



**Address:** Nos. 4, 12 & 14 Cowan Road, St Ives  
**Proposal:** High Density Residential Development  
**DECEMBER 2024**

## RESPONSE TO SUBMISSIONS



# RESPONSE TO SUBMISSIONS

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## PYMBLE GOLF CLUB

# PROJECT INFORMATION

The Proposal: To amend Ku-ring-gai Local Environmental Plan 2015 by rezoning land, to amend the maximum building height and floor space ratio controls applicable to Nos. 4, 12 & 14 Cowan Road, St Ives (Pymble Golf Club), and to list the existing timber cottages as items of local heritage significance within Schedule 5 Environmental Heritage.

This Response to Submissions has been prepared by dmgs on behalf of the Pymble Golf Club, in support of Planning Proposal 2022-2519.

Site: Part Lot 1 DP 511821, Lot B DP 368565 and Lot 1 DP 531533, Lot 2 DP 531533, Lot 3 DP 531533  
Nos. 4, 12 & 14 Cowan Road  
ST IVES NSW 2075

Architect:   
Level 1/ 106 Alexander Street  
CROWS NEST NSW 2065



# 1 RESPONSE TO PUBLIC SUBMISSIONS

## 1.1 GATEWAY DETERMINATION

On 12 July 2023, the Director of Local Planning (North, East and Central Coast) at the Department of Planning, Housing and Infrastructure, as delegate of the Minister for Planning and Public Spaces, determined under Section 3.34(2) of the Environmental Planning and Assessment Act 1979 (the Act) that an amendment to the Ku-ring-gai Local Environmental Plan 2015 to facilitate rezoning and amendment of planning controls at Nos. 4, 12 & 14 Cowan Road St Ives (Pymble Golf Club) and the heritage listing of 12 & 14 Cowan Road St Ives should proceed subject to the following conditions:

1. *Prior to community consultation, the planning proposal is to be updated to include a revised project timeline in accordance with the Gateway determination timeframes.*
2. *Public exhibition is required under section 3.34(2)(c) and clause 4 of Schedule 1 to the Act as follows:*
  - (a) the planning proposal is categorised as standard as described in the Local Environmental Plan Making Guidelines (Department of Planning, Housing and Infrastructure, 2023) and must be made publicly available for a minimum of 20 working days; and*
  - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in Local Environmental Plan Making Guidelines (Department of Planning, Housing and Infrastructure 2023).*
3. *Consultation is required with the following public authorities:*
  - *Ku-ring-gai Council;*
  - *Transport for NSW;*
  - *Heritage NSW;*
  - *NSW Rural Fire Service;*
  - *Sydney Water;*
  - *Department of Climate Change, Energy, the Environment and Water (Biodiversity Conservation and Science); and*
  - *Other relevant utility providers, such as Ausgrid.*

*Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material via the NSW Planning Portal and given at least 30 working days to comment on the proposal.*

4. *A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge the local plan-making authority from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).*
5. *The LEP should be completed on or before 9 May 2025.*

1.2 PUBLIC EXHIBITION

The Planning Proposal was publicly exhibited for a period of 28 days between 18 September 2024 to 17 October 2024, providing opportunity for Council, State agencies, organisations and the general public to make submissions in relation to the merit of the proposal.

During this period, there were 15 submissions received from government agencies, Council and individuals. These included:

- 9 submissions received from the public
- 6 submissions received from government agencies, including 1 submission from Ku-ring-gai Council

The Department provided a copy of all agency and public submissions to the Applicant following exhibition. Submissions were collated and key issues identified by dmpps. The complete detail contained within each public submission has been reproduced in **Table 1** and **Table 2**.

A detailed summary of the exhibition analysis and key issues identified is provided in **Section 1.3** and **Section 1.4** of this Response to Submissions.

It is noted that no further refinements to the Planning Proposal have been made in preparation of this Response to Submissions, however, at the request of Transport for NSW, a Transport Impact Assessment Addendum Technical Memorandum has been prepared (see **Attachment A**), following the conduct of additional traffic surveys.

1.3 PUBLIC SUBMISSIONS

**Table 1** provides a response to each of the 9 x public submissions received during the exhibition period, noting that addresses were redacted and it is not therefore possible in all cases to understand how the individual objector is potentially impacted.

TABLE 1

Response to Public Submissions

RESPONSE TO PUBLIC SUBMISSIONS		
PUBLIC SUBMISSION	ISSUES RAISED	RESPONSE
Submission 1	I want to raise my concerns regarding the high volume of traffic already present between Cowan Road and Mona Vale Road. I am particularly worried about the potential for additional traffic and noise in this area due to the mention of any planned developments or changes if applicable.	<p><b>Traffic Impacts</b></p> <p>In response to various public submissions received raising concern for traffic impacts, and in direct response to the submission from Transport for NSW (TfNSW) requesting new traffic surveys be undertaken to re-establish baseline volumes, Ason Group Traffic Consultants were asked to prepare a Transport Impact Assessment Addendum (see full report at <b>Attachment A</b>).</p> <p>It is noted that updated modelling was prepared in relation to the potential yield of 78 dwellings, as per exhibited urban design documentation, which was lower than that previously modelled 100 dwellings in the original Traffic Impact Assessment (June 2022) submitted and exhibited as part of the Planning Proposal.</p> <p>New traffic surveys were conducted on Saturday 2 November 2024 and Wednesday 6 November 2024, and SIDRA modelling assessments subsequently performed based on the updated survey data.</p> <p>The 2024 surveys confirmed an increase in traffic on the west approach of Mona Vale Road compared to the 2017 survey volumes, with an additional 338 veh/hr during the AM peak and 322 veh/hr during the Saturday peak.</p>

