

PLANNING PROPOSAL - REZONING 21 LORNE AVENUE, KILLARA

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

For Council to consider a Planning Proposal for 21 Lorne Avenue, Killara.

BACKGROUND:

The Planning Proposal was submitted to Council on 29 August 2016. The Planning Proposal was incomplete. Following the submission of additional documentation, the review of the Planning Proposal formally commenced on 4 November 2016.

The Planning Proposal seeks to amend the Ku-ring-gai Local Environmental Plan as follows:

- Rezoning the site from R2 Low Density Residential to R4 High Density Residential
- Amend the Floor Space Ratio applying to the subject site from 0.3 : 1 to 1.3 : 1
- Amend the Height of Building applying to the site from 9.5m to 17.5m
- Amend the Lot Size applying to the site from 840sqm to 1200sqm

COMMENTS:

The purpose of this report is to determine whether the Planning Proposal should be submitted to the Department of Planning and Environment for a Gateway Determination and proceed to public exhibition.

RECOMMENDATION:

That the Planning Proposal be sent to the Department of Planning and Environment for a Gateway Determination.

PURPOSE OF REPORT

For Council to consider a Planning Proposal for 21 Lorne Avenue, Killara.

BACKGROUND

A Pre-Planning Proposal meeting was held with the proponents and Council staff on 3 May 2016.

The Planning Proposal was submitted to Council on 29 August 2016, which seeks to make the following amendments to the KLEP 2015:

- rezone the site from R2 Low Density Residential to R4 High Density Residential;
- amend the Floor Space Ratio applying to the subject site from 0.3 : 1 to 1.3 :1;
- amend the Height of Building applying to the site from 9.5m to 17.5m; and
- amend the Lot Size applying to the site from 840sqm to 1200sqm.

The Planning Proposal as submitted was incomplete. Following the submission of additional documentation, the review of the Planning Proposal formally commenced on 4 November 2016. The submitted Planning Proposal and Appendices are included at **Attachments A1 – A4**.

Site Description and Local Context

The site that is the subject of this Planning Proposal is 21 Lorne Avenue Killara (Lot 1 DP409107). The site has an area of 1005sqm and is located on the northern side of Lorne Avenue, Killara. Currently existing on the site is a two storey residential dwelling house. A Complying Development Certificate under Part 4A of the *Environmental Planning and Assessment Act 1979* was issued on 1 December 2016 for the demolition of the dwelling.



Image 1 – Aerial Photo – 21 Lorne Avenue, Killara

The site is currently zoned R2 Low Density Residential under the KLEP 2015. The sites adjoining 21 Lorne Avenue to the north, west and east are currently zoned R4 High Density Residential. Opposite the site there are a group of properties (6-16 Lorne Avenue) zoned R2 Low Density Residential.



Image 2- Zoning Map Extract KLEP 2015

The site is located within the vicinity of heritage items I306 (20 Lorne Avenue, Reservoir pump station), I305 (14 Lorne Avenue, Dwelling House), I304 (10 Lorne Avenue, Dwelling House), I303 (8 Lorne Avenue, 'Windermere' Dwelling House), I302 (6 Lorne Avenue, Dwelling House). The site is also located opposite Heritage Conservation Area C24 Marian Street.



Image 3 – Heritage Map Extract – KLEP 2015

History of zoning

The surrounding sites to the North, East and West were all up- zoned in 2004 under LEP 194 which allowed for high density residential development of up to 5 storeys to occur on land zoned 2(d3).

The subject site was not included within the up-zoning under LEP 194 due to the site being identified as a heritage item under the KPSO. In investigating the implications of the 2(d3) zone, Council engaged consultants Perumal Murphy Alessi (PMA) to review the heritage status of a number of heritage interface sites impacted by adjoining 2(d3) zones. The PMA review found that in the context of the 2(d3) zoning and potential development surrounding 21 Lorne Avenue, the

heritage listing should be removed. The heritage listing on the subject site was subsequently removed during the preparation of the KLEP 2015. See **Attachment A5** PMA Heritage Consultants Review 21 Lorne Avenue, Killara.

When KLEP 2015 was made, the subject sites Residential 2(b) zoning under the KPSO was translated to R2 Low Density Residential under the KLEP 2015. The property was removed from Schedule 5 (Heritage Listing) of the KLEP 2015 as a result of Council's resolution from OMC 26 November 2013.

