
PLANNING PROPOSAL FOR 4, 12 & 14 COWAN ROAD, ST IVES - PYMBLE GOLF CLUB

EXECUTIVE SUMMARY

PURPOSE OF REPORT:	To refer the Planning Proposal for 4, 12 & 14 Cowan Road, St Ives (Pymble Golf Club) to the Ku-ring-gai Local Planning Panel (KLPP) for advice as required by the Local Planning Panels Direction – Planning Proposals issued by the Minister for Planning under Section 9.1 of the <i>Environmental Planning and Assessment Act 1979</i> .
BACKGROUND:	The Planning Proposal seeks to amend the Ku-ring-gai Local Environmental Plan 2015 (KLEP 2015) to • Amend the Land Use Zone Map to rezone part of the Pymble Golf Club land holdings to R4 High Density Residential and extend part of the RE2 Private Recreation Zone • Amend the Height of Buildings Map to a combination of 11.5, 14.5 and 17.5 metres, to enable residential flat development 3-5 storeys in height. • Amend Floor Space Ratio Map for the R4 High Density Residential Zoned land to show a maximum of 0.92:1. • Amend the Heritage Map and Schedule 5 Environmental Heritage to heritage list 12 and 14 Cowan Road.
COMMENTS:	The Planning Proposal has been assessed and found to have sufficient strategic and site-specific merit to enable it to proceed to Gateway Determination and public exhibition subject to minor amendments.
RECOMMENDATION:	That the KLPP make a recommendation to Council that the Planning Proposal, as amended in this report, be submitted to the Department of Planning and Environment for a Gateway determination.

PURPOSE OF REPORT

To refer the Planning Proposal for 4, 12 & 14 Cowan Road, St Ives (Pymble Golf Club) to the Ku-ring-gai Local Planning Panel (KLPP) for advice as required by the Local Planning Panels Direction – Planning Proposals issued by the Minister for Planning under Section 9.1 of the *Environmental Planning and Assessment Act 1979*.

BACKGROUND

A formal pre-Planning Proposal meeting was held on 15 May 2018 (**Attachment A1**). The Planning Proposal was submitted in January 2020. The Planning Proposal was incomplete. Following the submission of revised documentation and payment of fees, the assessment of the Planning Proposal formally commenced in April 2020.

Throughout the assessment process, the Planning Proposal has been updated by the proponent in accordance with advice provided by Council officers throughout 2020-2022.

The Planning Proposal is included at **Attachment A2** and the appendices to the Planning Proposal are included at **Attachment A3-A10**.

Site Description and Local Context

The site that is the subject of the Planning Proposal is located at 4, 12 and 14 Cowan Road, St Ives. 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. The land that is the subject of this Planning Proposal has an area of approximately 10,000m² and is located immediately adjacent to Cowan Road. The land comprises the existing club house, car park and single storey timber cottages at 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.



Figure 1. Subject site aerial view

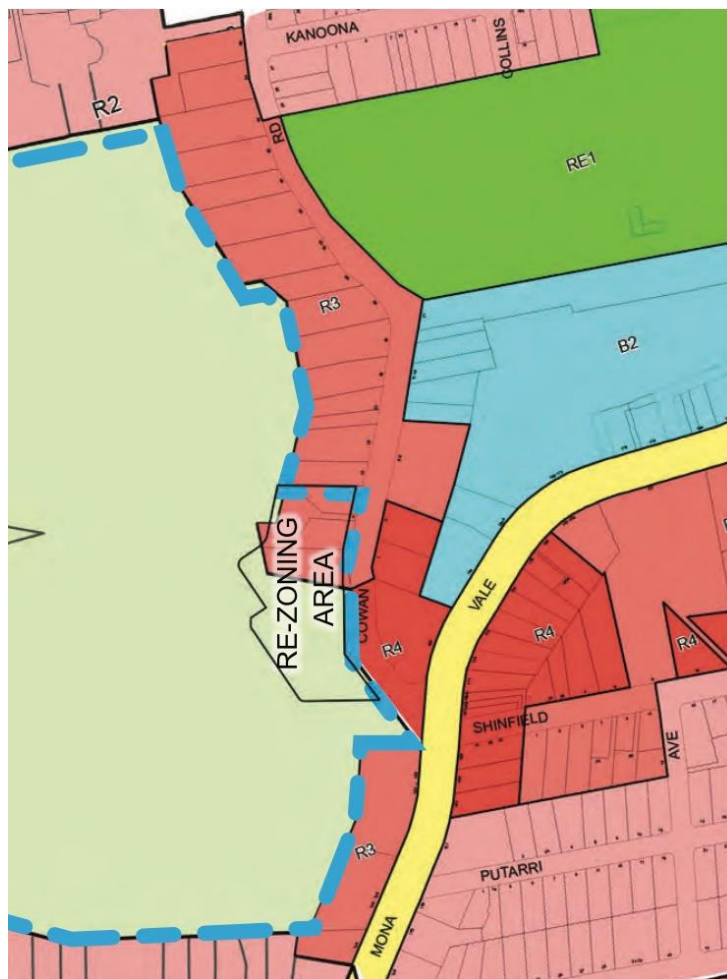


Figure 2. Subject site and existing surrounding context

COMMENTS

Planning Proposal and the Proposed Amendments to KLEP 2015

The Planning Proposal for 4, 12 and 14 Cowan Road, St Ives (Pymble Golf Club) that was submitted to Council for assessment seeks to amend the KLEP 2015 to rezone the land, and to increase the maximum building height and floor space ratio controls applicable to 4, 12 & 14 Cowan Road, St Ives (Pymble Golf Club), and to relocate and heritage list the existing timber cottages at 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 from RE2 Private Recreation and R3 Medium Density Residential to R4 High Density Residential and extend part of the RE2 Private Recreation zone over existing R3 Medium Density Residential;
- Amend the Height of Buildings Map to a combination of 11.5, 14.5 and 17.5 metres, to enable residential flat development 3-5 storeys in height;
- Amend Floor Space Ratio Map for the R4 High Density Residential Zoned land to show a maximum of 0.92:1; and
- Amend the Heritage Map and Schedule 5 Environmental Heritage to heritage list 12 and 14 Cowan Road.

Merit

A Planning Proposal is not a Development Application and does not consider the specific detailed matters for consideration under Section 4.15 of the *Environmental Planning and Assessment Act 1979*. A Planning Proposal only relates to a Local Environmental Plan (LEP) amendment and cannot be tied to a specific development. The proposed amendments need to be acceptable as an outcome on the site regardless of the subsequent approval or refusal of any future development application.

A Planning Proposal must demonstrate the site specific and strategic merit of the proposed amendments. The following is an assessment of the relevant merits of the Planning Proposal:

Site Specific Merit Assessment

- **Urban Design**

An Urban Design Report is included at **Attachment A7**. An analysis of the Urban Design Report has been undertaken by Council's Urban Design Project Officer. This assessment concludes that the Planning Proposal and Indicative Design are considered appropriate for this well-located site. The Urban Design Report demonstrates that the indicative design could satisfy the controls detailed in *KDCP Part 7 - Residential Flat Buildings* as well as the nine design quality principles which are to be achieved by residential flat developments under *SEPP 65 Design Quality of Residential Apartment Development*.

A more detailed analysis is included in Table of Assessment at **Attachment A11**.

- **Traffic and Transport**

A Transport Impact Assessment is included at **Attachment A9**. An analysis of the Transport Impact Assessment has been undertaken by Council's Strategic Transport Engineer has reviewed the documents and provided the following key points. A more detailed traffic and transport analysis is included in the Table of Assessment, at **Attachment A11**.

The Planning Proposal has the following favourable transport aspects:

- Workers in the Statistical Area of the site that work within the Ku-ring-gai LGA (approximately a quarter of all workers in the Statistical Area) worked in the St Ives local centre and walked to work;
- The site is located within 400m of Mona Vale Road, where regular bus services operate between Mona Vale and Macquarie Park (via Gordon). Bus services to Gordon connect to the Sydney Trains network. There is currently sufficient capacity in these bus services and nearby bus stops to accommodate additional bus passenger demand resulting from the Planning Proposal;
- The site is well positioned to take advantage of improved bus services between Mona Vale and Macquarie Park which are foreshadowed in Future Transport Strategy and the Macquarie Park Strategic Infrastructure and Services Assessment;
- There is a good selection of retail, health/medical, leisure/recreational and community/cultural facilities within a 10 minute walk of the site, mostly located within the St Ives Shopping Village, St Ives Village Green/Cowan Oval and within the site itself;
- The local cycling network in the area is modestly developed, providing a degree of local and regional cycling connectivity;
- The proposal is not expected to have significant additional impact on the operation of the key nearby intersections, with only minor increases in average delay at the intersection of Cowan Road/Village Green Parade and the intersection of Killeaton Street/Cowan Road.

The following transport constraints were found with respect to the Planning Proposal:

- The site has access to only a modest number of Strategic Centres (and therefore jobs) within 30 minutes by public transport, compared to other centres located further south in Ku-ring-gai;
- While existing bus services provide good connections between St Ives and Gordon, bus access to Macquarie Park is currently constrained by congestion on Ryde Road and Lane Cove Road;
- There is a notable absence of schools within easy walking distance of the site. The closest primary school is 15 minutes' walk from the site, and the closest high schools are approximately 20 minutes' walk. There is also limited route bus and school bus services connecting the site with nearby schools. Depending on the future demographic of the site, this could result in a higher reliance on cars being used as a mode of travel between the site and nearby schools.

- **Biodiversity**

An Ecological Constraints Assessment is included at **Attachment A5**, and an Arboricultural Impact Assessment Report is included at **Attachment A6**. Council's Natural Areas Program Leader has reviewed the documents and provided the following key points.

The Ecological Constraints Assessment confirms the presence of previously-mapped Blue Gum High Forest on the site and additionally identifies Sydney Turpentine-Ironbark Forest and as occurring on the subject site. Both of these Critically Endangered Ecological Communities (EECs) are represented on the site by fragmented large canopy trees with no mid-storey and only turfed grassland groundcovers present.

Trees comprising EECs are captured on Ku-ring-gai Council's Greenweb and Terrestrial Biodiversity Maps, with the exception of one *Angophora costata* on the eastern boundary of 10 Cowan Road that would fall under the 'Canopy Remnant' category of Greenweb mapping. Should a site-specific Development Control Plan (DCP) be proposed, the Greenweb mapping should be updated to include the *Angophora* through this process, however this is not critical if this is the only issue being addressed through as site specific DCP.

The arborist report identifies 39 trees (or groups of trees) with Tree Protection Zones (TPZs) intersecting the subject site. The arborist report assesses potential impacts to these trees from the indicative development design and recommends that a total of 15 trees be approved for future removal to cater for the proposed rezoning and future development of the site. The report demonstrates that high density development can be sited and designed to retain and protect significant trees including those comprising Endangered Ecological Communities, subject to arboriculturally sensitive design.

The Urban Design Report demonstrates that the indicative design can satisfy the controls detailed in Part 18 of the DCP and in Clause 6.3 of the KLEP 2015 to protect EECs, retain habitat, and enhance biodiversity values on the site.

The recommended amendment to include the *Angophora costata* on the eastern boundary of 10 Cowan Road, Pymble in the Greenweb mapping will be incorporated into Council's upcoming review of the Development Control Plan, which involves other updates to the Greenweb mapping. This will ensure the tree is identified in Councils DCP separately to this Planning Proposal process.

