

Dual Occupancy submission to Ku-ring-gai Council – The 416 Group

The 416 Group was formed 22 years ago as a community action group - [Home - 416 Group.](#)

It represents residents in Killara and Lindfield who live west of Lady Game Drive and near the Lane Cove National Park. That's 750 households who typically shop in Lindfield, and commute from Lindfield station. Our homes average 3km distance from the station.

Over the whole of its life the group has argued for investment in infrastructure

Dual occupancy aims to add to housing and to provide additional options between traditional large housing blocks on the one hand and apartments on the other. Dual occupancy with smaller blocks aims to provide a housing option that is priced between these other two types. It is supported in principle **subject there being adequate infrastructure**. The work by consultants Hills Thallis, being primarily architects, is inadequate because it does not address infrastructure. With DPHI targeting 9363 lots across the LGA, Council is urged to urgently undertake traffic analysis so that the full consequences of the dual occupancy and other housing changes are understood.

Supported is Ku-ring-gai's proposal to provide an alternative minimum lot size other than the "one size fits all" proposed by the State Government.

Bush fire

Dual occupancy is proposed in most of Ku-ring-gai's R2 zoned areas but not on land designated bush fire prone. The classification of what is bush fire prone land requires by its nature judgements especially at the boundaries. There is the risk that future fires may spread beyond the suburban bush perimeter into areas that were previously considered not bush fire prone. The policy also begs the question that if a location is safe enough for one family to live at then on what basis is it not safe enough for two families? With dual occupancy coming to Ku-ring-gai, then the RFS, Council and NPWS need to be more proactive in maintaining fire breaks and conducting hazard reduction burns to an adequate schedule. By way of example of a break down in trust, heavy lobbying was necessary by Lindfield residents in 2024 leading to a large community meeting with the authorities including Council in December and the subsequent clearing of fire breaks and road verges. There was no commitment to bring forward hazard reduction burns.

Road Infrastructure and Traffic Congestion

Dual occupancy residents are likely to display the same car use as existing residents. Smaller block sizes are liable to increase street parking which impedes traffic and where there are no footpaths contributes to pedestrian danger. The 416 Group's principal objection to dual occupancy, as per its objection to the TOD, is the inadequacy of road and parking infrastructure to support an increased population. Specific to our area especially in peak hours due to through and local traffic:

- Lady Game Drive westbound congested back from Ryde Road up to the roundabout at Fiddens Wharf Road – 1.5km
- Lady Game Drive eastbound congested back from Milwood Avenue to the roundabout at Grosvenor Road – 0.5km
- Delhi Road eastbound congested from Fullers Bridge to Plassey Road – 1.8km
- Milwood Avenue eastbound congested from Fullers Bridge to Fullers Road – 1.1km

These roads could be duplicated in future but only at the great expense to the natural environment by destroying native vegetation in the Lane Cove National Park and Council bushland reserves. Such duplication would also have limited benefit as the major roads that these roads feed to and from are also heavily congested – eg Ryde Road, Epping Road and the Pacific Highway through Chatswood.

It is very clear that DHPI lacks understanding that Ku-ring-gai is a prisoner of its geography. Due to the very limited road crossings over the Lane Cove Valley and Middle Harbour and the steep spur and gully topography unlike many other parts of Sydney where drivers can often find another route this is not the case on Sydney's middle and upper north shore.

In 2024 the Land and Environment Court refused the appeal by company *Thunderbirds are Go* as owners of the Eden Gardens Centre at 307 Lane Cove Road for an office tower on the grounds of traffic congestion. Specifically, the Commissioner wrote:

In relation to satisfaction of the jurisdictional prerequisite raised by the traffic contentions, after careful consideration of all the evidence and submissions of the parties, I am unable to reach the required state of satisfaction that is a precondition to grant the consent.

And further:

I am not satisfied that the precondition in the terms of s 2.119(2)(b)(i) and (iii) of the Transport and Infrastructure SEPP is achieved because the evidence is that the volume of traffic will have an adverse impact on the safety, efficiency and ongoing operation of the M2 Motorway and Lane Cove Road. Further, I am not satisfied that the design of the vehicular access to the land is sufficiently certain in order to achieve the requisite state of satisfaction that the adverse effect resulting from the nature, volume or frequency of vehicles using the classified road to gain access to the Site will be mitigated in order to result in no adverse effect. For these reasons I conclude that development consent cannot be granted for want of power to do so.

Taking this case as a precedent the imposition of greater housing density in an area with inadequate road infrastructure could be challenged under the terms of the Transport and Infrastructure SEPP which is there to help ensure we live in a city that works, and that amenity is maintained at a reasonable level.

Public Transport infrastructure and Commuter Parking

The way to get people out of their cars and onto trains is the improve train station access

- Commuter parking
- Safe and undercover kiss and ride locations
- Bike parking
- More frequent bus services

In 2023 the State Government defunded commuter parking at the west side of Lindfield Station with the result that a project which included housing collapsed. Dual occupancy will increase pressure on already saturated unrestricted street parking near stations. Dual occupancy should only proceed with major investment in commuter parking.

Options A and B

Options A and B represent only a minor variation from each and by putting forward this choice Council (and the State Government) have moved the argument past the merits of dual occupancy itself. Option B would provide higher density in five Neighbourhood Centre Areas. The advantage of these is that more people could live within easy walking distance to local shops and be close to bus services. That is, as distinct from some of our members' homes which can be over 800 metres from the nearest bus stop accessed along streets with no footpaths. Whilst dual occupancy is not supported by the 416 Group due to the lack of commitment to infrastructure, of the two choices, Option B has some merit in helping to meet targets.

Julian ledger
President
20.2.25