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		<p>Consistent with the original Transport Impact Assessment (TIA), a trip rate of 0.5 trips per dwelling in the peak hours was then applied to the intended yield of 78 units, resulting in an estimated generation of 39 vehicle trips per hour during the weekday AM and PM peak periods.</p> <p>On a conservative basis, this trip generation was then applied to the Saturday peak.</p> <p>As stated in the TIA, any future renovations to the existing clubhouse comprising future Development Applications will not generate more trips as the trip rate is directly linked to the number of members and not GFA. Accordingly, it is noted that any expansion of the clubhouse facilities, which are an existing permissible use upon the site, will not see an increase in trip generation, as there are no specific plans to increase the quantum of members above that existing.</p> <p>Access to the site is proposed to be restricted to left-in/left-out only, consistent with the TIA, in response to existing queues on the northern approach to the Mona Vale Road / Cowan Road intersection extending beyond the site access. This assists in minimising delays at the site access and potential issues for site egress.</p> <p>Vehicles exiting the site, intending to head south, will rejoin Mona Vale Road by heading north up Cowan Road, U-turn at the Cowan Road / Village Green Parade roundabout, before heading south on Cowan Road. Vehicles approaching the site from Killeaton Street via Cowan Road will reroute through Pentecost Avenue and access the site from Mona Vale Road.</p> <p>The traffic consultants conclude that:</p> <p><b><i>The updated SIDRA analysis indicates that all intersections will operate with acceptable delays, achieving a Level of Service (LOS) C or better during peak periods under the 2027 Future Base + Proposal scenario, comparable to the 2024 Existing Base and 2027 Future Base scenarios. The analysis also confirms that the site access arrangements, whether they be full movement or left-in, left-out, will not have significant impacts on the broader road network.</i></b></p> <p><b><i>In summary, the Proposal is supportable from a transport perspective, with minimal impacts to the operation of nearby intersections.</i></b></p> <p>This conclusion is consistent with the conclusion arrived at by Ku-ring-gai Council officers in their technical assessment of the Panning Proposal presented to the Ordinary Meeting of Council on 16 May 2023:</p> <p><i>In summary, the Planning Proposal is consistent with the overarching local planning priority within the LSPS to provide housing close to transport, services and facilities in the St Ives local centre. The LSPS also ties the provision of additional housing in the St Ives local centre with the future delivery of priority bus infrastructure from Mona Vale to Macquarie Park, and accordingly, the Planning Proposal is inconsistent as it seeks to bring forward the delivery of housing prior to the delivery of priority bus infrastructure. This inconsistency is considered minor in nature due to the relatively small number of dwellings enable by the Planning Proposal and the fact that the Planning Proposal would not result in any significant traffic impacts on the surrounding road network and formal consultation will be undertaken with TfNSW should a Gateway Determination be issued.</i></p> <p>The agency submission by TfNSW is documented in <b>Table 2</b> at <b>Section 1.4</b> of the Response to Submissions and the Applicant's response provided to each of the technical matters contained therein.</p>
Submission 2	My objection is in regard to the traffic congestion already at intolerable proportions. The traffic report submitted does not give a true picture and I doubt if the author has ever witnessed the grid locks that occur regularly. I have seen the road at a standstill with cars backed up in the undercover carpark of the shopping center and car still not been able to turn into Cowan Road from Killeaton Street.	<p>These various matters have been addressed in the summary response to <b>Traffic Impacts</b> at Submission 1, and in the detailed response provided to the TfNSW agency submission appended at <b>Attachment A</b>.</p> <p>Traffic surveys were updated in November 2024 on peak golf competition days to ensure the impact of these events was taken into consideration.</p> <p>Consistent with the original Transport Impact Assessment (TIA), a trip rate of 0.5 trips per dwelling in the peak hours was applied to the intended yield of 78 units, resulting in an estimated generation of 39 vehicle trips per hour during the weekday AM and PM peak periods.</p>

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	<p>The report shows in figures 6, 7 and 8 a total of 99 traffic movements for 2017 in their figures 9, 10 and 11 they show less, 97 movements in 2027.</p> <p>On an average each Saturday, Sunday and Wednesday there would be 600 members all with cars coming and going. With the extra 78 units that would add at least another 160 garages plus visitor spaces, social functions and weddings and constant delivery trucks. This is a vast contrast to the numbers indicated in their report.</p>	
Submission 3	<p>Our objection and concerns are regarding the incremental traffic and therefore the incremental noise and inconvenience. Cowan Road is already very busy with traffic trying to access Mona Vale Road backed up sometimes to the roundabout next to the Shopping Centre.</p> <p>In addition to Cowan Road, Pymble Golf Club has an access point into Pentecost Avenue near to the junction with Merrivale Road. Could that access point be used for some, or all, of the incremental traffic resulting from the proposed development? For instance, the incremental traffic of residents of the apartments could be mandated to enter via Cowan Road and exit via Pentecost Avenue.</p>	<p>Some of these matters have been addressed in the summary response to <b>Traffic Impacts</b> at Submission 1, and in the detailed response provided to the TfNSW agency submission appended at <b>Attachment A</b>.</p> <p>The vehicular access to Pentecost Avenue is for use by service and maintenance vehicles only, is approximately 650 metres from the subject site and is therefore impractical for the suggested use.</p>
Submission 4	<p><b>1. Ku-ring-gai Council Rejection</b></p> <p>We would like to highlight that the Ku-ring-gai Council has already <b>rejected this proposal</b>, representing the community's clear decision to not support the development. This decision reflects the local residents' concerns and interests. The Department of Planning and Housing should respect this community-based decision and <b>should not approve or override the Council's ruling</b>. Any attempt to do so would disregard the democratic process and the well-being of the local community.</p> <p><b>2. Rezoning Does Not Contribute to Affordable Housing Initiatives</b></p> <p>This proposed rezoning will not contribute to Premier Chris Minns' NSW Government's objectives of accelerating precinct rezoning to support affordable housing. Due to the high cost of land in this area, the development of this site will not include affordable housing, thereby failing to address housing affordability in NSW. The rezoning of this site would merely benefit high-end developers and increase housing prices in an already expensive area, further pushing the community away from accessible housing solutions.</p> <p><b>3. Height Disparity Due to Site Elevation</b></p> <p>Our property is approximately 8 meters lower than the edge of the planning proposal's site. This elevation difference means that a proposed building height of 17.5 meters will, in reality, appear as if it is 25.5 meters tall from our property – equivalent to a building that is eight stories high. This amplified height will have a much greater visual and environmental impact on our property than is reflected in</p>	<p>The Planning Proposal must be assessed on its individual merit. Following Gateway Determination the Planning Proposal was publicly exhibited for a period of 28 days between 18 September 2024 to 17 October 2024, providing opportunity for Council, State agencies, organisations and the general public to make submissions in relation to the merit of the proposal.</p> <p>During this period, there were 15 submissions received, including 9 submissions received from the public. Matters raised within these submissions are variously addressed in either <b>Table 1</b> (public submission) or <b>Table 2</b> (agency submissions). Council has subsequently considered the exhibited material at its Ordinary Meeting of Council on 22 October 2024 and resolved as follows:</p> <p><i>That Council make a submission to the NSW Department of Planning, Housing and Infrastructure supporting finalisation of Planning Proposal PP-2022-2519 subject to the proposal being amended to incorporate an additional local provision specific for this site which requires an affordable housing contribution of at least 10%, either monetary or in kind (in perpetuity), as part of future development on the site.</i></p> <p>An Affordable Housing Viability Report (2024) was exhibited as part of the Planning Proposal. The financial modelling revealed that with a 10% affordable housing contribution applied to the scheme the site was viable at an Internal Rate of Return of 20.21%. Based on the principle that the monetary equivalent of 10% of uplift floor space, it was concluded that the applicable affordable housing contribution would be approximately \$5.26 million.</p> <p>Building height is measured from ground level (existing). The proposed maximum building height of 17.5 metres which permits a maximum 5 storey building height is consistent with high density development established within the St Ives urban centre.</p>