COMMENTS

A Planning Proposal must demonstrate the strategic merit of the proposed amendments to a Local Environmental Plan. The Planning Proposal has been assessed against the provisions of the Department of Planning and Environment's *A Guide to Preparing Planning Proposals* and Section 55 of the *Environmental Planning and Assessment Act 1979*. The following is an assessment of the relevant merits of the amendments proposed to the KLEP 2015:

Zoning

The KLEP 2015 was a translation of the KPSO into the standard instrument format. Accordingly, the subject sites Residential 2(b) zoning under the KPSO was translated to R2 Low Density Residential under the KLEP 2015.

The Planning Proposal seeks to amend the zoning of the subject site from R2 Low Density Residential to R4 High Density Residential. The subject site is currently an isolated R2 Low Density zoned site, with the surrounding sites to the north, east and west all zoned R4 High Density Residential.

The development of residential flat buildings on the surrounding R4 High Density sites will result in the subject site being significantly compromised in terms of overshadowing and overlooking, should it be left an isolated R2 Low Density Residential site.

The proposed rezoning to R4 High Density Residential will remove an isolated site and is a logical extension of the existing R4 zoning.

The proposed rezoning to R4 High Density Residential will create a consistent zoning and development controls for the northern side of Lorne Avenue.

Should the site be rezoned to R4 High Density Residential, consolidation with an adjoining site would be required in order to develop multi dwelling housing or a residential flat building, noting that Clause 6.6 of the KLEP 2015 requires a minimum lot size of 1200sqm for these development types. It is stated within the Planning Proposal that the intention is to develop the subject site in conjunction 9 Lorne Avenue.

Floor Space Ratio, Height and Lot Size

The Planning Proposal seeks to amend the Development Standards (Height, FSR and Lot Size) applying to the site so that they are consistent with the proposed R4 High Density Residential zone and the development standards applying to the surrounding sites. The Planning Proposal seeks the following amendments to the Development Standards:

- amend the Floor Space Ratio applying to the subject site from 0.3 : 1 to 1.3 :1;
- amend the Height of Building applying to the site from 9.5m to 17.5m; and
- amend the Lot Size applying to the site from 840sqm to 1200sqm

The Development Standards proposed for the subject site within the Planning Proposal are commensurate with the Development Standards applying the surrounding R4 High Density zoned sites to the north, east and west of the site. The proposed Development Standards will allow for the orderly development of the site and surrounding properties.

Heritage

The subject site is located within the vicinity of the following heritage items:

- 20 Lorne Avenue, Killara – Reservoir Pump Station – I306;
- 14 Lorne Avenue, Killara – Dwelling House – I305;
- 10 Lorne Avenue, Killara – Dwelling House – I304;
- 8 Lorne Avenue, Killara – ‘Windermere’ Dwelling House – I303; and
- 6 Lorne Avenue, Killara – Dwelling House – I302.

The site is also located opposite Heritage Conservation Area C24 Marian Street.

The proposed R4 zoning on the subject site will not result in adverse impacts to the heritage items or HCA located within the surrounding vicinity.

Any future development on the site would be required to comply with the controls within Part 19F of the DCP - Development in the Vicinity of Heritage Items or Heritage Conservation Areas (HCAs).

Traffic and Transport

The subject site is located within 300m (or 4 minutes' walk) of Killara Train Station but access to other transport modes (buses) and basic shops and services is relatively low.

From the information submitted with the Planning Proposal, there is the potential yield of 20 dwellings resulting from the upzoning of 21 Lorne Avenue to R4, the amalgamation with 9 Lorne Avenue and potential development for residential flat buildings on the sites (9 and 21 Lorne Avenue).

Assuming a conservation traffic generation rate of 0.3 trips per dwelling (2 way) during peak hour, the potential peak hour traffic generation for the potential development on 9 and 21 Lorne Avenue would be 6 trips, or 1 additional trip every 10 minutes. This is not a high traffic generation rate.

In Council's experience, this is not an area with significant traffic congestion issues compared to other areas in Ku-ring-gai, such as the Pacific Highway through Gordon or Turramurra. The traffic generation of 6 trips is unlikely to have significant additional impact on the surrounding road network. Surveys conducted at Killara railway station show a high level of access to the station by walking, which may indicate that the assumed traffic generation may be lower.

Council monitoring of traffic volumes in Lorne Avenue show that average weekday traffic flows have increased from approximately 1,850 vehicles per day (in 2010), to approximately 2,350 vehicles per day (in 2015). The recorded 85% speed in Lorne Avenue was 54Km/h (average, 2-way), which indicates the majority of vehicles travelling in Lorne Avenue travel at around (or below) the sign posted speed limit of 50km/h. The changes in traffic flow may be related to additional high density residential dwellings constructed between 2010 and 2015, as well as modifications to the commuter parking area in Culworth Avenue by Transport for NSW.