- **Heritage**

A Statement of Heritage Impact is included at **Attachment A8**. Council's Heritage Consultant has reviewed the documents and provided the following key points. A more detailed analysis is included in the Table of Assessment at **Attachment A11**, which includes an overview of the information and comments that have flowed between the proponent and Council in relation to heritage since 2018.

The applicant has provided documentation to suggest and substantiate the heritage listing of the two dwellings at 12 and 14 Cowan Road, St Ives as part of the Pymble Golf Club Planning Proposal. Council has supported this recommendation and accordingly, the overall planning proposal has been adjusted to respond to the recommendation and so that the dwellings can be retained, albeit in slightly adjusted locations within their current settings.

From a heritage perspective, the proposal to heritage list on Schedule 5 of KLEP 2015 and slightly relocate the two dwellings at 12 and 14 Cowan Road (DP 531533, lot 1, 3 and part of lot 2) (See Figure 1 below) is considered to be an acceptable approach in this situation. The listings will ensure that the buildings are retained in the streetscape as well as the associated established vegetation around them.

The respective curtilages will be adjusted once the cottages are relocated, and the relevant background and this intention will be outlined the State heritage Inventory. The DCP will also address the appropriate adjustment of the heritage curtilage at the time of their relocation to avoid unnecessary heritage listing of the new development.



Figure 3. The current lot configuration. It is suggested that Lot 1, 3 and the access handle of Lot 2 are included on the heritage map and redefined once the building are moved.

As a result of this heritage assessment, it is recommended that the proponent amend the proposed heritage map in Part 4 of the Planning Proposal to include the access handle of Lot 2 following the diagonal line.

Strategic Merit Assessment

- Greater Sydney Region Plan and North District Plan

The Planning Proposal is consistent with the objectives of the *Greater Sydney Region Plan – A Metropolis of Three Cities*, in particular:

- Objective 6: Services and infrastructure meet communities' changing needs
- Objective 7: Communities are healthy, resilient and socially connected
- Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods
- Objective 10: Greater housing supply
- Objective 11: Housing is more diverse and affordable
- Objective 12: Great places that bring people together
- Objective 13: Environmental heritage is identified, conserved and enhanced

Item GB.1

S12645

- Objective 22: Investment and business activity in centres
- Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced
- Objective 28: Scenic and cultural landscapes are protected
- Objective 30: Urban tree canopy cover is increased
- Objective 37: Exposure to natural and urban hazards is reduced

A Metropolis of Three Cities outlines that liveability incorporates access to housing, transport and employment, as well as social, recreational, cultural and creative opportunities. Provision of housing close to public transport and services and facilities improves the opportunity for people to walk and cycle to local shops and services. The plan advocates for the protection and enhancement of biodiversity values. The proposal is consistent with these principles.

The Planning Proposal is consistent with the planning priorities of the North District Plan, in particular:

- Planning Priority N3: Providing services and social infrastructure to meet people's changing needs
- Planning Priority N4: Fostering health, creative, culturally rich and socially connected communities
- Planning Priority N5: Providing housing supply, choice and affordability, with access to jobs, services and public transport
- Planning Priority N6: Creating and renewing great places and local centres, and respecting the districts heritage
- Planning Priority N12: Delivering integrated land use and transport planning and a 30-minute city
- Planning Priority N16: Protecting and enhancing bushland and biodiversity
- Planning Priority N17: Protecting and enhancing scenic and cultural landscapes
- Planning Priority N19: Increasing urban tree canopy cover and delivering Green Grid connections
- Planning Priority N20: Delivering high quality open space

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

The Ku-ring-gai Local Strategic Planning Statement (LSPS) came into effect on 17 March 2020 and provides a 20 year vision and local planning priorities and associated actions for land use planning in Ku-ring-gai. The Planning Proposal is consistent with the following local planning priorities:

- K3. Providing housing close to transport, services and facilities to meet the existing and future requirements of a growing and changing community.
- K4. Providing a range of diverse housing to accommodate the changing structure of families and households and enable ageing in place.
- K5. Providing affordable housing that retains and strengthens the local residential and business community
- K6. Revitalising and growing a network of centres that offer unique character and lifestyle for local residents.
- K9. Promoting St Ives as an active green lifestyle and shopping destination.
- K12. Managing change and growth in a way that conserves and enhances Ku-ring-gai's unique visual and landscape character.

Item GB.1

S12645

- K13. Identifying and conserving Ku-ring-gai's environmental heritage.
- K17. Providing a broad range of open spaces, sporting and leisure facilities to meet the community's diverse and changing needs.
- K21. Prioritising new development and housing in locations that enable 30minute access to key strategic centres.
- K28. Improving the condition of Ku- ring-gai's bushland and protecting and fauna and their habitats.
- K29. Enhancing the biodiversity values and ecosystem function services of Ku-ring-gai's natural assets.
- K31. Increasing, managing and protecting Ku-ring-gai's urban tree canopy.
- K35. Protecting and improving the health of waterways and riparian areas.

While the Planning Proposal is consistent with the overarching local planning priority to provide housing close to transport, services and facilities, the LSPS provides specific details about each centre, its suitability for additional housing and timing. The LSPS sets out that the St Ives Primary Local Centre is suitable for additional housing as it contains a bus route on an arterial road corridor and meets the criteria for 30-minute access to a strategic centre and is supported by Council's community hub projects with retail services and community facilities. The LSPS outlines the timing for future housing delivery in the St Ives centre as 6-10 year (2021-2026) and 11-15 year (2026-2031) subject to the provision of priority bus infrastructure from Mona Vale to Macquarie Park.

This Planning Proposal seeks to allow for approximately 78 additional dwellings in the centre prior to the provision of the rapid bus line between Mona Vale and Macquarie Park, which is inconsistent with the LSPS. Should the Planning Proposal proceed to Gateway, Transport for NSW will be providing a response as part of consultation with state agencies. Clarification regarding future upgrade to bus services and the Rapid Bus Line would be provided by Transport for NSW as part of that process.

Council's Strategic Transport Engineer has reviewed the Transport Impact Assessment submitted with the Planning Proposal, which indicates that the proposal is not expected to have significant additional impact on the operation of the key nearby intersections, with only minor increases in average delay at the intersection of Cowan Road/Village Green Parade and the intersection of Killeaton Street/Cowan Road.

It is noted that Council's LSPS includes an action to advocate to Transport for NSW to increase the priority and accelerate the delivery of infrastructure improvements identified in Future Transport 2056 that connects Ku-ring-gai internally and with nearby centres, including improvements to bus connections from Mona Vale to Macquarie Park (followed by the Bus Rapid Transit).

The Planning Proposal is generally consistent with the principles for the location of additional housing as set out in the LSPS:

- Stage housing delivery around centres of retail and economic activity that are serviced by the North Shore railway line or major bus routes along arterial roads, including provision of housing diversity, affordability and accessibility.
- Locate high density housing types within a 10min walk (800m radius) of Primary and Secondary Local Centres: Gordon, Lindfield, Turramurra, St Ives (subject to the provision of priority bus infrastructure), Roseville, Killara, Pymble and Wahroonga.

Item GB.1

S12645

- In considering areas for future medium and high-density housing form, the following areas are to be avoided:
 - o Heritage conservation areas.
 - o Areas of visual or aesthetic quality and character.
 - o Areas within or affecting scenic and cultural landscapes.
 - o Areas of intact tree canopy where the built form does not sit under the canopy.
 - o Areas with multiple constraints including steep topography.
 - o Areas with environmental values.
 - o Areas that are bushfire prone and with evacuation risk.
 - o Centres with limited transport and service access until improvements are implemented.

- **Ku-ring-gai Council Community Strategic Plan 'Our Ku-ring-gai 2038'**

The Ku-ring-gai Community Strategic Plan was adopted by Council in June 2019. 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 Planning Proposal is consistent with the following objectives:

- o C6.1 Housing diversity, adaptability and affordability is increased to support the needs of a changing community.
- o N2.1 Our bushland is rich with native flora and fauna.
- o N3.1 Our natural waterways and riparian areas are enhanced and protected.
- o P1.1 Ku-ring-gai's unique visual character and identity is maintained.
- o P3.1 The built environment delivers attractive, interactive and sustainable living and working environments.
- o 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.

- **Ku-ring-gai Housing Strategy Approval Letter Conditions**

Council's adopted Ku-ring-gai Housing Strategy provides all new dwellings to 2036 from capacity within the existing planning controls and zoning. As the Planning Proposal is seeking to rezone the site and amend the development controls to enable delivery of residential housing on the site, it is inconsistent with the Housing Strategy. The amendments sought by the Planning Proposal will enable the delivery of approximately 78 dwellings on the site. In approving the Ku-ring-gai Housing Strategy, the Department of Planning, Industry and Environment issued a number of approval conditions, one of which is:

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 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 a Gateway 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 serviced by transport, services and facilities.*

At OMC 16 November 2021 Council resolved to reject the Housing Strategy conditions of approval. However, clause 5 (3)(d) of the *Environmental Planning and Assessment (Statement of Expectations) Order 2021*, which requires Council to: ‘give effect to an adopted local planning strategy (such as a Local Housing Strategy), and any approval requirements issued by the Department’. The subject Planning Proposal submitted by the landowners is consistent with the requirements of Condition 6. The Planning Proposal will enable a higher density built form outcome on the site in an area that is close to public transport, services and facilities.

- **Section 9.1 Ministerial Directions and State Environmental Planning Policies (SEPPs)**

The Planning Proposal is not inconsistent with the State Environmental Planning Policies (SEPPs) applicable to the site. Many of these SEPPs contain detailed provisions and controls which would only apply at the Development Application stage.

The Planning Proposal is consistent with the applicable s9.1 Ministerial Direction, specifically those relating to:

- 3.2 Heritage Conservation
- 5.1 Integrating Land Use and Transport
- 6.1 Residential Zones

The objective of direction 6.3 is to discourage unnecessarily restrictive site-specific planning controls, and 4(c) outlines that a Planning Proposal must *allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended* - (6) notes that a Planning Proposal may be inconsistent with this direction, if the provisions are of a minor significance. If the creation of a Site Specific DCP is inconsistent with this direction, it is considered minor in nature and justifiable to ensure the best built form outcomes on the site.

Amendments required to be made to the Planning Proposal and supporting documentation

The Table of Assessment included at **Attachment A11** details the required amendments to be made to the Planning Proposal if Council is to support it being submitted to the Department of Planning and Environment for a Gateway Determination and proceed to public exhibition.

INTEGRATED PLANNING AND REPORTING

Theme 3: Places, Spaces and Infrastructure

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
P1.1 Ku-ring-gai's unique visual character and identity is maintained	P1.1.1 Strategies, plans and processes are in place to protect and enhance Ku-ring-gai's unique visual and landscape character	P1.1.1.1 Continue to review the effectiveness of existing strategies, plans and processes across all programs.

Community Strategic Plan Long Term Objective	Delivery Program Term Achievement	Operational Plan Task
P2.1 A robust planning framework is in place to deliver quality design outcomes and maintain the identity and character of Ku-ring-gai	P2.1.1 Land use strategies, plans and processes are in place to effectively managed the impact of new development	P2.1.1.2 Continue to review the effectiveness of existing strategies, local environmental plans, development control plans and processes across all programs

GOVERNANCE MATTERS

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

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

Local Planning Panels Direction – Planning Proposals issued by the Minister for Planning under Section 9.1 of the *Environmental Planning and Assessment Act 1979* requires Council to refer all Planning Proposals prepared after 1 June 2018 to the Local Planning Panel for advice, before the Planning Proposal is forwarded to the Minister for a Gateway Determination under Section 3.34 of the *Environmental Planning and Assessment Act 1979*.

