

AGENDA

Environment and Planning Committee

Monday, 12 September 2022

7.00pm

**Dragon Room, 1st Floor,
Georges River Civic Centre, Hurstville**



OATH OF OFFICE OR AFFIRMATION OF OFFICE

All Georges River Councillors are reminded of their Oath of Office or Affirmation of Office made at the time of their swearing into the role of Councillor.

All Councillors are to undertake the duties of the office of Councillor in the best interests of the people of the Georges River Council area and are to act faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the *Local Government Act 1993* or any other Act to the best of their ability and judgement.

DISCLOSURES OF INTEREST

All Georges River Councillors are reminded of their obligation to declare any conflict of interest (perceived or otherwise) in a matter being considered by Council or at any meeting of Council.

ENVIRONMENT AND PLANNING**ORDER OF BUSINESS****1. OPENING****2. ACKNOWLEDGEMENT OF COUNTRY****3. APOLOGIES / LEAVE OF ABSENCE****4. NOTICE OF WEBCASTING****5. DISCLOSURES OF INTEREST****6. PUBLIC FORUM****7. CONFIRMATION OF MINUTES OF PREVIOUS MEETING**

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CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

Item: ENV026-22 Confirmation of the minutes of the previous Environment and Planning Committee meeting held on 8 August 2022

Author: Executive Services Officer

Directorate: Office of the General Manager

Matter Type: Previous Minutes

ENV026-22

RECOMMENDATION:

That the Minutes of the Environment and Planning Committee Meeting held on 08 August 2022 be confirmed.

ATTACHMENTS

Attachment [↓](#)1 Unconfirmed Minutes - Environment and Planning Committee - 8 August 2022



UNCONFIRMED MINUTES

MINUTES

Environment and Planning Committee

Monday, 08 August 2022

7.00pm

Dragon Room
Georges River Civic Centre,
Hurstville

UNCONFIRMED MINUTES

UNCONFIRMED MINUTES



GEORGES RIVER COUNCIL

PRESENT

COUNCIL MEMBERS

The Mayor, Councillor Katris, Deputy Mayor, Councillor Landsberry (Chairperson), Councillor Elise Borg, Councillor Christina Jamieson, Councillor Peter Mahoney, Councillor Warren Tegg and Councillor Benjamin Wang.

COUNCIL STAFF

Director Environment and Planning - Meryl Bishop, Manager Strategic Planning - Catherine McMahon, Senior Strategic Planner- Harkirat Singh, Acting Manager Office of the General Manager – Vicki McKinley, Executive Assistant to the Director, Environment and Planning - Leanne Allen (Minutes), Executive Services Officer – Marina Cavar, and Technology Service Officer – Earl Santos.

OPENING

Councillor Landsberry, opened the meeting at 7.00pm

ACKNOWLEDGEMENT OF COUNTRY

Councillor Landsberry acknowledged the traditional custodians of the land, the Bidjigal people of the Eora Nation.

APOLOGIES/LEAVE OF ABSENCE

There were no apologies or requests for leave of absence.

NOTICE OF WEBCASTING

The Chairperson, Councillor Landsberry, advised staff and the public that the meeting is being recorded for minute-taking purposes and is also webcast live on Council's website, in accordance with Section 4 of Council's Code of Meeting Practice. This recording will be made available on Council's website.

DISCLOSURES OF INTEREST

Councillor Mahoney declared a Significant Non-Pecuniary interest in item **ENV023-22 Report on Submissions – Planning Proposal and Development Control Plan for 53A-59A Gloucester Road, Hurstville** for the reason that a family member was a former resident of the facility located at this address. As this is a Significant Non-Pecuniary disclosure, Councillor Mahoney will vacate the meeting.

Note: Councillor Symington entered the meeting at 7.16pm

PUBLIC FORUM

	Speaker	Report No	Report Title
1	Ian Cady – o.b.o Mecone	ENV023-22	Report on Submissions – Planning Proposal and Development Control Plan for 53A-59A Gloucester Road, Hurstville
2	Wei Ming Luo	ENV023-22	Report on Submissions – Planning Proposal and Development Control Plan for 53A-59A Gloucester Road, Hurstville
3	XW (Lily) Kang	ENV023-22	Report on Submissions – Planning Proposal and Development Control Plan for 53A-59A Gloucester Road, Hurstville
4	Brad Muller	ENV023-22	Report on Submissions – Planning Proposal and Development Control Plan for 53A-59A Gloucester Road, Hurstville
5	Michelle Zhang	ENV023-22	Report on Submissions – Planning Proposal and Development Control Plan for 53A-59A Gloucester Road, Hurstville

CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

ENV021-22 Confirmation of the minutes of the previous meeting held on 11 July 2022
(Report by Executive Services Officer)

RECOMMENDATION: Councillor Katris and Councillor Jamieson

That the Minutes of the Environment and Planning Committee Meeting held on 11 July 2022 be confirmed.

Record of Voting:

For the Motion: Unanimous

Note: Councillor Liu entered the meeting during discussion of this item at 7.25pm

COMMITTEE REPORTS

ENV022-22 Development and Building Department Functions and Services Metrics Report - Q4 2021/22
(Report by Manager, Development and Building)

RECOMMENDATION: Councillor Tegg and Councillor Katris

That Council receive and note the Development and Building Department Functions and Services Metrics Report for the reporting period being April 2022 – June 2022.

Record of Voting:

For the Motion: Unanimous

Note: Due to disclosing a Significant Non – Pecuniary interest in item ENV023-22, Councillor Mahoney left the meeting at 7.30pm.

PROCEDURAL MOTION

RESOLVED: Councillor Borg and Councillor Tegg

That an extension of time be granted to the Mayor, Councillor Katris, to address the Committee in regard to ENV032-22 – Report on Submissions – Planning Proposal and Development Control Plan for 53A-59A Gloucester Road, Hurstville.

Record of Voting:

For the Motion: Unanimous

ENV023-22 Report on Submissions - Planning Proposal and Development Control Plan for 53A-59A Gloucester Road, Hurstville.
(Report by Senior Strategic Planner)

RECOMMENDATION: Councillor Katris and Councillor Tegg

Note: Councillor Mahoney declared a Significant Non – Pecuniary interest in this item and did not participate in voting or discussion on this item.

- (a) That Council note the submissions received during the public exhibition of the Planning Proposal PP2017/0005 that seeks to amend the Georges River Local Environmental Plan 2021 (GRLEP 2021) by providing a local provision specifically to increase the height and floor space ratio for a residential care facility at Nos. 53A-59A Gloucester Road, Hurstville.
- (b) That Council adopt the proposed amendment to the Georges River Local Environmental Plan 2021 as exhibited in relation to Nos. 53A-59A Gloucester Road, Hurstville by inserting the following local provision in Part 6 of the LEP:
Clause 6.17 – Development on land at 53A-59A Gloucester Road, Hurstville
 - 1) The objective of this clause is to enable a residential care facility with minimal adverse impacts.
 - 2) This clause applies to land at 53A-59A Gloucester Road, Hurstville, being Lot 10, DP1077198 and Lot Y, DP411930.
 - 3) Despite clause 4.3 (2), the maximum building height for development for the purposes of a residential care facility on land to which this clause applies may range from 12m, 14m and 16.9m as guided by the site-specific development control plan for the land.
 - 4) Despite clause 4.4 (2), the maximum floor space ratio for development for the purposes of a residential care facility on land to which this clause applies is 1.6:1.
- (c) That Council forward the Planning Proposal for gazettal to the Department of Planning and Environment in accordance with Section 3.36 of the *Environmental Planning and Assessment Act 1979*.
- (d) That Council amend the exhibited Amendment No. 1 to the Georges River Development Control Plan being Part 10.2 - 53A-59A Gloucester Road, Hurstville by:
 - a. adding the following note under Control 1:
Note: The Basement Car Parking Plan in Figure 5 indicates that the site can provide 41 car spaces. The provision of adequate car parking on site will need

- to be addressed in the DA lodgement documentation.
- b. inserting control 4 in Section 10.2.9 *Vehicular access and car parking* as follows:
Control 4: Transport for NSW is to be consulted at the Development Application stage regarding the relocation of the existing bus stop along Gloucester Road.
- (e) That Council in accordance with Section 3.43 of the *Environmental Planning and Assessment Act 1979* and clause 14 of the *Environmental Planning and Assessment Regulation 2021* adopt Amendment 1 to the Georges River Development Control Plan 2021 as amended by submissions.
- (f) That Council endorse the Director of Environment and Planning to make minor modifications to any numerical, typographical, interpretation and formatting errors, if required, in the finalisation of the draft plans.
- (g) That Council give public notice of the decision to approve the amended Georges River Development Control Plan 2021, on its website within 28 days in accordance with Clause 20 of the *Environmental Planning and Assessment Regulation 2021*.
- (h) That all persons who made a submission to the Planning Proposal and draft DCP amendment be advised of Council's decision.
- (i) That the Department of Planning and Environment be advised of Council's decision to approve Amendment No. 1 to the Georges River Development Control Plan 2021 in accordance with the *Environmental Planning and Assessment Act 1979*.
- (j) That the adopted DCP become effective when the amendment to the Georges River LEP 2021 is gazetted.

Record of Voting:

For the Motion: The Mayor, Councillor Katris and Councillors Borg, Landsberry and Tegg.

Against the Motion: Councillor Wang and Councillor Jamieson (Abstain)

On being PUT to the meeting voting on the Motion was four (4) votes FOR , one (1) vote AGAINST and one (1) vote ABSTAIN. The Motion was CARRIED.

Note: Councillor Mahoney returned to the meeting at 8.12pm

Note: Councillor Liu left the meeting at 8.17pm

ENV024-22 Request to Amend the Voluntary Planning Agreement for 108,112 and 124 Forest Road and 1 and 3 Wright Street, Hurstville.
(Report by Executive Strategic Planner)

RECOMMENDATION: Councillor Tegg and Councillor Katris

- (a) That Council endorse the First Deed of Variation to the Planning Agreement for 108, 112 and 124 Forest Road and 1 and 3 Wright Street, Hurstville between Council, Shanghai Lihua Hurstville Pty Ltd and SLH 108 Pty Ltd that seeks to amend the Planning Agreement executed on 26 March 2018 in respect of the dedication of land for the road widening on

the Forest Road frontage of the Land, by changing the timeframe for the dedication from 5 years to 7 years from the gazettal of the Amending LEP, being by 28 February 2026.

- (b) That Council endorse the First Deed of Variation for public notification in accordance with section 7.5 of the Environmental Planning and Assessment Act.
- (c) That Council delegate authority to the Acting General Manager to:
 - a. Authorise any minor changes to the First Deed of Variation prior to and following public exhibition, provided that those changes do not diminish the value or nature of the public benefits to be delivered as identified in (a) above; and
 - b. Subsequently enter into the First Deed of Variation to the Voluntary Planning Agreement for the Site on behalf of Council.

Record of Voting:

For the Motion: The Mayor, Councillor Katris and Councillors Borg, Jamieson, Landsberry, Mahoney, Tegg and Wang

Against the Motion: Nil

Note: Councillor Mort entered the meeting during discussion of this item at 8.23pm

ENV025-22 Merriman Reserve Master Plan Options for Public Exhibition
(Report by Coordinator Strategic Planning)

RECOMMENDATION: Councillor Katris and Councillor Borg

- (a) That Council note the submissions received during the preliminary consultation for the draft Merriman Reserve Plan of Management and Master Plan.
- (b) That Council endorse the draft Merriman Reserve Master Plan options for public exhibition for 28 days.
- (c) That all persons who made a submission during the consultation for the draft Merriman Reserve Plan of Management and Master Plan be advised of the public exhibition of the draft Merriman Reserve Master Plan options.

Record of Voting:

For the Motion: Unanimous

CONCLUSION

The Meeting was closed at 8.28pm

Chairperson

COMMITTEE REPORTS

Item: ENV027-22 Annual Update - Progress towards Net Zero Carbon Emissions and Renewable Energy Targets

Author: Manager Environment Health & Regulatory Services

Directorate: Environment and Planning

Matter Type: Committee Reports

ENV027-22

RECOMMENDATION:

- (a) That Council note the progress made in financial year 2021/22 toward meeting the target of net zero carbon emissions in Council's operations by 2025.
- (b) That Council note the progress made in procuring 100% renewable energy three years ahead of the target date of 2025.
- (c) That the income from the sale of Large-Scale Generation Certificates (LGCs) be held in a Reserve titled 'Net Zero Emissions Reserve' for the exclusive purpose of achieving net zero emissions be approved.

EXECUTIVE SUMMARY

1. This report provides the financial year (FY) 2021/22 annual update on the progress of Council toward achieving its net zero emissions target by 2025. This report also provides an update on progress toward achieving the target of 100% renewable energy powering Council's operations by 2025.
2. In the financial year 2021/22 Council produced approximately 8,932 tonnes Co2-e. Overall, Georges River Council's annual carbon emissions have reduced by approximately 30.5% between the baseline financial year 2016/17 and the current financial year 2021/22.
3. However, Council's carbon emissions have risen by 9% since the last financial year. The rise in emissions is a result of the Hurstville Aquatic Centre returning to full utilisation following closure due to Covid-19 restrictions in FY 2020/21.
4. Council's largest source of emissions remained electricity at 73%, followed by fleet (10%), gas (7%), staff commute (5%), refrigerants (4%), waste (1%), and corporate travel (<1%). Council's energy use and related emissions are monitored monthly using a corporate sustainability reporting platform procured in accordance with Council's Procurement Policy.
5. Council's emission reduction activities in FY 2021/22 targeted electricity as the largest source of emissions and included the following key projects and initiatives:
 - Participate in Power Purchase Agreements to increase the percentage of renewable energy procured and,
 - Replace streetlights with LEDs.
6. Council has in FY 2021/22 committed to achieving its target of procuring 100% renewable energy for Council operations three years early and within current budget allocation.
7. As the result of a new electricity contract with Zen Energy Pty Ltd which commenced on 1 July 2022, Council's electricity emissions are expected to be zero. This represents a likely

emission reduction of at least 73% for FY 2022/23, with such emissions reductions further visible in next year's annual update report.

8. In FY 2022/23 it is expected Council's largest source of emissions will be produced by Council's fleet, followed by gas.
9. Unavoidable carbon emissions require off-setting to achieve the net zero emissions target. Carbon offset decisions will be deferred until 2024 in line with Council's resolution made on 26 October 2020, allowing for the carbon offset market to continue to evolve. As Council approaches its net zero 2025 target, an informed decision regarding suitable carbon offset projects can be made in a future report to Council in the year 2024.
10. When a large-scale renewable generator outputs 1 megawatt hour of verified renewable energy into the electricity grid, a Large-Scale Generation Certificate (LGC) is created under the Renewable Energy (Electricity) Act 2000. LGC's have a market value.
11. Council received \$6,896 exc. GST in FY 2021/22 through the sale of LGCs and is expecting further income in financial year 2022/23 to the approximate value of \$89,100 exc. GST. To fund the cost of net zero certification including future carbon offsets, it is recommended these funds and funds from future sale of LGCs, are isolated in a Reserve titled 'Net Zero Emissions Reserve'.
12. In-line with the Council resolution on 26 October 2020, an annual report will be provided to Council each year to report on the progress towards achieving these goals. The next update report will be provided in late 2023.

BACKGROUND

13. At its 26 October 2020 meeting, Council resolved that:
 - (a) *Council endorse its commitment of achieving net zero emissions by July 2025 through a combination of implementing mitigation initiatives and purchasing carbon offsets.*
 - (b) *That an annual report be provided to Council to present relevant industry initiatives and provide an update of Councils progress towards achieving the net zero emissions by 2025 target.*
 - (c) *That Council's determination of the use of national and/or international carbon offsets be confirmed by September 2024.*
14. In addressing part (b) of the above resolution, this report provides the financial year (FY) 2021/22 annual update on progress toward achieving the net zero emissions target by 2025. This report also provides an update on progress toward achieving the target of 100% renewable energy powering Council's operations by 2025.
15. Georges River Council's baseline emissions were calculated in FY 2016/17 at 12,851 tonnes Co2-e. As previously reported to Council in October 2020 this figure represents the baseline for which all future emissions will be measured against.
16. In February 2022 (ENV006-22) Council completed its Environmental Resilience Action Plan (Action Plan), an operational document designed to improve Council's capacity to embed environmental resilience throughout the organisation. The Action Plan provides guidance toward meeting Council's environmental goals, including net zero emissions by 2025.
17. Progress of the Action Plan is monitored quarterly by the internal Environmental Resilience Committee. The Committee is made up of staff who have responsibilities in the areas covered by the Action Plan and are best placed to ensure its implementation.

REPORT

18. At the time of compiling this report (August 2022) Council's emissions for FY 2021/2022 were approximately 8,932 tonnes Co2-e. This represents an overall reduction of 30.5 % from the baseline year, despite an increase of 9% from last financial year.
19. The rise in emissions since last financial year is a result of the Hurstville Aquatic Centre returning to full utilisation following closure due to Covid-19 restrictions in FY 2020/21.
20. Figure 1 below demonstrates that electricity remained Council's largest source of emissions in FY 2021/22 at 73%, followed by fleet (10%), gas (7%), staff commute (5%), refrigerants (4%), waste (1%) and corporate travel (<1%).
21. In 2021 Council participated in the 'Program for Energy and Environmental Risk Solutions' (PEERS 3), a regional tender process led by the Southern Sydney Regional Organisation of Councils (SSROC) for the supply of electricity to small and large market sites. In November 2021 the General Manager signed a contract with the successful tenderer, Zen Energy to commence supply of 100% renewable energy from 1 July 2022 within current budget allocation.
22. With the procurement of 100% renewable energy, Council will have no emissions associated with electricity resulting in an emission reduction of 73% or approximately 6,539 tonnes Co2-e, effective from 1 July 2022 when the energy contract commenced. The largest source of emissions in FY 2022/23 will therefore be produced by the fleet followed by gas.

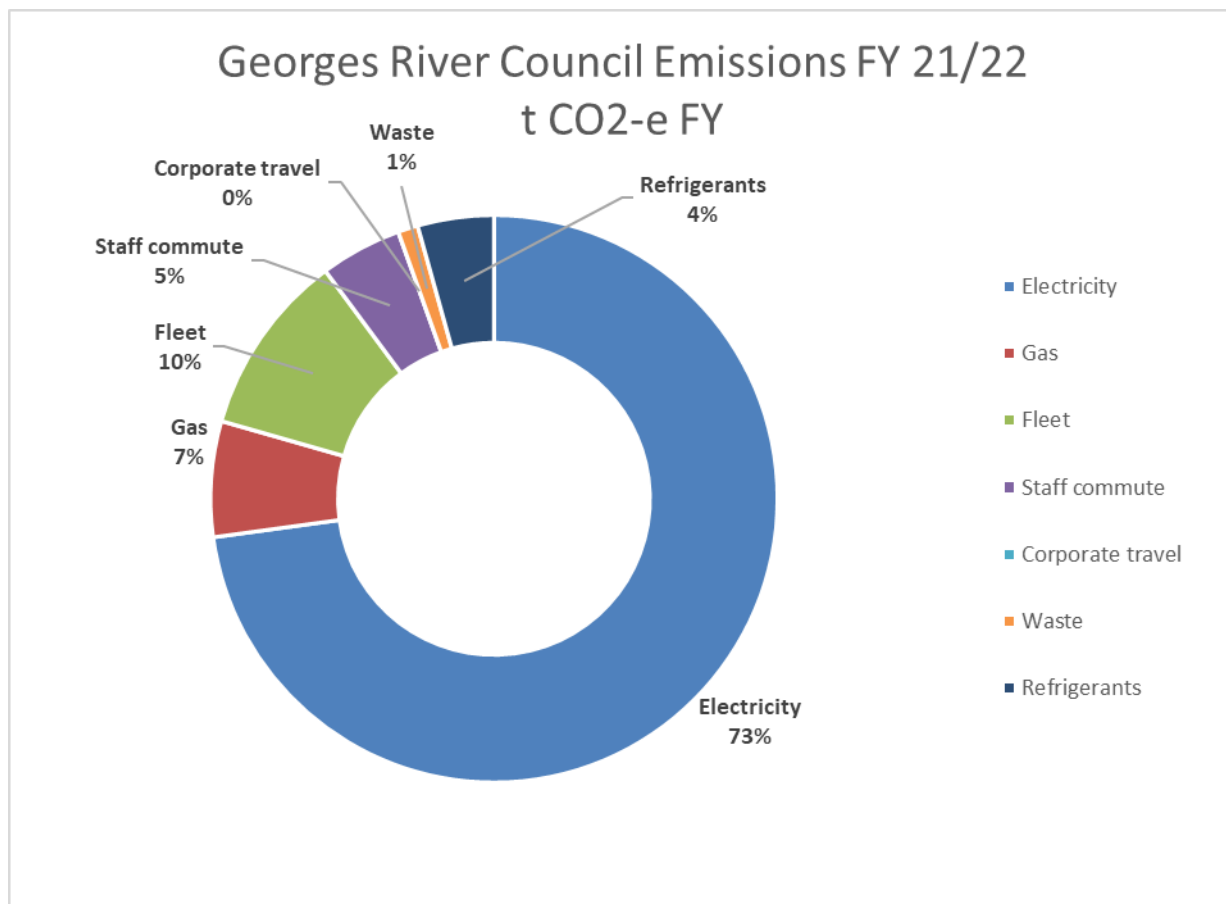


Figure 1: Georges River Council's FY 21/22 corporate emissions profile by emissions category

Emission Reduction Actions: Electricity

23. As seen in Figure 1, electricity is Council's largest source of emissions with a consumption of 8,652,385 kWh in FY 21/22, equating to approximately 6,539 tonnes Co2-e or 73% of

Council's total operational footprint. This figure includes the emissions associated with street lighting.

24. In FY 2021/22 emissions associated with Council's electricity purchase reduced by 38% compared to the baseline year.
25. Staff continue to prioritise energy efficiency measures as an important means of producing utility savings and funding further emission reduction activities.

Participate in Power Purchase Agreements to increase the percentage of renewable energy procured

26. Georges River Council participated in the first SSROC 'Program for Energy and Environmental Risk Solutions' (PEERS 1). As a result, Council's electricity contract has been procuring a fixed load of 20% renewable energy from the Moree Solar Farm since 1 July 2019 until contract end on 30 June 2022.
27. On 29 April 2021, Council supported the Memorandum of Understanding to participate in the SSROC PEERS 3 project for the supply of electricity for public lighting and both large and small facilities/sites from 1 July 2022.
28. The PEERS 3 project was a combined regional procurement (tender) of Councils across Sydney (not limited to SSROC) for the supply of electricity. As observed through the PEERS 1 project during FY 2018/19, significant financial and environmental benefits can be obtained for electricity supply contracts for Councils who jointly procure.
29. In November 2021 the General Manager signed a contract with the successful tenderer, Zen Energy Pty Ltd to commence supply of 100% renewable energy on 1 July 2022.
30. The renewable energy will be supplied by three NSW solar farms - Moree, Nevertire and Hillston Sun Farm - all located within NSW and delivered within the existing electricity budget.
31. The next emissions update is expected to report zero emissions associated with Council's electricity purchase, due to the procurement of 100% renewable energy from 1 July 2022.

Replace streetlights with LEDs

32. Council joined the accelerated LED street light replacement program in 2019 with SSROC and Ausgrid. The program aimed to replace 40% of residential road streetlights with LEDs for reduced energy consumption. Due to increased costs, the program was halted in 2020 with approximately 1,000 lights left to upgrade.
33. In late 2021, SSROC reached a provisional agreement with Ausgrid to extend the accelerated LED replacement program to include main roads, in addition to the remaining lights on residential roads.
34. The proposal to replace main road streetlights with LEDs includes co-deployment with smart controls and provision for each light to accept future smart city sensors.
35. Council accepted an agreement in March 2022 to complete the residential and main road roll out.
36. SSROC will be assisting Council by reviewing lighting selection for main roads, using a GIS-based methodology to improve uniformity of lighting type, service and confirm regulatory compliance.
37. Ausgrid commenced the residential road portion of this phase of LED upgrades in July 2022. Deployments of LEDs with smart controls on main roads are expected to commence in 2023.
38. Council's cost of participation is partially funded through the Streetlighting Reserve which was established with previous streetlight energy savings for this purpose. The remainder is

funded by the Planning and Environment Division, through Energy Saving Certificates (ESCs) and ongoing savings in Council's electricity expenditure, due to the improved efficiency of LEDs.

39. Energy Saving Certificates are tradable certificates under the NSW Government Energy Saving Scheme. Similar to Large Scale Certificates they represent 1 MWh of electricity and have a market value, however they are awarded for implementing approved energy saving activities, rather than the generation of renewable electricity.
40. At its completion, expected by June 2025, the program is expected to reduce Council's streetlight energy consumption by 43.8%, compared to FY20/21.
41. Financial savings as a result of reduced energy consumption will be isolated in the Streetlighting Reserve and used for continual reinvestment into the accelerated LED street light replacement program up until 2025, at which point expenditure of remaining funds will be consider for future project delivery.

Utilise the Revolving Energy Fund

42. The Revolving Energy Fund (REF) is an internal funding source to implement energy efficiency and renewable energy projects.
43. The fund has been successfully operating for over two years with energy efficiency projects returning cost savings, largely through reduced energy consumption, for continual reinvestment into future projects.
44. The three currently funded projects are outlined in Table 1 along with the expected savings from each project to be reinvested into the REF in FY 2022/23.

Table 1: Revolving Energy Fund (REF) projects and expected savings in FY 2022/23

REF Project	Expected savings in FY 2022/23
Kogarah library solar panels	\$12,504
Ken Rosewall Tennis court LED lighting upgrade	\$17,041
Oatley Park (new building) solar panels	\$6,852

45. In FY 2021/22 no projects were funded through the REF, allowing the balance to accrue to \$68,673. This represents a balance sufficient to implement a significant solar installation in FY 2022/23.

Install additional solar panels on Council buildings

46. To date, solar panels have been installed on 13 Council owned buildings, including:
 1. Jack High Childcare Centre
 2. Penshurst Long Day Care
 3. Carss Park Narani Childcare Centre
 4. Oatley West Early Learning Centre
 5. Ocean Street Kindergarten
 6. South Hurstville Kindergarten
 7. Oatley Park Oval Sporting Amenities Building
 8. Kogarah Library
 9. Norm O'Neil Cricket Centre

10. South Hurstville Library
 11. Kogarah Civic Centre
 12. Carlton Depot
 13. Penshurst Park Youth Centre
47. Council has a total installed capacity of 278.35kW which produces approximately 300,233kWh annually. These systems eliminate approximately 607 tonnes of carbon emissions each year. In the last financial year, a 25.75 kW system was installed at the new Penhurst Park Youth Centre.
48. Staff continue to progress the 'Solar Installation Plan' (Plan) (Table 2), first presented 8 November 2021 (ENV054-21), which acts as a priority list. Additional installations will be planned for FY 2022/23 given the availability of funds in the REF and will be prioritised according to the Plan. The impact of these installations will be reported on in the equivalent Report next financial year.

Table 2: Solar Installation Plan

Solar Installation Plan					
	Site	Solar Size kW	Costs ex. GST	Approx. pay back	Approx. ongoing savings per year
1.	Mortdale Community Centre	30	\$47,655.00	4.2 years	\$11,356
2.	Kingsgrove Community Centre	50	\$62,029.00	4.5 years	\$13,784
3.	Oatley Baby and Health Centre	10	\$19,986.00	4.8 years	\$4,164
4.	Norm O'Neil Cricket Centre <i>Note: Proposed project increases size of an existing system.</i>	15	\$24,472.00	4.8 years	\$5,098
5.	Oatley Community Hall	10	\$16,980.00	6 years	\$2,830
6.	Olds Park AFL Clubhouse	20	\$36,310.00	5.6 years	\$6,483
7.	Hurstville Aquatic Centre	375	\$1,000,000	5.36 years	\$186,567

Embedding Sustainable Procurement

49. In June 2022, Council's Procurement and Contracts Governance Team began a scheduled review of the Procurement Policy. The revised document is intended to embed the principles of sustainability throughout requirements of the Policy. Any further updates will be provided in the equivalent Report next financial year.

Emission Reduction Actions: Fleet

50. Council's fleet, including equipment, diesel, petrol and hybrid vehicles represents the second largest segment of Council's emissions profile, accounting for 10% of emissions. Emissions associated with fleet have reduced by 17% since FY 2020/21 and 25% since the baseline FY 2016/17.

Transition passenger fleet to hybrid and electric

51. In order to reduce future carbon offset requirements, a Fleet Working Group was established in 2020, following endorsement by Council's Executive Team. The Fleet Working Group are to develop a suitable plan to transition Council's fleet to electric pool vehicles.
52. A transition plan produced by the Working Group is planned to be presented to Council's Executive Team in FY 2022/23 for consideration.
53. While the Working Group are developing a transition program, only hybrid vehicles may be purchased at leaseback vehicle changeover. Currently, 19% of the passenger fleet are hybrid vehicles and Council has 2 branded electric pool vehicles.
54. The financial savings made by hybrid and electric vehicles, due to reduced fuel consumption, have been approved for transfer into a Sustainable Passenger Fleet Reserve. Funds in the Reserve will contribute to the purchase of additional electric vehicles once the transition plan has been finalised.

Emission Reduction Actions: Staff Commute

55. Staff commute forms 5% of Council's emission profile. Staff commute data from November 2021, the latest available, indicates 57.9% of staff drive personal vehicles. The remaining staff drive a Council vehicle (12.1%), take public transport (12.6%), walk (2.5%), cycle (0.5%), ride a motorcycle (0.7%), selected 'other', or didn't indicate (13.8%). The largest proportion of staff (24.4%) travel between 6-10 km to work, followed by those who travel more than 20km to work (17.2%).
56. The People and Culture team offer internal initiatives encouraging staff to change their behaviour and reduce emissions associated with commute. Initiatives include, promoting public transport and offering the option to work from home under Council's Flex-Fit Policy (Policy). Under the Policy eligible staff may work from home up to 2 days a week which has the potential to reduce each participating staff members commute emissions by up to 40%.
57. Overall, 35.5% of staff have approved working from home arrangements under the Flex-Fit Policy. On average, approximately 75 staff members are working from home on any given business day which provides benefit to Council's emissions profile through avoided emissions from staff commutes.

Emission Reduction Actions: Gas

58. Gas consumption represents 7% of Council's emissions profile. In FY 2021/22 Council consumed 8,976,457 MJ of gas, a reduction of 5.4% on baseline consumption and an increase of 105% on FY 2020/21.
59. Hurstville Aquatic Leisure Centre is Council's largest source of gas emissions, consuming 7,412,293 MJ or approximately 82% of the load and producing approximately 479 tonnes of CO₂, followed by Hurstville House (34 Macmahon Street) which represents 7.1% of the load and produces 41 tonnes of CO₂.

60. In the previous financial year (FY 2020/21) Council reduced gas consumption at Hurstville Aquatic Centre, by 65% on its usual load. This reduction was the result of Hurstville Aquatic Leisure Centre being temporarily closed due to Covid-19 restrictions.
61. In the next financial year, FY 2022/23 it is expected gas will form the second largest segment of Council's emission profile. As such, future emission reduction activity will need to prioritise gas reduction in Council assets.
62. To limit the growth of emissions associated with gas, it is recommended that gas is no longer installed in new Council assets or facilities, unless no suitable alternative can be found as identified through a site specific Business Case.

Emission Reduction Actions: Refrigerant

63. Refrigerants are a compound in gas or liquid state that, in conjunction with compressors and evaporators, provides the cooling function of refrigerators and air conditioners.
64. Refrigerants account for 4% of Council's emissions. A specific set of refrigerant types are included in Council's emission profile should they reach a particular volume and require replacement during the financial year.
65. Refrigerant emissions will reduce through sustainable procurement processes, by considering impact when purchasing new or replacement assets. When no alternative is available refrigerant emissions will require offset.

Emission Reduction Actions: Waste

66. The emissions from waste produced by staff at Council's workplaces accounts for approximately 1% of Council's emissions profile.
67. Data quality associated with corporate waste continues to improve. SSROC will manage a corporate waste audit on Council's behalf which is expected to be completed by December 2023.
68. In addition to the SSROC audit, increased engagement with Council's waste suppliers began in FY 2021/22 to ensure waste collection data appropriately correlates with Council's emission monitoring platform.
69. As a result of improved data quality, a rise in emissions associated with waste is expected prior to Council's 2025 net zero target.

Emission Reduction Actions: Corporate Travel

70. Corporate travel accounts for less than 1% of Council's emissions profile. It is anticipated a portion of corporate travel emissions will reduce in line with the transition to an electric fleet as previously outlined in this Report. Offsetting flights is considered at the point of purchase when available with the relevant airline and such a measure will be recommended for consideration within the Sustainable Procurement Policy review (also previously outlined within this Report).

Carbon Offsets

71. Council will need to purchase carbon offsets to negate any unavoidable emissions which cannot be eliminated. At its meeting on 26 October 2020 Council resolved to determine the use of national and/or international carbon offsets by September 2024.
72. The carbon market including expected costs per tonne and available carbon offset projects will evolve in the next 3 years. As such, a carbon offset decision will be deferred until 2024 in line with the October 2020 resolution.

73. As Council approaches its net zero 2025 target a more informed decision regarding suitable carbon offset projects can be made, including details regarding type of project, and the country in which such projects will be implemented.

Large Scale Certificate Income

74. When a large-scale renewable generator outputs 1 megawatt hour of verified renewable energy into the electricity grid, a Large-Scale Generation Certificate (LGC) is created under the *Renewable Energy (Electricity) Act 2000*.
75. LGCs are regulated by the Commonwealth Government's Clean Energy Regulator. Liable entities (mainly electricity retailers) are required to purchase and surrender LGCs to the Clean Energy Regulator each year in fulfilment of their obligations under the *Renewable Energy (Electricity) Act 2000*. Due to this requirement LGCs have a market value and may be brought, sold or retired. Council is retiring all LGCs associated with its energy purchase from FY 2022/23 onwards to make verifiable 100% renewable energy claims, however Council possesses LGCs from historic solar installations and the previous energy contract which procured 20% renewable energy.
76. Council received \$6,896 exc. GST in FY 2021/22 through the sale of LGCs and is expecting further income in financial year 2022/23 to the approximate value of \$89,100 exc. GST. The sale of historic LGCs is managed by SSROC on behalf of Council.
77. These funds may be required to achieve the net zero emissions target by the funding of carbon offsets for unavoidable emissions and would be suitably used on any of the following activities;
- a. Procurement of a qualified Assessor to peer review and refine (if required) Council's emissions profile, prior to 2025,
 - b. Implement a major project to reduce emissions associated with fleet or gas, eliminating ongoing carbon offset costs,
 - c. Fund the 2025 net zero certification process, or
 - d. Contribute to the ongoing cost of carbon offsets, incurred on any remaining emissions.
78. It is recommended that income from the sale of LGCs is held in a Reserve titled 'Net Zero Emissions Reserve' for the purpose of achieving the net zero emission target by the year 2025 as previously committed by Council.

CONCLUSION

79. Council has achieved its target of 100% renewable energy for Council operations and is on track to achieve net zero carbon emissions by 2025. Significant progress has been made to date, particularly in addressing electricity related emissions through procurement of 100% renewable energy.
80. While emissions rose by 9% in this financial year, they are expected to fall by more than 73% in the next financial year (FY 2022/23) as emissions associated with electricity are removed.
81. The momentum of these actions continues with further progress planned for FY 2022/23 including improved efficiency of streetlighting.
82. To limit the growth of emissions associated with gas, this report recommends a position prohibiting the installation of gas in new Council assets or facilities, unless no suitable alternative can be found as identified through a Business Case.
83. Council received income in financial year 2021/22 due to the sale of Large-Scale Generation Certificates (LGCs). It is recommended these funds, and funds from future sale

of LGCs, are isolated in a Reserve titled 'Net Zero Emissions Reserve' for the exclusive purpose of achieving net zero emissions certification.

84. In-line with the Council resolution dated 26 October 2020, an annual report will be provided to Council each year to report on the progress towards achieving energy and emissions related targets. The next update report will be presented to Council in late 2023.

FINANCIAL IMPLICATIONS

85. The activities already completed to date and as outlined in this report have been funded through a combination of internal funding sources including, in-kind contributions, operational and capital budgets, the Revolving Energy Fund and Sustainable Passenger Fleet Reserve, in addition to successful budget bids and grant funding applications.

RISK IMPLICATIONS

86. Climate Change represents a significant risk to Council's operations and assets.
87. Council, in understanding this risk has committed to being a net zero organisation by 2025. The activities outlined within this report are undertaken with the purpose of achieving that target and mitigating risk.

COMMUNITY ENGAGEMENT

88. Not required for this report.

FILE REFERENCE

SF22/84, D22/177172

Item: ENV028-22 Mortdale Master Plan - consideration of options and preparation of Planning Proposal

Author: Senior Strategic Planner

Directorate: Environment and Planning

Matter Type: Committee Reports

ENV028-22

RECOMMENDATION:

- (a) That Council notes the submissions received during the public exhibition of the draft Mortdale Master Plan.
- (b) That Council does not proceed with the exhibited draft Mortdale Master Plan.
- (c) That Council prepares and submits a Planning Proposal to amend the Georges River Local Environmental Plan 2021 for a Gateway Determination based on Option 1 - amended design with tapering building heights, as detailed in the report.
- (d) That Council endorses the community engagement program outlined in this report.
- (e) That Council prepares a Transport and Parking Study to assess the potential impacts of land use uplift on the existing network and to develop mitigation strategies to accommodate the expected growth under Option 1.
- (f) That the Georges River Local Planning Panel's recommendations be reported to Council prior to submission for Gateway.
- (g) That Council prepares a Development Control Plan that is exhibited concurrently with the Planning Proposal.
- (h) That all persons who made a submission to the draft Master Plan be advised of Council's decision.
- (i) That Council does not proceed with a draft Affordable Housing Contributions Scheme in the Mortdale Local Centre at this stage and investigate a scheme that applies across the whole LGA.

