

# PLANNING 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.

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# CONTENTS

EXECUTIVE SUMMARY .....	1
PART 1 – OBJECTIVES AND INTENDED OUTCOMES .....	12
PART 2 – EXPLANATION OF PROVISIONS .....	13
PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT .....	17
A.    NEED FOR THE PLANNING PROPOSAL .....	30
B.    RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK.....	38
C.    ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT .....	69
D.    INFRASTRUCTURE (LOCAL, STATE AND COMMONWEALTH).....	83
E.    STATE AND COMMONWEALTH INTERESTS .....	84
PART 4 – MAPPING .....	86
PART 5 – COMMUNITY CONSULTATION .....	91
PART 6 – PROJECT TIMELINE .....	93
APPENDIX A – SURVEY PLAN	
APPENDIX B – DETAILED SITE INVESTIGATION	
APPENDIX C – ECOLOGICAL CONSTRAINTS ASSESSMENT	
APPENDIX D – ARBORICULTURAL IMPACT ASSESSMENT REPORT	
APPENDIX E – URBAN DESIGN REPORT	
APPENDIX F – STATEMENT OF HERITAGE IMPACT	
APPENDIX G – TRANSPORT IMPACT ASSESSMENT & GREEN TRAVEL PLAN	
APPENDIX H – PHOTOMONTAGE IMAGES	

# EXECUTIVE SUMMARY

## Brief overview and background to the Planning Proposal

This Planning Proposal and supporting information explains the intended effect of, and justification for, proposed amendments to the Ku-ring-gai Local Environmental Plan 2015 (KLEP 2015).

The Planning Proposal has been prepared by dmps on behalf of Pymble Golf Club and relates to land at Nos. 4, 12 & 14 Cowan Road, St Ives. The legal description is part Lot 1 DP 511821, Lot B DP 368565 and Lot 1 DP 531533, Lot 2 DP 531533, Lot 3 DP 531533. It is noted Lot 1 DP 102237 also forms part of the Pymble Golf Club owned land holdings. However, this allotment is not affected by the proposal.

On 15 December 2021, the NSW Government published a new *Local Environmental Plan Making Guideline (LEP Making Guideline)*, providing a single cohesive guiding document for the rezoning process. This Proponent-Initiated Planning Proposal has been prepared in accordance with Section 3.33(3) of the Environmental Planning and Assessment Act 1979 (EPAA) and the LEP Making Guideline.

The Planning Proposal demonstrates alignment with the NSW strategic planning framework, including A Metropolis of Three Cities – The Greater Sydney Region Plan, and the North District Plan. This Planning Proposal demonstrates positive environmental, social, and economic impacts and benefits to the site and surrounds.

The concept prepared by Mayoh Architects proposes high density residential accommodation in an area serviced by the existing St Ives commercial centre and community hub, proximate to opportunities for employment and recreation, and convenient access to cultural facilities and high frequency public transport services.

A site-specific Development Control Plan will be prepared by Council, making amendments to the Ku-ring-gai Development Control Plan 2021 (the DCP), to ensure the new built form reflects the established and desired future character of the St Ives centre, consistent with the form envisaged by the proponent.

This Planning Proposal will enable the upgrade of the site facilities and amenities to service the recreational land use and will enhance the surrounding streetscapes. The Planning Proposal will also contribute to the choice of housing available in the locality.

The Planning Proposal's above intended outcomes will achieve:

- Provision of high quality, high density residential housing (comprising generously sized and well-appointed 2- and 3-bedroom apartments).
- Housing set amongst a landscaped garden setting to respect the existing character of the site, and the desired future character of the St Ives local centre.
- The conceptual building envelopes are configured to maximise units which have views of the course, cross ventilation, solar access, and visual privacy, which is achieved by 'thin' building envelopes with multiple lift cores.
- The existing timber cottages at Nos. 12 & 14 Cowan Road will be relocated, retained and heritage listed (cottage building, footprint, and curtilage) within Schedule 5 of KLEP 2015.
- Environmental sustainability by incorporating rooftop solar photovoltaic cells, rainwater harvesting for re-use, and universal electric vehicle charging facilities.

The Proponent-Initiated "Standard" Planning Proposal and development concept prepared by Mayoh Architects includes substantial landscaping, consistent with that present on course and within the St Ives centre.

There will be no material adverse environmental impacts to adjoining properties, as the buildings will respond to the existing and future built form character of the area, improving the existing public domain, and promoting design excellence as a suitable precedent for development within the centre.

### **Land to which this Planning Proposal applies**

This Planning Proposal has been prepared for land owned by the Pymble Golf Club, identified as Nos. 4, 12 & 14 Cowan Road, St Ives. The legal description is part Lot 1 DP 511821, Lot B DP 368565, and Lot 1 DP 531533, Lot 2 DP 531533, Lot 3 DP 531533. The land that is the subject of this Planning Proposal has an area of approximately 10,000m<sup>2</sup> and is located immediately adjacent to Cowan Road. The land comprises the existing club house, car park and single storey timber cottages at Nos. 12 and 14 Cowan Road.

Part of the Pymble Golf Club site is within the St Ives Local Centre. The centre comprises the St Ives Shopping Village zoned B2 Local Centre, the adjacent Village Green zoned RE1 Public Recreation, and supporting residential land zoned R3 Medium Density Residential and R4 High Density Residential. While the centre is generally characterised by low scale development (2-3 storeys in height), the planning controls enable development up to 17.5 metres (5 storeys) in height, including land directly opposite the site's frontage along Cowan Road. Several developments of this scale have recently been constructed along Mona Vale Road.



Part of the site is zoned R3 Medium Density Residential, having a maximum building height of 11.5 metres and a maximum floor space ratio (FSR) of 0.8:1. The remainder of the site is zoned RE2 Private Recreation, where there is no maximum building height or FSR control applicable.



**Figures 1 & 2:** The Pymble Golf Club (above), and existing Cowan Road entry (below).







**Figures 3 & 4:** Existing hard stand treatment within the Cowan Road frontage.







**Figures 5 & 6:** Nos. 12 & 14 Cowan Road timber cottages (above), and Cowan Road frontage with established vegetation in context.







**Figure 7:** Evolving 3 storey streetscape character further north of site along Cowan Road.

- **Site address**

The land that that is the subject of this Planning Proposal is located at Nos. 4, 12 & 14 Cowan Road, St Ives.

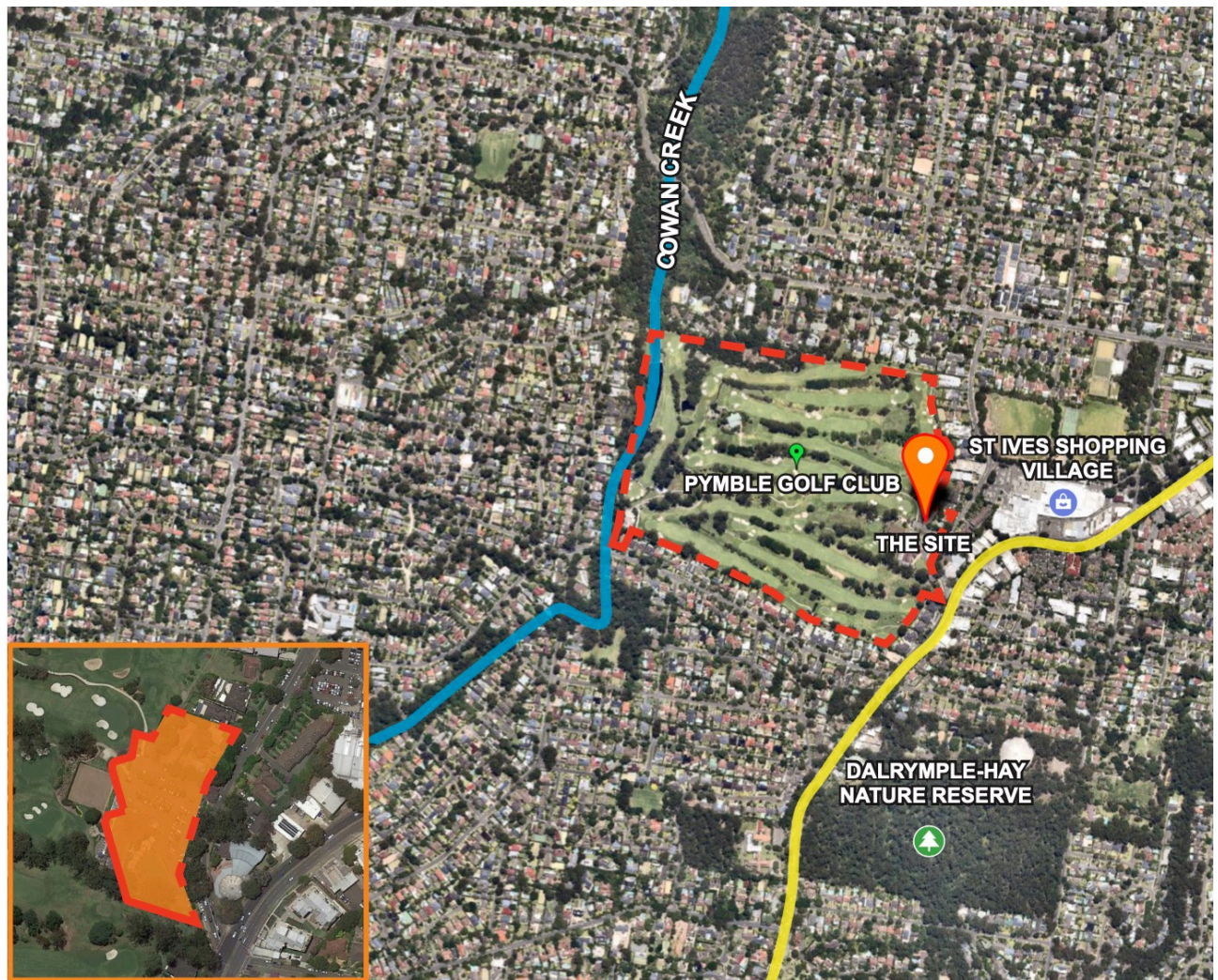
- **Lot and DP**

The legal description of the site is part Lot 1 DP 511821, Lot B DP 368565, and Lot 1 DP 531533, Lot 2 DP 531533, Lot 3 DP 531533. It is noted that Lot 1 DP 102237 (part of the Club land) is not affected by the proposal.

- **Location Map**

See over page.



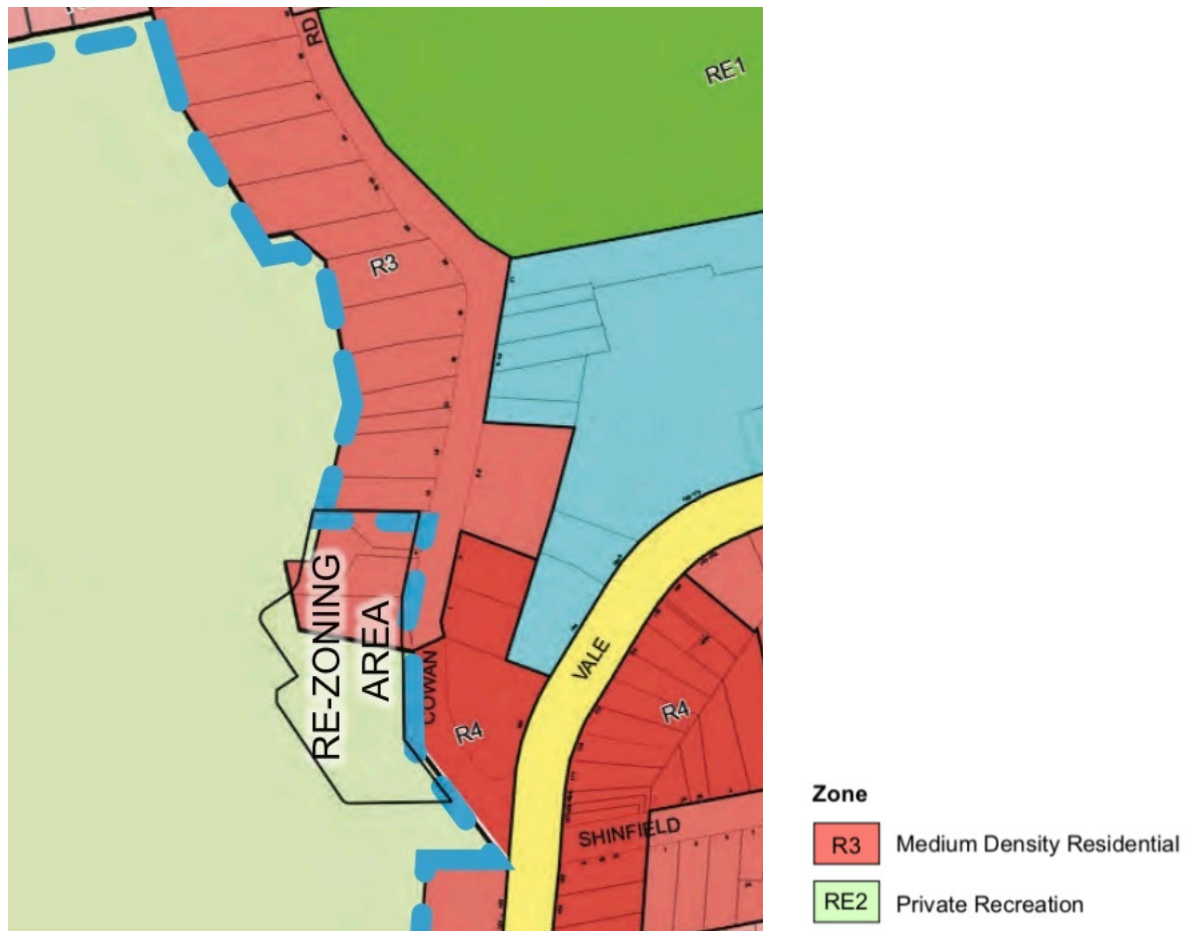


**Figure 8:** The Pymble Golf Club (outlined in red) and its context, and inset site area subject to the Planning Proposal (outlined in orange) (extract from Nearmap and Google Earth).

### Existing Planning Controls

Under the Ku-ring-gai Local Environmental Plan 2015 (KLEP 2015), part of the site is zoned R3 Medium Density Residential with a maximum building height of 11.5 metres, and a maximum FSR of 0.8:1.

The remainder of the site is zoned RE2 Private Recreation where there is no maximum building height, or FSR controls applicable.



**Figure 9:** Existing land use zoning map indicating extent of land subject to the Planning Proposal.

### Proposed Amendments

The Planning Proposal seeks to amend the Ku-ring-gai Local Environmental Plan 2015 to rezone the land, and to increase the maximum building height and floor space ratio controls applicable to Nos. 4, 12 & 14 Cowan Road, St Ives (Pymble Golf Club), and to relocate and heritage list the existing timber cottages at Nos. 12 & 14 Cowan Road (cottage buildings, footprint, and curtilage) within Schedule 5 of KLEP 2015. The following changes to KLEP 2015 are sought:

- Amend the Land Use Zone Map to rezone part of the Pymble Golf Club land holdings to R4 High Density Residential, enabling high density residential accommodation adjacent the St Ives Local Centre and Village Green, and retain the RE2 Private Recreation Zone over the remainder of the site for the ongoing use of the site as a 'recreation facility (outdoor)', being a golf course with ancillary clubhouse, parking, and maintenance facilities.
- Amend the Height of Buildings Map to 17.5 metres, to enable residential flat development 3 – 5 storeys in height.
- Amend Floor Space Ratio Map to show a maximum of 0.92:1.



- Amend the Heritage Map to heritage list Nos. 12 and 14 Cowan Road within Schedule 5.

It is additionally sought for the Urban Design Report to assist in the preparation of a site-specific development control plan to guide future development of the land.



**Figure 10:** Photomontage image of the intended built form, consistent with controls for development on the eastern side of Cowan Road.



**Figure 11:** Photomontage image of the consolidated entry to the Pymble Golf Club and new residential development.

## **Technical Studies**

- APPENDIX A – SURVEY PLAN
- APPENDIX B – DETAILED SITE INVESTIGATION
- APPENDIX C – ECOLOGICAL CONSTRAINTS ASSESSMENT
- APPENDIX D – ARBORICULTURAL IMPACT ASSESSMENT REPORT
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## **Club History**

The land was originally used as a sawmill and orchards.

Pymble Golf Club was formed on 7 November 1924. In May 1926, a minimum number of 110 members was set, which grew to 474 in 1927, and 633 in 1928.

The first nine holes opened for play in 1926 and the full 18 holes in 1928, incorporating 3 holes on the western side of what was then called Pentecost Highway. After being in existence for 30 years, the Hunter's Hill Golf Club was resumed by the Government for building purposes and amalgamated with Pymble Golf Club in 1932.

In 1949, Pymble acquired Britton's Orchard on the eastern side of the course and, in 1953, the full 18 holes were operating on the present site. Kel Nagel became Pymble's Professional in 1951, he resigned in 1956 to concentrate on his playing career. Fellow international champions who were Pymble members include Rodger Davis and Peter O'Malley.

As the Club developed, Pymble gained the reputation as one of the finest courses in Sydney.

On Monday January 21st, 1991, the upper north shore was hit by the most violent storm in memory. Winds over 130 kph were recorded in Turramurra, over 200 mature trees were uprooted with the area of greatest destruction along Cowan Creek.

As Pymble approaches its centenary in 2024, the Club has approximately 1,400 members, 950 male and 450 female.

The Club employs approximately 50 staff.



Whilst Pymble is a private club, the Club's professionals teach students from Abbotsleigh School and Knox Grammar School weekly as well as running Junior Clinics, Ladies' Clinics weekly and school holiday clinics. These sessions are open to the public and meet a local community need of introduction to, and enjoyment of golf. Additionally, the Club is a public venue open to the community for booking social functions and meetings.

The site has a bowling green that provides 'older' Members further opportunities to remain active when golf is no longer an option. The bowlers play many matches against other local and greater Sydney club.

One of the Club's key business objectives is to ensure all facilities are managed in an environmentally sound manner. As a result of investments for creating a sustainable, eco-friendly business, the Club has acquired electric mowers and rollers, a \$750k Reverse Osmosis Water Treatment Plant, uses biodegradable packaging and has a Comprehensive Tree Management Plan, endorsed by Ku-ring-gai Council.

## **PART 1 – OBJECTIVES AND INTENDED OUTCOMES**

### ***Section 3.33(2)(a) A statement of the objectives or intended outcomes of the proposed instrument***

Nos. 4, 12 & 14 Cowan Road, St Ives (Pymble Golf Club) will be rezoned to enable high density residential development in conjunction with high quality communal spaces. The existing timber cottages at Nos. 12 & 14 Cowan Road will be relocated on site and the cottage buildings, footprint and curtilage will be heritage listed.

A site-specific Development Control Plan (DCP) will be prepared by Council under Section 14A St Ives Local Centre and will be known as Section 14A.10 PRECINCT S4: PYMBLE GOLF CLUB.

The site-specific DCP will guide the planned future character, built form and controls relating to this precinct. The site-specific DCP will promote a suitable building envelope that will ensure consideration of ecological impacts and vegetation management.

#### **Objective**

To amend the Ku-ring-gai LEP to provide for the urban land use at the subject site known as Nos. 4, 12 & 14 Cowan Road, St Ives to accommodate high density residential development.

#### **Intended Outcomes**

The intended outcomes of the Planning Proposal are to:

- Contribute to the housing target for the local government area by providing residential accommodation adjacent the St Ives Local Centre.
- Facilitate strategically accessible housing within an enhanced public domain setting including street frontages, linkages, and improved connectivity on and around the site.
- Permit a mixed-use development with recreational and housing opportunities.
- Contribute to the rejuvenation of Cowan Road and its connection to the St Ives centre, by encouraging a walkable environment within proximity to the retail core.
- Support retention of the heritage values associated with the cottage dwellings on the site by relocation and heritage listing significant elements of the existing timber cottages, their footprint and curtilage, at Nos. 12 and 14 Cowan Road within Schedule 5 of KLEP 2015.
- Increase the permitted maximum building height and floor space ratio for that part of the site rezoned R4 High Density Residential to enable residential flat development 3 – 5 storeys (11.5 metres to 17.5 metres) in height.



## PART 2 – EXPLANATION OF PROVISIONS

### *Section 3.33(2)(b) An explanation of the provisions that are to be included in the proposed instrument*

By amending the KLEP 2015, the realisation of improved provision of both housing and recreation opportunities will be evident.


