

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

EXECUTIVE SUMMARY

PURPOSE OF REPORT:

For Council to consider the private Planning Proposal that has been lodged for 4, 12 & 14 Cowan Road, St Ives (Pymble Golf Club).

BACKGROUND:

A formal pre-Planning Proposal meeting was held on 15 May 2018.

The Planning Proposal was submitted in January 2020, however, was incomplete. Following the submission of revised documentation and payment of fees, the assessment of the Planning Proposal formally commenced in April 2020.

The Planning Proposal was referred to the Ku-ring-gai Local Planning Panel on 24 April 2023 for advice.

COMMENTS:

The Planning Proposal seeks to amend the Ku-ring-gai Local Environmental Plan 2015 (KLEP 2015):

- 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.

RECOMMENDATION:

That the Planning Proposal, as amended by this report, be submitted to the Department of Planning and Environment for a Gateway Determination.

PURPOSE OF REPORT

For Council to consider the private Planning Proposal that has been lodged for 4, 12 & 14 Cowan Road, St Ives (Pymble Golf Club).

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 **Attachments 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.

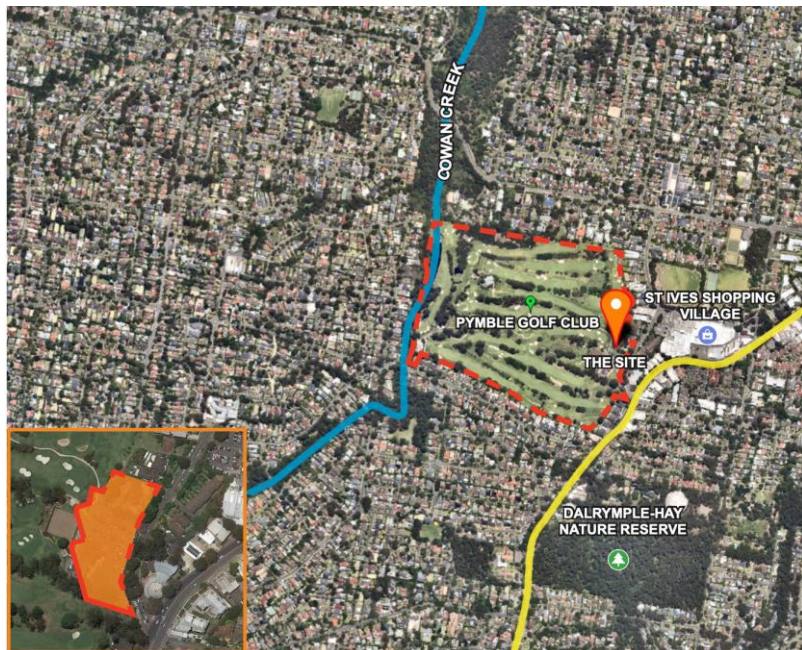


Figure 1. Subject site aerial view

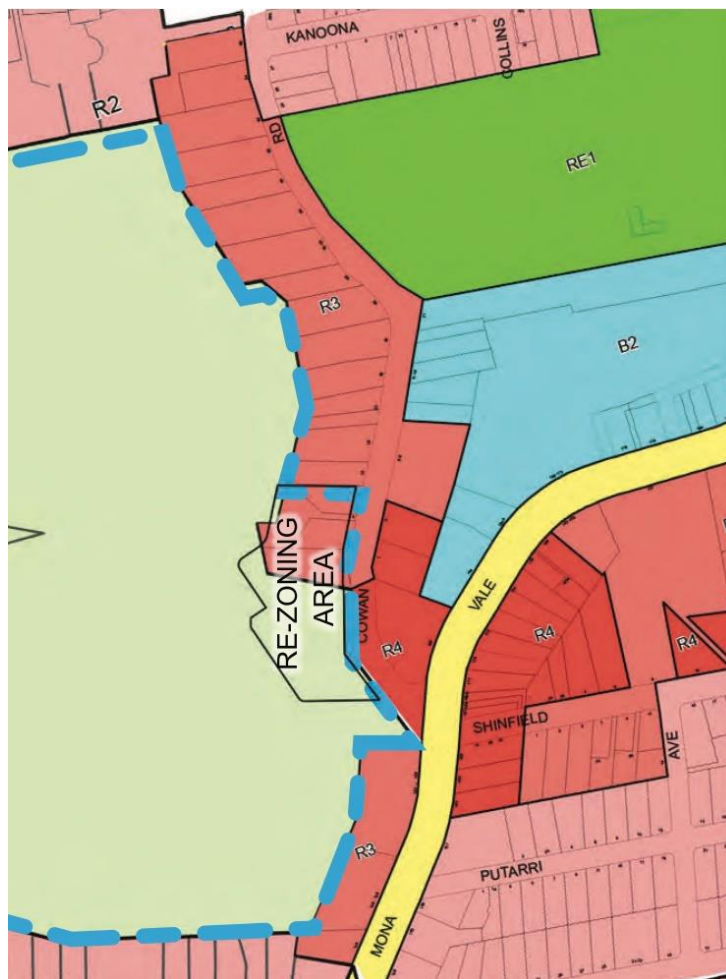


Figure 2. Subject site and existing surrounding context

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 a 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 Council's 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.

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.



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

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
- Objective 22: Investment and business activity in centres

Item GB.6

S12645

- 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.6

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 30 minute 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. 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.

Given the relatively small number of additional dwellings (less than 80) that could be facilitated by the Planning Proposal and the justification provided in the Transport Impact Assessment, this inconsistency is considered to be minor.

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.

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.

Item GB.6

S12645

- Locate high density housing types within a 10min walk (800m radius) of Primary and Secondary Local Centres: Gordon, Lindfield, Turrumurra, St Ives (subject to the provision of priority bus infrastructure), Roseville, Killara, Pymble and Wahroonga.
- 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:

4. *Consistent with Priority K3 of the Ku-ring-gai LSPS, Council is to prepare a masterplan, or accommodate a proponent-led planning proposal with good planning outcomes, for the St Ives local centre. Planning is to occur in consultation with TfNSW and align with its Movement and Place Framework.*

Subject to TfNSW advice, the planning proposal is to be submitted to the Department for Gateway Determination by December 2022. This proposal will help to create future housing capacity and contribute to medium supply and support the longer term 20-year strategic housing target for the District.

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*, 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*'.

Council has not prepared a Masterplan for the St Ives Local Centre as required by Condition 4, and accordingly the Planning Proposal is consistent with the requirements of Condition 4, which requires Council to accommodate proponent-led planning proposals with good planning outcomes within the St Ives local centre. Should the Planning Proposal receive a Gateway Determination, then consultation would occur with TfNSW and clarification regarding any future upgrade to bus services, the Rapid Bus Line and Movement and Place Framework would be provided as part of that process.

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.

Site Specific Development Control Plan (DCP)

In order to provide more certainty and clarity regarding the built form outcomes on the site under the amendments proposed within the Planning Proposal, it is recommended that a site-specific Development Control Plan (DCP) be prepared and exhibited concurrently with the Planning Proposal, should it receive a Gateway Determination.

The site-specific DCP should be based on the Urban Design Report (**Attachment A7**) and include detailed controls regarding:

- Built form, building massing and envelopes to ensure appropriate development on an interface site;
- ensuring development on the site is consistent with the established and desired future character of St Ives centre;
- appropriate setbacks from heritage items, adjoining residential sites and significant trees including canopy to be retained;
- relocation and development of cottages and an appropriate curtilage area;
- pedestrian and vehicle access to the site ensuring retention and protection of trees;
- landscaping, including landscape setbacks and deep soil setbacks to Cowan Road;

Ku-ring-gai Local Planning Panel Advice

In accordance with Local Planning Panels Direction – Planning Proposals issued by the Minister for Planning under Section 9.1 of the *Environmental Planning and Assessment Act 1979*, the Planning Proposal was referred to the Ku-ring-gai Local Planning Panel (KLPP) on 24 April 2023.

The KLPP provided the following advice (**Attachment A12**):

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

Prior to the matter being recommended to Council, the Panel advises that further clarification be sought (refer Page 10-12), to justify the inconsistency with the LSPS and the Ku-ring-gai housing strategy.

The Panel advises Council should investigate whether a community title and or other mechanism be sought to achieve a long term objectives for delivery of the development and the maintenance of the design quality of the site and its heritage items into the long term future.

The Panel advises Council that prior to the development of the site, a Conservation Management Plan be prepared for the two proposed heritage items.

The Panel advises that Council investigate further the bonus provisions that generally apply to the sites containing heritage items, should not extend to the whole of the development site but should only apply to curtilage lots of the heritage items.

Date of Advice: 24 April 2023

Voting: unanimous

Item GB.6

S12645

The KLPP support for the submission of the Planning Proposal (as amended) for a Gateway Determination is noted. Council comment is provided below in response to the additional KLPP advice, noting this is advice only and Council is not bound to adopt in considering the Planning Proposal:

KLPP Advice: *Prior to the matter being recommended to Council, the Panel advises that further clarification be sought (refer Page 10-12), to justify the inconsistency with the LSPS and the Ku-ring-gai housing strategy.*

Council Comment: Additional detailed clarification has been provided in the body of this report under 'Ku-ring-gai Local Strategic Planning Statement' and 'Ku-ring-gai Housing Strategy Letter of Approval' as well as in the Table of Assessment (**Attachment A11**) which justify the inconsistency with the LSPS and the Ku-ring-gai Housing Strategy.

In summary, the Planning Proposal is consistent with the overarching local planning priority within the LSPS to provide housing close to transport, services and facilities in the St Ives local centre. The LSPS also ties the provision of additional housing in the St Ives local centre with the future delivery of priority bus infrastructure from Mona Vale to Macquarie Park, and accordingly, the Planning Proposal is inconsistent as it seeks to bring forward the delivery of housing prior to the delivery of priority bus infrastructure. This inconsistency is considered minor in nature due to the relatively small number of dwellings enable by the Planning Proposal and the fact that the Planning Proposal would not result in any significant traffic impacts on the surrounding road network and formal consultation will be undertaken with TfNSW should a Gateway Determination be issued.

The Planning Proposal is inconsistent with Council's adopted Housing Strategy which does not provide for any additional housing from the rezoning of new sites. However, the Planning Proposal is consistent with the Housing Strategy Letter of Approval Conditions, specifically Condition 4 relating to accommodating proponent-led Planning Proposals in the St Ives local centre. Council is required by clause 5 (3)(d) of the *Environmental Planning and Assessment Act 1979* to give effect to Housing Strategy Letter of Approval Conditions issued by the Department of Planning.

KLPP Advice: *The Panel advises Council should investigate whether a community title and or other mechanism be sought to achieve a long term objectives for delivery of the development and the maintenance of the design quality of the site and its heritage items into the long term future.*

Council Comment: The Panel's advice seeks to control future delivery of development on the site by ensuring that the site is developed as a whole, and not sold off in separate lots for piecemeal development.

Council has no legal ability to require the site to be developed under a community title scheme as part of a future Development Application process.

The Planning Proposal and Urban Design Study anticipate the future development of the site as a whole, and proposes that the Development Standards, such as Floor Space Ratio, apply across the site as a whole. Additionally, it is in the Club's best interests to ensure the site is developed as a whole, as it is the most efficient method and would ensure the Club has more control of the outcome.

Item GB.6

S12645

If the intention is to require the site to be developed as a whole, then other mechanisms could be put in place such as a site specific minimum lot size requirement for the development of multi dwelling housing or residential flat buildings on the site such as under Clause 6.6 of the KLEP 2015, or the requirement of a large minimum lot size which would prevent the site from being subdivided into smaller lots.