EXECUTIVE SUMMARY

1. The purpose of this report is to seek Council's endorsement to prepare a Planning Proposal to amend the Georges River Local Environmental Plan 2020 (GRLEP) in relation to Mortdale Local Centre. Community engagement will be undertaken prior to the preparation of the planning proposal. This pre-exhibition consultation is not a legislated step in the planning proposal process.
2. At its meeting held on 24 August 2020, Council resolved to prepare a master plan for the Mortdale Local Centre as a pilot case to review controls for local centres using place-based master planning, which would go on to inform the preparation of part 2 of the *Commercial Centres Strategy* and LEP 2022.
3. The purpose of the Draft Mortdale Master Plan is to provide a framework to guide future growth in the centre to provide greater housing choice, increased capacity for jobs, inform the delivery of infrastructure and public domain improvements, the delivery of affordable housing, and community infrastructure.

4. The Draft Master Plan was placed on exhibition from 14 July 2021 to 24 September 2021 (inclusive). Written feedback received until 30 June 2022 has also been considered. Council wrote to approximately 4,870 landowners of residential and commercial properties to inform them of the draft Master Plan.
5. From 14 July 2021 to 30 June 2022, 165 survey responses were received, and 185 community members made a submission relating to the draft Plan.
6. All submissions have been reviewed and have been categorised into following topic areas: housing choice, scale of buildings, local businesses, and consultation process.
7. Most submissions indicated strong community opposition to the exhibited draft master plan and this report recommends that Council does not proceed with the exhibited draft Master Plan.
8. At its meeting dated 26 April 2022, Council resolved in part:
 - *To defer completion of the draft Beverly Hills Town Centre and draft Mortdale Town Centres Master Plans giving consideration to updates from the Greater Sydney Commission on population projections, the preparation of a comprehensive traffic study and additional public domain works*
 - *To provide Councillors with an in-person workshop on the summary of the public submissions received for each of the draft Master Plans, and any proposed amendments*
 - *That the draft Mortdale Local Centre Master Plan and draft Beverly Hills Town Centre Master Plan, once endorsed by Council are to be placed on public exhibition for a period of 28 days*
 - *That Council conduct in-person community consultation for both the Beverly Hills and Mortdale Master Plans during the exhibition period of the draft plans, as well as including the provision of the one-on-one personal telephone and meeting services by Council's town planners) for community members who wish to discuss any aspects of the draft Plans, until such time as the finalised master plans are reported to Council.*
9. In response to the submissions received from the community and public authorities and Council's resolution, this report details alternate options that have been considered and recommends a preferred option in moving forward. These options were workshoped with Councillors on 15 August 2022.
10. The preferred option (option 1) introduces a range of building heights for B2 zoned land, rezones Council land in Cook Street to B2 and introduces opportunities for housing choice. This option is considered to address the key themes of submissions and respects the existing village character, whilst providing opportunities for housing choice and additional jobs within the centre.
11. The following amendments are proposed under the preferred option:
 - Establish building heights in the B2 Local Business zone to allow 22m (6 storeys) close to the station tapering to 18m (5 storeys) down to 15m (4 storeys) along Morts Road;
 - Rezone Council owned land in Cook Street from R2 Low Density Residential zone to B2 Local Business zone with a maximum height 22m and Floor Space Ratio of 2.5:1, with option for additional height 6m of height (2 storeys) to provide Affordable Housing.
 - Rezone land bounded by Cook Street, Victoria Avenue and Cook Lane from R2 Low Density Residential zone to R4 High Density Residential zone to allow

residential flat buildings with a maximum building height of 13m (4 storeys) with a 9m (2 storeys) interface on Victoria Avenue.

- Rezone land bounded by Victoria Avenue, Cross Street, Newman Street and Cook Lane from R2 Low Density Residential zone to R3 Medium Density zone to allow multi-unit dwellings (in the forms of villas, townhouses, or manor houses, with a maximum building height of 9m (2 storeys)).
 - Rezone land bounded by Cook Street, Ellen Subway and Marist Lane from R2 Low Density Residential zone to R3 Medium Density zone to allow multi-unit dwellings (in the forms of villas, townhouses, or manor houses) with a maximum building height of 9m (2 storeys)).
12. The proposed changes to land use zoning and development standards under option 1 are considered to create opportunities for renewal in the centre. This option does not propose any significant public realm and place-making initiatives requiring special infrastructure works. Future infrastructure upgrades, such as the widening of Cook Lane, could be delivered through the existing contributions plan.
 13. Therefore, it is considered that a planning proposal to amend the GRLEP is an appropriate pathway to establish built form controls, including building heights to the B2 zone to guide future development. The Planning Proposal will need to be supported by a traffic and parking study.
 14. This report also recommends that Council not proceed with the draft Affordable Housing Contributions Scheme (AHCS) for the Mortdale Local Centre at this stage and to investigate one that applies across the whole LGA.

Report in Full

BACKGROUND - LEP Program

15. On 7 September 2018, Council received \$2,500,000 funding from the NSW Government's Accelerated Local Environmental Plan (LEP) Program for an accelerated review of Council's existing LEPs and the preparation of a new LEP that aligns with the priorities outlined in the South District Plan.
16. The Georges River Local Environmental Plan 2020 ("LEP 2020") was prepared and submitted to the Department of Planning, Industry and Environment ("DPIE") for final legal drafting on 30 June 2020.
17. LEP 2020 sought to harmonise and replace the existing Hurstville Local Environmental Plan 2012 and Kogarah Local Environmental Plan 2012. It is the first stage of a four-stage approach to preparing the Georges River LEP. The staged approach was developed to enable detailed investigations to be conducted to support the full suite of actions and changes proposed by Council's Local Strategic Planning Statement 2040 ("LSPS 2040").
18. The LSPS 2040 provides a 'line of sight' between the South District Plan and strategic planning and delivery at the local level through the Georges River LEP. It sets out the land use vision for the next 20 years to strengthen the character of the LGA's suburbs and builds upon the social, environmental, and economic values of the Georges River community.
19. The following staged approach to preparing the Georges River LEP is outlined in the LSPS 2040 and has been endorsed by Council on 23 November 2020:

Stage 1: Housing and Harmonisation (completed)

- Harmonise the existing LEPs
- Seek to achieve housing targets and housing choice through upzoning certain areas

Stage 1B: LEP21 Housing Capacity (completed)

- Create additional housing capacity (Narwee Housing Investigation Area)

Stage 2: Housing Choice (2022)

- Seek to promote inclusive and affordable housing
- Investigate mechanisms such as big house conversions and build to rent to provide more housing choice across the LGA

Stage 3: Jobs and Activation (2023)

- Review development standards in centres
- Infrastructure delivery mechanisms
- Review and implement the outcomes of the Hurstville City Centre and Beverly Hills Local Centre masterplans

Stage 4: Housing and Future Growth (2025 and beyond)

- Focus on land use changes beyond the next 5 years.

- Council was advised by the DPIE in June 2020 that there is a shortfall of housing delivery in the LGA. Accordingly, Council must create capacity for additional dwellings to meet the Greater Sydney Commission's 6-10 year housing target of 3,450 - 4,250 dwellings (for the period from 2021 to 2026).
- The DPIE also advised that the surplus grant funding of approximately \$750,000 would be made available to enable the expedited preparation of a planning proposal to address this shortfall in housing delivery, subject to the submission of this planning proposal for finalisation by 31 March 2021.
- In response, Council, at its meeting held 24 August 2020, resolved to use the remaining grant funds to prepare a Planning Proposal to promote housing choice and create capacity for additional dwellings to meet the Greater Sydney Commission's 6-10 year housing target (3,450 - 4,250 additional dwellings) for the period from 2021/22 to 2025/26. (LEP2021). The Planning Proposal for LEP 2021 was prepared and came into effect on 8 October 2021.
- The remaining funds were used to commence strategic planning projects to inform the LEP program to include: Council's Affordable Housing Policy; a LGA wide Biodiversity Study and a Foreshore Scenic Character Review to further analyse the character of the foreshore localities; and to commence the preparation of a masterplan for the Mortdale Local Centre.
- Mortdale Local Centre was selected as a pilot for the detailed review of development standards in local centres through a place-based master planning process, which would go on to inform the preparation of part 2 of the Commercial Centres Strategy and LEP 2023 (Jobs and Activation).

BACKGROUND - Strategic Planning Context, Council Strategies and Studies

- When preparing and considering Local Plans and Strategies, such as a Master Plan or an amendment to a Local Environmental Plan, Council must consider its obligations within the strategic planning context (refer to Figure 1).
- The future vision for Greater Sydney to 2056 is clearly established in the *Greater Sydney Region Plan – A Metropolis of Three Cities* ("Region Plan") and the supporting district plans. These plans are framed around 10 Directions relating to the four themes of infrastructure and collaboration, liveability, productivity, and sustainability.

27. Councils are required to consider the objectives and priorities identified in the relevant district plan. The South District Plan is the applicable district plan for the LGA.
28. To support the regional and district-level of strategic planning, the LSPS 2040 has been prepared to provide the 'line of sight' between the South District Plan and strategic planning and delivery at the local level through the Georges River LEP.
29. A list of the key Council strategies and studies that have informed the preparation of the draft Mortdale Master Plan:
- *Local Housing Strategy*
 - *Inclusive Housing Strategy*
 - *Commercial Centres Strategy – Part 1 Centres Analysis*
 - *Open Space, Recreation and Community Facilities Strategy 2019-2036* (August 2019).
30. Guidance also comes from the following areas:
- Councillor directions from Councillor workshops and Council resolutions
 - Community feedback from community engagement
 - Planning Principles and Ministerial Directions; and
 - Professional experience from Council officers and project consultants.

Commercial Centres Strategy

31. Commercial Centres Strategy is being prepared in two parts. Part 1 Centres Analysis was adopted by Council on 24 February 2020 and undertaken to inform the preparation of Georges River LEP 2021. Part 1 reviews all 48 centres with the LGA as a whole with the aim of harmonising their current planning framework for future development. It harmonises permitted land uses and introduces land uses to encourage employment in response to emerging economic trends. It looks into the appropriate mix required between employment and residential floor space in mixed use developments. This Part also includes rezoning criteria guidelines to manage planning proposals that seek to expand existing centres.

Figure 1. Strategic Planning Context



32. The Commercial Centres Strategy Part 1 introduces non-residential Floor Space Ratio (FSR) to meet projected 2036 demand. In particular, it outlines that Mortdale Local Centre (within the Morts Road - B2 Local Centre zone), will require a minimum non-residential FSR of 0.98:1 to meet the 2036 demand.
33. Part 2 is expected to guide the LEP 2023 (Jobs and Activation) amendment to the Georges River LEP 2020 and its development control plan. This Part will look at the roles and functions of all 48 commercial centres. It will provide centre-specific objectives, building controls and guidelines, and explore the potential expansion of appropriate centres.

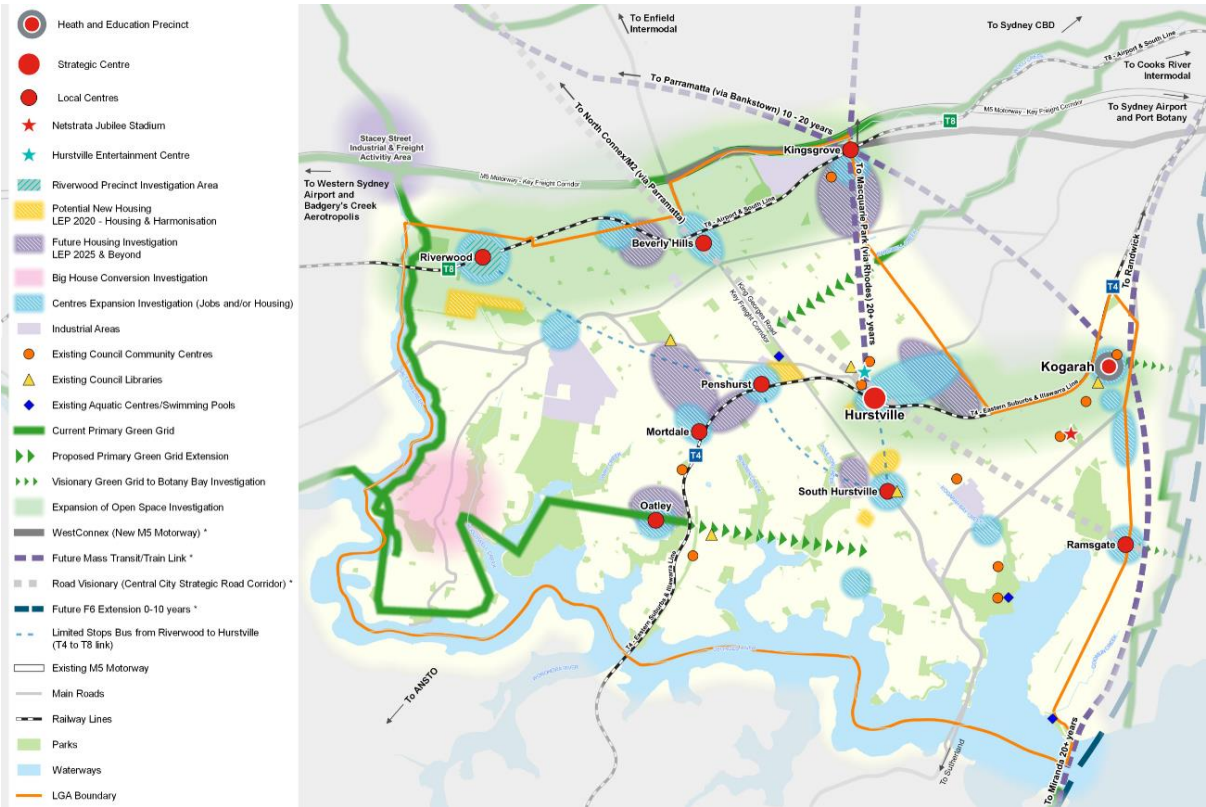
Local Housing Strategy

34. Local housing strategies are detailed strategic, and implementation plans that show where and how new homes are best to be developed in each LGA. All councils in Greater Sydney have committed, through their local strategic planning statements, to preparing local housing strategies.
35. These strategies enable councils to align the vision for their local area with the housing objectives and targets established in the relevant Regional Plan for regional areas, and for Sydney with the NSW Government's Greater Sydney Region Plan and District Plans. Local housing strategies will be implemented by councils through updates to their Local Environment Plans (LEPs).
36. The Georges River Local Housing Strategy was endorsed by Council on 24 September 2020 and approved by DPE on 23 June 2021. DPE has imposed several approval requirements for the implementation and delivery of the Local Housing Strategy which include a condition to address housing supply, including the 6-10 year housing target.
37. The approval conditions include, as part of Stage 3 LEP (2023) update to the GRLEP:
 - A completed Commercial Centres Strategy, Part 2;
 - Capacity for new housing, balanced with enterprise, employment, and service functions, for four or more centres, focusing on Hurstville, Mortdale and Riverwood to ensure implementation in a timely manner and subject to budget.
 - Implement finalised place-based strategies including the Mortdale and Beverly Hills Local Centre Master Plans;
 - Addresses, where possible, opportunities for medium density transition zones around centres in line with the LHS;
 - Addresses affordable housing through an Affordable Housing Contributions Scheme;
 - Is informed by studies to address infrastructure and open space funding and provision and revisions to Council's Development Contributions Plan (when finalised);
 - Demonstrates consistency with the Principles for local centres detailed in the South District Plan, including identification of appropriate locations for (mid-rise/mid-scale) shop top housing in and medium density residential around local centres that provide good access to public transport and services; and
 - Demonstrates consistency with the relevant Planning Priorities in the South District Plan regarding strategic centres.

LSPS 2040 and Selection of Mortdale

38. LSPS 2040 sets out a 20-year land use vision for the LGA to manage future growth and realise the regional/district plans. It identifies 20 planning priorities across access and movement, infrastructure and community, housing and neighbourhoods, economy and centres, and environment and open space to realise the vision “A productive place to live, work and enjoy- with diverse, active, green, well designed and connected places”.
39. It identifies 8 centres as appropriate locations to be investigated for additional jobs and housing opportunities and potential expansion. (See **Figure 2**).

Figure 2. LSPS 2040 Structure Plan



40. All of the 8 local centres have been assessed as potential candidates for this pilot masterplan project. The outcome of the assessment is outline in **Table 1** below:

Table 1 – Justification for the Selection of Local Centre for Masterplan

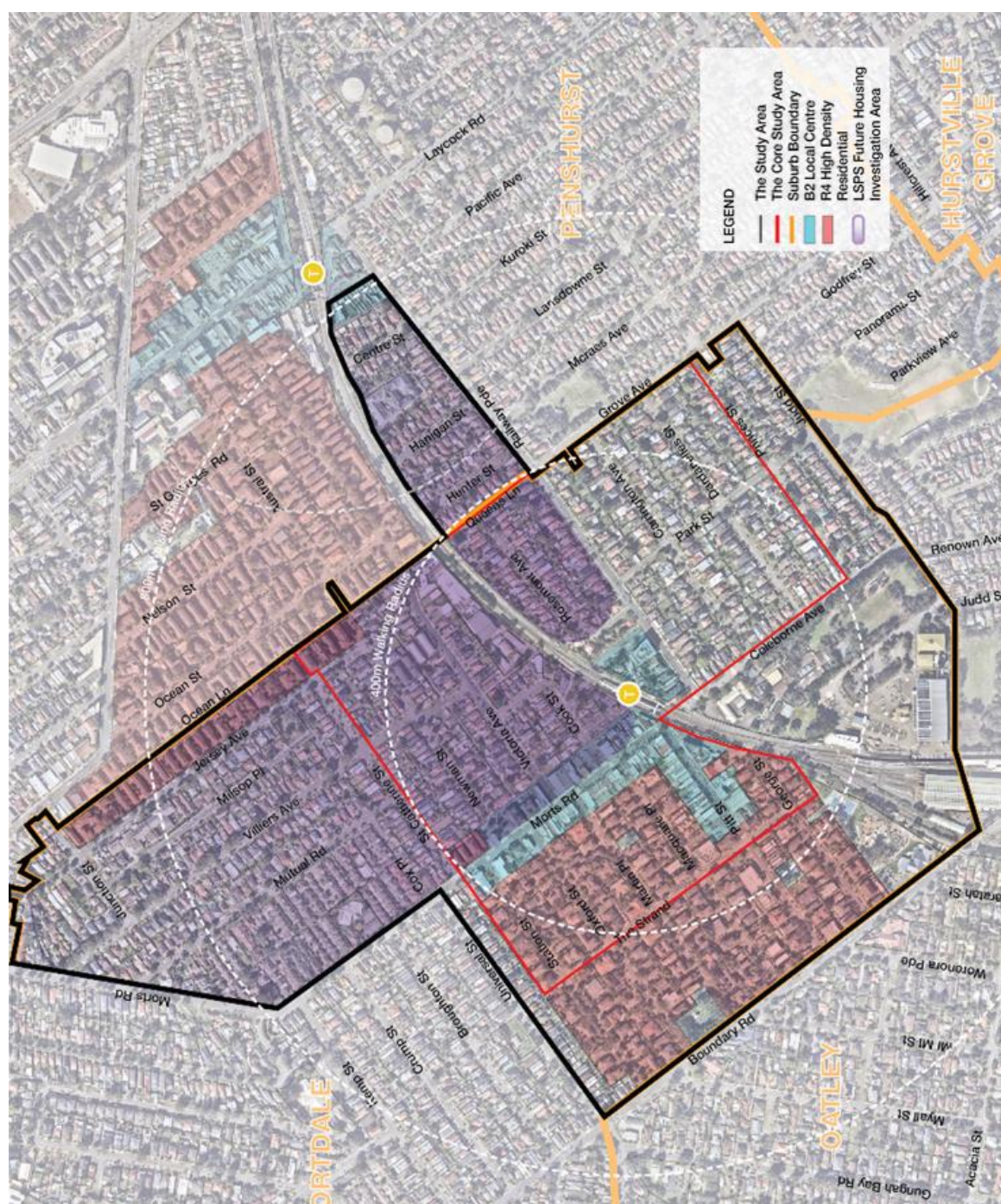
Local Centre	Justification
Beverly Hills	Not selected - current masterplan process underway.
Kingsgrove	Not selected due to the fragmented nature of the existing centre which is shared between Georges River, Bayside and Canterbury-Bankstown Councils. An extensive collaboration process is required.
Mortdale	Selected due to: <ul style="list-style-type: none">There are no maximum heights (no height limits) under the existing <i>HLEP 2012</i>;Development controls require review in light of the <i>KLEP 2012</i> controls which were increased in May 2017 as part of the New City Plan amendment;

Local Centre	Justification
	<ul style="list-style-type: none"> • Opportunity to investigate uplift in the surrounding low density residential areas between Mortdale and Penshurst, which have been identified as future housing investigation areas by the LSPS 2040; • Council has committed funding for streetscape improvements; • Presence of proponent-led planning proposal at the periphery of the centre which seeks significant uplift in controls.
Oatley West	Not selected due to its location within the existing and proposed FSPA.
Penshurst	This centre has a number of constraints and is bound by two schools to the north, existing residential flat building developments and small industrial precincts to the east and west, and the Penshurst Heritage Conservation Area to the south. It is considered to be more appropriate for the development controls applied to this centre to be reviewed as part of the <i>Commercial Centres Strategy</i> .
Ramsgate	Not selected as the development controls applied are less than 5 years old (increased in May 2017 as part of the New City Plan amendment to the <i>KLEP 2012</i>). A review of the controls through LEP 2021 is considered to be inconsistent with the strategic merit test. Recent development activities demonstrate viable development controls.
Riverwood	Not selected due to Planned Precinct status, which requires extensive collaboration with Canterbury-Bankstown Council and other State agencies.
South Hurstville	Not selected as the development controls applied are less than 5 years old (increased in May 2017 as part of the New City Plan amendment to the <i>KLEP 2012</i>). A review of the controls through LEP 2021 is considered to be inconsistent with the strategic merit test. Recent development activities demonstrate viable development controls.

41. Mortdale Centre was selected as the most appropriate choice for the preparation of a masterplan and is intended to inform the review of the other local centres as part of the preparation of part 2 of the *Commercial Centres Strategy* and LEP 2023, as well as providing guidance for the assessment of proponent-led planning proposals in the area.

BACKGROUND - Study Area Boundary

42. The study area boundary for draft Mortdale Master Plan is focused around the existing B2 – Local Centre zoned land within Mortdale Centre and the surrounding residential area. To assess the study area from both strategic and local levels, two boundaries have been established; one forms a broader area and the other defines the area in close proximity to Mortdale Station being the Core Study Area. (See **Figure 3** below).

Figure 3. The master plan study area

43. The broader study area is generally within 800m radius (about 10-minute walk) of Mortdale Station, including the two future housing investigation areas identified in the LSPS 2040. The broader study area represents a wide range of land uses in Mortdale and covers the current Mortdale Local Centre and the future housing growth areas. Establishing the broader study area is critical in understanding the Mortdale Local Centre's role, its relationships with the surrounding suburbs and the LSPS future housing investigation areas.
44. The Core Study Area is defined by the 400m radius of Mortdale Station (about 5-minute walk) and the surrounding main roads. The core study area covers the land on both sides of the railway line and is bounded by St Catherine Street to the northwest, The Strand to the southwest, Princes Street and Grove Avenue to the southeast and Queens Lane to its

northeast. The land in this area enjoys easy access to public transport, amenities, shops and educational facilities.

BACKGROUND – Councillor Workshops

45. There have been five Councillor workshops on the draft Master Plan for Mortdale as outlined in **Table 2** below.

Table 2 – Councillor workshops

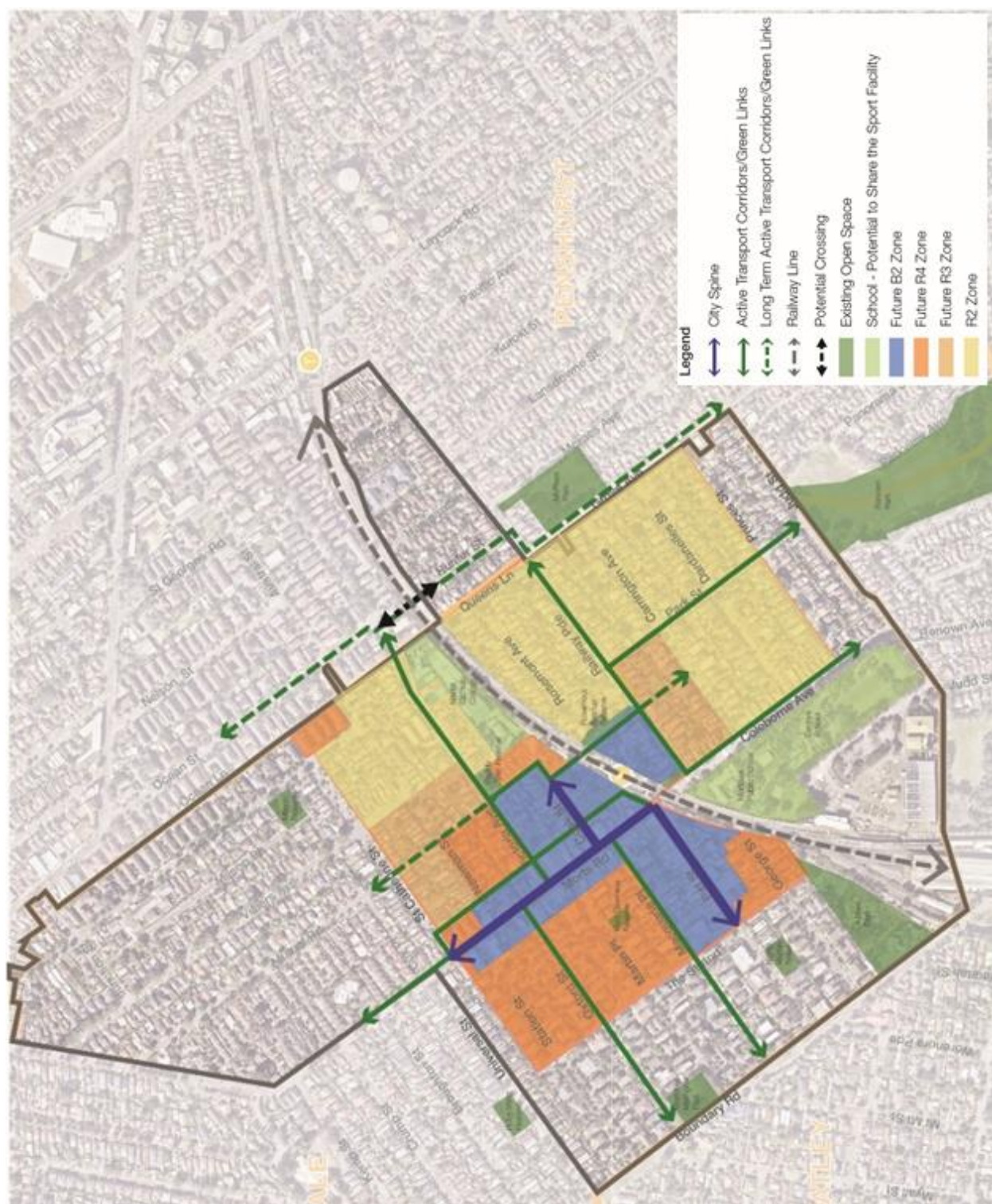
Workshop date	Agenda
16 November 2020	Mortdale Master Plan update and study area boundary
15 February 2021	Master Plan vision, design principles and design options
15 March 2021	Draft Master Plan including: <ul style="list-style-type: none"> • Structure plan • Land use zoning changes • Built form controls (FSR and HOB) • Transport strategy • Public domain plan • Affordable housing bonus
6 June 2022	<ul style="list-style-type: none"> • Consultation outcomes from public exhibition • Next steps for master plan
15 August 2022	New options for Mortdale Centre via Planning Proposal pathway

EXHIBITED DRAFT MASTER PLAN - Overview

46. At its meeting dated 15 June 2021, Council considered a report on the exhibition of the draft Mortdale Master Plan and resolved:
- That Council endorse the draft Mortdale Local Centre Masterplan 2021, as included in Attachment 1 to the report, for the purposes of public exhibition.*
 - That the draft Mortdale Local Centre Masterplan 2021 and supporting documents be publicly exhibited for a minimum period of 28 days in accordance with the community engagement plan outlined in the report.*
 - That a further report be prepared and submitted to Council at the conclusion of the exhibition period to allow consideration of any submissions received and any resulting amendments to the Masterplan.*
47. The purpose of the Draft Mortdale Master Plan is to provide a framework for future long-term growth to provide greater housing choice, increased capacity for jobs, inform the delivery of infrastructure and public domain improvements.
48. The exhibited draft masterplan was developed to achieve the following key objectives to:
- Provide for growth that reinforces and supports the structure of Mortdale.
 - Provide for greater housing choice in the local centre.
 - Provide for employment opportunities in the local centre that support existing businesses and allow new businesses to be created.

- Improve transitions between the local centre business area and surrounding residential areas.
49. Four key design strategies were developed to inform the masterplan. (Refer to **Figure 4**. Exhibited draft plan) These strategies include:
- 1) Expand the B2 Local Centre zone provide employment opportunities and meet the 2036 employment target set in the *Commercial Centres Strategy*.
 - 2) Introduce transition zones of R4 High Density and R3 Medium Density to balance the density and height around Mortdale Local Centre, as well as providing more housing choice and diversity.
 - 3) Provide opportunity to improve the public space network through a range of public spaces / facilities for community, including road closure plazas at Cook Street and Martin Place, a new town square/park, library, and community hub.
 - 4) Provide opportunity to improve public domain including active transport upgrades, green links upgrades, potential through site links, laneway upgrades and road closure plazas.
50. Bonus development incentives including greater height and density are proposed to support land consolidation and the delivery for affordable housing within the B2 Local Centre zone.
51. The draft masterplan provides implementation options including amendments to land use zoning and planning controls, as well as significant public realm and place-making initiatives to facilitate incremental urban renewal and revitalisation within the study area. The draft master plan is informed by an urban design analysis, traffic and transport study, and an economic and development analysis. **Figure 5** indicates the built form controls and land use zone changes proposed under the exhibited plan.
52. The draft masterplan is considered to deliver better legibility to the local centre to create a heart for Mortdale. The draft plan provides opportunities to create a connected network of active streets and lanes and provides greater flexibility to create public amenity in the form of new open space within the redevelopment area. The impact of change is reduced to areas to the south of the station by concentrating the change to the north of the station. Council owned land is Incorporating into the heart of the precinct. The Plan provides opportunities to integrate affordable housing bonus into the built form.
53. The draft masterplan would provide 35,850m² non-residential GFA which meets the 2036 employment GFA target established by the Commercial Centre Strategy. An additional 969 dwellings are anticipated for uplift areas within the core study area, which means a total dwelling number of 2,227 dwellings for Mortdale Local Centre.

Figure 4. Exhibited Draft Master Plan – Structure Plan



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Figure 5 – Exhibited Master Plan – proposed landuse zone changes and heights in storeys



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EXHIBITED DRAFT MASTER PLAN - Proposed Zoning Changes (LZN)

54. The following amendments to the zoning of land within the Mortdale Local Centre Core Area were proposed.

- 1) Mortdale RSL Club + Lots at south side of Macquarie Place – Land currently zoned R4 High Density Residential is proposed to be rezoned B2 Local Centre for consistency in zoning for the Mortdale Local Centre retail/commercial area. The Mortdale RSL Club site is currently in retail/commercial use.
- 2) 13 Pitt Street – The site is close to the Morts Road and Pitt Road intersection and is surrounded by B2 Local Centre zones. The land currently zoned R4 High Density Residential is proposed to be rezoned to B2 Local Centre for consistency in zoning. Mortdale Shopping Centre Streetscape Upgrade includes this parcel's frontage.
- 3) Cook Street Commercial Area – An expansion of the B2 zone is proposed to the east of the current footprint. This will include land currently zoned R2 Low Density Residential between Victoria Avenue and Railway line to be rezoned B2 Local Centre. This rezoning provides for the local centre with opportunities to realise the 2036 employment target.

- 4) R4 High Density Residential – Two residential areas, adjacent to the expanded B2 zone, currently zoned R2 Low Density Residential are proposed to be rezoned to R4 High Density Residential to provide for appropriate transition between the new B2 zone and surrounding residential areas. These are within the LSPS 2040 future housing investigation areas and will provide opportunities for the local centre to meet the 2036 residential target.
- 5) R3 Medium Density Residential – Two residential areas, one in the north, another in the south of the Core Study Area currently zoned R2 Low Density Residential are proposed to be rezoned R3 Medium Density Residential to facilitate built form height transition and the opportunities to increase housing choice in the local centre.

EXHIBITED DRAFT MASTER PLAN - Proposed Floor Space Ratio (FSR)

55. An increased density is proposed in the Mortdale Local Centre B2 core area of 2.5:1; this density will be moderated with the introduction of a building height control over the entire B2 zone. An exceptional B2 zone at the corner of Station Street and Morts Road has a lower FSR of 1.5:1 provide building mass and height transition to the adjacent R2 zone.
56. To protect employment and commercial/retail activity in the local centre, a non-residential FSR of 0.75:1 has been identified within the B2 zone as a minimum for any site. This will ensure that sufficient supply is available to meet the non-residential GFA target in 2036, identified in *Commercial Centres Strategy Part 1 Centres Analysis*. In the B2 zone, a bonus provision of 0.5:1 FSR has also been identified that is linked to the provision of Affordable Housing.

Table 3 - Proposed FSR

Zone	Proposed FSR (Base Case)
B2 – Local Centre	2.5:1 (0.75:1 - Non-residential FSR)
B2 – Local Centre (the corner lot of Station St and Morts Rd)	1.5:1
R4 – High Density Residential	1.0:1
R3 – Medium Density Residential	0.7:1
R2 – Low Density Residential	0.55:1

57. The existing FSR control (1.0:1) of R4 zone has been applied to the proposed R4 zones to the east of the Morts Road. To facilitate the opportunities to introduce housing diversity in the local centre, an FSR of 0.7:1 has been identified to the proposed R3 zone. The proposed FSR controls match the existing FSR standardisation in the draft GRLEP 2021.

EXHIBITED DRAFT MASTER PLAN - Proposed Floor Space Ratio (HOB)

58. New height controls have been identified to provide more certainty for development and encourage better transitions to surrounding areas. A 22m maximum height is proposed for the B2 zone with moderate increases in some upzoned residential areas (up to 13m).
59. The existing height limit of B2 zone at the south of the railway line is 21m. To foster better compliance with the Apartment Design Guide - State Environmental Planning Policy No. 65 (ADG) and accommodate two levels of non-residential GFA on the ground and first

floor, this height has been increased from 21m to 22m and applied to the proposed B2 zone across the precinct. An exceptional B2 zone at the corner of Station Street and Morts Road has a height limit of 15m to provide height transition to the adjacent R2 zone.

Table 4 - Proposed Building Height

Zone	Proposed HOB (Base Case)
B2 – Local Centre	22m
B2 – Local Centre (the corner lot of Station St and Morts Rd)	15m
R4 – High Density Residential	13m
R3 – Medium Density Residential	9m
R2 – Low Density Residential	9m

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EXHIBITED DRAFT MASTER PLAN - Affordable Housing Bonus Incentives

60. The draft Masterplan proposes bonus development incentives, including greater building height and density to encourage the delivery of Affordable Housing in the Mortdale Local Centre.
61. The bonus incentives would apply to B2 zoned land close to the train station and be required to comply with the following:
 - a minimum site area of 1,000sqm to encourage land consolidation.
 - additional setback of 3m for bonus-built form over the base case.
 - delivery of affordable housing in accordance with the proposed Affordable Housing Contributions Scheme.
62. The consultant project team CM+, explored the design implications of the proposed affordable housing bonus on the draft masterplan. The proposed FSR bonus of 0.5:1 requires the built form envelope to allow up to 8 storeys which is an additional 2 storeys over the base case of 6 storeys in order to achieve compliance with the Apartment Design Guide.

EXHIBITED DRAFT MASTER PLAN - Affordable Housing Contributions Scheme

63. The draft AHCS was prepared in conjunction with the draft Mortdale Masterplan. The draft AHCS proposes to apply to land within the Mortdale Masterplan Core Study Area which is subject to an increase in development density. The draft AHCS was exhibited as part of the exhibition of the draft Masterplan, however the scheme is required to be reviewed by DPE and will be formally exhibited as part of any future planning proposal to amend the LEP. It is indicated that the draft AHCS will be expanded to other areas as master planning of centres and Housing Investigation Areas occur.

PUBLIC EXHIBITION OF DRAFT PLAN – Community Engagement Plan

64. The draft Master Plan was placed on public exhibition from 14 July 2021 and was scheduled to closed on 16 August 2021. The exhibition period was extended to 24 September 2021 in response to community concern regarding the *NSW Public Health (COVID-19 Temporary Movement and Gathering Restriction) Order 2021* which restricted

public gatherings and in-person consultation. Submissions were accepted up to 30 June 2022 for a total of 351 days from the start of the exhibition.

65. The community engagement plan included online and digital engagement delivery due to the continued safety concerns of face-to-face engagement during the COVID-19 pandemic and NSW Public Health Orders which were in force during the time of exhibition.
66. The public exhibition was conducted in accordance with the Council resolution on 15 June 2021, Council's Community Engagement Strategy and the endorsed community engagement plan. The following methods of engagement and communication were undertaken:
 - Extension of the exhibition period from 14 July 2021 to 24 September 2021, with submissions considered until 30 June 2022, exceeding the minimum 28-day requirement;
 - Online exhibition on Council's YourSay website including Plans, maps and fact sheets;
 - 3 advertisements in the St George Leader newspaper;
 - Targeted letters to the following property owners:
 - Located within areas where changes are proposed to land use zone and/or development standards (approximately 191 letters)
 - Located within the 800m of Mortdale Station (approximately 4,682 letters)
 - Hosting of 3 webinars to present the draft Master Plan and respond to questions from the community held on 10 August, 11 August and 31 August 2021;
 - Recording and uploading of webinar presentations on YourSay as an additional resource for the community;
 - Posting of hardcopies of exhibition material was available to be mailed at customers' requests;
 - Online submission form;
 - Online survey requesting feedback on the proposed changes;
 - Article in Council's e-newsletter sent on 30 July.
 - Social media (Facebook posts)
 - Council planning officers were available to answer questions about the masterplan and questions specific to resident's properties throughout the consultation period via phone or video call (zoom appointments).