RISK MANAGEMENT

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

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

FINANCIAL CONSIDERATIONS

The Planning Proposal was subject to the relevant application fee under Council's 2021/2022 Schedule of Fees and Charges. The cost of the review and assessment of the Planning Proposal is covered by this fee.

SOCIAL CONSIDERATIONS

The amendments sought by the Planning Proposal will enable the delivery of approximately 40 dwellings of varying sizes on the subject site to meet the existing and future requirements of a growing and changing community.

ENVIRONMENTAL CONSIDERATIONS

The planning proposal includes an Ecological Constraints assessment and an Arboricultural Assessment. These reports conclude that the proposal is suitable for the site and will not have detrimental impact upon the environment and demonstrates that high density development can be

sited and designed to retain and protect significant trees including those comprising Endangered Ecological Communities, subject to arboriculturally sensitive design.

COMMUNITY CONSULTATION

In the event that the Planning Proposal is issued a Gateway Determination by the Department of Planning and Environment, the Planning Proposal would be placed on statutory public exhibition in accordance with the requirements of the Gateway Determination, and Council's Community Participation Plan.

INTERNAL CONSULTATION

The assessment of the Planning Proposal has included internal consultation with Council's staff with expertise in planning, urban design, traffic and transport, heritage and biodiversity and has informed the recommendations of this Report.

SUMMARY

The Planning Proposal has been assessed and found to have sufficient strategic and site-specific merit to enable it to proceed to Gateway Determination and public exhibition. The Table of Assessment included at **Attachment A11** details the required amendments to be made to the Planning Proposal if Council is to support it being submitted to the Department of Planning and Environment for a Gateway Determination and proceed to public exhibition. The amendments include:

- *Planning Proposal (Attachment A2)*
 - Update the relevant sections to reflect the updated Heritage Impact Assessment and the intent to heritage list 12 and 14 Cowan Road, St Ives.
 - Nominate Heritage NSW to the list of agencies to be consulted.
 - Amend the proposed heritage map in Part 4 to include the access handle of the lot in between 12 and 14 Cowan Road, St Ives.

RECOMMENDATION:

That the Ku-ring-gai Local Planning Panel advises Council that the Planning Proposal, amended as per the Table of Assessment at **Attachment A11**, be submitted to the Department of Planning and Environment for a Gateway Determination.

Craig Wyse
Team Leader Urban Planning

Antony Fabbro
Manager Urban & Heritage Planning

Andrew Watson
Director Strategy & Environment

Item GB.1

S12645

Attachments:	A1 	Pre Planning Proposal Meeting Report	2023/125848
	A2 	Planning Proposal - 4, 12 &14 Cowan Rd St Ives	2023/125851
	A3 	Appendix A - Survey Plan	2023/125853
	A4 	Appendix B - Detailed Site Investigation	2023/125854
	A5 	Appendix C - Ecological Constraints Assessment	2023/125855
	A6 	Appendix D - Arboricultural Impact Assessment	2023/125857
	A7 	Appendix E - Urban Design Report	2023/125860
	A8 	Appendix F - Statement of Heritage Impact	2023/125866
	A9 	Appendix G - Traffic Impact Assessment and Green Travel Plan	2023/125872
	A10 	Appendix H - Photo Montage Images	2023/125873
			
	A11 	Table of Assessment	2023/125874
			

PLANNING PROPOSAL – Pymble Golf Club

TABLE OF ASSESSMENT 1

PLANNING PROPOSAL			
PAGE	SECTION	COMMENT	RECOMMENDATION
Executive Summary			
1			No changes required.
Part 1 Objectives and intended outcomes			
12		The proposal provides a clear and concise description of the Planning Proposal.	No changes required.
Part 2 Explanation of provisions			
13	2.1	The proposal provides a clear and concise explanation of the Planning Proposal.	No changes required.
15	2.2	Sufficient outline of the intention for a site-specific DCP. This summary should be moved to Section A – Q4.	Remove 2.2 Amendment to Ku-ring-gai Development Control Plan 2021 and enter into Q4 of Section A – make reference to the KDCP and outline the intended amendments provided in the summary.
Part 3 Justification of strategic and site-specific merit			
24		Repetition of 'Land to which this Planning Proposal applies'.	Remove 'Land to which this Planning Proposal applies' as this has been covered in the overview and background section.
Section A – Need for the planning proposal			
30	Q1. Is the planning proposal a result of an endorsed LSPS, strategic study or report?	The context of the Planning Proposal is suitably explained. The Planning Proposal is supported by a	Recommended amendments on a report basis are outlined below.

PLANNING PROPOSAL – Pymble Golf Club

TABLE OF ASSESSMENT 2

		Survey Plan, Detailed Site Investigation, Ecological Constraints Assessment, Aboriginal Impact Assessment Report, Urban Design Report, Statement of Heritage Impact, Transport Impact Assessment & Green Travel Plan. The key findings of these reports are identified in the Planning Proposal which provides sufficient evidence to support the proposal from a strategic and site specific basis.	
37	Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?	Sufficient review of alternative approaches to achieve or give effect to the objectives or intended outcomes. It is evident from the review that the proposal approach is the best and most efficient approach to delivering the desired outcome.	No changes required.
38	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 demonstrates consistency with the Greater Sydney Region Plan and the North District Plan, with the proposed amendments giving effect to a number of priorities and actions within the Plans. No inconsistencies identified. The 'comment' against Objective 13 of the Greater Sydney Region Plan and Planning Priority N4 and N6 of	Update the 'comment' against Objective 13 of the Greater Sydney Region Plan and Planning Priority N4 and N6 of the North District Plan to reflect the updated Heritage Impact Assessment and the intent to heritage list 12 and 14 Cowan Road, St Ives.

PLANNING PROPOSAL – Pymble Golf Club

TABLE OF ASSESSMENT 3

			the North District Plan needs to be amended to reflect the updated Heritage Impact Assessment and the intent to heritage list 12 and 14 Cowan Road, St Ives.	
60	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?	Sufficient explanation and justification of how the planning proposal is consistent with the planning priorities in the LSPS and the CSP. No inconsistencies with the LSPS are identified in the Planning Proposal, however, this Planning Proposal seeks to allow for additional dwellings in St Ives prior to the provision of the rapid bus line between Mona Vale and Macquarie Park, which is inconsistent with the LSPS. Given the relatively small number of additional dwellings (less than 80 dwellings) that could be facilitated by the Planning Proposal and the justification provided in the Transport Impact Assessment, this inconsistency is considered to be minor. Nevertheless, should the Planning Proposal proceed to Gateway, Transport for NSW will be providing a response as part of consultation with state agencies. While the planning proposal demonstrates consistency with the DPE Housing Strategy Approval Letter Requirements, Council has resolved to reject the conditions contained in the letter.	No Changes required	

PLANNING PROPOSAL – Pymble Golf Club

TABLE OF ASSESSMENT 4

			Clause 5 (3)(d) of the <i>Environmental Planning and Assessment (Statement of Expectations) Order 2021</i> , which requires Council to: ‘give effect to an adopted local planning strategy (such as a Local Housing Strategy), and any approval requirements issued by the Department’. The letter of approval requires Council to continue to consider proponent led planning proposals for new housing.	
60		Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?	No inconsistencies identified with Future Transport 2056 or Net Zero Plan Stage 1: 2020-2030	No changes required.
Section B – Relationship to the strategic planning framework				
61		Q6. Is the planning proposal consistent with applicable SEPPs?	Assessment of the planning proposal against the relevant SEPPs adequately provided. No inconsistencies identified.	No changes recommended.
64		Q7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions)?	Assessment of the planning proposal against the relevant section adequately provided. No inconsistencies identified. Error on page 66, 3.2 Heritage Conservation – “Accordingly, it is considered that the Planning Proposal will have no impact upon” – the sentence is not complete.	Amend 3.2 Heritage Conservation to complete sentence and to reflect the updated Heritage Impact Assessment and the intent to heritage list 12 and 14 Cowan Road, St Ives.
Section C – Environmental, social and economic impact				

TABLE OF ASSESSMENT 5

PLANNING PROPOSAL – Pymble Golf Club

69	Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?	Summary of the recommendations of the relevant supporting documentation provided. The Ecological Constraints Assessment report has concluded that the proposal is suitable for the site and will not have detrimental impact upon the environment.	See comments regarding the Ecological Constraints Assessment and Aboriginal Impact Assessment Report below.
70	Q9. Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?	Summary of the recommendations of the relevant supporting documentation provided.	See comments regarding the Ecological Constraints Assessment, Aboriginal Impact Assessment Report, Statement of Heritage Impact, Transport Impact Assessment and Urban Design Report below.
81	Q10. Has the planning proposal adequately addressed any social and economic effects?	Adequate consideration of the matters outlined in the LEP Making Guideline.	Correct error to remove 'Items or places of non-Aboriginal or Aboriginal cultural heritage not already addressed elsewhere.'
Section D – Infrastructure (Local, State and Commonwealth)			
83	Q11. Is there adequate public infrastructure for the planning proposal?	Adequate consideration of existing and planned infrastructure in the St Ives Local Centre.	No changes required.
Section E – State and Commonwealth Interests			
84	Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?	Nomination of agencies to be consulted will be confirmed by Gateway determination. Due to the proposed heritage listings as part of the Planning Proposal, Heritage NSW should be consulted.	Add Heritage NSW to list of agencies to be consulted.

TABLE OF ASSESSMENT 6

PLANNING PROPOSAL – Pymble Golf Club

Part 4 Maps				
90				Amendment required to the heritage map to include the access handle of Lot 2. See below comments regarding heritage for further detail & justification.
Part 5 Community Consultation				
92			Correct identification of the Planning Proposal category and associated exhibition duration.	Remove 'This section of the planning proposal must describe.'
Part 6 Project Timeline				
93			-	Remove blurb taken from the guideline, all that is needed in this section is the table.

PLANNING PROPOSAL – APPENDIX A – Survey Plan	
COMMENT	RECOMMENDATION

PLANNING PROPOSAL – APPENDIX B – Detailed Site Investigation	
COMMENT	RECOMMENDATION
-	No changes required.

PLANNING PROPOSAL – Pymble Golf Club

TABLE OF ASSESSMENT 7

PLANNING PROPOSAL – APPENDIX C – Ecological Constraints Assessment	
COMMENT	RECOMMENDATION
The Ecological Constraints Assessment (Narla 2019) confirms the presence of previously-mapped Blue Gum High Forest on the site and additionally identifies Sydney Turpentine-Ironbark Forest and as occurring on the subject site. Both of these Critically Endangered Ecological Communities are represented on the site by fragmented large canopy trees with no mid-storey and only turfed grassland groundcovers present. Trees comprising EECs are captured on Ku-ring-gai Council's Greenweb and Terrestrial Biodiversity Maps, with the exception of one <i>Angophora costata</i> on the eastern boundary of 10 Cowan Road that would fall under the 'Canopy Remnant' category of Greenweb mapping. Should a site-specific DCP by proposed, the Greenweb mapping should be updated to include the <i>Angophora</i> through this process, however this is not critical if this is the only issue being addressed through as site specific DCP.	The recommended amendments to include the <i>Angophora costata</i> on the eastern boundary of 10 Cowan Road, Pymble will be incorporated into Council's upcoming review of the Greenweb mapping within the Development Control Plan.