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	the proposal, making the development far more imposing and intrusive.	<p>The Draft Site Specific Development Control Plan (DCP) exhibited with the Planning Proposal ensures increased building setbacks (minimum 9 metres) will be achieved to the boundary of No. 16 Cowan Road, St Ives.</p> <p>The buildings would be separated approximately 70 metres to the properties at Nos. 154 – 158 Mona Vale Road. These separation distances are consistent with the design guidance provided within the Apartment Design Guide (ADG), which recommends that apartment buildings should have an increased separation distance of 3 metres (in addition to the 6 metre requirement for 4 storey buildings) when adjacent to a different zone that permits lower density residential development, providing for an appropriate transition in scale and increased landscaping.</p> <p>Further, the Draft DCP limits the height of buildings adjacent the boundary of No. 16 Cowan Road to 3 – 4 storeys, further limiting any height disparity between these sites. There is substantive separation and landscaping present separating the subject site to Nos. 154 – 158 Mona Vale Road.</p>
	<p><b>4. Overshadowing and Loss of Sunlight</b></p> <p>The proposal to increase the building height to up to 17.5 meters (five storeys) will cause excessive overshadowing of our apartment, significantly reducing the amount of sunlight we receive. This loss of natural light will affect our quality of life and increase reliance on artificial lighting and heating, especially during winter months. The shadow cast by such a tall structure, compounded by the elevation difference, will alter the character of the area, transforming what is currently an open and sunlit environment into one dominated by large buildings.</p>	<p>The subject site is located to the immediate south of is nearest residential neighbour at No. 16 Cowan Road, St Ives. Owing to the orientation of these properties, the proposed development will have no overshadowing impact upon the residential properties at No. 16 Cowan Road.</p> <p>Owing to the substantive separation, the Urban Design Report at 7.7 indicates there would be no overshadowing impacts upon the residents at Nos. 154 – 158 Mona Vale Road.</p>
	<p><b>5. Loss of Northerly Vista and Privacy</b></p> <p>The development will obstruct our northerly views and lead to a significant reduction in privacy, as upper-floor residents of the new buildings will overlook our apartment. This is particularly concerning given the current low- to medium-density residential character of the area, which offers privacy and open views.</p>	<p>The subject site is located to the immediate south of is nearest residential neighbour at No. 16 Cowan Road, St Ives. Owing to the orientation of these properties, the proposed development will have no impact upon the northerly aspect or views of the residential properties at No. 16 Cowan Road.</p> <p>The subject site is located approximately 70 metres north of is neighbour at Nos. 154 – 158 Mona Vale Road. Given the substantial separation, retained and proposed landscaping, the proposed development would have a negligible impact upon the northerly aspect or views of the residential properties at Nos. 154 – 158 Mona Vale Road.</p> <p>The Draft DCP ensures increased building setbacks (minimum 9 metres) will be achieved to the boundary of No. 16 Cowan Road, St Ives, promoting an appropriate transition in scale and opportunity for the establishment of landscaping in a deep soil zone, and suitable separation for privacy.</p>
	<p><b>6. Negative Impact on Property Value</b></p> <p>The introduction of high-density, five-storey buildings in close proximity to our property is likely to result in a significant drop in property value. Similar developments along Cowan Road have already led to a sharp decline in property prices, as potential buyers are deterred by overshadowing, loss of privacy, increased noise, and congestion. This has been well-documented in the local real estate market, and we are deeply concerned that our property, which has been a substantial financial investment, will suffer the same fate if this proposal is approved.</p>	<p>There is no evidence to suggest the proposed development would impact property values. This is not a relevant matter for consideration.</p>
	<p><b>7. Inadequate Setbacks</b></p> <p>We strongly recommend that the development be set back at least 30 meters from the southern boundary of the site along Cowan Road to reduce the overshadowing and privacy impacts on neighbouring properties. This would provide a buffer zone to maintain some level of sunlight access and visual amenity for existing residents.</p>	<p>The subject site is located to the immediate south of No. 16 Cowan Road, St Ives. Owing to the orientation of these properties, the proposed development will have no impact upon overshadowing, northerly aspect or views of these residential properties. The Draft DCP ensures increased building setbacks (minimum 9 metres) will be achieved to the boundary of No. 16 Cowan Road, St Ives, limits building height to 4 storeys, and thus promotes an appropriate transition in scale, opportunity for the establishment of landscaping, and suitable separation for privacy.</p>



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Submissions 5 – 8	<b>8. Impact on Our Mental Well-Being and Health</b> The stress and anxiety caused by this proposed development are already taking a toll on our mental well-being. The thought of living next to a five-storey building that will overshadow our home, block our views, and reduce our privacy is causing considerable distress. The loss of sunlight, coupled with a sense of being enclosed by large buildings, will likely lead to feelings of isolation and claustrophobia. Research has shown that such changes in living conditions can lead to adverse effects on mental health, and we fear that this development will seriously compromise our overall well-being.	<p>The subject site is located approximately 70 metres north of is neighbour at Nos. 154 – 158 Mona Vale Road.</p> <p>These various matters have been addressed above.</p>
	<b>9. Lack of Adequate Public Transport for High-Rise Development</b> The suburb of St Ives does not have a rail station and is only serviced by local buses, which are already under significant pressure. High-rise rezoning and development are completely inappropriate and unacceptable for an area with such limited public transport options. The existing local bus network is insufficient to handle the population increase that comes with high-rise developments, leading to inevitable traffic congestion, parking issues, and reduced accessibility for both existing and new residents. The absence of a rail link further exacerbates the problem, making this development unsustainable.	<p>The conclusion arrived at by Ku-ring-gai Council officers in their technical assessment of the Panning Proposal presented to the Ordinary Meeting of Council on 16 May 2023 suggested that:</p> <p><i>In summary, the Planning Proposal is consistent with the overarching local planning priority within the LSPS to provide housing close to transport, services and facilities in the St Ives local centre. The LSPS also ties the provision of additional housing in the St Ives local centre with the future delivery of priority bus infrastructure from Mona Vale to Macquarie Park, and accordingly, the Planning Proposal is inconsistent as it seeks to bring forward the delivery of housing prior to the delivery of priority bus infrastructure. This inconsistency is considered minor in nature due to the relatively small number of dwellings enable by the Planning Proposal and the fact that the Planning Proposal would not result in any significant traffic impacts on the surrounding road network and formal consultation will be undertaken with TfNSW should a Gateway Determination be issued.</i></p>
	<b>10. Increased Road Traffic and Strain on Local Infrastructure</b> The site does not have excellent and immediate access to public transport, the nearest train station (Gordon) is not within walking distance of the proposed development, and travel mode by private car is high. The introduction of 78 new dwellings will place additional strain on local infrastructure, particularly the road network, parking, and essential services. Increased traffic congestion is already a concern in the area, and the proposed development will only exacerbate this issue, leading to reduced safety and convenience for residents. The current infrastructure is insufficient to accommodate such a large influx of new residents.	<p>These various matters have been addressed in the summary response to <b>Traffic Impacts</b> at Submission 1, and in the detailed response provided to the TfNSW agency submission appended at <b>Attachment A</b>.</p>
	<b>11. Environmental Concerns</b> High-density developments typically lead to a reduction in green spaces and increased hard surfaces, which contribute to the urban heat island effect and can worsen stormwater runoff. The proposal does not appear to adequately address these environmental issues, and more consideration should be given to sustainable building practices and the inclusion of green spaces.	<p>Any subsequent submission of a Development Application upon this site will require consideration to be given to such matters as site coverage, retention of significant trees, the provision of adequate landscaping and deep soil planting zones, stormwater detention, reuse and runoff and the principles of water sensitive urban design. It is noted that most of this area is already a ‘hard stand area’, being a bitumen carpark.</p>
	These submissions have utilised the same template, raising common concerns and are dealt with collectively.	
	1. The project exceeds the current zoning Medium Density R3 and the floor ratio 0.8:1.	<p>The Planning Proposal seeks to amend the Ku-ring-gai Local Environmental Plan 2015 by rezoning the land to R4 High Density Residential, to amend the applicable maximum building height and floor space ratio controls, and to list the existing timber cottages as items of local heritage significance within Schedule 5 Environmental Heritage. The proposed FSR (0.92:1) is however considered an appropriate transition between the 0.8:1 FSR of the R3 Medium Density Residential zoned land to the north and south, and the 1.3:1 FSR of the R4 High Density Residential zoned land to the east.</p>