KLPP Advice: *The Panel advises Council that prior to the development of the site, a Conservation Management Plan be prepared for the two proposed heritage items.*

Council Comment: Council supports the preparation of a Conservation Management Plan for the proposed heritage items, being the cottages at 12 and 14 Cowan Road as part of the development application, which would address any issues of curtilage and relocation of the cottages.

KLPP Advice: *The Panel advises that Council investigate further the bonus provisions that generally apply to the sites containing heritage items, should not extend to the whole of the development site but should only apply to curtilage lots of the heritage items.*

Council Comment: The 'bonus provisions' referred to in the Panel's advice are the Heritage Conservation Incentives under Clause 5.10(10) of the KLEP 2015. This clause only applies at the Development Application stage and is not a matter for consideration of a Planning Proposal.

Council staff understand that the Clause is focused on conserving heritage first and foremost and allowing some flexibility around development standards, i.e. land use, FSR and height, to "facilitate" this. There are a number of qualifications that need to be met to enable the use of the Clause and they are set out clearly within the clause itself (emphasis added below). There are a few terms that have been debated, including what is meant by "land" and "building" because this determines how the clause can be applied.

Ku-ring-gai Local Environmental Plan 2015 Clause 5.10 (10) provides:

(10) **Conservation incentives** The consent authority may grant consent to development for any purpose of a building that is a heritage item or of the **land on which such a building is erected**, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that—

- (a) the **conservation of the heritage item** or Aboriginal place of heritage significance is **facilitated** by the granting of consent, and*
- (b) the proposed development is **in accordance with a heritage management document** that has been approved by the consent authority, and*
- (c) the consent to the proposed development would require that **all necessary conservation work** identified in the heritage management document is carried out, and*
- (d) the proposed development would **not adversely affect the heritage significance of the heritage item**, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and*
- (e) the proposed development would **not have any significant adverse effect on the amenity of the surrounding area.***

In the case of Pymble Golf club, Council has suggested a discrete listing for the cottages, enough mapped curtilage to ensure they are protected within an appropriate setting but to stop the heritage sterilising the rest of the development. Interpreting the "land on which such a building is

erected" could either mean the land immediately under each cottage and no more or the entire curtilage of the cottages (as shaded area on the map). In either case, Council does not believe that this opens up any opportunities for the applicant to use the clause to breach development standards and advantage future development because if enabled within the mapped curtilage, which is such a small area, the said development would result in adverse amenity and heritage impacts. The only loophole for the applicant may be if the whole site was mapped as a heritage item, which is not suggested by Council staff. However, even then, it would be open for legal debate as to why, how and to what extent development standards could be flexed before and heritage impacts (d) or adverse amenity (e) resulted, disqualifying the use of the Clause.

Further legal advice could be sought if Council feel this is appropriate given the complex nature of the issue.

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.
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 78 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. At the time of preparing this report a Councillor Site inspection was being arranged in early May 2023 prior this matter coming before Council.

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:

- A. That the Planning Proposal be amended in accordance with the recommendations in this report and Table of Assessment (**Attachment A11**).
- B. That delegation be given to the General Manager and Director of Strategy and Environment to verify all amendments are in accordance with the recommendations in this report and Table of Assessment (**Attachment A11**) prior to forwarding to the Department of Planning and Environment.
- C. That the Planning Proposal (as amended) be submitted to the Department of Planning and Environment for a Gateway Determination in accordance with section 3.34 of the *Environmental Planning and Assessment Act 1979*
- D. That Council requests to be authorised as the local plan-making authority to exercise the functions under Section 3.36(2) of the *Environmental Planning and Assessment Act 1979*.
- E. That a site-specific DCP be prepared by Council in accordance with the details in this report, paid for by the proponent in accordance with Council's Fees and Charges.
- F. That upon receipt of a Gateway Determination, the public exhibition of the planning proposal and site-specific DCP is carried out in accordance with the requirements of the *Environmental Planning and Assessment Act 1979*, *Environmental Planning and Assessment Regulation 2000*, the Gateway Determination and the Ku-ring-gai Community Participation Plan

Item GB.6

S12645















- G. That a report be brought back to Council following the conclusion of the public exhibition process.

Alexandra Plumb
Acting Senior Urban Planner

Craige Wyse
Team Leader Urban Planning

Antony Fabbro
Manager Urban & Heritage Planning

Andrew Watson
Director Strategy & Environment

Attachments:	A1		Pre Planning Proposal Meeting Report	Excluded	2023/125848
	A2		Planning Proposal- 4, 12 & 17 Cowan Rd St Ives		2023/125851
					
	A3		Appendix A - Survey Plan	Excluded	2023/125853
	A4		Appendix B - Detailed Site Investigation	Excluded	2023/125854
	A5		Appendix C - Ecological Constraints Assessment	Excluded	2023/125855
	A6		Appendix D - Arboricultural Impact Assessment	Excluded	2023/125857
	A7		Appendix E - Urban Design Report		2023/125860
					
	A8		Appendix F - Statement of Heritage Impact	Excluded	2023/125866
	A9		Appendix G - Transport Impact Assessment	Excluded	2023/125872
	A10		Appendix H - Photomontage	Excluded	2023/125873
	A11		Table of Assessment		2023/125874
					
	A12		KLPP Advice 24 April 2022 - Planning Proposal for 4, 12 & 14 Cowan Road, St Ives - Pymble Golf Club		2023/141377

PLANNING PROPOSAL

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

Prepared by:



No. 138 Woorarra Avenue
ELANORA HEIGHTS NSW 2101

MARCH 2023

CONTENTS

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

EXECUTIVE SUMMARY

Brief overview and background to the Planning Proposal

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

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

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

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

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

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

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

The Planning Proposal's above intended outcomes will achieve:

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

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

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

Land to which this Planning Proposal applies

This Planning Proposal has been prepared for land owned by the Pymble Golf Club, identified as Nos. 4, 12 & 14 Cowan Road, St Ives. The legal description is part Lot 1 DP 511821, Lot B DP 368565, and Lot 1 DP 531533, Lot 2 DP 531533, Lot 3 DP 531533. The land that is the subject of this Planning Proposal has an area of approximately 10,000m² and is located immediately adjacent to Cowan Road. The land comprises the existing club house, car park and single storey timber cottages at Nos. 12 and 14 Cowan Road.

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

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



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





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





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





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

- **Site address**

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

- **Lot and DP**

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

- **Location Map**

See over page.

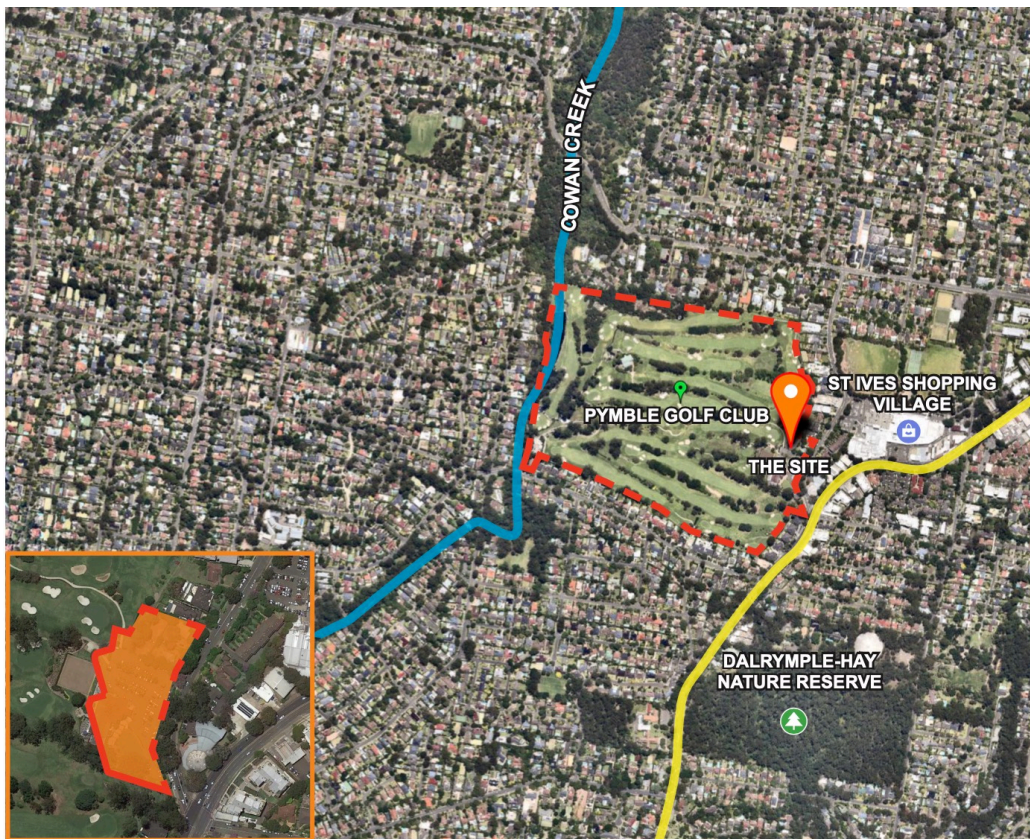


Figure 8: The Pymble Golf Club (outlined in red) and its context, and inset site area subject to the Planning Proposal (outlined in orange) (extract from Nearmap and Google Earth).

Existing Planning Controls

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

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

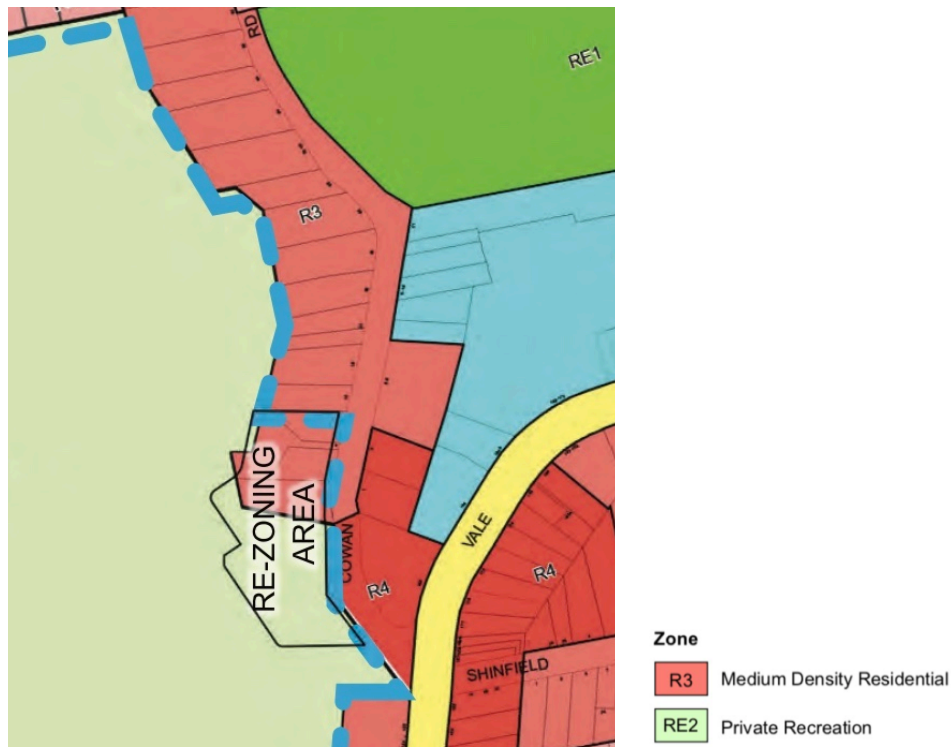


Figure 9: Existing land use zoning map indicating extent of land subject to the Planning Proposal.