PUBLIC EXHIBITION OF DRAFT PLAN - Public Authority Submissions

67. The following public authorities were notified of the draft Master Plan during the public exhibition period:
 - City of Canterbury Bankstown
 - NSW Department of Education
 - Transport for NSW (TfNSW)
68. Council received submissions from TfNSW, School Infrastructure NSW (Department of Education) and Community Housing Industry Association NSW (refer to **Attachment 1**). A summary of the comments received from public authorities and a response to the submission are provided below.

69. Transport for NSW - TfNSW provides the following comments:

- sustainable travel and living – consider expanding the 10-minute walking catchment of the centre and railway station in all directions including pedestrian movements through and beyond the centre
- links across the railway – recommends the draft Plan further address issues of safety and accessibility for pedestrian and bike access across the railway line and review the adequacy of the existing rail footbridge and Ellen Subway to support urban uplift.
- Sydney Trains be consulted with in relation to:
 - Early planning stages of any significant developments located near rail corridors and railway stations
 - Any decision-making process identifying location of any future bridge proposals over the railway corridor
 - Any proposal for new or expanded bicycle networks
- Further details on any proposed pedestrian and bicycle connections
- Bus access including road widths, access, clearance and bus movement requirements
- Any proposed shared zones and road closures require approval from TfNSW
- Recommends that contributions plan be considered to help deliver and improve the existing local transport infrastructure.

Council response: The importance of the protection and maintenance of Sydney Trains assets is noted. These recommendations and comments are noted. Council will continue to actively engage and consult with TfNSW during the preparation of the planning proposal.

70. School Infrastructure NSW (SINSW) - part of Department of Education – provides comments on:

- SINSW use of population and dwelling projection data provided by DPE for school planning.
- Active/Sustainable transport and a request for a comprehensive pedestrian strategy and potential upgrades around local schools.
- Pedestrian prioritisation and safety – request for additional consideration and consultation to ensure appropriate resourcing for schools to respond to changes to roads surrounding public schools
- Public Open Space – notes that Mortdale Public School is currently part of the 'Share Our Space' Program which allows for some school facilities to be open to local communities in the school holidays.
- Infrastructure Contributions – recommends a contribution plan be prepared for delivery of public domain, transport and other infrastructure works required to support the public schools around the core study area.
- Suggests specific contributions from new residential developments to support social education programs around active transport within Mortdale Centre.

Council response: These recommendations and comments are noted. Council will continue to actively engage and consult with SINSW during the preparation of the planning proposal.

71. Community Housing Industry Association NSW – provides comments relating to development standards for Affordable Housing and the draft AHCS. CHIA recommends the following:

- an increase in maximum building heights in adjoining residential zones to support FSR bonuses under the State Environmental Planning Policy (Affordable Rental Housing) 2009
- a review of parking requirements and dwelling mix and design requirements to support the viability of Affordable Housing
- Council investigates partnerships with Community Housing Providers for Council owned land
- the draft AHCS be finalised and ready to implement as part of any future planning proposals and that the AHCS be applied to all future Planning Proposal in the LGA that upzone land
- the dedication of individual affordable housing units across strata titled schemes is not as cost effective as purpose built schemes.

Council response: These comments and recommendations are noted. Council will engage and consult with Community Housing Industry Association NSW when progressing the AHCS.

PUBLIC EXHIBITION OF DRAFT PLAN - Community Submissions

72. An overview of the community participation statistics is summarised as follows:

- 7,700 visits to the YourSay website about the draft Mortdale Master Plan
- 76 people attended the webinars
- 165 survey responses were received on the YourSay website.
- 185 community members made a total of 236 written submissions

Survey Responses

73. During the submission period, 165 survey responses were received on the YourSay website. Respondents were asked whether they supported particular elements of the draft master plan and sought feedback on each idea. The questions, results and a summary of feedback are reported in the Community Engagement Summary Report (provided in **Attachment 2**).

74. The majority of respondents (61%) were not supportive of any change to the area. 18% of participants were either supportive or wanted to see more ambitious changes to the area. 21% were either neutral or did not have enough information to make a decision.

75. Respondents had an opportunity to leave feedback in the context of each question, a summary of that feedback is included below:

- **Housing diversity** - 12% supported housing diversity and 72% were not supportive and 8% were neutral or did not know enough about these plans. Many responses suggested to leave housing as single dwellings and did not want to see high rise apartments in the centre. Some responses were in support of newer modern apartments with amenities such as lifts and swimming pools. Some responses were in support of medium density residential that respected village character.
- **Street closures, public domain upgrades, active transport strategy and green links** – 46% were not supportive, and 27% supportive and 22% neutral or didn't know enough. Responses regarding concern for road closures and

cycleways and concern for reduction of street parking to accommodate active transport. Some comments suggested enhancing and improving walking and cycleways in the centre and across LGA to connect centres.

- **Public Park/town square** - 33% were supportive of a proposal to have a public park/town square in Mortdale Centre, 33% were not supportive and 28% were either neutral or did not know enough about the plans. Other was the answer for 6% of respondents. A number of people indicated as part of this response that they did not think that a public park was required. Some suggested locations include the Cook Street carpark (Council owned land), creating a plaza in Morts Road and near the railway station.
- **Laneway upgrades and new laneway** - 32% were supportive of the proposed upgrades to improve connections in the centre, 31% were not supportive and 33% were either neutral or did not know enough about the plans. “Other” was the answer for 4% of respondents.
- **Library and community hub zone** - 36% were supportive, 33% were not supportive and 27% were either neutral or did not know enough about the plans. “Other” was the answer for 4% of respondents. A number of people indicated that it was not needed- that the current facilities in Penshurst in Olds Park, existing community facilities such as RSL, Church Halls and Jubilee Park Community Centre are adequate. Some suggested locations close to railway station or integrated with future town square/public park.
- **Additional comments** – a large variety of suggestions and issues ranging from street tree species selection to fears of displacement of existing residents, to accessibility and recognition of local history and first nations people were raised and are included in the engagement summary report.

Submissions

76. 185 community members made a submission via email or Your Say relating to the draft Plan with approximately 30% of these were proforma letters.
77. All submissions have been reviewed and each submission is summarised and provided in **Attachment 3 Summary Table of Submissions**.
78. The vast majority of submissions (approximately 88%) strongly opposed the exhibited draft master plan.
79. Due to the volume of submissions, all submissions have been categorised into groups based on common topic area and themes to ensure consistency in the review process:
 - Topic area – identifies the broad category of issue; and
 - Key Issues – identifies a more detailed breakdown of the issues presented.

Table 5 – Submissions categorised into topics and issues

Topic Area	Summary of Key Issues
Scale of Buildings	<ul style="list-style-type: none"> • Raises concerns that proposed density and height will impact on village character and suburban character of Mortdale • Requests preservation of heritage character of existing buildings in the centre • Raises concerns that future developments will be of poor building design and building quality • 6 storeys will ruin village character • Raises concerns that high density residential and associated population increase will increase traffic congestion in the area • Raises concerns that high density residential and associated population increase will result in increased noise, crime, traffic congestion, street parking issues, impacting on safety and open spaces • Raises concerns that future developments will be of poor building design and building quality <ul style="list-style-type: none"> • Preference for a maximum of 4 storey height on Morts Road, more height acceptable if setback from the street • Raises concerns height increases will result in overshadowing and privacy impacts on adjoining residential areas
Housing Choice	<ul style="list-style-type: none"> • Raises concerns the affordable housing bonus may not result in genuine affordable housing • Raises concerns regarding the need for affordable housing in Mortdale and Georges River LGA. • Raises concern that the Affordable Housing Bonus in Mortdale will exceed Council's affordable housing targets • Raises concerns with proposed affordable housing typology in high density apartments • Property values will decrease due to overpopulation and affordable housing <ul style="list-style-type: none"> • Need more low and medium density (duplexes, multi-dwelling housing) over high density (residential flat buildings) • Concerned high rise will result in Mortdale becoming another Hurstville Centre • Maximum 3-4 storey height limit for commercial area to retain

Topic Area	Summary of Key Issues
	<p>village character</p> <ul style="list-style-type: none"> • Questions demand for apartments since pandemic • Concerned loss of green space, biodiversity and trees resulting from upzonings • Questions the need to provide additional housing and new development as Council is on target to meet our Housing Targets set by NSW Government
Local Businesses	<ul style="list-style-type: none"> • Concerns about expansion of B2 zone and potential impact on existing businesses • Concern that proposed plaza/ road closure at Cook St could impact on traffic and accessibility • Preference to retain Council car parks to support local businesses
	<ul style="list-style-type: none"> • Raises concerns the scale of Mortdale RSL development will impact on village character of Mortdale • Increase traffic congestion, increase demand for street parking, increase pedestrian safety issues • Concerned the Mortdale RSL Club development will result in overshadowing and noise impacts
Infrastructure	<ul style="list-style-type: none"> • Raises concern on lack of infrastructure (schools, public transport, sewer, electricity) to support new population resulting increase in density • Raises concern on school capacity to support new population • Supports new community infrastructure • Existing parks overused
Consultation process	<ul style="list-style-type: none"> • Requests amendments to the timing of the exhibition during public health orders restricting face to face meetings and public gatherings • Raises concerns regarding availability/accessibility of information • Raises concerns the exhibition material was difficult to understand • Raises concerns that the pre-consultation community feedback was ignored in master plan

Topic Area	Summary of Key Issues
Other issues raised	<ul style="list-style-type: none"> • Raises concerns the State Government, Council and utility companies will all benefit from increased revenue • Raises concerns that the master plan favours developers over the community • Site specific requests for changes to land use zoning and/or development standards

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80. It should be noted that the above table does not encompass all issues raised by the submissions received. No individual responses have been provided to submissions, as Council at its meeting held on 26 April 2022, resolved in part:

- *To defer completion of the draft Beverly Hills Town Centre and draft Mortdale Town Centres Master Plans giving consideration to updates from the Greater Sydney Commission on population projections, the preparation of a comprehensive traffic study and additional public domain works*
- *To provide Councillors with an in-person workshop on the summary of the public submissions received for each of the draft Master Plans, and any proposed amendments*
- *That the draft Mortdale Local Centre Master Plan and draft Beverly Hills Town Centre Master Plan, once endorsed by Council are to be placed on public exhibition for a period of 28 days*
- *That Council conduct in-person community consultation for both the Beverly Hills and Mortdale Master Plans during the exhibition period of the draft plans, as well as including the provision of the one-on-one personal telephone and meeting services by Council's town planners) for community members who wish to discuss any aspects of the draft Plans, until such time as the finalised master plans are reported to Council.*

81. Subsequently, Councillor workshops were provided on 6 June 2022 and 15 August 2022 to discuss the draft exhibited master plan and key issues raised in submissions. These key issues have been summarised below:

Housing choice

- Concerned about the concentration of Affordable Housing in Mortdale
- Preference for more medium density residential building typologies (duplexes, townhouses) over apartments

Scale of buildings

- Existing village character of the centre should be respected
- Preference for a maximum 4 storey height on Morts Rd, more height is acceptable if setback from the street

Local businesses

- Concerns about expansion of B2 zone and potential impact on existing businesses

- Concern that proposed plaza/ road closure at Cook St could impact on traffic and accessibility
- Preference to retain Council car parks to support local businesses

Housing Choice

82. One of the key issues raised in the submissions was the concern the draft plan and proposed development incentives would result in a concentration of Affordable Housing in Mortdale Centre. Many submissions reflected:
- a misunderstanding regarding the need for affordable housing in the LGA for key workers such as police, health workers, retail workers etc; and
 - a misunderstanding on the difference between Affordable Housing, housing affordability, new generation boarding houses and social housing.
83. In response to these concerns, it is recommended that Council review the draft AHCS to consider the comments in CHIA's submission to the draft master plan and investigate pathways to educate the community on what Affordable Housing is and why Council has a responsibility to provide Affordable Housing in the LGA.
84. Another key issue raised in the submissions was the preference for medium density building typologies over apartments. Many submissions reflected concern that proposed scale of the exhibited plan would turn Mortdale into another Hurstville and preferred to see more medium density housing in the area. Several of the options provided in the following section address this issue.

Scale of buildings

85. The main concerns raised in the majority of submissions was the concern that the exhibited draft plan would impact on the existing village character of the centre, particularly the fine grain and low scale of existing buildings on Morts Road. There were many suggestions for alternative buildings heights ranging from no change to a preference for a maximum of 4 storeys with the possibility of more height if setback from Morts Rd. Several of the options address this issue and propose a two-storey street wall height in the B2 zone to maintain the human scale of the shopping strip.

Local Businesses

86. One key area of concern was the perceived impact the draft master plan would have on existing local businesses in the centre, through the expansion of the B2 zone, the road closures and redevelopment of Council's carparks. Several of the options address this issue and it is also recommended that Council prepare a traffic and parking study to support the preferred option to assess the future impact on the road network. Further, any future redevelopment of Council's carparks would require the provision of public parking.
87. It is noted that many submissions raised concerns regarding the impact of the Mortdale RSL Planning Proposal. The Planning Proposal is currently under assessment and is not the subject of this report.

OPTIONS IN RESPONSE TO KEY ISSUES RAISED

88. To assist Council in determining a way forward with regards to Mortdale Centre, several options are provided for consideration.
89. These options consider the key issues raised in submissions and the following key objectives for Mortdale Centre:

- Provide opportunities for more local jobs (Planning Priority of LSPS 2040)
- Provide more housing choice (Planning Priority of LSPS 2040)
- Create opportunities for community hub/library on Council land in Cook Street
- Provide guidance for Mortdale RSL Planning Proposal
- Provide guidance for site specific planning proposals

Option 1 – Amended design with tapering building heights

90. This option proposes the following (refer to **Figure 6**):

- Reinforces a 2-storey street wall height in the B2 Local Business zone with upper levels setback, to ensure a consistent human scale at the street edge and respect the existing village character of Mortdale Centre
- Supports the widening of Cook Lane from the railway station to Newman Street by requiring 3m lane dedication
- Introduces building heights in the B2 Local Business zone to allow 22m (6 storeys) close to the station tapering to 18m (5 storeys) down to 15m (4 storeys) along Morts Road to Newman Street and accompanying Floor Space Ratios of 2.5:1, 2:1 and 1.5:1 respectively
- Rezones Council land in Cook Street from R2 Low Density Residential zone to B2 Local Business zone to permit 22m (6 storeys), with a base FSR of 2.5:1 and a bonus development incentive of 0.5:1 FSR and an additional 2 storeys to provide Affordable Housing
- Creates a transition zone between land zoned B2 Local Centre and surrounding low density residential areas by:
 - rezoning land bounded by Cook Street, Victoria Avenue and Cook Lane from R2 Low Density Residential zone to R4 High Density Residential zone to allow residential flat buildings with a maximum building height of 13m (4 storeys) with a 9m (2 storeys) interface on Victoria Avenue.
 - rezoning land bounded by Victoria Avenue, Cross Street, Newman Street and Cook Lane from R2 Low Density Residential zone to R3 Medium Density zone to allow multi-unit dwellings (in the forms of villas, townhouses or manor houses) with a maximum building height of 9m (2 storeys).
 - rezoning land bounded by Cook Street, Ellen Subway and Marist Lane from R2 Low Density Residential zone to R3 Medium Density zone to allow multi-unit dwellings (in the forms of villas, townhouses or manor houses) with a maximum building height of 9m (2 storeys).

91. The section in **Figure 7** indicates the contour profile of Morts Road and the proposed transition down of building heights away from the railway station. The level change along Morts Road from the station down to Newman Street represents a 4% gradient.

92. Locating height and density close to the station facing Pitt Street, Cook Street, and part of Morts Road (between Cook St, Macquarie Place and the railway line) is an appropriate planning response consistent with the principles for good urban design for transit-oriented development and provides design opportunities to minimise amenity impacts on surrounding low density areas.

93. The visual impact of 4% gradient and proposed heights will reinforce the legibility of Mortdale Local Centre and the station. The accompanying DCP amendment would require

future development to be designed to respond positively to the elevated position and vistas along Morts Road.

Figure 6 – Option 1 – Structure Plan



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94. **Figure 8** provides a wide section across Macquarie Place and Cook Street that shows:
 - proposed maximum height of 22m (6 storeys) for this section of the B2 zone along Morts Road
 - 2-storey street wall along Morts Road with upper levels setback
 - 3m rear setback for widening of Cook Lane
 - Additional two storeys to provide Affordable Housing on Council's land.
95. Council would be leading by example by providing Affordable Housing on the proposed community hub/library site. The additional two storeys in height and associated floorspace would make it more feasible to provide affordable housing.
96. **Figure 9** provides a wide section across Cook Street that shows:
 - proposed maximum height of 18m (5 storeys) for this section of the B2 zone along Morts Road
 - proposed R4 High Density area in Cook Street with maximum height of 13m (4 storeys)
 - 2-storey street wall along Morts Road with upper levels setback

- 3m rear setback for widening of Cook Lane.

97. **Figure 10** provides a wide section across Oxford Street that shows:

- proposed maximum height of 15m (4 storeys) for this section of the B2 zone along Morts Road
- proposed R3 Medium Density area in Cook Street with maximum height of 9m (2 storeys)
- 2-storey street wall along Morts Road with upper levels setback
- 3m rear setback for widening of Cook Lane.

98. This option acknowledges the key issues and partially implements the key objectives by:

- the modest expansion of B2 zone on Council owned land to provide opportunities for additional floor space for retail and local services
- providing housing choice through upzoning of transition areas to R4 High Density and R3 Medium Density zones and the potential for Affordable Housing on Council owned land
- rezoning of Council-owned land to B2 to provide opportunity for additional community facilities
- providing some guidance for new development by establishing building heights and floor space ratios in the Centre
- does not propose any road closures for public plazas; and
- assists in addressing part of the strategic direction set for the centres in the LGA as envisaged by the LSPS.

99. This option may result in the following issues:

- Does not meet the forecasted job targets in the Centres Strategy
- Does not provide affordable housing opportunities across the Centre
- Renewal of the centre is likely to be limited due to modest changes and very low development feasibility
- No public domain plan providing for new public spaces/plazas or through site links
- No active transport strategy or provision for bicycle lanes or green grid links
- Minor infrastructure upgrades would be linked to individual site development and the development application process
- State Government may approve planning proposals that exceed this height limit.
- State Government may not support the Planning Proposal for Gateway Determination as it is not in accordance with the exhibited Master Plan.

Figure 7. Option 1 – Morts Road contour level (section)

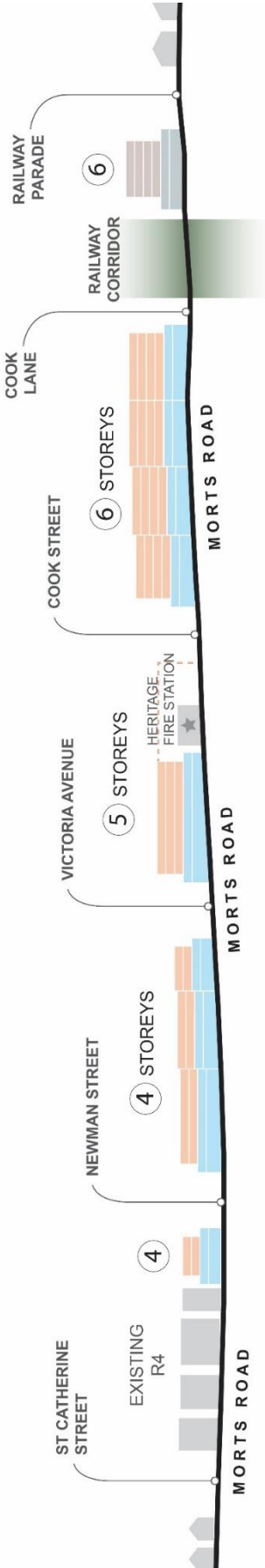


Figure 8. Option 1- Wide Section - Macquarie Place / Cook Street**Figure 9. Option 1 – Wide Section – Cook Street****Figure 10. Option 1 – Wide Section – Oxford Street**

Option 2 – 15 metres building height in B2 zone (4 storeys)

100. This option proposes the following (refer to **Figure 11**):

- Reinforces a 2-storey street wall height in the B2 Local Business zone with upper levels setback, to ensure a consistent human scale at the street edge and respect the existing village character of Mortdale Centre
- Supports the widening of Cook Lane from the railway station to Newman Street by requiring 3m lane dedication
- In the B2 Local Business zone introduces a maximum height of 15m (4 storeys) and retains the existing 1.5:1 FSR on the northern side of the railway line
- Rezones Council land in Cook Street from R2 Low Density Residential zone to B2 Local Business zone to permit 15m (4 storeys); and
- Retains the existing R2 low density zone areas (except for Council land)

Figure 11 – Option 2 – Structure Plan

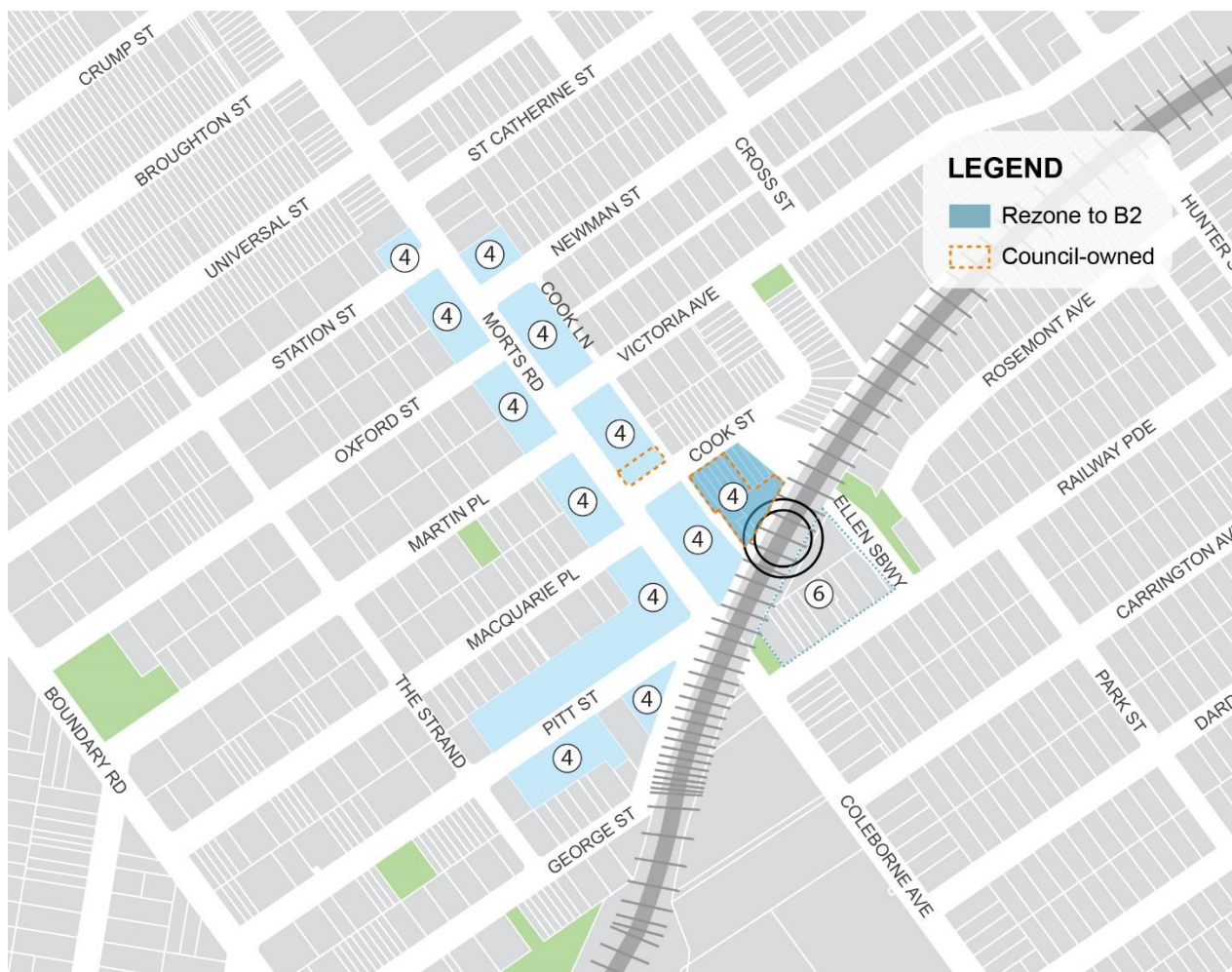


Figure 12 provides a wide section of Cook Street that shows:

- proposed maximum height of 15m (6 storeys) for the B2 zone
- 2-storey street wall along Morts Road with upper levels setback
- 3m rear setback for widening of Cook Lane.

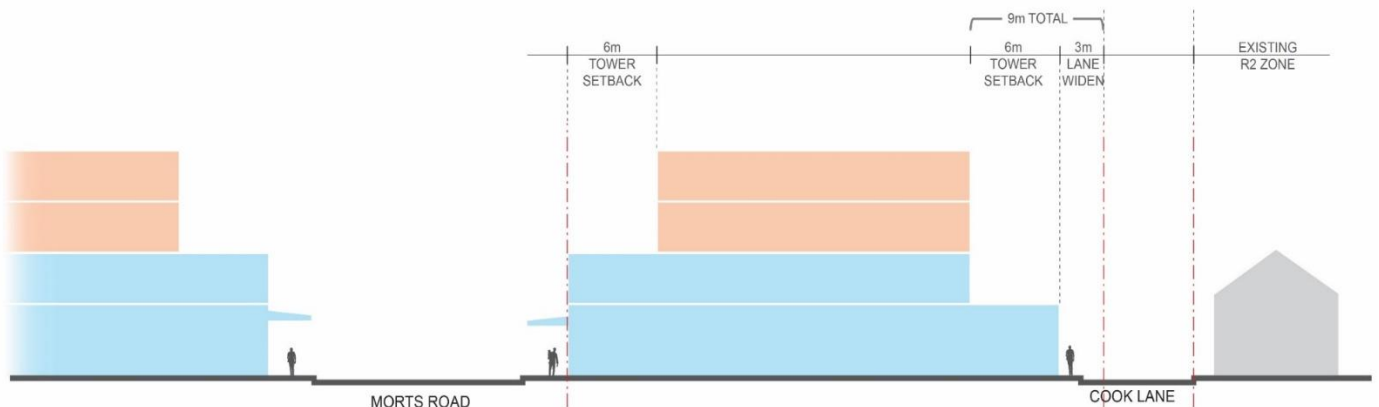
101. This option acknowledges the key issues and partially implements the key objectives by:

- Respecting the existing village character of the centre with 2 storey street wall height and maximum height of 4 storeys for B2 zone.
- Rezoning of Council-owned land to B2 zone may provide opportunity for additional community facilities.
- Providing some guidance for new development by establishing building heights and floor space ratios in the Centre.

102. This option may result in the following issues:

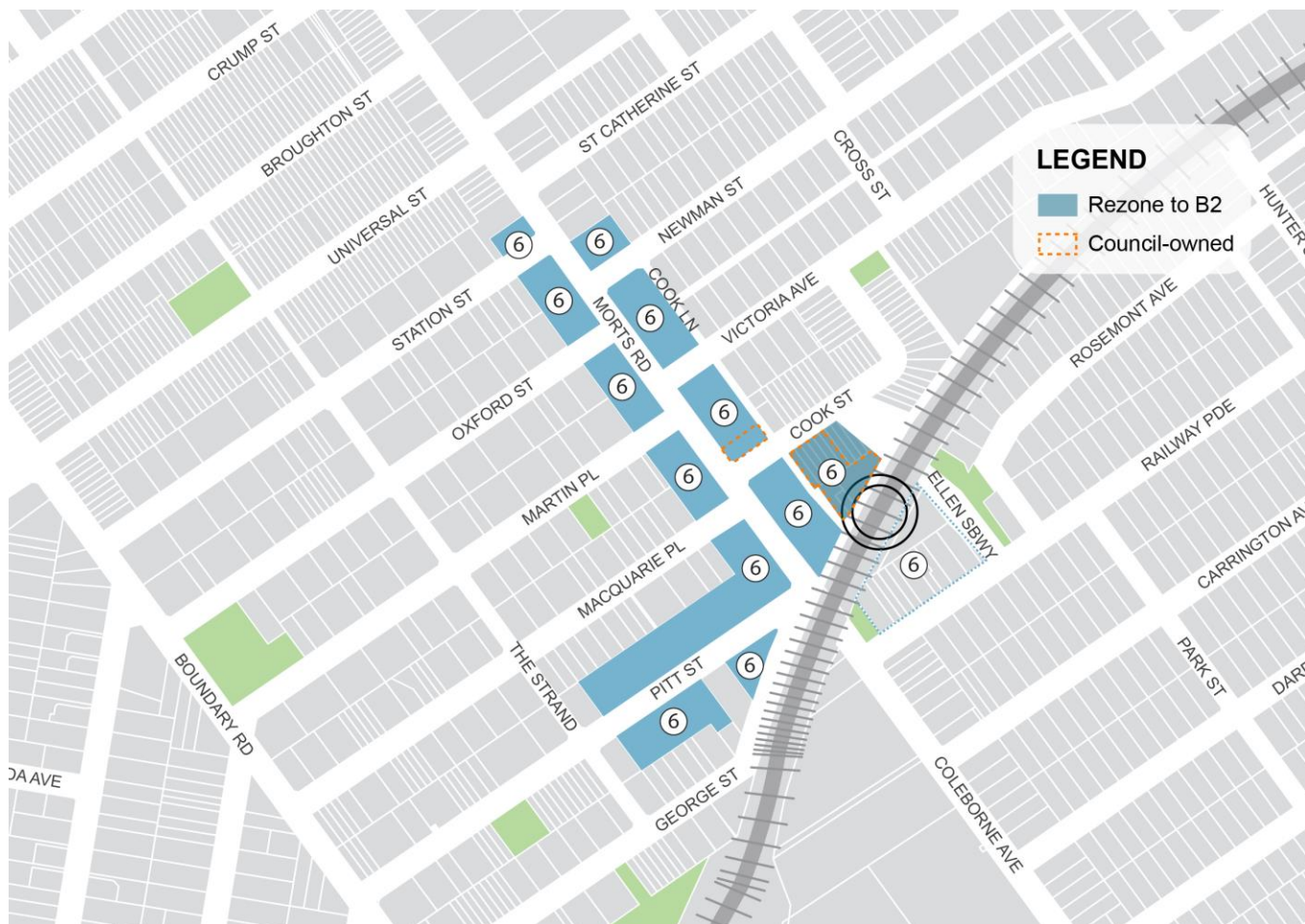
- Minimal change in the built form or renewal of the centre due to no change to existing development standards and low feasibility
- Continue inequality in development standards within the B2 zone on two sides of the centre
- Does not meet the forecasted job targets in the Centres Strategy
- Minimal housing choice in the centre
- No opportunity for affordable housing
- No public domain plan providing for new public spaces/plazas or through site links
- No active transport strategy or provision for bicycle lanes or green grid links
- Any infrastructure upgrades will be linked to individual site development and the development application process
- State Government may approve planning proposals that exceed this height limit; and
- Broader strategic provisions for centres in the LGA as envisaged by the LSPS are not met.

103. It is considered that this option will not adequately address the key objectives of Mortdale Centre and may result in Planning Proposals which exceed the existing and proposed controls, and it is recommended that Council does not proceed with this option. Again, this option may not be supported by the DPE.

Figure 12 – Option 2 – Wide Section – Cook Street**Option 3 – 21 metres building height in B2 zone (6 storeys)**

104. This option proposes the following (refer to **Figure 13**):

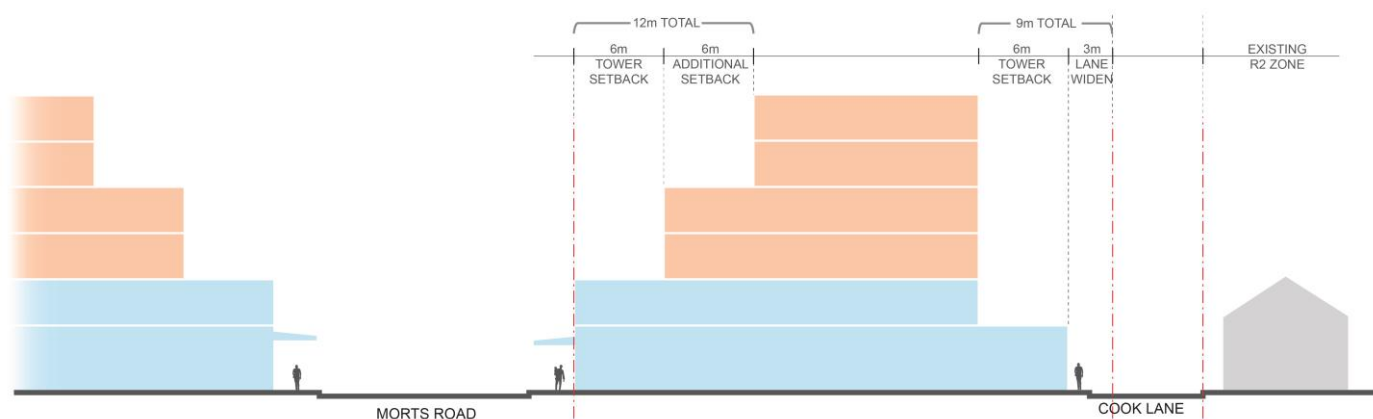
- Reinforces a 2-storey street wall height in the B2 Local Business zone with upper levels setback, to ensure a consistent human scale at the street edge and respect the existing village character of Mortdale Centre
- Supports the widening of Cook Lane from the railway station to Newman Street by requiring 3m lane dedication
- In the B2 Local Business zone introduces a maximum height of 22m (6 storeys) and an increase in FSR from 1.5:1 to 2.5:1, consistent with the development standards for B2 zone on southern side of the railway line
- Rezones Council land in Cook Street from R2 Low Density Residential zone to B2 Local Business zone to permit 22m (6 storeys); and
- Retains the existing R2 low density zone areas (except for Council land).

Figure 13 – Option 3 – Structure Plan

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105. **Figure 14** provides a wide section of Cook Street that shows:

- proposed maximum height of 22m (6 storeys) for the B2 zone
- 2-storey street wall along Morts Road with upper levels setback; and
- 3m rear setback for widening of Cook Lane.

Figure 14 – Option 3 – Wide Section – Cook Street

106. This option acknowledges the key issues and partially implements the key objectives by:

- Reducing the expansion of the B2 zone with the modest expansion of B2 zone on Council owned land to provide opportunities for additional floor space for retail and local services
- Respecting the existing village character of the centre with 2 storey street wall height
- Rezoning of Council-owned land to B2 to provide opportunity for community facilities
- Creates consistency of development standards within the Centre across the two sides of the railway line
- Providing some guidance for new development by establishing building heights and floor space ratios in the Centre; and
- Assists in addressing part of the strategic direction set for the centres in the LGA as envisaged by the LSPS.

107. This option may result in the following issues:

- Community opposition to the maximum height of 6 storeys for B2 zone
- Does not meet the forecasted job targets in the Centres Strategy
- Minimal housing choice in the centre
- No opportunity for affordable housing in the centre
- Does not provide an area for the transition of height from 6 storeys in B2 zone to two storeys in R2 zone
- No public domain plan providing for new public spaces/plazas or through site links
- No active transport strategy or provision for bicycle lanes or green grid links
- Any infrastructure upgrades will be linked to individual site development and the development application process; and
- State Government may approve planning proposals that exceed this height limit.

108. It is considered that this option will not adequately address the key issues raised by the community and only partially implements the key objectives of Mortdale Centre. It may result in site specific Planning Proposals which exceed the existing and proposed controls, and therefore it is recommended that Council does not proceed with this option. Again, this option may not be supported by the DPE.

Option 4 – Proceed with the as exhibited draft master plan

109. This option involves proceeding with the as exhibited draft Master Plan (**Figure 15**). An explanation of the justification for this approach is outlined above in paragraphs 25 to 41 in the background section of this report.

110. Submissions received indicated strong community opposition to this option due to concerns that the plan would impact on the village character and local businesses, perceived amenity and infrastructure impacts and fear of a concentration of affordable housing.

111. It is considered that this option will not adequately address the concerns raised by submissions and it is recommended that Council does not proceed with this option.