RESPONSE TO PUBLIC SUBMISSIONS		
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	2. The planned development of such a dense complex is completely at odds with the architecture along Cowan Road.	The Planning Proposal is consistent with the overarching local planning priority within the Ku-ring-gai Local Strategic Planning Statement (LSPS) to provide housing close to transport, services and facilities in the St Ives local centre. Appropriate controls are incorporated into the Draft DCP to provide an appropriate transition to adjacent 3 storey medium density residential development, consistent with the design guidance provided by the ADG.
	3. Cowan Road is a small linking road between two major roads, Mona Vale Road and Killeaton Street. Additionally, Cowan Road provides access and egress for the St Ives Shopping centre. This results in Cowan Rd often being gridlocked with traffic particularly at both Mona Vale Road and Killeaton Street ends. Over the years there have been multiple accidents caused by traffic speeding from one end to another, and by traffic trying to skip out of the shopping centre. This is in spite of changed traffic conditions at the new roundabout installed to prevent such accidents. Additional pressure is exerted by golf club members moving in and out of the club. To add the prospect of the additional traffic from the proposed 160 residents from the new development will exacerbate the already existing congested traffic chaos.	These various matters have been addressed in the summary response to <b>Traffic Impacts</b> at Submission 1, and in the detailed response provided to the TfNSW agency submission appended at <b>Attachment A</b> .
	4. The present infrastructure for sewerage, and water pressure for fire protection resources are both struggling with current required capacity in Cowan Road. Residents are already experiencing sewerage backup overflows and increased restoration costs to compensate for the insufficient mains pressure to meet compliant pressure ratings to feed and meet the NSW Fire Standards. Poor outcomes for health and safety.	Any subsequent submission of a Development Application upon this site will require consideration to be given to the adequate provision to essential services, including water and sewerage infrastructure. Agency submissions received from Sydney Water and Ausgrid have been addressed in <b>Table 2</b> .
	5. The Public Transport options are inadequate. Cowan Road is not over or adjacent to rail transport and the area is highly dependent on the motor vehicle transport. A further 160 vehicles in the site proximity would severely impact existing residents in the immediate area many of whom live in the over-55 complexes in Cowan Road. Traffic is a serious issue in Cowan Road. There have been several accidents in the recent few years caused by drivers taking risks (in spite of the safety measure already in place). Only this evening I myself narrowly avoided a collision with a speeding motorist exiting the shopping precinct in an attempt to insert himself/herself into banked up traffic attempting to exit Cowan Road into Mona Vale Road. These events happen almost daily. Please do not inconvenience existing residents further by overdevelopment proposed for the site.	<p>The Planning Proposal is consistent with the overarching local planning priority within the LSPS to provide housing close to transport, services and facilities in the St Ives local centre. It is noted the Northern Beaches Council website suggests:</p> <p><i>NSW Government manages the B-Line from Mona Vale to the Sydney CBD. The bus line provides frequent and reliable services as well as additional car parking spaces at key stops on the route for commuters.</i></p> <p>\$125 million is being invested to deliver kerbside Bus Rapid Transit (BRT) service through Mona Vale to the Northern Beaches. This will be supported by new bus lanes and 800 new commuter car parking spaces, making public transport even more attractive. Review of the current bus timetables suggests that high frequency bus services are available within 2 minutes walking distance of the site.</p>
Submission 9	The proposal is highly likely to fundamentally alter the nature of the immediate surrounding area from that of a village to a higher density and more populated suburb.	The Planning Proposal is consistent with the overarching local planning priority within the LSPS to provide housing close to transport, services and facilities in the St Ives local centre.
	Specifically, the proposal is inconsistent with the existing zoning along Cowan Rd.	Appropriate controls are incorporated into the Draft DCP to provide an appropriate transition to adjacent 3 storey medium density residential development, consistent with the design guidance provided by the ADG.
	Currently, traffic along Cowan Rd is congested during many hours of the day. The proposed increase in residents, especially along the northern side of Cowan Rd, will likely double this congestion, causing gridlock in all the roads around the shopping centre.	These various matters have been addressed in the summary response to <b>Traffic Impacts</b> at Submission 1, and in the detailed response provided to the TfNSW agency submission appended at <b>Attachment A</b> .
	Moreover, pedestrian safety is already a concern with elderly residents and children presently being subject to risk when crossing	These various matters have been addressed in the summary response to <b>Traffic Impacts</b> at Submission 1, and in the detailed response provided to the TfNSW agency submission appended at <b>Attachment A</b> .



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	Cowan Rd. The proposed reduced speed limit (from 50km/hr to 40km/hr) will only serve to exacerbate this risk.	<p>Council received funding from TfNSW to introduce a 40km/h High Pedestrian Activity Area (HPAA) in the area surrounding the St Ives Shopping Centre. HPAA measures are proposed to provide greater safety and amenity for motorists and pedestrians, noting that these measures do not primarily function to address network performance issues, as the relevant network intersections are performing satisfactorily. The HPAA measures include:</p> <ul style="list-style-type: none"><li>• 40km/h speed limit in Cowan Road between Kanoona Avenue and Mona Vale Road, and on Memorial Avenue, between Killeaton Street and Mona Vale Road.</li><li>• 40km/h speed limit on Village Green Parade.</li></ul> <p>The primary reasons for introduction of these measures is to reduce traffic speeds and improve safety and amenity for motorists and pedestrians and are not to address any local road network performance issues.</p>

1.4 AGENCY SUBMISSIONS

Table 2 provides a response to each of the 6 x agency submissions received during the exhibition period.

