implement changes that have regard for local circumstances. Only with such a collaborative and united approach can we meaningfully address the housing crisis in a manner that does not erode what we value about our local areas and the trust our communities have in the planning system.

If you would like further information on Mosman Councils' position, please contact Sarah Wallace Team Coordinator Urban Planning on 9978 4019 or s.wallace@mosman.nsw.gov.au.

Yours sincerely



Carolyn Corrigan
MAYOR

Yours sincerely



Dominic Johnson
GENERAL MANAGER