Figure 15 – Exhibited draft Master Plan



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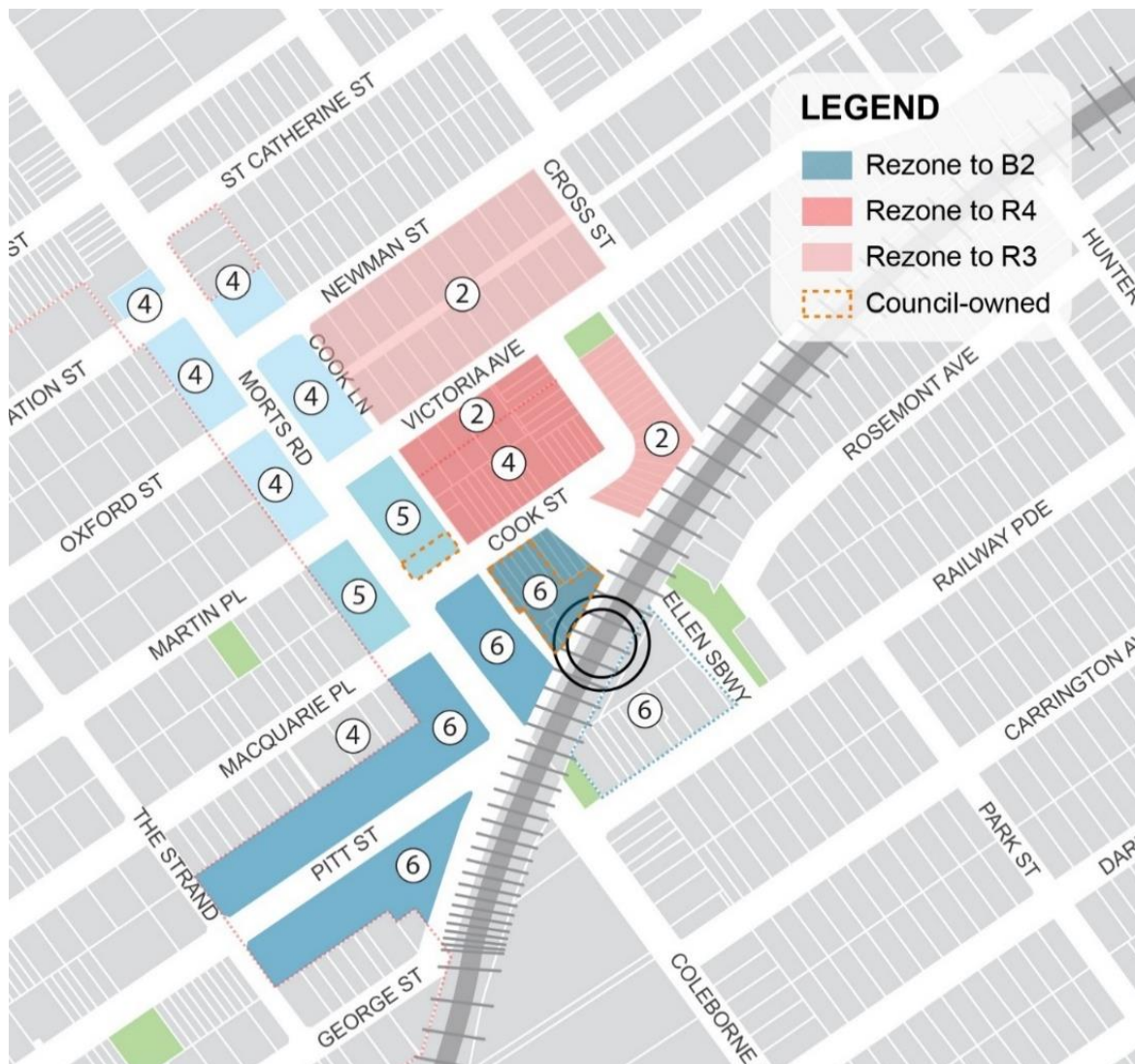
Preferred Option to proceed with Planning Proposal for Mortdale Centre

112. Option 1 is proposed as the preferred approach as it is able to respond to the key issues arising from submissions to the draft Master Plan, while still partially implementing the key objectives for Mortdale Centre by providing additional opportunities to address the shortfall of non-commercial floorspace and improve housing diversity close to public transport.

113. This option (see **Figure 16**) achieves the key objectives for Mortdale Centre by:

- Implementing a range of heights into the B2 Local Business zone in Morts Road
- providing additional opportunities for jobs
- rezoning Council's land on Cook Street to B2 Local Business zone provides an opportunity for Council to provide additional community facilities
- providing equality in development standards for the B2 Local Business zone on the northern and southern sides of Mortdale Station
- improving housing choice with new areas of R4 High Density and R3 Medium Density zone; and
- provides some guidance for new development and planning proposals by establishing heights and scale in the centre.

Figure 16 – Preferred Option 1 for Planning Proposal



114. It is considered that Option 1 addresses the key issues by:

- Recognising the importance of maintaining and enhancing the village character of Mortdale Centre, with a building scale that maintains a 2-storey street wall along on Morts Road and tapers building heights away from the railway station.
- Acknowledging the community's concerns for overdevelopment and a preference for medium density residential building typologies, by proposing a smaller transition area of R4 High Density zone and R3 Medium Density zone which still provides housing choice close to public transport.
- Recognising the community's issue of the concentration of Affordable Housing in Mortdale Centre, by applying the Affordable Housing bonus to Council's land in Cook Street only.
- Addressing concerns of local businesses regarding the expansion of the B2 Local Centre zone, proposed road closures and the loss of parking with any redevelopment of Council's car parks, by proposing a modest increase in B2 zoning being Council's land (Cook St) and no road closures. Any future redevelopment of Council's land would be required to provide public parking. A traffic and parking study will be undertaken as part of the Planning Proposal to assess any future impacts on road network.

115. Whilst this option would provide an additional 2,925sqm of non-residential GFA it will not does not meet the 2036 employment GFA target established by the Commercial Centre Strategy. An additional 332 dwellings are anticipated for uplift areas within the core study area.
116. It is recognised that Option 1 is a 5-10 year solution that may require a master plan in the future to respond to longer term population projections, housing supply issues and employment floorspace shortages.

Implementation via Planning Proposal

117. It is recommended that Council proceed with preparing a Planning Proposal for preferred option 1, instead of preparing or amending the draft exhibited master plan.

What is a Master Plan?

118. A master plan is a three-dimensional proposal that details a vision and strategy for the physical transformation of a place. It sets out a long-term vision for the area, usually 15-20 years and shows how development will happen in the area. It can set expectations and provides certainty for the community, developers, and government on how the change will occur. The master plan process involves a series of three phases:
- Visioning – used throughout the master planning process, and progressively refined as the process proceeds to greater levels of detail. This first step lays the foundation for future thinking. It is an aspirational process that captures the larger purpose of the project, an understanding of the place as well as the values of its community.
 - Designing – where the investigative work is analysed, opportunities identified and solutions and strategies are developed to a greater level of detail.
 - Implementing – planning for the delivery of an agreed plan or framework and may include details of priorities, staging, funding, acquisition, changes to planning controls as well as detailed strategies such as public domain plans.
119. A master plan indicates where infrastructure improvements may be required to support future growth, and these are captured in development contributions plans.
120. A master plan that has been endorsed by Council and by the DPE becomes an endorsed local strategy:
- to demonstrate the strategic merit of planning proposals; and/or
 - by Planning Panels or the Independent Planning Commission to determine whether a planning proposal being considered for a rezoning review has strategic merit; and/or
 - by the planning proposal authority to justify inconsistency with certain section 9.1(2) Local Planning Directions.
121. An endorsed master plan is considered a guidance document and does not legally change the planning controls that apply to the study area. Council can choose to implement a master plan via a Planning Proposal to amend Council's Local Environmental Plan (LEP).

What is a Planning Proposal?

122. A Planning Proposal is a document that explains the intended effect of an amendment to Council's LEP and sets out the justification for making the changes. The preparation of a Planning Proposal is the first step in preparing an amendment to the LEP.

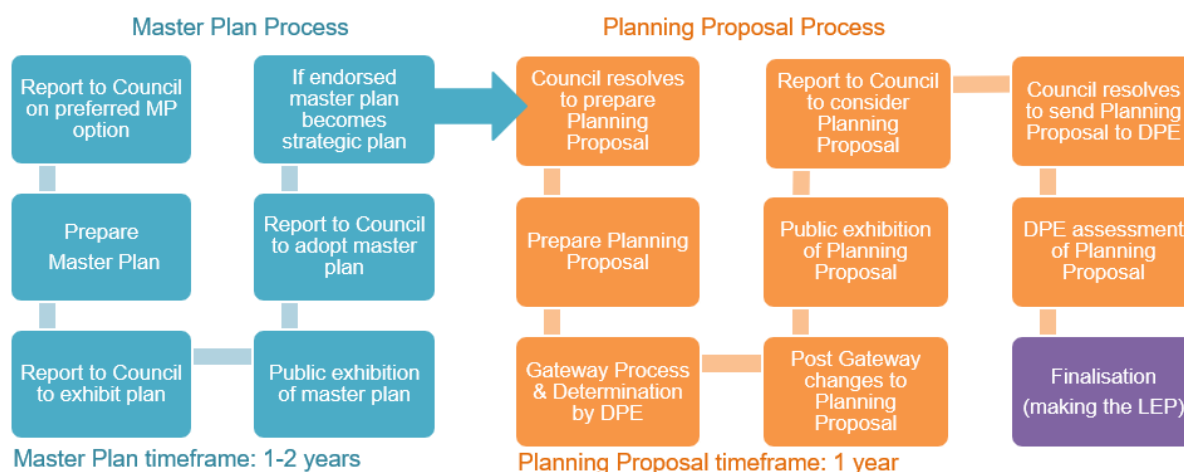
123. A Planning Proposal is not a long-term vision. It is a mechanism to change planning controls and differs from a Master Plan as it does not communicate a vision or place-based design.
124. The plan making process for preparing an amendment to the LEP normally involves the following key components:
- The preparation of a planning proposal
 - The issuing of a Gateway Determination
 - Community and other consultation on the planning proposal
 - Finalising the planning proposal
 - Making the LEP
 - Notifying the LEP on the NSW Government Legislation website
125. Gateway Determination is issued by the NSW Minister for Planning and Housing (or delegate) and specifies whether a Planning Proposal is to proceed. The purpose of the Gateway Determination is to ensure that there is sufficient justification early in the process to proceed with a Planning Proposal.
126. The minimum community consultation requirements for the public exhibition of a planning proposal are set out in the Gateway Determination.

What is an LEP?

127. An LEP is the principal legal instrument for guiding and controlling development at the local government level. The LEP is made up of a written document (“instrument”) and a set of maps. LEPs guide planning decisions through land use zoning, development standards and specific provisions for a range of issues including heritage conservation, environmental protection and specific local issues.
128. LEPs for the Georges River Council local government area are prepared by Council and made by the NSW Minister for Planning and Housing. The process to prepare a LEP (and an amendment to a LEP) is governed by the NSW Environmental Planning and Assessment Act 1979 and the Environmental Planning and Assessment Regulation 2000.

Planning proposal for preferred option

129. The proposed changes to land use zoning and development standards under option 1 are considered modest and does not represent a long-term vision for the area. This option does not propose any significant public realm and place-making initiatives requiring special infrastructure works.
130. Future infrastructure upgrades associated with this option, such as the widening of Cook Lane, could be delivered through the existing contributions plan.
131. Therefore, it is considered that a planning proposal is a more appropriate planning pathway than the preparation of a master plan. A planning proposal can provide immediate certainty in planning controls, with amendments to the DCP and contributions plan to supports the proposed changes to development standards. Furthermore, the planning proposal process would establish built form controls for the centre sooner than a master plan process. (See **Figure 17**).

Figure 17 – Master Plan Process and Planning Proposal Process

ENV028-22

Community consultation

132. Preparation of a Planning Proposal based on Option 1 would be informed by feedback from the community as required by the Council resolution on 26 April 2022 (refer to paragraph 72-87 of this report).

133. Consultation with owners and occupiers of properties located within the core study area for Mortdale Centre. This consultation process will be conducted in a similar format to the targeted consultation conducted for the Housing Investigation Areas during the preparation of LEP2020 and will comprise of the following engagement methods.

- Targeted letters to landowners and occupiers
- Fact sheet in plain English outlining the proposed changes
- Webinar's meetings
- Face to face meetings
- Dedicated email and phone call enquiries

134. The following material will be available during the exhibition period:

- Planning Proposal
- Relevant maps
- Traffic and Parking Study
- Plain English explanatory information
- Fact sheets
- Description of the objectives and intended outcomes

135. All information will be on Council's website in accordance with Section 10.18 of the EP&A Act which requires all NSW councils to make public exhibition materials available digitally on Council's websites. Hard copies will be made available at Council offices.

136. Notification of the public exhibition will be through:

- Newspaper advertisement in The Leader
- Exhibition notice on Council's website
- Community engagement project on Council's YourSay website
- Council's social media channels

- Notices in Council offices and libraries
- Letters to all landowners and occupiers in the areas where change to planning provisions and controls is proposed as well as surrounding areas; and
- Letters to Government agencies identified in the Gateway Determination.

NEXT STEPS

137. Following the consideration of submissions, it is recommended that Council does not proceed with the exhibited draft Master Plan and instead endorse the preparation a Planning Proposal based on preferred option 1.
138. If endorsed by Council, the Planning Proposal will be prepared, including a traffic and parking study based on Option 1.
139. A further report will be submitted to Council with the Local Planning Panel's recommendations and to seek endorsement to proceed to Gateway Determination.

Table 6 – Indicative Timeline

Action	Indicative Timeline
Report to Council on options and preferred approach including endorsement to prepare Planning Proposal	September 2022
Conduct traffic assessment Consultation on preferred approach	October 2022
Report to Georges River Local Planning Panel on Planning Proposal for consideration	December 2022
Report to Council on Planning Proposal for endorsement	February 2023
Planning Proposal to be forwarded to the DPE for a Gateway Determination	February 2023
Anticipated commenced date (date of Gateway Determination)	May 2023
Timeframe for public exhibition & assessment of submissions	June – July 2023
Report to Council on outcomes of consultation and for finalisation	August 2023
Submission to the DPE to finalise the Planning Proposal	September 2023

140. It is noted that the project timeline will be assessed by the DPE and may be amended by the Gateway Determination.

FINANCIAL IMPLICATIONS

141. In the FY22/23 Council has allocated the following funds to:
- Finalise Mortdale Local Centre Master Plan \$60,000
 - Prepare Master Plan Traffic Studies \$100,000 – covering both Beverly Hills and Mortdale Local Centres
 - Prepare LEP Stage 3 - Jobs and Activation \$80,000
 - Prepare LEP Stage 2 - Housing Choice \$100,000 – includes review of LGA wide AHCS.
142. Therefore, the work to be carried out under Option 1 is within budget allocation.

RISK IMPLICATIONS

143. There is a risk of not proceeding with a planning proposal for Mortdale, as it could result in:




- no development or renewal within Mortdale Centre which may result in future lack of non-residential floorspace and housing opportunities; or
- Ad-hoc planning proposals being submitted which may not align with the future vision for Mortdale Centre with limited ability to deliver required infrastructure and public benefits.

144. There is also the risk of the DPE requesting the return of funds that it gave to Council for the preparation of the Master Plan (\$200,974).

FILE REFERENCE

D20/1801

ATTACHMENTS

- Attachment [↓1](#)  Submissions - Public Authorities
- Attachment [↓2](#)  Summary Table of Submissions Received
- Attachment [↓3](#)  Community Engagement Report - Survey Responses



Transport
for NSW

19 August 2021

TfNSW Ref: SYD21/00889/01
Council Ref: D21/170537, SF21/3419

Ms Gail Connolly
General Manager
Georges River Council
PO Box 205
Hurstville NSW 1481

Attention: Rebecca Lau

Dear Ms Connolly,

REVIEW OF DRAFT MORTDALE LOCAL CENTRE MASTER PLAN

Transport for NSW (TfNSW) appreciates the opportunity to comment on the above draft Local Centre Master Plan that was referred to us by Council in correspondence dated 19 July 2021.

TfNSW has reviewed the documentation and notes that the draft Master Plan seeks to encourage future urban renewal in the Mortdale Local Centre.

Comments on the draft Master Plan are provided at **Attachment A** for Council's consideration.

Should you have any questions or further enquiries in relation to this matter, Allan Campling would be pleased to take your call on 0409358321 or email: development.sydney@transport.nsw.gov.au

Yours sincerely

A handwritten signature in black ink, appearing to read "Andrew Popoff".

Andrew Popoff
A / Senior Manager Strategic Land Use
Land Use, Network & Place Planning, Greater Sydney

Attachment A: TfNSW Comments on draft Mortdale Local Centre Master Plan
(19 August 2021)

Sustainable travel and living

- The Master Plan (the Plan) should provide further focus on facilitating sustainable travel and living, including better integration with surrounding neighbourhoods and communities. It is recommended that the Plan should positively expand the 10 minute walking catchment of the centre and the rail station in all directions, which includes facilitating pedestrian movements through and beyond the Centre.

Links across railway

- Further attention is needed around facilitating pedestrian and bike access across the railway. While the Ellen Subway looks like a key link on Plan maps, it is considered to be isolated and does not provide a direct or convenient pedestrian crossing in relation to activity on Mort Street.
- It is recommended that the Plan further address CPTED and DDA issues with the Ellen Subway.
- The adequacy of the existing rail footbridge at the station to support this urban uplift is required to be further addressed.

Sydney Trains

- The desired outcomes of the Master Plan will result in significant increase in dwelling numbers, population growth, and added economic, social and employment activities in and around Mortdale Railway Station. This is expected to add significant pressure on existing Sydney Trains operations and add risks associated with the maintenance and protection of rail infrastructure facilities from the large expected number of developments in close proximity to the rail corridor. Sydney Trains advises that early planning decisions must be made in relation to significant developments located near rail corridors and railway stations. Sydney Trains also has the delegation to act on behalf of TAHE (Transport Asset Holding Entity – formerly RailCorp the land owner of rail land). As TAHE is major landowner within Mortdale Local Centre, it is requested, where relevant, that Council and developers liaise with Sydney Trains throughout each stage of the strategic land use planning and development process for the revitalisation of the Mortdale Local Centre.
- In the future, it is also paramount that developers are advised to approach Sydney Trains early in the design process (as part of pre-DA discussion) to ensure that all relevant Sydney Trains matters of consideration are taken into account and are incorporated in the future design of the development. These considerations include, but are not limited to, geotechnical and structural details and construction methodology, (no rock anchors/bolts within TAHE land).
- Any proposal for a new or expanded bicycle network that is located adjacent to the rail corridor must be referred to Sydney Trains for review early in the design stage, so as to ensure relevant issues are considered and addressed, and to avoid future complications or delays.
- Further, Sydney Trains is to be consulted (alongside the Transport Cluster) and be part of the decision making process in identifying the exact location of any future bridge proposed over the rail corridor, to ensure our interests are protected and potential adverse impacts are avoided. Appropriate asset protection and

construction management will need to be applied to protect the rail corridor, rail assets and railway stations at the location of proposed bridge/s.

Pedestrian and bike access

- Section 8.9 Active Transport Strategy needs to more explicitly demonstrate how walking and cycling are positively prioritised and facilitated. Some connections will not be seamless, with the station rail crossing needing more attention. Aspects of the Ellen Subway make this an inconvenient link in the local area.

Bus Access and Street types

- Increased mode shares for sustainable travel need more people to be using public transport, and bus access to the centre needs to be quick and efficient to attract more people to public transport. A key issue is to avoid street and urban design treatments that may hinder or delay bus passengers reaching the centre or rail station thus diminishing the attractiveness of connected PT journeys.
- Section 8.10 Street Types. Relevant street types and cross sections need to be designed to accommodate safe and efficient bus movements in accordance with Section 8.3 Road Space Allocation. The bus routes and bus turning movements are required to be further addressed in this regard.
- Sections 8.13 and 8.14.
 - Clear 3.5m travel lanes are sought for bus routes and ensuring parked vehicles and trucks do not encroach into travel lanes.
 - Swept path analysis for bus turns at intersections may be needed to inform kerb dimensioning.
 - Tree plantings need to allow clearances for buses in travel lanes and at bus stops.
- It is recommended that TfNSW/bus operators be consulted as part of the future design work for the streets.

Street Tree Strategy

- Section 8.17: As noted above, tree plantings need to take into account clearances for bus movement and passenger access requirements at bus stops.

Shared Zones and Road Closures

- TfNSW advises that a shared zone could be considered along the section (or part of) Cook Lane subject to the laneway being configured to meet the requirements of NSW Speed Zoning Guidelines and TTD 2016/001 - *Design and implementation of shared zones including provision for parking*. The review of this Master Plan should not be understood as an approval of the proposed Shared Zone in Cook Lane.
- Any road closure applications are to be sent to TfNSW for review.

Local Transport Infrastructure Provision

- It is recommended that options for capturing increased value from redevelopment (i.e. suitable infrastructure funding mechanisms) be considered to help improve the existing transport links or provide additional links.



3 December 2021

General Manager
Georges River Council
PO Box 205, Hurstville BC
NSW 1481

Attn: Strategic Planning Team at lep@georgesriver.nsw.gov.au

RE: SINSW SUBMISSION TO THE DRAFT MORTDALE MASTERPLAN

School Infrastructure NSW (SINSW), as part of the Department of Education (DoE), welcomes the opportunity to provide comments on the draft Mortdale Masterplan (the draft Masterplan). SINSW has reviewed the draft Masterplan and supporting documents and notes that it seeks to deliver the following:

- Rezone land surrounding the station to support growth in the centre.
- Improve the public space network through delivery of a new park, library and community hub.
- Improve the public domain including active transport upgrades, potential through site links and laneway upgrades.

SINSW is generally supportive of the draft Masterplans overall direction, subject to the matters noted below.

Population Growth

SINSW uses population and dwelling projection data (2019) provided by the Department of Planning, Industry and Environment (DPIE) as the basis for school planning. This data allows SINSW to assess schools within an area or region to identify the best way to distribute student numbers and deliver new and upgraded facilities. SINSW notes that the draft Masterplan anticipates an uplift of approximately 969 new dwellings within the core study area, which will contribute to a total of 2,227 dwellings for the Mortdale Local Centre.

As a result of the proposed uplift, local schools in the vicinity of the core study area are expected to experience growth in their intake areas. A combination of asset improvement and non-asset solutions across these schools could be required to accommodate the projected enrolment demand, this may include:

- Intake area boundary changes.
- Additional temporary and permanent teaching spaces on existing school sites.
- Upgrades to existing schools.
- Additional school sites.

SINSW is committed to working with Council to ensure that public schools are supporting community needs and continue to be appropriately resourced to respond to changes to its student population. Any growth and change identified



for the locality will need to be considered carefully by SINSW with respect to the education needs of the community. For this reason, school intake areas are reviewed regularly to balance demand and capacity across the area.

Active/Sustainable Travel

SINSW notes that increased growth in the Mortdale City Centre will place further pressure on the surrounding road network. As a result, it is essential that other modes of travel are catered for within the study area. SINSW has reviewed the Traffic and Transport Report exhibited as part of the draft Masterplan and provides the following comments for Council's consideration:

- Given the proximity of the core study area to surrounding schools (particularly Mortdale Public School and Carinya School) a comprehensive pedestrian strategy is required (discussed in further detail below).
- There is a need for active travel corridor improvements (such as footpaths and priority crossings) from the amplified area to/between the following:
 - Penshurst West Public School and Mortdale Public School
 - Georges River College (Peakhurst Campus)
 - Georges River College (Oatley Campus)

Council should also consider associated upgrades to:

- Mortdale Station / Hurstville Station to/from Georges River College (Hurstville Campus)
- Oatley Station to/from Georges River College (Oatley Campus)

Pedestrian Prioritisation and Safety

Chapter 6 of the Traffic and Transport report highlights the Coleborne Avenue/Railway Parade intersection as a 'Pedestrian Crash Cluster' which requires further investigation to improve pedestrian safety. This intersection is in close proximity to the above schools and is a key travel path into the core study area.

For transport purposes, students are considered vulnerable road users. Students are considered within walking or riding distance of their primary or secondary school if they live within a straight line distance of 1.6km from the primary school or 1.9km from the secondary school. This is referred to as the 'active travel zone' (ATZ). Outside this zone, students are eligible for the Subsidised School Transport Scheme (SSTS) for free public transport or school bus access to school.

As a result, future transport management strategies seeking to facilitate the draft Masterplan should include fine-grain analysis of connectivity and active travel options, to ensure that these growth areas are accessible to pedestrians. This should include consideration of pedestrian safety measures, such as:

- Physical separation between pedestrians, cyclists and heavy vehicles
- Access for all ages and abilities such as ambulant disabilities and prams
- Kerb outstands and refuges crossings (particularly around schools)



Consideration should also be given to pedestrian prioritisation measures. These would include the following:

- Introduction of pedestrian signals for whole-trip or part-trip walking within 400m of entries and to / from in-bound/out-bound public transport.
- Sufficient pedestrian 'green time':
 - after the PM bell to clear pedestrian waiting areas
 - for young students and elderly carers to cross wide roads
- Remove double phasing of pedestrian signals.
- Pedestrian legs on all approaches to intersections.
- Weather-protected bus departure zones.
- For local roads: lower vehicle speeds to 15 km/h in High Pedestrian Activity Areas or 40 km/h within School Zones.

In absence of such measures, safety concerns will arise and students will be driven to school. This is likely to lead to over-parking and traffic congestion on the streets surrounding school sites.

SINSW is committed to working with Council to ensure that public schools can respond to changes in the active transport network. SINSW therefore requests that additional consultation between SINSW and Council is undertaken prior to the finalisation of the Draft Strategy and any future strategic directions that propose changes to roads surrounding public schools. This is to ensure appropriate resourcing is provided for schools to respond to the new network.

Public Open Space

Section 5.4 of the Urban Design Report identifies Mortdale Public School as a 'school with sharable facilities'.

Mortdale Public School is a participant of the SINSW 'Share Our Space' Program. This program allows for school playgrounds, ovals and sports courts to be open to local communities in the school holidays.

Additional opportunities for community use of Mortdale PS facilities (such as the halls or library) will be subject to timing, funding and a Memorandum of Understanding being developed between Council and SINSW. SINSW is willing to explore and implement an agreement with Council where there is a mutual benefit for the school and the local community.

Infrastructure Contributions

It is unclear from the exhibited documents whether the existing local contributions framework will be amended to accommodate the draft Masterplan (if approved). Notwithstanding this, SINSW recommends that local contribution plans for the LGA consider the following:

- An exemption for public schools. This request is sought on the basis DoE, in conjunction with SINSW, provides essential social infrastructure for the direct benefit of the local community.



- Requirements for public domain, transport and other infrastructure works required to support public schools around the core study area.
- The collection of specific contributions from new residential developments. These could be used to support, amongst other things, social education programs around active transport within the Mortdale town centre.

The implementation of these recommendations within the relevant local contribution plan for the LGA will ensure projected growth resulting from the draft Masterplan is appropriately accommodated for and new footpaths, pedestrian crossings and cycling lanes near and around public schools can be constructed to increasingly allow greater sustainable travel to and from schools.

SINSW welcomes the opportunity to engage further about the draft Masterplan and the content contained to this submission. Should you require further information about this submission, please contact the SINSW Statutory Planning at StatutoryPlanning@det.nsw.edu.au

Yours Sincerely,

A handwritten signature in black ink, appearing to read "Paul Towers", written over a light blue horizontal line.

Paul Towers
Executive Director – Infrastructure Planning



The General Manager
Georges River Council
Via email:
mail@georgesriver.nsw.gov.au

Submission: Draft Mortdale Local Centre Master Plan (Ref. SF21/3419)

This submission is made by the Community Housing Industry Association NSW (CHIA NSW) in response to the draft master plan for Mortdale Local Centre, exhibited by Georges River Council.

CHIA NSW is the industry peak body for registered, not-for-profit, community housing providers in NSW. The community housing sector builds and provides low-cost housing for individuals and families who cannot afford to rent or buy a home in the private market. CHIA NSW represents 94 community housing providers (CHPs) delivering rental housing for very low to moderate income and disadvantaged households across NSW. Currently, the community housing sector owns or manages more than 51,000 properties across NSW.

CHIA NSW commends Council's commitment to increasing the range and supply of affordable housing in the Mortdale Local Centre through the establishment of an affordable housing contributions scheme (AHCS) and the use of incentive mechanisms. Securing an adequate supply of affordable rental housing in the Centre will support achievement of the draft master plan's vision and design principles and will increase housing options close to transport, jobs, and services.

CHIA NSW provides the following comments on the draft master plan and draft AHCS to assist Council with developing an effective policy framework.

Comments on the draft master plan

- The draft master plan has considered building heights necessary to support the proposed floor space ratio (FSR) bonus for developments incorporating a higher proportion of affordable housing. While this is welcomed, the height bonus is only proposed to apply to land zoned B2 Local Centre. Consideration also needs to be given to the height controls applying to other land in the Centre to ensure FSR bonuses available under State Environmental Planning Policy (Affordable Rental Housing) 2009 can be achieved.

Affordable housing developments are not feasible without additional incentives and subsidies, and the density bonus available under the ARHSEPP has been essential to developing new housing in locations with good access to transport and services. However, it can be difficult for social and affordable housing developments to achieve the full FSR bonus due to the impact of other planning controls, such as height restrictions.

- CHIA NSW recommends Council review the other development standards applying to the Centre to ensure they do not unreasonably constrain the supply of genuinely affordable housing. Given the proximity to the Mortdale station, this should involve a reduction in car parking requirements to support viability of affordable housing, recognising that car ownership tends to be lower amongst occupants of social and affordable housing in accessible locations.
- Council also needs to review DCP dwelling mix and design requirements for affordable housing, recognising that the profile of need may differ to that for market housing (e.g. in some areas

smaller 1 and 2 bedroom homes are needed).

- The master plan identifies Council-owned sites within the Centre. CHIA NSW strongly recommends that Council investigate the redevelopment of these sites for affordable housing, in partnership with CHPs. Such an approach would be consistent with Council's Affordable Housing Policy and its Inclusive Housing Strategy and Delivery Plan.

Joint-ventures with CHPs can unlock development opportunities and increase housing supply by leveraging the development capacity and significant financial benefits of CHPs, including lower cost finance available through the National Housing Finance and Investment Corporation (NHFIC). This can mean that CHPs can develop affordable rental housing at lower cost than for-profit developers. Any affordable housing contributions collected by Council can be co-invested with the lower-cost finance CHPs are able to obtain, to enhance the potential of affordable housing contributions to increase supply.

Comments on the draft affordable housing contributions scheme

- CHIA NSW supports the establishment of an affordable housing contributions scheme in Mortdale Local Centre. The publication of the draft AHCS alongside the draft masterplan is welcomed. It is recommended that the scheme framework be finalised and adopted as a priority so that it is ready to be implemented as part of any future planning proposals. This will also enable the scheme to be readily expanded to other suitable locations in the local government area (LGA) undergoing uplift. If Council delays the finalisation of the AHCS, land values will continue to increase in the meantime, impacting the feasibility of contributions.
- CHIA NSW recommends that section 1.7 of the draft AHCS more explicitly establishes the expectation that the scheme will be expanded to all future planning proposals in the LGA that upzone land. This will support feasibility of contributions by providing advanced notice to the market of Council's intentions
- The feasibility analysis supporting the draft AHCS indicates that a contribution rate of 8% is feasible on land in Mortdale being rezoned from R2 Low Density Residential to B2 Local Centre, when the FSR bonus is applied. CHIA NSW recommends that the draft AHCS is amended to phase in a higher contribution rate (above 3%) over this land. The NSW Government's Guideline for Developing an Affordable Housing Contribution Scheme supports differential rates being introduced in response to feasibility testing. Such an approach will maximise the amount of affordable housing that can be delivered in the area.
- It is also recommended that the feasibility analysis is reviewed to ascertain if higher rates (above 1%) could be phased-in on other sites over a longer period of time. While a lower affordable rental housing target may be necessary in the initial years of the scheme, given development feasibility constraints, a higher target is likely to be supported in the future as development returns increase, if sufficient notice is provided to the market. This will contribute to achieving Council's adopted target of delivering 5%-10% of new dwellings as affordable housing by 2036. The timeframe for when a higher affordable housing requirement will commence should be outlined in the AHCS and associated LEP provisions so these higher rates can be factored into future land cost expectations.
- CHIA NSW supports the requirement in section 3.1.1 of the draft AHCS for the suitability of in-kind dedications to be assessed from an operational perspective, including management and maintenance costs. The dedication of individual affordable housing units interspersed across multiple strata-titled schemes is not likely to be the most efficient or cost-effective approach. As noted above, cash contributions can be combined with contributions from CHPs to deliver purpose-built schemes and maximise supply. Where on-site provision as part of mixed-tenure

development is considered suitable, early engagement with a CHP is essential to ensure the needs of future tenants are accounted for, operational costs are reasonable, and to consider management and maintenance arrangements.

CHIA NSW appreciates the opportunity to provide feedback on the draft master plan. We would be happy to discuss any of the recommendations further with Council staff.

Kind regards



Michael Carnuccio
Senior Policy Officer

Summary table of submissions – Exhibition of draft Mortdale Master Plan

1. Received via Council Mail/Email as a proforma letter (60 submissions)

No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
1-27	D21/164095 D21/167524 D21/169484 D21/170797 D21/171203 D21/172769 D21/177745 D21/180293 D21/182126 D21/183923 D21/183928 D21/183930 D21/183932 D21/204164 D21/209960 D21/218418 D21/222486 D21/229001 D21/229062 D21/230137 D21/231161 D21/231164 D21/231544 D21/231675 D21/231991 D21/241597 D21/231432	Objects	Objects to master plan due to lack of infrastructure and schools to support new units. Building heights and unit development will result in loss of village character and loss of suburban residential character. RSL development will impact on local shops on Morts Road and loss of village character. Prefers duplexes, townhouse and villas over high rise units. Pre-consultation community feedback for 3-4 storeys was ignored. Concerned the affordable housing bonus may not result in genuine affordable housing. Council has provided affordable housing required at state level. Housing targets are being met and no need for additional housing. Master Plan favours developers with little consideration for the community and Mortdale Village.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses Infrastructure Consultation Process Other Issues 	<ul style="list-style-type: none"> Raises concern on lack of infrastructure (schools, public transport, sewer, electricity) to support new population resulting increase in density Raises concerns that proposed density and height will impact on village character and suburban character of Mortdale Comments on Mortdale RSL Club Planning Proposal Prefers low and medium density (duplexes, multi-dwelling housing) over high density (residential flat buildings) Raises concerns that the pre-consultation community feedback was ignored in master plan Raises concerns the affordable housing bonus may not result in genuine affordable housing. Objects to the master plan as GRC is meeting its Housing Targets so increased development is not required Raises concerns that the master plan favours developers over the community.
28-42	D21/165887 D21/171220 D21/172788	Objects	Upzoning will impact on traffic congestion and school infrastructure. Height increases will change the character of the area and result in	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses 	<ul style="list-style-type: none"> Raises concern on school capacity to support new population Raises concerns that high density residential and

Summary Table of submissions – Exhibition of draft Mortdale Master Plan

Page 2/39

No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
	D21/177891 D21/188595 D21/207485 D21/219113 D21/229591 D21/229595 D21/230833 D21/230936 D21/231601 D21/231602 D21/232013 D21/170954		overshadowing and privacy impacts on adjoining residential areas. Mortdale RSL PP retail floorspace will direct shoppers away from Morts Road shops. Council is meeting its Housing Targets so increased development is not required. Affordable Housing bonus in Mortdale will exceed Council's affordable housing targets.	<ul style="list-style-type: none"> Infrastructure Consultation Process Other Issues 	associated population increase will increase traffic congestion in the area <ul style="list-style-type: none"> Comments on Mortdale RSL Planning Proposal Objects to the master plan as GRC is meeting its Housing Targets so increased development is not required Raises concern that the Affordable Housing Bonus in Mortdale will exceed Council's affordable housing targets Consultation during Covid-19 restrictions
43-51	D21/164369 D21/177859 D21/182133 D21/225195 D21/231011 D21/231518 D21/231600 D21/231987 D21/231958	Objects	Opposes the master plan as proposed high density housing will result in traffic increases and demand for street parking. New developments will turn Mortdale into a future slum/ghetto with poor building design. Mortdale/Penshurst areas has many three storey flats which are an eyesore. High density will destroy family friendly atmosphere. State Government, Council and utility companies will all benefit from increased revenue. Height increases will change the character of the area and impact on adjoining residential zones through overshadowing and privacy. Mortdale RSL PP retail floorspace will direct shoppers away from Morts Road shops. Mortdale RSL – traffic congestion. ABS census data indicates increases in high density housing in Mortdale from 2006-2016.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses Infrastructure Consultation Process Other Issues 	<ul style="list-style-type: none"> Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. Concerned with poor building design and building quality of new developments Concerns that proposed density and height will impact on village character and suburban character of Mortdale Raises concerns the State Government, Council and utility companies will all benefit from increased revenue at cost of community amenity. Raises concerns height increases will result in amenity impacts on adjoining residential areas. Comments on Mortdale RSL Planning Proposal ABS census data indicates increases in high density housing in Mortdale from 2006-2016.
52-60	D22/88386 D22/88387 D22/88389 D22/91430 D22/90869 D22/90225	Objects	Suggests Commercial area have an increase of height from 2 storey to 4 storey with the top 2 storeys setup back 3 m from the street frontage. Masonic Hall car parking be turned into a town square with underground parking. Plant trees along the Fire Station boundary with the current small	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses Infrastructure Consultation Process 	<ul style="list-style-type: none"> Raises concerns that the proposed rezonings, densities and heights will impact on the village character and suburban character of Mortdale Raises concerns regarding road closures for public plazas. Suggests Cook Street carpark be turned into town

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
	D22/90207 D22/90114 D22/88393		carpark Mortdale Village Shopping be renamed to Mortdale Village Shopping Centre. Objects to extension of Commercial Area, rezoning of residential homes and closing Martin place and Cook Streets. Poor planning consultation with community. Absence of traffic implication survey. Questions need for increase in density. Objects to scale of new developments on the corner of Railway Parade and Ellen Subway.	<ul style="list-style-type: none"> Other Issues 	<ul style="list-style-type: none"> square with underground parking Raises concerns that the proposed expansion of B2 zone will impact on local businesses Proposes Mortdale Village Shopping be renamed to Mortdale Village Shopping Centre. Absence of traffic survey. Suggests tree planting in existing carpark next to fire station Questions why increased density is required Objects to scale of new developments on Railway Parade and Ellen Subway Raises concerns with community engagement process.

2. Received via Council Mail/Email (92 submissions)

No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
1	D21/164234	Objects	Objects to the draft plan and concerned it will turn Mortdale Village into a mini Hurstville. NSW Government should focus on Eastern Suburbs and the northern peninsular suburbs.	<ul style="list-style-type: none"> Scale of Buildings Other Issues 	<ul style="list-style-type: none"> Raises concerns that proposed density and height will impact on village character and suburban character of Mortdale NSW Government should investigate housing in other areas
2	D21/166859	Objects	Objects to the draft Plan as increase in residential units will result in loss of village character of Mortdale . The exhibited information is difficult to understand the changes in land use zones. Concerned existing infrastructure cannot accommodate new development including duplexes and units.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Consultation Process 	<ul style="list-style-type: none"> Draft Plan and high density residential will result in loss of village/ suburban character. Concerned with consultation process Lack of infrastructure to support increased density.
3	D21/169613	Objects	Objects to the Mortdale RSL PP as it will create parking and traffic impacts affecting safety of children and elderly. Demographics of Mortdale indicate demand for 3 and 4 bedroom houses with	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses 	<ul style="list-style-type: none"> Comments on Mortdale RSL Planning Proposal Draft Plan will result in loss of village /suburban character. Lack of infrastructure to support increased density.