TABLE 2

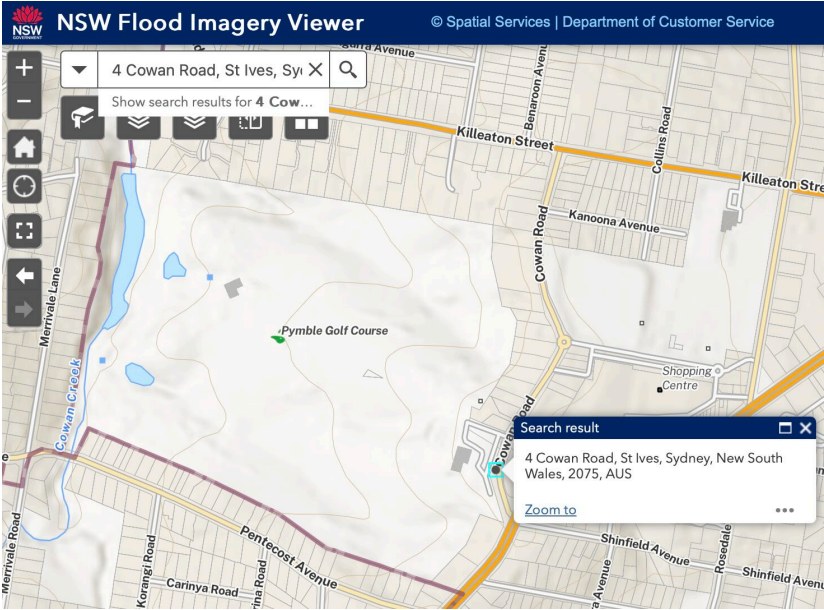
Response to Agency Submissions

RESPONSE TO AGENCY SUBMISSIONS		
AGENCY	SUBMISSION	RESPONSE
Agency 1 – Ku-ring-gai Council	Council supports finalisation of the Planning Proposal subject to the Planning Proposal being amended to incorporate an additional local provision specific for 4, 12, 14 Cowan Road, St Ives which requires an affordable housing contribution of at least 10% (either monetary or in kind (in perpetuity)), as part of any future development of the site.	No objection is raised to the inclusion of an appropriate mechanism to ensure provision is made for an affordable housing contribution of at least 10% (either monetary or in kind (in perpetuity)), as part of any future development of the site.
Agency 2 – Rural Fire Service	The NSW RFS has considered the information submitted and subsequently raise no concerns or issues in relation to bush fire.	Noted.
Agency 3 – Heritage NSW	While Heritage NSW considers that the heritage listing and restoration of the cottages is a positive heritage outcome, we recommend that consideration is given to retaining the proposed Local heritage items <i>in situ</i> and making design changes to the proposed residential development. If retention <i>in situ</i> is not possible then the Conservation Management Plan for the proposed items should include a detailed plan for the relocation and consideration of any associated heritage impacts.	<p>Various options were considered by the proponent concerning the existing cottages at Nos. 12 &amp; 14 Cowan Road, including their immediate demolition as permitted pursuant to the provisions of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008, as the dwellings are not currently heritage listed. Various options for their demolition, part demolition and relocation off site and elsewhere upon the site were propositioned to Ku-ring-gai Council in formulation of the Planning Proposal, and a suitable strategy agreed for their retention, relocation and listing as items of local heritage significance.</p> <p>The relocation of these items was considered acceptable, given there is little significance associated with their curtilage. As they would be relocated to a nearby area, with frontage to Cowan Road, they would retain their setting. The proposed works involving removing later intrusive additions and reinstating original details is a positive outcome for heritage. The use of these buildings for residential and community purposes is also considered acceptable as it would involve ongoing engagement with these items and conservation as part of the strata management of the site.</p>

RESPONSE TO AGENCY SUBMISSIONS		
AGENCY	SUBMISSION	RESPONSE
		<p>The proposal to include the cottages at Nos. 12 &amp; 14 Cowan Road as items of Environmental Heritage under ‘Schedule 5, Part 1 Heritage items’ of the Ku-ring-gai Local Environmental Plan 2015 (LEP) would have a positive impact on the heritage significance of these two cottages and would facilitate continued protection and conservation of these relatively rare cottages. The listing and inclusion of the two significant buildings under Schedule 5 of the LEP would primarily offer identification and protection of the two significant cottages under a statutory framework, which would be pertinent to the future management of these significant buildings and preservation of significant fabric, the proposed curtilage of the two items, and the general setting of the two items.</p>
Agency 4 – Sydney Water	<p>Our preliminary assessment indicates that water and wastewater servicing should be available for the proposed development.</p> <p>This letter constitutes high-level initial advice only. Further advice from Sydney Water may be offered during the exhibition, the feasibility or, S73 stages with regards to the protection of our existing and proposed assets/easements and any requirements pertaining to building over or adjacent to Sydney Water assets. These aspects will be investigated as we receive more detail, and specific protection requirements, objections or amendments will be documented as they progress.</p>	<p>The proponent for any future Development Application acknowledges that amplifications, adjustments, deviations and/or minor extensions may be required and that detailed requirements will be provided at the S73 application stage.</p>
Agency 5 – Transport for NSW	<p><b>Item 1:</b> As indicated in the Transport Impact Assessment (TIA) report, traffic surveys were undertaken in 2017. It is considered that the survey data is out of date now and new traffic surveys should be undertaken with current counts to accurately inform the traffic impacts.</p> <p>SCATs data for Wednesday August 2024 seems to show that there are roughly 300 more vehicles using Mona Vale Road northbound and around 250 vehicles more in Saturday midday peak which supports the view that new traffic counts should be undertaken to ensure that accurate volumes are adopted in assessing the impact of the Planning Proposal on the road network. In addition, page 14 of TIA report indicates the time of the AM peak, and Saturday midday peak however does not provide a time of the weekday PM peak.</p> <p><b>Item 2:</b> It is noted that the vehicular access to and from the site is proposed to be restricted to left in and left out movements only due to the queuing experienced on Cowan Road. It is expected that the majority of vehicles exiting the golf club would therefore perform what is a U-turn movement at the roundabout of Cowan Road / Village Green Parade to head towards the intersection of Mona Vale Road / Cowan Road.</p> <p>However, SIDRA traffic modelling results summary provided appears to indicate that the 2027 future + development traffic conditions is an improvement over the baseline 2027 traffic conditions at the intersection of Mona Vale Road / Cowan Road despite the site increasing trip generation by approx. 50 vehicles per hour in the peak periods. This is also supposedly an improvement over existing traffic condition.</p> <p>It is unclear how the 2027 (Future + Dev) traffic modelling results indicate that traffic conditions either remain relatively the same or improve in comparison to the 2017 and 2027 (future) modelling even though the site will generate additional vehicle trips in peak</p>	<p>New traffic surveys have been conducted on Saturday 02/11/2024 and Wednesday 06/11/2024 and SIDRA modelling assessments are performed based on the updated survey data.</p> <p>The 2024 surveys confirm an increase in traffic on the west approach of Mona Vale Road compared to the 2017 survey volumes, with an additional 338 veh/hr during the AM peak and 322 veh/hr during the Saturday peak.</p> <p>The peak hours identified based on the most recent surveys, also stated in the Traffic Surveys Section, are:</p> <ul style="list-style-type: none"><li>– AM Peak: 7:30am–8:30am</li><li>– PM Peak: 3:30pm–4:30pm</li><li>– Saturday Peak: 11:30am–12:30pm</li></ul> <p>The SIDRA modelling has been updated to correctly account for the u-turning movements at Cowan Road / Village Green Parade (and then heading towards the intersection of Mona Vale Road / Cowan Road).</p> <p>The revised assessment finds very minor increases in average intersection delay as a result of the proposed development, compared to the Future Base case scenario.</p>