Lorne Avenue is a local road, and the RMS Guide to Traffic Generating Developments suggests that the desirable environmental capacity for local roads is 200 vehicles per hour, and the maximum environmental capacity is 300 vehicles per hour. Based on the recorded weekday traffic volumes in 2015, the peak hour volume would be approximately 235 vehicles per hour which is below the maximum environmental capacity of a local road. The addition of 6 trips in the peak hour from the

potential redevelopment of 9 and 21 Lorne Avenue, would still result in a peak traffic flow of less than 300 vehicles per hour in Lorne Avenue.

Urban Design and Local Context

An Urban Design Study and Analysis was submitted with the Planning Proposal. The Urban Design Study notes that the subject site is currently occupied by a 2 storey brick residence, and the surrounding sites are predominately 5 storey residential flat buildings – or could be developed as such. It notes that unless the site is rezoned and amalgamated, the site will be an isolated site and will be left as the only 2 storey residential building along the street frontage.

Currently along the northern side of Lorne Avenue:

- 33a and 31 Lorne Avenue are older 2 storey walk-up flats



- Sites at 25a-29 Lorne Avenue have been amalgamated and redeveloped into a 5 storey residential flat building



- 9, 21, 23, 25 Lorne Avenue are 2 storey dwellings houses – these sites have yet to be amalgamated and developed.



- Sites at 3-7 Lorne Avenue have been amalgamated and redeveloped into a 5 storey residential flat building.



The proposed rezoning to R4 high density will remove the isolated R2 low density zoned site. The rezoning will allow for the orderly development of residential flat buildings along the northern side of Lorne Avenue.

Matters associated with the design of a potential building, are to be appropriately addressed via the development assessment process and the public exhibition of any subsequent development application.

Requirements under Section 55 of the Environmental Planning and Assessment Act 1979

The following is an assessment of the adequacy of the Planning Proposal under Section 55 of the *Environmental Planning and Assessment Act 1979*:

(a) Statement of objectives or intended outcomes of the proposed instrument

The objective of the Planning Proposal is to amend the Ku-ring-gai Local Environmental Plan 2015 to enable the development of high density residential on the subject site.

(b) Explanation of the provisions that are to be included in the proposed instrument

To achieve the intended outcome of the Planning Proposal, amendments are required to the KLEP 2015 zoning, floor space ratio, height of buildings and lot size maps.

The Planning Proposal currently states the amendments sought are “*in accordance with the illustrations under Part 4*”. Part 2 of the Planning Proposal should be amended to detail the exact amendments sought (e.g. rezone the site from R2 Low Density Residential to R4 High Density Residential).

(c) Justification

The Planning Proposal is not the result of any strategic study or report.

The Planning Proposal meets the objectives and directions of *A Plan for Growing Sydney* by facilitating urban renewal and new housing opportunities for a site within close proximity to Killara Train Station and Pacific Highway – close to existing infrastructure. The Planning Proposal is consistent with the following directions and actions:

- Direction 2.1: Accelerate housing supply across Sydney
- Action 2.1.1: Accelerate housing supply and local housing choices
- Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs
- Action 2.2.2: Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres
- Direction 2.3: Improve housing choice to suit different needs and lifestyles
- Direction 3.1: Revitalise existing suburbs

The Planning Proposal is consistent with the objectives and actions within the recently exhibited Draft North District Plan, specifically:

- Action L4: Encourage housing diversity
- Liveability Priority 2: Deliver housing diversity

The Planning Proposal is consistent with the following s117 Directions:

- 2.3 Heritage Conservation
- 3.1 Residential Zones
- 3.4 Integrating Land Use and Transport
- 6.1 Approval and referral requirements
- 7.1 Implementation of the Metropolitan Strategy

The Planning Proposal is consistent with the following objectives of the Ku-ring-gai Community Strategic Plan 2030:

- C6.1 Housing diversity, adaptability and affordability is increased to support the needs of a changing community
- P2.1 A robust planning framework is in place to deliver quality design outcomes and maintain the identity and character of Ku-ring-gai

The Planning Proposal is consistent with the following Aims of the KLEP 2015:

- Clause 1.2(i) to encourage a variety of housing types within Ku-ring-gai
- Clause 1.2(j) to achieve land use relationships that promote the efficient use of infrastructure

The submitted Planning Proposal has not identified any State Environmental Planning Policies (SEPPs) and being relevant.