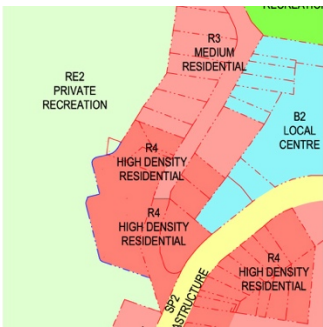
The current zoning is not considered the highest or best use of the site given its desirable proximity to high frequency public transport services, employment, and community services, as well as being in a bushland setting near various opportunities for recreation available within the St Ives Local Centre.

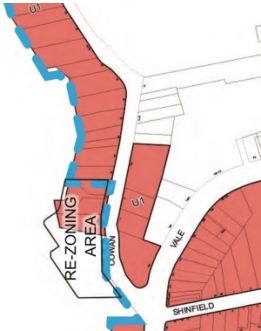
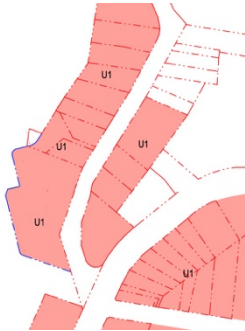

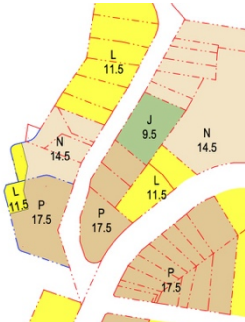

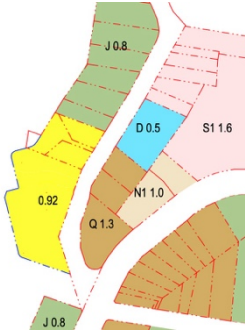
The orderly and economic use of the land would be facilitated by rezoning the land to permit high density residential development alongside the established recreational land use.

#### **2.1 Amendment to Ku-ring-gai Local Environmental Plan 2015**


The Planning Proposal seeks to amend the Ku-ring-gai Local Environmental Plan 2015 (KLEP 2015) as described below (see consolidated mapping at Part 4 of the Planning Proposal).

**Table 1:** Intended changes to Ku-ring-gai Local Environmental Plan 2015.

RELEVANT INSTRUMENT	AFFECTED LOTS	INSTRUMENT/ MAP CHANGE	CURRENT	PROPOSED
KLEP 2015	Lot 1 DP 531533, Lot 2 DP 53531, Lot 3 DP 5331533, Lot B DP 368565	Land Zoning Map	R3 Medium Density Residential 	Part RE2 Private Recreation and Part R4 High Density Residential 

RELEVANT INSTRUMENT	AFFECTED LOTS	INSTRUMENT/ MAP CHANGE	CURRENT	PROPOSED
		Lot Size Map	<p>1,200m<sup>2</sup></p> 	<p>1,200m<sup>2</sup> and no minimum lot size applicable to part of the site sought to be rezoned RE2.</p> 
		Height of Buildings Map	<p>0 metres and 11.5 metres</p> 	<p>Range of 11.5 metres, 14.5 metres and 17.5 metres. No maximum building height applicable to the part of the site sought to be rezoned RE2.</p> 
		Floor Space Ratio Map	<p>0.8:1</p> 	<p>0.92:1 with no maximum FSR applicable to part of the site sought to be rezoned RE2.</p> 



RELEVANT INSTRUMENT	AFFECTED LOTS	INSTRUMENT/ MAP CHANGE	CURRENT	PROPOSED
KLEP 2015	Nos. 12 & 14 Cowan Road	Heritage Map	N/A	Relocate and heritage list Nos. 12 and 14 Cowan Road (cottages, building footprint and curtilage) within Schedule 5 of KLEP 2015. 

## 2.2 Amendment to Ku-ring-gai Development Control Plan 2021

In conjunction with this Planning Proposal, site-specific DCP controls will be prepared by Council to inform an amendment to the Ku-ring-gai Development Control Plan 2021, reflecting objectives and intended outcomes of this Planning Proposal to guide future redevelopment of the site.

Parts of the site-specific DCP to be prepared by Council are summarised as follows:

- Planned future character:** Development is be designed to support and enhance the planned future character, by establishing appropriate heights and setbacks that provide an appropriate transition to development in the locality; ensuring development is designed and sited to minimise impacts of distinctive environmental features and vegetation and/or habitat of high ecological value; provide a variety of housing choice; and provide high density residential housing close to public transport, services and employment opportunities.
- Building height and setbacks:** Establish the maximum number of storeys, building setbacks to boundaries, and offset dimensions within the development. The aim of this diagram is to ensure future developments provide building heights and setback that respond to its local context, and achieve an appropriate transition between the golf course, adjoining medium density zone to protect local amenity.
- Environmental protection:** Consider the Ecological Constraints Assessment (**Appendix C**) which aims to minimise the impacts of the built form on existing ecologically significant vegetation and their communities.
- Heritage:** Control the development of both cottages at Nos. 12 and 14 Cowan Road (both building, footprint, and curtilage) for their relocation to a suitable position. Nos. 12 and 14 will

be heritage listed on Schedule 5 of the Ku-ring-gai Local Environmental Plan 2015 ('KLEP 2015').

- **Landscape:** Replenish tree canopy, promote dense planting for screening within the front setback to Cowan Road, and to maximise deep soil provision.
- **Vehicular access:** Future development is to provide separate access points for the Pymble Golf Club and future residential development off Cowan Road. This is to protect Pymble Golf Club's Street presence and identity in the public realm, by ensuring that it is distinguished from future residential development. Controls for site ingress and egress to be left-in/left-out is per the Transport Impact Assessment (**Appendix G**) to ensure vehicular access does not adversely impact upon the operation of the Cowan Road and Mona Vale Road intersection.
- **Amenity:** To improve residential amenity, controls require future development to be oriented to maximise solar access and views over the golf course.
- **Quality development:** This part encourages quality development that has good proportions, balanced composition of elements, and the use of a variety of materials, colours, and textures, consistent with the desired future character of the locality.
- **Stormwater:** The proposed controls aim to minimise the adverse impact of stormwater runoff on neighbouring properties and on the natural environment.



## **PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT**

### ***Section 3.33(2)(c) Justification for the objectives or intended outcomes and the process for their implementation***

This section must provide a detailed assessment of the proposal's strategic and site-specific merit, outcomes, and the process for their implementation to determine whether the planning proposal should be supported.

Extensive supporting studies and investigations provide justification for the proposed amendments to KLEP 2015 (see **Appendix A – H**). Furthermore, as discussed below, the proposal considers the broader strategic planning framework and will have positive environmental, social, and economic benefits for the local community.

### **Strategic and Site-Specific Merit**

#### **Strategic Merit**

There is strong strategic merit for the chosen site and the community and economic value of the proposed upgrades to the recreational land along with the provision of much needed housing in the locality is confirmed in the following local strategies and plans.

The planning proposal aligns with the NSW strategic planning framework and strategic merit is achieved as all relevant principles, objectives and actions of the relevant strategic plans are achieved as discussed below.

The Planning Proposal is consistent with A Metropolis of Three Cities – The Greater Sydney Region Plan and the North District Plan. In particular, the Planning Proposal seeks to provide high density residential accommodation in an area serviced by the existing St Ives commercial centre and community hub, opportunities for employment and recreation, with, access to cultural facilities and public transport services.

The Planning Proposal has considered the Ku-ring-gai Local Strategic Planning Statement (LSPS) was adopted by Council on 17 March 2020 and Draft Local Housing Strategy.

The LSPS identifies land use planning priorities for the Council over the next 10–20-year period. The LSPS is to provide a link between the Greater Sydney Metropolitan Plan and its associated North District Plan with Council's planning for upcoming amendments to the LEP.

Future LEP amendments will be based upon the strategies, principles and directions set out in the LSPS.

The Ku-ring-gai LSPS identifies that 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. 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. Furthermore, these four primary local centres are expected to add significant additional housing supply in the period 2021 - 2031.

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 and by extension the North District Plan, by providing new residential capacity within a residential area of the St Ives local centre, immediately adjacent to established local centre and high-density residential zones.

On 16 July 2021, The Department of Planning, Industry and Environment wrote to Ku-ring-gai Council with recommendations to amend the Draft Local Housing Strategy (LHS). DPIE approved Ku-ring-gai's Council's draft LHS, dated December 2020.

The LHS acknowledges the need for housing supply, including the 6–10-year housing target, however, commitment to identifying future growth areas is required. The LHS addresses the need for housing diversity, although commitment to further actions for delivery are required and housing affordability, although commitment to further actions for delivery are required. The LHS is generally consistent with the Section 9.1 Directions and SEPPs.

The LSPS has been prepared by Council to inform plans for Ku-ring-gai's economic, social, and environmental land use needs for the next 20 years (2016 – 2036). The LSPS also identifies where further strategic planning is required, such as a Housing Strategy and Retail and Commercial Centres Strategy.

The Planning Proposal responds to a detailed Urban Design Report prepared for the site (see **Appendix E**). This study provides the analysis and justification for the proposed amendments and should be read in conjunction with the Planning Proposal.

This report demonstrates that the proposed rezoning and changes to building height and floor space can be achieved on the site, ensuring the development will achieve an appropriate scale within its context, and transition to adjacent sites.



The site is characterised as an 'interface area' under the LSPS as future development will need to provide an appropriate transition to ecological communities upon the site which require special consideration. Development on interface areas are to 'provide a responsive transition between natural areas and urban area, where ecological values are protected'.

The LSPS identifies that the overall tree canopy coverage within the St Ives Local Centre is dense, with new residential developments supporting this character with tree plantings in the front setback.

The setbacks established in the future site-specific DCP to be prepared by Council will allow for large trees to be established within the front setback of the site, contributing the tree canopy coverage within the St Ives Local Centre. This is therefore consistent with the strategic direction of the LSPS in relation to landscape character.

The LSPS also states Ku-ring-gai's local planning priority is to identify and conserve Ku-ring-gai's environmental heritage. The significance of the Pymble Golf Club and the clubhouse although not deemed of high value, it is proposed the cottages at Nos. 12 and 14 Cowan Road (both building, footprint, and curtilage) shall be relocated to a suitable position on the site, and heritage listed within Schedule 5 of the KLEP 2015.

This Planning Proposal to develop the site as well as improve the existing recreation facilities and activities allow for the ongoing financial viability of the Pymble Golf Club, and the ability for its facilities to meet the needs of the members now and into the future, in a sporting market that is currently experiencing declining popularity and participation rates.

The maintenance and continued improvement of the existing facilities will allow the Club to compete with other golf clubs and other sporting offers in the region, promoting the continued health and wellbeing of its members.

In determining a direction for the stability and future financial viability of the Club, the Club Board (board) recognises that it will need to keep the Club and its offerings to members both attractive and relevant in the context of an evolving golf club market.

The intended objectives of the Planning Proposal are to rezone the land to:

- Develop a Club funded new clubhouse as well as provide new high-density housing on the site. This will better utilise the land, with reference to the land fronting Cowan Road. By recognising the inherent value of the land, this will secure the financial future of the Club.
- No significant changes to the course are proposed.

The Planning Proposal's above intended outcomes will achieve:

- Provision of high quality new high-density housing (three (3) independent buildings comprising generously sized and well-appointed 2-bedroom and 3-bedroom apartments with substantial communal open space areas) for residents wanting to downsize (80-100% owner occupied).
- Housing will be set amongst a landscaped garden setting to respect the existing character of the Club.
- Concept building envelopes have been configured to maximise ability to have units which have view of the course, cross ventilation, solar access, and visual privacy. This has led to a typically "thin" envelope which is served by many single lift cores. This has enabled many units to both face a view and achieve the desired ventilation, privacy, and solar access.
- Two cottages will be relocated, retained and heritage listed at Nos. 12 & 14 Cowan Road, (both cottage building, footprint, and curtilage) within Schedule 5 of the KLEP 2015.

The Ku-ring-gai Local Environmental Plan 2015 came into effect on 2 April 2015 and applies to all land within the Ku-ring-gai local government area (LGA). The proposal is consistent with the aims of the LEP which are to:

- (aa) *to protect and promote the use and development of land for arts and cultural activity, including music and other performance arts,*
  - (a) *to guide the future development of land and the management of environmental, social, economic, heritage and cultural resources within Ku-ring-gai,*
  - (b) *to protect, enhance and sustainably manage the biodiversity, natural ecosystems, scenic values, water resources and ecological processes within the catchments of Ku-ring-gai for the benefit of current and future generations,*
  - (c) *to maintain and improve water quality within the catchments of Ku-ring-gai,*
  - (d) *to facilitate adaptation to climate change,*
  - (e) *to manage risks to the community and the environment in areas subject to natural hazards and risks,*
  - (f) *to recognize, protect and conserve Ku-ring-gai's indigenous and non-indigenous cultural heritage,*
  - (g) *to ensure that development does not conflict with the hierarchy of commercial centres in Ku-ring-gai,*
  - (h) *to encourage a diversity of employment within Ku-ring-gai,*
  - (i) *to encourage a variety of housing types within Ku-ring-gai,*



- (j) *to achieve land use relationships that promote the efficient use of infrastructure,*
- (k) *to facilitate good management of public assets and promote opportunities for social, cultural and community activities,*
- (l) *to facilitate development that complements and enhances amenity for residential uses and public spaces,*
- (m) *to establish a hierarchy of commercial centres for Ku-ring-gai,*
- (n) *to facilitate development of the commercial centres to enhance Ku-ring-gai's economic role and cater to the retail and commercial needs of the local community,*
- (o) *to protect the character of low density residential areas and the special aesthetic values of land in the Ku-ring-gai area.*

The concept development addresses ESD and services considerations by including, however, not being limited to rooftop solar photovoltaic cells, rainwater harvesting for re-use on the grounds and within the residential developments, and universal electric vehicle charging facilities.

The proposed FSR assists in controlling bulk within a building envelope set by other standards, such as height, open space requirements and setbacks. Building envelopes refer to a three-dimensional space within which a development must fit. The purpose of FSR is also therefore to control density and be consistent with the existing and desired character of a residential area.

The proposal is considered a suitable fit for the site and surrounds, the future architecture or character of the development will minimise disruption to views, loss of privacy and loss of sunlight to existing neighbours as well as the proposed development.

The future concept envisages a development character and architectural language to demonstrate a consistent representation to all frontages, respect the streetscape character and enhance the existing and future wildlife habitat character for this part of St Ives.

The site already affords substantial landscaping, trees, and natural features. New landscaped grounds and mature trees will establish a highly landscaped garden setting adjacent to the golf course environment. Revegetation of the site will provide an improved corridor for fauna and birdlife habitat to flourish. A benefit to both the site and surrounds.

The proposal addresses all and is consistent with the KLEP Clause 4.3 Height and 4.4 FSR objectives. The concept development will fit comfortably within the envelopes proposed with a maximum height range of 11.5 metres to 17.5 metres.

The proposal demonstrates strategic alignment with the Draft Local Housing Strategy. The NSW government estimates that by 2036, Ku-ring-gai's resident population will reach 147,809 people – an increase of over 20% or 25,337 new residents from 2016.

The Housing Strategy highlights the following in relation to delivering housing in the LGA over the life of the strategy:

- As of June 2020, 3,179 dwellings have been delivered to meet the 0–5 year housing target of 4,000 dwellings.
- The LSPS has a 6–10-year target of 3,000 to 3,600 dwellings.
- There is a residual capacity within the existing planning controls of 2,700 dwellings on sites currently zoned R3, R4, and B4. This dwelling yield will meet the 0–5-year dwelling target with any remaining capacity contributing to the 6–10-year target.
- Residual capacity within the current planning controls will be supplemented by the delivery of seniors housing and alternative dwellings such as secondary dwellings, group homes and boarding houses where permissible.

The Housing Strategy examined three key aspects regarding housing provision:

- Housing location – good proximity to transport, employment, services, as well as the fit with existing and future local character.
- Housing diversity – providing housing choice for a variety of household structures and life changes now and in the future.
- Housing affordability - enabling residents and workers to live close to family, established networks and employment.

Ku-ring-gai's 6–10-year housing target was developed iteratively through the Draft Local Housing Strategy. The Housing Strategy outlined numbers, location, and type of dwellings deliverable within Ku-ring-gai, and addressed the growing issue of housing affordability at the local level. It clarified how the additional housing provision would retain, enhance, and develop local character and the liveability of neighbourhoods as stipulated in the Regional and District Plans.

A housing priority is to facilitate the supply of homes in the right locations. An action identified is to 'amend the Ku-ring-gai Local Environmental Plan to facilitate the provision of new homes within an 800 metres distance from the St Ives Centre subject to delivery of the priority bus infrastructure from Mona Vale to Macquarie Park'.



The Transport Impact Assessment identifies the site as having excellent and immediate access to public transport, with local buses providing access not only to Gordon Railway Station, but also several strategic centres, health/education precincts and local centres. It is therefore considered that the delivery of the Bus Rapid Transit corridor from Mona Vale to Macquarie Park is not critical to the sites ability to be within 30 minutes of these strategic and local centres, but rather the existing infrastructure supplies efficient access to workplaces, services, and community facilities. Being within 800 metres of the St Ives Local Centre, the site is suitable for high density housing.

Given the site's proximity to transport, major roads, retail services and development in infrastructure projects within St Ives, there is adequate public infrastructure to accommodate the Planning Proposal.

The Housing Strategy is yet to be endorsed by DPIE. However, it is considered that the delivery of increased higher density housing in this location could make an important contribution to delivering the 6–10-year housing target indicating the proposal's strategic merit is strong.

### **Site-Specific Merit**

The St Ives Town Centre straddles Mona Vale Road with the predominance of retail, commercial and recreational facilities on the north side of Mona Vale Road and a predominance of residential uses at varying densities on the south side of Mona Vale Road, excepting the shop frontages which also line this side of the arterial road.

St Ives Shopping Village provides a central location as the local retail hub and has the potential for future redevelopment involving both Council and private owners.

The St Ives Village Green/ William Cowan Oval/ and the St Ives Bowling Club are located adjacent to one another and provide extensive active recreation opportunities. The St Ives Community Hall and skateboard park are located within the Village Green.

The Pymble Golf Club Planning Proposal site is located at the southern end of the town centre, opposite the Christ Church site, approximately 50 metres from the key intersection of Cowan Road and Mona Vale Road and approximately 150 metres to the St Ives Shopping Village.

The periphery of the town centre is predominantly residential, made up of varying density. This is because of the area undergoing transition to higher density forms of housing, enabled by the current planning controls. It is within this residential context, at one of the gateway entries to the town centre, that this Planning Proposal seeks to integrate with the evolving town centre.

The land investigated for the purposes of this Planning Proposal is centred on the existing surface car park, putting green, clubhouse and two (2) adjacent cottages owned by the Club (No. 12 and No. 14 Cowan Rd).

This investigation area is approximately 15,000m<sup>2</sup> of which approximately 10,000m<sup>2</sup> is the subject of this proposed rezoning (less than 3% of the Club's total land).

This investigation area has been chosen for future development for several reasons including:

- Vehicular and pedestrian access to Cowan Road
- Proximity and level access to the rest of the St Ives Town Centre
- Potential to minimise impact on the existing golf course and its associated flora and fauna
- Potential to utilise site area already developed with mostly hard surfaces
- Potential for future development to take advantage of expansive views over the golf course and the local tree canopy

### **Land to which this Planning Proposal applies**

This Planning Proposal has been prepared in respect to land owned by the Pymble Golf Club, identified as Nos. 4, 12 and 14 Cowan Road, St Ives. The legal description is part Lot 1 DP 511821, Lot B DP 368565, and Lot 1 DP 531533, Lot 2 DP 531533, Lot 3 DP 53133. Lot 1 DP 102237 also forms part of the Club but is not affected by the proposal.

The site is bound by residential properties that have frontage to Killeaton Street to the north, Cowan Road to the east, Pentecost Avenue to the south and Merrivale Lane to the west.

The site forms a significant landscape element within the locality, having an overall area of approximately 40 hectares, and includes existing native vegetation and riparian corridors including Cowan Creek, which runs adjacent the site's western boundary.

The land that is the subject of this Planning Proposal has an area of 10,000m<sup>2</sup> and located immediately adjacent to Cowan Road. The land comprises the existing club house, at grade car parking, putting green, sheds, outbuildings, landscaping, and existing single storey residential cottages at Nos. 12 and 14 Cowan Road.

Part of the site is within the St Ives Local Centre. The centre comprises the St Ives Shopping Village zoned B2 Local Centre, the adjacent Village Green zoned RE1 Public Recreation, and supporting residential land zoned R3 Medium Density and R4 High Density.