RESPONSE TO AGENCY SUBMISSIONS		
AGENCY	SUBMISSION	RESPONSE
	<p>periods in addition to general population/traffic growth in the future years.</p> <p><b>Item 3:</b> The TCS cycle time of 156 sec seems to have been adopted in the future year SIDRA model at the intersection of Mona Vale Road / Cowan Road. The maximum cycle time for this interaction is 140sec. It is unclear why such a high cycle time is adopted.</p> <p><b>Item 4:</b> Optimum Cycle time option seems to have been adopted in the existing and future year SIDRA model at the intersection of Mona Vale Road / Cowan Road and in the future year at the intersection of Killeaton Street / Cowan Road.</p> <p>Consideration should be given to adopt cycle time option based on the SCATS data for the existing scenario and preferably practical cycle time for the future year scenario.</p> <p><b>Item 5:</b> The indicative yield adopted in TIA report is 80-100 residential units. However, the Urban Design report seems to indicate estimated yield of 77 residential units. Further assessment of accurate estimated yield will be required as part of the future master planning/ Development Application stage for the site.</p> <p><b>Item 6:</b> Cowan Road at the intersection with Mona Vale Road experiences significant queuing during the peak periods that can extend beyond the site due to Mona Vale Road being given priority at the signals. There is a concern that the additional traffic generation will exaggerate traffic conditions at the Mona Vale Road and Cowan Road intersection.</p> <p><b>Item 7:</b> It is suggested that further detailed assessment be conducted as part of the future master planning / Development Application stage for the site to assess access arrangements to and from the site.</p>	<p>Based on recent SCATS data for Mona Vale Road / Cowan Road on Saturday 02/11/2024 and Wednesday 06/11/2024, an average cycle time of 155 seconds is observed for the AM and PM peaks, and 135 seconds for the Saturday peak. This is also consistent with our site observations and video footage review for the same dates.</p> <p>These cycle times are maintained in the future year scenarios.</p> <p>In the updated SIDRA modelling, the User Given Phase Time setting is applied to the Existing Base Case for Mona Vale Road / Cowan Road, utilising the SCATS data from Saturday 02/11/2024 and Wednesday 06/11/2024.</p> <p>User Given Cycle Time option is adopted for both the Future Base and Future Base + Proposal scenarios. This is to maintain a consistent cycle time across the with and without development scenarios, facilitating more representative comparison between the two scenarios.</p> <p>The yield has been updated based on the most recent indicative scheme. Modelling is now based on 78 units.</p> <p>In recognition of the existing constraints at the Mona Vale Road / Cowan Road and queueing on the northern approach in the peak periods, the site access is proposed to be configured under a left-in / left-out (LIFO) arrangement.</p> <p>This assists in minimising delays at the site access and addressing concerns regarding queue spillback beyond the site access.</p> <p>The SIDRA modelling finds minimal increases in average intersection delay at the Mona Vale Road / Cowan Road intersection as a result of the proposal (+2.1,+1.1, and +2.8 seconds in the AM, PM, and Saturday peaks, respectively). The intersection operates at a Level of Service A in the AM and Level of Service B in the PM and Saturday peak periods.</p> <p>Notably, the Site contributes a maximum of only 29 vehicles per hour to southbound traffic during the AM peak. This equates to approximately 1.2 vehicles per cycle, given the 155-second cycle time at the Mona Vale Road / Cowan Road intersection, representing a minimal impact on southbound queueing.</p> <p>Noted. It is expected that site access arrangements will be further reviewed as part of any subsequent assessment at Development Application stage.</p>
Agency 6 – Ausgrid	<p>Ausgrid requires that due consideration be given to the compatibility of proposed development with existing Ausgrid infrastructure, particularly in relation to risks of electrocution, fire risks, Electric &amp; Magnetic Fields (EMFs), noise, visual amenity and other matters that may impact on Ausgrid or the development.</p> <p>Ausgrid will look forward to reviewing future Development Application submissions for any development attached to this proposal and will then provide further feedback accordingly</p>	<p>The proponent for any future Development Application acknowledges that special care should be taken to ensure that driveways and any other construction activities do not interfere with existing underground cables located in the footpath or adjacent roadways.</p> <p>Any development upon the site will locate and record the depth of all known underground services prior to any excavation in the area, noting that information regarding the position of cables along footpaths and roadways can be obtained by contacting Before You Dig Australia (BYDA).</p> <p>Proposed driveways will be located to maintain a minimum clearance of 1.5 metres from the nearest face of the pole to any part of the driveway, including the layback, to allow room for future pole replacements.</p>

RESPONSE TO AGENCY SUBMISSIONS		
AGENCY	SUBMISSION	RESPONSE
Agency 7 – Department of Climate Change, Energy, the Environment and Water (Biodiversity Conservation and Science Group)	<p><b>Flooding</b></p> <p>Table 8 of the Planning Proposal (PP) addresses Section 9.1 Ministerial Directions. In addressing Direction 4.1 Flooding, the report claims that the proposal is consistent with the Direction despite there being no flood information for the site. The report states:</p> <p>‘Detailed mainstream and overland flow flood mapping has not been completed by Council for this area. As the site is situated near the ridgeline mainstream flow flooding is not a concern. The site-specific Development Control Plan to be prepared Council requires that in selection of an appropriate means of stormwater disposal, particular regard must be given to downstream impacts, including potential flooding impacts.’</p> <p>BCS highlights that, consistency with Direction 4.1 Flooding should be based on evidence-based flood information. Therefore, there is a need for a preliminary flood assessment to identify whether the site is impacted by mainstream flooding or overland flow for the full range of flooding.</p> <p>The outcomes of the preliminary assessment would guide decisions on the consistency of the PP with the Direction 4.1. It would also inform the preparation of the site-specific development control plan regarding the requirements for flood related controls.</p>	<p>The objectives of Direction 4.1 are to ensure that development of flood prone land is consistent with the NSW Government’s Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and to ensure that the provisions of an LEP that apply to flood prone land are commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land.</p> <p>Cowan Creek is a tributary of the Hawkesbury River, located in its downstream reaches. A branch of Cowan Creek is located upon the subject site, however, is approximately <b>40 metres</b> below the level of the proposed site of high density residential development. Cowan Creek is located at the eastern extremity of the site, approximately <b>600 metres</b> from the affected land – see mapping below.</p>  <p>Council’s <a href="#">online mapping</a> indicates the subject site is not subject to flooding (mainstream flow or overland flooding) – see mapping extract below, and Section 10.7 Planning Certificates issued for each of the subject lots indicates the land or part of the land is not within the flood planning area and subject to flood related development controls, but further acknowledges the flood risk of this land has not yet been mapped.</p>