It is unlikely that the Planning Proposal will result in any adverse environmental, social and economic impacts. The subject site is not mapped as Biodiversity Significant or Riparian under the KLEP 2015. The Planning Proposal will have positive social and economic effects such as the increased housing choice for people seeking to down-size within the area, and economically the proposal (should it result in high density development) will extract development contributions that will assist in the local area infrastructure provision, and will introduce new population that can contribute to the local economy.

There is adequate existing public infrastructure and services available to support the proposed increase in residential density. The site has ready access to public transport, local schools and parks.

It is recommended that the following amendments be made to Part 3 – Justification of the Planning Proposal:

- Amend Planning Proposal to identify specific objectives and actions within *A Plan for Growing Sydney*
- Amend Planning Proposal should be amended to demonstrate consistency with Draft North District Plan.
- Amend Planning Proposal to include reference to Urban Design Study as part of justification, and include the Urban Design Study in appendix

(d) Maps

The mapping included in the Planning Proposal identifies the relevant aspects of the proposal including:

- The currently zone applying to the site and surrounding area
- The current development standard applying to the site and surrounding area
- The proposed zoning to apply to the site
- The proposed development standards to apply to the site

The mapping should be amended to clearly identify the land to which the planning proposal applies – this could be done through a bold outline around the subject site.

(e) Community Consultation

The Gateway Determination will specify the community consultation that must be undertaken on the Planning Proposal, with an exhibition period of either 14 or 28 days.

The public exhibition of the planning proposal is generally undertaken in the following manner:

- Notification in local newspaper
- Notification on Councils website
- Notification in writing to affected and adjoining landowners

During the exhibition period, the Planning Proposal and appendices would be made available for inspection.

INTEGRATED PLANNING AND REPORTING

Places, Spaces and Infrastructure

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
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P2.1 A robust planning framework is in place to deliver quality design outcomes and maintain the identify and character of Ku-ring-gai	Strategies, plans and process are in place to effectively manage the impact of new development	Continue to review existing strategies and plans
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GOVERNANCE MATTERS

The process for the preparation and implementation of Planning Proposal is governed by the provisions contained within the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2000*.

If Council fails to make a decision within 90 days (from the commencement of the review of the application) or if Council makes a decision to not support the Planning Proposal, the proponent can request the Department of Planning and Environment for a Rezoning Review.

RISK MANAGEMENT

This is a privately initiated Planning Proposal. Council needs to determine its position on the matter as to whether the Planning Proposal should be sent to the Department of Planning and Environment for a Gateway Determination and proceed to public exhibition.

Council risks damage to its reputation is if does not undertake strategic land use planning in an effective and timely manner.

FINANCIAL CONSIDERATIONS

The Planning Proposal was subject to the relevant application fee under Council's 2015/2016 Fees and Charges schedule. The cost of the review and assessment of the Planning Proposal is covered by this fee.

SOCIAL CONSIDERATIONS

The site is well integrated with the surrounding public transport and pedestrian routes. The site is located within close proximity to the North Shore Railway Line and Killara Station. In addition, there are retail, educational and recreational facilities close by. The increase in residential density will have access to facilities shared by the local community.

ENVIRONMENTAL CONSIDERATIONS

The site is not identified as having Biodiversity or Riparian mapping under the KLEP 2015.

COMMUNITY CONSULTATION

In the event that the Planning Proposal is granted a Gateway Determination by the Department of Planning and Environment, the Planning Proposal would be placed on a statutory public exhibition in accordance with the requirements of the Gateway and the Department of Planning and Environments publication *A Guide to Preparing Planning Proposals*.

The public exhibition would include notification to the surrounding properties and advertisement within the North Shore Times and on Council's website.

INTERNAL CONSULTATION

This report has been referred to the relevant sections of Council for comment.

SUMMARY

A Planning Proposal has been lodged for 21 Lorne Avenue, Killara which seeks to make the following amendments to the KLEP 2015:

- rezone the site from R2 Low Density Residential to R4 High Density Residential;
- amend the Floor Space Ratio applying to the subject site from 0.3 : 1 to 1.3 :1;
- amend the Height of Building applying to the site from 9.5m to 17.5m; and
- amend the Lot Size applying to the site from 840sqm to 1200sqm

The Planning Proposal has been assessed against the Department of Planning and Environment's *A Guide to Preparing Planning Proposals* and Section 55 of the *Environmental Planning and Assessment Act 1979*, and there is sufficient strategic merit in the Planning Proposal to enable it to proceed to Gateway Determination.