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			yards, not 1 and 2 bedroom units. Affordable housing shouldn't be units, should be detached housing. School infrastructure is at capacity. Traffic and safety concerns with increased population around schools. Concerned the draft Plan benefits developers and state government not the community. Council needs to collaborate with local schools and community for this plan.	<ul style="list-style-type: none"> Infrastructure Consultation Process Other Issues 	<ul style="list-style-type: none"> Concerned development will result in traffic, parking and safety issues. School infrastructure at capacity. Concerned with consultation process Concerned with proposed affordable housing typology. Concerned the Master Plan benefits developers/state government/Council
4	D21/170780	Objects	Objects to the Mortdale RSL PP as will result in overshadowing, parking and noise impacts. Concerned the draft Plan for high density residential units will change the suburban character of Mortdale. Requests a maximum height of 3 to 4 storeys in the shopping area to keep the Mortdale Village character.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses 	<ul style="list-style-type: none"> Concerned Mortdale RSL PP will result in parking, traffic and safety issues. Concerned the Mortdale RSL Club development will result in overshadowing and noise impacts. Concerned the scale will result in loss of village /suburban character. Maximum 3-4 storey height limit for commercial area to retain village character.
5	D21/170985	Objects	Objects to the draft Plan as it benefits developers and state government not the community. There is low demand for apartments since COVID-19 pandemic and should provide more detached housing. High rise residential will result in increased noise, crime, traffic congestion, street parking and impact on safety, depriving kids of quiet, open play spaces. The suburban residential character of the Mortdale/Oatley neighbourhood and its desirability will be destroyed. Concerned with the genuine need for affordable housing over developers making profit. Council should focus on undeveloped land and leave suburbs alone.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses Other Issues 	<ul style="list-style-type: none"> Questions demand for apartments since pandemic. High density residential will result in noise, crime, traffic congestion, street parking issues, impacting on safety and open spaces. Suburban character will be lost. Concerned with genuine need/provision of affordable housing. Raises concerns that the master plan favors developers over the community. Focus on increasing density in undeveloped land and leave suburbs alone.
6	D21/171018	Objects	Concerned with decline in train services to Mortdale and should be improved before master plan is made. Proposed closure of Cook Street and opening of Cook Lane seem to be at odds with each other. There does not appear to be any	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Infrastructure Consultation Process 	<ul style="list-style-type: none"> Lack infrastructure / transport services to support population increase. Concerned with genuine need/provision of affordable housing. Inadequate parking requirements for high density

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			improvements to public areas. Positive covenant restricting use of village to people aged over 55 years of age could be lifted to provide another source of 'affordable housing'. High density residential apartments will not result in more affordable housing. Impacts on availability of street parking resulting from inadequate parking provided for high rise buildings.	<ul style="list-style-type: none"> Other Issues 	units <ul style="list-style-type: none"> Changes to Cook Lane and Cook Street seem at odds. No improvements to public areas. Request to remove occupancy restrictions for villas to provide source of affordable housing.
7	D21/171023	Objects	Objects to draft plan as proposed medium density and high rise buildings will destroy the village character of Mortdale.	Scale of Buildings	Raises concerns that proposed density and height will impact on village character and suburban character of Mortdale.
8	D21/171140	Objects	Objects to the master plan as Mortdale will become a busy shopping centre like Hurstville and lose its village character.	Scale of Buildings	Raises concerns that proposed density and height will impact on village character and suburban character of Mortdale.
9	D21/171224	Supports	Supports master plan and includes a site specific request to rezone block between Judd St and Princes St for 5-7 storey apartments.	<ul style="list-style-type: none"> Scale of Buildings Other 	<ul style="list-style-type: none"> Supports master plan and includes a site specific request to rezone block between Judd St and Princes St for 5-7 storey apartments. Site specific request to rezone Judd St and Princes St for R4 High Density Residential zone.
10	D21/177532	Objects	Increased residential densities will place greater demand on parks. Renown Park is currently overused and cannot cope with current or future demand. Concerned how Council will provide for growing local demand for sports fields and facilities.	Infrastructure	<ul style="list-style-type: none"> Provision of sporting fields and facilities to accommodate population growth and growing demand.
11	D21/177775	Supports	Supportive of the plan to revitalise and increase the density of the area, however concerned about the design quality of future development. Strong emphasis on design excellence is required. Suggests retaining, restoring and incorporating original fabric of shopping centre into new development to preserve character of the centre. Consider heritage listing specific buildings within the study area and redevelop similar to Marrickville Library development. Hurstville has poorly designed and	<ul style="list-style-type: none"> Scale of Buildings Other Housing Choice 	<ul style="list-style-type: none"> Concerned with poor building design and building quality of new developments Preserve heritage character of centre with new development Prefers medium density housing to apartments.

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			constructed buildings. Prefers medium density housing in form of terrace housing (Torrens titled) and semi-detached housing with outdoor space over new apartments. Suggests new buildings to have sympathetic materials palette, include sustainability such as including supporting electric vehicles.		
12	D21/177806	Objects	Objects to proposed increased building heights next to residential homes that are not located on main roads or vacant land. Does not support high rise in residential area. Proposed shop top housing on Morts Rd should be maximum of 5 storeys. High density will destroy the community, village and current residential lifestyle. Council will profit from the plan, increasing our rates and delivering less for the community. Concerned with consultation process.	<ul style="list-style-type: none"> • Scale of Buildings • Housing Choice • Infrastructure • Consultation Process • Other Issues 	<ul style="list-style-type: none"> • Overdevelopment will impact on village character of Mortdale. • Maximum 5 storeys in commercial area • Council profiting from plan. • Increasing rates and delivering less services. • Concerned with community consultation process. • Higher density should be located on main roads or vacant land.
13	D21/177861	Objects	Concerned with the lack of infrastructure to support new development including school capacity, traffic congestion and parking, train services and health services. Will additional park and sporting facilities and associated infrastructure be provided? Concerned redevelopment will impact on existing local businesses.	<ul style="list-style-type: none"> • Scale of Buildings • Infrastructure • Consultation Process • Other Issues 	<ul style="list-style-type: none"> • Overdevelopment will impact on village character of Mortdale • Not enough infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. Parks and sporting facilities. • Redevelopment will impact on local businesses
14	D21/180275	Objects	Concerned the proposal with high rise apartment blocks will impact on the village character of Mortdale. New commercial/residential development will result in increased traffic, parking and safety issues. RSL Mortdale proposal should be not replicated throughout the village. When high rise was introduced in Hurstville it was the understanding that this would keep high rise out of the surrounding suburbs.	<ul style="list-style-type: none"> • Scale of Buildings • Housing Choice • Infrastructure • Consultation Process • Other Issues 	<ul style="list-style-type: none"> • Overdevelopment will impact on village character of Mortdale • Not enough infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. • Concerned with transparency of Council assessment of Mortdale RSL Planning Proposal • High rise in Hurstville meant to keep high rise out of surrounding suburbs

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
15	D21/180287	Objects	Concerned with lack of community consultation during lockdown. Consultation period should be extended more information. Objects to the draft Plan as it will change the suburban, family friendly village of Mortdale into Hurstville Centre. Concerned with lack of infrastructure to support development, especially additional traffic and parking. Concerned with Council doing 'back door' deal with Mortdale RSL Planning Proposal. Developers will benefit not the community.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses Infrastructure Consultation Process Other Issues 	<ul style="list-style-type: none"> Concerned with community consultation process during lockdown restrictions. Overdevelopment will change village character of Mortdale Concerned with transparency of Council assessment of Mortdale RSL Planning Proposal
16	D21/182131	Objects	Objects to the draft plan due to lack of infrastructure to support new development. Concerned with parking and traffic congestion impacts. Concerned with loss of village character. Concerned that substandard building development will cause safety issues, financial and emotional distress. The development favours developers over residents. Objects to 9 storeys and prefers 3 to 4 storeys in Mortdale Centre. Draft Plan should not be planned around the Mortdale RSL development.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses Infrastructure Consultation Process Other Issues 	<ul style="list-style-type: none"> Overdevelopment will impact on village character of Mortdale Not enough infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. Concerned the Master Plan benefits developers/state government/ Council not the community Concerned with transparency of Council assessment of Mortdale RSL Planning Proposal (scale of development) Concerned that substandard building development will cause safety issues, financial and emotional distress.
17	D21/182134	Objects	Concerned with lack of in person community consultation during lockdown. Objects to online consultation process as community participation is limited and disadvantages seniors without computers.	Consultation Process	<ul style="list-style-type: none"> Concerned with community consultation process during lockdown restrictions – equitable access to exhibition material.
18	D21/185941	Objects	Objects to draft plan and high rise buildings which will result in loss of suburban village character in Mortdale. Keep high density in Hurstville.	Scale of Buildings	<ul style="list-style-type: none"> High rise will result in loss of village/suburban character.
19	D21/188601	Objects	Concerned with lack of community consultation during lockdown. Concerned with provision of infrastructure to support new development,	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses 	<ul style="list-style-type: none"> Concerned with community consultation process during lockdown restrictions. Concerned 9 storey height will impact on village

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			particularly traffic congestion and on street parking and health services. Concerned proposed height of 9 storeys in draft Plan will result in loss of village character. Prefers 3-4 storey scale Concerned the Mortdale RSL PP does not provide enough community benefit for the increase in units. Objects to the proposed small library and lack of public space in RSL proposal.	<ul style="list-style-type: none"> Infrastructure Consultation Process Other Issues 	character of Mortdale. Prefers 3-4 storey building heights. <ul style="list-style-type: none"> Not enough infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. Concerned with lack of public benefit in Mortdale RSL PP.
20	D21/188606	Objects	Objects to high rise buildings in suburban area as it will destroy family friendly village character of Mortdale. Concerned with lack of consultation about this plan.	<ul style="list-style-type: none"> Scale of Buildings Consultation Process 	<ul style="list-style-type: none"> Objects to high rise/density will impact on village/suburban character of Mortdale. Concerned with community consultation process.
21	D21/191167	Objects	Objects to draft plan due to traffic congestion and parking impacts. 969 extra units is overpopulation and will risk changing the character of the Mortdale Village Community.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure 	<ul style="list-style-type: none"> Objects to overdevelopment will destroy village character. Not enough infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services.
22	D21/191173	Objects	Supports overall concept for renewal of Mortdale Centre. Objects to the draft plan due to concerns with traffic impacts. Concerns regarding the methodology and technical elements of the Traffic and Transport Report. Suggests a traffic analysis with modelling be prepared to inform master plan.	<ul style="list-style-type: none"> Infrastructure Other 	<ul style="list-style-type: none"> Not enough infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. Suggests a traffic analysis with detailed modelling be prepared to assess impact of master plan
23	D21/191699	Objects	Objects to the building heights, rezoning, improvements to public space and public domain, and road closure plaza. The draft plan should include a separated 3m wide bicycle path that connects to Oatley, Hurstville, Riverwood and schools to improve liveability and make it the most bicycle friendly area in Sydney.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses Infrastructure Other Issues 	<ul style="list-style-type: none"> Objects to plan Suggests plan include a 3m separated bicycle path that connects surrounding suburbs
24	D21/192287	Objects	Objects to high rise building and overdevelopment as it will result in loss of suburban village character that is family friendly.	Scale of Buildings	<ul style="list-style-type: none"> Objects to high rise/density will impact on village/suburban character of Mortdale
25	D21/192289	Objects	Objects to submissions closing date due and	Consultation Process	<ul style="list-style-type: none"> Concerned with community consultation process

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			request an extension to December 2021 due to: 1. Master Plan has long and far reaching effects on this area 2. Community unable to gather and discuss plan. 3. Lack of engagement and communication due to public health orders 4. Master Plan too technical 5. Diagrams are hard to view.		
26	D21/192381	Objects	Objects to draft Master Plan and future development. Proposal will impact on village character of Mortdale as a result of 6 storey high rise, overpopulation, traffic congestion and lack of parking. Concerned growing population will worsen overcrowded train line. Concerned apartment affordable housing will turn Mortdale into Riverwood with social housing. Concerned property values will decline as a result of draft plan.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses Infrastructure Other Issues 	<ul style="list-style-type: none"> Overdevelopment resulting in loss of village character. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. Concerned about the affordable housing to be provided Concerned negative impact on property value
27	D21/196135	Objects	Objects to plan as overdevelopment will create further traffic congestion, noise and air pollution. Concerned with lack of civic and community infrastructure such as schools, hospitals, libraries, childcare, public transport to support increase in population. Inadequate public open space will be provided as it is subject to developer contributions. Council should identify open public spaces within its master plan.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses Infrastructure 	<ul style="list-style-type: none"> Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. Concerned that location of public open space has not been identified in the Plan and is to be provided by developer.
28	D21/196980	Objects	Concerned rezoning to medium density on Carrington Avenue will worsen parking and traffic congestion and safety. Should consider limiting higher density housing to land fronting Railway Parade only. Proposed increases in density will impact on livability of the area and enjoyment of own home. Objects to affordable housing bonus as developments will be beyond human scale. All developments should provide a percentage of	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Infrastructure Consultation Process Other Issues 	<ul style="list-style-type: none"> Objects to draft plan as increased density will result in parking and traffic issues and safety concerns. Increased population will impact on amenity Objects to height incentives for affordable housing bonus Suggests all developments required to provide affordable housing with no bonus.

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			affordable housing. Concerned with inequity of rezoning, with some landowners benefiting while others left with decreased amenities from higher densities. Council needs to implement sales tax or special levy for value increases to help fund new facilities.		
29	D21/197500	Objects	Objects to draft Plan as it would displace existing residents and disrupt families and their schooling, work and social networks. Concerned that new development will result in overcrowding and increase traffic. Prefers Villas/ townhouses/ duplexes than units for families, and does not require demolition of existing homes. Concerned high density units with inadequate space and privacy will have provide poor amenity for families resulting physical and mental health issues. Objects to homes being demolished with no choice.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Infrastructure Other Issues 	<ul style="list-style-type: none"> Objects to draft plan as increased density will result in parking and traffic issues and safety concerns. Prefers medium density residential building typology over unit development. Concerned high density residential will result in poor amenity for occupants. Not enough infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. Redevelopment would displace existing residents and community.
30	D21/198807	Objects	Objects to draft plan due to traffic congestion, overcrowding, impact on village character, amenity for existing residents, infrastructure, parking. Changes will not lead to more affordable housing. Increase housing supply by permitting dual occupancies and 3 storey low rise buildings in more areas. Government should explore high speed rail to support regional commuting.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses Infrastructure Other Issues 	<ul style="list-style-type: none"> Overdevelopment will impact on village character of Mortdale Prefers medium density over apartments State transport infrastructure to support regional commuting.
31	D21/202498	Objects	Objects to draft plan as overdevelopment will result in loss of village character of Mortdale, impact on amenity of local residents, loss of sunlight, green space and heritage character. Mortdale will turn into Hurstville. Concerned with lack of community consultation during the lockdown. Concerned with increases in parking, safety and traffic near the school.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Other Issues 	<ul style="list-style-type: none"> Overdevelopment will impact on village character of Mortdale Not enough infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. Concerned with amenity impacts of new development Concerned with community consultation process
32	D21/202541	Objects	Object to draft plan because of the density and	<ul style="list-style-type: none"> Scale of Buildings 	<ul style="list-style-type: none"> Concerned with community consultation process

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			scale of the development. Concerned with the provision of additional green/open spaces to support new population. Concerned with traffic impacts associated with increase in density.	<ul style="list-style-type: none"> Infrastructure 	<ul style="list-style-type: none"> Not enough infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services.
33	D21/203323	Objects	Objects to the draft plan as it will change the suburban character of Mortdale through overpopulation. Mortdale suburb can be updated without extensive over- commercialised changes. High rise buildings in Hurstville overshadow streets. Kogarah has infrastructure to support large population. Mortdale RSL Club PP should maintain prominence not be incorporated into new building like Kogarah RSL.	<ul style="list-style-type: none"> Scale of Buildings Local Businesses Infrastructure Other Issues 	<ul style="list-style-type: none"> Overdevelopment will result in loss of suburban character Concerned with expansion of B2 and impact on local businesses Not enough infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. Concerned with amenity impacts of new development Concerns relating to Mortdale RSL Club PP.
34	D21/204025	Objects	Objects to the plan and considers it a waste of money. Wants no change to Mortdale Shops. Tax payers money should be spent on Carlingford rail line which needs a complete re-build.	Other Issues	<ul style="list-style-type: none"> Draft Plan is waste of money. Carlingford railway line needs a complete re-build
35	D21/210416	Objects	Objects to the scale of the draft plan as it will become overdeveloped like Hurstville and will destroy the Mortdale community. Concerned with increased traffic and parking congestion resulting from population increase. Concerned with inadequate infrastructure to support these plans. Plan will impact on amenity of existing residents.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Other Issues 	<ul style="list-style-type: none"> Overdevelopment will impact on village character of Mortdale Not enough infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. Concerned with amenity impacts of new development
36	D21/215460	Objects	Objects to the consultation process for following reasons: - older demographic cannot access online forums and provide feedback - so its not capturing key segments of the community for feedback - its difficult for community to consult, appraise and inform themselves in a covid lockdown, especially with all the challenges that the community is facing during a covid lockdown.	Consultation Process	<ul style="list-style-type: none"> Objects to the engagement process during lockdown.
37 & 38	D21/218406 D21/218407	Objects	Objects to the plan to proposes high rise density. Concerned that the plan will result in overcrowding	<ul style="list-style-type: none"> Scale of Buildings Infrastructure 	<ul style="list-style-type: none"> Overdevelopment will impact on village character of Mortdale

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			and impact on Mortdale community- supports any initiative that builds better connectivity via better public transport, more services and expanded routes - supports any green initiatives that reduce our carbon footprint and CO2 emissions. Concerned with community consultation process, particularly the survey .	<ul style="list-style-type: none"> Consultation Process Other Issues 	<ul style="list-style-type: none"> Concerned with amenity impacts of new development Overdevelopment will impact on community Concerned with community consultation process Supports better connectivity and public transport improvements Supports green initiatives
39	D21/222651	Objects	Objects to the draft plan as it will result in loss of village character of Mortdale due to high rises, overcrowding and traffic congestion. Concerned with lack of infrastructure, with overcrowded train line and traffic during peak times. Plan strongly favours developers, concerned with bonus height for providing affordable housing. Concerned with de-valuing existing properties. Objects to new library in Mortdale which will attract more people, congestion and parking. Upgrade Penshurst Library instead. Concerned with consultation during lockdown.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Consultation Process Other Issues 	<ul style="list-style-type: none"> Overdevelopment will impact on village character of Mortdale Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with amenity impacts of new development Concerned with community consultation process Concerned with de-valuing existing properties Proposed Mortdale Library will attract people and create more traffic congestion Concerned the Master Plan benefits developers/state government/Council
40	D21/224468	Objects	Objects to the draft plan due to increased housing placing strain on existing and proposed infrastructure. Increased housing supply will result in decreasing house prices and investors and renters who will increase pollution and crime. Investors will not care for the community that has been created and village character of Mortdale. Revenue raising for Council, Mortdale RSL and the privately funded schools in the area.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Other Issues 	<ul style="list-style-type: none"> Overdevelopment will impact on village character of Mortdale Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with amenity impacts of new development Concerned with de-valuing existing properties Concerned the Master Plan benefits developers/state government/Council/Private Schools
41	D21/225158	Objects	Objects to more density and highrise in Mortdale, especially with rate increase for Pensioners.	<ul style="list-style-type: none"> Scale of Buildings Other Issues 	<ul style="list-style-type: none"> Objects to increased density and highrise Concerned with rate increases.
42-44	D21/225463 D21/231950 D21/230930	Objects	Objects to draft Plan to increase commercial zone as Mortdale is a residential suburb and should be segregated. Objects to high rise building and city-like over development. Concerned the plan will	<ul style="list-style-type: none"> Scale of Buildings Other Issues 	<ul style="list-style-type: none"> Overdevelopment will result in loss of village character. Overcrowding will impact on mental health and

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			change suburban character, with congestion / overdevelopment resulting in adverse mental health to residents and increase the spread of the COVID-19.		spread covid
45	D21/225467	Supports	Supports the draft plan.		(No reason given)
46	D21/225473	Objects	Plan does not justify the need for more apartments in the LGA. Over supply of one-bedroom and studios for students and low income residents. Does not consider demand for low density housing for working from home - fails to ensure that the new apartments provide private open space. Plan should require all developments to provide a minimum area of private open space. Suggests underground car park on Cook St carpark next to the station to provide open space similar to the Memorial Park at Oatley Station to reduce the heat-island effect.	<ul style="list-style-type: none"> • Scale of Buildings • Housing Choice • Infrastructure • Other Issues 	<ul style="list-style-type: none"> • Concerns overdevelopment will impact on suburban character of Mortdale • Questions demand for apartments • Concerned with lack of private open space for new development • Suggests underground car park on Cook St carpark next to the station to provide open space above ground
47 and 48	D21/225476	Objects	Concerned with draft plan as proposed heights would directly impact amenity of property resulting in potential overshadowing, access to sunlight to private open space and living spaces, and loss of privacy. Suggests reduction in height limit for Nos. 43-45 Morts Road, propose Council to acquire for public open space— to mitigate flood impacts on flood prone land. Recommends seeking funding via the NSW Government Floodplain Management Program Voluntary Purchase Scheme. Concerned with the lack of open space in proposed plan to satisfy open space requirement for density increases. Suggests No. 43-45 Morts Road be acquired for provision of open space as it is flood prone affected.	<ul style="list-style-type: none"> • Scale of Buildings • Infrastructure • Other Issues 	<ul style="list-style-type: none"> • Concerned with lack open space in draft plan. • Concerned with amenity impacts from new development • Suggests Council acquire No. 43-45 Morts Road for open space.
49	D21/225482	Objects	Objects to the draft plan as it will result in a loss of community and village setting. and prefers 4	<ul style="list-style-type: none"> • Scale of Buildings • Housing Choice 	<ul style="list-style-type: none"> • Raises concerns that the scale will impact on the village character and suburban character of Mortdale

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			storeys. Streetscape works and community amenities are unlikely to be completed and will be left with overdevelopment with reduced amenity. Concerned with proposed excessive building height and favours medium density approach with 4 storey height limit on Morts Road and proposes medium density residential outside of B2 zone.	<ul style="list-style-type: none"> Infrastructure Other Issues 	<ul style="list-style-type: none"> Raises concern on lack of infrastructure (schools, public transport, sewer, electricity) to support new population resulting increase in density Prefers low and medium density (duplexes, multi-dwelling housing) over high density (residential flat buildings) Concerned with amenity impacts of new development Prefers 4 storey on Morts Road, with medium density in adjoining residential areas.
50	D21/225493	Objects	Concerned the infrastructure systems will not cope with increased densities. Prefers maximum of 4 storeys for RSL. Consent conditions should not allow for increases to FSR. Masterplan and RSL development in current form will ruin the unique character of Mortdale. Concerned with the construction quality of new buildings. Submission period should be extended due to COVID-19.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Consultation Process Other Issues 	<ul style="list-style-type: none"> Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. Raises concerns that the scale will impact on the village character of Mortdale Consent conditions should not allow for increases to FSR. Concerned that construction quality of new buildings. Concerned with community consultation process during lockdown restrictions.
51	D21/226858	Objects	Concerned the infrastructure cannot support additional development. Does not support high rise and over development, which will ruin village and suburban character. Community feedback requested for a maximum height of 3 to 4 storeys in the shopping precinct. Developers on Council before and ended up with the towers in Hurstville which were built too quick and are having issues.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Infrastructure Other Issues 	<ul style="list-style-type: none"> Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. Raises concerns that the scale will impact on the village character of Mortdale Prefers 3-4 storey building heights. Concerned that construction quality of new buildings.
52	D21/230336	Objects	Concerned overdevelopment will destroy the character and charm and community of Mortdale. Overdevelopment will increase traffic. Objects to high-rise and proposal for 9 storey commercial buildings and 12 storeys for the Mortdale RSL.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Other Issues 	<ul style="list-style-type: none"> Concerned draft plan will result in loss of village character. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services. Concerned with amenity impacts of new development

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
					<ul style="list-style-type: none"> Comments on Mortdale RSL Club Planning Proposal
53	D21/230423	Objects	Concerned the plan will ruin the character of Mortdale. Does not need high rise or commercial shopping centre with Hurstville Centre nearby. Engagement during lockdown makes it difficult for local community to discuss the plan.	<ul style="list-style-type: none"> Scale of Buildings Local Businesses Consultation Process 	<ul style="list-style-type: none"> Concerned draft plan will result in loss of village character Concerned with community consultation process during lockdown restrictions
54	D21/230822	Objects	Concerned plan will result in overdevelopment issues that have occurred in Wolli Creek and Hurstville. Traffic congestion and parking issues. Increasing residential densities and commercial zones will ruin the character of Mortdale.	<ul style="list-style-type: none"> Scale of Buildings Consultation Process 	<ul style="list-style-type: none"> Concerned draft plan will result in loss of village character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services.
55	D21/230835	Objects	Draft plan will result in loss of village atmosphere and character. Concerned increased densities and further development will exacerbate lack of street parking due to lack of off-street parking provided. Concerned redevelopment will result in loss of significant character buildings on Pitt Street resulting in change to village character. Concerned with approval process for development on corner of Railway Parade and Ellen Subway.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Other Issues 	<ul style="list-style-type: none"> Objects to the draft plan as increased densities and redevelopment will result in a loss of village character. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services Concerned with approval process for development on corner of Railway Parade and Ellen Subway.
56	D21/230927	Objects	Site specific request to include three properties on Victoria Avenue in R4 zone with 4 storeys instead of proposed R3 2 storey development under draft plan. Concerned proposed R3 developments would result in privacy and overshadowing from adjacent R4 developments. Concerned property owners for proposed R3 will be impacted financially compared to adjoining R4 areas. Objects to the closure of Cook St between Morts Rd and Cook Lane as would result in more traffic congestion on Victoria Avenue.	<ul style="list-style-type: none"> Scale of buildings Infrastructure Other issues 	<ul style="list-style-type: none"> Concerned with road closures resulting in more traffic congestion. Site specific request to include property to be rezoned from proposed R3 to R4 due to amenity impacts, financial impacts.
57	D21/230933	Objects	Objects to the draft plan does not believe these plans are in the best interests of the local residents.		(No reason given)
58	D21/231278	Objects	Objects to draft plan as increased development	<ul style="list-style-type: none"> Scale of buildings 	<ul style="list-style-type: none"> Objects to the draft plan as increased densities will

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			would result in - increased traffic congestion - schools already at capacity – loss of village character and community – rail services at capacity.	<ul style="list-style-type: none"> Infrastructure 	impact on village character. <ul style="list-style-type: none"> Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, transport and health services
59	D21/231429	Objects	Loss of village character of Mortdale. Concerned with lack of infrastructure is unable to support increases in density – Train, traffic congestion. High density should be restricted to those areas that have the infrastructure (Hurstville & Kogarah town centres, Princes Hwy, King George Rd etc.).	<ul style="list-style-type: none"> Scale of buildings Housing Choice Infrastructure 	<ul style="list-style-type: none"> Objects to the draft plan as increased densities will impact on village character. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking.
60	D21/231463	Supports	Supports draft plan to provide range of housing up to 6 levels close to public transport. It is better to have a strategic plan rather than ad-hoc development. If this plan is approved with strong enforceable building design standards and guidelines it should provide more amenity and an improved Mortdale village atmosphere. Thoughtful urban development around existing rail infrastructure is far better than growing the city outwards.	<ul style="list-style-type: none"> Scale of buildings Housing Choice Infrastructure 	<ul style="list-style-type: none"> Plan should provide more amenity and an improved Mortdale village atmosphere Infill around rail infrastructure better than urban sprawl. Strong building design standards
61	D21/231482	Objects	Objects to draft plan with increasing residential densities and changing commercial zones will ruin Mortdale. Overdevelopment in Hurstville resulted in overcrowding, traffic congestion, not enough parking spaces. Does not want Mortdale to become like Hurstville.	<ul style="list-style-type: none"> Scale of buildings Housing Choice Infrastructure 	<ul style="list-style-type: none"> Objects to the draft plan as increased densities will result in a loss of community and village setting.
62 and 63	D21/231532 D22/88517	Objects	Objects to plan and impact on village character. Increased densities unsupported by adequate infrastructure, with impacts on less space for people living in and visiting the area, exacerbate traffic congestion and air pollution, create overshadowing on the street and impact on train capacity, school capacity, water, energy and drainage. Plan does not reflect community input or	<ul style="list-style-type: none"> Scale of buildings Housing Choice Local Businesses Infrastructure Consultation Process Other 	<ul style="list-style-type: none"> Concerned draft plan will result in loss of village character. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport, health services, water and energy. Concerned with amenity impacts of new development Plan does not reflect community input or priorities

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			priorities. Plan is not based on Environmental, Social, Governance (ESG) principles. Lack of transparency in the development of the plan. Does not consider impact of pandemics on future housing design. Cooks Lane into a cycle way impacts on businesses in Morts Rd. Did not consult residents as stakeholders during preparation. Requests no decisions made prior to the Council elections. New consultation phase to include face to face, committing to the ESG values and principles in any future Master Plan. Want 3 storey blocks with gardens and prefer medium density. Concern for increase in commercial retail floorspace. Suggests Traffic Analysis and Housing Density Analysis be undertaken. A town square with underground parking in the area bounded by Mortdale railway station and Cook St. Suggests in B2 area, 4 storeys with the top 2 storeys set back 3 metres back from the street frontage.		<ul style="list-style-type: none"> Concerned with B2 zone expansion and impact on local businesses Concerned with engagement process Suggests alternative plan with town square with underground parking in Cook Street carpark site. Suggests traffic analysis and housing density analysis be undertaken Suggests ESG principles Supports 4 storeys with two upper levels setback in B2 zone.
64	D21/231585	Objects	Objects to the draft plan as overdevelopment will result in the loss of village atmosphere. Ignored previous consultation requesting no overdevelopment. Concerned with fairness of consultation during COVID. Prefers existing scale of 3-4 storeys units, not high rise like Hurstville. Duplexes and townhouses will decrease greenery. Infrastructure unable to cope with increased population – transport and schools. Objects to new library when there are existing ones. Objects to compulsory acquisition.	<ul style="list-style-type: none"> Scale of buildings Housing Choice Local Businesses Infrastructure Consultation Process Other 	<ul style="list-style-type: none"> Concerned draft plan will result in loss of village character. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Prefers 3-4 storeys not apartments. Concerned with amenity impacts of new development Concerned with new library Concerned with compulsory acquisition Concerned with community consultation process during lockdown restrictions.
65	D21/231588	Objects	Concerned local infrastructure cannot cope with draft plan and Mortdale RSL proposal - schools, traffic, parking and public transport. Concerned	<ul style="list-style-type: none"> Scale of buildings Housing Choice Infrastructure 	<ul style="list-style-type: none"> Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services.

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			proposal will destroy the village atmosphere. Concerned units on Carrington Road will encroach on suburban character and impact the vista to nearby heritage conservation area. Scale back or abandon plan.	<ul style="list-style-type: none"> Other 	<ul style="list-style-type: none"> Concerned draft plan will result in loss of village character. Comment on Mortdale RSL Club Planning Proposal.
66	D21/231590	Objects	Considers the existing local drainage infrastructure around Western side of Mortdale Centre to be inadequate and plan should include an upgrade infrastructure. New buildings should be required to include water retention methods such as pits and tanks. Suggests a location for a new drainage tunnel from Mortdale Memorial Park to the creek.	Infrastructure	<ul style="list-style-type: none"> Concerned with lack of infrastructure to support new development – drainage.
67	D21/231596	Objects	Objects to overdevelopment of Mortdale Village, resulting in loss of amenity for existing residents. Concerned proposal will impact on public transport, traffic congestion and parking, school capacity. Concerned Mortdale RSL development will result in local family businesses closing. Concerned high rise development will impact on public amenity with overshadowing and wind tunnels. Concerned duplexes will result in less street parking.	<ul style="list-style-type: none"> Scale of buildings Housing Choice Local Businesses Infrastructure Other 	<ul style="list-style-type: none"> Concerned draft plan will result in loss of village character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Concerned with amenity impacts of new development Concerned with impact on local businesses Comment on Mortdale RSL Club Planning Proposal.
68	D21/231604	Objects	Previous community feedback was ignored. Commercial floor space to 2.5 times projected modelling for Employment floorspace demand under Council's CCS. The building height will destroy the village atmosphere and character of the current Mortdale Shopping Centre. Supports the increase of supply in Affordable Housing - Council should explore alternate options of how affordable housing can be achieved. Contribution plan that is spread throughout the entire LGA rather than Mortdale or future master planned areas. No justification for rezoning as Georges River is exceeding housing targets. Objects to rezoning of	<ul style="list-style-type: none"> Scale of buildings Housing Choice Local Businesses Consultation Process Infrastructure Other 	<ul style="list-style-type: none"> Concerned with expansion of B2 and impact on local businesses Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Previous community consultation was ignored Concerned draft plan will result in loss of village character Should apply AHCS to whole of LGA Concerned the Master Plan benefits developers/state government/Council/Private Schools Concerned with community consultation process during lockdown restrictions

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			Council owned land for financial gain and considers it a conflict of interest. Council should consider using own properties to increase shop carparking and/or create more public domain space. Inadequate infrastructure to support uplift – school, water and sewerage infrastructure, traffic congestion, train capacity and off-street parking. Building heights on eastern side of railway should not be used as precedent to expand high-rise development to the western side of Mortdale. Requests deferral until Covid-19 health restrictions have been removed for face-to-face consultation. Plan needs to be revised in conjunction with the community to reflect community's future vision for Mortdale.		<ul style="list-style-type: none"> Objects to the master plan as GRC is meeting its Housing Targets so increased development is not required.
69	D21/231668		The plan has been a rushed process during a pandemic, without adequate community consultation. Prior consultation requesting 3-4 storey high buildings and prefers medium density. High rise apartments will decrease the liveability of Mortdale. Lack of supportive infrastructure, traffic and transport congestion. Location of town square or park has not been indicated in plan. Plan does not consider changing work from home needs due to the pandemic. Objects to proposed height of Mortdale RSL club proposal and associated traffic congestion. Concerned how tree canopy and tree connectivity will be preserved and increased. Supports dedicated cycleway if possible.	<ul style="list-style-type: none"> Scale of buildings Housing Choice Local Businesses Consultation Process Infrastructure Other 	<ul style="list-style-type: none"> Concerned with community consultation process during lockdown restrictions Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Previous community consultation was ignored Concerned draft plan will impact on village character and amenity Concerned with location of town square and open space not being clearly indicated on plan Comments on Mortdale RSL club Planning Proposal
70	D21/231669	Objects	Objects to the draft plan as heights will result in loss of village character, privacy impacts, decrease in property values. Overshadowing will directly impact on solar panels. Concerned plan will not result in more affordable housing. Lack of	<ul style="list-style-type: none"> Scale of buildings Housing Choice Consultation Process Infrastructure 	<ul style="list-style-type: none"> Concerned with community consultation process during lockdown restrictions Concerned draft plan will impact on village character and amenity Concerned with amenity impacts of new development

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			infrastructure to support extra units and result in increase in rates. Affordable housing seems to benefit developers putting up substandard apartments.	<ul style="list-style-type: none"> Other 	<ul style="list-style-type: none"> Concerned with property values and rates Concerned the affordable housing bonus may not result in more affordable housing. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned the Master Plan benefits developers/state government/Council/Private Schools
71	D21/231670	Objects	Loss of amenity for existing residents. Loss of village character. Traffic congestion and safety of pedestrians and around schools. Loss of commuter carpark resulting in lack of street parking. Duplex development already provides for increase in residents on south side of station. School infrastructure. Oatley station has more trains stopping than Mortdale. Early consultation feedback responses against over-development	<ul style="list-style-type: none"> Scale of buildings Housing Choice Consultation Process Infrastructure Other 	<ul style="list-style-type: none"> Concerned draft plan will impact on village character and amenity Concerned with amenity impacts of new development Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Previous community consultation was ignored
72	D21/231672	Objects	Objects to the draft plan – wants retention of the current village atmosphere. Local infrastructure can't cope with extra people. Public transport commuter parking, traffic and congestion. Overcrowding schools. Objects to expansion of B2 zone beyond the immediate surrounding shops.	<ul style="list-style-type: none"> Scale of buildings Local Businesses Infrastructure Other 	<ul style="list-style-type: none"> Concerned draft plan will impact on village character and amenity Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with expansion of B2 and impact on local businesses
73	D21/231674	Objects	Site specific request include three properties on Victoria Avenue in R4 zone with 4 storeys instead of proposed R3 2 storey development under draft plan. Concerned proposed R3 developments would result in privacy and overshadowing from adjacent R4 developments. Concerned property owners for proposed R3 will be impacted financially compared to adjoining R4 areas. Objects to the closure of Cook St between Morts Rd and Cook Lane as would result in more traffic congestion on Victoria	<ul style="list-style-type: none"> Scale of buildings Housing Choice Infrastructure Other 	<ul style="list-style-type: none"> Concerned with road closures resulting in more traffic congestion. Site specific request to include property to be rezoned from proposed R3 to R4 due to amenity impacts and financial impacts. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			Avenue. Widening of footpath on Victoria Avenue would narrow road and make traffic congestion worse, the current footpaths are sufficient width.		
74	D21/231846	Objects	Objects to the draft plan due to loss of village character. Does not want Mortdale to turn into Hurstville.	Scale of buildings	<ul style="list-style-type: none"> Concerned draft plan will impact on village character and amenity
75	D21/231982	Objects	Objects to overdevelopment of Mortdale village due to increase in traffic, increase in school population with lack of infrastructure. Concerned with financial impact on homeowners who have renovated.	<ul style="list-style-type: none"> Scale of buildings Infrastructure Other 	<ul style="list-style-type: none"> Concerned draft plan and overdevelopment will impact on village and suburban character and amenity Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with property values
76	D21/231993	Objects	Lack of engagement with community groups. Changing in zoning inconsistent with early consultation. Loss of village character due to height and population. Objects to Mortdale RSL proposal in middle of residential area and traffic. Transport assessment is incomplete and inadequate. Train services inadequate to accommodate changes. Questions need to establish new library at Mortdale. Concerned with AHCS and design of AH. Concerned with design and amenity of new developments. Concerned rooftops in new developments will impact on amenity. Council should implement external colour schemes. Inadequate communication and engagement with community. Mortdale parks – objection to changing to off leash.	<ul style="list-style-type: none"> Scale of buildings Housing Choice Consultation Process Infrastructure Other 	<ul style="list-style-type: none"> Concerned with community consultation process Previous community consultation was ignored Concerned draft plan will impact on village character and amenity Comments on Mortdale RSL Club Planning Proposal Concerned with amenity impacts of new development Concerned the affordable housing bonus may not result in more affordable housing. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Transport assessment incomplete Concerned with new library Concerned with design and amenity of new developments Comments on Mortdale parks changing to off leash areas
77	D21/232011	Objects	Mortdale will lose its village character and pedestrian amenity during construction and overshadowing. Concerned with loss of mature trees reducing LGA's tree canopy target, and increase temperatures and carbon emissions.	<ul style="list-style-type: none"> Scale of buildings Consultation Process Infrastructure 	<ul style="list-style-type: none"> Concerned draft plan will impact on village character and amenity Concerned with community consultation process Concerned with loss of trees and environmental