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AGENCY	SUBMISSION	RESPONSE
		<p>Flooding risks and hazards for the Cowan Creek system have previously been reviewed by Council in developing local catchment plans.</p> <p>WP Brown &amp; Partners with Boyden &amp; Partners undertook the Cowan Creek catchment analysis (see agenda to Ordinary Council Meeting on 29 October 2004). The development of quantity and quality analysis was carried out using computer analysis models. Design storms of 5, 10, 20 and 100 year Average Recurrence Interval (ARI) as well as the Probable Maximum Precipitation storm event (PMP) were modelled. Tabular output from computer modeling for the 5, 10, 20 and 100 year ARI design storms was utilised in a variety of ways to assess the adequacy of the drainage system and to identify areas where possible overland flow and flooding conditions may warrant works. Despite the identification of numerous problem areas, localised flood remedies were identified, and no further flooding analysis, studies or mapping has been deemed appropriate or necessary for this catchment since this date.</p> <p>The primary objective of the NSW Flood Prone Land Policy is to reduce the impacts of flooding and flood liability on communities and individual owners and occupiers of flood prone property, and to reduce private and public losses resulting from floods, noting 'the management of flood prone land is primarily the responsibility of local councils', by 'determining development standards and implementation arrangements in line with higher level strategies, plans and directions'.</p> <p>Following numerous pre-lodgement discussions with Council officers and submission of the Planning Proposal to Ku-ring-gai Council in 2022, flooding impacts was not raised as a relevant matter for consideration.</p> <p>Given the significant change in elevation (&gt; 40 metres) and distance (&gt; 600 metres) from the subject site to Cowan Creek, and absence of mapping by Ku-ring-gai Council as an area subject to mainstream flow or overland flooding, it is suggested that Direction 4.1 is demonstrated to have been satisfied, as the subject future development site is clearly not in an identified high hazard flooding area.</p>
	<p><b>Biodiversity</b></p> <p>The Ecological Constraints Analysis (ECA) and PP have identified that the subject land contains Blue Gum High Forest (BGHF) and Sydney Turpentine Ironbark Forest (STIF), both critically endangered ecological communities (CEECs) listed under the Biodiversity Conservation Act 2016 (BC Act). Under the BC Act 'critically endangered' means the ecological community is facing an extremely high risk of extinction in Australia in the immediate future. Both BGHF and STIF can occur as single trees.</p>	<p>Noted.</p>
	<p><i>Biodiversity Offsets Scheme</i></p> <p>The ECA correctly identifies that future development applications on the site will likely result in development that exceeds the Biodiversity Offset Scheme (BOS) threshold under the BC Act. It should also be noted that if any future development on the site is State significant development, under section 7.9 of the BC Act, it will require a Biodiversity Development Assessment Report unless the Planning Agency Head and the Environment Agency Head determine that the development is not likely to have any significant impact on biodiversity.</p>	<p>Noted.</p>
	<p>For both State significant development and local development, this will require SAII to be assessed.</p>	<p>Noted.</p>
	<p><i>Serious and Irreversible Impacts</i></p> <p>BGHF and STIF are threatened entities that are likely to be at risk of a serious and irreversible impact (SAII) (Biodiversity Conservation Regulation 2017, clause 6.7), which must be addressed in accordance with section 9.1 of the Biodiversity Assessment Method 2020. The ECA does not include an assessment that would allow the approval authority to determine whether removing any BGHF or</p>	<p>It is not proposed to remove or any BGHF or STIF on this site for future development, as the development is largely contained within existing developed areas of the site (car park and club house building). It is acknowledged removal or any BGHF or STIF on this site could mean that future development is unable to be approved in line with the requirements under section 7.16 of the BC Act, however, suggested that the proposed development footprint has sensitively considered these potential future impacts as part of the comprehensive site and context analysis preceding submission of the Planning Proposal.</p>

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AGENCY	SUBMISSION	RESPONSE
	STIF on this site for future development will constitute a SAIL. If the planning proposal is made without sufficient consideration of SAIL it could mean that future development is unable to be approved in line with the requirements under section 7.16 of the BC Act.	
	<i>Fauna Surveys</i> Further surveys or justification as to why further surveys aren't required will need to be undertaken prior to or at the development application stage for the threatened fauna deemed as having potential to occur in the Survey Area (Section 3.3, Table 4 of the ECA).	Noted.
	<i>Urban Design</i> BCS supports the urban design outcome (Urban Design Report) of 'a development which will not have adverse impacts on the local biodiversity, ecology...' and specifically supports an urban design outcome that avoids impacts (both direct and indirect) to mapped BGHF and STIF threatened ecological communities (TECs).	Noted.
	<i>Development Controls</i> Given the isolation of the patches of STIF and BGHF, BCS recommends the following additional measures be added to the DCP development controls, to ensure the survival of remnant TECs from both direct and indirect impacts during the construction and operational phase: <ul style="list-style-type: none"><li>• Objectives and controls that ensure long term improvement and protection of the STIF and ensure retention of the existing significant trees identified as part of the STIF within and adjacent to the site. Noting that the DCP objectives and controls currently only relate to BGHF.</li><li>• Biodiversity values that are retained must be protected during construction and operation of the development.</li><li>• Prior to any works commencing on site, a vegetation management plan for the rehabilitation and management of existing native vegetation must be prepared by a suitably qualified ecologist.</li><li>• Development is to maintain existing soil profiles and not regrade soils and levels of soils surrounding retained vegetation and buffers to ensure the health of retained vegetation.</li><li>• Site landscaping use a mix of local native provenance plant species from the relevant native vegetation community that once occurred in this locality to improve local biodiversity as part of site landscaping.</li></ul>	<p>No objection is raised to Department officers making these additions to the Draft Site Specific Development Control Plan if considered necessary, although it is noted that each of these suggestions would be standard considerations in preparation of a Biodiversity Development Assessment Report, and in the assessment and determination of a Development Application for local development.</p> <p>The Ecological Constraints Assessment accompanying the Planning Proposal as exhibited concludes:</p> <p><i>Narla Environmental believe that the proposed rezoning (planning proposal) application can be approved and implemented with minimal ecological impact if the appropriate impact assessment process is implemented prior to any development being undertaken.</i></p> <p><i>Best utilisation of this property is likely to come from development of the most disturbed/least ecologically constrained portions of the site in addition to protecting and managing the most constrained.</i></p> <p><i>Narla believe that the planning proposal will result in an optimal biodiversity outcome if the recommendations and mitigation measures outlined within this report are addressed and adhered to.</i></p>



## 2 DISCUSSION

The key issues raised in the public submissions were traffic impacts, amenity impacts upon adjacent residential properties, and consistency with the established character of the locality.

### Traffic Impacts

A Transport Impact Assessment Addendum Technical Memorandum has been appended at **Attachment A** to explicitly address concerns raised by Transport for NSW concerning the age of data supporting the Planning Proposal. Traffic surveys were subsequently undertaken at the following key intersections on Saturday 2 November 2024 (11:00am–2:00pm) and Wednesday 6 November 2024 (6:00am–9:00am and 3:30pm–6:30pm) to inform updates to the SIDRA modelling, which are noted to be the largest golf competition days for members of the Pymble Golf Club (i.e. capacity field of golfers, complement of staff, and other activities being conducted from the Club):

- Cowan Road / Killeaton Street
- Cowan Road / Village Green Parade
- Mona Vale Road / Cowan Road / Shinfield Avenue

Based on the surveys, the following peak hours were identified and subsequently used in modelling and analysis:

- AM Peak: 7:30am–8:30am
- PM Peak: 3:30pm–4:30pm
- Saturday Peak: 11:30am–12:30pm

Consistent with the original Transport Impact Assessment exhibited, a trip rate of 0.5 trips per dwelling in the peak hours has been applied to the suggested yield of 78 dwellings, resulting in an estimated generation of 39 vehicle trips per hour during the weekday AM and PM peak periods. On a conservative basis, this trip generation was also applied to the Saturday peak hour for the purpose of modelling impacts. The resulting traffic volumes for key peak periods are then summarised, applying an average annual growth rate of 0.4% to all movements (see full results for Future Base; Proposal; and Future Base + Proposal traffic volumes at **Attachment A**).

The Transport Impact Assessment also takes into consideration installation of new traffic signals at the intersection of Killeaton Street and Cowan Road. Currently operating at a Level of Service (LOS) F in its priority-controlled configuration, the intersection is modelled as signalised in future scenarios to provide for a meaningful analysis. SIDRA results indicate that the intersection performance will improve significantly with signalisation. However, upgrade of that intersection is not critical to this development, noting that the proposal would generate only 1-2 vehicles per hour through that intersection in any event.