RECOMMENDATION:

- A. That the Planning Proposal to rezone 21 Lorne Avenue, Killara be sent to the Department of Planning and Environment for a Gateway Determination.
- B. That prior to being sent for a Gateway Determination, the Planning Proposal be amended by the applicant as outlined in the body of this report.
- C. That Council requests the plan-making delegation under Section 23 of the *Environmental Planning and Assessment Act 1979* for this Planning Proposal.
- D. That upon receipt of a Gateway Determination, the exhibition and consultation process be carried out in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* and the requirement of the Gateway Determination.
- E. That a report be brought back to Council at the conclusion of the exhibition period.

Alexandra Plumb
Urban Planner

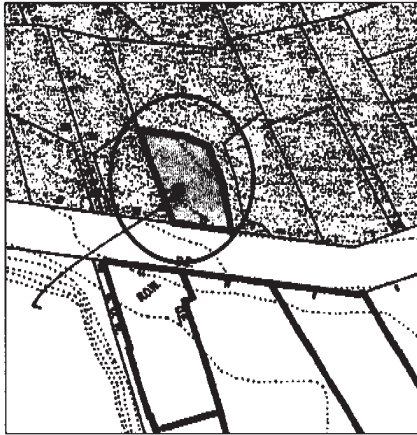
Craig Wyse
Team Leader Urban Planning

Antony Fabbro
Manager Urban & Heritage Planning

Andrew Watson
Director Strategy & Environment

Attachments:	A1	Amended Planning Proposal - 21 Lorne Avenue Killara - Submitted 11 October 2016	2016/284596
	A2	Heritage Impact Statement - 21 Lorne Avenue Killara	2016/305168
	A3	Development Yield Analysis - 21 and 9 Lorne Avenue Killara - Planning Proposal rezoning 21 Lorne Avenue to R4	2016/284594
	A4	Urban Design Study and Analysis - 21 Lorne Avenue Killara - 2 Nov 2016	2016/304798
	A5	PMA Heritage Consultants Review - 21 Lorne Avenue - Killara	2013/233256

21 Lorne Avenue KILLARA



Location plan

PROPERTY DESCRIPTION:

Lot 1 DP 409107

HERITAGE LISTING STATUS:

Ku-ring-gai KPSO

ASSESSMENT OF SIGNIFICANCE

The site is considered to be of local historic and limited aesthetic significance. It is historically significant as representative of the early twentieth century development of the area following the initial subdivisions and development around Killara Station.

Aesthetically, the building represents no particular style and its garden setting and curtilage has been reduced due to earlier subdivision and Post-war development. The building makes no particular contribution to the streetscape and does not particularly contribute to the heritage items located opposite the site.

RECOMMENDATIONS

Listing

In the context of 2 (d3) development surrounding the site, the heritage listing of No. 21 Lorne Avenue should be removed.

Mitigation for 2 (d3)

It is considered that an interface zoning of three storeys around the site will not necessarily reduce or mitigate visual impacts on the item, even with setback and screen planting, the item would remain as an isolated element and significance totally compromised. Retention of the building and possible incorporation of the structure into any new development would similarly have unacceptable impact on the heritage significance of the item, as a detached single home.

DESCRIPTION

Location

The property is located on the northern side of Lorne Avenue which extends between the Pacific Highway to the west and Culworth Avenue to the east. The allotment runs on a north /south axis.

The Surrounding Context

This section of Lorne Avenue generally comprises of a mix of one and two storey Inter-war and Post-war residential development. Three heritage items and one potential heritage item are located opposite and diagonally opposite the site, on the southern side of the street. The topography on the southern side of the street generally rises. The buildings, all dating from the Inter-war period which is generally elevated above street level. The topography of the northern side of the street varies and generally falls away from the street to the north. The northern side of the street features a number of battleaxe properties with houses generally interspersed by access driveways and buffer planting.

The street kinks just east of the subject site with open park located at the southern corner of Lorne and Culworth Avenues. A large playing field and ovals are located at the south western, Pacific Highway end of the street.

Streetscape setting

The streetscape character is affected by the kink in the road and, on the northern side of the street, varied lot pattern caused by the battleaxe subdivision particularly around the subject site, in direct contrast to the wide frontage and large allotments of the properties at the south eastern end of Lorne Avenue. The building is not in the visual catchment of the three heritage items opposite.