While the centre is characterised generally by low scale development (2-3 storeys in height), the planning controls enable development up to 17.5 metres (5 storeys) in height, including land directly opposite the site's frontage along Cowan Road. Several developments of this scale have recently been constructed along Mona Vale Road.

Under the Ku-ring-gai Local Environmental Plan 2015 (KLEP 2015), part of the site is zoned R3 Medium Density Residential with a maximum building height of 11.5 metres, and floor space ratio (FSR) of 0.8:1. The remainder of the site is zoned RE2 Private Recreation, and there is no maximum building height, or FSR control applicable to this portion of the site.

The Ku-ring-gai LEP 2015 applies to the site. The site occupies an important position within the Town Centre context adjacent to the southern town centre entry gateway marked by the intersection of Mona Vale Road and Cowan Road.

The site investigation area falls gently from east to west and has only one immediately adjacent neighbouring building at No. 16 Cowan Road, which is positioned to the north of the investigation area.

Neighbouring land to the east on the opposite side of Cowan Road is occupied by Christ Church Street Ives whilst the golf course borders the investigation area to the south and west.

It is considered that in order to complete the southern entry gateway to the town centre and maximise open space, the zoning and maximum building height on the Club land, opposite the Christ Church site, should mirror that land use and height (i.e. R4 zoning and 17.5 metre building height).

Several densities have been tested on the site and reviewed with the Club. This process has identified a proposed FSR at 0.92:1 which is between the two adjacent FSR controls of 0.8:1 and 1.3:1.

Justification for the proposed zoning, height and FSR controls is based upon a design led planning process which has prepared concept design work ahead of determining proposed development controls. In this regard the justification of the proposed controls is largely based on the considered appropriateness and suitability of the preferred indicative design option.

Areas surrounding the subject site are mapped as biodiversity land. Specialist consultants in ecology and arboriculture have been engaged to provide advice to the development of the Indicative Design Site master plans. It is expected that the proposed quantity and form of development can occur without any negative impacts on the biodiversity of the area.



Proposed new residential development is to be consistent with minimum lot size provision on adjacent R3 and R4 zoned lands.

The primary site constraints are focused on the biodiversity and ecological value associated with the site's surrounding vegetation. The following graphics demonstrate the site relationship to the areas currently mapped in the KLEP for biodiversity protection, as well as ecologically sensitive land identified by the proponent's specialist consultants Narla Environmental. Additionally, consultant arborist DKG Arboricultural Services, has identified the tree retention values of the on-site and surrounding trees.

Shadow and solar access analysis has been undertaken, utilising 3-D digital modelling of the Indicative Design in the context of the area's topography and existing buildings has demonstrated in that the design will not cast shadow on adjoining or adjacent private property between 9am and 3pm on the shortest day of the year (on June 21), which will impact on those properties ability to achieve the solar access provisions within the SEPP 65 and the ADG.

Additionally, the site receives almost no shadow from adjoining properties throughout the year including June 21.

The configuration of the site and the indicative design enables access to direct sunlight in winter from east, north and westerly orientations, the sum total of which allows for a high percentage of residential space to achieve greater than 2 hours of direct sunlight on June 21.

In general, environmental, social, and economic benefits of the proposal along with any mitigation measures show that the proposal is suitable for the site and the site is (or can be made) suitable for the resultant development.

Assessment criteria:

- The proposal gives regard to and assesses impacts to the natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards);
- The proposals give regard to and assess impacts to existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates; and
- The proposal gives regard to and assess impacts to services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.

A site-specific Development Control Plan (DCP) will be prepared by Council to make amendments to the Ku-ring-gai Development Control Plan and will be prepared concurrently with this Planning Proposal to guide the future built form.

A generous unit mix is proposed which will result in a low-density comparative to the enormous site area. Unit sizes will exceed ADG minimums and result in greater amenity, cross ventilation, solar access, maintain privacy and amenity, as well as not impact upon neighbours by way of noise, overshadowing or overlooking.

The concept has considered the importance of establishing a healthy environment – a covid safe environment. The future development will provide a variety of oversized residential units, most with a spare room for a study or library, catering for work from home flexibility. Each unit's principle living area and primary open space balconies and terraces will be generous in size, will achieve an optimal outlook directed at new densely landscaped perimeter gardens including the future embellishments of the golf course.

The proposal will comply with both the requirements of the Ku-ring-gai DCP as well as site-specific DCP. Future residents will enjoy the luxurious course amenities and common open space areas which will be designed with incredibly high-quality finishes in a complementary fashion to the overall character to suit the architectural language of the future development, and character of the club course, and locality.

The proposal will align with the green web's ethics to protect, provide, and enhance existing natural and native bushland along with planted landscaped spaces and will ensure privacy with the primary usable areas embellished with high end finishes and a premier outlook including views alongside protecting native fauna and flora, bird and aquatic life across the site.

The proposal will address Bushfire Hazard as the proposal will be capable of demonstrating that proposed residential buildings can comply with Planning for Bush Fire Protection 2019.

A Bushfire Certificate Determined in accordance with s4.14 of the Environmental Planning & Assessment Act, 1979 and Planning for Bushfire Protection 2019 with accompany a future development application. Given this, there is no further assessment or referral required and Council should consider the planning proposal on merit in its current form.

Character compatibility (scale and density in the context of the surrounding area) has been acknowledged by Mayoh Architects in the production of the thoughtful and well resolved development concept design. How the bulk and scale (expressed by height, floor space ratio and setbacks) of the proposal relate to what is permissible on surrounding sites is considered compatible. Large, landscaped setbacks with deep soil and the lack of adverse environmental impacts will ensure that the building, and its curtilage and gardens, will not be seen as unfamiliar within its setting.

The proposal's height of 11.5 metres to 17.5 metres is suitable and future development although not the same as its neighbours has a compatible character and will fit into the streetscapes with the scale visually broken up into clear and distinct building modules.

Existing site characteristics that reduce visual dominance are retained and topographical constraints have been embraced. The future development will incorporate new materials and forms will be introduced, this is achieved with sensitivity to the existing forms and materials of the neighbouring buildings as well as the buildings earmarked for heritage listing at No's 12 and 14 Cowan Road.

Subsequently, the proposed future buildings will be capable of existing together in harmony with their urban context and will demonstrate a compatible character rather than mimic the same development which sits immediately adjacent on all frontages.

Buildings can exist together in harmony without having the same density, scale, or appearance, though as the difference in these attributes increases, congruence is more difficult to achieve. Compatibility between the proposed and the existing is also not always desirable as where extreme differences in scale and appearance produce great urban design involving landmark buildings such those designed by Mayoh Architects.

Planning controls recognise the evolving nature of an area and in this circumstance where a zone permits high density residential development this is an indication that an envisaged change of character is supportable, in which case compatibility with the future character is more appropriate than with the existing therefore it is best not to reproduce them.

Where compatibility between a building and its surroundings is desirable, its two major aspects are physical impact and visual impact. In this circumstance, the planning proposal's development concept physical impacts on surrounding development are acceptable.

The physical impacts include constraints on the development potential of surrounding sites and the buildings appearance is in harmony with the buildings around it and the character of the street.

Physical impacts, such as noise, overlooking, overshadowing, and constraining development potential are objective. Conversely, arguing whether a new development appears to be in harmony with its surroundings is subjective.

Mayoh Architects have undertaken a comprehensive site analysis of the existing context which has contributed to the production of final development concept which will enable the production of plans of architectural expression and character for the development.



The development will be visually compatible with its context and respond to the essential elements that make up the character of the surrounding environment/urban character (the relationship of built form to surrounding space, a relationship that is created by building height, setbacks, and landscaping).

Landscaping is a highly important contributor to urban character, which has been integrated in the production of the architectural response to the site. The planning proposal to amend the KLEP will achieve a development that already and will be further dominated by a highly landscaped setting with mature canopy trees (15 - 18 metres in height) which will assist to define the character.

It is considered that the development's character will satisfy Council's high-quality expectations for the site, and the proposed development is consistent with the R4 High Density Zone objectives and will support the housing targets of the Ku-ring-gai Local Government Area and St Ives local town centre.

The development concept accompanying the planning proposal is considered acceptable, gives respect the contextual character and in this circumstance given that the site is constrained by the controls, by providing large deep soil setbacks to all the site frontages, the resultant bulk and scale of the building is suitable, will establish design excellence, and the amenity of the surrounding development will not be compromised.

Based on the context and urban design analysis undertaken, this report concludes that a residential apartment development ranging from 3-5 storeys, and in a configuration consistent with the indicative design contained within, will provide the following:

- Sufficient funds through the future subdivision and sale of the land to enable the Pymble Golf Club to develop a new clubhouse and provide financial security over the medium to long term
- A development which suits the St Ives Town Centre as it evolves into a more mature centre with a greater concentration of housing, services, retail, recreational and cultural facilities
- A development which supports the Christ Church site to establish a southern gateway to the Town Centre
- Future new housing stock in a location consistent with the Ku-ring-gai Local Strategic Planning Statement (LSPS)
- A development which will not have adverse impacts on the local biodiversity, ecology, and adjacent neighbours of the area
- A development which will improve the deep soil landscape of the land affected by the proposal
- A development which will be complimentary to the Golf Club and the golf course

- A development which will enable the Golf Club to maintain its visual presence in the public realm and maintain operations completely independent of the future residential development
- Provide new residences which enjoy a high amenity position and layout which optimises views, accessibility, daylight, privacy, and landscape.

For development consistent with the Indicative Design to occur, changes to the KLEP and KDCP will be required including:

- Change zoning to R4 High Density Residential and part RE2 Private Recreation
- Change of maximum Height of Buildings to range from 11.5 metres to 17.5 metres
- Change the FSR control to 0.92:1
- Incorporate a minimum 1,200m<sup>2</sup> lot size
- Adopt site specific DCP provisions as outlined in the planning proposal report. In conclusion, this study supports the Planning Proposal seeking to make such changes to the KLEP.

In general, the Planning Proposal's impacts on the natural and built environments, and the amenity of adjoining properties will be maintained within acceptable levels.

The strategic merit of the proposal is discussed further in Sections A and B. The proposal comfortably justifies the need for the rezoning the land, most importantly to provide housing consistent with the targets of the LGA and consistent with the housing strategy.

Site Specific merit is further demonstrated within in the responses to Sections C, D and E below.

## **A. NEED FOR THE PLANNING PROPOSAL**

### ***Q1. Is the planning proposal a result of an endorsed local strategic planning statement (LSPS), strategic study or report?***

The Planning Proposal is not the result of any site-specific study or report. The proposal demonstrates strategic merit and aligns with the suite of local, district and state strategic planning documents.

The Ku-ring-gai Local Strategic Planning Statement (LSPS) was adopted by Council on 17 March 2020. The LSPS has been prepared by Council to inform plans for Ku-ring-gai's economic, social, and environmental land use needs for the next 20 years (2016 – 2036). The LSPS also identifies where further strategic planning is required, such as a Housing Strategy and Retail and Commercial Centres Strategy.

The Planning Proposal responds to a detailed Urban Design Report prepared for the site (see **Appendix E**). This study provides the analysis and justification for the proposed amendments and should be read in conjunction with the Planning Proposal.

This report demonstrates that the proposed rezoning and changes to building height and floor space can be achieved on the site, ensuring the development will achieve an appropriate scale within its context, and transition to adjacent sites.

### ***Detailed Site Investigation***

The degree of any site contamination upon the site has been investigated in the Detailed Site Investigation at **Appendix B**. The investigation evaluates the degree of any potential contamination by means of limited intrusive sampling and laboratory analysis, for relevant contaminants of concern (Detailed Site Investigation – DSI). The DSI makes recommendations for the appropriate management of any found contaminated soils.

Based on the findings from of this DSI, conducted in accordance with the investigation scope agreed with the Client, and with consideration of the Statement of Limitations (**Section 12**), contamination exceeding human-health investigation criteria was not identified. While some data gaps remain that require closure by further intrusive investigation, the available quantitative soil data does not indicate the presence of contamination that would preclude the site from being rezoned for residential purposes.

Based on the findings of this investigation, EI consider the site is suitable for the proposed redevelopment, subject to the implementation of suitable mitigations.

It is considered appropriate in the context of the legislation that the further intrusive testing be undertaken during any future development application.

### ***Ecological Constraints Assessment***

The site is characterised as an 'interface area' under the LSPS as future development will need to provide an appropriate transition to ecological communities upon the site which require special consideration. Development on interface areas are to 'provide a responsive transition between natural areas and urban area, where ecological values are protected'.

The site contains 'Blue Gum High Forest' and 'Sydney Turpentine Ironbark Forest', both of which are identified as Critically Endangered Ecological Communities. The aim of the Ecological Constraints Assessment was to identify any potential ecological impacts associated with the development of the site and recommend appropriate measures to mitigate any potential ecological impacts.



The Assessment provides recommendations to protect the ecological values of the area as follows:

- Future development proposals being entirely outside any areas of mapped 'Blue Gum High Forest' and 'Sydney Turpentine Ironbark Forest'
- Any removal that is deemed as unavoidable of any of the above communities must be offset with the replacement of mature, locally sourced, indigenous species representative of that community at a minimum ratio of 1:1. Plantings must be done in accordance with the species list provided in Appendix 7.1/7.2
- Any loss of Hollows because of vegetation clearing must be replaced at a ratio of 3:1 with augmented hollows/nest boxes of equal size.

### ***Preliminary Arboricultural Assessment Report***

The Arboricultural Assessment notes that all potential excavation and proposed building footprints represent 'minimal to no impact or encroachment to the High (biodiversity mapped) and medium retention value trees onsite'.

There are many smaller exotic and native trees that would need be removed to allow for the proposed development, and a small number of trees that may need to explore further management options, such as transplanting on site, or instillation of tree protection measures during the construction phase of any future development. Subsequent arboricultural assessments are required to accompany each future Development Application.

The LSPS identifies that the overall tree canopy coverage within the St Ives Local Centre is dense, with new residential developments supporting this character with tree plantings in the front setback. The setbacks established in the site specific DCP to be prepared by Council will allow for large trees to be established within the front setback of the site, contributing the tree canopy coverage within the St Ives Local Centre. This is therefore consistent with the strategic direction of the LSPS in relation to landscape character.

### ***Assessment of Heritage Significance***

To improve liveability, the LSPS states Ku-ring-gai's local planning priority is to identify and conserve Ku-ring-gai's environmental heritage. The significance of the Pymble Golf Club and the clubhouse, and No. 12 Cowan Road ('Heather Brae') and No. 14 Cowan Road ('Braeside') were each assessed in the Assessment of Heritage Significance.

All three properties do not exhibit any significant heritage values as they do not meet the criterion for inclusion on Schedule 5 of KLEP 2015 as an item of environmental heritage. Notwithstanding

this, it is proposed that both cottages at Nos. 12 and 14 Cowan Road (both building footprint and curtilage) shall be relocated to a suitable position on the site, and heritage listed on Schedule 5 of the Ku-ring-gai Local Environmental Plan 2015 ('KLEP 2015').

### ***The NSW Heritage Assessment Criterion***

A heritage item is a place, which may include built structures, landscapes, moveable objects, and relics, that have recognised cultural significance. In NSW, heritage items of local significance are assessed against seven (7) criteria:

- A. Historical significance – an item is important in the course, or pattern, of the cultural or natural history of the local area;*
- B. Historical association significance – an item has strong or special association with the life or works of a person, or group of persons, of importance to the local area's cultural or natural history;*
- C. Aesthetic significance – an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area;*
- D. Social significance – an item has a strong or special association with a particular community or cultural group in the local area, for social, cultural or spiritual reasons;*
- E. Technical/Research significance – an item has potential to yield information that will contribute to an understanding of the local area's scientific, cultural or natural history;*
- F. Rarity – an item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history; and*
- G. Representativeness - an item is important in demonstrating the principal characteristics of a class of the local area's cultural or natural places; or cultural or natural environments.*

### ***Heritage Assessment***

The heritage assessment of Nos. 12 and 14 Cowan Road, St Ives has found that the properties (both cottage, building curtilage and footprint) are of local heritage significance and should be included as a heritage item on Schedule 5 of the KLEP 2015.

A Statement of Heritage Impact has reviewed assessment of significance as demonstrated in the report prepared by Heritage 21, dated August 2022 detailing relocation justifications contain sufficient research. The design development included a thorough assessment of the heritage significance of the place. This has been detailed in Assessment of Significance. It is the opinion of Heritage 21, that a competent design solution, which has been presented in this Planning Proposal, achieves the best outcomes for the heritage aspects of the subject site and for the Pymble Golf Club.

The proposed demolition and construction of a new contemporary facility is acceptable from a heritage perspective and would retain the social significance of the subject site. Heritage 21's initial assessment of the subject site including the timber framed cottages located at No. 12 and No. 14 Cowan Road, it appeared that relative to other forms of architectural and building construction, the cottages themselves were not so unique or rare as to warrant retention. However, expanding upon the heritage significance assessment and in a comparative analysis in a Local Government Area wide purview, it was acknowledged that the cottages at No. 12 and 14 Cowan Road are relatively rare. Although, it was also identified that both cottages do contain fabric of high significance. Therefore, in general the retention of these buildings is a good outcome for heritage. The relocation of the proposed items is also acceptable, given there is little significance associated with their curtilage and will retain their setting with a future use as residential and community purpose. Finally, in support of the recognised heritage value, it is recommended that Council prepare this Planning Proposal to include Nos. 12 and 14 Cowan Road, St Ives on Schedule 5 of the KLEP 2015.

The NSW Office of Environment & Heritage's guidelines require the following aspects of the proposal which would respect the heritage significance of the subject site:

- *The existing golf club house does not demonstrate values of heritage significance and can, as such, be demolished*
- *There is little heritage significance associated with the curtilage of 12 Cowan Road and 14 Cowan Road, therefore their relocation to a nearby location on site would be acceptable, as the cottages would still be within the appropriate setting*
- *The relocation of 12 Cowan Road and 14 Cowan Road would aim to conserve all significant heritage fabric*
- *The removal of the rear extension and reinstatement of the original rear veranda at 12 Cowan Road would increase the integrity of the original built form*
- *The removal of the rear extension and reinstatement of the original front open veranda at 14 Cowan Road would increase the integrity of the original built form*
- *The proposed residential development and new club house would be contemporary and readily identifiable as new buildings on the subject site*
- *The proposed landscaping plan would create a garden setting for the site*



- *The proposal would ensure the continued community engagement with the site as a golf course.*

Heritage 21 recommends that there are no aspects of the proposal which could be detrimental to the significance of the subject site in fact the proposal will have positive impacts. To support the Planning Proposal to proceed to Gateway Determination, Heritage 21 have further advised that the proposal will comply with the pertinent heritage controls and recommend Ku-ring-gai Council find in favour of the proposal on heritage grounds.

### ***Urban Design Report***

The indicative design and associated amendments to the KLEP 2015 have responded to this concern by restricting building height, establishing setbacks, and encouraging landscaping, ensuring appropriate landscaped transitions to adjacent land uses.

The LSPS also identifies that ‘development on interface areas that are to provide a buffer or transitional development between differing scales of building, or differing land use types’.

The proposed buildings heights have been established to respond to the existing building heights within the St Ives Local Centre and adjacent residential development. Building heights range from 3 – 5 storeys (maximum height of 17.5 metres).

To establish the southern end of Cowan Road as part of the southern Local Centre gateway, 5 storeys are proposed adjacent to the Christchurch site in the context of other permissible 5 storey development and existing tall trees.

The development provides for a 3-storey building adjacent to the R3 Zone and to the golf course. Increased setbacks are also proposed at the interface of the R3 Zone to ensure sufficient building separation is provided to the lower-density zone.

The planning proposal is consistent with the KLEP 2015 principles for interface areas, providing differing scales of development that is responsive to the adjoining land use and massing.

The streetscape retains a heavily vegetated minimum setback of 8 metres to Cowan Road, consistent with the deep soil provisions contained within the existing DCP. This will ensure the development contributes and enhances the landscape character of the locality, consistent with Priority K9 of the LSPS.

### ***Transport***

The North District Plan requires the integration of land use and transport planning to create walkable and 30-minute cities. To achieve this, Future Transport 2056 and A Metropolis of Three

Cities propose the concept of a 30-minute city. The 30-minute city is an aspiration of the NSW State government that will guide decision-making on locations for new transport, housing, jobs, tertiary education, hospitals and other amenities. It is intended that more housing, jobs, health, and education facilities be planned in metropolitan and strategic centres, increasing access for people to public transport to their closest metropolitan or strategic centre.