The updated SIDRA analysis indicates that all intersections will operate with acceptable delays, achieving a Level of Service (LOS) C or better during peak periods under the 2027 Future Base + Proposal scenario, comparable to the 2024 Existing Base and 2027 Future Base scenarios. The analysis also confirms that the site access arrangements, whether they be full movement or left-in, left-out, will not have significant impacts on the broader road network. In summary, the Proposal is supportable from a transport perspective, with minimal impacts to the operation of nearby intersections.

### Amenity Impacts on Adjacent Residential Properties

There will be no overshadowing upon any adjacent residential property as a result of the proposed changes to the planning controls, as demonstrated at Figure 7.8.1 of the exhibited Urban Design Report, owing to the orientation of the site and separation of buildings to the north and south.

Other direct impacts of a potential future development have been taken into consideration in the establishment of site specific development controls for the future development of the site, including built form, building height and building setback controls (see **Figures 1 & 2** below extracted from the site specific DCP), to ensure the amenity of adjacent properties is preserved, whilst delivering on the desire of the LSPS to provide housing close to transport, services and facilities in the St Ives local centre.



**FIGURES 1 & 2**

Proposed building heights and setbacks, extracted from proposed DCP amendments.

### Character

The Ku-ring-gai Local Strategic Planning Statement (LSPS) was adopted by Council on 17 March 2020. The LSPS identifies land use planning priorities for the Council over the next 10–20-year period. The LSPS notes the population of Ku-ring-gai is forecast to grow from 126,000 as of 2016 to approximately 155,000 in 2036, an increase of 25% over 20 years, and recognises the provision of housing to accommodate this population growth will require amendment to the current LEP to accommodate more housing supply in the period commencing from 2021 onward. The LSPS identifies that future housing supply will firstly be considered in and around the existing primary local centres of the LGA, being Gordon, Lindfield, Turramurra and St Ives. The St Ives local centre is planned to become ‘an active green lifestyle and shopping destination’.



This Planning Proposal seeks to compliment the Ku-ring-gai LSPS by providing new residential capacity within the St Ives local centre, immediately adjacent to the established local centre and high-density residential zones. Council officers in their technical assessment of the Planning Proposal presented to the Ordinary Meeting of Council on 16 May 2023 concluded that:

*... the Planning Proposal is consistent with the overarching local planning priority within the LSPS to provide housing close to transport, services and facilities in the St Ives local centre. The LSPS also ties the provision of additional housing in the St Ives local centre with the future delivery of priority bus infrastructure from Mona Vale to Macquarie Park.*

Council more recently considered the publicly exhibited Planning Proposal materials at the Ordinary Meeting of Council on 22 October 2024:

*Council staff have reviewed the Planning Proposal documentation currently on exhibition and note that the Planning Proposal has been amended to address the recommended amendments from Council's Table of Assessment at [Ordinary Meeting of Council] on 16 May 2023. The Planning Proposal has also been amended to incorporate the requirements from the Strategic Planning Panel of the Sydney North Planning Panel, which were to:*

- *Prepare an affordable housing viability report and clarify housing affordability rates;*
- *Prepare a Site-specific DCP;*
- *Address the amendments proposed by the KLPP advice from 24 April 2023, which were to:*
  - o *Amend planning proposal as per Council's Table of Assessment*
  - o *Further justification of inconsistency with LSPS and Local Housing Strategy*

Council officers confirmed that each of these matters had been satisfied, including various changes to the site specific DCP, and subsequently recommended:

*That Council make a submission to the NSW Department of Planning, Housing and Infrastructure supporting finalisation of Planning Proposal PP-2022-2519 subject to the proposal being amended to incorporate an additional local provision specific for this site which requires an affordable housing contribution of at least 10%, either monetary or in kind (in perpetuity), as part of future development on the site.*

Application of the various requirements of the Ku-ring-gai Development Control Plan, and suggested provisions of the Draft Site Specific Development Control Plan exhibited with the Planning Proposal, will ensure an appropriate planning outcomes for the site, consistent with the established and desired future character of the locality. Photomontage images were also prepared to support how a future potential development of the site might integrate with the established streetscape (see **Figure 3** over page).

In determining the appropriateness of the intended development in relation to its compatibility with the streetscape, we consider whether the proposal's physical impacts on surrounding development is acceptable, and whether the proposal's appearance is in harmony with the buildings around it and the character of the street?

The physical impacts, such as noise, overlooking and overshadowing can be assessed with relative objectivity. In contrast, to decide whether or not a new building appears to be in harmony with its surroundings is a more subjective task. This is achieved by analysing the existing and desired future context and then testing the proposal against it. For new development to be visually compatible with its context, it should contain, or at least respond to, the essential elements that make up the character of the surrounding urban environment. In some areas, planning instruments or urban design studies have already described the urban character. In others (the majority of cases), the character needs to be defined as part of a proposal's assessment. The most important contributor to urban character is the relationship of built form to surrounding space, a relationship that is created by building height, setbacks and landscaping.



To achieve a satisfactory relationship, site specific controls were developed to establish an appropriate footprint for development (setbacks and landscaping) and building heights (to transition built form from medium to high density). Buildings do not have to be the same height to be compatible. Where there are significant differences in height, it is easier to achieve compatibility when the change is gradual rather than abrupt. The extent to which height differences are acceptable depends also on the consistency of height in the existing streetscape. The proposed transition in building heights established in the site specific DCP are considered to satisfy this objective.

Front setbacks and the way they are treated are an important element of urban character. Retention of the cottages at the site's Cowan Road frontage, adjacent established medium density development to the immediate north, further assists in providing an appropriate transition in scale and character. Setbacks from side boundaries also determine the rhythm of building and void. While it may not be possible to reproduce the rhythm exactly, the proposed new development should strive to reflect it in some way. Landscaping is also an important contributor to urban character. In some areas landscape dominates buildings, and in others buildings dominate the landscape. Where canopy trees define the character, such as in St Ives, new development must provide opportunities for planting canopy trees. These various principles are achieved by retaining established significant trees upon the site, and by providing a 9 metre setback and deep soil planting zone to the northern boundary, enabling the establishment of substantial further vegetation (Council's DCP requires basement car parking to be configured below the building footprint). For these various reasons, the footprint and envelope promoted by the planning controls will enable a scale of development that is consistent with the established and desired future character of the locality.



**FIGURE 3**

Photomontage images were prepared to support how a future potential development of the site might integrate with the established streetscape.





**FIGURE 4**

Photomontage images were prepared to support how a future potential development of the site might integrate with the established streetscape.



### 3 CONCLUSION

This Response to Submissions has responded to the key issues raised during exhibition for the Pymble Golf Club Planning Proposal in both public submissions and agency submission, and is accompanied by a Transport Impact Assessment Addendum Technical Memorandum.

The report and supporting documents have been informed by additional consultation with the Department and TfNSW.

No further changes are proposed to the Planning Proposal as exhibited, and the proponent is accepting of an appropriate mechanism to ensure provision is made for an affordable housing contribution of at least 10% (either monetary or in kind (in perpetuity)), as part of any future development of the site.



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**Attachment A:** Transport Impact Assessment Addendum Technical Memorandum