Proposed Amendments

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

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

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

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



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



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

Technical Studies

- APPENDIX A – SURVEY PLAN
- APPENDIX B – DETAILED SITE INVESTIGATION
- APPENDIX C – ECOLOGICAL CONSTRAINTS ASSESSMENT
- APPENDIX D – ARBORICULTURAL IMPACT ASSESSMENT REPORT
- APPENDIX E – URBAN DESIGN REPORT
- APPENDIX F – STATEMENT OF HERITAGE IMPACT
- APPENDIX G – TRANSPORT IMPACT ASSESSMENT & GREEN TRAVEL PLAN
- APPENDIX H – PHOTOMONTAGE IMAGES

Club History

The land was originally used as a sawmill and orchards.

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

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

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

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

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

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

The Club employs approximately 50 staff.

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

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

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

PART 1 – OBJECTIVES AND INTENDED OUTCOMES

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

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

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

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

Objective

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

Intended Outcomes

The intended outcomes of the Planning Proposal are to:

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

PART 2 – EXPLANATION OF PROVISIONS

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

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


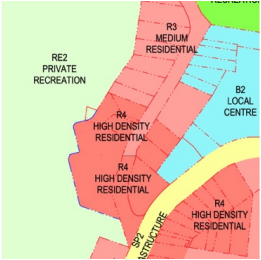
The current zoning is not considered the highest or best use of the site given its desirable proximity to high frequency public transport services, employment, and community services, as well as being in a bushland setting near various opportunities for recreation available within the St Ives Local Centre.

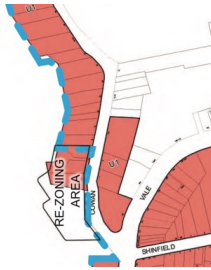
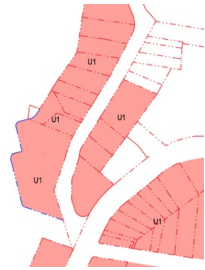

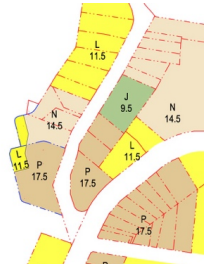

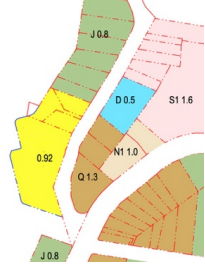
The orderly and economic use of the land would be facilitated by rezoning the land to permit high density residential development alongside the established recreational land use.


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

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

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

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

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

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

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

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

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

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

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

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

PART 3 – JUSTIFICATION OF STRATEGIC AND SITE-SPECIFIC MERIT

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

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

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

Strategic and Site-Specific Merit

Strategic Merit

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

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

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

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

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

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

The Ku-ring-gai LSPS identifies that the population of Ku-ring-gai is forecast to grow from 126,000 as of 2016 to approximately 155,000 in 2036, an increase of 25% over 20 years. The provision of housing to accommodate this population growth will require amendment to the current LEP to accommodate more housing supply in the period commencing from 2021 onward.

The LSPS identifies that future housing supply will firstly be considered in and around the existing primary local centres of the LGA, being Gordon, Lindfield, Turramurra, and St Ives. Furthermore, these four primary local centres are expected to add significant additional housing supply in the period 2021 - 2031.

St Ives Local Centre is planned to become “an active green lifestyle and shopping destination.” This Planning Proposal seeks to compliment the Ku-ring-gai LSPS and by extension the North District Plan, by providing new residential capacity within a residential area of the St Ives local centre, immediately adjacent to established local centre and high-density residential zones.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Planning Proposal's above intended outcomes will achieve:

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

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

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

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

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

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

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

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

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

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

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

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

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

The Housing Strategy examined three key aspects regarding housing provision:

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

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

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

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

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

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

Site-Specific Merit

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

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

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

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

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

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

This investigation area is approximately 15,000m² of which approximately 10,000m² is the subject of this proposed rezoning (less than 3% of the Club's total land).

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

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

Land to which this Planning Proposal applies

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

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

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

The land that is the subject of this Planning Proposal has an area of 10,000m² and located immediately adjacent to Cowan Road. The land comprises the existing club house, at grade car parking, putting green, sheds, outbuildings, landscaping, and existing single storey residential cottages at Nos. 12 and 14 Cowan Road.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Assessment criteria:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Change zoning to R4 High Density Residential and part RE2 Private Recreation
- Change of maximum Height of Buildings to range from 11.5 metres to 17.5 metres
- Change the FSR control to 0.92:1
- Incorporate a minimum 1,200m² lot size
- Adopt site specific DCP provisions as outlined in the planning proposal report. In conclusion, this study supports the Planning Proposal seeking to make such changes to the KLEP.

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

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

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

A. NEED FOR THE PLANNING PROPOSAL

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

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

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

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

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

Detailed Site Investigation

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

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

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

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

Ecological Constraints Assessment

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

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

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

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

Preliminary Arboricultural Assessment Report

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

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

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

Assessment of Heritage Significance

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

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

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

The NSW Heritage Assessment Criterion

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

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

Heritage Assessment

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

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

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

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

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

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

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

Urban Design Report

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

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

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

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

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

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

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

Transport

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

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

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

The site is also located within 30 minutes of two strategic centres. Chatswood (25 minutes from site) has a baseline target of 31,000 employees by 3026, and Hornsby (29 minutes from site) a baseline target of 18,000 employees.

Local centres are a focal point of neighbourhoods and are an important part of a 30-minute city. While local centres are diverse and vary in size, they provide essential access to day- to-day goods and services close to where people live. Future Transport 2056 identifies the importance of local centres as transport interchanges, as places which will have a high level of accessibility which will be enhanced as service frequencies and travel times are improved. Local centres also have an important role in providing local employment. Approximately 200 local centres include a supermarket with floorspace greater than 1,000m², accounting for close to 18% of all Greater Sydney's jobs.

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

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

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

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

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

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

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

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

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

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

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

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

B. RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

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

The planning proposal addresses the assessment criteria for strategic merit:

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

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

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

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

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

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

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

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

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

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

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

North District Plan

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

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

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

Table 3: Address to North District Plan.

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

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

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

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

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

Ku-ring-gai Council Local Strategic Planning Statement

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AMENDMENT: (Moved: Councillors Anderson/Smith)

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

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

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

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

The Housing Strategy examined three key aspects regarding housing provision:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Future Transport 2056

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

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

Net Zero Plan Stage 1: 2020 – 2030

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

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

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

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

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

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

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

Table 6: Address to relevant SEPPs.

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

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

Table 7: Chapter 9 – Hawksbury

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

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

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

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

The directions cover the following broad categories:

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

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

Table 8: Address to Section 9.1 Directions.

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

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

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

DIRECTIONS UNDER S.9.1	OBJECTIVES	CONSISTENCY
	commensurate with flood behaviour and includes consideration of the potential flood impacts both on and off the subject land.	means of stormwater disposal, particular regard must be given to downstream impacts, including potential flooding impacts.
4.3 Planning for Bushfire Protection	The objectives of this direction are to: (a) protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and (b) encourage sound management of bush fire prone areas.	Consistent. The area subject to the Planning Proposal is not identified on the Council's Bush Fire Prone Land Map.
4.5 Acid Sulfate Soils	The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.	Consistent. The LEP identifies the site as subject to Class 5 acid sulfate soils and no concerns arise.
5 TRANSPORT AND INFRASTRUCTURE		
5.1 Integrating Land Use and Transport	The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives: (a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services, and (e) providing for the efficient movement of freight.	Consistent. The Transport Impact Assessment also concludes that the site has excellent and immediate access to public transport, with local buses provide access to Gordan Railway Station and to key local and regional centres. A Green Travel Plan (GTP) has been prepared in support of this application. The Plan gives greater priority given to 'active transport' including walking and cycling, and less priority to private cars. The implementation and monitoring of the GTP will act to encourage the use of sustainable transport as an alternative to car use and help support the objectives of the GTP.

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

C. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

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

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

Ecology

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

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

The recommendations of the Assessment are reproduced below:

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

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

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

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

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

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

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

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

Contamination

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

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

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

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

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

The DSI concludes that:

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

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

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

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

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

Heritage

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

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

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

Clubhouse

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

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

No. 12 Cowan Road

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

No. 14 Cowan Road

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

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

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

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

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

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

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

Option A: Conserve fabric in situ

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

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

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

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

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

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

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

Existing Vegetation

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

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

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

The report as undertaken to meet the following objectives:

This report has been undertaken to meet

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

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

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

Recommend methods to mitigate development impacts where appropriate.

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

The assessment makes the following recommendations:

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

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

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

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

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

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

Traffic & Transport

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

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

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

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

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

Ason Group consulted with the TfNSW regarding the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Urban Design and Built Form

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

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

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

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

Overshadowing

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

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

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

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

Social Effects

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

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

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

Economic Effects

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

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

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

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

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

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

D. INFRASTRUCTURE (LOCAL, STATE AND COMMONWEALTH)

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

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

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

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

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

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

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

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

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

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

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

E. STATE AND COMMONWEALTH INTERESTS

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

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

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

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

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

PART 4 – MAPPING

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

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

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

Land Use Zone

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

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

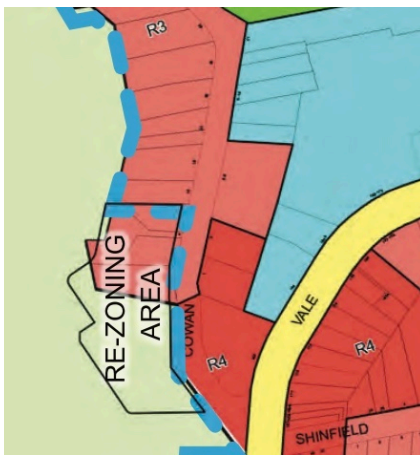


Figure 13: Current land use zone map.

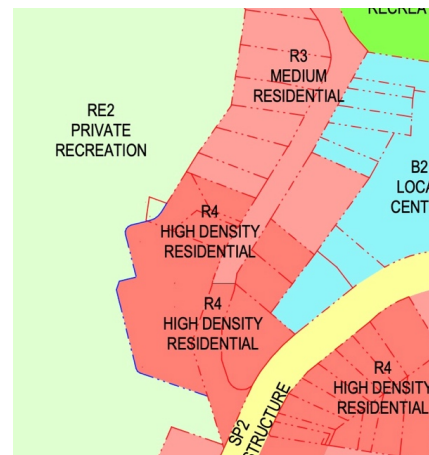


Figure 14: Proposed land use zone map.

Lot Size

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

- Introduce a minimum lot size of 1,200m²
- Remove the minimum lot size of 1,200m² from a small portion of the site

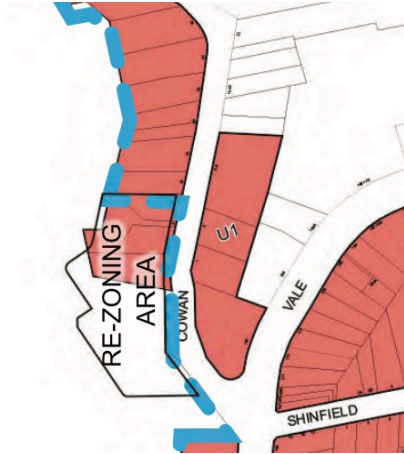


Figure 15: Current lot size map.

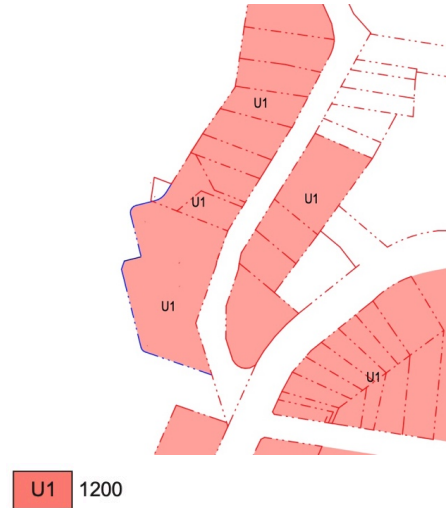


Figure 16: Proposed lot size map.