The site is located within 30 minutes of two health and education precincts, easily accessible via public transport. Macquarie Park (28 minutes from site) has a baseline target of 73,000 employees by 2036, and St Leonards (30 minutes from site) a baseline target of 54,000 employees.

The site is also located within 30 minutes of two strategic centres. Chatswood (25 minutes from site) has a baseline target of 31,000 employees by 2026, and Hornsby (29 minutes from site) a baseline target of 18,000 employees.

Local centres are a focal point of neighbourhoods and are an important part of a 30-minute city. While local centres are diverse and vary in size, they provide essential access to day-to-day goods and services close to where people live. Future Transport 2056 identifies the importance of local centres as transport interchanges, as places which will have a high level of accessibility which will be enhanced as service frequencies and travel times are improved. Local centres also have an important role in providing local employment. Approximately 200 local centres include a supermarket with floorspace greater than 1,000m<sup>2</sup>, accounting for close to 18% of all Greater Sydney's jobs.

St Ives is identified by the North District Plan as an emerging destination for eateries and cafes offering unique neighbourhood qualities and cultural facilities. Turramurra, Gordon, and Lindfield are also identified as local centres and are located within 30 minutes of the site.

The North District Plan acknowledges the management of local centres is predominantly led by Councils. The resolution of which local centres are important to each Council is assessed as part of their preparation of LSPS and local environmental plans.

The Plan desires that Councils consider which centres will be appropriate to accommodate additional housing as part of their housing strategy, will need to grow to provide for the required goods and services of the community, or may also need to grow to deliver other roles for the community, such as recreational, cultural and community hubs.

The Ku-ring-gai Local Strategic Planning Statement identifies St Ives as a 'primary local centre' within its discussion of centres with potential suitability for additional housing, and subsequently

identifies part of the Pymble Golf Club within the 'priority investigation area for future housing (2021-2026)'. The principles for identification of suitability for future housing include:

*Locate high density housing types within a 10 minute walk (800 metre radius) of Primary and Secondary Local Centres: Gordon, Lindfield, Turramurra, St Ives, Roseville, Killara, Pymble and Wahroonga.*

It is noted that housing supply timing within St Ives is subject to the provision of the Bus Rapid Transit corridor from Mona Vale to Macquarie Park. However, the Transport Impact Assessment (**Appendix G**) identifies the site with excellent and immediate access to public transport, with local buses providing access not only to Gordon Railway Station, but also several strategic centres, health/education precincts and local centres. It is therefore considered that the delivery of the Bus Rapid Transit corridor from Mona Vale to Macquarie Park is not critical to the sites ability to be within 30 minutes of these strategic and local centres, but rather the existing infrastructure supplies efficient access to workplaces, services, and community facilities.

***Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?***

The Planning Proposal is the best means of achieving the objectives and intended outcomes outlined in Part 2, including facilitating the provision of new residential accommodation in the form of residential flat buildings, whilst ensuring continued vehicular access to the golf course, and ensuring the development responds to its context, limits impacts on adjacent sites, and limits impacts on the existing natural environment.

The proposed approach is the best, most efficient and most time-effective approach to delivering the desired outcome and includes a site-specific DCP.

This additional building height and FSR cannot be achieved using Clause 4.6 – Exceptions to Development Standards. Instead, the maximum building height and FSR applying to the site for the development needs to be amended. Furthermore, the current land use zoning applying to the site does not permit 'residential flat buildings'. As such, the land use zoning is required to be changed to facilitate the nature of development sought.

Detailed urban design analysis indicates the site can accommodate the indicative-built form with additional FSR and building height as per the proposed building envelopes without unacceptable impacts to surrounding properties and the natural environment.

## B. RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

### Q3. *Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?*

The planning proposal addresses the assessment criteria for strategic merit:

- The proposal gives effect to the relevant regional plan outside of the Greater Sydney Regional, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site. This includes any draft regional, district or corridor/precinct plans released for public comment or a place strategy for a strategic precinct including any draft place strategy
- The proposal demonstrates consistency with the LSPS and Draft LHS
- The proposal is responsive to the Greater Sydney Region Plan – A Metropolis of Three Cities – March 2018 and North District Plan – March 2018.

#### ***Greater Sydney Region Plan – ‘A Metropolis of Three Cities’***

The Greater Sydney Region Plan was released by the Greater Sydney Commission in March 2018 and sets a 40-year vision for the area to 2056 and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters.

The Plan informs district and local plans and the assessment of planning proposals; assists infrastructure agencies to plan and deliver for growth and change and to align their infrastructure plans to place-based outcomes; and informs the private sector and the wider community of the growth management and infrastructure investment intentions of government.

The vision for Greater Sydney as a metropolis of three cities – the Western Parkland City, the Central River City, and the Eastern Harbour City, is to create a 30-minute city and means residents in each District will have quicker and easier access to a wider range of jobs, housing types and activities.

The Plan sets out ten directions for Greater Sydney, where each direction includes several specific objectives. These directions are grouped into 5 categories, being: Infrastructure & Collaboration; Liveability; Productivity; Sustainability; and Implementation. An address of the relevant directions and objectives applicable to the Planning Proposal are set out in Table 2 below.



**Table 2:** The Greater Sydney Region Plan 'A Metropolis of Three Cities' – address of relevant directions and objectives.

GREATER SYDNEY REGION PLAN – 'A METROPOLIS OF THREE CITIES'		
OBJECTIVE	COMMENT	CONSISTENCY
<b>A CITY FOR PEOPLE</b>		
<i>Objective 6: Services and infrastructure meet communities' changing needs</i>	<p>The Planning Proposal will enable the provision of additional housing in an area serviced by existing infrastructure and services. In an area traditionally occupied by detached dwellings, the provision of apartment style dwellings will increase housing diversity and choice in the area and may provide opportunities for those already in the locality looking to down size or those looking to enter the local market. Opportunities for housing investment and potential for additional rental stock may also be realised.</p> <p>The proposal will also enhance the site's ability to provide services that meet the needs of Pymble Golf Club and its members.</p>	<b>YES</b>
<i>Objective 7: Communities are healthy, resilient and socially connected</i>	<p>The Green Travel Plan (GTP) at <b>Appendix G</b> identifies the measures to prioritise opportunities for people to walk, cycle and use public transport. The GTP developed a package of site-specific measures to promote and maximise the use of sustainable travel modes including walking, cycling, and train and bus services. Section 5 of the GTP identifies six main strategies and the actions required maximum 'active transport':</p> <ol style="list-style-type: none"> <li><b>Travel planning and demand management:</b> car sharing, travel plans and flexible working hours</li> <li><b>Promoting public transport and car share:</b> travel pass loan schemes, discount opal, public transport and car share for business travel</li> <li><b>Promoting cycling:</b> bicycle fleets, providing/maintaining end of journey facilities, promote bicycle user groups, promote bicycle initiatives, provide bicycle training</li> <li><b>Promoting walking:</b> develop pedestrian network, providing end of journey facilities</li> <li><b>Restraining parking:</b> reduce residential parking rates, site co-sharing parking, transport access guide</li> <li><b>Influencing travel behaviour:</b> Provision of sustainable travel packs to residents, promoting tree travel, transport access guide</li> </ol> <p>The indicative design and associated amendments to the LEP have responded to the sites immediate context by restricting building height, establishing setbacks and encouraging landscaping. This will control future development to be at a human scale, contributing to a walkable neighbourhood.</p>	<b>YES</b>

GREATER SYDNEY REGION PLAN – ‘A METROPOLIS OF THREE CITIES’		
OBJECTIVE	COMMENT	CONSISTENCY
Objective 8: <i>Greater Sydney’s communities are culturally rich with diverse neighbourhoods</i>	Provision of new residential accommodation in the form of residential flat development on the site contributes to the diversity of the local neighbourhood.	YES
<b>A CITY OF GREAT PLACES</b>		
Objective 10: <i>Greater housing supply</i>	<p>Providing ongoing housing supply and a range of housing types in the right locations will create more liveable neighbourhoods and support Greater Sydney’s growing population.</p> <p>The NSW Government has identified that 725,000 additional homes will be needed by 2036 to meet demand based on current population projections. Of this 92,500 are identified to be provided within the North District by 2036, with 25,950 to be provided by 2021 at minimum.</p> <p>The Greater Sydney Region Plan identifies that opportunities for urban renewal need to be considered by location and by capacity of existing and proposed infrastructure.</p> <p><i>Councils are to identify specific attributes that make local areas suitable for housing supply. These attributes include proximity to transport interchanges and strategic and local centres (especially those with a supermarket) that can support walkable neighbourhoods with access to jobs, schools and open space and opportunities to optimise existing infrastructure.</i></p> <p>The Planning Proposal provides opportunity to provide additional dwellings within the North District to contribute to the initial 5-year target set to 2025 in a location serviced by an existing local centre and by existing transport networks. The Planning Proposal will enable the provision of additional housing in an area serviced by existing infrastructure and services. In an area traditionally occupied by detached dwellings, the provision of apartment style dwellings will increase housing diversity and choice in the area and may provide opportunities for those already in the locality looking to downsize or those looking to enter the local market.</p> <p>Whilst there has been a significant increase in high density dwellings between 2011 and 2016, the number of medium density dwelling decreased between 2011 and 2016. The planning proposal would have the result of increasing the supply of medium density housing in an appropriate location and assist Ku Ring Gai Council in meeting its housing targets provided for the north district. It provides the opportunity for local infill development in an existing urban area with walkable access to centres, facilities and public transport achieving greater housing diversity.</p>	YES

GREATER SYDNEY REGION PLAN – ‘A METROPOLIS OF THREE CITIES’		
OBJECTIVE	COMMENT	CONSISTENCY
Objective 11: <i>Housing is more diverse and affordable</i>	<p>The Greater Sydney Region Plan identifies that:</p> <p><i>housing has a dual social and economic role across Greater Sydney. Communities require housing that meets changing demographic needs over time and that provides stability. At the same time, housing has an economic productivity role by providing housing choice and affordability for a cross-section of workers.</i></p> <p>In an area traditionally occupied by detached dwellings, the provision of apartment style dwellings will increase housing diversity and choice in the area and may provide opportunities for those already in the locality looking to downsize or those looking to enter the local market. Opportunities for housing investment and potential for additional rental stock may also be realised.</p>	YES
<b>A CITY OF GREAT PLACES</b>		
Objective 12: <i>Great places that bring people together</i>	The Urban Design Report at <b>Appendix E</b> demonstrates that future development of the site can be undertaken by maintaining the existing road network. Future redevelopment of the land will provide for opportunities to provide greater address and casual surveillance to Cowan Road and the St Ives Local Centre.	YES
Objective 13: <i>Environmental heritage is identified, conserved and enhanced</i>	The significance of the Pymble Golf Club and the clubhouse, and No. 12 Cowan Road (‘Heather Brae’) and No. 14 Cowan Road (‘Braeside’) were each assessed in the Statement of Heritage Impact at <b>Appendix F</b> . The properties do not exhibit any significant heritage values as they do not meet the criterion for inclusion on Schedule 5 of the KLEP 2015 as an item of environmental heritage. However, the proposal seeks to retain, relocate and heritage list both Nos. 12 & 14 Cowan Road (both cottages building footprint and curtilage).	YES
<b>JOBS AND SKILLS FOR THE CITY</b>		
Objective 22: <i>Investment and business activity in centres</i>	<p>The Greater Sydney Region Plan identifies that:</p> <p><i>local centres are important for access to day-to-day goods and services. These centres create a strong sense of place within the local community. Local centres are collections of shops and health, civic or commercial services. Larger local centres, such as those anchored by a supermarket, can form the focus of a neighbourhood. Supermarket-based centres also provide local employment, accounting for close to 18 per cent of all Greater Sydney’s jobs.</i></p> <p><i>While local centres are diverse and vary in size they play an important role in providing access to goods and services close to where people live. Increasing the level of residential development</i></p>	YES

GREATER SYDNEY REGION PLAN – ‘A METROPOLIS OF THREE CITIES’		
OBJECTIVE	COMMENT	CONSISTENCY
	<p><i>within walking distance of centres with a supermarket is a desirable liveability outcome.</i></p> <p>The Planning Proposal proposes additional residential development within walking distance of the St Ives local retail centre providing additional catchment to support the viability of the centre. Furthermore, the long term retention of the golf course use of the site will also protect existing employment within the Golf Club itself.</p>	
A CITY IN ITS LANDSCAPE		
<p><i>Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced</i></p>	<p>Strategy 27.1 of the Greater Sydney Region Plan establishes the following with respect to protection and enhancement of biodiversity:</p> <ul style="list-style-type: none"> <li>• <i>supporting landscape-scale biodiversity conservation and the restoration of bushland corridors</i></li> <li>• <i>managing urban bushland and remnant vegetation as green infrastructure</i></li> <li>• <i>managing urban development and urban bushland to reduce edge-effect impacts.</i></li> </ul> <p>The Ecological Constraints Assessment at <b>Appendix C</b> has been prepared in conjunction with this Planning Proposal and concludes the Planning Proposal</p> <p><i>can be approved and implemented with little to no adverse ecological impact if the appropriate impact assessment process is implemented prior to any developments being undertaken.</i></p>	YES
<p><i>Objective 28: Scenic and cultural landscapes are protected</i></p>	<p>The existing golf course contributes to the local landscape and character of the area. The Planning Proposal will not impact upon the existing golf course or existing landscape buffers to surrounding residential properties. Any future development is limited to the Cowan Road frontage. Existing significant trees and vegetation along this frontage will be maintained as outlined in the Arboricultural Impact Assessment Report provided at <b>Appendix D</b>.</p>	YES
<p><i>Objective 30: Urban tree canopy cover is increased</i></p>	<p>The Planning Proposal will protect urban tree canopy on privately owned land and where any existing trees are affected there is significant opportunity to replace the urban canopy in other parts of the site as outlined in the Ecological Constraints Assessment and Preliminary Arboricultural Assessment Report.</p>	YES
A RESILIENT CITY		
<p><i>Objective 37: Exposure to natural and urban hazards is reduced</i></p>	<p>While part of the Pymble Golf Club site is identified as bushfire prone land the area subject to the Planning Proposal is not within the bushfire prone land area.</p>	YES



### **North District Plan**

The North District Plan was released by the Greater Sydney Commission in March 2018 in conjunction with the Greater Sydney Region Plan. The Plan sets out priorities and actions for the district and includes land within the Ku-ring-gai Local Government Area. It contains the planning priorities and actions for implementing the Greater Sydney Region Plan, at a district level and is a bridge between regional and local planning.

The North District forms a large part of the Eastern Harbour City, and its economy leans to the Harbour CBD, which is the North District's metropolitan centre. St Ives is identified as a Local Centre within the Northern District. The St Ives locality has been recognised within a Centre Serving Transport Investigation Corridor and is also identified within the Forecast Dwelling Completions.

Under the North District Plan, Ku-ring-gai is to deliver 4,000 new dwellings during 2016 to 2021 which is consistent with delivery potential under existing planning controls. The Planning Proposal will ultimately facilitate increased dwellings within the St Ives locality which will assist in meeting the required increased dwelling target under the North District Plan beyond 2021.

**Table 3:** Address to North District Plan.

<b>OUR GREATER SYDNEY 2056 – NORTH DISTRICT PLAN</b>		
<b>PLANNING PRIORITY</b>	<b>COMMENT</b>	<b>CONSISTENCY</b>
<b>3 – LIVEABILITY</b>		
<i>Planning Priority N3: Providing services and social infrastructure to meet people's changing needs</i>	<p>The intent of the Planning Proposal is to retain in perpetuity operation of the Pymble Golf Club and its service to the cultural and recreational needs of its members.</p> <p>It is noted that the LSPS identifies St Ives as a community hub, providing a new library, community centre and town square. The proposal will provide additional housing in close proximity to social infrastructure and services within St Ives. Developer contributions (at DA stage) will be paid to ensure that the level of community and physical infrastructure provided is adequate to address the cumulative demand from new development.</p>	<b>YES</b>
<i>Planning Priority N4: Fostering health, creative, culturally rich and socially connected communities</i>	<p>The Green Travel Plan identifies strategies which prioritises 'active transport' including walking and cycling. This, coupled with appropriate controls to achieve a human scale development, will promote a walkable neighbourhood. This will ultimately deliver healthy and active lifestyles for future residents within the development and the locality, contributing to liveability. Sustainability is also improved as the proportion of trips by public transport, walking and cycling will reduce emissions.</p>	<b>YES</b>

OUR GREATER SYDNEY 2056 – NORTH DISTRICT PLAN		
PLANNING PRIORITY	COMMENT	CONSISTENCY
	As identified in the Statement of Heritage Impact at <b>Appendix F</b> , the existing improvements upon the site do not exhibit any significant heritage values as they do not meet the criterion for inclusion on Schedule 5 of the KLEP 2015 as an item of environmental heritage. The Planning Proposal will therefore not diminish the locality's heritage, culture and identity. However, the proposal seeks to retain, relocate and heritage list both Nos. 12 and 14 Cowan Road (both cottage building footprint and curtilage).	
<i>Planning Priority N5: Providing healthy supply, choice and affordability, with access to jobs, services and public transport</i>	<p>Ku-ring-gai is LGAs housing targets between 2016-2021 is 4,000 dwellings which is deliverable under Council's existing zoning in KLEP 2015.</p> <p>The Planning Proposal provides the ability to increase the availability of housing stock and choice within the St Ives Local Centre and supports the changing needs of the community. Future development will accommodate a diverse range of unit types including a mix of sizes and universal design.</p> <p>The Planning Proposal seeks to provide more housing with good access to public transport and is within 30 minutes from several strategic centres, health/education precincts and local centres.</p> <p>The proposed amendments to KLEP 2015 including massing envelopes and landscaping provision will improve amenity and promote a walkable neighbourhood.</p>	<b>YES</b>
<i>Planning Priority N6: Creating and renewing great places and local centres, and respecting the District's heritage</i>	The Statement of Heritage Impact at <b>Appendix F</b> reveals existing improvements upon the site do not exhibit any significant heritage values as they do not meet the criterion for inclusion on Schedule 5 of the KLEP 2015 as an item of environmental heritage. The Planning Proposal will therefore not diminish the locality's heritage, culture and identity.	<b>YES</b>
<b>4 – PRODUCTIVITY</b>		
<i>Planning Priority N12: Delivering integrated land use and transport planning and a 30-minute city</i>	<p>The site is located within 30 minutes via public transport of the following:</p> <ul style="list-style-type: none"> <li>• <b>Health/education precinct:</b> Macquarie Park, St Leonards</li> <li>• <b>Strategic centre:</b> Chatswood, Hornsby</li> <li>• <b>Local centre:</b> St Ives, Turramurra, Gordon, Lindfield</li> </ul> <p>The Planning Proposal seeks to provide additional housing in proximity to these centres, improving productivity as it reduces the time people spend between travelling and increases access to jobs and services.</p> <p>It is noted that housing supply timing within St Ives is subject to the provision of the Bus Rapid Transit</p>	<b>YES</b>

OUR GREATER SYDNEY 2056 – NORTH DISTRICT PLAN		
PLANNING PRIORITY	COMMENT	CONSISTENCY
	corridor from Mona Vale to Macquarie Park. However, the Transport Impact Assessment ( <b>Appendix G</b> ) identifies the site with excellent and immediate access to public transport, with local buses providing access not only to Gordon Railway Station, but also several strategic centres, health/education precincts and local centres. It is therefore considered that the delivery of the Bus Rapid Transit corridor from Mona Vale to Macquarie Park is not critical to the sites ability to be within 30 minutes of these strategic and local centres, but rather the existing infrastructure supplies efficient access to workplaces, services and community facilities.	
<b>5 – SUSTAINABILITY</b>		
<i>Planning Priority N16: Protecting and enhancing bushland and biodiversity</i>	<p>The site contains 'Blue Gum High Forest' (BGHF) and 'Sydney Turpentine Ironbark Forest' (STIF), both of which are identified as Critically Endangered Ecological Communities. The Ecological Constraints Assessment identified any potential ecological impacts and recommended appropriate measures to protect the ecological values of the area including:</p> <ul style="list-style-type: none"> <li>• <i>Future development proposal being entirely outside of any areas mapped BGHF and STIF</i></li> <li>• <i>Any removal deemed unavoidable must be offset with the replacement of mature, locally sourced, indigenous species representative of that community at a minimum ratio of 1:1</i></li> <li>• <i>Any loss of Hollows as a result of vegetation clearing must be replaced at a ratio of 3:1 with augmented hollows/nest boxes of equal size.</i></li> </ul> <p>Consistent with these recommendations, Figure 5.1.3 of the Urban Design Report at <b>Appendix E</b> demonstrates the indicative-built form being entirely outside of trees to be retained due to biodiversity.</p> <p>Potential controls identified in Section 4.1.2 of the Ecological Constraints Assessment (<b>Appendix C</b>) have been incorporated into the site specific DCP to be prepared by Council which will aim to minimise the impacts of the built form on existing ecologically significant vegetation and their communities.</p>	<b>YES</b>
<i>Planning Priority N17: Protecting and enhancing scenic and cultural landscapes</i>	<p>The site specific DCP to be prepared by Council will consider the potential controls outlined in the Ecological Constraints Assessment (<b>Appendix C</b>). The proposed amendments to the KLEP 2015 and site specific DCP to be prepared by Council aim to promote urban development sensitive to, and preserves the existing ecological communities.</p> <p>As identified in the Statement of Heritage Impact at <b>Appendix F</b>, the existing improvements upon the site intended to be demolished do not exhibit any significant heritage or cultural values.</p>	<b>YES</b>