PLANNING PROPOSAL – APPENDIX D – Aboriginal Impact Assessment Report	
COMMENT	RECOMMENDATION
The arborist report identifies 39 trees (or groups of trees) with TPZs intersecting the subject site. The arborist report assesses potential impacts to these trees from the indicative development design and recommends that a total of 15 trees be approved for future removal to cater for the proposed rezoning and future development of the site. The report demonstrates that high density development can be sited and designed to retain and protect significant trees including those comprising Endangered Ecological Communities, subject to arboriculturally sensitive design. The Urban Design Report demonstrates that the indicative design can satisfy the controls detailed in Part 18 of the DCP and in Clause 6.3 of the KLEP 2015 to protect EECs, retain habitat, and enhance biodiversity values on the site.	No changes required.

PLANNING PROPOSAL – APPENDIX E – Urban Design Report

PLANNING PROPOSAL – Pymble Golf Club**TABLE OF ASSESSMENT 8**

COMMENT	RECOMMENDATION
Built Form and Scale The Urban Design Report sets out a site-specific design proposal that illustrates how the increased building height and density could be accommodated on the site. The proposed built form seeks to establish a new use and identity for the site, while respecting the character of the local area. The design process has considered a range of built form options, the selection of a preferred option and refinements of the preferred option has been undertaken iteratively and involving Council officers. The proposed building heights range from 4-5 storeys and provide acceptable transitions to surrounding properties, all of which are either zoned R3 or R4 with allowable building heights of 3 storeys or 5 storeys, respectively. The proposal uses variations in building height to effectively avoid homogenous built form. A 5-storey form has been provided at the southern corner of the site in the context of tall existing trees and as the entry point to Cowan Road marking a gateway to St Ives local centre. The proposed built form at the northern end of the site, is lower in height in response to an interface with an existing R3 zone and the golf course. Shadow diagrams demonstrate the proposed development can be configured so as to not adversely overshadow adjoining dwellings both existing or future. Overall, the indicative design adequately demonstrates that a future development would not dominate (through excessive building bulk) or compromise the amenity of adjacent dwellings and the character of existing residential areas. Character The proposal provides generous landscaped setbacks and deep soil zones to Cowan Road, consistent with the garden character of the surrounding area. The proposal accords with the intent of LSPS, Theme Liveability, Planning Priority K 12 - Managing change and growth in a way that conserves and enhances Ku-ring-gai's unique visual and landscape character. Streetscape	No further amendments required

TABLE OF ASSESSMENT 9

PLANNING PROPOSAL – Pymble Golf Club

The proposed built form along Cowan Road will create a sense of enclosure while maintaining views to the west through breaks in the building mass. The proposed built form will help to unify this section of Cowan Road into a more visually cohesive streetscape. The partial screening of future built form with highly landscaped setbacks will ensure buildings do not dominate the streetscape. Amenity The conversion of this site to incorporate residential development with parking located in basements provides new housing stock in a location with both convenience to local facilities and transport. The layout of buildings through the site has been designed to achieve good solar orientation, provide local views and integrate sensitively with the high and moderate value trees to be retained. Additional Information Further information was requested by Council to clarify aspects of the proposal. The information was provided by the proponent. Site boundaries Further detail was requested to define the extent of the site including the total site area. The information has been provided and clarifies the proposal. FSR Calculation The proposed FSR for the consolidated site was requested. The information has been provided and clarifies the proposal. An FSR of 0.92:1 is proposed across the site, it is noted that the proposed FSR is marginally more (15%) than allowable FSR in KLEP R3 - Medium Density Zones (0.8:1) and 70% less than the allowable FSR in KLEP R4 – High Density Zones (1.3:1) Clubhouse driveway The proponent was requested to clarify whether the proposed Clubhouse driveway would be included in the FSR calculations. The information provided indicates the driveway will have an FSR of 0.92:1, consistent with the remaining parts of the site, and that this FSR would be transferred to the adjoining sites prior to subdivision to create private driveway access to new clubhouse. This approach is acceptable.	
---	--

TABLE OF ASSESSMENT 10

PLANNING PROPOSAL – Pymble Golf Club

Architectural Drawings The proponent was asked to provide detailed architectural drawings to allow closer inspection of indicative design. These were provided has high resolution pdfs to Council's satisfaction. Conclusion In summary, the Planning Proposal and Indicative Design are considered appropriate for this well-located site. the Urban Design Report demonstrates that the indicative design could satisfy the controls detailed in <i>KDCP Part 7 - Residential Flat Buildings</i> as well as the nine design quality principles which are to be achieved by residential flat developments under <i>SEPP 65 Design Quality of Residential Apartment Development</i>	
--	--

PLANNING PROPOSAL – APPENDIX F – Statement of Heritage Impact	
COMMENT	RECOMMENDATION
a) Heritage Status The Pymble Golf Club sites best described as 4,12 and 14 Cowan Road, St Ives are not currently listed as heritage items nor are they within a heritage conservation area. A previous heritage study inventory was prepared in relation to previous buildings on the site referred to as 'Matthews' Saw Pits and Mill' and included the following Description and History: <i>The former sites appear to have been located in the centre of the green. No visible surface evidence.</i> <i>Daniel Matthew applied for a lease on 800 acres on this site in 1823 for the purposes of establishing a mill. A farm was built which included a house, outbuildings and yards. The mill was established in the following two years. It incorporated machinery from England. (Appendix A).</i> As a precautionary measure, an archaeological condition ensuring that due diligence is taken during construction will be attached to the State Heritage Inventory b) Overview	Amend the proposed heritage map in Part 4 of the Planning Proposal to include the access handle of Lot 2 following the diagonal line - this can be redefined once the building are moved.

TABLE OF ASSESSMENT 11

PLANNING PROPOSAL – Pymble Golf Club

The following summary is provided as a way of collating the information and comments that have flowed between the applicant and Council in relation to heritage and the Pymble Golf Club Planning Proposal since 2018. On 2 November 2018, a pre-planning proposal was submitted for the Pymble Golf Club site and this included a heritage assessment that had been prepared by Heritage 21. On 19 June 2020 and following review of this heritage assessment, feedback was provided the applicant in relation to the heritage assessment as follows: <i>The heritage assessment needs to be expanded to also address each 12 and 14 Cowan Road as well as for the wider Golf Course incorporating the Club House. Similar to the combined Assessment of Heritage Significance provided, the assessments should follow NSW Office of Environment and Heritage best practise guidelines for heritage assessment and be consistent with the principles of the Burra Charter.</i> <i>The heritage assessments should focus on reaching a conclusion about the likely significance of the golf course and club house and the dwellings as individual entities. In addition, any significance of the dwellings at 12 and 14 Cowan Road in relation to the history and establishment of the golf course should be drawn out. To fully inform the assessment of significance, each report should also contain a comparative analysis referencing relevant similar functions and building typologies, i.e. golf courses and club houses from the same era and other timber clad dwellings, for instance.</i> <i>It is essential that the planning proposal is addressed from a heritage perspective, either as an addendum to heritage assessments or as a separate assessment of heritage impact. This could be done in a number of ways but may include the identification of opportunities and constraints associated with the re-zoning, etc. and how this relates to or may affect any identified heritage significance.</i> On 11 September 2020, an updated heritage assessment was provided by the applicant and the following conclusion was reached as part of this assessment: <i>The Pymble Golf Club is noted as being a highly modified an extended building which provides amenity and services to the site users. While the site itself does demonstrate historical, associative and social significance at a local level, the club house building itself is only considered to demonstrate social significance at a local level.</i> <i>12 Cowan Road is a timber framed weatherboard cottage which demonstrates historical, associative aesthetic, rarity and representative values within the local area. The building was purchased by the by the Golf Club in the</i>	
--	--

PLANNING PROPOSAL – Pymble Golf Club

TABLE OF ASSESSMENT 12

1970s and has been used in association with the golf club administration and staff. However it was not originally associated with the golf club itself and is not important for its association with the golf club and is not crucial to the golf club community's sense of place. During Heritage 21's initial assessment of the subject site, including the timber framed cottages located at 12 and 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 our heritage significance assessment in response to Council's request for additional information focussing on a comparative analysis in an LGA wide purview, revealed that the cottages located at 12 and 14 Cowan Road are indeed relatively rare. The above rating of element by element heritage significance in Section 4.0 of this report indicates that both cottages do contain fabric of high significance. As itemised above, fabric of high significance in a case like this can be dealt with in one of three ways: 1. Option A: Conserve fabric in-situ. 2. Option B: Relocate cottages 12 and 14 Cowan Road to a new position on the site 3. Option C: Disassemble and salvage those elements within the cottages identified as high significance. The timber cottages located at 12 and 14 Cowan Road are not listed as heritage items in Schedule 5 of the Ku-ring-gai (Local Centres) LEP 2012 or the Ku-ring-gai LEP 2015. They also are not located within the boundaries of an HCA. Heritage 21 therefore recommends Option C – disassembling and salvaging those elements within the cottages identified as high significance for use in other timber framed cottages within the LGA. On 7 June 2020, the following internal heritage feedback was then provided: As part of the full planning application, the applicant should provide three (3) individual heritage assessment for each 12 and 14 Cowan Road as well as for the wider Golf Course incorporating the Club House. Similar to the combined Assessment of Heritage Significance provided as part of the pre-planning application package of information, the assessment should follow NSW Office of Environment and Heritage best practise guidelines for heritage assessment and be consistent with the principles of the Burra Charter. The heritage assessments should focus on reaching a conclusion about the likely significance of the golf course and club house and the dwellings as individual entities. In addition, any significance of the dwellings at 12 and 14 Cowan Road in relation to the history and establishment of the golf course should be drawn out. To fully inform the assessment of significance, each report should also contain a comparative analysis referencing relevant similar	
---	--

TABLE OF ASSESSMENT 13

PLANNING PROPOSAL – Pymble Golf Club

functions and building typologies, i.e. golf courses and club houses from the same era and other timber clad dwellings, for instance. It is essential that the planning proposal is addressed from a heritage perspective, either as an addendum to heritage assessments or as a separate assessment of heritage impact. This could be done in a number of ways but may include the identification of opportunities and constraints associated with the re-zoning, etc. and how this relates to or may affect any identified heritage significance. On 11 August 2021, the applicant provided details in relation to options for the cottages to be demolished and/or heritage listed and relocated. This was discussed between the applicant and Council on 25 August 2021, which was summarised as follows: • The applicant provided the rationale behind that option, that they found it was preferable to keep the cottages together to preserve the streetscape value. Moving the cottages closer to Cowan Road will allow as much curtilage between the new development and the cottages and preserve the existing vegetation. There would be approximately 4.5m between the cottages. • The applicant explained the plan to remove the later extensions made to the cottages that are of poorer quality and reinstate the original verandah lines. There is a possibility for No. 12 to be used as a residential common facility for the new development and for No. 14 to be retained as a residential cottage. Both cottages would have at least an 8m setback from the road, with as much vegetation to retained as possible. The curtilage between the cottages and the new development would be utilised as common open space. • Council displayed the diagram depicting the cottages with an alternative location and orientation and opened up a discussion about this option. • The applicant outlined the justification as to why the chosen locations are preferred over the alternative locations; being to provide as much curtilage between the cottages and the RFB and to maximise open space. • Council started a discussion regarding how the cottages would be dealt with from a heritage perspective and requested they be listed as part of the Planning Proposal. • The applicant stated that the cottages do not necessarily warrant local listing but could be designated as contributory items within an HCA although the site is not within an HCA.	
---	--