Height of Buildings

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

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



Figure 17: Current maximum height of building map.

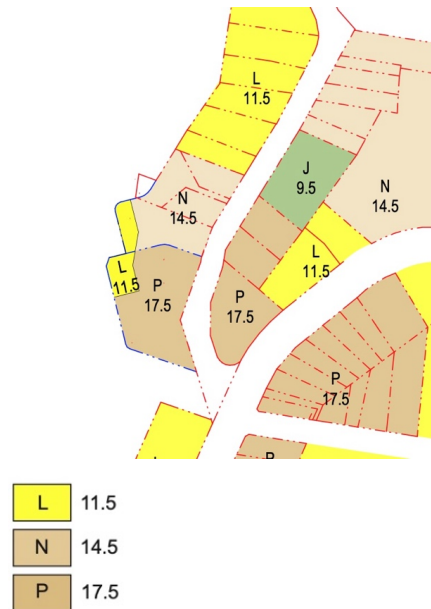


Figure 18: Proposed maximum height of building map.

Floor Space Ratio

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

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



Figure 19: Current FSR map.

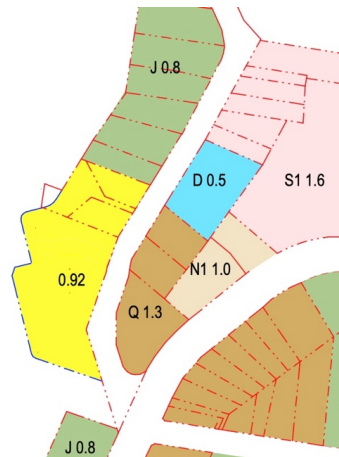


Figure 20: Proposed FSR map.

Heritage

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

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



Figure 21: Proposed Heritage map.

PART 5 – COMMUNITY CONSULTATION

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

This section of the planning proposal must describe:

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

Date of Consultation: Wednesday 11 October 2017

Type of Consultation: Facilities and Assets Presentation to members

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

Date of Consultation: November 2017

Type of Consultation: Facilities and Assets email to members

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

Date of Consultation: Thursday 22 February 2018

Type of Consultation: Information evening for non-member neighbours

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

Date of Consultation: December 2018

Type of Consultation: Presidents message email to Members

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

Date of Consultation: Wednesday 10 April 2019

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

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

Attendance: 53 Members who are neighbouring landowners

Date of Consultation: Wednesday 9 May 2019

Type of Consultation: Members Rezoning Meeting

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

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

Date of Consultation: Wednesday 10 April 2019

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

Information presented: Presented the latest information on the rezoning project

Attendance: 21 non-members who are neighbouring landowners

Date of Consultation: December 2019

Type of Consultation: Presidents message email to members

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

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

PART 6 – PROJECT TIMELINE

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

Table 2. Planning Proposal Benchmark

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

APPENDIX A

APPENDIX B

APPENDIX C

APPENDIX D

APPENDIX E

APPENDIX F

APPENDIX G

APPENDIX H



Pymble Golf Club

Cowan Road, St Ives NSW

Planning Proposal - Urban Design Report

Version 5 | March 2023



CONTENTS

1.0 INTRODUCTION	3	6.0 PRELIMINARY PREFERRED OPTION	31
1.1 BACKGROUND	4	6.1 OVERVIEW AND INDICATIVE PLANS	32
1.2 PYMBLE GOLF CLUB LAND	5	6.2 ESTIMATED YIELD AND SITE AREA CALCULATIONS	41
1.3 SITE DESCRIPTION	6	6.3 INDICATIVE LANDSCAPE PLAN	42
		6.4 VISUALISATION	43
2.0 URBAN PLANNING CONTEXT	7	6.5 INDICATIVE LANDSCAPE CHARACTER IMAGERY	46
2.1 DISTRICT CONTEXT	8	6.6 INDICATIVE SECTION	47
2.2 LOCAL CENTRE CONTEXT	9	6.7 SHADOW AND SOLAR ANALYSIS	48
2.3 EXISTING PLANNING CONTEXT	10		
2.4 EMERGING PLANNING CONTEXT	13		
		7.0 INDICATIVE DESIGN	49
3.0 SITE ANALYSIS	14	7.1 OVERVIEW AND INDICATIVE PLANS	50
3.1 TOPOGRAPHY AND ACCESS	15	7.2 ESTIMATED YIELD AND SITE AREA CALCULATIONS	62
3.2 GENERAL AMENITY	16	7.3 INDICATIVE LANDSCAPE PLAN	63
3.3 STREETScape	17	7.4 VISUALISATION	64
3.4 PROXIMITIES	18	7.5 INDICATIVE LANDSCAPE CHARACTER IMAGERY	67
3.5 CONSTRAINTS	19	7.6 INDICATIVE SECTION	68
3.6 HERITAGE	20	7.7 SHADOW AND SOLAR ANALYSIS	69
3.7 OPPORTUNITIES SUMMARY	21		
		8.0 CONCLUSION	70
4.0 URBAN DESIGN PRINCIPLES	22		
4.1 BUILDING HEIGHT AND NEIGHBOURING INTERFACES	23	APPENDICES	72
4.2 OPEN SPACE	23	APPENDIX A: BUILDING ENVELOPE DIAGRAM	73
4.3 STREETScape	24	APPENDIX B: LIST OF CONTRIBUTING CONSULTANTS	74
4.4 VEHICULAR AND PEDESTRIAN ACCESS	24	APPENDIX C: LANDSCAPE ARCHITECT REPORT	75
5.0 PRELIMINARY OPTIONS ASSESSMENT	25	REVISIONS	
5.1 PRELIMINARY OPTIONS	26	V1: DRAFT ISSUED ON 27.11.19	
5.2 PRELIMINARY OPTIONS COMPARISON TABLE	29	V2: PLANNING PROPOSAL SUBMISSION ISSUED ON 19.12.19	
5.3 ASSESSMENT SUMMARY	30	V3: COTTAGE RETENTION - AMENDED PLANNING PROPOSAL SUBMISSION ISSUED ON 19.04.22	
		V4: TREE RETENTION UPDATE - AMENDED PLANNING PROPOSAL SUBMISSION ISSUED ON 23.08.22	
		v5: REZONING AREA AMENDED TO SUIT FUTURE CLUBHOUSE RE-DEVELOPMENT 07.02.23	



1.0 INTRODUCTION

1.0 INTRODUCTION

1.1 BACKGROUND

Mayoh Architects has prepared this report to summarise our findings in preparing the Indicative Site Design for the proposed rezoning of select land within the Pymble Golf Club site fronting Cowan Rd. St Ives, NSW.

This work has been commissioned by Pymble Golf Club and has been prepared in conjunction with investigations and studies undertaken by other specialist consultants in town planning, ecology, aborigiculture, traffic, heritage, landscape, and contamination.

This report sets out the analysis, design principles, option testing and selection of a preferred site development

option which underpins the associated Planning Proposal.

Pymble Golf Club was established in 1924 on its present-day site and has been in continuous operation since its establishment. The current board are preparing for both the club's centenary celebrations as well as considering its "next 100 years". In that regard, the board recognises that it will need to keep the Club and its offer to members both attractive and relevant in the context of an evolving private golf club market. The board has two objectives which are the driving forces behind the Planning Proposal:

- Develop and build a new clubhouse
- Secure the financial future of the club

The board has also established that no significant changes to the course should be required to achieve those objectives. The opportunity to better utilise the club's land, with particular reference to the club land fronting Cowan Road, has been identified as a means of supporting the growth and revitalisation of both the Pymble Golf Club and the St Ives Local Centre.

As this land is part of the St Ives Town Centre, the opportunity to infill a missing portion of town centre built form has been identified as an appropriate urban planning approach which can achieve value for the Club as well as appropriate urban planning outcomes for the community and Ku-ring-gai Council.



Figure 1.1.1 Pymble Golf Club Existing Car Park (Subject Site)

1.0 INTRODUCTION

1.2 PYMBLE GOLF CLUB LAND

The Club owns and occupies a total site of approximately 40 hectares as shown in Figure 1.2.1 below. The land has a moderate and fairly consistent fall from east to west, toward Cowan Creek located along the western border of the course. All members and visitors access the site from the Cowan Road entry (adjacent to #12 Cowan Rd, also owned by the Club). Secondary access for maintenance vehicles (only) exists on Pentecost Ave. (adjacent to 101 Pentecost Ave).



Figure 1.2.1 Total Club Land

1.0 INTRODUCTION

1.3 SITE DESCRIPTION

The site area investigated for the purposes of this Planning Proposal is centred on the existing surface car park, putting green, clubhouse and 2 adjacent cottages owned by the Club (#12 and #14 Cowan Rd). This site investigation area is approximately 15,000 sqm from which, approximately 11,000 sqm is subject to the proposed rezoning (less than 3% of the Club's total land)

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

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

The site investigation area falls gently from east to west and has only one immediately adjacent neighbouring building at 16 Cowan Rd – positioned to the north of the investigation area. Neighbouring land to the east on the opposite side of Cowan Rd is occupied by Christ Church St Ives whilst the golf course borders the investigation area to the south and west.