OUR GREATER SYDNEY 2056 – NORTH DISTRICT PLAN		
PLANNING PRIORITY	COMMENT	CONSISTENCY
	The proposal seeks to retain, relocate and heritage list both cottages at Nos. 12 and 14 Cowan Road (both cottage building, footprint and curtilage).	
<i>Planning Priority N19: Increasing urban tree canopy cover and delivering Green Grid connections</i>	<p>The Arboricultural Impact Assessment Report (<b>Appendix D</b>) notes that all potential excavation and proposed building footprints represent 'minimal to no impact or encroachment to the High (biodiversity mapped) and medium retention value trees onsite'. There are many smaller exotic and native trees that would need be removed to allow for the proposed development, and a small number of trees that may need to explore further management options, such as transplanting on site, or instillation of tree protection measures during the construction phase of any future development.</p> <p>The Indicative Landscape Masterplan (contained within the Urban Design Report at <b>Appendix E</b> identifies location of future trees within the site, contributing to the urban tree canopy with the locality. Sufficient setbacks to the front boundary are proposed to allow for large tree plantings and canopy which will enhance the appearance of the development when viewed from the public domain.</p> <p>The options for development (as detailed in the Urban Design Report at <b>Appendix E</b>) revealed that this option for apartment development is most suited to the site to maximise deep soil planting.</p>	<b>YES</b>
<i>Planning Priority N20: Delivering high quality open space</i>	<p>The Plan identifies that there may be opportunities for part of larger spaces in private ownership to be repurposed, including golf courses. The Planning Proposal seeks to rezoned part of the land for residential purposes, while retaining the other parcel for Pymble Golf Club.</p> <p>The proposal will also enhance the site's ability to provide services that meet the needs of Pymble Golf Club and its members.</p>	

**Q4. Is the planning proposal consistent with a Council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?**

***Ku-ring-gai Council Local Strategic Planning Statement***

The Ku-ring-gai Local Strategic Planning Statement (LSPS) was adopted by Council on 17 March 2020.

The LSPS has been prepared by Council to inform plans for Ku-ring-gai's economic, social, and environmental land use needs for the next 20 years (2016 – 2036). The LSPS also identifies



where further strategic planning is required, such as a Housing Strategy and Retail/ Commercial Centres Strategy.

The Department of Planning and Environment estimates that by 2036, Ku-ring-gai's resident population will reach 154,500 people, increasing by 25% or 31,000 new residents from 2016.

Specifically, St Ives has been identified as a Primary Local Centre within the Ku-ring-gai Centres Potential Suitability for Additional Housing. The principles for housing include:

Locate high density housing types within a 10-minute walk (800 metre radius) of Primary and Secondary Local Centres: Gordon, Lindfield, Turramurra, St Ives, Roseville, Killara, Pymble and Wahroonga.

The Planning Proposal is consistent with the LSPS in that it seeks the provision of high-density housing immediately adjacent the existing St Ives Local Centre.



**Figure 12:** Housing supply Ku-ring-gai Local Strategic Planning Statement.

**Table 4:** Address to Ku-ring-gai Local Strategic Planning Statement.

KU-RING-GAI LOCAL STRATEGIC PLANNING STATEMENT		
LOCAL PLANNING PRIORITY	COMMENT	CONSISTENCY
<b>LIVEABILITY</b>		
<b>Housing</b>		
<i>K3. Providing housing close to transport, services and facilities to meet the existing and future requirements of a growing and changing community</i>	<p>The Transport Impact Assessment (<b>Appendix G</b>) identifies the site with excellent access to public transport.</p> <p>St Ives has been identified as a Primary Local Centre within the Ku-ring-gai Centres Potential Suitability for Additional Housing. The principles for housing include:</p> <p><i>Locate high density housing types within a 10-minute walk (800 metre radius) of Primary and Secondary Local Centres: Gordon, Lindfield, Turramurra, St Ives, Roseville, Killara, Pymble and Wahroonga.</i></p> <p>Future housing upon the site is consistent with the principles for housing in the LSPS in that it:</p> <ul style="list-style-type: none"> <li>• seeks the provision of high-density housing immediately adjacent the existing St Ives Local Centre.</li> <li>• Allows for an adequate setback to Cowan Road to allowing for tall canopy trees to be established</li> <li>• Locates high density housing forms clear of biodiversity</li> </ul> <p>The Planning Proposal is consistent with this priority for the St Ives Local Centre. Development facilitated by the Planning Proposal will provide housing choice and will support growth and revitalisation of the centre.</p> <p>The additional housing demand will be supported by infrastructure funding including rapid transport links between Mona Vale to Macquarie Park and Dee Why to Chatswood. Future Transport 2056 Strategy identifies an east-west public transport connection from Mona Vale to Macquarie Park. It is noted that housing supply timing within St Ives is subject to the provision of the bus rapid transit corridor. The LSPS states 'in considering areas for future... high density housing forms, the following areas are to be avoided: centres with limited transport and service access until improvements are implemented'. The Transport Impact Assessment identifies the site with excellent and immediate access to public transport, with local buses providing access not only to Gordon Railway Station, but also a number of strategic centres, health/education precincts and local centres. It is therefore considered that the delivery of the</p>	<b>YES</b>

KU-RING-GAI LOCAL STRATEGIC PLANNING STATEMENT		
LOCAL PLANNING PRIORITY	COMMENT	CONSISTENCY
	Bus Rapid Transit corridor from Mona Vale to Macquarie Park is not critical to the sites ability to be within 30 minutes of these strategic and local centres, but rather the existing infrastructure supplies efficient access to workplaces, services and community facilities. The site is suitable for high density housing.	
<i>K4. Providing a range of diverse housing to accommodate the changing structure of families and households and enable ageing in place</i>	The proposal will provide a number of housing types including a range of apartment sizes and bedroom numbers. This will provide a variety of housing choice for existing and future housing needs.	<b>YES</b>
<i>K5. Providing affordable housing that retains and strengthens the local residential and business community</i>	<p>The proposal will support the local population's desire for equitable provision of housing and the establishment of long term accommodation enabling continuing residency through changing life cycles. Housing provided upon the site will also be suitable for residents looking to downsize.</p> <p>Future residential development enabled by the Planning Proposal will place downward pressure on property prices, by providing increased diversity of housing available in the St Ives Local Centre.</p>	<b>YES</b>
<b>Local and Neighbourhood Centres</b>		
<i>K6. Revitalising and growing a network of centres that offer unique character and lifestyle for local residents</i>	<p>As detailed in the Green Travel Plan (<b>Appendix G</b>), measures will be implemented to promote walking and cycling to reduce car dependency, which will improve liveability. Liveability is also improved by protecting biodiversity and tree canopy (through deep soil provision and retention of trees).</p> <p>The Statement of Heritage Impact at <b>Appendix F</b> reveals existing improvements upon the site do not exhibit any significant heritage values. The Planning Proposal will therefore not diminish the locality's heritage, culture, and identity. Notwithstanding this, the proposal seeks to retain, relocate and heritage list both cottages at Nos. 12 &amp; 14 Cowan Road (both building footprint and curtilage).</p>	<b>YES</b>
<i>K9. Promoting St Ives as an active green lifestyle and shopping destination</i>	<p>The streetscape retains a heavily vegetated setback of 10-12 metres to Cowan Road, consistent with the deep soil provisions contained within the existing DCP. This will ensure the development contributes and enhances the landscape character of the locality.</p> <p>To improve liveability, the LSPS states Ku-ring-gai's local planning priority is to identify and conserve Ku-ring-gai's environmental heritage. The Statement of Heritage Impact at <b>Appendix F</b> reveals existing improvements</p>	<b>YES</b>

KU-RING-GAI LOCAL STRATEGIC PLANNING STATEMENT		
LOCAL PLANNING PRIORITY	COMMENT	CONSISTENCY
	<p>upon the site do not exhibit any significant heritage values.</p> <p>The LSPS identifies that the overall tree canopy coverage within the St Ives Local Centre is dense, with new residential developments supporting this character with tree plantings in the front setback. The setbacks established in the site specific DCP to be prepared by Council will allow for large trees to be established within the front setback of the site, contributing the tree canopy coverage within the St Ives Local Centre.</p>	
<b>Local Character and Heritage</b>		
<i>K12. Managing change and growth in a way that conserves and enhances Ku-ring-gai's unique visual and landscape character</i>	<p>As the site is characterised an 'interface area', the range in massing controls (building height and FSR) have been applied to the site to provide a buffer between differing scales of buildings and land use types. The proposed modifications to KLEP 2015 are consistent with the principles for interface areas, allowing future development to be responsive to the golf course, medium density residential zone and St Ives Local Centre.</p> <p>Development on interface areas are to 'provide a responsive transition between natural areas and urban area, where ecological values are protected'. Future development is consistent with the recommendations contained within the Ecological Constraints Assessment (<b>Appendix C</b>) as it will be entirely outside any areas of mapped 'Blue Gum High Forest' and 'Sydney Turpentine Ironbark Forest'. Where removal of this vegetation is unavoidable, they are to be offset with the replacement of mature, locally sourced, indigenous species.</p>	<b>YES</b>
<i>K13. Identifying and conserving Ku-ring-gai's environmental heritage</i>	The Statement of Heritage Impact at <b>Appendix F</b> reveals existing improvements upon the site do not exhibit any significant heritage values as they do not meet the criterion for inclusion on Schedule 5 of the KLEP 2015 as an item of environmental heritage. The proposal also seeks to retain, relocate and heritage list both cottages at Nos. 12 and 14 Cowan Road (both cottage building footprint and curtilage).	<b>YES</b>
<b>Aboriginal Communities and Cultural Heritage</b>		
<i>K16. Protecting, conserving and managing Ku-ring-gai's Aboriginal heritage assets</i>	The site does not contain any known heritage items of Aboriginal significance.	<b>YES</b>
<b>Open Space, Recreation and Sport</b>		
<i>K17. Providing a broad range of open spaces, sporting and leisure facilities to meet the</i>	The Pymble Golf Club will continue to operate, providing private recreation and sporting facilities to meet the community's needs. The Planning Proposal will provide sufficient funds	<b>YES</b>

KU-RING-GAI LOCAL STRATEGIC PLANNING STATEMENT		
LOCAL PLANNING PRIORITY	COMMENT	CONSISTENCY
<i>community's diverse and changing needs</i>	through the future subdivision and sale of the land so as to enable the Pymble Golf Club and provide financial security over the medium to long term. Future development will enable the golf course to maintain its visual presence in the public realm and maintain operations completely independent of the future residential development.	
<b>PRODUCTIVITY</b>		
<b>30 Minute City</b>		
<i>K21. Prioritising new development and housing in locations that enable 30 minute access to key strategic centres</i>	<p>Lane Cove Road is identified as a 'Centre Serving Transport Investigation Corridor'. The Road Network Plan for the Lane Cove Road Corridor identified a Rapid Bus Transit to strengthen the existing east-west transport link from Mona Vale to Macquarie Park to form part of an integrated solution to improve the efficiency of this corridor.</p> <p>In light of the above, the site currently benefits from 30-minute access to Macquarie Park, St Leonards, Hornsby and Chatswood. As reported in the Transport Impact Assessment (<b>Appendix G</b>), the Planning Proposal focuses dwellings within 'excellent and immediate access to public transport', supporting existing public transport infrastructure with increased patronage opportunities.</p> <p>It is therefore considered that the delivery of the Bus Rapid Transit corridor from Mona Vale to Macquarie Park is not critical to the sites ability to be within 30 minutes of these strategic centres, but rather the existing infrastructure caters for efficient access to workplaces, services and community facilities.</p>	<b>YES</b>
<b>SUSTAINABILITY</b>		
<b>Bushland and Biodiversity</b>		
<i>K28. Improving the condition of Ku-ring-gai's bushland and protecting and fauna and their habitats.</i>  <i>K29. Enhancing the biodiversity values and ecosystem function services of Ku-ring-gai's natural assets</i>	<p>While not being bushland, the existing golf course forms a significant landscape element in the local community and includes existing native tree canopy and watercourses. The Planning Proposal seeks to conserve the existing tree canopy and will include supplementary and/or replacement planting as required. The proposal will not impact upon existing watercourse on the site.</p> <p>The site contains 'Blue Gum High Forest' and 'Sydney Turpentine Ironbark Forest', both of which are identified as Critically Endangered Ecological Communities. The Assessment provides a number of recommendations to minimise impacts upon vegetation and/or habitat, including development controls that have been inserted in the site specific DCP to be prepared by Council.</p>	<b>YES</b>



KU-RING-GAI LOCAL STRATEGIC PLANNING STATEMENT		
LOCAL PLANNING PRIORITY	COMMENT	CONSISTENCY
Urban Forest		
K30. Improving the quality and diversity of Ku-ring-gai's urban forest	Tree canopy has been protected via the site-specific deep soil and landscaping/planting provisions contained within the site specific DCP to be prepared by Council.	YES
K31. Increasing, managing and protecting Ku-ring-gai's urban tree canopy	The Planning Proposal seeks to conserve the existing tree canopy and will include supplementary and/or replacement planting as required, promoting a liveable, economically, and ecologically sound community.	
Water Sensitive City		
K35. Protecting and improving the health of waterways and riparian areas	The existing golf course forms a significant landscape element in the local community and includes a watercourse. The proposal will not impact upon existing watercourse on the site.	YES

The Planning Proposal will enable higher density residential development surrounding the St Ives Local Centre, which will continue to strengthen its role in providing services to the local community. The proposal will encourage healthy, and sustainable communities that support the St Ives Local Centre, and will also preserve ecological communities identified upon the site.

#### ***Ku-ring-gai Council Community Strategic Plan – ‘Our Ku-ring-gai 2038’***

Our Ku-ring-gai 2038 is Ku-ring-gai Council's community strategic plan and was adopted by Council in June 2018. The Plan outlines the Council's vision and long-term objectives for the local government area, with directions and objectives to achieve those visions.

The plan includes six themes being: Community, People and Culture; Natural Environment; Places, Spaces, and Infrastructure; Access, Traffic & Transport; Local Economy and Employment; and Leadership and Governance. An address of the relevant directions is set out below in Table 5 below.

**Table 5:** Address of relevant objectives of the Ku-ring-gai Council Community Strategic Plan.

KU-RING-GAI COUNCIL COMMUNITY STRATEGIC PLAN – ‘OUR KU-RING-GAI 2038’		
OBJECTIVE	COMMENT	CONSISTENCY
<b>COMMUNITY, PEOPLE &amp; CULTURE</b>		
<i>C6.1 Housing diversity, adaptability and affordability is increased to support the needs of a changing community.</i>	The Planning Proposal provides the ability to increase the availability of housing stock and choice within the St Ives Local Centre and supports the changing needs of the community.	<b>YES</b>

KU-RING-GAI COUNCIL COMMUNITY STRATEGIC PLAN – ‘OUR KU-RING-GAI 2038’		
OBJECTIVE	COMMENT	CONSISTENCY
<b>NATURAL ENVIRONMENT</b>		
<p><i>N2.1 Our bushland is rich with native flora and fauna.</i></p> <p><i>N3.1 Our natural waterways and riparian areas are enhanced and protected.</i></p>	While not being bushland, the existing golf course forms a significant landscape element in the local community and includes existing native tree canopy and watercourses. The Planning Proposal seeks to conserve the existing tree canopy and will include supplementary and/or replacement planting as required. The proposal will not impact upon existing watercourse on the site. An Ecological Constraints Assessment, Landscape Plan and Preliminary Arboricultural Assessment Report are provided in conjunction with this Planning Proposal.	<b>YES</b>
<b>PLACES, SPACES &amp; INFRASTRUCTURE</b>		
<p><i>P1.1 Ku-ring-gai's unique visual character and identity is maintained.</i></p> <p><i>P3.1 The built environment delivers attractive, interactive and sustainable living and working environments.</i></p> <p><i>P4.1 Our centres offer a broad range of shops and services and contain lively urban village spaces and places where people can live, work, shop, meet and spend leisure time.</i></p>	<p>As depicted in the Urban Design Report at <b>Appendix E</b>, the Planning Proposal will result in a built form outcome that is compatible with existing development within the St Ives Local Centre. The address to Cowan Road will remain highly landscaped with suitable landscaping planting as documented in the Indicative Landscape Concept at <b>Appendix E</b>.</p> <p>The provision of additional housing within the Local Centre will contribute to the economic viability and vitality of the St Ives Shopping Village.</p>	<p><b>YES</b></p> <p><b>YES</b></p>

### ***Draft Ku-ring-gai Housing Strategy to 2036 (revised December 2020)***

The Draft Housing Strategy considers how Ku-ring-gai can meet the housing needs of its changing population over the next 20 years.

The Strategy was exhibited between 26 March 2020 to 8 May 2020.

Community consultation showed that while Ku-ring-gai needs a greater mix of housing options, growth must protect Ku-ring-gai's unique natural environment and open space. A report on the draft Strategy including public feedback was presented to the July 2020 Council meeting.

Council voted to defer the Housing Strategy for two months to seek advice from the NSW Premier and the NSW Department of Planning Industry & Environment on proposed housing targets for Ku-ring-gai, and to further consider community feedback.

At their 22 September 2020 meeting, the Council initially voted to adopt the recommendations. However, at the conclusion of the meeting, a rescission motion was lodged, and this decision was overturned.

The Strategy was amended in accordance with the Council resolution of 22 September 2020.

The Council next considered the matter at their meeting of 22 October 2020. Council voted not to proceed with increased heights or new zonings and adopt the Ku-ring-gai Housing Strategy which was then referred to Department of Planning, Industry and Environment on Monday 14 December 2020 for review and approval.

On 16 July 2021, The Department of Planning, Industry and Environment wrote to Ku-ring-gai Council with recommendations to amend the Draft Local Housing Strategy (LHS). DPIE approved Ku-ring-gai's Council's draft LHS, dated December 2020. However, advised:

*The LHS acknowledges the need for housing supply, including the 6-10 year housing target, however commitment to identifying future growth areas is required.*

- *The LHS addresses the need for housing diversity, although commitment to further actions for delivery are required.*
- *The LHS addresses housing affordability, although commitment to further actions for delivery are required.*
- *The LHS is generally consistent with Section 9.1 Directions and SEPPs.*
- *The LHS is consistent with the North District Plan, subject to the requirements identified below.*

Council, at their meeting of 11 January 2022 resolved to debate the matter under the newly elected Council in 2022.

*A. An Implementation and Delivery Plan be prepared in accordance with the requirements of the Letter of Approval (1-12) issued by the Department of Planning, Industry and Environment on 16 July 2021, and in accordance with*

*B. Any submission to the Department of Planning, Industry and Environment must first be reviewed and approved by the new governing body after the council as to whether or not to submit within 6 months from the date of the Letter of Approval.*

*C. Council note that complying with the requirements of the Letter of Approval is unfunded and that a report on the matter will be referred to Council for consideration in early 2022 prior to any approval for submission to the Department of Planning, Industry and Environment.*

*AMENDMENT: (Moved: Councillors Anderson/Smith)*

*That Council reject the conditions in the Letter of Approval (1-12) issued by the Department of Planning, Industry and Environment on 16 July 2021, and further debate on this matter be under the authority of the newly elected Council in 2022*

The NSW government estimates that by 2036, Ku-ring-gai's resident population will reach 147,809 people, which is an increase of over 20% or 25,337 new residents from 2016.