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			Concerned with amenity impacts on existing dwellings with overshadowing and privacy. Concerned with traffic congestion on roads and public transport and in schools and parks. Concerned that equity of consultation during lockdown for 12% of residents without internet access.		impacts <ul style="list-style-type: none"> Concerned with amenity impacts of new development Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services
78	D21/232200	Objects	Concerned with amenity impacts including overshadowing and privacy to future occupants. Proposed transition height from 22m to 13m is unsustainable. Proposed heights will impact on heritage items. Overpopulation will result in residents and visitors avoiding Mortdale centre due to pedestrian safety, traffic and parking especially for elderly population. Affordable Housing should be achieved through low and medium density housing and not concentrated in Mortdale Town Centre. Suggests reducing 650sqm minimum lot size for dual occupancy development. Suggests increasing housing through low rise and medium density housing rather than high density in one area.	<ul style="list-style-type: none"> Scale of buildings Housing Choice Infrastructure Other 	<ul style="list-style-type: none"> Raises concerns that proposed density and height will impact on village character and suburban character of Mortdale Concerned with amenity impacts of new development Concerned with impact on heritage items Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with concentration of affordable housing Preference for medium density over high density Suggests reducing minimum lot size for dual occupancies
79	D21/232201	Objects	Concerned with overdevelopment of Mortdale centre and surrounds. Transport and school infrastructure already over capacity. Existing green spaces are struggling.	<ul style="list-style-type: none"> Scale of buildings Infrastructure 	<ul style="list-style-type: none"> Concerned draft plan will impact on village character and amenity Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services
80	D21/240497	Objects	Requests extending the exhibition period for the Mortdale Master Plan to include face-to-face consultation.	Consultation Process	<ul style="list-style-type: none"> Concerned with community consultation process
81	D21/240611	Objects	Objects to increase in traffic congestion and overdevelopment and over population. Retain family-oriented suburb and not apartment living.	<ul style="list-style-type: none"> Scale of buildings Infrastructure 	<ul style="list-style-type: none"> Raises concerns that proposed density and height will impact on village character and suburban character of Mortdale Concerned with lack of infrastructure to support new

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
					development – school capacity, traffic congestion and parking, open space, transport and health services.
82	D21/245247	Objects	Council housing targets on track. Community does not want high density. Adverse environmental effects, including loss of mature trees and impacting on 40% tree canopy target, loss of shade and essential wildlife habitat, and increased carbon emissions and the impact of construction activity. Concerned with defective high-rise buildings and building standards.	<ul style="list-style-type: none"> Scale of buildings Housing Choice Other 	<ul style="list-style-type: none"> Concerned draft plan will impact on village character and amenity Concerned with amenity impacts of new development Objects to the master plan as GRC is meeting its Housing Targets so increased development is not required Concerned with environmental impacts Concerned with poor building design and building quality of new developments
83	D21/252649	Objects	Objects to the draft plan. Overpopulation in Mortdale suburb reduces amenity of residents.	Scale of buildings	Concerned draft plan will impact on village character and amenity
84	D21/242529	Objects	Concerned that Council has not further extended the consultation period during COVID-19 lockdown. Masterplan is incompatible with the village character of Mortdale. Unreasonable increase in rates with tired amenities of Mortdale.	<ul style="list-style-type: none"> Scale of buildings Consultation process Other 	<ul style="list-style-type: none"> Concerned draft plan will impact on village character and amenity Concerned with community consultation process Concerned with rates increase.
85	D21/295946	Objects	Would result in increased traffic congestion and lack of parking during peak times. Train services and School infrastructure to support population growth. Council's engagement process should be clearly stated.	<ul style="list-style-type: none"> Infrastructure Consultation process 	<ul style="list-style-type: none"> Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with community consultation process.
86	D21/295953	Objects	Concerned with high rise units between Mortdale and Penshurst and potential impact on Penshurst Shops and suggests improvements to improve Penshurst Shops streetscape.	<ul style="list-style-type: none"> Housing Choice Other 	<ul style="list-style-type: none"> Concerned with high rise units and impact on Penshurst Centre Suggestions to improve streetscape at Penshurst Centre
87	D22/3971	Objects	Suggestions to improve master plan- Retain existing B2 zone on Morts Road with streetscape improvements. Rezone existing B2 on Railway Parade to R4 with larger unit sizes. Retain R2 zone on Carrington St. 3- storey Commuter Carpark on former Masonic Hall carpark. Upzone block	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Housing Choice Local Businesses Other 	<ul style="list-style-type: none"> Concerned draft plan will impact on village character and amenity Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with expansion of B2 and impact on local

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			between Victoria Avenue, Cook St and Cook Lane from R2 to R4. No expansion of B2 zone along Pitt Street and Macquarie Place. Mortdale doesn't require affordable housing. Social Housing should be provided within existing housing and not in high density housing. Does not agree with NSW Government's 3 City Sydney Plan and population forecasts and should look at creating new regional cities to accommodate population growth. -Plan will change the whole character of the area.		businesses <ul style="list-style-type: none"> Concerned with concentration of affordable housing Social housing shouldn't be provided in high density NSW government plans should focus new growth in regional cities.
88	D22/90039	Neutral	Complaint about construction works for street upgrade and loss of on street parking spaces in centre. The upgrading of lighting and planting of trees is a great idea but more parking is desperately needed with more apartment blocks being constructed. Suggests locations for more street parking in centre.	<ul style="list-style-type: none"> Other infrastructure 	<ul style="list-style-type: none"> Need for increased street parking in centre Loss of parking due to streetscape upgrades
89	D22/89516	Objects	Increase in population will result in more traffic congestion in local streets including service vehicles, rubbish bins on street and increase in school traffic resulting in greater amenity impacts on the local community. Consider the need for more off-street parking, commuter parking, community facilities required to serve the increase in population. No desire or need for high-rise buildings in our community will impact on suburban character and families. The community consultation process has been totally inadequate.	<ul style="list-style-type: none"> Scale of buildings Infrastructure Housing choice Consultation process 	<ul style="list-style-type: none"> Concerned draft plan will impact on village character and suburban character. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with amenity impacts from new development Concerned with community consultation process
90	D22/88696	Objects	Objects to plan and impact on village character. Questions need for plan, population projections and demand for housing. Concerned with increased traffic congestion and demand for	<ul style="list-style-type: none"> Scale of buildings Housing choice Local Businesses Infrastructure 	<ul style="list-style-type: none"> Concerned draft plan will impact on village character and suburban character. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			parking. Concerned with infrastructure capacity for water supply, stormwater runoff, open space, electricity, gas and roads. Concerned with increase in commercial floorspace. Concerned with consultation process with community.	<ul style="list-style-type: none"> Consultation process 	parking, open space, transport, health services, water, energy and roads. <ul style="list-style-type: none"> Concerned with increase in commercial floorspace. Concerned with community consultation process.
91	D22/88602	Objects	Concerned with proposed increase in population and commercial floorspace. Commercial Centres Strategy 2019 doesn't account for this future oversupply of retail/commercial space in Mortdale. Ratio of floorspace and new population is incorrect. No traffic study has been done. High rise development is planned on both sides of the railway line despite the very limited access to get from one side to the other. Road closures will create safety issues. Concerned with servicing for Local Businesses on Morts Road. A new library is mentioned but there is no indication of where it will be located. Pitt and Macquarie Streets are one-way streets, yet proposed for rezoning, which is bad planning. Prefer medium density over apartments. Concerned with consultation process and accessibility to exhibition material during covid. Streetscape upgrades on Morts Road were presented as part of the Masterplan and have commenced without consultation. Concerned with website discouraging people from having their say.	<ul style="list-style-type: none"> Scale of buildings Housing choice Local Businesses Infrastructure Consultation process 	<ul style="list-style-type: none"> Concerned draft plan will impact on village character and suburban character. Concerned with increase in commercial floorspace. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Concerned with impact on local businesses Concerned with location of library not being clearly indicated on plan Prefers medium density over apartments Concerned with community consultation process.
92	D22/88533	Objects	Wants Mortdale to retain village feel. Prefers 3 storey unit blocks over high rise. Concerned no traffic report and traffic is already overcrowded. Concerned with more shopping capacity.	<ul style="list-style-type: none"> Scale of buildings Housing Choice Local Businesses Infrastructure 	<ul style="list-style-type: none"> Concerned draft plan will impact on village character and suburban character. Concerned with increase in commercial floorspace and impact on local businesses Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services.

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
					<ul style="list-style-type: none"> • Prefers 3 storeys over high rise apartments.

3. Received via Your Say/ Social Media (65 submissions)

No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
1	D21/169622	Supports	Supports the draft plan, especially on the business/Morts Road side of Mortdale. Supports revitalising local hub and new amenities, such as swimming pool, if retaining the village character and lifestyle. If development limited to 400m of station and upgrades to school capacity and infrastructure.	<ul style="list-style-type: none"> • Scale of buildings • Infrastructure 	<ul style="list-style-type: none"> • Supports provision of new infrastructure • Limit new development 400m of station
2	D21/170965	Supports	Supports road closure of Martin Place, should be terminated with a turning circle. Concerned with street parking taken up by commuters. Introduce timed parking.	<ul style="list-style-type: none"> • Infrastructure • Other 	<ul style="list-style-type: none"> • Supports road closure of Martin Place • Suggests timed street parking
3	D21/170989	Supports	Supports draft plan as it is overdue and provides housing for newer generation within the area and on train line. Beneficial to businesses and families. Would support similar changes for newer apartments in Oatley.	<ul style="list-style-type: none"> • Housing Choice • Local Businesses • Other 	<ul style="list-style-type: none"> • Supports more housing choice • Support similar changes to Oatley
4	D21/171015	Objects	Concerned with overdevelopment, as sites are not large enough for the proposed structures and will negatively impact the Mortdale village as a whole. Lack of infrastructure to support the developments already in place.	<ul style="list-style-type: none"> • Scale of buildings • Infrastructure 	<ul style="list-style-type: none"> • Concerned draft plan will impact village character and suburban character. • Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services.
6	D21/171326	Objects	Objects to draft plan as rezoning will impact on traffic congestion and parking.	<ul style="list-style-type: none"> • Infrastructure 	<ul style="list-style-type: none"> • Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services.
7	D21/172504	Supports	Supports plan – we need more high density on the train line	<ul style="list-style-type: none"> • Housing Choice 	<ul style="list-style-type: none"> • Supports more housing choice
8	D21/175181	Supports	Supports the growth of a vibrant Town Centre	<ul style="list-style-type: none"> • Housing choice 	<ul style="list-style-type: none"> • Supports more housing choice and amenities

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			within close proximity to the station. Encouraging a wider array of amenities for the community.	<ul style="list-style-type: none"> Infrastructure 	
9	D21/175686	Objects	Concerned consultation period is inadequate. Pre consultation did not mention an increase in density or building heights. Objects to the density and the heights resulting in loss of village atmosphere, solar access to existing buildings. Existing controls should be maintained. Concerned with proposal for Mortdale RSL site. Parking and traffic. Noise and disturbance to residents. Road closure of Martin Place will impact on traffic, delivery vehicles and waste disposal services. Mortdale Shopping Centre Streetscape upgrade should be able to commence considering funding has already been allocated.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Consultation process Other 	<ul style="list-style-type: none"> Concerned draft plan will impact on village character and suburban character. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Concerned with amenity impacts of new development. Comments on Mortdale RSL Planning Proposal Mortdale Shopping Centre Streetscape – works should commence as funding allocated.
10	D21/177804	Objects	Concerned with loss of village character and amenity becoming like Hurstville and Kogarah. Objects to the developments on Railway Pde, Ellen Subway and Mortdale RSL club. Objects to high rise developments. Objects to Council deals with developers at the expense of the community and what the community wants.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Consultation process Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character. Concerned with community consultation process Concerned with amenity impacts of new development. Comments on Mortdale RSL Planning Proposal Concerned the Master Plan benefits developers/State Government/Council
11	D21/177854	Objects	Objects to more apartments on the Mortdale Public School side of Mortdale. Inadequate notification area for development applications on Railway Parade. New developments are overdeveloped and looks like Hurstville and Bankstown.	<ul style="list-style-type: none"> Scale of Buildings Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character. Comments on notification process for Development Applications in Railway Parade.
12	D21/177887	Objects	Objects to increasing height limits and density in Mortdale. Mortdale is at capacity. Upgrades to facilities at Olds Park would service Mortdale.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services.

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
					<ul style="list-style-type: none"> Suggests upgrades to Old Park facilities.
13	D21/179701	Objects	Objects to draft plan particularly in increasing commercial and housing zone. Additional housing will worsen traffic conditions and public transport and amenity.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services.
14	D21/180083	Objects	The draft plan and high rise apartments will result in loss village/suburban character. Bulk and scale, overshadowing, loss of urban green flora, urban heat from hard surfaces. On-street parking due to lack of storage in units. Traffic congestion around station. Mortdale will into urban slum and spill over into Oatley West village.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Concerned with environmental impact of development Concerned with amenity impacts of new development.
15	D21/180119	Objects	Objects to draft plan due to overpopulation and strain on the natural environment, essential services, local infrastructure and the ability for people to enjoy the area. There are other more suitable locations to develop before Mortdale is considered.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Concerned with environmental impact of development.
16	D21/180199	Objects	Concerned the plan will facilitate greater commercial profits and greater council revenue. Concerned negative impact to families wishing to live in quiet suburban areas. Concerned with impact on traffic congestion, demographics, lifestyle and environmental factors. Mortdale is not on major transport routes resulting in increased traffic.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Consultation process Other 	<ul style="list-style-type: none"> Concerned the Master Plan benefits developers/State government /Council/Private Schools Concerned scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services.
17	D21/181346	Neutral	Supports increasing green spaces and improving	<ul style="list-style-type: none"> Scale of Buildings 	<ul style="list-style-type: none"> Concerned the Master Plan benefits developers/State

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			community facilities. Supports idea of the no car access shopping area as it would help maintain village character. Prefers two or three storey buildings with shops underneath would be okay. Objects to replacing blocks of residential houses with high density apartments as it will change character of suburb.	<ul style="list-style-type: none"> Infrastructure Consultation process Other 	government /Council/Private Schools <ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services.
18	D21/181803	Objects	Objects to overdevelopment. Lack of community consultation during lockdown. Lack of infrastructure – traffic congestions and parking. Concerned with height and scale of building will result in loss of Village atmosphere and suburban street. Objects to changes to Villiers Ave and Newman Street. Ignored community feedback for a maximum height of 3 to 4 storeys in the shopping precinct not 9 storeys. Favours developers over community. Happy with the status quo. The Mortdale RSL development is out of character with the village atmosphere.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Infrastructure Consultation process Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with community consultation process Concerned previous engagement was ignored in development of master plan Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Concerned the Master Plan benefits developers/State government /Council/Private Schools Comments on Mortdale RSL Planning Proposal
19	D21/181887	Supports	Generally supportive of the plan and opportunity to redevelop the Mortdale RSL property to benefit the club and Mortdale Community. Disappointed no plan for a commuter car park to service people from Peakhurst and Lugarno. Suggests St Catherine Street houses with dual frontage to Cox Lane be included in the rezoning to R4 as it would allow innovative unit developments, without adversely affecting neighbouring properties, and would be in walking distance to the town centre / railway station etc.	<ul style="list-style-type: none"> Housing Choice Infrastructure Other 	<ul style="list-style-type: none"> Supportive of the plan Comments on Mortdale RSL Planning Proposal Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Site specific request to rezone land on St Catherine St to R4.
20	D21/184461	Objects	Concerned population increase will result in increased traffic congestion and parking demand during peak commute times. Concerned new buildings out of scale with village character. Local	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Infrastructure Other 	<ul style="list-style-type: none"> Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Concerned scale of draft plan will impact on village

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			residents want lower densities. Overdevelopment and lack of infrastructure. Plan will not provide genuine affordable housing. Other government solutions available to address affordable housing. Benefits developers over residents.		character and suburban character <ul style="list-style-type: none"> Concerned with community consultation process Concerned plan will not provide genuine affordable housing Concerned the Master Plan benefits developers/State government /Council/Private Schools
21	D21/188599	Objects	Objects to the draft plan and the proposed Mortdale RSL Club with height of 45m. Considers the scale of mixed use 5/6 storey developments on Ellen Subway to be appropriate. Objects to 45m as it would change the suburban character to be similar to Hurstville.	<ul style="list-style-type: none"> Scale of Buildings Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Comments on Mortdale RSL Planning Proposal Considers mix of 6 storey on Railway Parade to be appropriate scale for centre.
22	D21/188602	Objects	Requests a dedicated cycleway. Objects to draft plan as there is nothing in plan to improve the lives of residents. Webinar presentation was too fast and slides not readable, didn't get valid information out of the session.	<ul style="list-style-type: none"> Scale of Buildings Infrastructure Consultation process 	<ul style="list-style-type: none"> Concerned draft plan will impact on amenity of existing residents Comments on webinar presentation Suggests dedicated cycleway
23	D21/188607	Objects	Plan favours developers. Objects to affordable housing bonus as it will result in over-development. Concerned the provision of town square and park and facilities is dependent on developers. Concerned Mortdale turn into Hurstville – overcrowded and under resourced. Current infrastructure cannot cope with future demand. No provision in this plan for the upgrade of utilities or anything beyond the core study area.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Infrastructure Consultation process Other 	<ul style="list-style-type: none"> Concerned the Master Plan benefits developers/State government /Council/Private Schools Concerned with affordable housing bonus Concerned scale of draft plan will impact on village character and suburban character Concerned with location of town square and open space not being clearly indicated on plan Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services.
24	D21/191169	Object	Concerned the draft plan will ruin village character and cause distress to the community	Village character Community	
25	D21/191172	Object	Objects to draft plan as overdevelopment will result in loss of village character / suburban character; traffic congestion and lack of supporting infrastructure; loss of tree canopy, deep soil vegetation and habitat loss; Impacts on	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Infrastructure 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services.

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			biodiversity. Demand for housing during pandemic. Affordable housing is a federal and state government issue. Asks about Council's climate mitigation strategies.	<ul style="list-style-type: none"> Other 	<ul style="list-style-type: none"> Concerned about environmental impacts from new developments Concerned the Master Plan benefits developers/State government /Council/Private Schools Concerned with affordable housing bonus Question about Council's climate mitigation/resilience strategies
26	D21/192283	Objects	Unsupportive of the proposed densification of neighbourhood, traffic congestion, associated noise and air pollution. Concerned the lack of civic and community infrastructure additional schools, hospitals, libraries, childcare, public transport and other essential public infrastructure. Increased and unsustainable pressure on the existing network of streets, roads, public transport, educational institutions and health & community facilities. Provision of public open space for apartment. Cannot even guarantee a new town square or public park within the masterplan.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Infrastructure Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned about environmental and amenity impacts from new developments Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Concerned with location of town square and open space not being clearly indicated on plan.
27	D21/192288	Objects	Objects to draft plan. Plan should be delayed due to COVID-19. Plan needs to reflect pandemic - freestanding homes for working from home, no need for more units near train stations as people be using private instead of public transport - No demand for retail spaces with online retail. Online services will replace gaming and socialising at the RSL club. LEP should require new and existing apartment developments provide adequate private open space for residents and be designed to be COVID safe. Location of new open space in the centre. Consider the needs of the community for the next 100 years. Council is focused on monetising assets, rather than using them to serve the community. RSL should amalgamate with	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Infrastructure Local Businesses Consultation process Other 	<ul style="list-style-type: none"> Concerned with consultation process during pandemic Concerned scale of draft plan will impact on village character and suburban character Concerned about environmental and amenity impacts from new developments Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Concerned with location of town square and open space not being clearly indicated on plan. Concerned the Master Plan benefits developers/State government /Council/Private Schools Suggests planning controls to ensure new and existing apartments are made covid safe and provide

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			another local club rather than destroy the character of Mortdale.		adequate private open space. <ul style="list-style-type: none"> Comments regarding Mortdale RSL Club Planning Proposal.
28	D21/198100	Neutral	Extend the R3 zoning to the other side of St Catherine Street which has access to Cox Place, Mutual Road and Morts Road. This would make more just like Jersey Avenue and Ocean Lane.	<ul style="list-style-type: none"> Housing Choice Other 	Site specific request to extend R3 zoning to St Catherine Street.
29	D21/201473	Objects	Opposed to the plan, traffic congestion and parking issues will worsen. There are thousands of units in Mortdale but not in surrounding suburbs as much ie Oatley and Lugarno. Limited train services from Mortdale. Loss of suburban character and safety for children due to traffic.	<ul style="list-style-type: none"> Housing Choice Infrastructure 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services.
30	D21/201477	Objects	Objects to high and medium rise buildings around the Mortdale Train station. Concerned with construction of defective buildings. Loss of village character in Mortdale into Hurstville. Impact on amenity of residents with high rise. Vibrant means overcrowded.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with poor building design and building quality of new developments Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services.
31	D21/202388	Objects	Objects to the draft plan.		(No reason given)
32	D21/202391	Neutral	Protect natural areas as much as possible and make each green area an extension of the national parks and original land. Council areas, park and even gardens should be part of a wildlife corridor.	<ul style="list-style-type: none"> Other 	Green spaces – council land, parks and gardens should be part of wildlife corridor.
33	D21/202625	Objects	Questions the need for a master plan. Rates should be spent on benefitting senior citizens, youth, safety in the community and making the Oatley/Mortdale rail overpass a two lane bridge instead of this Master Plan.	<ul style="list-style-type: none"> Infrastructure Other 	Rates should be spent on community infrastructure programs and expanding bridge over railway.
34	D21/205498	Objects	Master plan is against the principles of 'community' and destroy Mortdale village in favour of developers. Rezoning is not about progress and community infrastructure and really it is about	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Infrastructure 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned the Master Plan benefits developers/State government /Council/Private Schools

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			developer money and high rise development. Protests the 14,000 new dwellings by 2035. Objects to the State Planning Panels taking away rights and wishes of local community, tax payers and rate payers. Objects to State Government and Council forcing 'townships' over 'villages' upon local communities without community consideration. Objects to high rise development (Railway Parade and Ellen Subway developments) and rezoning changes.	<ul style="list-style-type: none"> Other 	<ul style="list-style-type: none"> Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Comments regarding Mortdale RSL Club Planning Proposal. Concerned with State Planning Panels decision making powers Concerned with housing targets and state government plans and strategies.
35	D21/209321	Objects	Objects to increasing density in Mortdale will destroy village character. Concerned rezoning Cook St and Carrington Avenue will increase the traffic congestion and impact safety close to school and Hillcrest Avenue. Upgrade the one way Railway bridge to 2 lanes both ways. Supports improvements to the public space network through public spaces and facilities for community. Rezoning to increase the housing density will destroy the amenity of our village. Ignored previous consultation. Objects to affordable housing bonus to allow greater heights and densities as it out of character with area. Ellen Subway developments are of out scale and create traffic impacts with no consultation with local residents during assessment process. Concerned with location of bike lane along Railway Parade due to parking, traffic congestion, safety and topography.	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Infrastructure Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with location of bike lanes. Supports improvements to public domain and community facilities. Concerned previous consultation was ignored. Concerned with affordable housing bonus. Comments regarding Ellen Subway developments and assessment notification process.
36	D21/209904	Objects	Concerned further development will increase traffic congestion and be detrimental to the area. Stressful to navigate for elderly residents. Impact on businesses. Property prices will drop. High rise left in Hurstville. Suburban character of Mortdale	<ul style="list-style-type: none"> Scale of Buildings Housing Choice Local Businesses Infrastructure 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			Village will be destroyed.	<ul style="list-style-type: none"> Other 	<ul style="list-style-type: none"> Concerned expansion of B2 zone on local businesses Concerned with property values
37	D21/210437	Neutral	Concerned development will result in reduction in parking in the shopping area. Concerned with the pedestrian safety and amenity of existing angled street parking with rear to kerb, suggests front to kerb. Concerned proposed cycleway on Railway Parade will result in reduced street parking for commuters and create a safety hazard due to undulating topology. Suggests an alternative location for the proposed cycleway is along Victoria Avenue.	<ul style="list-style-type: none"> Infrastructure 	<ul style="list-style-type: none"> Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Suggests angled street parking should be nose to kerb for safety and amenity. Suggests alternative route on Victoria Avenue for cycleway
38	D21/216220	Neutral	Requests rezoning northern side of St Catherine Street as it benefits from two lanes. The other affected R3 areas will need to install new lane.	<ul style="list-style-type: none"> Housing Choice Other 	Site specific request to extend R3 zoning to St Catherine Street.
39	D21/224463	Supports	Supports the plan. Excited for new shopping amenities and community hubs, including a library. Understands population growth will demand more housing, and request that all large scale developments are kept close to the Station.	<ul style="list-style-type: none"> Housing Choice Infrastructure 	<ul style="list-style-type: none"> Requests large scale development kept close to station. Supportive of new amenities and community infrastructure.
40	D21/224464	Supports	Supports this revitalisation plan. Would like to see large developments and large buildings only close to the Station. Very supportive of a library and community hub in town centre.	<ul style="list-style-type: none"> Housing Choice Infrastructure 	<ul style="list-style-type: none"> Requests large scale development kept close to station. Supportive of new amenities and community infrastructure.
41	D21/225253	Objects	Concerned master plan is out of character with the area and will have a detrimental impact on the Mortdale area. Scaled back draft master plan would be more appropriate with a reduced height of buildings. RSL zoned area should be rezoned with lower building height in keeping with the surrounding properties not the same scale as Morts Road.	<ul style="list-style-type: none"> Scale of Buildings Local Businesses Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Comments on Mortdale RSL should have lower building height.
42	D21/225464	Neutral	New Plan should consider increase intake for public school for elementary and high school.	Infrastructure	Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			Provision of more free parking.		parking, open space, transport and health services.
43	D21/225465	Supports	Supports ideas to develop Mortdale into more vibrant and diversity area.		(No reason given)
44	D21/225469	Objects	Objects to overdevelopment of Mortdale		(No reason given)
45	D21/225471	Neutral	Think we need more shops around the train station to have better traffic flow and more options for the residents.	<ul style="list-style-type: none"> Local Businesses Infrastructure 	<ul style="list-style-type: none"> Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Suggests more shops/B2 around station
46	D21/225485	Objects	Concerns regarding provision of infrastructure to support new population and development under the plan – school capacity, parking, taxi ranks, service lanes, location of new library, public toilets. Will the Fire Station be retained? Concerned with consultation process during Covid-19 pandemic, and ability for rate payers to access exhibition material.	<ul style="list-style-type: none"> Scale of buildings Infrastructure Consultation process 	<ul style="list-style-type: none"> Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Concerned with impact on fire station (heritage item) in centre Concerned with consultation process
47	D21/225486	Objects	The height limits associated with the B2 and R4 zoning are excessive and inappropriate. The R4 (4 storey) zones are inconsistent with the current scale of development. The proposed B2 limit of 6 storeys is out of scale for a low rise suburban area and shopping centre.	Scale of buildings	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character
48	D21/225489	Supports	We believe the plan is a great concept and should be adopted and is great for the community and surrounding suburbs.		(No reason given)
49	D21/225496	Objects	Concerned that the exhibition period during COVID-19, and complexity of master plan. Inappropriate high rise development planned on both sides of the railway line despite limited access. Concerned impact of access and pedestrian safety for school drop off and pick up. Road closure at Cook St is dangerous for traffic and impact on quiet streets from diverted traffic. No improved access for delivery trucks to the restaurants and	<ul style="list-style-type: none"> Scale of buildings Infrastructure Local Businesses Consultation process 	<ul style="list-style-type: none"> Concerned with consultation process Concerned with scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with location of library/ town square/open space not being clearly indicated on plan

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			shops in Morts Road. A new library is mentioned but there is no indication of where it will be located. Many of the streets are earmarked for "upgrade" but no details are supplied. Visual impact of garbage bins on roadway with nowhere to store bins.		
50	D21/230506	Objects	Concerned the master plan will significantly increase the population density of Mortdale. Traffic congestion will increase. Additional costs to meet infrastructure demands for electricity and sewerage. Reduction in public parking spaces. Height of buildings will result in amenity impacts including privacy and overshadowing, including on new public spaces. New community facilities will benefit new residents not the overall community. Consideration of the plan should be done after the Local Government election. Concerned new buildings will not look as uniform as the diagrams in the plan and uncertain quality of development. Concerned existing parks will need to accommodate new residents.	<ul style="list-style-type: none"> Scale of buildings Infrastructure Consultation process Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with amenity impacts of new development Concerned poor building design and building quality of new developments Consideration after council election
51	D21/230826	Objects	Impact on sense of community and surrounding suburbs and local character. Detached single dwellings and suburban character should be retained. Objects to proposed high rise apartment style of living.	<ul style="list-style-type: none"> Scale of buildings Housing choice 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Prefers single dwelling houses over apartments.
52	D21/230893	Objects	Opposed to the Mortdale master plan. Height of buildings will ruin the village feel of Mortdale. The large increase in residences will lead to unacceptable congestion, and required parking space ratios are inadequate, leading to excessive on street parking. Request proper face to face consultation with residents.	<ul style="list-style-type: none"> Scale of buildings Infrastructure Consultation process 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with consultation process
53	D21/230895	Objects	Impact on the feel and village character. Impact on	<ul style="list-style-type: none"> Scale of buildings 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			local businesses. Some improvement such as paving and landscaping but not redevelopment. Incentives or grants for shop owners to improve the existing buildings. Housing targets being met. No demand for high rise in Mortdale, as supply is not an issue in Hurstville. Clear traffic management plan is required. Concerned with future ability to widening of the one lane railway bridge on Boundary Road. Objects to R3 on southern side of Mortdale station due to impact on suburban character, parking and traffic congestion, and heritage impacts. Concerned open space delivery is dependent on developer and plan should indicate proposed location. Duplexes and Torrens Titled changes suburban character of street. Concerned with affordable housing bonus provisions. Concerned with amenity impact on existing low density areas. Concerned with infrastructure required to support population growth - schools, sports fields, transport and commuter parking. Mortdale RSL does not need to be demolished and rebuilt. Amenity impacts on the community in regard to social issues, crime and the mental health. Decision should not be made until the community comes out of lock down and after the election.	<ul style="list-style-type: none"> Housing Choice Local Businesses Infrastructure Consultation Process Other 	character and suburban character <ul style="list-style-type: none"> Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with Affordable Housing Bonus provisions Concerned with consultation process Objects to the master plan as GRC is meeting its Housing Targets so increased development is not required Concerned with amenity impacts from new development Comments on Mortdale RSL Club Planning Proposal Concerned with location of library/ town square/open space not being clearly indicated on plan Concerned with consultation process.
54	D21/230897	Objects	Objects to high density development in Mortdale. The current plan has too much development for the area without adequate parking and outdoor areas for the proposal.	<ul style="list-style-type: none"> Scale of buildings Infrastructure 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services.
55	D21/230899	Objects	Objects to draft plan due to overdevelopment, traffic congestion and parking. We propose that Council defers this "Master" plan to undertake	<ul style="list-style-type: none"> Scale of buildings Infrastructure Consultation 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			wide consultation with the residents and until the current issues are addressed. Also questions legitimacy of NSW Local Government.	<ul style="list-style-type: none"> Process Other 	development – school capacity, traffic congestion and parking, open space, transport and health services. <ul style="list-style-type: none"> Concerned with consultation process. Questions legitimacy of NSW Local Government and legislation.
56	D21/230955	Objects	Objects to excessive rezoning of Mortdale. It will increase road congestion. Mortdale will lose its character. Any future plans should be delayed until the December local election. Council's administration appears to have lost direction. The Plan comes after the increase in council rates. NSW Premier asserted that money would be saved by the amalgamation process. Suggests reducing Council's planning department.	<ul style="list-style-type: none"> Scale of buildings Infrastructure Consultation Process Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Concerned with consultation process. Concerned with rates rises and Council's administration
57	D21/231428	Objects	Plan will make Mortdale another Hurstville. It supports developers not local residents and does not support retaining the village atmosphere. The current village atmosphere is consistent with the beautiful natural surrounds of the area.	<ul style="list-style-type: none"> Scale of buildings Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned the Master Plan benefits developers/State government /Council/Private Schools
58	D21/231488	Objects	Concerned the plan will lead to greater congestion, loss of Cook Street car park, road closure at Cook Street replaced by a small park, taller buildings, more overshadowing, less amenity. Concerned with the consultation process, requests proper consultation with the community when Covid-19 is over.	<ul style="list-style-type: none"> Scale of buildings Infrastructure Consultation Process Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with amenity impacts of new development Concerned with consultation process.
59	D21/231514	Objects	Plan fails to adequately meet the current and future needs of the community. Inadequate infrastructure to support commuters. Traffic congestion and parking. Increased densities will contribute to overcrowding, unaffordable family housing and have a negative impact on the community atmosphere. Mortdale community spirit supports local businesses in unique ways	<ul style="list-style-type: none"> Scale of buildings Housing Choice Infrastructure Local Businesses 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Concerned with property values and affordability Concerned with impact on local businesses.

Summary Table of submissions – Exhibition of draft Mortdale Master Plan

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No.	CM9 NO.	Objects or supports	Summary of Submission	Topic Area	Key Issues raised
			during covid. Overdevelopment will impact on this community.		
60	D21/231527	Objects	Supports revitalisation of Mortdale with new streetscapes, parks and laneways. Concerned with scale and impact on village character. Concerned poorly-designed & large scale apartment complexes. Supportive of new 3-4 storey developments, but in the correct areas in in-fill locations in Pitt St & Macquarie Place. Low density areas around Coleborne & Carrington Aves should remain. Concerned in Victoria Street their land will be surrounded by R3/R4 & educational developments, yet zoning remain R2 zone.	<ul style="list-style-type: none"> Scale of buildings Housing Choice Infrastructure Other 	<ul style="list-style-type: none"> Supportive of public domain plan Concerned scale of draft plan will impact on village character and suburban character Prefers 3-4 storeys infill Suggests retaining R2 low density areas. Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services. Concerned poor building design and building quality of new development Site specific request to be upzoned as will be surrounded by R3/R4 and school.
61	D21/231985	Neutral	Supports plan which recognises lack of development in existing B2 zoning. Concerned expansion of B2 to impact on local businesses. Should consider mechanisms to retain strong independent businesses so they can expand without competing with large scale businesses in new developments.	Local Businesses	Concerned with impact on local businesses.
62-65	D22/173449 D22/173445 D22/171602 D22/171584	Objects	Opposed to high density and high rise dwellings (excess of 3 storeys). Concerned with excessive overcrowding, increased traffic congestion, increased commute times and impact on streetscape. Concerned with Councillors determining building applications due to possibility of corruption. Controls for air pollution from wood fire burning.	<ul style="list-style-type: none"> Scale of buildings Infrastructure Other 	<ul style="list-style-type: none"> Concerned scale of draft plan will impact on village character and suburban character Concerned with lack of infrastructure to support new development – school capacity, traffic congestion and parking, open space, transport and health services Local Planning Panel decision making Air pollution from wood fires.



Results of Survey for Mortdale Local Centre Plan

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February 2022

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1. About the Survey

This report documents the outcomes from the community survey for the Mortdale Centre Master Plan.

The survey was made available on the website at the same time as the Master Plan was on exhibition and formal submissions were being received. The survey was launched on 14 July and was closed on 24 September 2021. The value in having a survey as part of the engagement is that it provides an online format for receipt of comments and reactions to the draft Master Plan. It provides additional opportunity for input including from those who may be less inclined to make a formal submission.

To assist the community to understand the details of the Master Plan Council offered three webinars in August and those participating could hear from the project team and ask questions about the Master Plan. Letters, media releases, face book posts, emails and other means notified the community about the exhibition of the Master plan and the information on the website included direct access the survey.