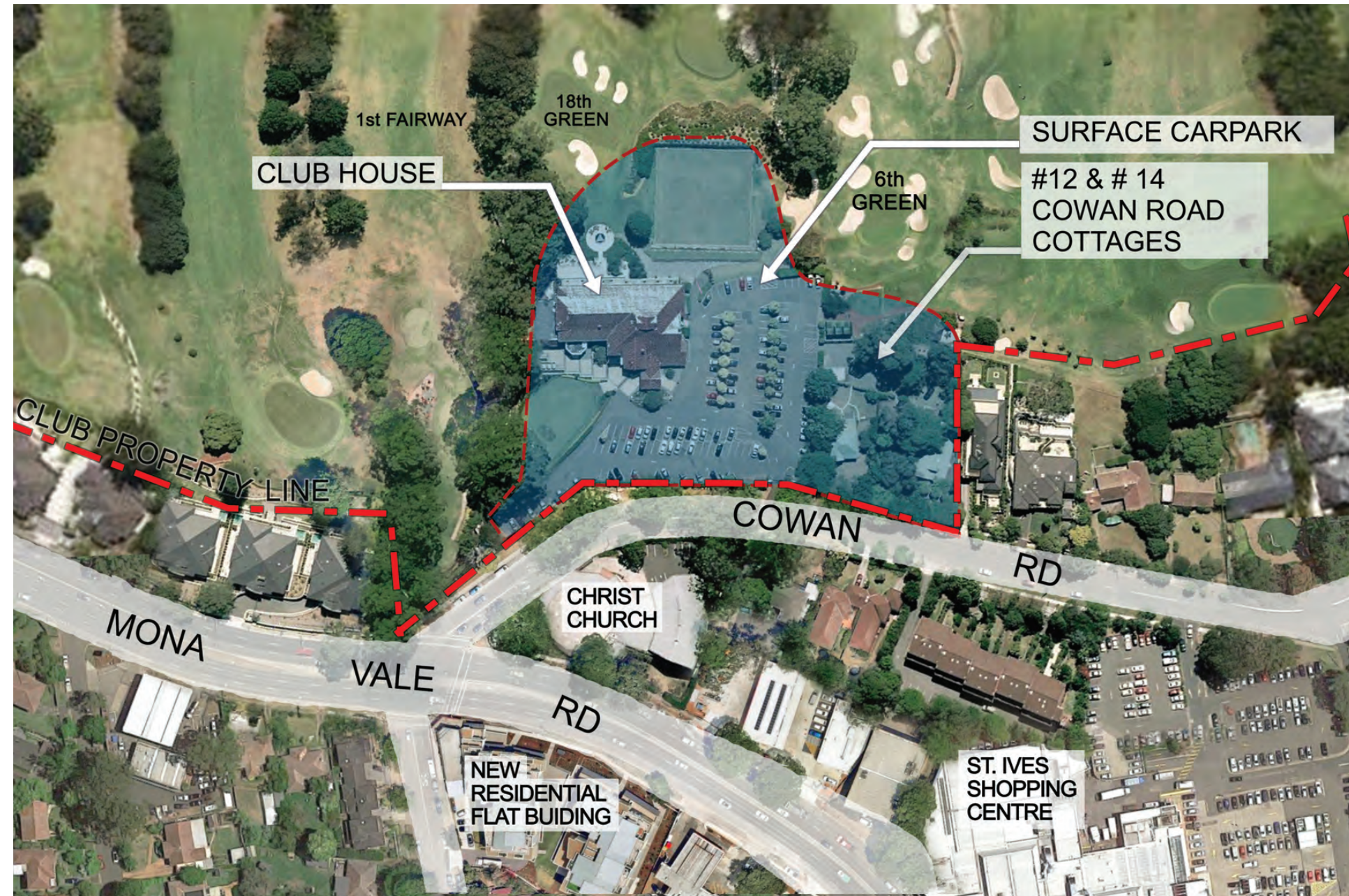


Figure 1.2.2 Site Investigation Area

2.0 URBAN PLANNING CONTEXT

2.0 URBAN PLANNING CONTEXT

2.1 DISTRICT CONTEXT

The site is positioned within the St Ives Town Centre area. St Ives Town Centre is one of several local centres identified within the North District Plan prepared by the Greater Sydney Commission. St Ives local centre has a geographically large catchment area of primarily low-density residential suburbs. It is centred on Mona Vale Rd, the key arterial road linking St Ives and the upper North Shore with the other key transport, employment, retail and recreational destinations within the Northern Beaches, the Pacific Highway, the North Shore rail line, Macquarie Park, Rhodes and Sydney Olympic Park among other destinations.



Figure 2.1.1 North District Plan
(Source: Greater Sydney Commission)

2.0 URBAN PLANNING CONTEXT

2.2 LOCAL CENTRE CONTEXT

The St Ives Town Centre straddles Mona Vale Rd with the predominance of retail, commercial and recreational facilities on the north side of Mona Vale Rd and a predominance of residential uses at varying densities on the south side of Mona Vale Rd, excepting the shop frontages which also line this side of the arterial road. St Ives Shopping Village provides a central location as the local retail hub and has the potential for future redevelopment involving both Council and private owners. The St Ives Village Green/ William Cowan Oval/ and the St Ives Bowling Club are located adjacent to one another and provide extensive active recreation opportunities. The St Ives Community Hall and skateboard park are located within the Village Green.

The Pymble Golf Club Planning Proposal site is located at the southern end of the town centre, opposite the Christ Church site, approximately 50 M from the key intersection of Cowan Rd and Mona Vale Rd and approximately 150 M to the St Ives Shopping Village. The periphery of the town centre is predominantly residential, made up of varying density. This is as a result of the area undergoing transition to higher density forms of housing, enabled by the current planning controls. It is within this residential context, at one of the gateway entries to the town centre, that this planning proposal seeks to integrate with the evolving town centre.

LEGEND

-  COMMUNITY OPEN SPACE
-  BUS STOPS
-  COMMUNITY FACILITIES
-  RETAIL SPACE

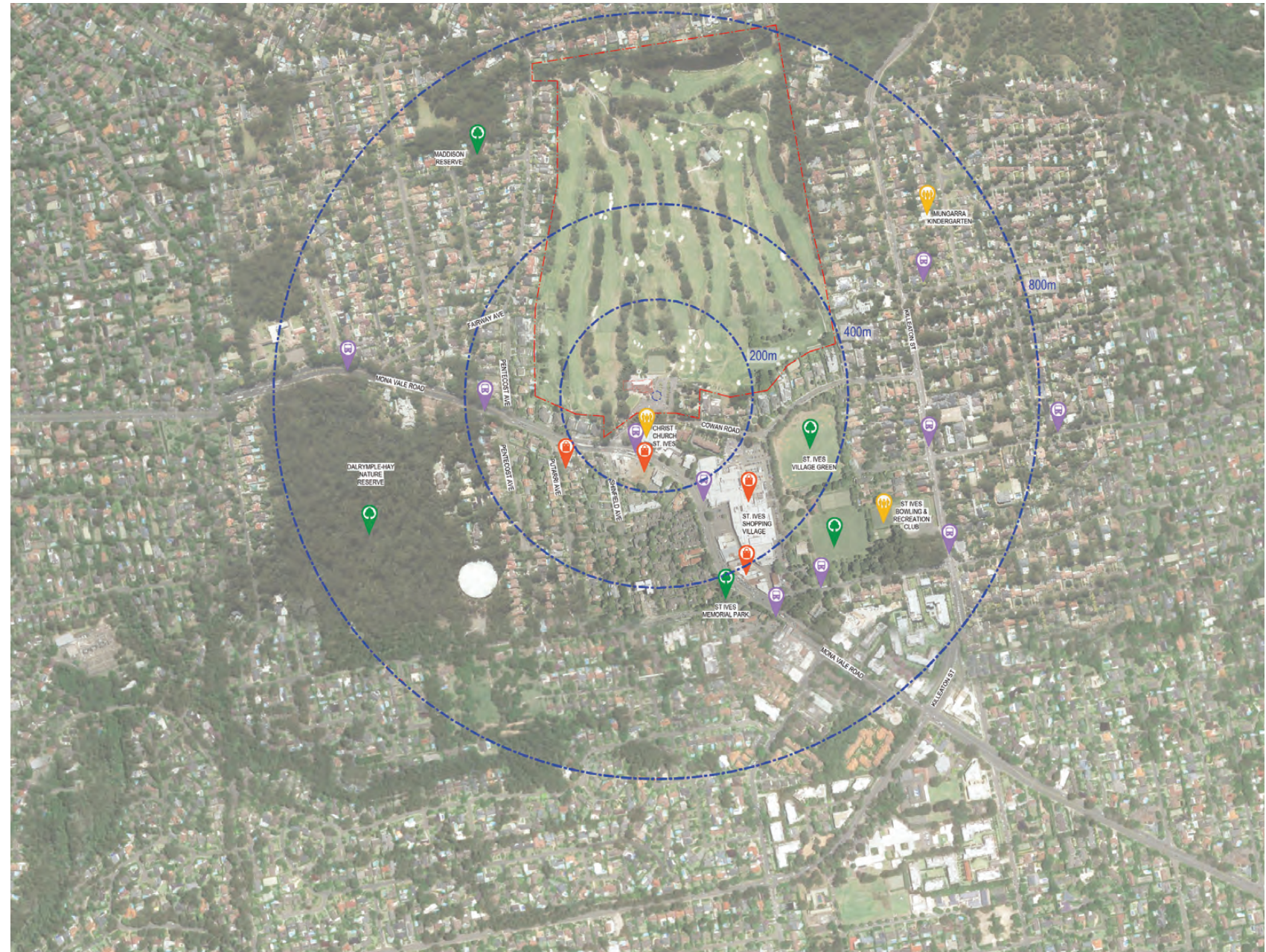


 Figure 2.2.1 St Ives Town Centre with Site and Local Amenities

2.0 URBAN PLANNING CONTEXT

2.3 EXISTING PLANNING CONTEXT

The planning proposal site falls within the Ku-ring-gai LEP 2015.

The site occupies an important position within the Town Centre context adjacent to the southern town centre gateway marked by the intersection of Mona Vale Rd and Cowan Rd.

KEY LEP BUILT FORM CONTROLS SUMMARY

CONTROL	EXISTING SITE	EXISTING SURROUNDINGS	PROPOSED FOR THE SITE
Zoning	RE2 and R3	RE2, R3, R4, B2	R4
Height of Building	N/A and 11.5M	9.5M, 11.5M, 17.5M	11.5M/ 14.5M/17.5M
FSR	N/A and 0.8	0.5, 0.8, 1.0, 1.3, 1.6	0.9/1.1
Lot Size	N/A and 1,200 SQM	930 SQM AND 1,200 SQM	1,200 SQM

Zone	
B1	Neighbourhood Centre
B2	Local Centre
B4	Mixed Use
B7	Business Park
E1	National Parks & Nature Reserves
E2	Environmental Conservation
E3	Environmental Management
R3	Medium Density Residential
R4	High Density Residential
R5	Large Lot Residential
RE1	Public Recreation
RE2	Private Recreation
SP1	Special Activities
SP2	Infrastructure

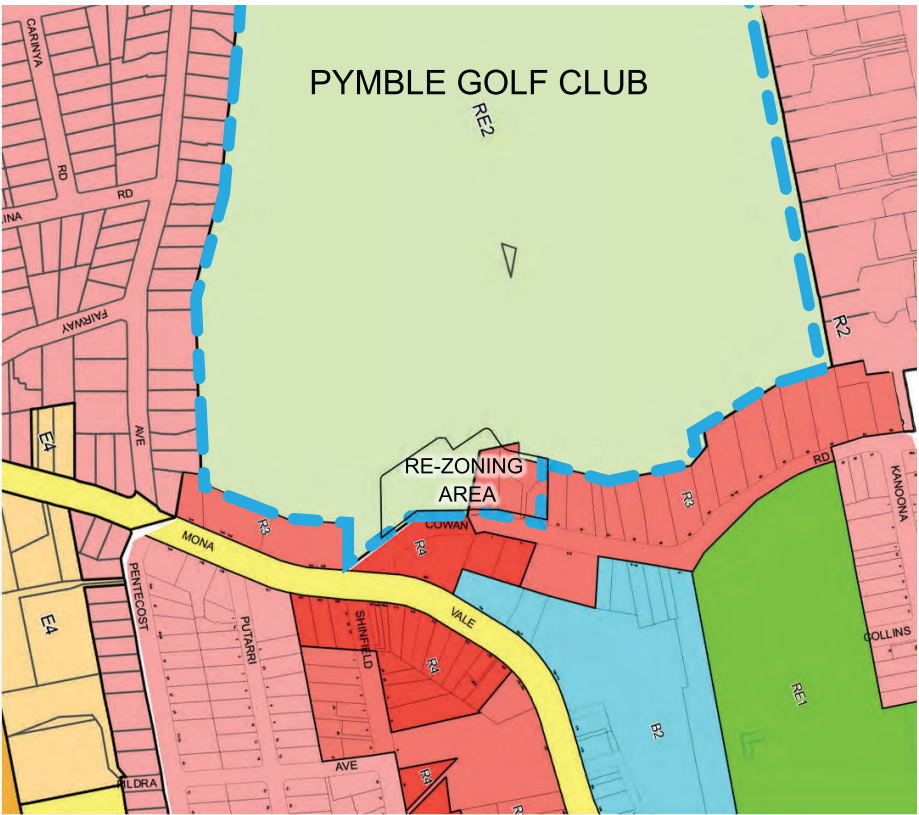


Figure 2.3.1 Existing KLEP Zoning Extract

2.0 URBAN PLANNING CONTEXT

ZONING AND BUILDING HEIGHT

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

FLOOR SPACE RATIO

Several densities have been tested on the site and reviewed with the Club. This process has identified a proposed FSR varying between 0.9 and 1.1 which is between the two adjacent FSR controls of 0.8 and 1.3.

Justification for the proposed zoning, height and FSR

controls is based upon a design led planning process which has prepared concept design work ahead of determining proposed development controls. In this regard the justification of the proposed controls is largely based on the considered appropriateness and suitability of the preferred indicative design option contained within the following sections of this report.