The Housing Strategy highlights the following in relation to delivering housing in the LGA over the life of the strategy:

- As of June 2020, approximately 3,179 dwellings have been delivered to meet the 0–5 year housing target of 4,000 dwellings.
- The LSPS as a 6–10-year target of 3,000 to 3,600 dwellings.
- There is a residual capacity within the existing planning controls of 2,700 dwellings on sites currently zoned R3, R4, and B4. This dwelling yield will meet the 0–5-year dwelling target with any remaining capacity contributing to the 6-10 year target.
- Residual capacity within the current planning controls will be supplemented by the delivery of seniors housing and alternative dwellings such as secondary dwellings, group homes and boarding houses where permissible.

The Housing Strategy examined three key aspects regarding housing provision:

- Housing location - good proximity to transport, employment, services, as well as the fit with existing and future local character.
- Housing diversity – providing housing choice for a variety of household structures and life changes now and in the future.
- Housing affordability - enabling residents and workers to live close to family, established networks and employment.

Ku-ring-gai's 6–10-year housing target was developed iteratively through the draft Housing Strategy. The Housing Strategy outlined numbers, location, and type of dwellings deliverable within Ku-ring-gai, and addressed the growing issue of housing affordability at the local level. It clarified how the additional housing provision would retain, enhance, and develop local character and the liveability of neighbourhoods as stipulated in the Regional and District Plans.

A housing priority is to facilitate the supply of homes in the right locations. An action identified is to 'amend the Ku-ring-gai Local Environmental Plan to facilitate the provision of new homes within an 800m distance from the St Ives Centre subject to delivery of the priority bus infrastructure from Mona Vale to Macquarie Park'.

The Transport Impact Assessment identifies the site with excellent and immediate access to public transport, with local buses providing access not only to Gordon Railway Station, but also several strategic centres, health/education precincts and local centres. It is therefore considered that the delivery of the Bus Rapid Transit corridor from Mona Vale to Macquarie Park is not critical to the sites ability to be within 30 minutes of these strategic and local centres, but rather the existing infrastructure supplies efficient access to workplaces, services, and community facilities. Being within 800 metres of the St Ives Local Centre, the site is suitable for high density housing.

Given the site's proximity to transport, major roads, retail services and development in infrastructure projects within St Ives, there is adequate public infrastructure to accommodate the Planning Proposal.

The Housing Strategy is yet to be endorsed by DPIE. However, it is considered that the delivery of increased higher density housing in this location could make an important contribution to delivering the 6-10 year housing target.

***Department of Planning, Industry and Environment Ku-ring-gai Housing Strategy Approval Letter and Advisory Notes – 16 July 2021***

On 16 July 2021, The Department of Planning, Industry and Environment wrote to Ku-ring-gai Council with recommendations to amend the Draft Local Housing Strategy (LHS).

The Department approved Ku-ring-gai Council's draft LHS, dated December 2020. DPIE advised:

*The LHS acknowledges the need for housing supply, including the 6-10 year housing target, however commitment to identifying future growth areas is required.*

- *The LHS addresses the need for housing diversity, although commitment to further actions for delivery are required.*
- *The LHS addresses housing affordability, although commitment to further actions for delivery are required.*
- *The LHS is generally consistent with Section 9.1 Directions and SEPPs.*



- *The LHS is consistent with the North District Plan, subject to the requirements identified below.*

*My approval of the LHS is subject to the following requirements:*

*1. Council is to submit the planning proposals for the Lindfield Village Hub and Roseville Memorial Club to the Department for finalisation by December 2021. Timely progression of these planning proposals is considered necessary to support contributing to Council's 6 to 10 year housing target. 4 Parramatta Square 12 Darcy Street Parramatta NSW 2150 | Locked Bag 5022 Parramatta NSW 2124 | [planning.nsw.gov.au](http://planning.nsw.gov.au)*

*2. Consistent with Priority K3 of the Ku-Ring-Gai Local Strategic Planning Statement (LSPS), Council is to commence a masterplan, or accommodate proponent-led planning proposal(s) with good planning outcomes, for Gordon, Lindfield and/or Turramurra local centres. Planning proposal(s) for these centres are to be submitted to the Department for Gateway determination by December 2022. Where this work is not pursued by Council the Department welcomes good place-based approaches by landowner/developers. This approach is consistent with the priorities and actions of Council's LSPS. These planning proposals are considered necessary to support the supply and delivery of housing over the medium term and present opportunities for new housing typologies (including affordable housing) suited to the future and changing needs of the community.*

*3. Council or proponents for the planning of these local centres is to consult with Transport for NSW to best address transport and road/pedestrian safety issues. Specific consideration should be given to the intersections of the Pacific Highway with Ray Street, Kissing Point Road, Rohini Street and Turramurra Avenue when planning for the local centre of Turramurra.*

*4. Consistent with Priority K3 of the Ku-Ring-Gai LSPS, Council is to prepare a masterplan, or accommodate a proponent-led planning proposal with good planning outcomes, for the St Ives local centre. Planning is to occur in consultation with TfNSW and align with its Movement and Place Framework. Subject to TfNSW advice, the planning proposal is to be submitted to the Department for Gateway Determination by December 2022. This proposal will help to create future housing capacity to contribute to medium supply and support the longer term 20-year strategic housing target for the District.*

*5. A locally specific medium density complying development model as an alternative to the Low Rise Medium Density Housing Code is not supported. Council is to consult with the Department's Planning System Policy division to discuss alternative options to achieve the desired objectives of this approach. One option should Council wish to exclude limited areas*

*from the Low Rise Housing Diversity Code (LRHDC), is to seek to apply the forthcoming local character areas in Council's LEP. Council will need to provide a comprehensive evidence base in relation to the delivery of medium density housing (see advisory notes for more detail). This should include: a. Historical and forecast supply of medium density housing, including statistics on range of housing types approved over the last five years (DA and CDCs) and anticipated future take up rates. b. Include recommended controls outlined in LHS for medium density in implementation plan, including status and timeline for implementation. The application of local character areas in LEPs is subject finalisation of the draft standard instrument clause for Local Character Areas.*

*6. Council is to commit to a work program to identify areas for additional medium density housing opportunities outside of primary local centres such as Roseville, Roseville Chase, Killara, Pymble, Wahroonga, West Gordon and North St Ives as identified in the Ku-ring-gai LSPS for potential delivery in the 2031 to 2036 period. A planning proposal(s) for these centres is to be submitted to the Department for Gateway 4 Parramatta Square 12 Darcy Street Parramatta NSW 2150 | Locked Bag 5022 Parramatta NSW 2124 | [planning.nsw.gov.au](https://planning.nsw.gov.au) determination by December 2023. Where this work is not pursued by Council the Department welcomes place-based approaches by landowner/developers to explore opportunities for additional medium density housing in locations that are well served by transport, services and facilities.*

*7. Council is to update its implementation plan to provide specific actions in relation to its commitment to review controls for accessible and universal housing, and the resultant potential supply, including consultation with the community and housing providers to understand the suitability of controls and their implementation, particularly in the context of an ageing population.*

*8. Council is to monitor and review the supply and delivery of housing, in particular to track its performance against the 6-10 year housing target and establish targets for seniors and medium density housing to determine whether future changes to the LEP and/or DCP are required to incentivise or encourage housing diversity and diversity of housing typologies. This should also consider the remaining capacity in the R3 Medium Density Zone, anticipated take up rates, investigating the potential to introduce dual occupancies to the R2 Low Density Zone and targeted community consultation to understand any barriers to development. A monitoring and review system will ensure that appropriate mechanisms can be identified and implemented to meet Ku-Ring-Gai's housing needs over the medium to long term.*

*9. Council is to update its implementation plan to reflect the requirements of this approval within four-six months of this approval being granted and to share this with the Department.*

*This is to ensure that the Department and other State agencies have a clear understanding of the roles and responsibilities required to deliver Ku-RingGai's Housing pipeline.*

*10. Council is to prepare an Affordable Housing Contribution Scheme that commits Council to examining the feasibility of levying affordable housing contributions for any new planning proposals that would result in development uplift or an increase in land value.*

*11. The direction and strategic planning approaches endorsed in State-led precinct plans are to prevail in the event of any inconsistency with this approval and/or the Council's LHS (as revised and current).*

*12. Council is to update or revise the LHS to inform its LSPS following the making of a future District Plan. Any planning proposals for new housing development will be assessed against Council's LHS, the requirements above and advisory notes attached. Any State Government policy changes that may occur in the future are to prevail in the event of any inconsistency.*  
*Implementing your Local Housing Strategy*

*The State Government is committed to reducing the time taken to complete planning proposals that support housing delivery by tailoring the steps in the process to the complexity of the proposal, and by providing clear and publicly available justification for each plan at an early stage.*

*To meet these commitments, a detailed implementation plan is required. This should reflect a comprehensive work program for all strategic planning work Council commits to undertake to implement its LHS, and should include but not be limited to:*

- Implementation of a review system in achieving the LHS.*
- Establishment of housing targets for medium density and seniors housing to determine whether future changes to the LEP and/or DCP are required to incentivise or encourage housing diversity and diversity of housing typologies.*
- Specific actions relating to Council's commitment to review controls for accessible housing, including consultation with the community and housing providers to understand the suitability of controls and their implementation.*
- The preparation of an Affordable Housing Contribution Scheme.*
- Submission of planning proposals for the Lindfield Village Hub and Roseville Memorial Club to the Department for finalisation by December 2021.*
- Masterplans for Gordon, Lindfield and/or Turramurra local centres and submission of corresponding planning proposal(s).*

- *Commitment to work with TfNSW to prepare a masterplan for the St Ives local centre to align with the Movement and Place framework.*
- *A work program to identify areas for additional medium density outside of primary local centres such as Roseville, Roseville Chase, Killara, Pymble, Wahroonga, West Gordon and North St Ives as identified in the Ku-ring-gai LSPS.*

*A review and update process will provide an opportunity to align Council's LHS and LSPS Statement, together with the housing targets and diversity outlined in the District plan, ensuring a cohesive strategic planning framework is in place for Ku-Ring-Gai LGA.*

*It will also provide Council with the opportunity to improve and clarify aspects of the LHS. The advisory notes enclosed provide specific guidance on matters that Council is encouraged to consider when updating the LHS. The Department will expect these same matters to be addressed in planning proposals and will be reinforcing them through Gateway determinations as an interim measure in the absence of the LHS review process.*

*We strongly recommend that council also review and revise (where required) its LHS before the LSPS is required to be reviewed by the Greater Sydney Commission. This will help best inform the next update to the LSPS.*

Council, at their meeting of 11 January 2022 resolved to debate the matter under the newly elected Council in 2022.

**Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?**

***Future Transport 2056***

Future Transport 2056 sets the 40-year vision, directions, and principles for customer mobility in NSW, guiding transport investment over the longer term. It presents a glimpse of the large economic and societal shifts we will see in the future and places the customer at the centre of everything we do, to ensure we harness rapid advances in technology and innovation to create and maintain a world-class, safe, efficient, and reliable transport system.

The Planning Proposal is consistent with the Future Transport 2056, pursuant to the Transport Impact Assessment that identifies the site with excellent and immediate access to public transport.

***Net Zero Plan Stage 1: 2020 – 2030***

The purpose of the Plan is to give NSW families and communities confidence that the challenges posed by climate change can be solved by improving – not eroding – their prosperity. It will also

send a clear message to local and international investors that New South Wales is open for business when it comes to delivering on our economic, social, and environmental ambitions.

The Planning Proposal will not exacerbate nor dramatically increase the carbon footprint of the building on site and aims to retain a significant amount of vegetation on site.

**Q6. Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?**

State Environmental Planning Policies (SEPPs) are instruments that address planning issues on a state-wide level. This is different to a LEP that addresses planning controls for a local government area.

Planning proposals must provide an assessment against the relevant SEPPs and advise on how a proposal may satisfy the requirements of a SEPP.

The following table identifies the key applicable SEPPs and outlines this Planning Proposal's consistency with those SEPPs.

**Table 6:** Address to relevant SEPPs.

SEPP	COMMENT ON CONSISTENCY
<b>SEPP (Biodiversity and Conservation) 2021</b>  Chapter 3 – Koala Habitat Protection  Chapter 6 – Bushland in Urban Areas  Chapter 9 –Hawkesbury-Nepean River	The site is not a koala habitat or potential koala habitat. The Ecological Constraints Assessment at <b>Appendix C</b> stated that the subject site did not constitute 'core Koala habitat' as defined in Clause 4 of SEPP 44 (1995) and as a result did not require further assessment as per this SEPP.  The affected part of the site does not form 'bushland' as defined by the SEPP.  See Table 7 below.
<b>SEPP (Resilience and Hazards) 2021</b>  Chapter 4 – Remediation of Land	A Detailed Site Investigation has been prepared for the site and concludes that the site is suitable for habitable purposes.
<b>SEPP 65 – Design Quality of Residential Apartment Development</b>	Future redevelopment of the site for residential flat development will be required to comply with the provisions of SEPP 65 and the accompanying Apartment Design Guide. This can be undertaken as part of a future development application.



SEPP	COMMENT ON CONSISTENCY
	The built form controls contained within the site specific DCP to be prepared by Council will support compliance with SEPP 65 and the ADG.
<b>SEPP (Housing) 2021</b>	All future development of the site will need to comply with this SEPP if relevant.
<b>SEPP (Building Sustainability Index BASIX) 2004</b>	Future development of the site for residential purposes will be required to achieve BASIX compliance. This can be addressed as part of a future development application.
<b>SEPP (Exempt and Complying Development Codes) 2008</b>	All future development of the site will need to comply with this SEPP if relevant.

**Table 7:** Chapter 9 – Hawksbury

CHAPTER 9 – HAWKESBURY-NEPEAN RIVER		
9.5 SPECIFIC PLANNING POLICIES AND RECOMMENDED STRATEGIES	POLICY	COMMENT
Total catchment management	Total catchment management is to be integrated with environmental planning for the catchment.	The proposal is likely to have a negligible impact upon the catchment. It is located at the eastern edge of the catchment.
Environmentally sensitive areas	The environmental quality of environmentally sensitive areas must be protected and enhanced through careful control of future land use changes and through management and (where necessary) remediation of existing uses.	The affected part of the site is not an environmentally sensitive area.
Water quality	Future development must not prejudice the achievement of the goals of use of the river for primary contact recreation (being recreational activities involving direct water contact, such as swimming) and aquatic ecosystem protection in the river system. If the quality of the receiving waters does not currently allow these uses, the current water quality must be maintained, or improved, so as not to jeopardise the achievement of the goals in the future. When water quality goals are set by the Government these are to be the goals to be achieved under this policy.	Future development will not degrade the water quality of local catchments. Appropriate treatment of stormwater will be considered as part of a future development application.

CHAPTER 9 – HAWKESBURY-NEPEAN RIVER		
9.5 SPECIFIC PLANNING POLICIES AND RECOMMENDED STRATEGIES	POLICY	COMMENT
Water quantity	Aquatic ecosystems must not be adversely affected by development which changes the flow characteristics of surface or groundwater in the catchment.	Future building envelopes will have minimal impact upon the flow of water into the catchment. Appropriate treatment of stormwater will be considered as part of a future development application.
Cultural heritage	The importance of the river in contributing to the significance of items and places of cultural heritage significance should be recognised, and these items and places should be protected and sensitively managed and, if appropriate, enhanced.	The proposal will not impact cultural heritage.
Flora and fauna	Manage flora and fauna communities so that the diversity of species and genetics within the catchment is conserved and enhanced.	The Ecological Constraints Assessment provides a number of recommendations to minimise impacts upon vegetation and/or habitat, including development controls that have been inserted in the site specific DCP to be prepared by Council.
Riverine scenic quality	The scenic quality of the riverine corridor must be protected.	The proposal will not impact scenic quality.
Urban development	<p>All potential adverse environmental impacts of urban development must be assessed and controlled.</p> <p>When considering a proposal for the rezoning or subdivision of land which will increase the intensity of development of that land (for example, by increasing cleared or hard surface areas) so that effluent equivalent to that produced by more than 2,500 people will be generated, consider requiring the preparation of a Total Water Cycle Management Study or Plan.</p> <p>Consider urban design options to reduce environmental impacts (such as variable lot sizes and shapes, and the clustering of development).</p>	The proposal will not result in an increase the intensity of development so that effluent equivalent to that produced by more than 2,500 people will be generated.

CHAPTER 9 – HAWKESBURY-NEPEAN RIVER		
9.5 SPECIFIC PLANNING POLICIES AND RECOMMENDED STRATEGIES	POLICY	COMMENT
Recreation and tourism	The value of the riverine corridor as a significant recreational and tourist asset must be protected.	The proposal will not alter the continued recreational use of the existing golf course.
Metropolitan strategy	Development should complement the vision, goal, key principles and action plan of the Metropolitan Strategy.	This is addressed above.

**Q7. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?**

The directions cover the following broad categories:

- Planning Systems
- Design and Place
- Biodiversity and Conservation
- Resilience and Hazards
- Transport and Infrastructure
- Housing
- Industry and Employment
- Resources and Energy
- Primary Production

The following table identifies applicable Section 9.1 Directions and outlines this Planning Proposal's consistency with those Directions.

**Table 8:** Address to Section 9.1 Directions.

DIRECTIONS UNDER S.9.1	OBJECTIVES	CONSISTENCY
<b>1 PLANNING SYSTEMS</b>		
1.2 Development of Aboriginal Land Council land	The objective of this direction is to provide for the consideration of development delivery plans prepared under Chapter 3 of the <i>State Environmental Planning Policy (Planning Systems) 2021</i> when planning proposals are	Consistent.  The Planning Proposal does not impact upon development delivery plans.