Lorne Avenue is a relatively wide dual carriageway and features a number of street trees, which generally enhance the built context.

The building, like the adjacent development on the northern side of the street is sited below street level. It is not highly visible when looking east along Lorne Street, being obscured by adjacent built development and planting. The main view corridor is from the east, looking west along Lorne Avenue.

Description of Building

No. 21 Lorne Avenue, *Wintergarden*, is a two storey Federation Arts and Crafts dwelling constructed in face and roughcast rendered brick to the upper level with dominant hipped roof clad in terracotta slate tiles and rendered chimneys with terracotta pots. The asymmetrical front façade features extended roof line which extends across the eaves line and paired, multipaned double hung, timber framed windows and entry door. A heavy timber gabled roof suspends over the central entry doors which are also fronted by semi-circular concrete patio and steps and front garden. A gable roofed wing extends out of the eastern façade of the building. A gable roofed carport is attached to the western façade of the house.

The building is setback from street frontage which features a low sandstone fence and perimeter planting. It would appear that the fence also features some posts now removed (post holes remain). The front garden is bordered by small ornamental trees and shrubs including camellias and a mature date palm. A grove of Alexander palms is located in the, south eastern corner of the site. A graded driveway extends parallel to the western site boundary to the carport.

The building appears to be in sound and good condition externally. Both house and front garden appear well maintained.

Curtilage

The building appears to occupy a reduced lot boundary. The building extends across the relatively small site and is sited relatively close to the western site boundary, with only driveway and narrow garden bed between. The building also extends to the eastern site boundary which is skirted by planting and another driveway accessing the battleaxe to the rear of the site.

HISTORICAL SUMMARY

The site is part of 80 acres originally granted by Crown Grant to Edwin Booker in 1821. The establishment of the North Shore Railway Line was the catalyst for major development in Killara. James George Edwards, a teacher turned land developer brought up portions by 1890 and between 1893 and 1899 he was marketing the subdivisions known as "Springdale Estate" as a desirable suburb for "gentlemen of means". Another subdivision to the north of the main Springdale Estate was originally held by Edwin Booker and then by Robert Pockley who before 1900 marketed it as the "Pockley Estate".

Development of the area began between 1879 and 1900 when the large estates were subdivided, including the area between Powell and Stanhope streets. Land speculators Francis Antill Pockley and John Macquarie Antill, continued to subdivide and sell in 1903. Lorne Avenue was first listed in the *Sands Directory* in 1903.

The Heritage Study dates the building to pre 1900.

POTENTIAL HERITAGE IMPACTS FROM 2(D3)

The major view corridor and visual catchment to No. 21 is from the eastern end of the street, looking west along Lorne Avenue, however this is hampered by the kink in the road and planting on the site, adjacent sites and street verge.

The allotment is relatively small and house is sited close to the site boundaries. As such the potential 2 (d3) development will totally envelop the building. There may be some relief due to the topography and fall of the land north of Lorne Avenue, however this will not mitigate potential visual impacts to the immediate east and west of the site.

The significance of the place has already been reduced by the previous subdivision and loss of heritage curtilage. The property is the only heritage item on the northern side of the street, makes no particular contribution to the street and will remain an isolated element.



Figure 2.38 No. 21 Lorne Avenue, Killara.



Figure 2.39 View of the western façade of the building and carport.



Figure 2.40 View of the front yard and access to adjoining properties.

FOR ACTION

ORDINARY COUNCIL – 7/02/2017

TO: Urban Planner (Alexandra Plumb)

Subject: OMC14 - Planning Proposal - Rezoning 21 Lorne Avenue, Killara
Minute Number: 14
Notes:
File Reference: S11257 2016/326876

Resolved:

[Moved: Councillors McDonald/Citer]

- A. That the Planning Proposal to rezone 21 Lorne Avenue, Killara be sent to the Department of Planning and Environment for a Gateway Determination.
- B. That prior to being sent for a Gateway Determination, the Planning Proposal be amended by the applicant as outlined in the body of this report.
- C. That Council requests the plan-making delegation under Section 23 of the *Environmental Planning and Assessment Act 1979* for this Planning Proposal.
- D. That upon receipt of a Gateway Determination, the exhibition and consultation process be carried out in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* and the requirement of the Gateway Determination.
- E. That a report be brought back to Council at the conclusion of the exhibition period.

CARRIED UNANIMOUSLY

[Open Item in Minutes](#)