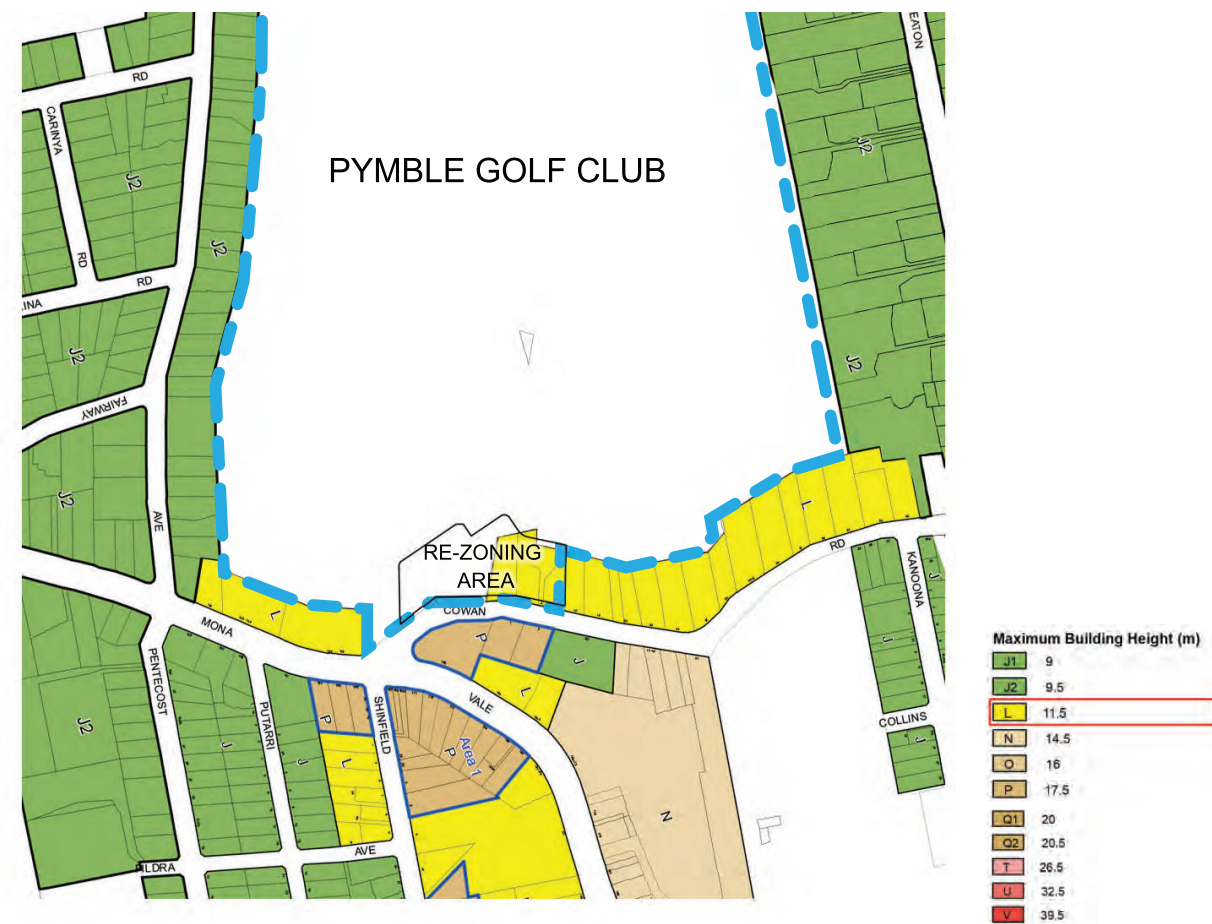


Figure 2.3.2 Existing KLEP Height of Buildings Extract

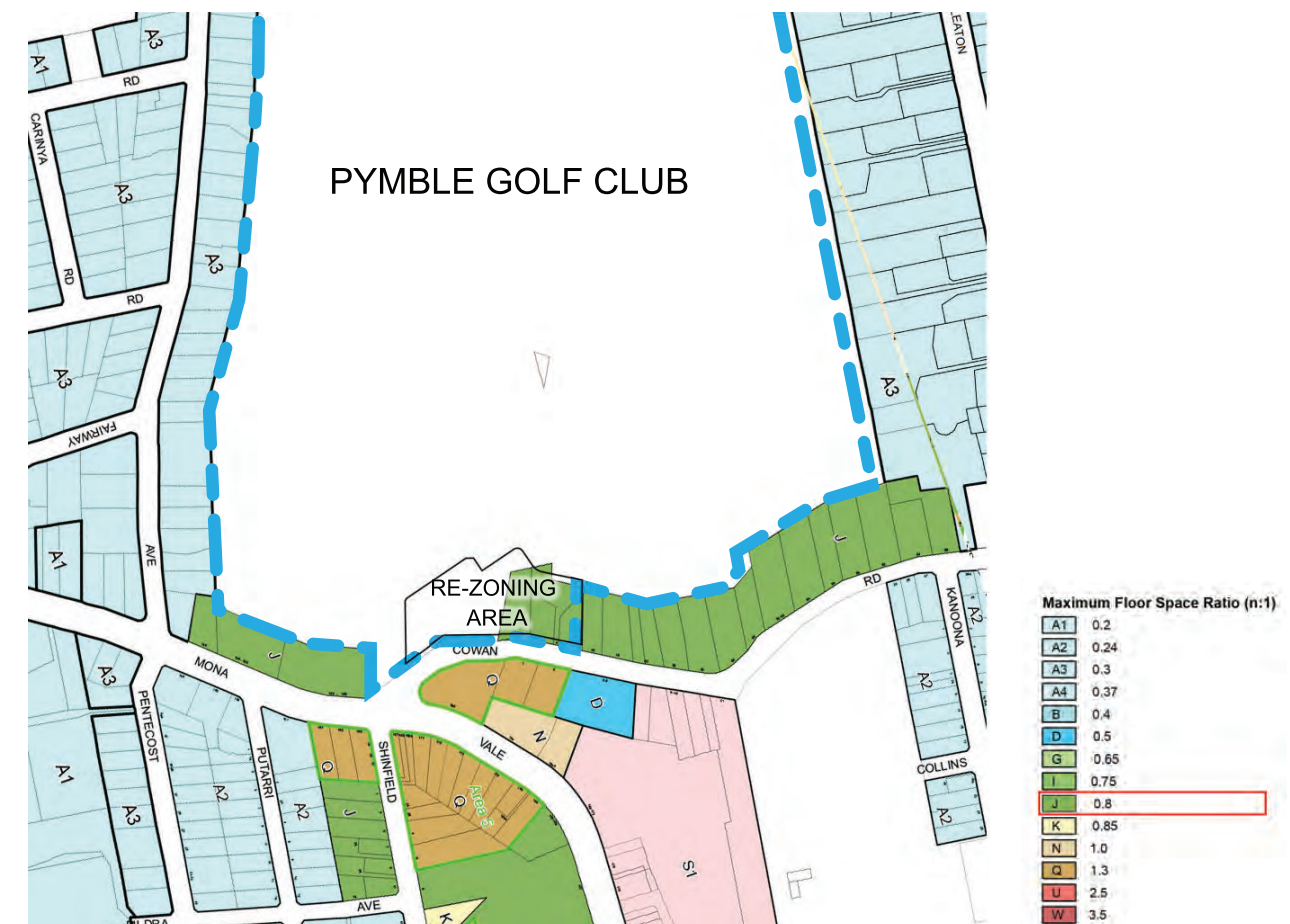


Figure 2.3.3 Existing KLEP FSR Extract

2.0 URBAN PLANNING CONTEXT

BIODIVERSITY LAND

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

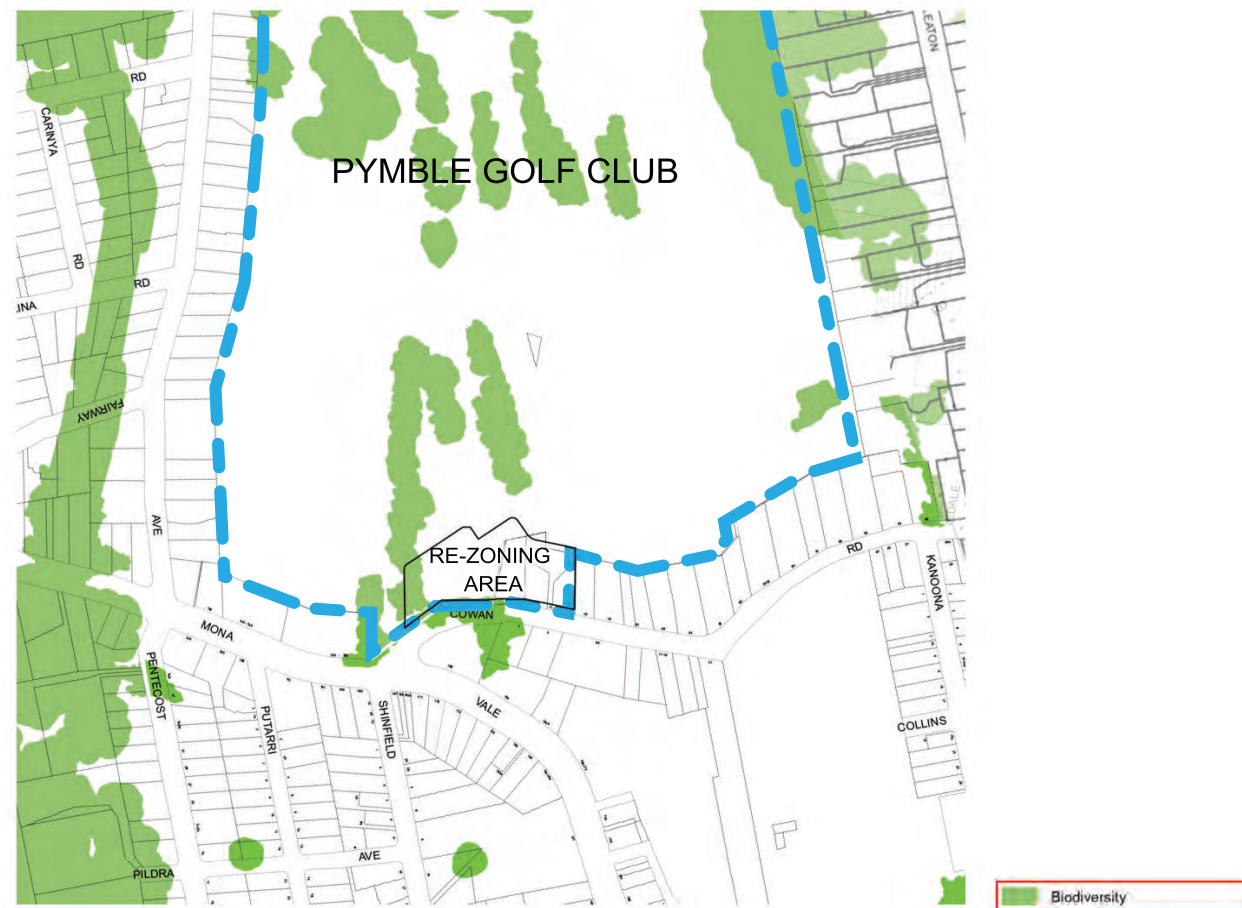


Figure 2.3.4 Existing KLEP Terrestrial Biodiversity Extract

MINIMUM LOT SIZE

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

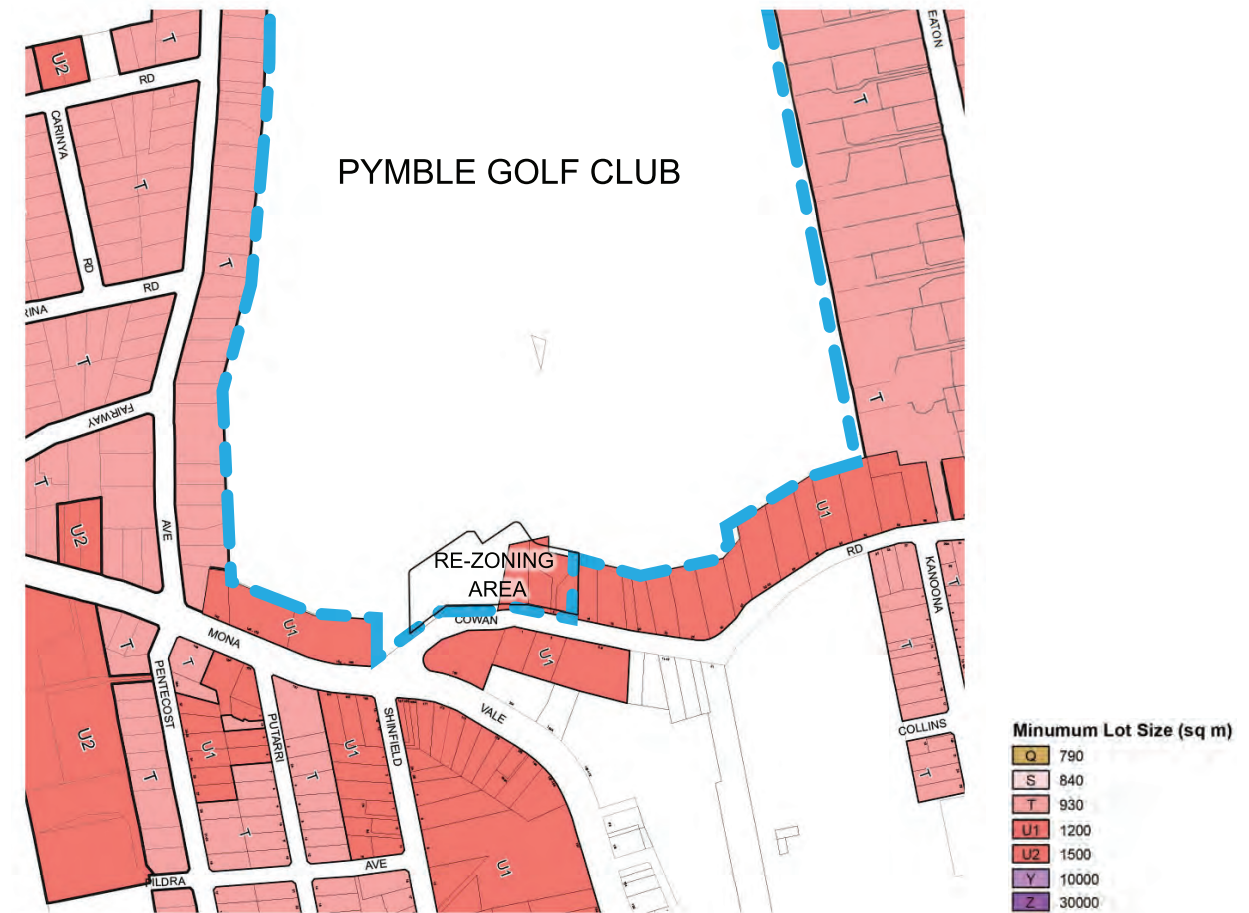


Figure 2.3.5 Existing KLEP Min Lot size Extract

2.0 URBAN PLANNING CONTEXT

2.4 EMERGING PLANNING CONTEXT

Ku-ring-gai Council have recently adopted their Local Strategic Planning Statement (LSPS). The LSPS is a recent requirement of the State Government to identify land use planning priorities for the Council over the next 20 years. The LSPS is to provide a link between the Greater Sydney Metropolitan Plan and its associated North District Plan with Council's planning for upcoming amendments to the LEP. Future LEP amendments will be based upon the strategies, principles and directions set out in the LSPS.

The Ku-ring-gai LSPS identifies that the population of Ku-ring-gai is forecast to grow from 126,000 as of 2016 to approximately 155,000 in 2036, an increase of 25% over 20 years. The provision of housing to accommodate this population growth will require amendment to the current LEP to accommodate more housing supply in the period commencing from 2021 