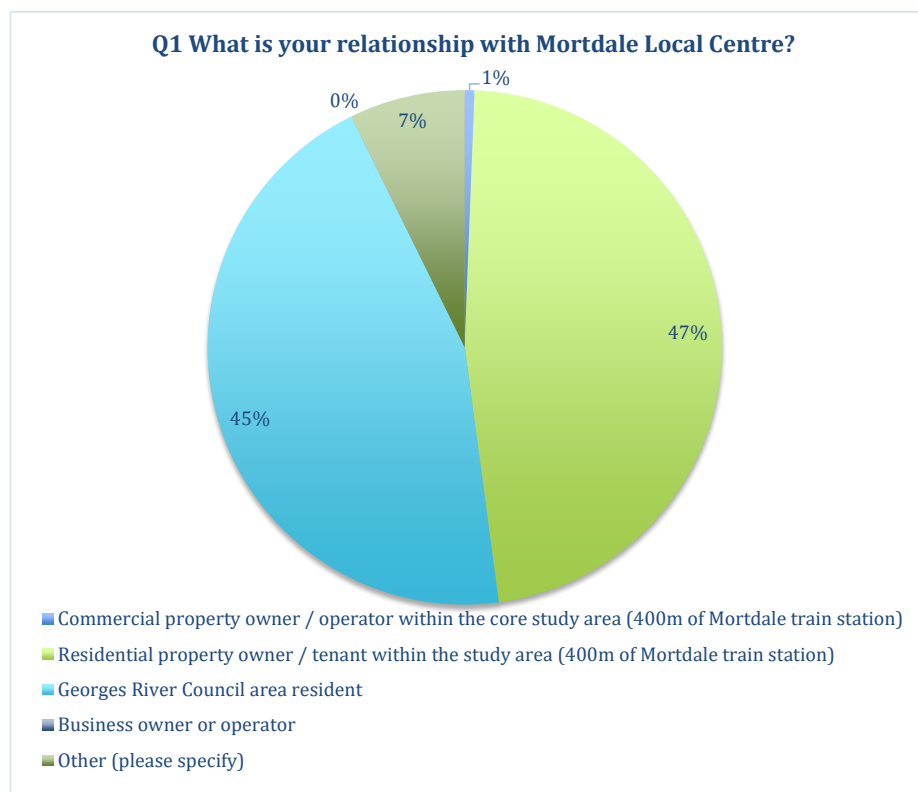
The survey offered a number of open ended questions attracting a high volume of comment. The comments can be seen as broadly aligned with those received through formal submissions to the exhibition of the Master Plan. Also they were similar to the previous comments made by residents through the Your Say Georges River webpage, this opportunity for comment having been open from 15 January to 16 February 2021.

Responses to the questions of the survey and associated additional comments are summarised in this report. This report has been prepared to be sure that all comments are considered by Council in making decisions around the future of the Master Plan.



2. Relationship of survey respondent to Mortdale

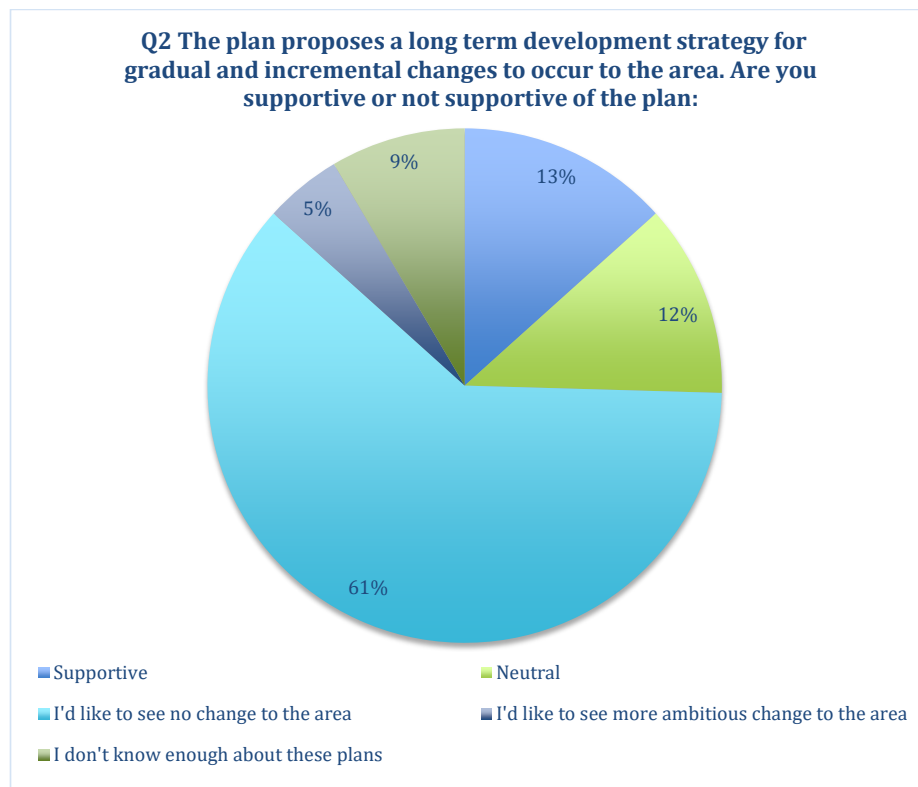
Question 1 asked about the relationship of respondents to the Mortdale Local Centre. The 165 respondents to the survey were predominantly residents rather than being business or commercial operators and most were from the immediate area or the Georges River Council area.





3. Response to the Master Plan

Question 2 asked about the plan and whether they were supportive. Of the respondents 18% were either supportive or wanted to see more ambitious changes to the area, 21% were either neutral or did not have enough information and 61% reported that they wanted to see no changes to the area.



Question 3 went on to ask if they “had anything to add about the plans for revitalising and expanding the commercial area?” and 135 of the 165 respondents chose to make additional comments that are captured below.

A number expanded on what they did not want to see changed and why they did not want to see this change including:

- Not wanting to see expansion of the commercial area and/ or apartments.
- The impact of zoning in ruining the areas charm with over development and concrete.
- Fear of the additional demand on already stretched train services and traffic
- General crowding - don't want to see increase in population
- Fear it will stimulate the local economy and raise house prices.
- Proposed building height is too high/ do not want to see high density towers
- Desire for current property to retain its value and feeling that new apartments will impact on this
- Proposed development is out of character with the area



- Height restriction should remain as 3 story maximum with consistency in the design of units
- Oppose increased upzoning to R4 high density and R3 medium density
- Opposed to six storeys in main shopping area.
- Growth in the small area will overcrowd the shopping area that lacks parking
- Existing housing is already too small
- Height limit should be four storeys on Morts Road and Pitt Street- two upper storeys should be set back, to reflect the original two storey shopfronts.
- Shops built prior to 1935 should be retained, restored and incorporated into new buildings to blend with the heritage inspired from Victorian, Federation and Interwar architecture.
- Current high rise apartments in Mortdale (especially those in Station Street) look unkept and detract from the area.
- Strip shopping is thriving and the village atmosphere is what makes Mortdale a great suburb to live in.
- Concern about rent increase for businesses to occupy shops under highrise.
- More security issues that have already increased in recent years.
- Overpopulation of the area will damage the sensitive natural environment with extra waste and pollution and overcrowding.
- The businesses in Mortdale are doing it tough and wouldn't want more competition with street level shops.
- No apartment blocks on the mainly residential side of Mortdale - should only allow duplex or villa style houses to maintain character
- Concern over noise and dust as result of construction of new developments.
- Concern about the State Government's Strategic Planning encouraging housing within 800m of railway stations - needs review in the light of Covid.
- Concern that the plan is financially driven by Council
- Need to maintain the successful shopping strip with high quality independent businesses - most have been in Mortdale for a long time.
- Concern about the plan for 9 storey buildings in the Mortdale Village precinct and surrounding streets.

Comments about what they did want to see in future plans including

- Beautification with paved footpaths.
- Face lift for the centre
- Revitalisation of the town centre and opportunities for more shopping facilities, libraries, town squares, and car parking.
- Retail upgrades
- Many more green spaces
- Changes to the commercial area along Morts Road and Pitt Street with more small businesses and less empty shop fronts especially along Pitt Street.
- Pedestrian only town square type areas.
- Rebuilding of the masonic building site into a larger carpark with lower ground level parking available
- Encourage use of commercial space for further growth and employment opportunities.
- Clean up Pitt street but look at parking and the traffic jam going through Morts road everyday
- Improve what's here already, update the nature strips and plant trees that don't rain tree sap on cars.



- Create footpaths on both sides of streets, update public parking spaces.
- Convert roads that are between Morts Rd and Boundary Rd in no through road/ dead end street.
- Need for revitalisation and expansion of the commercial area.
- Retention of buildings with historical significance including Mortdale's first public hall dating to the 19th Century and the grand emporium from 1918.
- Need for no car access shopping village and more green spaces.
- Include commuter parking for the train station.
- Open plazas, closed to vehicle traffic and an outdoor area for festivals something like Lawson amphitheatre, but not a concrete jungle.
- Need dedicated cycle pathways.
- Space for indoor & outdoor free & paid entertainment
- Low-rise (3 story) development of Pitt St and turn it into a mall, with restaurants, bars, shops and units above.
- New streetscapes for the shopping village - extension of the commercial area to revitalise Pitt St & Macquarie Place, Mortdale Hotel area.

Concerns about:

- Unit blocks/townhouses in place of older buildings/homes being torn down.
- The inadequate parking situation and congestion
- Use of the term diversity which equates to density
- Need for additional infrastructure including schools and parking and better roads and accessways - pressure on existing plumbing, pipes and waterways and loss of habitat for the local wildlife.
- The growth pressure not being shared with other adjoining suburbs
- Rezoning of the area south of the railway that is already too high/ dense.
- Angled parking and on footpath dining - a safety hazard when only one person can pass at a time.
- RSL development plan that is considered inappropriate.
- Parking on Morts Road and Pitt Street should be nose-in - the current 'tail-in' creates (1) a health hazard as exhaust fumes is pumped into the doorways of the food shops and cafes. (2) safety issue with utility trucks and vans with pipe and conduit on their roof racks protruding into the footpath.
- Escalation of Council rates to over 75% without warning.
- The plan to close Cook St and Martin Place will cause traffic congestion.
- the number of pedestrian crossings off Morts Road which create congestion.

Need for the Master Plan to:

- Indicate how car parking will occur including metered parking and restriction of access.
- Allow for quick stops for local residents and street parking for residents.
- Avoid the nightmare of Hurstville and reduction of quality of life as result
- Include more shops in and around the train station like shops in Ellen subway on the eastern side
- Have solutions for traffic control - such as making all roads in and out two-way
- Provide for more free parking for commercial area
- Make the roads pedestrian friendly and make further road closures.
- Define "vibrant"? How is "vibrancy" measured by council?
- Better define in the plan areas for 6 and 4 story dwellings that was considered as confusing (by one respondent)

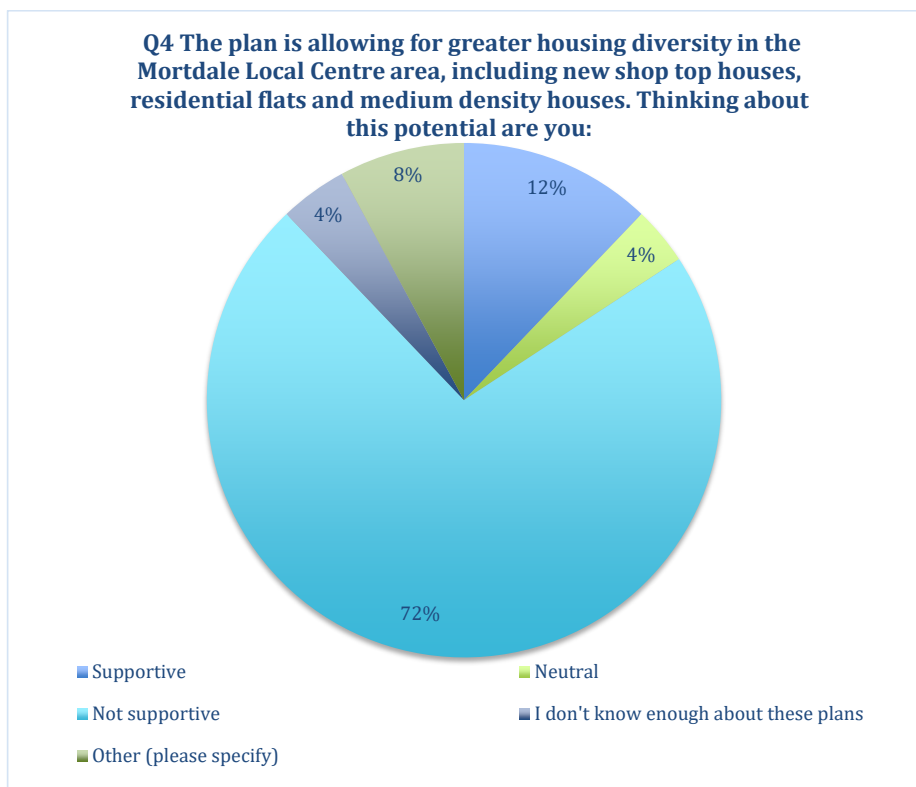


- Support growth but maintain the 'village' feel of Mortdale while bringing 'life' to the larger commercial area to enhance the vibrant Mortdale town centre.
- More small scale public plaza space such as on the corner of Macquarie & Morts to break up the taller buildings/zero setbacks and legible/inviting public through site links.
- Shopping precinct needs sunlight - sightlines along the road and rail corridors should not be blocked by high-rise buildings.
- Needs to consider the environment, local amenities, and local traffic issues.
- Focus should not be on increasing revenue for council and profit for commercial property and business owners.
- Plan should be for next decades not just the immediate.
- Improvements should extend round to George Street - the car park at the top of George Street, the walkway, lighting etc should all be included
- Commercial area should include making the "Village" pedestrian friendly e.g. Closing Morts Road from the Mortdale Station to Cook Street to cars.
- Improve landscaping/greening, more open green spaces & widening of the footpaths.
- 'Ambitious change' open to interpretation- this doesn't always mean development- supportive of sensitive thought out change to keep village feel.
- The streetscape appearing as two stories because of the set back of upper stories does not consider the slope of Morts Road and Pitt Street - run downhill from the village centre. Layering five plus stories will lower the ambience of the village.
- If zoning allows increased height, it needs to give back, i.e. deeper offset from road frontage meaning wider footpaths to accommodate open space eateries.
- Keep all large scale projects as close to the station as possible.
- Include infrastructure such as public toilets, water bubblers and seating.
- Developers need to allow many more car spaces.
- Height requirements for the commercial centre should be put in place now on the north side along Morts Rd.
- Do not encourage developments such as the one near Ellen Subway which is too big and has empty shops.
- Encourage heritage listing for some of the shops
- Council should enact some sort of incentive program for shopkeepers and landowners to renovate their shops.



4. Housing Diversity

Question 4 asked about housing diversity and support for diversity. Of the respondents 12 % supported housing diversity and 72% were not supportive. 8 % were neutral or did not know enough about these plans.



Question 5 asked about the details behind their response and this attracted 151 responses of the 165 completing the survey. The question was “What type(s) of residential accommodation would they like to see more of in Mortdale Local Centre and why?”

Responses included the following:

- Many responses were to leave housing as it is with single dwelling on blocks
- Affordable housing should include a freestanding 3-4 bedroom family home with a yard for children, rather than a two bedroom apartment.
- Moved to this area due to the park, public transport and schools without the overdevelopment.
- Where are the people that want to live in homes meant to go?
- Modern designs with amenities to add value to our neighbourhood - high rises should include amenities such as a swimming pool.
- Similar to those dwellings that exist/ no change to the existing
- Low residential only



- Higher density housing that will have negative effects to traffic issues.
- Homes, townhouses, duplex, small apartment - high rises will decrease the value of property and overpopulate the area.
- Villas/ town houses, modern apartments with more of a "house" feel, but still with the opportunity to live close to the main strip of shops.
- Modern apartments rather than the run down/ not accessible existing ones with large amounts of stairs, no lift access.
- Units on the train line
- No more units, too many already
- Limited height, smaller unit blocks - like for like replacement
- Apartments and duplexes
- 2 storey apartments
- Don't want Mortdale to look like Hurstville - it is already over developed
- villa complexes to provide entry for new home owners
- Low rise - no higher than 3 stories and maintain space between residences.
- Rezone the derelict industrial areas instead.
- Apartment blocks for greater affordability and growth for the area.
- Already a lot of housing diversity and ugly apartments
- Three story maximum units tastefully consistent in designed (not like the pictures in the Master Plan).
- The 'City Spine 6 Storys' are awful and remind me of over development of Wolli Creek - Figure 100: Landscape setbacks with public space looks much better.
- Parking is an issue with multiple people living in units with more than one car - residents and commuters and visitors all wanting parking.
- Keep current cap of 3 / 4 level apartment building heights - not towers
- No taller than 2-storeys where there are other free-standing homes on those surrounding streets and the quiet, leafy feeling of the area.
- Six storeys are not sympathetic to the area and not desirable.
- Enhance density along rail line - Victoria Rd toward R4 zone - Ocean St through to Penshurst St - walkability to stations and bus routes to other regional centres.
- Knock back B4 planning proposals - maintain a sensitive approach to growth
- One road into the area - Hillcrest Road - can't access it from the north and the traffic is queued miles back in the mornings to leave.
- Apartments close to the town Centre - station and business would benefit.
- More Torrens Title terrace (non-strata) and semi-detached with outdoor space - sympathetic to the architecture - limit overshadowing and impact on look & feel.
- Need a change in Council policy on Storm water to make it easier for developers to build on downward facing blocks without the need for an easement.
- Apartment blocks on Oxford St are run down and not kept up to scratch.
- Encourage people to look after their C1920 houses - not knock them down
- Adequate residential accommodation and mix- appeal is the village feel.
- Shops will not be attractive to business in these times
- Knockdown rebuild on existing block size
- No new residential accommodation within 800 zoning area of the centre, especially no high rise buildings.
- Spread out and build out of the proposed study area - not condensing buildings in one area near the train line.
- The eastern side of the rail line ought to be considered for unit development.
- Outside the immediate commercial area townhouses are also appropriate.



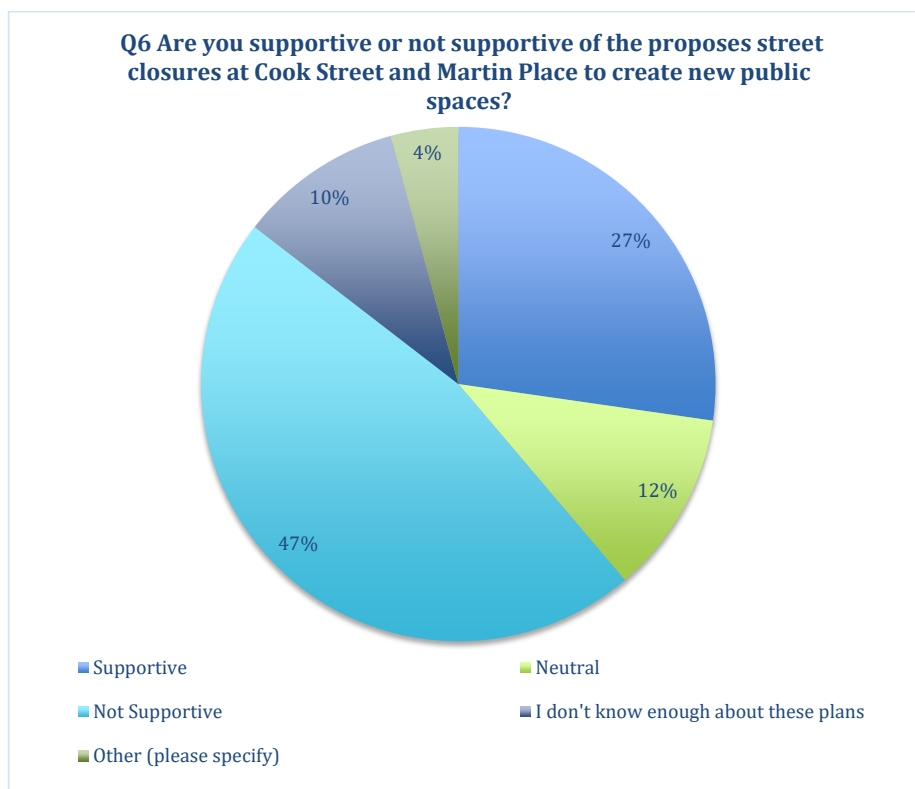
- Concern is with the upzoning to R4 High Density and Upzoning to R3 Medium Density to introduce housing diversity.
- Four and 6 storey buildings will create over shadowing, negatively impact the sky scape and make us feel crowded in.
- The R3 zoning between Carington and Railway parade should be R2, it is so close to the heritage area.
- Over shop residencies should be restricted to 4 storeys - 3 would be preferable.
- Six storeys will be a tunnel effect. There would be no character in the area.
- Centre needs revitalising- new retail, some commercial / office plus a mix of studio apartments and larger 3 and 4 bedroom units.
- Housing at the expense of gardens and natural environments will increase local temperatures.
- Concrete mansions are built too close to boundaries and villas as complying developments - stealing the sun from existing properties, increasing noise and infringing on neighbours. For example when people smoke cigarettes with the terrible smell invading neighbours' homes.
- Every inconvenient tree is deemed "diseased" or dying and the amount of green in Mortdale is barely a quarter of what it was when we bought in the suburb.
- No big ugly modern-looking drab-and-depressing type apartment blocks.
- In the house boom, property price didn't go up much - nice shops and cafes, - council need to create the vibe to attract more office workers, more housing
- No more high density - additional 969 dwellings will bring more than 1,000 people to Mortdale - pressure on traffic and public transport, schools.
- Accommodation post COVID should be conducive to persons working from home and include access to parks.
- Need more environmentally friendly accommodation which could accommodate rain water collection & solar panels & electrically charged vehicles.
- Growing homelessness & poverty in the LGA needs real affordable housing.
- Residential accommodation should connect with the natural environment with tree canopy & connectivity - recently built apartments go to their neighbour's boundary - need additional tree canopy/connectivity in parks, reserves & verges.
- No affordable housing because it will allow buildings to be taller
- Duplexes aren't helping - just add more strain on the area.
- Low rise units/town houses are fine- units on Cook/Railway Parade are ugly
- Need for parking on our residential property or nearby.
- Concern about shadows of unit block over low rise property.
- New shop top houses but with heights restricted to no more than 4 floors
- Villas with single storey access for older people - landscaping to soften changes.
- Residential living only- no public housing / assisted living or boarding houses.
- Community housing.
- Preserve old architecture and nature.
- Unit development should be concentrated in the area bounded by Morts Rd, Pitt St, Boundary Rd and Universal St.
- Terraces and duplexes that do not look like a box - need to fit in with a village atmosphere.
- A mix of housing types to enhance population diversity.
- There is currently a mix of housing and plenty of high rise development in Hurstville, Kogarah and other suburbs.
- R3 & R4, but not B2, as the B2 mixed commercial and residential buildings do not seem viable for the upper floor to be commercial premises.



- Terrace-type housing & smaller-scale apartment developments in the right areas.
- Concerns about peak hour traffic on Boundary Road and Stoney Creek road
- Like to see a review of the need for expanded housing in this area - limit housing to what can be built with minimal disruption to neighbours of developments.
- Residential flats and medium density houses in preference to shop top houses
- Allow for more affordable housing options within proximity to public transport.
- Two and three and possibly 4 storey but not down the main street- due to shadowing, wind tunnel.
- More housing choice - affordable for young, old and those with lower incomes.
- Communal area of villas or town houses.

5. Street closures, public domain upgrades and green links

Question 6 asked if they were supportive of the proposed street closures at Cook Street and Martin Place to create new public spaces. Of the respondents 46% were not supportive, 27% were supportive and 22% were neutral or did not know enough about the plans.





Question 7 asked “Do you have anything to add about the proposed public domain upgrades and the active transport (walking and cycling) strategy?”

Responses from 90 people to this question included the following.

- With increased population and traffic to the area not sure if it will be safe for what you classify as public domain walking and cycling.
- Need appropriate infrastructure to support these upgrades - parking spaces for bikes and motor bikes and more investment in the school.
- Walking/cycling is not a valid option for many locals more than 10-15 mins walk from Mortdale but visit by car due to limited public transport options.
- No cyclists they are dangerous now
- Nothing more is needed
- It doesn't work - everyone drives
- Illogical proposals
- These will only be necessary with the overdevelopment proposed and will negatively impact the transport system in Mortdale.
- Ok with active transport.
- This is sensible - Great ideas
- The Strand requires attention as an active walking link - main active transport link due to its uninterrupted linear route. It is heavily used by pedestrians and cyclists looking for a quieter most direct route.
- Mortdale needs pedestrian focus along the main street- that it is not a main road is its biggest quality - the pedestrian friendly feel should be kept and there should be further road closures.
- More trees rather than pavers
- No to cycling lanes to already motor congested streets - Cycle paths in town center just adds to the kaos.
- There should be cycling lanes around the whole Georges river area to allow safe uptake in cycling in the area.
- Not supportive of this plan- roads are parked out on each side already, cycling paths affect park in front of or near their properties, road are too narrow for bike lanes.
- Walking to and from the Mortdale shopping area is now easy, many locals do so including older people.
- Enhance walking/cycling routes between Mortdale and Oatley/Penshurst and local public parks; McRaes Park, Olds Park, Oatley Park and Lime Kiln Bay, Gannons Park, Moore Reserve and Renown Park.
- Private investment needs to benefit the public in a meaningful way - i.e. not just stencilling bicycles on the road and putting up a few signs.
- Support for investigation of (pedestrian/cycling) railway crossing between Hunter St and Ocean St.
- Even if private open space is provided as part of redevelopment, constraints on public open space need to be considered.
- Public domain upgrades must be pedestrian focused and finished to a high quality standard.
- Active transport and the use of public transport should be central to plans.
- Already sufficient public domain facilities - Oatley park, Jubilee Park, Renown Park, Olds Park. Also the National Parks and Carrs Park.
- Seperate pedestrians and cyclists on shared paths, they are a safety hazard for pedestrians.



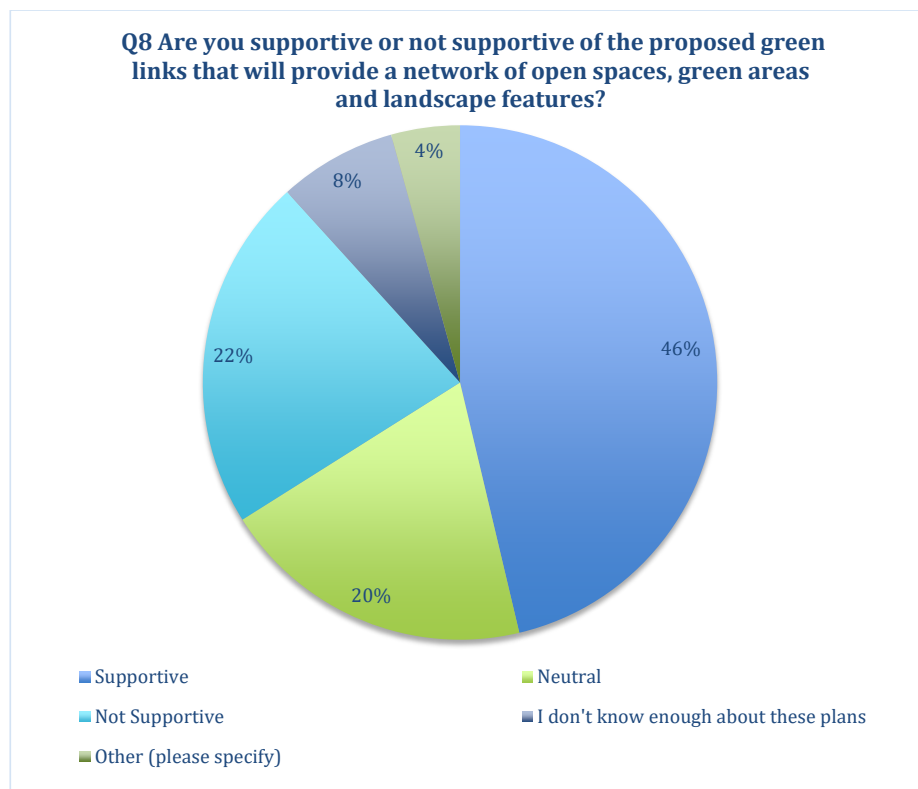
- Upgrades not necessary at this stage - people should not be out and about. If things ease up - repair and restoration will likely be needed.
- Oatley to Como walk/cycle way needs upgrade before there is an accident
- Happy to have more public spaces updated and added to
- In favour of additions and improvements to walking paths and cycle paths.
- Supportive - at the moment it is difficult to cycle safely from Mortdale to say Hurstville or Bankstown etc.
- The plan too vague on this part of the strategy- would like to see details.
- Designers of these proposals should come to Mortdale and have a look around and speak with locals and experience the suburb
- Desperate need for commuter parking has not been addressed.
- The area around the retail precinct is currently difficult to drive through as commuters park on both sides of the road and close to corners - difficult to see what traffic approaching.
- Need considerations for those with disabilities - mobility and sensory.
- Not enough information about these plans- information online is limited.
- The walk ways between Mortdale Shops / Train Station and George street (where the apartments start - after the car park) is run down and it could look so much nicer / enticing for potential new homeowners.
- Insufficient to support the scale of development being proposed and the population growth that will accompany it.
- Need dedicated cycle way - from Boundary Road to Morts Road & surrounds. Mortdale has busy streets - crossing boundary road at the intersection with martin place is dangerous for pedestrians.
- Cycle lanes are not necessary and will make roads more congested - they are rarely used - Most people will continue to drive.
- Unnecessary waste of money
- The lane takes away parking and delivery spots and bicycle riders don't use the lanes - they use the lane when it suits them and back into traffic.
- Ask the community in person rather than online system for feedback.
- Should be seeking further rate payer feedback this is not a good idea for rate payers / voter
- Traffic through Mortdale is a mess -closing streets will add to the problem.
- need for free public parking, especially adjacent to the railway
- Footpaths on both sides of all streets
- Add more areas to sit, more security and CCTV.
- Cycleway does not account for the undulating Railway Parade - cyclist turning into the street from The Strand at Penshurst will have high speed near the roundabout at Grove Street creating a safety hazard. As they continue over the crest of the hill towards Mortdale station they will travel at high speed -a safety hazard for residents backing out of their driveway.
- Railway Parade is an increasingly busy thoroughfare so residents will be forced to stop across the cycleway as they wait for the traffic to clear.
- Better location for the cycleway is Victoria Avenue -other side of railway line - less undulating and provides bicycle access to Marist College.
- Improve the footpaths and remove trip hazards.
- Cycle safe corridors from Oatley through to Penshurst and Hurstville.
- reduction in car access will hurt young families, the disabled & elderly .
- Railway Parade is busy all hours - cyclist gain speed from Penshurst over the hills.



- Commuters for Mortdale station park on Railway Pde to the roundabout and inches from driveways making it hard to get in and out of driveways.
- Public Domain upgrades pander to developers.
- Cycling should not detract from or be at the expense of movement of vehicles as it does in the City.
- There are jams at pedestrian crossings and during busy times. Street closures would exacerbate this and increase travel times
- The public domain strategy fact sheet, page 6, seems to be scant on detail to make an informed decision.
- You can't shut Mortdale to cars - need for planning around not giving in to the car - shut Martin Place but not Cook St - this forms quick response time for instance for Fire Engines through Ellen Subway.
- Safety for pedestrians is paramount - Crossing Cook Street near the Ellen Tunnel is hazardous with steady traffic and vehicles speeding up. Where would traffic go if Cooks St is closed but it would make movements safer.
- This is the only positive
- The pandemic has shown our council does not have enough green space - Oatley park is at capacity.
- Need bike parks for the young people.
- Councils integrated transport strategy needs to define a hierarchy of how it accommodates users in this order: 1. Pedestrians, 2. Cyclists, 3. Public transport users, 4. Freight/delivery drivers. 5. Private vehicle drivers
- Morts Rd should be shared space with high-quality, pedestrian-friendly paving - not bitumen - give drivers a visual cue that the space needs to be shared.
- The length of Morts Rd from the station to Universal St needs 30km/h speed limit reinforced by redesigning the street to make narrow and slow.
- Walking and cycling needs wider footpaths - limit A-board signs, outdoor dining and shopfront displays to maximise footpath - footpath extensions, continuous footpath treatments, raised pedestrian crossings and more to make the centre a people-focused place.
- More facilities on the footpath and nature strip that cater for pedestrians and cyclists, namely benches, bubblers, rubbish bins and cycle racks.
- more cycleways and end-of-trip facilities generally near the shops and train station.
- More separated, bi-directional cycleways to encourage people of all ages and abilities to cycle - low-cost, healthy and sustainable.
- Landscaping, trees and open space considering the urban heat island effect, sustainability and climate change. Sustainability means higher densities, more trees, more open space and less driving.
- Put powerlines underground to enable planting a variety of trees including deciduous, not just natives and gum trees. Jacarandas are spectacular and would make Morts Rd special if planted along its length.
- Use more natural materials in the street furniture, paving and landscaping - sandstone and wood, rather than concrete, plastic, bitumen and bricks.
- The increasing in residences will offset any benefit in active transport, with far too many cars on the road and on-street parking pressure.



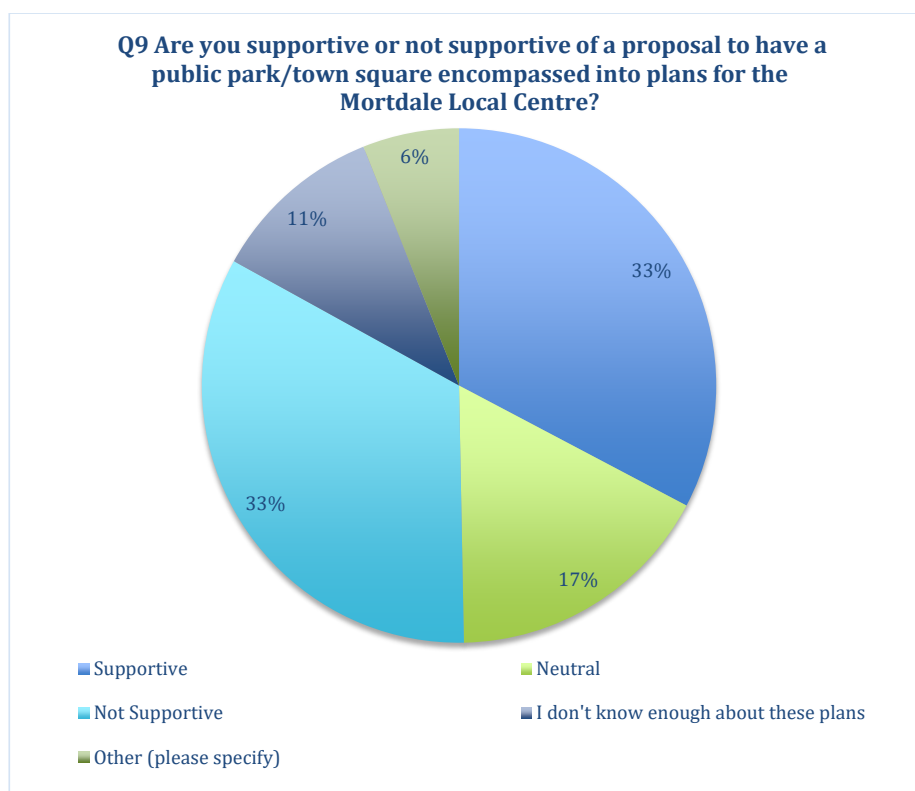
Question 8 asked if respondents were supportive of proposed green links. Of the respondent 46% were supportive, 22% were not supportive and 27% were either neutral or did not know enough about the plans.





6. Public Park / Town Square

Question 9 Asked respondent “Are you supportive or not supportive of a proposal to have a public park/town square encompassed into plans for the Mortdale Local Centre?” Of the respondent 33% were supportive, 33% were not supportive and 28% were either neutral or did not know enough about the plans. Other was the answer for 6% of respondents.



Question 10 asked “Where do you think that the new public park/ town square should be located and why? As per the responses to the question above a number of people indicated as part of this response that they did not think that a public park was required.

Responses from 103 people were as follows:

- We don't need a new public Park. Leave the town square where it is.
- Mortdale is fine as it is no need for town square
- Needs a slight facelift - paved footpaths new awnings and paint.
- Around Mortdale Public School, for parents and children to play after school - provide sporting facilities and opportunities for the students.
- decentralised to avoid major traffic and parking problems
- What are the criteria? How much space will it require?
- Near the shops so it is easy to get to by all people



- Anywhere that's convenient, but overall good idea
- Cook at car park
- Morts road should be foot traffic only from Macquarie place
- We have enough green parks - Oatley , Olds Park , universal Street, Jubilee Centre - the tiny 'green space' is token
- Existing ones require upgrading e.g. public toilets, benches, bbq areas
- At the edges of the industrial areas.
- Near the station, at the hub of mortdale.
- Upgrade the small park area currently on Martin Place (Mick Downs Reserve) and expand it?
- Preserve the trees and wildlife in Mortdale and Oatley.
- Corner of Cook Street and Morts Road, where the current small carpark is, or the area behind the laneway on Cook Street
- Oatley has a public park/town square built into the town centre - would like to see the same in Mortdale
- Top end of Morts road and Pitt Street pedestrian only and George street along the railway could become a town square and a public park.
- No information has been given - I believe you have plans already and are only asking to be seen to include the residents.
- There are parks already and the shopping centre does not need a town square, we are a residential suburb not a town or closed community area.
- Car free plaza between Macquarie Place and Pitt St, with access retained but minimised for vehicles to Mortdale Station via Cook Ln.
- Should not impacts bus interchange and traffic flow (i.e. kiss and ride).
- Away from shopping area as they can become undesirable hangouts
- On the Mortdale school side around coleburn ave and railway Pde.
- Where Mortdale RSL is - especially if it does not procede or as a trade off of car park area in return for high rise.
- We have parks, don't need a square - fear that people will have their home forcibly acquired.
- Fear of parks and Covid
- Town square is a waste of space and money
- Improve the existing car park near the rail line, a possible extension into the video store - keeping the existing small cafe area.
- Wherever possible
- The Cook Street carpark
- Needs consideration of traffic flow and parking.
- If housing is retained as it is around Victoria Ave and Newman St, then there isn't a need for another park.
- I don't think there is space to include this - it is a luxury rather than a necessity - car parking is a greater need.
- Replace the Georges River Council building with a beautiful public park / town square,
- Park is good - currently no decent park, town square wastes money -not too far from the town center but so that noise affects people living nearby.
- Somewhere attached to Cook Lane
- Town square should cover Morts Road from the Station to Cook Street, all of George Street on the shopping centre side and Pitt Street to the end of the shops -remove cars, relocate bus stop, include landscaping, seating and shelter.
- This is designed to distract us from over-development being proposed.