TABLE OF ASSESSMENT 14

PLANNING PROPOSAL – Pymble Golf Club

• Council stated that the report suggests that thresholds have been met for local listing and described how similar sites have approached heritage listings such as Killara Golf Club being listed as an item with reduced curtilage. • The applicant noted that heritage listing as part of the Planning Proposal could be a good approach to provide some community benefit to the proposal, and the DCP could provide framework and certainty around what development outcome can be achieved The following comments were provided to the applicant on 24 September 2021 in relation to the planning proposal: Repackage the Assessment of Heritage Significance - the second heritage assessment and the letter detailing relocation justifications contain sufficient research. As discussed, additional information required as a result of the heritage assessment, such as a SHI form, may be submitted following a Council resolution to proceed to Gateway Determination. The following further heritage comments were then provided on 24 November 2021: The proposed relocation and alignment of the cottages appears to be appropriate. However, there should be a front setback measurement included in the diagram. Although a proposed heritage curtilage map has not been provided here, the team has further discussed the approach to the heritage mapping of the cottages at 12 and 14 Cowan Road, St Ives. As a hypothetical future lot cannot be heritage listed, the advisable approach would be to apply the heritage mapping to the existing lots of each cottage as well as part of the access handle (DP 531533, lot 1, 3 and part of lot 2). The DCP and SHI form will then outline the scope to relocate the cottages to the proposed new locations as part of the future development. The DCP will address the appropriate adjustment of the heritage curtilage at the time of their relocation to avoid an unnecessary heritage listing of the new development. c) Conclusion The applicant has provided documentation to suggest and substantiate the heritage listing of the two dwellings at 12 and 14 Cowan Road, St Ives as part of the Pymble Golf Club Planning Proposal. Council has supported this recommendation and accordingly, the overall planning proposal has been adjusted to respond to the recommendation and so that the dwellings can be retained, albeit in slightly adjusted locations albeit within their current settings.	
--	--

TABLE OF ASSESSMENT 15

PLANNING PROPOSAL – Pymble Golf Club

From a heritage perspective, the proposal to heritage list on Schedule 5 of KLEP 2015 and slightly relocate the two dwellings at 12 and 14 Cowan Road (DP 531533, lot 1, 3 and part of lot 2)(See Figure 1 below) is considered to be an acceptable approach in this situation. The listings will ensure that the buildings are retained in the streetscape as well as the associated established vegetation around them. The respective curtilages will be adjusted once the cottages are relocated, and the relevant background and this intention will be outlined the State Heritage Inventory. The DCP will also address the appropriate adjustment of the heritage curtilage at the time of their relocation to avoid unnecessary heritage listing of the new development.		
Figure 1: The current lot configuration. It is suggested that Lot 1, 3 and the access handle of Lot 2 are included on the heritage map and redefined once the building are moved.		

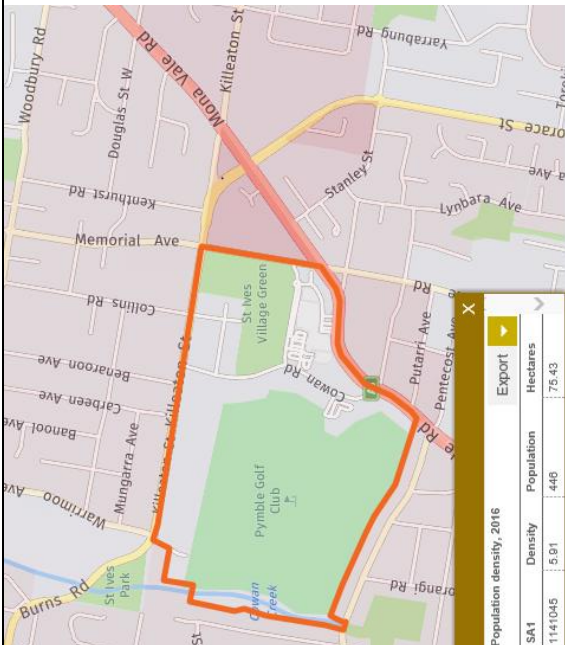
PLANNING PROPOSAL – APPENDIX G – Transport Impact Assessment	
COMMENT	RECOMMENDATION
Matters of strategic transport merit – North District Plan - Productivity / Integration of land use and transport:	No changes required.

TABLE OF ASSESSMENT 16

PLANNING PROPOSAL – Pymble Golf Club

Analysis of the journey to work characteristics of St Ives residents was provided in Section 3.6 of the TIA, as an indication of the characteristics of the site. The analysis indicates that the main mode of transport for journeys to work is approximately 58% by private vehicle (including as passenger), followed by 24% by public transport (train, bus). Active transport (walking, cycling) made up 2% and 1.5% travel was by other modes (truck, motorbike, other). This compares to a public transport share of approximately 28% for the Ku-ring-gai LGA, Lindfield, Gordon and Turramurra suburbs each have a public transport share generally greater than 30%, owing to proximity to rail services An analysis was also provided in the TIA of where the residents in St Ives travel to work. It found that Sydney CBD was the main destination (26%), then Ku-ring-gai (24.5%), followed by Willoughby (9%), North Sydney (6.5%), Ryde (6.5%) and Northern Beaches (4.5%). As part of this assessment, a finer-grained analysis was conducted of the Statistical Area (SA) of the site (red outline below), to examine any difference in travel behaviour between the SA and the St Ives suburb as a whole:	
---	--

PLANNING PROPOSAL – Pymble Golf Club



Population density, 2016			
SA1	Density	Population	Hectares
1141045	5.91	446	75.43

The analysis indicates that the main mode of transport for journeys to work was approximately 55% by private vehicle (including as passenger), followed by 20% by public transport (train, bus). Active transport (walking - no cycling) made up 7%, suggesting a relatively high proportion of residents in the SA work locally.

From the Statistical Area analysis, the work destinations of residents were Sydney CBD as the main destination (26%), then Ku-ring-gai LGA (24.5%), followed by Willoughby (9%), North Sydney (6.5%), Ryde (6.5%) and Northern Beaches (4.5%). Chatswood was a popular work destination in Willoughby, but Hornsby had few work trips.

The data for work trips in Ku-ring-gai was broken down further and found that the majority of the workers in the SA worked in the St Ives suburb and further breakdown of the data found that they all worked in the St Ives local centre. There was no public transport use for work trips to other parts of the Ku-ring-gai LGA.

TABLE OF ASSESSMENT 18

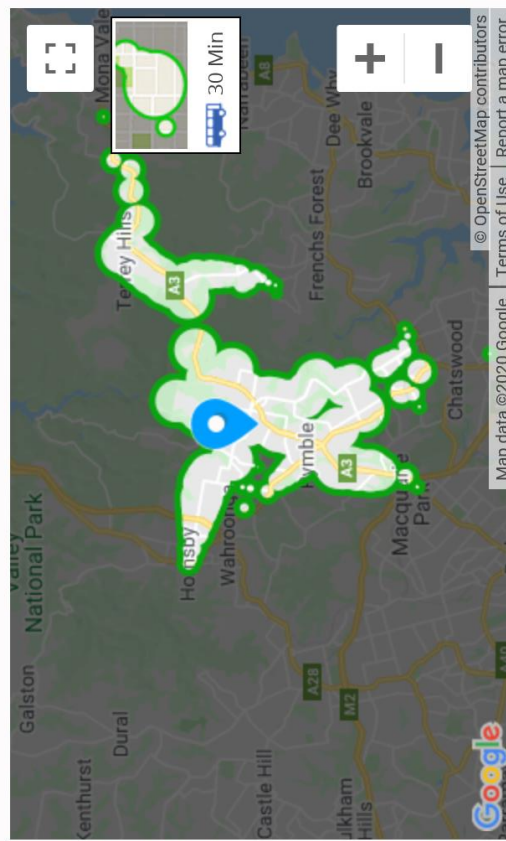
PLANNING PROPOSAL – Pymble Golf Club

Section 3.3 of the TIA notes that the site is located within 400m of Mona Vale Road, where regular bus services operate between Mona Vale and Macquarie Park (via Gordon). Bus services to Gordon connect to the Sydney Trains network, extending the reach of public transport. These services operate at 5-10 minute frequencies from St Ives during the morning and evening peaks and 10-15 minute frequencies in between. This is a good level of service. It also notes that bus services between Hornsby and Chatswood are available within 500m-600m from the site, providing access to areas along Regional Road 2043. During the morning and evening peaks, frequencies vary between 10 minutes and 30 minutes depending on the direction of travel. In conclusion, the site has good access to local and regional public transport but the extent to which these public transport services provide access to other centres is covered in the next section. Council does not have data on passenger loads along these bus routes. The capacity of the bus services to accommodate additional passengers is considered elsewhere in this assessment. Page 4 of the TIA notes that: <i>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.</i> <i>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</i> Below is a travel time map, indicating the 30 minute catchment by public transport from site:	
--	--

Travel Time Map

Add to your site

Explore how far you can travel by car, bus, bike and foot from 6 Cowan Road.



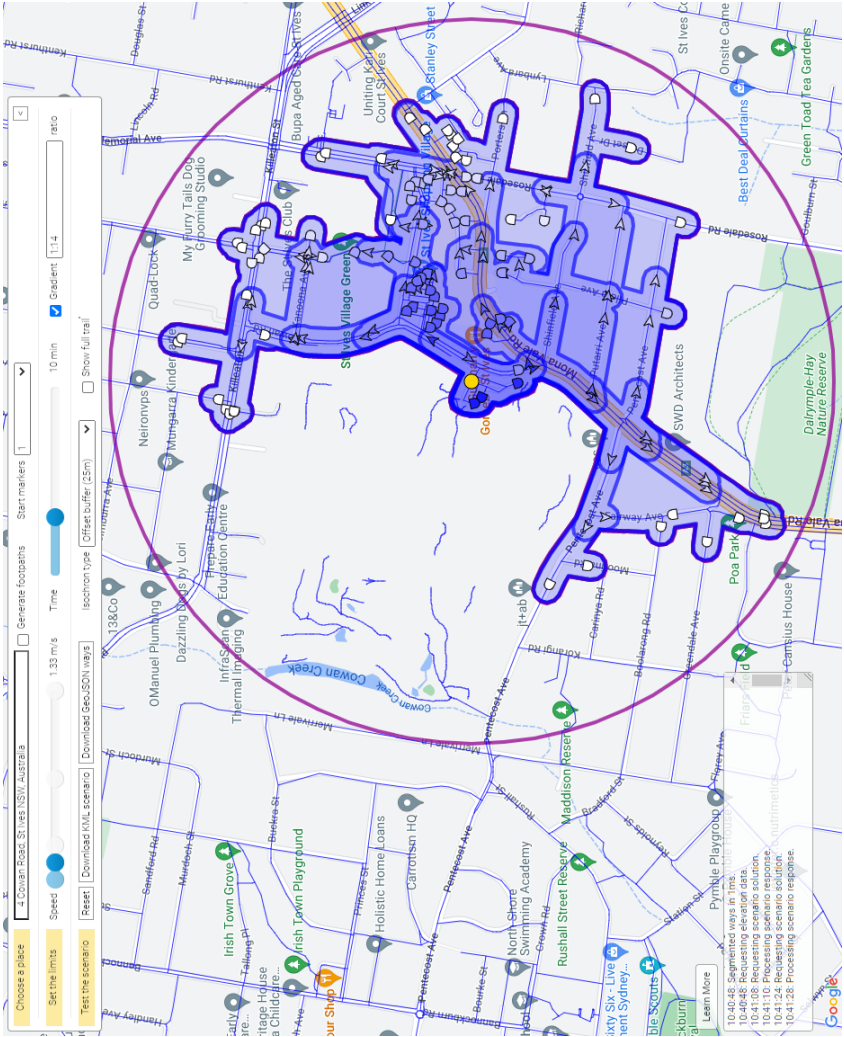
Source: [walkscore.com](https://www.walkscore.com)

This supports the notion that the Strategic Centres of Chatswood and Hornsby are located within 30 minutes by public transport. However, public transport access from the site to St Leonards health and education precinct appears to be outside the 30 minute catchment, and indeed the trip planner on Google Maps indicates a trip time of nearly 40 minutes during the morning peak.