onward. The LSPS identifies that future housing supply will firstly be considered in and around the existing primary local centres of the LGA, being Gordon, Lindfield, Turramurra and St Ives. Furthermore, these four primary local centres are expected to add significant additional housing supply in the period 2021-2031. St Ives Local Centre is planned to become “an active green lifestyle and shopping destination.”

This Planning Proposal seeks to compliment the Ku-ring-gai LSPS and by extension the North District Plan, by providing new residential capacity within a residential area of the St Ives local centre, immediately adjacent to the local centre business zone.

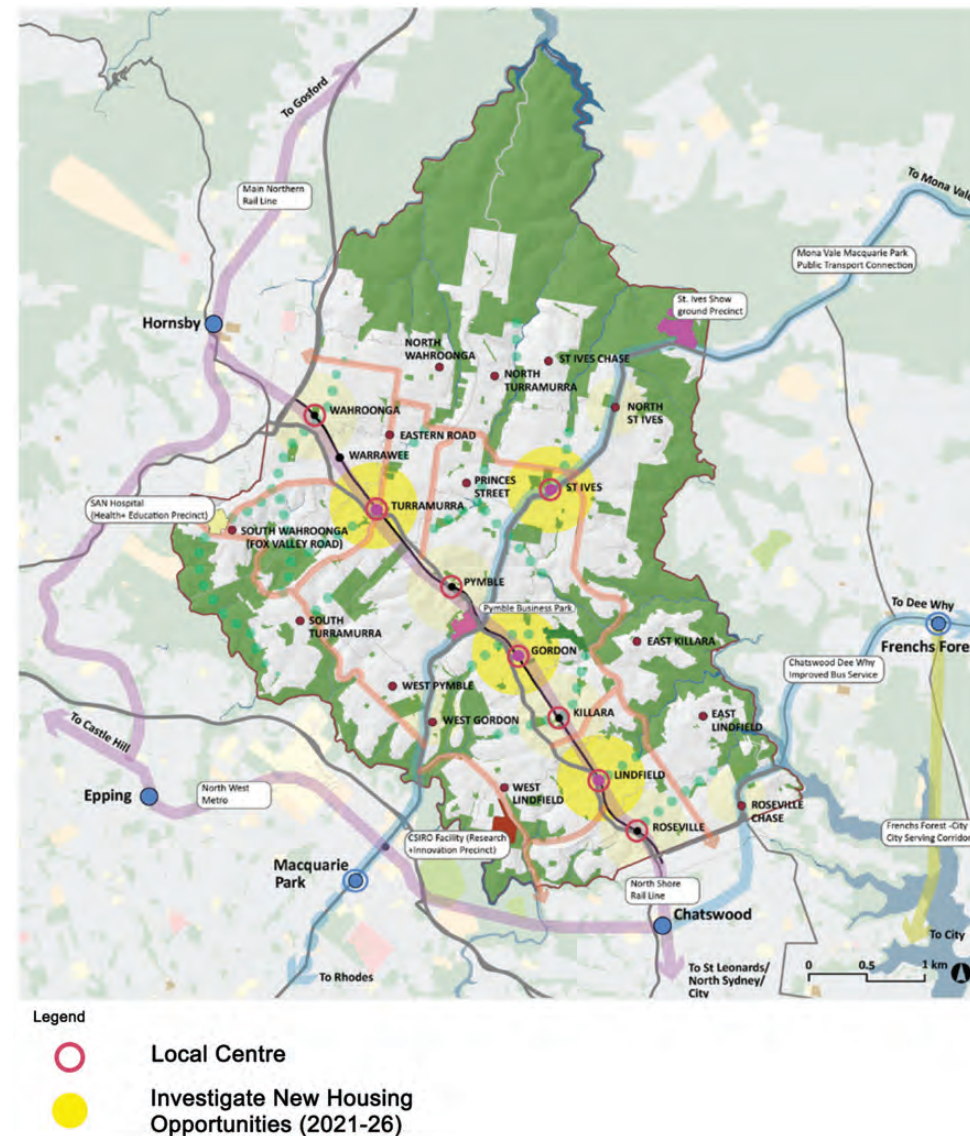


Figure 2.4.1 Ku-ring-gai LSPS - Structure Plan

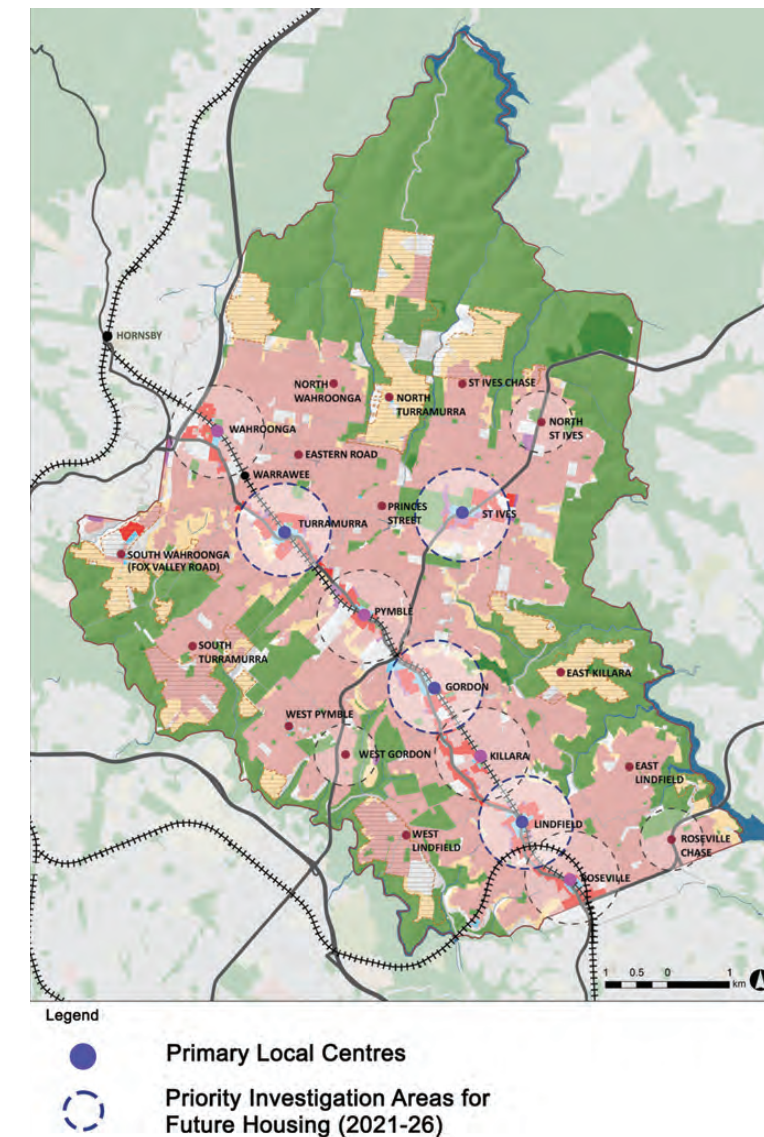


Figure 2.4.2 Ku-ring-gai LSPS - Housing Supply Plan

3.0 SITE ANALYSIS

3.0 SITE ANALYSIS

3.1 TOPOGRAPHY AND ACCESS

The existing Club car park sits at the top of a ridge roughly following the alignment of Cowan Rd. The land falls to the west, allowing for sweeping views over the course. The land falls to the east in a more gradual manner with ground level views terminated by existing vegetation and development.

Access points for the existing Golf Club and cottages are shown on the following diagram. No vehicular access is currently present on the west side of Cowan Rd between the existing Club entry point and the intersection of Cowan Rd and Mona Vale Rd.