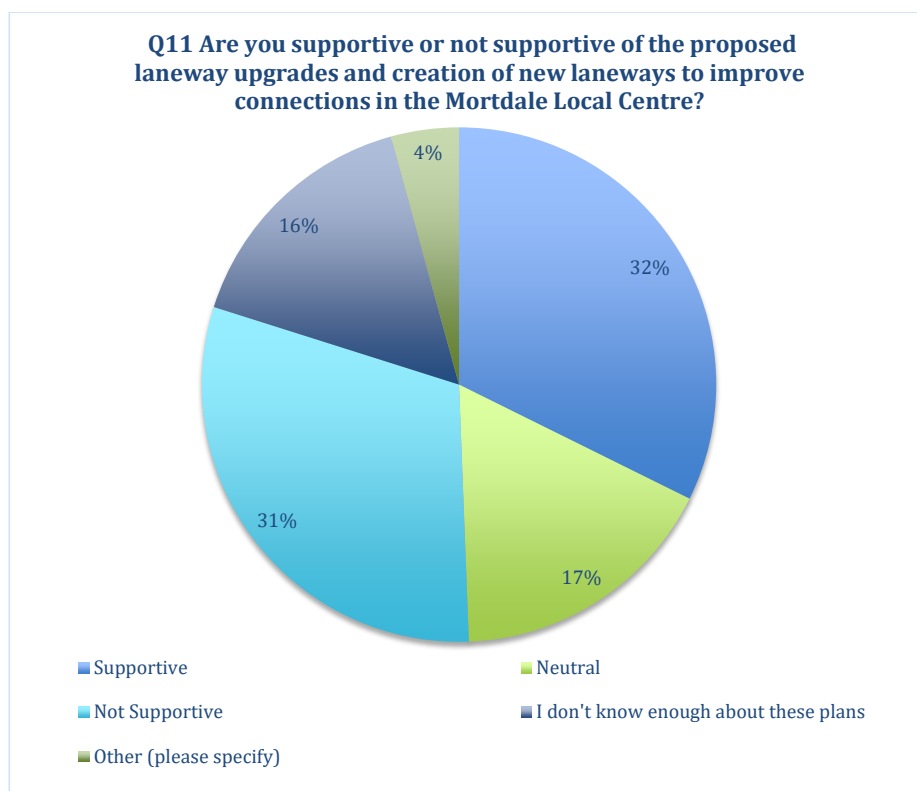


- New public park/ town square needs tree canopy/connectivity & green space.
- Our large town square/open space is currently memorial park in martin place.
- Retain memorial park - used for professional photography such as weddings because of the rotunda and the large trees - also for ball games, picnics and as a contemplative place, child's activity park is next to the park.
- Jubilee Park is an adventure park with picnic facilities & community facilities to hire which is great.
- Would not like to see a town square like Hurstville or Kogarah, all just concrete.
- Next to the fire station but the parking area would need to be relocated.
- Away from the town centre, sense of freedom from overbearing buildings.
- Close to railway
- At the end of Morts Rd near the railway station.
- No public car park - would make the area ugly. A green town square for fairs, and events would enhance the area- give it greenery like that of Oatley.
- Already have enough parks, need to use what we have more wisely.
- Council has done a great job of the upgrade of Jubilee Park.
- If anything put more trees and seats in the existing parks.
- Close off some of Morts Road for a town square, nearer the station.
- move the fire station and make that a public area
- The public parks should be where they are away from the traffic and congestion of Mortdale shopping precinct.
- Shopkeepers prefer parking to token parks - plan provides little extra to cope with additional residents.
- Without demolishing existing houses -can't see where to do this.
- Council carpark adjacent to Mortdale train station would be a good location.
- If the park is required for the overdevelopment I would rather not have an additional park.
- Between Cross Lane and Victoria Ave as shown on page 6 of the public domain strategy fact sheet, but extended to Morts Road
- You would have to demolish something - candidates would be the buildings at 18-28 Morts Rd, or 113 Victoria Ave. They are underutilised.
- Corner of Morts Road & Pitt Street - with direct access to the train station & the top of the village - Mortdale Hotel would be key to this location. It needs to be more family-friendly, village-like etc.
- Not in Georges River Council Area
- Town square as close to the ridge line as possible as this is the site of the Railway station and the shopping centre is an easy stroll down hill from there.
- NOT near the Hotel.
- Needs to be encompassed in developments on council owned land, allowing for greater community-led direction for the space, rather than led by developer/ council negotiations on privately owned land - Council owns land on Cook Street and the Morts road car park- central and ideal to locate a public asset.
- Block encompassing Cook street from Ellen subway to Cook lane, and the railway line - central, close to all amenities and is of a suitable size. Council already owns the majority of the land which would mean it can be fast tracked.
- Close to the train station - put the commuter car park underground and put it between the station, Ellen Subway, Cook St and Cook Ln.



7. Laneway upgrades and new laneways

Question 11 asked respondents “Are you supportive or not supportive of the proposed laneway upgrades and creation of new laneways to improve connections in the Mortdale Local Centre?” Of the respondent 32% were supportive, 31% were not supportive and 33% were either neutral or did not know enough about the plans. “Other” was the answer for 4% of respondents.

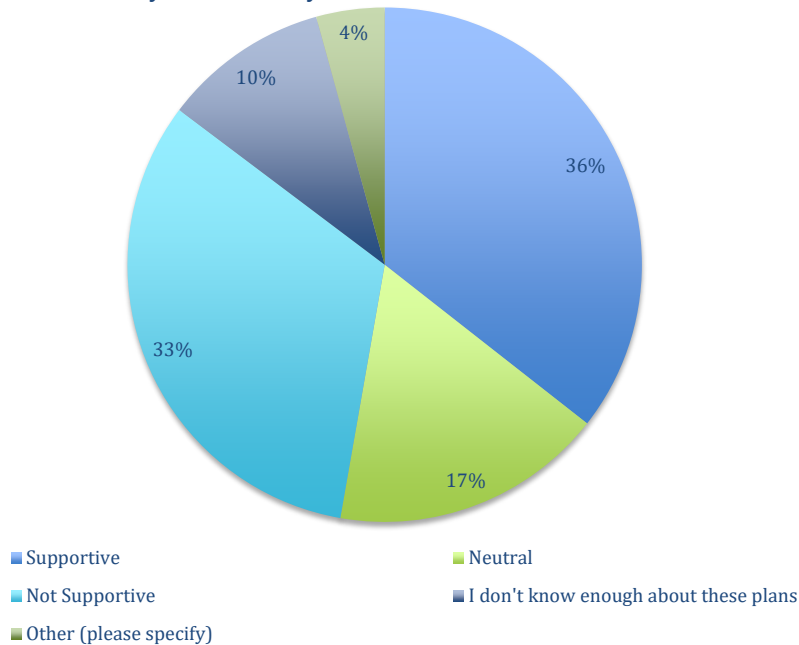


8. Library and community hub zone

Question 12 asked respondents “Are you supportive or not supportive of the idea to have a library & community hub zone in Mortdale Local Centre?” Of the respondent 36% were supportive, 33% were not supportive and 27% were either neutral or did not know enough about the plans. “Other” was the answer for 4% of respondents.



Q12 Are you supportive or not supportive of the idea to have a library & community hub zone in Mortdale Local Centre?



Question 13 asked “Where would like to see the new library & community hub located and why?”

Responses from 93 people included:

- A number of people who indicated that it was not needed- that the current facilities are adequate.
- locate close the Station or the School, so children can enjoy the library
- Needs to consider traffic congestion - walking/cycling is not an option for many more than 10-15 mins walk - need car access due to limited public transport.
- Victoria Avenue (around where Mortdale Spiritual Church is) - convenient location and there's not much happening there or near Jubilee Park”.
- Mortdale shops
- The old Masonic hall you knocked down
- not needed - Mortdale is fine as it is - 3 libraries already
- Near the town centre. Pitt st / Station
- Leave it at Olds Park - that one is fine
- Behind the IGA
- No additional library - support the one on Forest Rd Penshurst and Oatley
- A branch of Hurstville library conveniently located at the end of Morts Road, situated in a park with ample parking as well.
- Morts Road or areas surrounding
- If you have to, put it in the community centre next to the church
- community centre is fine where it is on Boundry Road.
- If we created a library hub no idea where it would go.



- Would be good for people to have a space to work or visit where they have quiet- with people working from home this would help with mental issues.
- Corner of Cook Street and Morts Road, above the current subway building
- 3 options that are underutilised: along Cook St behind the existing shops and opposite the train station car park or along Macquarie St next to the RSL or on Pitt Street opposite the RSL carpark.
- Community hub exists and suits the people who live here- leave area as it is.
- New library would need to be considered in relation to Penshurst Library.
- Community facilities at Olds Park should be retained.
- Anywhere close to town so it's accessible to all
- Within 400m of the station.
- Peakhurst Library at Olds Park is very close and could be expanded if required and a free, more frequent shuttle bus service could transport people to it.
- Near the Alta Nursery plant shop at Depot Rd. Cul de sac corner where there still plenty spaces for redevelopment.
- There's already a library in Olds Park and community centre on Boundary Road. - Maybe you should put a library and community centre on every street.
- Libraries are currently closed and community should not be mingling in a hub or anywhere.
- Perhaps an extension of the old library at the Park.
- Inside the former St Georges Hall in Pitt Street, once the community centre from the 1890s to early 1920s.
- Somewhere near Mortdale Primary School or GRC Oatley
- Possibly incorporated into the Mortdale RSL redevelopment.
- Somewhere less dense
- The library in Penshurst has had it's opening hours reduced - it closes at 4pm - these hours should be expanded first. Not all students have access to the internet at home, and this barely gives 30 minutes to research for assignments, pick up books or use photocopying..
- Not required - library is not really used. Younger generation access information online.
- Show us plans that don't include 969 new units and i'll tell you where a new library/community hub would best be located.
- Would like to see the library promote online services.
- For many years the RSL has been my community hub for community functions, community engagement meetings, family & friend celebrations, host of great free & paid entertainment & a great dining experience - has car park & easy walking distance to a railway station & bus facilities.
- Another library in Mortdale will attract more people and cars into the area.
- Hurstville is close enough for people that have this requirement
- If this can be done without the addition of offensive 4-9 storey buildings then possibly.
- Jubilee Park - there is already a Community Centre there.
- As part of the free public car park near the railway station
- Renovate the Penshurst Branch at the top of Morts Road
- Enlarge the current Mortdale Community Centre.
- This is not needed in the town centre - we need more greenery and less cars.
- Incorporate the new library into the community centre in Jubilee park
- In Pitt street to revitalise that street perhaps?



- Leave the libraries where there is plenty of parking and the ability of using the park at the same time
- Fire station central position
- On Pitt Street, which needs additional facilities to attract people and improve usage of the proposed business facilities
- Again 18-28 Morts Rd, or 113 Victoria Ave.
- Potentially along Macquarie Place.
- Close to the Town Square (assuming this includes a park) parents and small children can move between reading and physical play - supports learning.
- Council owned land on Cook street and the Morts Road carpark - integrated with town square/public park, led by community needs & further engagement.
- Away from the existing shops and vehicle activity
- Needs to be central drop in by those who would use it.
- Current use of church facilities in middle of Mortdale shopping centre is good

9. Additional Comments

Question 14 was "Do you want anything to add about the plans for Mortdale Local Centre?" Responses from 122 respondents included the following that are not captured above. That is comments that are similar to those already mentioned have not been included.

- It would be fantastic to have a local Woolworths or Coles in the hub of Mortdale near the Station - supportive of the development of amenities that service and add value to our suburb and community.
- Shops on both sides of the train station
- Modernise but more people will lead to more congestion and the council doesn't cope with what it has now
- additional infrastructure such as doctors, co-ed schools both high school, primary schools, and more frequent public transport options.
- Council has set plans in motion and asking for the 'publics comments' is simply lip service and being seen to do the right thing by the community or doing what is legally required.
- Continue the momentum into neighbouring suburbs
- The tree species selection should be indigenous planting to reflect and enhance the local bushland character and to provide habitat for native birds and animals- Exotic species is an old school concept and does not 'acknowledge country' or follow sustainable design principles.
- I would support the following Key features on the fact sheet, Items 1,2,6,7,9 but do not support items 4,5,8 and am undecided about item 3
- I wish we could do something about the heavy traffic and speed on Boundry road and into Martin place from Boundry - A round-about on Boundry Road at Martin Place would help slow the traffic down and allow for easier access to the child care centre (Jenny's Kindegarten) - crossing the road at that point.
- Speeding cars have no regard for the Kindegarten or that people/families who may be enjoying Memorial park on the corner or the children's activity centre.
- Affordability by adding high rise is not really an option as new units will cost more than the current ones (almost as much as an older villas) -it doesn't make the area more affordable.



- Have a visual presentation (3D of proposed plan - especially town centre) to show what it will look like rather than making residents go through the paperwork - especially the elders of our community.
- Show the designs of unit complex that will be approved and that they will be consistent in design. Macquarie place has newish developments different in look and feel - out of place with the units around them.
- leave the shopping area alone, we have several of everything we need, more high rise units more people more parking issues and jobs will not be created, by building shops into every block of units eventually the established small deli type shops will disappear.
- Canopy must be retained and opportunities to enhance improved where possible.
- Paddy Tyler Reserve - Overshadowing from adjacent R4 redevelopment to be avoided.
- Heritage - Consider heritage values of buildings in uplift B2/R4 zones i.e. Railway Pde adjoining the 89-91 Railway Pde redevelopment.
- Contributions Plan - outline where significant funds captured from this redevelopment will be allocated such laneways/thoroughfares to be provided by developers, social housing allocation, public infrastructure (especially schools), upgrades to streets, services etc. - The community is wary of overdevelopment and corruption, feedback on where the money goes is crucial to address speculation and cynicism.
- Vehicle Access - The balance between allowing vehicle access and reducing vehicle impact on the Mortdale Centre. The streetscape is vehicle dominated, Mortdale/Georges River is suburban and a divide must not be created between town centre and surrounding detached housing. This is also an issue of equity, as the elderly and those with mobility needs may have no alternative to driving.
- You have ignored the community- Council panders to developers.
- Council is bringing the slums towards the McRaes Estate - duplexes with no character should not be allowed - the blocks are too small.
- A variation in designs for the proposed B2 zone will encourage investment of development and the uptake contributing to the flow on benefits.
- Need to consider removing dangerous large gum trees in some streets
- GRC is under pressure from the NSW government - all councils need to push back against the demands to raise population beyond sustainable levels. -leads to people being permitted to build housing on floodplains, and the destruction of Aboriginal heritage (Warragamba dam).
- Need rules and regulations particularly quality control of construction and the appearance of the buildings.
- Sustainable practices need to be adopted for developments (energy and water efficiency, insulation, double glazing and recycling materials from demolished buildings) and council - accommodating electric vehicles, car share and making recycling of household items easier - such as appliances and organic waste.
- Money should be spent on tidying up high rise areas, and simplify the process for townhouses/ duplexes to be built.
- Consider traffic congestion from people outside the area shopping in Mortdale.
- Don't include water features in plazas as kids play in them and they are a slip hazard.
- Why did the community engagement plan not engage business owners, the Aboriginal community and local schools.



- The plans are pre-Covid - the world has changed and it seems obscene to be proposing these plans.
- Dodgy development drags everything around it down
- Change is necessary, but not the sort of change that erases our history and sense of belonging - changes should enhance our town, not replace it entirely.
- The area in St Catherine Street which adjoins Cox Lane should have been included in the rezoning - these properties have dual frontage, it would allow for innovative units to be constructed, without affecting neighboring properties.
- Mortdale local centre upgrades should be separated from the council's plans to change zoning.
- Already safety concerns and we have first hand experience of this as my husband was mugged. Attracting more undesirable people to this area will send Mortdale downhill - will be a direct result of this type of poor planning.
- Affordable housing should be promoted in areas with the infrastructure to cope.
- Considerations for accessibility and disabilities in general
- More public bathrooms - so there is not a reliance on the train station
- Quiet isolated suburb where you can enjoy living in a big city and come home to a place that gives the freedom and feel of a small town.
- Need an addendum to this Master Plan - short and precise this is way to long for the average Non Town Planner person to read and understand.
- The council has a method of trying to remove some old people, claim their property and say its in the best interest of the community.
- Mortdale station is not the main train station now, not all trains stop here.
- The proposed plans will destroy the current layout of the suburb
- Please leave it as it is "a suburban shopping centre" that supports it's community.
- There should be some recognition of Thomas Mort as well as the original inhabitants, the local indigenous people.
- Council is trying to get this plan approved and passed when when all the community is concerned about right now is fighting a national health crisis.
- Choice of retail in the vicinity needs to be better thought and approved.
- Stupid idea and will justify council jacking up rates.
- Use Mike Downes reserve as a dog off leash park? Maybe h
- Have gutters that are curved.
- Findings of the community engagement survey (Appendix 1) should be the focus of the plan - green and open space, activation of the existing centre (through music/ events/ festivals/ exhibitions) and expanding infrastructure to support the growing population.
- Mortdale is the only local suburban strip in the area left for day to day essentials.
- Development changes extend too far to the north, Catherine Street, and should be limited to Newman Street,
- Fear that people will be removed from their homes
- Every established tree in the proposed development area is valuable and I hope that most can be retained - for any tree lost I hope that 2 can be given a chance to develop - development proposals say whatever they think people want to hear - For example 80 cm depth of soil is not adequate to grow a replacement of a tree that stood 18 m tall and had a canopy diameter of 18m. Nor does the replacement occur in the lifetime of the current residents.



- Many years too late as there has been little incremental development in Mortdale for some time - leading to deficiencies in commercial floor space and a very aged apartment market.
- Public and shared transport - Council needs to do more to lobby Transport for NSW and bus companies to increase the frequency of services to and from Mortdale to minimise driving / commuter car parking - should use smaller buses for off-peak periods as less intrusive in both size and noise and safer.
- Council should work with car share companies like GoGet to expand the number of car share spaces to minimise the need for people to own cars.
- Parking - Council should consider parking for medium and high-density developments within a 10min walk of Mortdale station. Provide people with choice to buy an apartment without paying for the cost of parking and have the choice to not own a car.
- Council should install public electric vehicle charging points at prominent locations.
- Mortdale is relatively flat - think about walking and cycling - People cannot expect to park directly outside the shop they want to go to anymore.
- Liveability - Council should not be afraid of medium and high density. Mortdale is already very walkable and dense, as is Penshurst. It can be very similar to many European cities that, while dense, are very liveable because people walk, cycle and use public transport and do not clog the streets with cars.
- Rezoning proposed for Victoria Avenue will impact the value and the standing of my property.
- COVID has prevented me from viewing the plans at the council chambers and be able to ask questions in person to the Town Planners.
- Development will decimate the diversity of habitat for native fauna - there will be insufficient broad areas for protection of small birds and we will be left with white ibis, lorikeets and noisy miners



APPENDIX A - Summary of the previous Community Comments on the Mortdale Centre Master Plan - Your Say, emails and letters

General Comments that did not fit under themes

- Change the name. Mortdale (Death Valley) doesn't have much appeal. It won't matter what else is done to the suburb, the name is 'off putting'
- Rename to Moderndale
- For over 40 years Mortdale has survived and prospered, meeting the needs of a broad range of residents. Please do not mess this up - What makes you think Mortdale needs to change?
- Master Plan should accommodate a widening of the rail corridor to 4 tracks between Mortdale and Hurstville Stations. The tracks are at capacity and makes it very difficult to add extra capacity to service St Peters or Erskineville stations or for more trains to stop at Mortdale or Penshurst during peak hours
- The new metro will not stop at St Peters or Erskineville Station and those stations will have to be serviced by the Illawarra line. Rail traffic through Mortdale is heavy due to the dual line to the South Coast and increasing volumes of freight from Port Kembla

Information via the various means have been arranged under a number of themes and headings as follows:

Theme	Sub theme	What people said
Housing Types	What people appreciate	<ul style="list-style-type: none"> • High rise apartment buildings for commercial and residential just near the Mortdale station and not throughout the area • Do not add any high rise apartments like Hurstville • Mortdale currently has attractive 3 storey unit blocks with surrounding gardens • Mortdale has beautiful old bungalows and it should remain that way • Keep the area between Judd Street and Railway tracks as it is, a quiet village type. Any units, villas or townhouses would just bring more traffic, congestion • The village atmosphere of the centre with the current R2 Low Density residential zoning
	What people want	<ul style="list-style-type: none"> • No more high rises– leave as it is! The community fought to try and stop the high rises on Railway Parade. - Mortdale is a low density area with a community feel and old heritage architecture. It doesn't have the infrastructure to deal with an influx of high rises • The streets which are densely populated have issues with rubbish • New buildings sympathetic to the architecture and history of Mortdale • Mixed density is the way of the future but that needs to allow for more townhouse complexes and duplexes • No triplexes as street parking is already lessened due to the duplexes in the area



Theme	Sub theme	What people said
		<ul style="list-style-type: none"> • More infrastructure - not enough parking - the train line is at capacity • Reduce rates so we can continue to be able to afford to stay! Create benefits for rates • More 'maisonette' style housing, (apartments above shops). Increases housing affordability, density, choice and ambience • Lower density housing with a mixture of housing • Villas nestled around greenspace would make Mortdale much more liveable • No more changes to zoning and developments such as the one by the station driven by State government housing targets - creating other challenges • Accessible housing developments. For people in wheelchairs - Housing that is designed for people who require care but are too young to live in a nursing home • Take the needs of people with disabilities into account - don't just build cheap homes with ramps and wide doors • Expand the medium density three storey apartment zone rather than going higher and add retail and business at the street level: expand a little to the north, east and west of the current medium density area • Provide car parking underground for shops as well as residents • Maintain current zonings – if you have to consider allowing redevelopment along Pitt St to incorporate apartments above commercial / retail premises • Low rise density with a mix of houses, town houses/ villas and apartments no higher than three stories, more green space • There are already enough units in the area • Redevelop the shops along Pitt St to allow more housing as well as an update to the shops • Distinction between Mortdale and Penshurst. The McRaes Estate and its surrounds needs to be kept very different • Three-storey 'walkup' apartment blocks close to the station are a good form of housing. Expand this form of housing density if needed rather than increase building height limits • With density comes the need for services and schools • I love the new 6 storey apartment built near the station -would also love to see the shops extended and also refreshed as store fronts look old and run down • Lot sizes for duplexes • More green space between medium rise, less units, more boutique apartment complexes • Less “dodgy” people (not sure how to solve this while also making Mortdale affordable)



Theme	Sub theme	What people said
		<ul style="list-style-type: none"> • An area between Morts Rd & Ocean St provides an essential buffer zone free of medium & high density developments enhancing a Village quality. No more high rise developments • High density development is best served by changing existing R3 zone to R4 high density in the Mortdale area and not other areas • If you only have high rise in current unit areas to keep State Govt happy, you will restrict development as getting multiple owners to agree to sell is almost impossible • A maximum of four buildings 10 storeys high right near the train station. Each to have 50 public parking spaces for shopping area • Ensure estate agents limit tenant numbers in rentals. My building has 3 units with at least 8 adult residents in 3 bedroom units • Allow small block size for smaller duplex homes, e.g., 2-3 bedroom single storey. This allows local residents to down size to newer home sized for retirement living. -most newer homes are large, more expensive and require a lot of maintenance. • Allow 3-4 storey apartments above shops in Mortdale but nothing higher • Don't make today's Mortdale tomorrow's ghetto. Retain a village style and avoid over-development and high-rise lego blocks • Think of it as being like a version of the former Crows Nest and how that is placed to the bigger Chatswood. Mortdale is to Hurstville what Crows Nest is to Chatswood • Develop Mortdale's village identity • RSL club redevelopment is a concern - has the potential to transform Mortdale into a mini Hurstville. Redevelopment of the club and this site should be 3 or 4 storeys maximum • The RSL redevelopment will expand it to a mega pokie-den. Think about the broader socio-economic implications • Housing types need to accommodate increasing numbers of residents Working From Home post-COVID • The median rental for Mortdale is significantly less than suburbs such as South Hurstville, Oatley or Blakehurst. For this reason, dedicated affordable housing is not required • Should aim to improve the quality of life for existing residents by reducing overall density and promoting more detached housing where people can work from home • More affordable housing - people don't want to buy outside the St George area • Retain two storeys as part of the village atmosphere



Theme	Sub theme	What people said
		<ul style="list-style-type: none"> Do not increase commercial density / development which will change the village atmosphere Permit two storey 3 bed terrace style housing on 5m frontage- with below ground parking. Gives density without dominating
Shopping / Restaurants	What people appreciate	<ul style="list-style-type: none"> Local convenience of groceries shopping and coffee instead of having to drive to Hurstville Centre Atmosphere and village feel created by the shopping strip and vibrant cafes and restaurants Has all that is required in shops and services and a great shopping strip We have a beautiful town centre Love the green space near Westpac New streetscape in George St might encourage a diversity of shops The new plant shop on Pitt St is a great example of a fantastic new offering for both locals and attracting visitors
	What people want	<ul style="list-style-type: none"> Ongoing support for the Cafes and restaurants To show off the town centre Huge potential to capitalise on the cafe & restaurant vibe in Morts Rd Needs to remain quiet – not overdeveloped with high rise apartments and a shopping centre Diversity in types of shops/ restaurants – those mentioned - hardware, clothing shops, alterations service, bulk foods, large chemist and more variety groceries shop Love to see the post office return to Saturday morning trading. And/or a parcel locker An ice cream parlour! - a retro ice cream shop/milk bar that closes a little later for people hunting something sweet after dinner or for students passing through More restaurants and cafes - A greater variety of cuisines would only enhance the flavour! Local community shops supporting local people rather than franchise commercial business Cafes near the Woolworths area Empty shopfronts along Pitt St to include a few more cafes or restaurants or a small wine or cocktail bar! – live music and attractive to young people Morts Road - Eat Street has a great village atmosphere, we should encourage people to come and visit this hub The Mortdale hotel and the RSL club could be encouraged to cater to the whole community – need a family friendly small pub or bar with outdoor space – examples are Oatdale - quality craft beer on tap (inspiration from the Peakhurst) or even beer selection at Club Rivers Malt Barrell - Penshurst



Theme	Sub theme	What people said
		<ul style="list-style-type: none"> • Space for outdoor cinema screenings especially with COVID – encourage night time economy • More evening venues for meals and entertainment • Licenses for existing cafes to serve alcohol at night • Start Buffet type restaurant • Encourage more visitors • Exhibition centre to promote sales of arts & crafts by local artists & artisans. Free rental perhaps Council gets 10% commission no more Exhibition Centre Arts & Crafts • Keep village feel but improve appearance of some of the shopfronts – specific mention of the ones near station that are dated, dirty and not maintained • Avoid removing the old LOW COST shops to replace with empty shells under apartments • A multi storey (3 level) small shopping centre with new facilities and food court. Be good to dine with others who eat different food
Services/ improvements	What people appreciate	<ul style="list-style-type: none"> • The parking • The Mortdale RSL provides a venue for entertainment/community bodies to use in the Mortdale CBD
	What people want	<ul style="list-style-type: none"> • Coffee places open after 3pm • Library and community hub with gardens and cafe garden area with underground carparking - for example in place of the carpark where once there was a Masonic Hall. A place to allow for different groups to gather and meet, students after school, and seniors, and young parent groups - with a good library storyteller and activity program for children of all ages • Venues that cater to the whole community • Encouraging businesses to co-share spaces to maximise opening hours - e.g, cafes can convert to restaurants or bars in the evening • Expand on what's great with a mix and range of local, independent shops and services • More incentives for new tenants for vacant shops would be great • More public toilets where the shops are • A yearly Mortdale fair - like the Oatley Lions Festival • A local community garden would add an additional green space



Theme	Sub theme	What people said
		<ul style="list-style-type: none"> • Spaces, options for recharging for electric vehicles -could boost cafes at the same time • Increase the use of the school to the left of Coleborne for entertainment purposes and other community activities • A development in the Pitt Street area would allow Council to relocate the under-utilised Penshurst Library at Olds Park, to Mortdale to be easily accessible by public transport • Live music –planning controls restrict this due to proximity of medium density residential
Parks	What people want	<ul style="list-style-type: none"> • Connect Jubilee Park to Mortdale with a bike lane • A park in the shopping area (perhaps where the car park is and put car park underground) • Consider turning the Fire Station car park on the corner of Morts Rd and Cook St into a public square with trees and public amenities such as benches and drinking fountains • Consider removing trees planted in the streets on the other side of the shopping centre towards Renown Park - these monstrous gum tree roots have caused issues with footpaths, driveways and pipes - caused damage/ cost to rate payers. Dangerous in storms • Skate park - A new kids play area within Jubilee Park. Graffiti wall area for local artists • Local dog park • Upgrade Ruby Wing Reserve and other parks • Parks are under used - make one a kids splash park to cool off in summer months • Add basketball and playgrounds to parks to increase usage • Upgrade to Mortdale Memorial Park as active space for picnicking and community events: - better drainage, upgrade gardens and footpaths, undercover areas and picnic tables • Need parks where ball games or cycling with upper primary or teenage children are permitted • Needs a nice open park like the Memorial Gardens adjacent to Oatley Town Centre • Mortdale needs more open space • Outdoor swimming pool as the nearest ones are too far away • Outdoor waterplay area similar to the one near the Powerhouse Museum in Central • Facilities for youth in a safe central area -Some more exercise space, - this would protect the child specific areas from misuse • Protect the large old street trees and plant more • Establish a Community Garden with a dog leash free fenced off area



Theme	Sub theme	What people said
		<ul style="list-style-type: none"> Rose Garden is for the community garden and the southern edge of the reserve for the dogs in McRaes The area bounded by Ellen Subway, Cook Street and the Station is the last open space - It should be enhanced for resident benefit - not become another Wolli Creek or Green Square
	Concerns	<ul style="list-style-type: none"> Areas set aside for passive recreation (e.g., Penshurst Park, Oatley Bowling Club, Penshurst Bowling Club) have been built out. Old's Park is rapidly following suit Do not spend any more money on Park equipment etc until all the pavements are pristine
Mall and /or outdoor seating	What people want	<ul style="list-style-type: none"> Pedestrian only streets to allow more outdoor seating Concern about Council costs for outdoor seating which is a disincentive for outdoor dining Clean up the strip closest to the station, take out the dirty benches which will get rid of the people smoking and loitering and get rid of the dog poop! Close off Morts Rd to car traffic to create a mall near the train station to make it a destination, not a drive through, and place street trees, umbrellas, planter boxes to boost outdoor dining More like a European town square where we can get together and have a coffee with trees and greenery around would be amazing More outdoor seating options - adds vibrancy - could include street food and music and markets, events, festivals Do not change Morts Road into a mall or something similar, instead clean and upgrade it with new bins and more trees and shrubs Open seating mall area like Cronulla Make pedestrian friendly, remove parking and /or stop cars parking with exhaust facing pavement and walkways The streetscape is fine as it is. Do not replace parking spaces with more outdoor dining – other small businesses will suffer when there is less parking The streets need more trees and to be pet friendly with adequate seating Pedestrian mall but also need to maintain a transport interchange and consider the needs of people with limited mobility to connect between modes, e.g., from train to bus or taxi



Theme	Sub theme	What people said
Streetscape and Open Spaces	What people appreciate	<ul style="list-style-type: none"> Pitt Street part is fantastic for families as it has toilets Maintain heritage shopfronts Keep density and height levels as is I like the streetscape on the eastern side of the station and that should be protected and not have apartments encroach
	What people want	<ul style="list-style-type: none"> Mature tree lined streets towards The Strand - Mortdale centre needs a tree canopy coverage plan More of the new seating / planter boxes Built heritage should be conserved, and interpreted properly. Like the Fire Station A faster way to cross over the railway line Street trees, especially low maintenance natives Recognise First Nations history and consult with Aboriginal people- consider re-naming open spaces or streets, or community art installations Clean up Mortdale from people smoking on the footpaths in front of shops on Morts Road Get rid of the bench in front of the tobacconist to discourage smokers More bus routes, bigger bus station with better shelter, bike paths Renew the paving through the shopping area and use as opportunity for new tree plantings, new garden beds, public seating and tables and expanded outdoor cafe seating Continue the one-way traffic and widened pavements through the shopping strip Increase bus access and taxi access Get rid of all the feral pigeons on the street Mortdale train station - improve commuter safety at night in and around the station and the pub - Install CCTV & crime prevention devices, install extra lighting - easier to access assistance. More policing and police patrols late at night, especially when trains arrive Bring the green canopy back with sensible and appropriate planting There needs to be more trees, some streets are barren
	Concern	<ul style="list-style-type: none"> Low power lines along roads such as Crump and Broughton Sts are running the trees along the road line - safety issues Marist Lane - needs CCTV security and lighting. Late at night there are people loitering and drinking



Theme	Sub theme	What people said
		<ul style="list-style-type: none"> Need more trimming of trees - especially some big trees that may cause risk to pedestrians Stop removing healthy trees like the one that used to be near the corner of Grove and Railway Parade and replace Bottlebrush that drop litter and attracts bats
Carpark/ parking	What people want	<ul style="list-style-type: none"> Create a car park within walking distance to a Mall Parking should be reduced and moved to car park and the space freed up Parking could be just disabled, and share-car parking in between landscaped paved areas to slow the traffic and offer pedestrian amenity and safety RSL car park area should become a multi-storey car park Increased and full day parking at the train station Now building supplies has closed makes the road opposite available for parking as no trucks need access to warehouse Parking on Cook street near Morts Road - add a basement level & one level above ground to have 3 levels of parking including longer durations & paid parking & with basement & level one areas closing after 8pm - install CCTV security Add more floors to the existing car park to help the businesses Reduce the parking times to enable higher turnover The car park where the Masonic Hall used to be should be enlarged to a 3/4 storey park to lower the congestion of commuter and visitor parking out the local streets Convert the current carpark near the station into an underground carpark with grassed area with water features, above passive recreation without equipment - Restaurants & cafes for alfresco dining could be built around its perimeter
	Concerns	<ul style="list-style-type: none"> Lack of parking and too many cars The carpark should not be converted to a high rise block of apartments
Traffic	What people want	<ul style="list-style-type: none"> Need to improve the traffic flow around subway to Morts Rd One way traffic route around the mall/CBD (perhaps via Cook St, the commuter car park, past the station and down either Pitt or George Streets and back to Morts Rd via The Strand and Macquarie Place) A mall on Pitt St between the station and The Strand would allow through one way traffic on Morts Rd to be maintained either via the commuter car park and Cook St or George St – this would rejuvenate Pitt St that is currently less patronised than the popular Morts Rd More low speed areas and traffic slow down measures



Theme	Sub theme	What people said
		<ul style="list-style-type: none"> Better and more crossings Speed humps before and after the pedestrian crossings in Morts Road to make it safer Widen Railway Bridge to Oatley (on Boundary Rd) to be two way traffic Roads and traffic signs to discourage reckless driving - speed bumps, roundabouts, speed limits and cameras to discourage reckless driving and speeding Marist Lane - we need to prevent collision with oncoming vehicles Marist Lane - there are two blind spots at two right angle corners Roberts Ave to have a speed hump to slow people from people going in/out from Mortdale's Woolworth - there have been accidents Pedestrian bridge at the station from the station to Morts Road to assist traffic flow and provide safety for pedestrians The road near the Mortdale Community Centre (the narrow bridge), needs traffic lights and to be widened to reduce the accident risk to the drivers especially at night
	Concerns	<ul style="list-style-type: none"> The car park to the new high rises on Railway Parade will cause a congestion nightmare Congestion on King Georges Road Ellen Subway is dangerous - become a clearway, needs a roundabout or traffic lights High rise buildings near residential areas have no set-back from the footpath -a traffic hazard as cars exiting buildings cannot see pedestrians Master Plan needs to accommodate building a flyover for King Georges Road at Hillcrest Avenue The congestion along Hillcrest Avenue is a major concern to Mortdale residents heading south
Transport mode - Cycling		<ul style="list-style-type: none"> Build connecting bike path that lead to Wolli Creek and Cronulla New cycle ways/bike paths for commuters/patrons/food delivery between Morts Road and Penshurst (either via Victoria Ave or Railway Pde), Oatley (via Pitt or George Streets and Jubilee Park), Peakhurst (via Boundary Rd and/or Roberts Ave) and Beverly Hills (through Olds Park via Morts Rd) Bike paths alongside the train lines could be an option? Consider cyclists -separated lanes and bike parking including at the station, also bike repair station Active transport infrastructure to match higher density and support shopping -safe bike paths to enable people to safely ride - reduce traffic congestion and free up parking spaces



Theme	Sub theme	What people said
Transport mode - Pedestrian		<ul style="list-style-type: none"> • Pedestrian overbridge to provide access to Mortdale train station at the northern end of the platform; to allow access from both the Cook Ave car park northern end and the Ellen Subway western side ,i.e., from both sides of the station. • Upgrade the traffic island at end Coleborne Ave/Judd Street - the rocks are a trip hazard and is unattractive – have instead low level hedge to maintain visibility to drivers • Safer pedestrian options to cross at Ellen Subway and Railway Pde - The new apartment building has reduced visibility - primary school kids need to cross this intersection • Pedestrian safety - Cars speed from Ellen Subway into cook street and vice versa posing a risk to pedestrian safety • Get the Council Rangers to crack down on the food delivery bike riders who are increasingly riding on the footpaths of Mortdale Village – danger to pedestrians • Improve lighting along footpaths on Martin & Macquarie Places & Universal, Station, Oxford, Pitt & George Streets • Put in footpaths in the B streets (Mortdale heights)
Transport mode - Taxi Stand		<ul style="list-style-type: none"> • Reduce the size of the taxi stand on Morts Rd - make 8 metres of it for Uber eats scooters to save them taking up full car spots • Can the taxi rank be moved to another location, i.e., in front of the pub?
In support of RSL		<ul style="list-style-type: none"> • The Mortdale RSL Community Club has been a valuable contributor to the Mortdale community for many years • The RSL is located on a very large parcel of land - there is significant opportunity to revitalise the land through redevelopment- would make a good contribution to the town centre • As a community club, the redevelopment must be commercially feasible and sustainable. • New Club premises will mean the survival of the Club, which in turn will allow the Club to continue to serve the local community