TABLE OF ASSESSMENT 20

PLANNING PROPOSAL – Pymble Golf Club

Similarly, the majority of the Macquarie Park health and education precinct is effectively outside the 30 minute catchment and the trip planner on Google Maps also indicates a trip time of nearly 40 minutes during the morning peak. Good public transport connections to Macquarie Park are important. The North District Plan describes Macquarie Park as the largest non-CBD office market in Australia with 854,254 square metres of office floor space (January 2014) which continues to develop. Macquarie Park has grown as a major centre for knowledge-intensive employment, and number of jobs in the centre are expected to increase from 58,000 (in 2016) to between 73,000 and 79,000 jobs (in 2036). Anecdotally, travel time on Ryde Road/Lane Cove Road between Pacific Highway and Waterloo Road during morning peak periods can be up to 30 minutes, and journey times of buses travelling between St Ives and Macquarie Park are significantly impacted by these delays, resulting in journey times longer than timetabled. In summary, the site provides a modest degree of access to jobs in nearby Strategic Centres, consistent with the North District Plan's Planning Priority N12 (Delivering integrated land use and transport planning and a 30-minute city). However, other centres in Ku-ring-gai (particularly Roseville, Lindfield and Killara) have access to a higher number of Strategic Centres/Health and Education Precincts (and therefore hence access to a higher number of jobs) within 30 minutes by public transport than St Ives. Based on the destinations of current workers in the Statistical Area, nearby Strategic Centres are not key work destinations, and travel to other key work destinations/Strategic Centres will result in trips greater than 30 minutes. Improvements to bus services along the Mona Vale Road/Ryde Road corridor will likely place the site within 30 minutes of Macquarie Park, as would improvements to public transport services connecting to the Frenchs Forest health and education precinct. - Liveability The diagram below shows the extent of the 10 minute pedestrian catchment from the site.	
--	--



10 minute pedestrian catchment generated from Pedestrian Catchment
(<http://tc.1252.metawerx.com.au/Pedcatch/>)

TABLE OF ASSESSMENT 22

PLANNING PROPOSAL – Pymble Golf Club

The TIA does not explore in detail what local services are accessible within 10 minutes walk (800m) from the site, apart from inference to proximity to the St Ives local centre and St Ives Shopping Village. This assessment explores in more detail selected local services (retail/supermarket, medical, educational) available within 10 minutes walking distance. A 10 minute walking time is used, as it is a good indicator of what is a convenient and attractive distance to walk: <table><tr><th>Use</th><th>Description</th><th>Walking distance/time</th></tr><tr><td>Retail</td><td>St Ives Shopping Village (supermarkets, banks, secondary retail, cafes/restaurants, medical, pharmacy, dry cleaner, post office etc) Mona Vale Road shops (213-237 Mona Vale Road)</td><td>350m/4 minutes 800m/10 minutes</td></tr><tr><td>Health and Medical</td><td>see St Ives Shopping Village</td><td></td></tr><tr><td>Educational</td><td>none within 10 minutes walking distance</td><td>-</td></tr><tr><td>Other Services</td><td>see St Ives Shopping Village or Mona Vale Road shops</td><td></td></tr></table> Other nearby educational establishments outside the 10 minute/800m walking distance catchment include: • Only About Children (child care) – 900m/12 minutes; • ShellyTots Long Day Care - 1.2km/15 minutes; • Corpus Christi Catholic Primary School - 1.2km/15 minutes; • Masada College – 1.4km/18 minutes;			Use	Description	Walking distance/time	Retail	St Ives Shopping Village (supermarkets, banks, secondary retail, cafes/restaurants, medical, pharmacy, dry cleaner, post office etc) Mona Vale Road shops (213-237 Mona Vale Road)	350m/4 minutes 800m/10 minutes	Health and Medical	see St Ives Shopping Village		Educational	none within 10 minutes walking distance	-	Other Services	see St Ives Shopping Village or Mona Vale Road shops	
Use	Description	Walking distance/time															
Retail	St Ives Shopping Village (supermarkets, banks, secondary retail, cafes/restaurants, medical, pharmacy, dry cleaner, post office etc) Mona Vale Road shops (213-237 Mona Vale Road)	350m/4 minutes 800m/10 minutes															
Health and Medical	see St Ives Shopping Village																
Educational	none within 10 minutes walking distance	-															
Other Services	see St Ives Shopping Village or Mona Vale Road shops																

TABLE OF ASSESSMENT 23

PLANNING PROPOSAL – Pymble Golf Club

- St Ives North Primary School - 1.7km/22 minutes; - Pymble Public School – 1.8km/24 minutes. Similarly, the TIA does not explore in detail what recreational, leisure/cultural facilities are accessible within 800m from the site. This assessment explores selected facilities and services available within 10 minutes/800m walking distance.					
Use	Description	Walking distance/time			
Recreational	Pymble Golf Club	On site			
	St Ives Skate Park	350m/4 minutes			
	St Ives Village Green	400m/5 minutes			
	William Cowan Oval	400m/5 minutes			
	Putarri Reserve	650m/8 minutes			
Leisure	Gymnasiums (St Ives Shopping Village)	350m/4 minutes			
Community & Cultural	Christ Church St Ives	120m/2 minutes			
	St Ives Library	400m/5 minutes			
	Ku-ring-gai Neighbourhood Centre				
	St Ives Community Hall				

TABLE OF ASSESSMENT 24

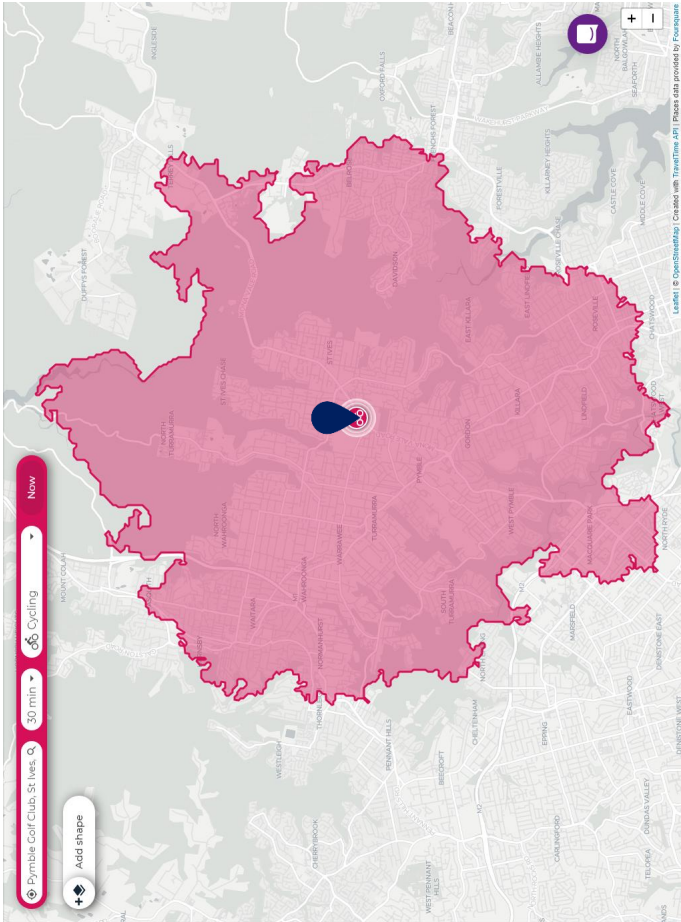
PLANNING PROPOSAL – Pymble Golf Club

	St Ives YMCA	400m/5 minutes 500m/6 minutes 700m/9 minutes	Other selected nearby recreational, leisure and community and cultural facilities outside the 5 minute/400m walking distance catchment include: • St Ives Bowling and Recreation Club – 950m/11 minutes; • iRock Music School – 1.4km/14 minutes. From this assessment, there are a good selection of retail, health/medical, leisure/recreational and community/cultural facilities within a 10 minute walk of the site. The main shortcoming of the site is the absence of schools within easy walking distance. The closest primary school is 15 minutes' walk from the site, and the closest high schools are approximately 20 minutes' walk. There are no public school bus services to Masada College, Pymble Public School, St Ives North Primary School or Corpus Christi School that travel near the site. Some morning school bus services to St Ives High School travel on Mona Vale Road past Cowan Road, although there is no equivalent service for the return trip in the afternoon. Assuming 100 units on the site and an average household size of 2.4 people, it is estimated there would be 38 school-aged children on the site (based on 16% of the population being school-aged). The distance to schools and lack of school bus services is likely to have implications for school travel and resulting car trips serving passengers (students). Section 3.4 and 3.5 of the TIA discuss the cycling and walking facilities in the St Ives local centre, and notes that all the nearby local streets have footpaths. There are a number of pedestrian crossing facilities on Mona Vale Road in the vicinity of the site.
--	--------------	---	--

PLANNING PROPOSAL – Pymble Golf Club

Future traffic signals at the intersection of Killeaton Street and Cowan Road would provide pedestrian connectivity to bus services along Regional Road 2034. Council has also recently implemented traffic calming and pedestrian access improvements in Cowan Road and Memorial Avenue as part of the High Pedestrian Activity Area for the St Ives local centre

The extent of the 30 minute cycling catchment is shown below:



Source: app.traveltimeplatform.com

TABLE OF ASSESSMENT 26

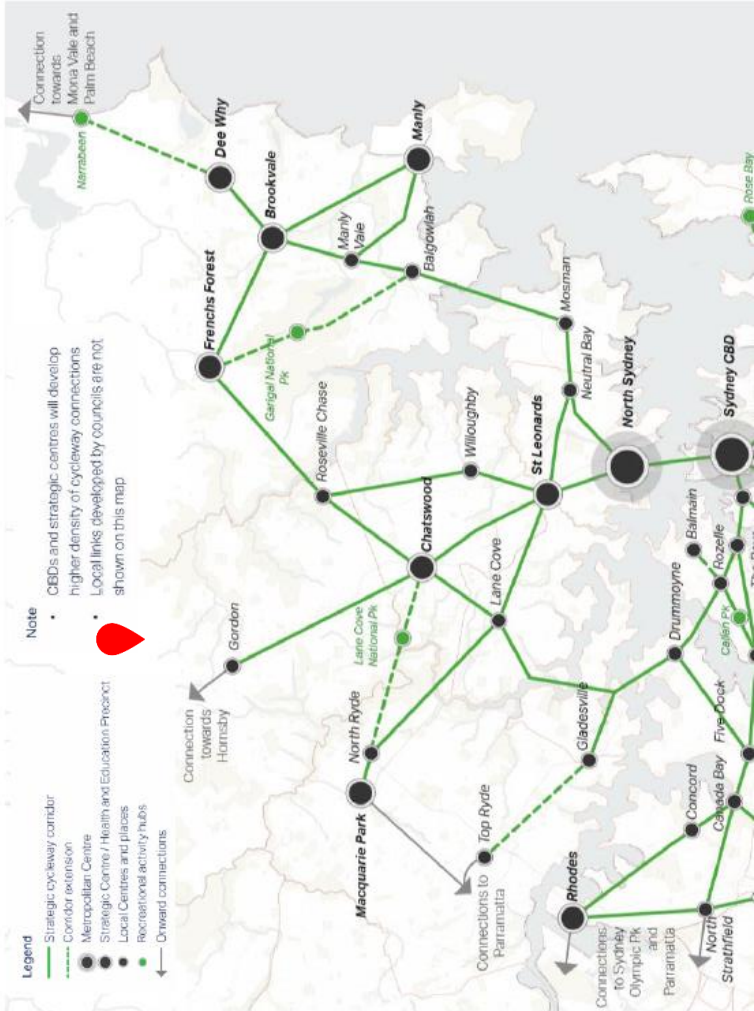
PLANNING PROPOSAL – Pymble Golf Club

Centres such as Chatswood, Frenchs Forest and Macquarie Park would be within a 30 minute ride. However links to St Ives are not identified in the Strategic Cycleway Corridors - Eastern Harbour City released by Transport for NSW in April 2022:	
--	--

Strategic Cycleway Corridor network map

30 strategic cycleway corridors have been identified for the Eastern Harbour City, making up approximately 250 km of network (as indicated in the map). The corridors will connect key centres and major points of interest. Exact routes will be subject to detailed design and collaboration with councils and the community.