DIRECTIONS UNDER S.9.1	OBJECTIVES	CONSISTENCY
	<p>prepared by a planning proposal authority.</p> <p><b>Note:</b> When this direction was made, chapter 3 of the <i>State Environmental Planning Policy (Planning Systems) 2021</i> applied only to land in the Central Coast local government area.</p>	
1.3 Approval and Referral Requirements	The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	<p>Consistent.</p> <p>The Planning Proposal does not seek to introduce provisions which require the concurrence consultation or referral of development applications to a Minister or public authority. Council is the public authority.</p>
1.4 Site Specific Provisions	The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.	<p>Consistent.</p> <p>A site specific development control plan (DCP) to be prepared by Council will outline suitable design controls.</p> <p>The proposal seeks to rezone the site to part R4 High Density Residential, with building height and density controls appropriate to its context. Building heights range from 3 – 5 storeys. In order to establish the southern end of Cowan Road as part of the southern Local Centre gateway, 5 storeys is proposed adjacent to the Christchurch site in the context of other permissible 5 storey development and existing tall trees. The development provides for a 3 storey building adjacent to the R3 Zone and to the golf course.</p> <p>The site specific DCP to be prepared by Council will seek introduction of appropriate setback controls to adjoining property boundaries. For example, at the interface with the R3 Zone, a 9 metre setback is proposed to</p>

DIRECTIONS UNDER S.9.1	OBJECTIVES	CONSISTENCY
		<p>ensure sufficient building separation is provided to the lower-density zone.</p> <p>As the site is characterised an 'interface area', the range in massing controls have been applied to the site to provide a buffer between differing scales of buildings and land use types.</p>
<b>1 PLANNING SYSTEMS – PLACE-BASED</b>		
3.2 Heritage Conservation	The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	<p>Consistent.</p> <p>The site does not contain a heritage item, nor is it located within a heritage conservation area.</p> <p>The Assessment of Heritage Significance concludes that the Pymble Golf Club, No. 12 Cowan Road and No. 14 Cowan Road do not meet the criterion for inclusion on Schedule 5 on Schedule 5 of the Ku-Ring-gai Local Environment Plan 2012 as an item of Environmental Heritage.</p> <p>Accordingly, it is considered that the Planning Proposal will have no impact upon</p>
3.3 Sydney Drinking Water Catchments	The objective of this direction is to protect water quality in the Sydney drinking water catchment.	<p>Consistent.</p> <p>The proposal will not impact upon the quality of drinking water.</p>
<b>4 RESILIENCE AND HAZARDS</b>		
4.1 Flooding	<p>The objectives of this direction are to:</p> <p>(a) ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the <i>Floodplain Development Manual 2005</i>, and</p> <p>(b) ensure that the provisions of an LEP that apply to flood prone land are</p>	<p>Consistent.</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</p>



DIRECTIONS UNDER S.9.1	OBJECTIVES	CONSISTENCY
	commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land.	means of stormwater disposal, particular regard must be given to downstream impacts, including potential flooding impacts.
4.3 Planning for Bushfire Protection	<p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> <li>(a) protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and</li> <li>(b) encourage sound management of bush fire prone areas.</li> </ul>	<p>Consistent.</p> <p>The area subject to the Planning Proposal is not identified on the Council's Bush Fire Prone Land Map.</p>
4.5 Acid Sulfate Soils	The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.	<p>Consistent.</p> <p>The LEP identifies the site as subject to Class 5 acid sulfate soils and no concerns arise.</p>
<b>5 TRANSPORT AND INFRASTRUCTURE</b>		
5.1 Integrating Land Use and Transport	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> <li>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</li> <li>(b) increasing the choice of available transport and reducing dependence on cars, and</li> <li>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</li> <li>(d) supporting the efficient and viable operation of public transport services, and</li> <li>(e) providing for the efficient movement of freight.</li> </ul>	<p>Consistent.</p> <p>The Transport Impact Assessment also concludes that the site has excellent and immediate access to public transport, with local buses provide access to Gordan Railway Station and to key local and regional centres.</p> <p>A Green Travel Plan (GTP) has been prepared in support of this application. The Plan gives greater priority given to 'active transport' including walking and cycling, and less priority to private cars. The implementation and monitoring of the GTP will act to encourage the use of sustainable transport as an alternative to car use and help support the objectives of the GTP.</p>

DIRECTIONS UNDER S.9.1	OBJECTIVES	CONSISTENCY
5.2 Reserving Land for Public Purposes	<p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> <li>(a) facilitate the provision of public services and facilities by reserving land for public purposes, and</li> <li>(b) facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.</li> </ul>	<p>Consistent.</p> <p>The Planning Proposal does not impact upon the provision of public services or facilities or any land earmarked for public purpose.</p> <p>The proposal does not create, alter or reduce existing zonings or reservations of land for public purposes.</p>
<b>6 HOUSING</b>		
6.1 Residential Zones	<p>The objectives of this direction are to:</p> <ul style="list-style-type: none"> <li>(a) encourage a variety and choice of housing types to provide for existing and future housing needs,</li> <li>(b) make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</li> <li>(c) minimise the impact of residential development on the environment and resource lands.</li> </ul>	<p>Consistent.</p> <p>The proposal will provide a number of housing types including a range of apartment sizes and bedroom numbers. This will provide a variety of housing choice for existing and future housing needs.</p> <p>The site is adjacent the St Ives Local Centre which provides access to a number of key services and public transport.</p> <p>The built form plan in the attached Architectural Plans has considered the recommendations of the Ecological Constraints Assessment; the proposed residential development will steer clear of environmentally sensitive land.</p>
<b>7 INDUSTRY AND EMPLOYMENT</b>		
7.1 Business and Industrial Zones	<p>The objective of this direction of this to protect employment land uses. To</p> <ul style="list-style-type: none"> <li>(a) encourage employment growth in suitable locations,</li> <li>(b) protect employment land in business and industrial zones, and</li> <li>(c) support the viability of identified centres.</li> </ul>	Consistent

## C. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

### Q8. *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

The Planning Proposal demonstrates site specific merit. The proposal has considered the any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal. The Ecological Constraints Assessment report has concluded that the proposal is suitable for the site and will not have detrimental impact upon the environment. Mitigation measures may be utilised where suitable.

#### ***Ecology***

The site is identified on the Terrestrial Biodiversity Map in each relevant LEP. The site contains 'Blue Gum High Forest' and 'Sydney Turpentine Ironbark Forest', both of which are identified as Critically Endangered Ecological Communities.

The aim of the appended Ecological Constraints Assessment was to identify any potential ecological impacts associated with the development of the site and recommend appropriate measures to mitigate any potential ecological impacts. The main purpose of the Assessment was to determine the presence of any threatened fauna, flora or ecological community within the study area.

The recommendations of the Assessment are reproduced below:

*The planning proposal to rezone the land to R4 to enable development up to 5 storeys is considered suitable subject to:*

- *Future development proposals being entirely outside any areas of mapped 'Blue Gum High Forest' and 'Sydney Turpentine Ironbark Forest';*
- *Any removal that is deemed as unavoidable of any of the above communities must be offset with the replacement of mature, locally sourced, indigenous species representative of that community at a minimum ratio of 1:1. Plantings must be done in accordance with the species list provided in Appendix 7.1/7.2*
- *Any loss of Hollows because of vegetation clearing must be replaced at a ratio of 3:1 with augmented hollows/nest boxes of equal size.*

Consistent with these recommendations, Figure 5.1.3 of the Urban Design Report at **Appendix E** demonstrates the indicative-built form being entirely outside of trees to be retained due to biodiversity or as recommended for retention by arborist.

The Assessment has also recommended potential controls for the Site Specific DCP. These recommendations should be incorporated into the proposed site specific DCP to minimise environmental impacts of the built form on existing ecologically significant vegetation and their communities. The proposed controls require the consideration of ecological impacts and vegetation management by siting of the development, adopting construction methodologies to minimise disturbance and impacts, implementing soil and water management strategies, and strategically selecting native plant species.

**Q9. *Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?***

The Planning Proposal proposes to amend the zoning and maximum building height and floor space ratio control on part of the subject site to facilitate redevelopment for residential development.

The Planning Proposal demonstrates site specific merit given its unique land size and can cater to a large quantum of future housing near other residential and local commercial land uses as well as public and private recreation spaces.

The main potential environmental impacts to be examined in relation to the proposal and any future development for the site are nominated below and discussed further in this report.

***Contamination***

The degree of any site contamination upon the site has been investigated in the Detailed Site Investigation at **Appendix B**.

The investigation evaluates the degree of any potential contamination by means of limited intrusive sampling and laboratory analysis, for relevant contaminants of concern (Detailed Site Investigation – DSI). The DSI makes recommendations for the appropriate management of any found contaminated soils.

The site has been a golf club since the early 1920s. The surrounding land comprises predominantly rural-residential with orchard activity up until at least late 1930s. Two underground storage tanks and three roofed store areas for herbicides, fungicides, and pesticides on the larger golf course site. The locations of the dangerous goods depots were outside the study area, and approximate 400 metres north-west and hydraulically down-gradient of the proposed development area.

To prepare recommendations for the DSI, three groundwater monitoring wells (BH101M, BH115M and BH118M) were installed during the investigation. Based on information gathered

during the PSI (EI, 2018) and laboratory analytical results obtained during this investigation, groundwater is unlikely to represent a significant risk of harm to human health or the environment.

The DSI concludes that:

*Based on the findings from of this DSI, conducted in accordance with the investigation scope agreed with the Client, and with consideration of the Statement of Limitations (**Section 12**), contamination exceeding human-health investigation criteria was not identified. While some data gaps remain that require closure by further intrusive investigation, the available quantitative soil data does not indicate the presence of contamination that would preclude the site from being rezoned for residential purposes.*

*Based on the findings of this investigation, EI consider the site is suitable for the proposed redevelopment, subject to the **implementation** of the following recommendations:*

- *Prior to site demolition, carry out a Hazardous Materials Survey on existing site structures to identify potentially hazardous building products that may be released to the environment during demolition;*
- *Following the completion of demolition works and the removal of demolition debris, a clearance inspection be undertaken by a qualified occupational hygienist and subsequent clearance certificate issued;*
- *Following demolition, intrusive soil investigation is to be completed within the building footprints of the previously accessible structures to characterise soil quality;*
- *Any material being removed from site (including virgin excavated natural materials (VENM)) as part of the proposed development works is to be classified for off-site disposal in accordance with the EPA (2014) Waste Classification Guidelines;*
- *Any material being imported to the site should be assessed for potential contamination in accordance with NSW EPA guidelines as being suitable for the intended use or be classified as VENM; and*
- *Should unexpected finds (contamination) be encountered during redevelopment works a qualified environmental consultant be engaged to inspect the finds and offer appropriate guidance.*

- *Based on the investigation findings, the CSM appropriately identified contamination sources, migration mechanisms and exposure pathways, as well as potential onsite and offsite receptors. Most previously known data gaps have largely been addressed, however, the following data gaps that remain will require closure by further investigation:*
  - *The quality of soils beneath building structure areas of the site not accessible during this investigation; and*
  - *Potential presence of hazardous materials present within existing structures on the site.*

In summary, it is considered appropriate in the context of the legislation that the further intrusive testing be undertaken during any future development application.

### ***Heritage***

The subject site is not listed as an item of environmental heritage in the Ku-ring-gai Local Environmental Plan 2015 ('KLEP'). It is not listed on the NSW State Heritage Register, the National Heritage List, the Commonwealth Heritage List, the National Trust Register (NSW), or the former Register of the National Estate.

However, Ku-ring-gai Council on 19 June 2020 requested that the planning proposal is addressed from a heritage perspective. An HIS report has been drafted to allow Ku-ring-gai Council to assess the potential heritage impact of the proposed development (refer to Section 5.0), on the heritage significance of the abovementioned subject site, which has been identified as having heritage value, and, also, to assess the extent (whether negative, neutral or positive) to which the proposal would impact the heritage significance of the subject site.

To assess the impact of the proposed works on the heritage significance of the subject site, it is necessary to first ascertain the heritage significance of these places. Accordingly, Statements of Significance for the buildings of the subject site are provided below. The significance of these places, will form part of our considerations in the assessment of heritage impact, undertaken below.



## **Clubhouse**

*The Pymble Golf Club site demonstrates historical continuity as a result of its early use as an orchard, and its subsequent use as a Golf Course and by the Pymble Golf Club. The club house building itself however has undergone extensive modifications since its construction and can no longer be associated with the original structure. As a result, while the site demonstrates historical significance at a local level, the club house building itself does not. Further, although the club house has lost the majority of its original fabric, it no longer demonstrates the architectural style in which it was designed and constructed. Therefore, it does not demonstrate aesthetic values and is not representative of the Spanish architectural style.*

*However, it is still representative of golf club houses and can still be associated with its architects, HE Ross and Rowe. The Pymble Golf Club site and the club house also have an association with the local community due to their use as a golf club since the early 1920s. Further, the club house building is not considered to be rare, and no uncommon techniques or materials were used during its construction.*

## **No. 12 Cowan Road**

*The existing timber framed dwelling at 12 Cowan Road is believed to have been built by the local Smith Family and was in their possession until the 1970s. As a result, it demonstrates historical and associative significance at a local level. Although the building has undergone some modifications, it continues to retain significant internal and external fabric representative of timber cottages. As a result, it demonstrates aesthetic and representative significance at a local level. In addition, the dwelling is considered to be rare within the local area, as timber framed cottages are increasingly scarce. The dwelling however does not demonstrate social and technical significance at a local level.*

## **No. 14 Cowan Road**

*The existing timber framed weatherboard cottage at 14 Cowan Road is believed to have been built and occupied by the local Smith Family as well as by the Maunder's. Further, it has been used for residential purposes since its construction. As a result, it demonstrates historical significance at a local level. Although the building has undergone some modifications, it continues to retain significant internal and external fabric representative of timber framed cottages. As a result, it demonstrates aesthetic and representative significance at a local level. In addition, the dwelling is considered to be rare within the local area, as timber framed*

*cottages are becoming scarce. The dwelling however does not demonstrate associative, social and technical significance at a local level.*

The proposed development would include the redevelopment of the Pymble Golf Club to facilitate a new club house and new residential units with part of the existing club house being demolished. As the cottages at No. 12 and No. 14 Cowan Road are proposed to be relocated within the same general area of the site, both items would be modified to remove later additions and reinstate original detailing. No. 12 Cowan Road is proposed for use as a common facility for future residents, and No. 14 Cowan Road is proposed to be a residential unit and part of the future strata subdivision. These land uses will be subject to a future development application.

In conclusion, the NSW Office of Environment & Heritage's guidelines require the aspects of the proposal to be summarised. Heritage 21 provide the following summary:

- The existing golf club house does not demonstrate values of heritage significance and can, as such, be demolished
- There is little heritage significance associated with the curtilage of No. 12 Cowan Road and No. 14 Cowan Road, therefore their relocation to a nearby location on site would be acceptable, as the cottages would still be within the appropriate setting
- The relocation of No. 12 Cowan Road and No. 14 Cowan Road would aim to conserve all significant heritage fabric
- The removal of the rear extension and reinstatement of the original rear veranda at No. 12 Cowan Road would increase the integrity of the original built form
- The removal of the rear extension and reinstatement of the original front open veranda at No. 14 Cowan Road would increase the integrity of the original built form
- The proposed residential development and new club house would be contemporary and readily identifiable as new buildings on the subject site
- The proposed landscaping plan would create a garden setting for the site
- The proposal would ensure the continued community engagement with the site as a golf course.

Heritage 21 advise that there are no aspects of the proposal which could be detrimental to the significance of the subject site. The positive impacts of the proposal have been addressed and recommendations are provided in Section 7.2 of their report and identified as further mitigation measures.

Heritage 21 has been involved in the design process from inception of the project. The following options were presented for the timber framed cottages located at No. 12 Cowan Road and No. 14 Cowan Road:

**Option A:** Conserve fabric in situ

**Option B:** Relocate cottages at No. 12 Cowan Road and No. 14 Cowan Road to a new position on the site.

**Option C:** Disassemble and salvage those elements within the cottages identified as high significance.

All these options were considered acceptable from a heritage perspective. However, during design and development, retention of the cottages in their general setting was deemed the most appropriate option. Furthermore, to ensure maximum conservation of the significance of the subject site, Heritage 21 also advises the following:

- *For ongoing protection and conservation of these items, Heritage 21 would recommend Ku-ring-gai Council consider inclusion of these buildings as heritage items under Schedule 5 of the KLEP 2015. In terms of future management, it is noted that the buildings can be relocated. The buildings should remain in their general setting:*
  - *An Interpretation Plan should be prepared to develop content, installation strategy and/or a maintenance plan for the proposed interpretive media. The focus of this exercise is not for passive historical instruction but for interactive engagement between a site and the community.*
  - *The works should be monitored by a suitably qualified heritage architect for the relocation and conservation works to the timber framed cottages at No. 12 and No. 14 Cowan Road.*
  - *The heritage architect is to provide ongoing advice on site.*
  - *Photographic Archival Recording (PAR) should be prepared by a suitably qualified Heritage Consultant prior to any development being carried out on the site. The report must consist of an archival standard photographic record of the site and buildings externally including the existing character of the streetscape and the views to and from the subject site and heritage items in the vicinity, exteriors and interiors, landscape and curtilage area and general views to and from the site.*
  - *The recording shall be undertaken in accordance with the guidelines for Photographic Recording of Heritage Items Using Film or Digital Capture (2006) prepared by the NSW Office of Environment & Heritage and copies should be retained in Council's Archives and Local Studies collection.*

*Heritage 21 is therefore confident that the proposed development complies with pertinent heritage controls and would engender a positive impact on the heritage significance of*

*the subject site. We therefore recommend that Ku-Ring-Gai Council view the application favourably on heritage grounds.*

*Given the above, existing improvements upon the site are not of heritage significance. Accordingly, it is considered that the Planning Proposal will have no impact upon heritage values. Furthermore, in this circumstance it is proposed to retain, relocate and heritage list Nos. 12 and 14 Cowan Road (both footprint and curtilage) on Schedule 5 of the Ku-Ring-gai Local Environment Plan 2015 (the instrument now in force). The use of the cottages will be subject to a future development application.*

### **Existing Vegetation**

The Arboricultural Impact Assessment Report determines the health, condition, and significance of approximately 41 trees upon the site. The Report provides preliminary information on the identified trees during construction and operation stages based upon the supplied basic conceptual site plan. Refer to **Appendix D** for further detail.

The Arboricultural Impact Assessment notes the Preferred Option produced by Mayoh Architects illustrates that all potential excavation and proposed building footprints represent 'minimal to no impact or encroachment to the High (biodiversity mapped) and medium retention value trees onsite'.

There are many smaller exotic and native trees that would need be removed to allow for the proposed development, and a small number of trees that may need to explore further management options, such as transplanting on site, or instillation of tree protection measures during the construction phase of any future development.

The report as undertaken to meet the following objectives:

*This report has been undertaken to meet*

*Conduct a visual assessment from ground level of trees located on or close to development proposed within the site.*

*Determine the trees estimated contributing years, remaining useful life expectancy and award the tree a retention value.*

*Provide an assessment of the potential impact the proposed development is likely to have on the condition of the subject trees in accordance with AS4970 Protection of trees on development sites (2009).*

*Recommend methods to mitigate development impacts where appropriate.*

*Recommend pragmatic tree protection measures for any tree to be retained in accordance with AS4970 Protection of Trees on Development Sites - 2009.*

The assessment makes the following recommendations:

*This report assesses the preliminary impact of a proposed development at the site on 41 trees located on or close to the site in accordance with AS4970 Protection of trees on development sites (2009).*

*It is recommended that Trees numbered 2, 3, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 17 (a + b), 20, 21, 22, 30, 31, 32, 33, 37, 38, 39, 41 (total of 26 trees) all be retained and protected. Arboriculturally sensitive design will be required when designing within TPZs and SRZs, with root investigation likely to be required.*

*Tree 16 (total of 1 tree) will require further investigation in the form of a transplant assessment.*

*It is recommended that Trees numbered 9, 18, 19, 23, 24, 25, 26, 27, 28, 29, 34, 35, 36, 40 (total of 14 trees) be approved for future removal to cater for the proposed rezoning and future development of the site.*

*No Tree Protection measures are required at this time due to the type of rezoning development.*

*This report does not provide approval for tree removal or pruning works. All recommendations in this report are subject to approval by the relevant authorities and/or tree owners. This report should be submitted as supporting evidence with any tree removal/pruning or development application.*

### **Traffic & Transport**

The appended Transport Impact Assessment at **Appendix G** has been prepared to examine the broader traffic and transport characteristics of the Planning Proposal.

This Assessment was designed to provide a more holistic overview of the Proposal to ensure that any potential issues can/could be resolved as part of a future DA. It is noted from the outset that a further detailed assessment of the Proposal will be required as part of a future

Development Application should the Planning Proposal be approved, particularly regarding the detailed design of access and basement parking levels.

The TIA notes traffic surveys were undertaken at key intersections identified by Council during the AM, PM and Saturday (noon) peak periods providing clarification as to why surveys were taken outside the March-September winter sports season.

The TIA also provides information relating to the discussions with Transport for NSW and the strategic alignment of upgrade proposals with respect to the upgrades identified in the St Ives Town Centre Traffic and Parking Study to understand the status of any proposed road and transport improvements along the corridor.

Ason Group consulted with the TfNSW regarding the following:

- In an email dated 11 September 2018 (see Appendix D), TfNSW advised that no projects were identified in the St Ives area as part of the Pinch Point Program and that the only projects along Mona Vale Road were:
  - Pacific Highway at Mona Vale and Ryde Road, Pymble/Gordon (completed 2019); and
  - Mona Vale Road, Forest Way and Garigal Road, Terrey Hills (completed 2018).

At Council's request given the elapsed time since that engagement, TfNSW were again contacted in August 2022 to ascertain the status of any proposed road and transport improvements along the Mona Vale Road corridor.

It is evident that there are no proposed road and transport improvements planned by TfNSW in the St Ives town centre area.

Information was obtained (EMME model outputs) to inform development of a future baseline (i.e. without the Proposal) conditions.

The modelling in Section 4.7.1 of the TIA accounts for the redistribution of trips advised and provides for the forecast annual increase.

Preliminary discussions have been held with TfNSW Transport Management Centre (TMC) officers in relation to the current operation of traffic signals along the Mona Vale Road corridor, noting that signal cycle and phase times along Mona Vale Road are largely governed by the

performance of the Mona Vale Road / Pentecost Avenue intersection. This data and advice has been incorporated into the TIA conclusions, analysis and modelling.

The Bus Priority Infrastructure Program (BPIP) team further advised that they are not currently proposing any changes in the St Ives area.

Ason Group has Transport Impact Assessment has considered the specific consideration of accessibility to services and public transport as well as the existing and future base traffic conditions.