Extensions to corridors will also be considered to connect riders to recreational activity hubs including major parklands and beaches.

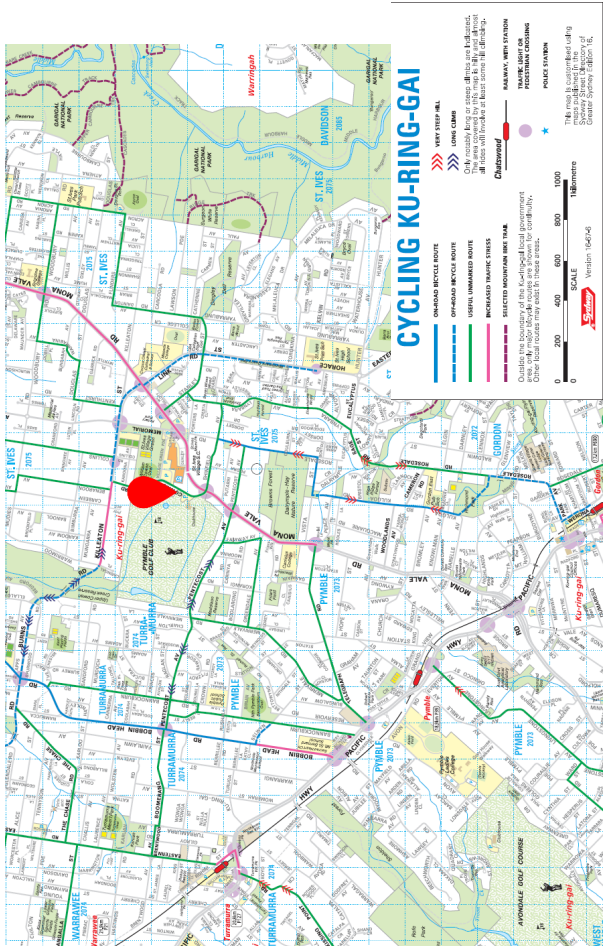


PLANNING PROPOSAL – Pymble Golf Club

TABLE OF ASSESSMENT 28

Provision of safe, separated cycling facilities to Gordon would provide further access Chatswood and Hornsby and potentially to Frenchs Forest.

In terms of local access, below is an extract of the Ku-ring-gai Cycling Map, showing existing cycling facilities (blue) and other unmarked routes currently used by cyclists (green):



Although the Ku-ring-gai Bike Plan proposes several routes in St Ives, the local cycling network in the area is modestly developed. With the exception of a section on Killeaton Street, there are separated cycling facilities generally along Regional Road 2043 from Clissold Road in Wahroonga to Eucalyptus Street in St Ives. There is also a cycle link from St Ives to Gordon station which is a combination of on-road/mixed traffic and shared user path facilities. The route to Gordon station continues to Killara/Lindfield/Roseville (generally via on-road/mixed traffic facilities) and links into the Willoughby cycling network to provide access to Chatswood and beyond.

There is no discussion in the TIA of the strategic fit of Cowan Road in the Movement and Place framework. Given the general residential nature of Cowan Road, it is also a Collector Road in the road hierarchy, therefore it would probably be classified in the upper end of Local Streets category in the framework (see below):

	M5	M4	M3	M2	M1
P5	City Hubs				
P4		City Streets			
P3			Activity Streets and Boulevards		
P2				Local Streets	
P1					Local Streets

In the Movement and Place framework, local streets should provide quiet, safe and desirable residential access for all ages and abilities that foster community spirit and local pride. Managing traffic movements along Cowan Road against amenity and safety for residents and walkability/accessibility for the wider community would be one of the objectives of the Local Streets category.

Through the implementation of the High Pedestrian Activity Area treatments in Cowan Road, and future public domain improvements, this will help to maintain and possibly increase the place function of the Local Street while continuing to provide the movement function to St Ives Shopping Village and St Ives Village Green/Cowan Oval.

PLANNING PROPOSAL – Pymble Golf Club

TABLE OF ASSESSMENT 30

- Sustainability Appendix B of the TIA outlines the Green Travel Plan which could be implemented as a travel management strategy to reduce trip generation and vehicle kilometres travelled. Measures proposed in the Green Travel Plan include implementation of a car sharing scheme (either on-site or nearby), development/management/promotion of travel plans for the site, promoting walking/cycling/public transport through various strategies and restraining parking provision. These could be further considered at the development application stage. Matters of strategic transport merit – Ku-ring-gai Local Strategic Planning Statement (LSPS) Transport infrastructure capacity The two nearest bus stops on Mona Vale Road are located just north of Cowan Road/Shinfield Avenue. The 195/196/197 services use these bus stops. Services at these stops typically operate at 5-10 minute frequencies from St Ives during the morning and evening peaks and 10-15 minute frequencies in between. There were no observations or measurements in the TIA on the level of occupancy of these bus services or bus stops. The other closest bus stops are on Killeaton Street near Collins Road, which are used by 591 and 594 services travelling between Hornsby and St Ives. During the morning and evening peaks, frequencies vary between 10 minutes and 30 minutes depending on the service and direction of travel. Similarly, there were no observations or measurements in the TIA on the level of occupancy of these bus services or bus stops. From Opal data collected during a week in May 2018, the nearby bus stops have the following usage characteristics:				
	Stop ID	Location/Designation	Tap on (weekly numbers)	Tap off (weekly numbers)
	Routes/services 207/537 195/196/197 (St Ives Chase & Mona Vale to Macquarie	Mona Vale Rd at Shinfield Ave	275	0-50

TABLE OF ASSESSMENT 31

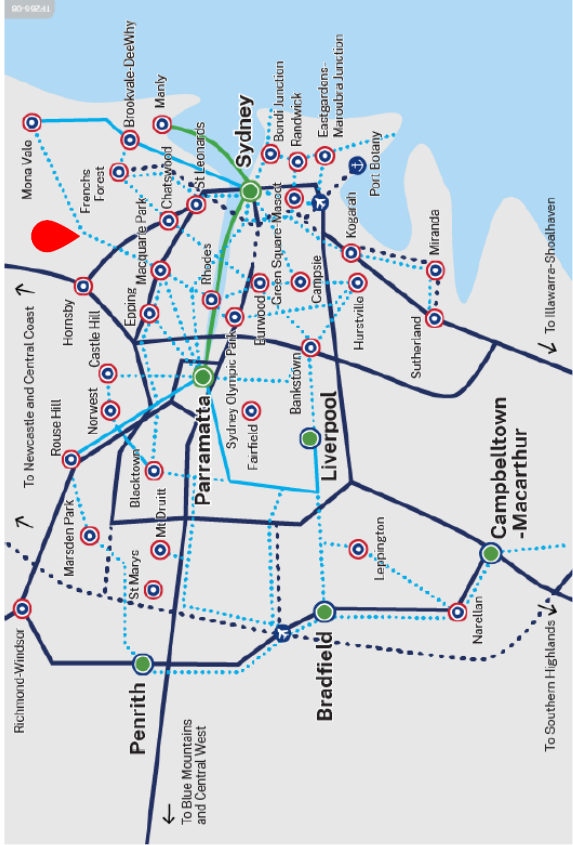
PLANNING PROPOSAL – Pymble Golf Club

	University & Gordon via St Ives Shops)				
	207540 195/196/197 (Macquarie University & Gordon to St Ives Chase & Mona Vale via St Ives Shops)	Christ Church St Ives Anglican, Mona Vale Rd	0-50	291	
	207535 591 (Hornsby to St Ives, servicing Waitara & Wahroonga) 594 (North Turramurra to City via St Ives, Killara, East Lindfield & East Roseville)	Killeaton St opp. St Ives Bowling & Recreation Club	50-100	0-50	
	207542 591 (St Ives to Hornsby, servicing Waitara & Wahroonga) 594 (City to North Turramurra via St Ives, Killara, East	Killeaton St after Collins Rd	0-50	115	

TABLE OF ASSESSMENT 32

PLANNING PROPOSAL – Pymble Golf Club

Lindfield & East Roseville)				
The numbers recorded at the stops on Mona Vale Road indicate they are some of the most utilised in the Ku-ring-gai LGA. The relatively high numbers of tap-ons in one direction and tap-offs in the other direction indicate a high degree of travel to/from St Ives and Gordon Station/Macquarie Park. Similarly, the pattern of tap-ons and offs at the Killeaton Street stops indicate travel demand on the 594 services to the City and back. Discussions with the operator of the 591 and 594 services (Transdev) indicate spare capacity on both services. Information obtained from Transport for NSW regarding the 195/196/197 services indicate that on average, at the Shinfield Avenue and Christ Church St Ives Anglican stops on Mona Vale Road, the bus services are arriving at these stops with spare capacity to accommodate additional demand from the proposal. Since it is anticipated that a low proportion (currently 2%) of residents of the proposal would use a bus for journeys to work during the peak period, it is unlikely, therefore, that there would be insufficient capacity on buses or at the stops to accommodate additional demand from the proposal. New transport proposals/strategies or capacity improvements foreshadowed in Future Transport Strategy, and its impacts to the proposal in terms of travel behaviour. In the shorter term, Transport for NSW have advised that prior to the last State election the government made a commitment prior to 2023 to introduce new weekday peak hour express services between Mona Vale and Macquarie Park that bypass Gordon (known as the 197X Mona Vale – Macquarie Park service). These new services would save some travel time for passengers travelling between Macquarie Park and St Ives/Northern Beaches, as the service would not have to divert to Gordon station. In addition, commitments to improvements to the 194 service (St Ives – City) were made, which include increased off-peak and weekend daytime service frequency, and extended span of hours later in the evening. These services may benefit passengers returning from the City to the site, but because the service runs a one-way loop through St Ives Chase, the closest boarding point for services from St Ives to the City (Link Road outside Masada College) is not considered convenient enough for future residents of the site. Future Transport Strategy identifies future rapid bus services between Mona Vale and Macquarie:				

Figure 12 Existing and future road, bus and ferry network in the Eastern Harbour City, Central River City and Western Parkland City.  KEY Hubs - Metropolitan centre - Metropolitan cluster - Strategic centre - International freight port - International airport Existing Operational infrastructure and services - Ferry - Rapid Bus - Road Future Non-operational infrastructure and services includes committed, funded and visionary - Rapid Bus - Road	At this stage it is unclear from Future Transport Strategy as to what form the public transport connection will take and what the timing is. Councils along the Mona Vale Road/Ryde Lane Cove Road corridor are aligned in their support for improved services along the corridor, and are advocating to Transport for NSW to bring forward planning for the initiative. From the Ku-ring-gai Local Strategic Planning Statement (LSPS), Council has an action to advocate to Transport for NSW to increase the priority and accelerate the delivery of infrastructure improvements identified in Future Transport Strategy that connects Ku-ring-gai
--	--

PLANNING PROPOSAL – Pymble Golf Club

TABLE OF ASSESSMENT 34

	internally and with nearby centres, including improvements to bus connections from Mona Vale to Macquarie Park (followed by Bus Rapid Transit). In September 2022, the Greater Cities Commission released the Macquarie Park Strategic Infrastructure and Services Assessment (SISA) Final Report, which was prepared by the Department of Planning and Environment (DPE) to inform the Macquarie Park Innovation Precinct Place Strategy (Place Strategy) and Macquarie Park Innovation Precinct Strategic Master Plan (Master Plan). This report provides some clarity around timeframes for some projects that have been identified in Transport for NSW's Future Transport Strategy that are relevant to Ku-ring-gai, and in particular mentions the Mona Vale to Macquarie Park public transport improvements for rapid services, with a delivery timeframe of 2027–2036. As noted elsewhere in this assessment, travel time on Ryde Road/Lane Cove Road portion of the corridor (between Pacific Highway and Waterloo Road) during morning peak periods can be up to 30 minutes, and currently, journey times of buses travelling between St Ives and Macquarie Park are significantly impacted by these delays, resulting in travel times longer than timetabled. It is likely, therefore, that the new 197X Mona Vale – Macquarie Park service will be impacted by delays on the Ryde Road segment of the route. Bus service improvements along this corridor, including extension of operating times, bus priority measures and journey time reliability are important to ensure public transport is competitive with private vehicles, as well as enhance connectivity and bring significant Strategic Centres (such as Macquarie Park) and Health/Education Precincts within 30 minutes by public transport. It In recognition of this, one of the actions to address Planning Priority K2 of the LSPS (to provide housing close to transport, services and facilities to meet the existing and future requirements of a growing and changing community) is to: <i>“Implement planning responses in St Ives subject to infrastructure improvements (medium-long term).”</i> - Potential impact resulting from future use (expansion/intensification). The TIA notes (in Section 3.7.1) that traffic surveys were undertaken at key intersections identified by Council during the AM, PM and Saturday (noon) peak periods in May 2017, which take into account the effects of the March-September winter sports season. The existing intersection performance is shown in the table below, extracted from the TIA:
--	--

PLANNING PROPOSAL – Pymble Golf Club

Table 6: Existing (2017) Intersection Performance

Intersection	Period	Degree of Saturation (DOS)	Average Vehicle Delay (AVD)	Level of Service (LOS)
Killeaton Street / Cowan Road	AM	0.998	38.0 sec	C
	PM	0.784	13.1 sec	A
	Sat	0.860	17.6 sec	B
Cowan Road / Village Green Parade	AM	0.199	5.5 sec	A
	PM	0.268	5.2 sec	A
	Sat	0.250	5.4 sec	A
Pymble Golf Club Access / Cowan Road	AM	0.168	8.2 sec	A
	PM	0.167	8.2 sec	A
	Sat	0.141	8.2 sec	A
Mona Vale Road / Cowan Road	AM	1.070	12.5 sec	A
	PM	1.290	22.4 sec	B
	Sat	1.437	44.8 sec	D

Nearby intersections generally operate at good levels of service, with the exception of the intersection of Mona Vale Road and Cowan Road/Shinfield Avenue which currently operates at Level of Service D on Saturday (noon) peak periods, which is close to capacity.

The operation of the intersection of Mona Vale Road and Cowan Road/Shinfield Avenue was inspected during the morning and evening peaks in November 2022, with focus on the operation of the Cowan Road leg. During the AM peak hour, when Cowan Road received the green light, queued vehicles were cleared 66% of the time. It was also observed that vehicles queued across the existing Golf Club access driveways on 2 of the 24 signal cycles during the peak hour. This indicates reasonable capacity for vehicles from the site to enter Cowan Road during the AM peak hour. During the PM peak hour, when Cowan Road received the green light, queued vehicles were cleared 45% of the time. Vehicles were observed to be queued across the existing Golf Club access driveways on 11 of the 22 signal cycles during the peak hour. Given that the flow of vehicles during the PM peak hour entering is likely to be much greater than leaving the site, queue lengths on Cowan Road would have less of an impact to site access.

PLANNING PROPOSAL – Pymble Golf Club

A 2027 future baseline model was developed, which models future conditions without the Proposal incorporating 0.4% annual traffic growth rate. The resulting intersection levels of service are shown below:				
Table 7:Future (2027) Baseline Intersection Performance				
Intersection	Period	Degree of Saturation (DOS)	Average Vehicle Delay (AVD)	Level of Service (LOS)
Killeaton Street / Cowan Road	AM	0.988	54.6 sec	D
	PM	0.808	13.7 sec	A
	Sat	0.904	22.3 sec	B
Cowan Road / Village Green Parade	AM	0.208	5.5 sec	A
	PM	0.278	5.2 sec	A
	Sat	0.261	5.4 sec	A
Pymble Golf Club Access / Cowan Road	AM	0.174	8.8 sec	A
	PM	0.210	8.9 sec	A
	Sat	0.247	8.7 sec	A
Mona Vale Road / Cowan Road	AM	1.131	15.0 sec	B
	PM	1.349	25.0 sec	B
	Sat	1.480	48.1 sec	D
Again, most intersections operate with spare capacity, although the intersection of Killeaton Street and Cowan Road approaches capacity in the weekday AM peak hour.				
Section 4.4 develops the traffic generation of the proposal from the new land use on the site. A traffic generation rate of 0.5 trips per dwelling in the weekday peak hours was been applied to a site yield of 100 units, resulting in an estimated site traffic generation of 50 vehicle trips per hour during the weekday AM and PM peak periods. This traffic generation was also applied to the Saturday AM peak hour. The results are shown below, with the future baseline for comparison:				

Table 10: Intersection Performance Comparison

Intersection	Period	2027 Future Baseline			2027 Future Baseline + Proposal (LILLO)		
		Degree of Saturation (DOS)	Average Vehicle Delay (AVD)	Level of Service (LOS)	Degree of Saturation (DOS)	Average Vehicle Delay (AVD)	Level of Service (LOS)
Killeaton Street / Cowan Road	AM	0.986	54.6 sec	D	1.003	55.5 sec	D
	PM	0.806	13.7 sec	A	0.806	13.7 sec	A
	Sat	0.904	22.3 sec	B	0.909	22.4 sec	B
Cowan Road / Village Green Parade	AM	0.208	5.5 sec	A	0.235	5.6 sec	A
	PM	0.278	5.2 sec	A	0.297	5.2 sec	A
	Sat	0.261	5.4 sec	A	0.284	5.5 sec	A
Pymble Golf Club Access / Cowan Road	AM	0.174	8.8 sec	A	0.180	8.2 sec	A
	PM	0.210	8.9 sec	A	0.209	8.2 sec	A
	Sat	0.247	8.7 sec	A	0.247	8.2 sec	A
Mona Vale Road / Cowan Road	AM	1.131	15.0 sec	B	1.120	14.3 sec	A
	PM	1.349	25.0 sec	B	1.259	19.8 sec	B
	Sat	1.480	48.1 sec	D	1.442	43.5 sec	D

From this table, the proposal has no significant impact on the operation of the key intersections compared to the Future baseline conditions, with only minor increases in average delay at the intersection of Cowan Road/Village Green Parade and the intersection of Killeaton Street/Cowan Road.

- State agency discussion (Transport for NSW), including road widening and pinch points program requirements, and any potential alteration/expansion of bus services along the corridor.
- In the TIA, there is some commentary in Section 1.2.1 highlighting that discussions were conducted with RMS [Transport for NSW] regarding recent and future proposals for the Mona Vale Road corridor, with the advice that funding for design of upgrades along Mona Vale Road in St Ives has not been allocated by Transport for NSW. However, there is no indication of what the future proposals for the Mona Vale Road

PLANNING PROPOSAL – Pymble Golf Club**TABLE OF ASSESSMENT 38**

	corridor are, or their timing, nor whether they are consistent with the upgrades identified in the St Ives Town Centre Traffic and Parking Study (2008). In discussions between Transport for NSW and Council regarding the Integrated Transport Action Plan for the Mona Vale Road corridor, Transport for NSW flagged that it considering short term upgrades at the intersection of Mona Vale Road and Cowan Road/Shinfield Avenue through: ○ Pedestrian protection at the pedestrian crossings; ○ lane configuration changes on Cowan Road/Shinfield Avenue to allow single diamond overlap movements; ○ removal of the right turn filter movement from Cowan Road to Mona Vale Road. If the Planning Proposal proceeds to Gateway, Transport for NSW will be providing a response as part of consultation with state agencies. Therefore, clarification regarding upgrades to the Mona Vale Road corridor through St Ives, as well as any potential upgrade to bus services, would be provided by Transport for NSW as part of that process. Summary of assessment The Planning Proposal has the following favourable transport aspects: - Workers in the Statistical Area of the site that work within the Ku-ring-gai LGA (approximately a quarter of all workers in the Statistical Area) worked in the St Ives local centre and walked to work; - The site is located within 400m of Mona Vale Road, where regular bus services operate between Mona Vale and Macquarie Park (via Gordon). Bus services to Gordon connect to the Sydney Trains network. There is currently sufficient capacity in these bus services and nearby bus stops to accommodate additional bus passenger demand resulting from the Planning Proposal; - The site is well positioned to take advantage of improved bus services between Mona Vale and Macquarie Park which are foreshadowed in Future Transport Strategy and the Macquarie Park Strategic Infrastructure and Services Assessment; - There is a good selection of retail, health/medical, leisure/recreational and community/cultural facilities within a 10 minute walk of the site, mostly located within the St Ives Shopping Village, St Ives Village Green/Cowan Oval and within the site itself; - The local cycling network in the area is modestly developed, providing a degree of local and regional cycling connectivity;
--	--

TABLE OF ASSESSMENT 39

PLANNING PROPOSAL – Pymble Golf Club

- The proposal is not expected to have significant additional impact on the operation of the key nearby intersections, with only minor increases in average delay at the intersection of Cowan Road/Village Green Parade and the intersection of Killeaton Street/Cowan Road. The following transport constraints were found with respect to the Planning Proposal: - The site has access to only a modest number of Strategic Centres (and therefore jobs) within 30 minutes by public transport, compared to other centres located further south in Ku-ring-gai; - While existing bus services provide good connections between St Ives and Gordon, bus access to Macquarie Park is currently constrained by congestion on Ryde Road and Lane Cove Road; - There is a notable absence of schools within easy walking distance of the site. The closest primary school is 15 minutes' walk from the site, and the closest high schools are approximately 20 minutes' walk. There is also limited route bus and school bus services connecting the site with nearby schools. Depending on the future demographic of the site, this could result in a higher reliance on cars being used as a mode of travel between the site and nearby schools.	
---	--

PLANNING PROPOSAL – APPENDIX H – Photomontage Images	
COMMENT	RECOMMENDATION
-	No changes required.