The TIA concludes that the potential impacts of the Proposal on the local traffic network, focusing on the key intersections as identified by Council are as follows:

- *The Proposal offers an excellent urban infill opportunity within the Ku-ring-gai LGA, aligning with the broader Government objectives and the Sydney Metropolitan strategy to increase and accelerate housing supply. The proposed increase in housing density is within an identified local precinct whose impacts are alleviated through the Proposed Community Infrastructure requirements stipulated in DCP 2022.*
- *The Site has excellent and immediate access to retail, commercial and recreational services within the St Ives Shopping Village and St Ives Town Centre as well as convenient access to surrounding strategic centres, Sydney CBD, health and education precincts.*
- *The Site has excellent and immediate access to public transport, with local buses providing access not only to rail at Gordon Railway Station, but also to key local and regional centres. The impact of the Proposal on the bus services and infrastructure will be minimal.*
- *The travel mode by private car in St Ives is high, but it is encouraging that there have been increases in the number of people using public transport rather than private vehicles for the key trip to work. Implementation of the Green Travel Plan will see a shift away from private transport use.*
- *Using a conservative trip rate of 0.5 trips per dwelling in the peak hours applied to a higher Site yield estimate of 100 units, an estimated Site generation of 50 vehicle trips per hour during the weekday AM and PM peak periods is forecast.*



- *The clubhouse will not generate more trips as the trip rate is directly linked to the number of members and not GFA. Accordingly, any renovations will not see an increase in trip generation as there are no plans to increase the quantum of members from what is existing.*
  
- *The operation of the key intersections as identified by Council has been assessed for the Weekday (AM and PM) and Weekday (Saturday Noon) peak periods, with consideration of:*
  - *Existing (2017) conditions.*
  - *Future (2027) Base conditions, which in turn consider traffic flow increases as well as planned infrastructure upgrades within the local road network).*
  - *Future (2027) Base conditions plus the trip generation of the Proposal, which itself is based on rates determined with reference to TfNSW guidelines and our background experience in the assessment of residential development.*
  - *Proposed left in/left out access at the Site from/to Cowan Road.*
  
- *Further to this assessment Ason Group has determined that:*
  - *The network generally operates within capacity with some intersections nearing capacity. Queueing on Cowan Road does not affect the existing Site access.*
  - *Under future base conditions (without the Proposal) all intersections operate with acceptable delays (Level of Service D or better during both peak periods) further to consideration of annual background traffic growth. Analysis shows the queue lengths in Cowan Road on the northern approach to Mona Vale can occasionally extend past the existing Site access.*
  - *The proposed Site access restriction to left-in/left-out only*
    - *potentially by multiple access driveways, separating different uses/areas*
    - *limits queuing within Cowan Road and reduces the potential for vehicle conflicts associated with right turn movements in a constrained environment (Cowan Road). While this results in Site traffic circulating through the St Ives Town Centre or back up to Killeaton Street, the analysis indicates that this has no significant impact on the operation of the key intersections.*
    - *Detailed design of the access point(s) shall occur as part of future DA phase design development. It is expected that on-site loading shall need to make provision for access by the appropriate design vehicles.*

- *A Green Travel Plan (GTP) has been developed as part of a proposed management strategy and comprises a package of measures designed to address the specific travel needs and impacts of the Proposal. The overall intention of the GTP in Appendix B is to encourage and facilitate the use of alternatives to single-occupancy car travel for journeys associated with the Site.*

*In summary, the transport impacts of the Proposal are considered supportable, though it is acknowledged that further detailed assessment will be required as part of future Master Planning or Development Applications for the Site.*

### **Urban Design and Built Form**

The Planning Proposal demonstrates site specific merit as demonstrated by the Urban Design Report at **Appendix E** which was prepared to summarise the findings of the indicative design for the proposed rezoning.

The proposed buildings heights (11.5 metres to 17.5 metres) have been established to respond to the existing building heights within the St Ives Local Centre and adjacent residential development. Section 4.1 of the Urban Design Report explains:

*Building heights to range from 3-5 storeys to provide continuity and interface with current permissible heights within both the adjacent R3 and R4 zones. Provide 5 storey height where closest to the Christ church site with its 5 storey permissible height and in the context of the tallest existing trees, in order to establish the southern end of Cowan Rd as part of the southern town centre gateway. Provide for 3 storey height adjacent to the 3 storey R3 zone and to the open space of the golf course. Provide substantial side setback to the side boundary adjacent to the R3 zone.*

The streetscape retains a heavily vegetated setback of 10 -12 metres to Cowan Road, consistent with the deep soil provisions contained within the existing DCP. This will ensure the development contributes and enhances the landscape character of the locality.

### **Overshadowing**

Shadow and solar access analysis has been undertaken using the indicative design. As indicated in the Urban Design Report, the indicative design casts minimal shadows on adjoining properties.

### **Q10. Has the planning proposal adequately addressed any social and economic effects?**

Items or places of non-Aboriginal or Aboriginal cultural heritage not already addressed elsewhere.

As identified in the Statement of Heritage Impact at **Appendix F**, the existing improvements upon the site intended to be demolished do not exhibit any significant heritage or cultural values as they do not meet the criterion for inclusion on Schedule 5 of the KLEP 2012 & 2015 as an item of environmental heritage. The intent of the Planning Proposal is to retain in perpetuity operation of the Pymble Golf Club and its service to the cultural and recreational needs of its members. The Planning Proposal will therefore not diminish the locality's heritage, culture, and identity.

### ***Social Effects***

The Green Travel Plan identifies strategies which prioritises 'active transport' including walking and cycling. This, coupled with appropriate controls to achieve a human scale development, will promote a walkable neighbourhood. This will ultimately deliver healthy and active lifestyles for future residents within the development and the locality, contributing to liveability.

Sustainability is also improved as the number of trips by public transport, walking and cycling will reduce emissions.

As indicated in the Indicative Landscape Masterplan (in Urban Design Report at **Appendix E**), gathering spaces embellished with seating and shelter will promote social interaction within the future development.

### ***Economic Effects***

The Planning Proposal demonstrates site specific merit given its unique land size is a valuable opportunity for an increased supply of residential housing for the locality consistent with the aims and needs of the Local Housing Strategy.

Importantly, the proposal provides for an increase in the variety of housing (adaptable apartments) in an area traditionally occupied by detached dwelling houses. The provision of higher density housing enables the existing population looking to downsize, but also provides a more affordable opportunity for those looking to enter the St Ives housing residential flat building market.

The proposal will have positive economic impacts during the construction phase. No changes will occur to the employment associated with the existing golf course and/or clubhouse. The site will continue to be used to support the local economy including use of the existing clubhouse commercial and social functions.

The site is well serviced by existing infrastructure and is in proximity to St Ives commercial centre, providing future residents with access to services and facilities to meet daily needs along with potential local employment opportunities.

More broadly the site is near Mona Vale Road, providing access to existing bus services and connection to train stations, enabling access to larger employment precincts including the Eastern Economic Corridor which includes Macquarie Park, Chatswood, St Leonards, North Sydney and Sydney CBD. The site is also in proximity to the Frenchs Forest Precinct which includes the new Northern Beaches Hospital site.

An Economic or Social Impact Assessment may be required as a condition of Gateway outlining the public benefits of the Planning Proposal.

#### **D. INFRASTRUCTURE (LOCAL, STATE AND COMMONWEALTH)**

##### **Q11. *Is there adequate public infrastructure for the planning proposal?***

The Planning Proposal demonstrates site specific merit given its proximity to public transport and infrastructure options. The Transport Impact Assessment (**Appendix G**) states:

*The network generally operates within capacity with some intersections nearing capacity. Queueing on Cowan Road does not affect the existing Site access.*

*Under future base conditions (without the Proposal) all intersections operate with acceptable delays (Level of Service D or better during both peak periods) further to consideration of annual background traffic growth. Analysis shows the queue lengths in Cowan Road on the northern approach to Mona Vale can occasionally extend past the existing Site access.*

*The proposed Site access restriction to left-in/left-out only—potentially by multiple access driveways, separating different uses/areas—limits queuing within Cowan Road and reduces the potential for vehicle conflicts associated with right turn movements in a constrained environment (Cowan Road). While this results in Site traffic circulating through the St Ives Town Centre or back up to Killeaton Street, the analysis indicates that this has no significant impact on the operation of the key intersections.*

This demonstrates that there is adequate public road infrastructure to accommodate future development upon the site with no significant impact on the operation of the key intersections.

Future Transport 2056 Strategy identifies an east-west public transport connection from Mona Vale to Macquarie Park. The LSPS outlines that housing supply timing within St Ives is tied to the delivery of this transport infrastructure.

The site is located adjacent the St Ives Local Centre which provides retail services and community facilities. The LSPS identifies further growth will require additional local infrastructure. Current infrastructure projects being planned or delivered within St Ives include:

- St Ives Community Hub - a new library, community centre and town square delivered by a development partner as part of a mixed use development
- St Ives Showground Precinct - an outdoor entertainment and tourism destination including regional playground
- St Ives Village Green - a new recreation precinct including a skate bowl, plaza and playground
- St Ives High School - a new indoor sports facility jointly delivered by Council and Department of Education.

Given the sites proximity to transport, major roads, retail services and development in infrastructure projects within St Ives, it is considered that there is adequate public infrastructure to accommodate the Planning Proposal.

The delivery of the imminent Gateway Determination will confirm whether a local contribution plan is required to be exhibited with the planning proposal and require regular feedback on the progress of finalising an infrastructure strategy and high-level costs. A local contributions plan may be required.

## **E. STATE AND COMMONWEALTH INTERESTS**

### **Q12. *What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?***

Consultation with relevant state and commonwealth agencies will be conducted should a Gateway Determination be issued for the Planning Proposal which demonstrates site specific merit.

The Gateway Determination will nominate whether any public authorities are to be consulted. It is likely that public consultation will occur with:

- Transport for NSW - Roads and Maritime Services
- Transport for NSW

- Sydney Water
- Environment, Energy and Science
- Relevant infrastructure service providers

## PART 4 – MAPPING

### Section 3.33(2)(d) Maps to be adopted by the proposed instrument

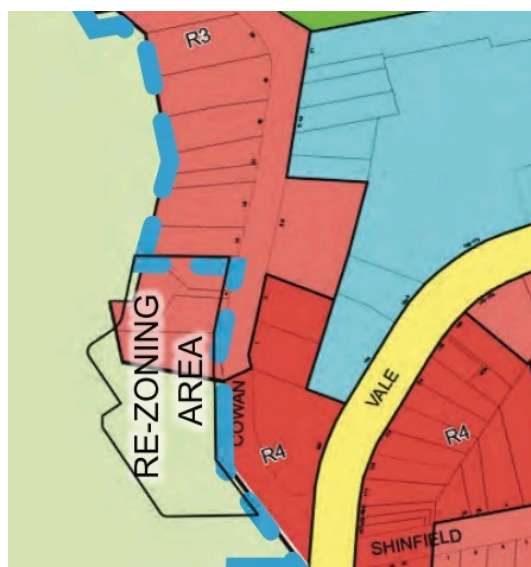
The following maps are required to be changed to facilitate the proposal:

- Land use zone (**Figures 15 and 16**)
- Lot size (**Figures 17 and 18**)
- Height of building (**Figures 19 and 20**)
- Floor space ratio (**Figures 21 and 22**)
- Heritage (**Figures 23 and 24**)

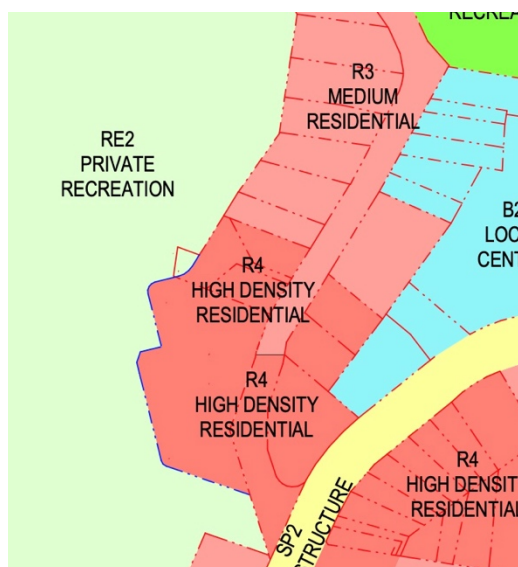
### Land Use Zone

The proposed changes to the Land Use Zone Map are summarised as follows:

- Rezone the land from R3 Medium Density Residential and RE2 Private Recreation to R4 High Density Residential
- Rezone the land from R3 Medium Density Residential to RE2 Private Recreation



**Figure 13:** Current land use zone map.



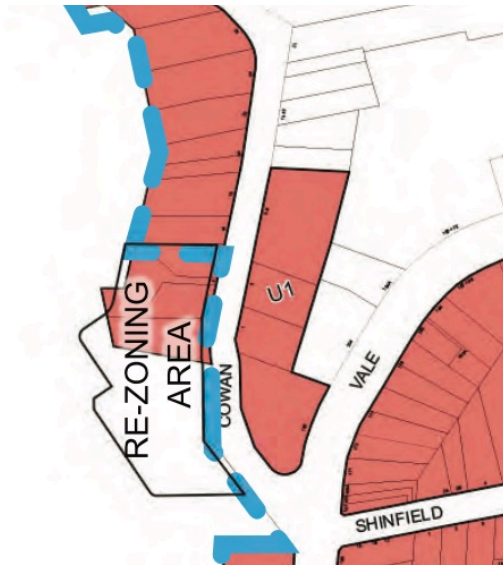
**Figure 14:** Proposed land use zone map.



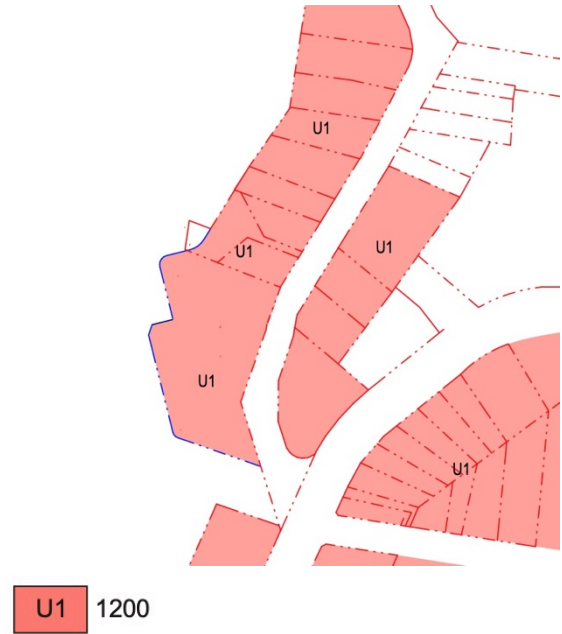
## Lot Size

The proposed changes to the Lot Size Map are summarised as follows:

- Introduce a minimum lot size of 1,200m<sup>2</sup>
- Remove the minimum lot size of 1,200m<sup>2</sup> from a small portion of the site



**Figure 15:** Current lot size map.



**Figure 16:** Proposed lot size map.

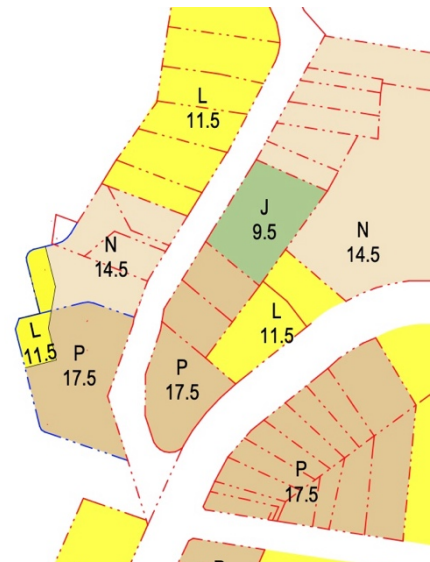
## Height of Buildings

The proposed changes to the Height of Buildings Map are summarised as follows:

- Introduce a building height of 11.5 metres, 14.5 metres and 17.5 metres
- Remove a maximum building height of 11.5 metres from a small portion of the site



**Figure 17:** Current maximum height of building map.



L	11.5
N	14.5
P	17.5

**Figure 18:** Proposed maximum height of building map.

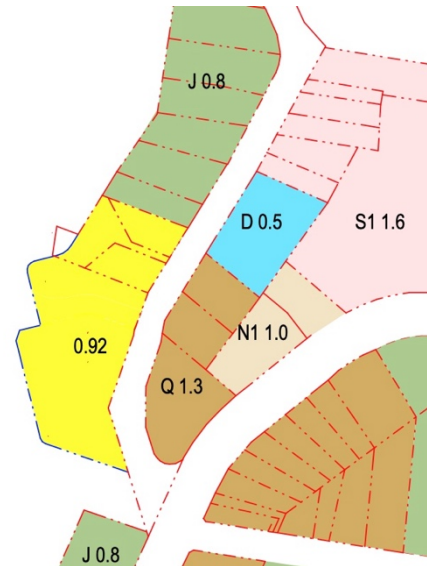
## Floor Space Ratio

The proposed changes to the Floor Space Ratio Map are summarised as follows:

- Introduce a maximum FSR of 0.92:1
- Remove a maximum FSR of 0.8:1 from a small portion of the site



**Figure 19:** Current FSR map.



**Figure 20:** Proposed FSR map.

## Heritage

The proposed changes to the Heritage Map are summarised as follows:

- Heritage list the building and curtilage of No. 12 Cowan Road, St Ives
- Heritage list the building and curtilage of No. 14 Cowan Road, St Ives



**Figure 21:** Proposed Heritage map.

## **PART 5 – COMMUNITY CONSULTATION**

### **Details of the community consultation that is to be undertaken on the planning proposal**

This section of the planning proposal must describe:

- Prior to lodgement of the Planning Proposal, community consultation was undertaken with key stakeholders including neighbouring land owners and Club members where issues such as the nature of the rezoning and its implications for the club and adjoining residents, traffic, car parking, and the scale of intended development.

Date of Consultation: Wednesday 11 October 2017

Type of Consultation: Facilities and Assets Presentation to members

Information presented: The current state of the facilities and assets and the way forward

Date of Consultation: November 2017

Type of Consultation: Facilities and Assets email to members

Information presented: Presented the current state of the facilities and assets and the way forward

Date of Consultation: Thursday 22 February 2018

Type of Consultation: Information evening for non-member neighbours

Information presented: Presented was is currently happening at Pymble Golf Club and the way forward

Date of Consultation: December 2018

Type of Consultation: Presidents message email to Members

Information presented: Update on all the current events and projects at Pymble Golf Club

Date of Consultation: Wednesday 10 April 2019

Type of Consultation: Rezoning meeting for members who are neighbouring landowners

Information presented: Presented the latest information to members who are neighbouring landowners

Attendance: 53 Members who are neighbouring landowners

Date of Consultation: Wednesday 9 May 2019

Type of Consultation: Members Rezoning Meeting

Information presented: Presented the latest information to Members on the rezoning

Attendance: 101 members present including Peter Mayoh and Peter Hinteregger from Mayoh Architects

Date of Consultation: Wednesday 10 April 2019

Type of Consultation: Meeting to non-members who are neighbouring landowners

Information presented: Presented the latest information on the rezoning project

Attendance: 21 non-members who are neighbouring landowners

Date of Consultation: December 2019

Type of Consultation: Presidents message email to members

Information presented: Update on all the current events and projects at Pymble Golf Club

- Should the Planning Proposal be supported by Council and issued a gateway determination by the State government, the Planning Proposal will be required to be placed on public exhibition in the manner detailed in the gateway determination, having regard to the requirements of the Environmental Planning & Assessment Act and Regulation any other relevant process requirements of Ku-ring-gai Council.
- The Gateway determination will outline the required public exhibition period based on the different planning proposal categories. It is suggested the Planning Proposal is a Standard Planning Proposal and will therefore be exhibited for at least 20 working days.
- The Gateway determination may also specify additional information or studies to be finalised before any consultation commences, often to make sure that everyone can make an informed opinion. In some cases, the Gateway determination may require the PPA to submit studies to the Department for review prior to public exhibition.

## PART 6 – PROJECT TIMELINE

The NSW Government is implementing a range of planning reforms that will make it easier to navigate the planning system, reduce assessment times, and make it easier to invest in NSW. The Department has a target of achieving a 33% reduction in average planning proposal assessment timeframes to 380 working days by June 2023, measured from referral of a planning proposal to the Department for Gateway to finalisation.

**Table 2.** Planning Proposal Benchmark

STAGE	Timeframe and/or date
Consideration by Council	
Council decision	
Gateway determination	
Pre-exhibition	
Commencement and completion of public exhibition period	
Consideration of submissions	
Post-exhibition review and additional studies	
Submission to the Department for finalisation (where applicable)	
Gazettal of LEP amendment	

**APPENDIX A**



## APPENDIX B

## APPENDIX C

## APPENDIX D

## **APPENDIX E**

## **APPENDIX F**

## **APPENDIX G**

## **APPENDIX H**