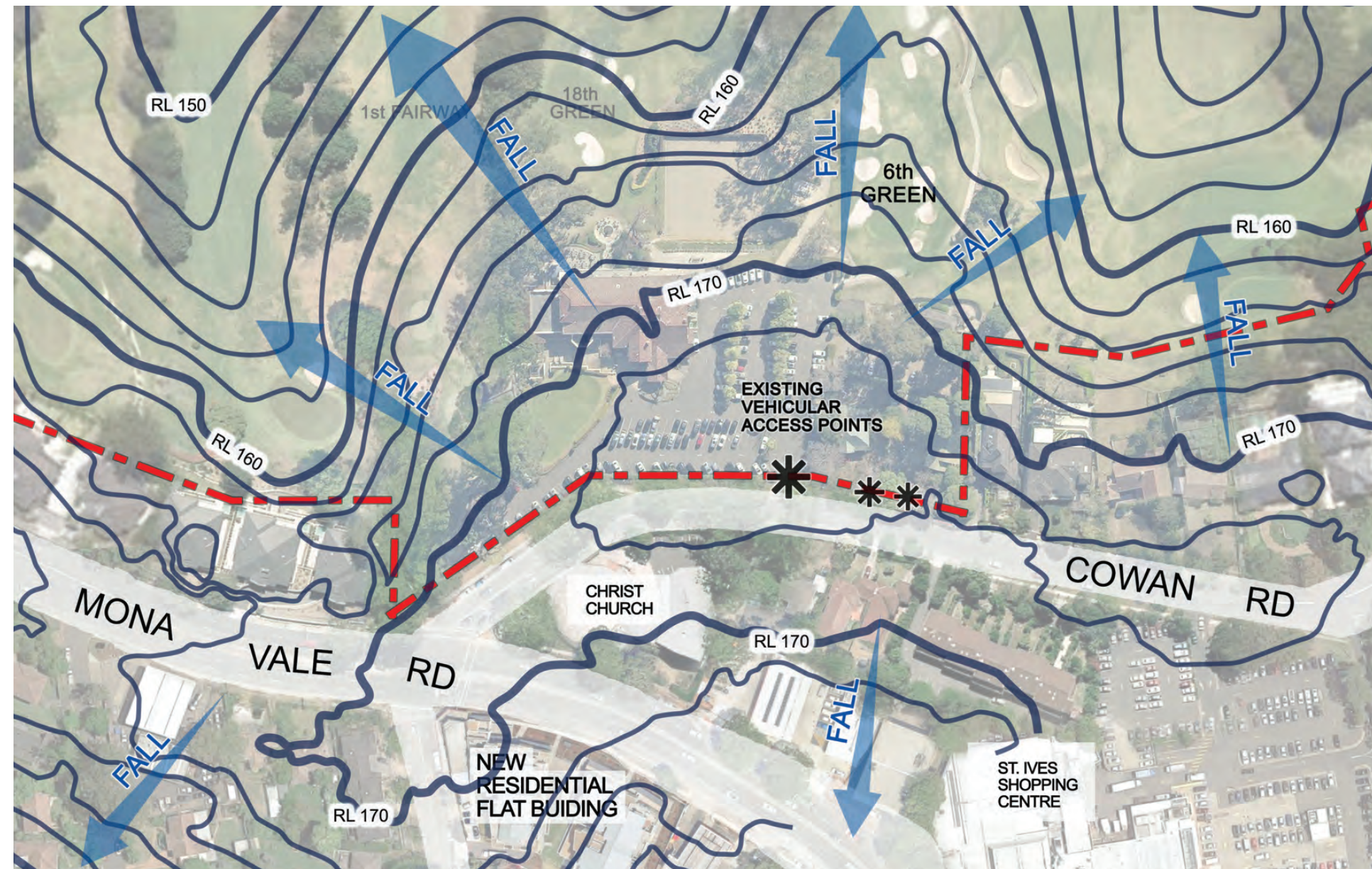


Figure 3.0.1 Topographic Contours and Existing Site Access Points

3.0 SITE ANALYSIS



Figure 3.0.2 Central Amenity Analysis - Noise, Views & Sunlight

3.2 GENERAL AMENITY

The site's orientation and topography demonstrates a key opportunity to capture both expansive views over the golf course and local tree canopy combined with excellent solar access. Traffic along Monavale Rd is the primary source of local noise.

3.0 SITE ANALYSIS

3.3 STREETScape AND NEIGHBOURING PROPERTY CHARACTERISTICS

The existing streetscape on the western side of Cowan Rd is dominated by residential buildings of medium scale set behind substantial vegetation located in both the street verge as well as within the front setbacks of private property.

The eastern side of Cowan Rd demonstrates a greater mix of land use including place of public worship (Christ Church) with associated carparking, residential townhouses, surface carparking for the St Ives Shopping Village and vegetated frontage to William Cowan Oval

before becoming exclusively residential north of the Oval. The eastern side of Cowan Rd is likely to experience more change to development and the streetscape compared to the western side of Cowan Rd over the short and medium term due to the under development of these properties in comparison to the development potential contained within the existing KLEP and KDCP. Conversely the eastern side of Cowan Rd. has had many recent residential developments which has maximised the development consistent with the current development controls.



Figure 3.0.3 Looking South down Cowan Road



Figure 3.0.4 Looking North up Cowan Road



Figure 3.0.5 Surrounding Property Land Use Plan

3.0 SITE ANALYSIS

3.4 PROXIMITIES
(TRANSPORT, RETAIL, RECREATION,
COMMUNITY)

The site’s proximity to local retail, services, bus transport, recreation and community facilities is excellent due to the short distances and relatively level topography between the site and the rest of the town centre in which these facilities are located.



PROXIMITY	AMENITY
40m	40m
120m	Bus Stop - Mona Vale Road
250m	St Ives Village Green
270m	St Ives Shopping Village
500m	St Ives Community Hall
680m	Bus Stop - Killeaton Street
700m	Dalrymple-Hay Nature Reserve
750m	St Ives Bowling and Recreation Club

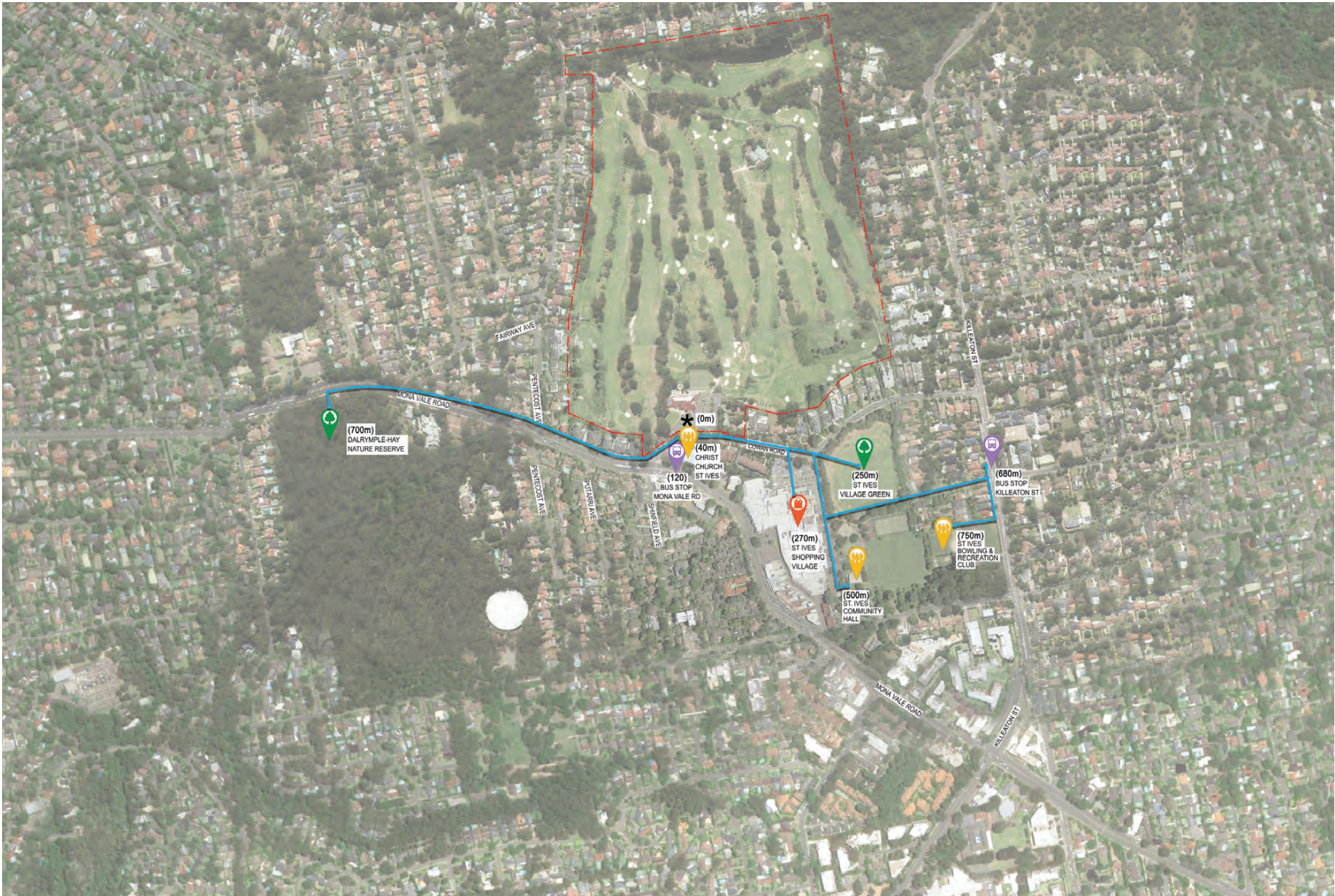


Figure 3.0.6 Proximities to Local Facilities

3.0 SITE ANALYSIS

3.5 CONSTRAINTS

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



LEGEND
 AREAS OF HIGH BIODIVERSITY SIGNIFICANCE (AS PER KLEPS)

Figure 3.0.7 Existing Biodiversity Land per KLEP Biodiversity Map



LEGEND
 HIGH RETENTION VALUE (WITH TPZ & SRZ SHOWN DASHED)
 MEDIUM RETENTION VALUE

Figure 3.0.8 Tree Retention Mapping per Report from Seasoned Tree Consulting



LEGEND
 HIGH ECOLOGICAL CONSTRAINTS

Figure 3.0.9 Ecologically Sensitive Land per Report by Narla Environmental

3.0 SITE ANALYSIS

3.6 HERITAGE

KLEP 2015 does not identify any heritage items or conservation zones on the club's land or on any of the properties immediately surrounding the proposed rezoning area.

The proponent's Heritage consultants, Heritage 21, undertook an Assessment of Heritage Significance in late 2018 which drew the conclusion that the existing clubhouse as well as #12 and #14 Cowan Rd did not meet the criterion for inclusion on Schedule 5 of the Ku-ring-gai Local Environmental Plan. Accordingly, demolition after archival recording, was considered appropriate at the time.

The preliminary options, including the Preliminary Preferred Option were based upon the 2018 heritage advice.

A further study, also undertaken by Heritage 21 in September 2020, recommended conservation of the two timber cottages at #12 and #14 Cowan Rd due primarily to the relative rarity in the LGA of timber framed, timber clad cottages which were once much more common.

The Indicative Design incorporates retention of the two cottages. (Refer to section 7.0)



No 12 Cowan Rd - Front



No 14 Cowan Rd - Front



No 12 Cowan Rd - Back



No 14 Cowan Rd - Side

3.0 SITE ANALYSIS

3.7 OPPORTUNITIES SUMMARY

The existing site primarily contains surface car parking as well as the existing clubhouse building and 2 free-standing residences. The conversion of this site to incorporate residential development with parking located in basements below the future buildings above ground, creates an opportunity to dramatically improve the quantity of deep soil landscape across the site, whilst simultaneously providing new housing stock in a location which provides both convenience to local facilities and transport, excellent outlook and solar access.

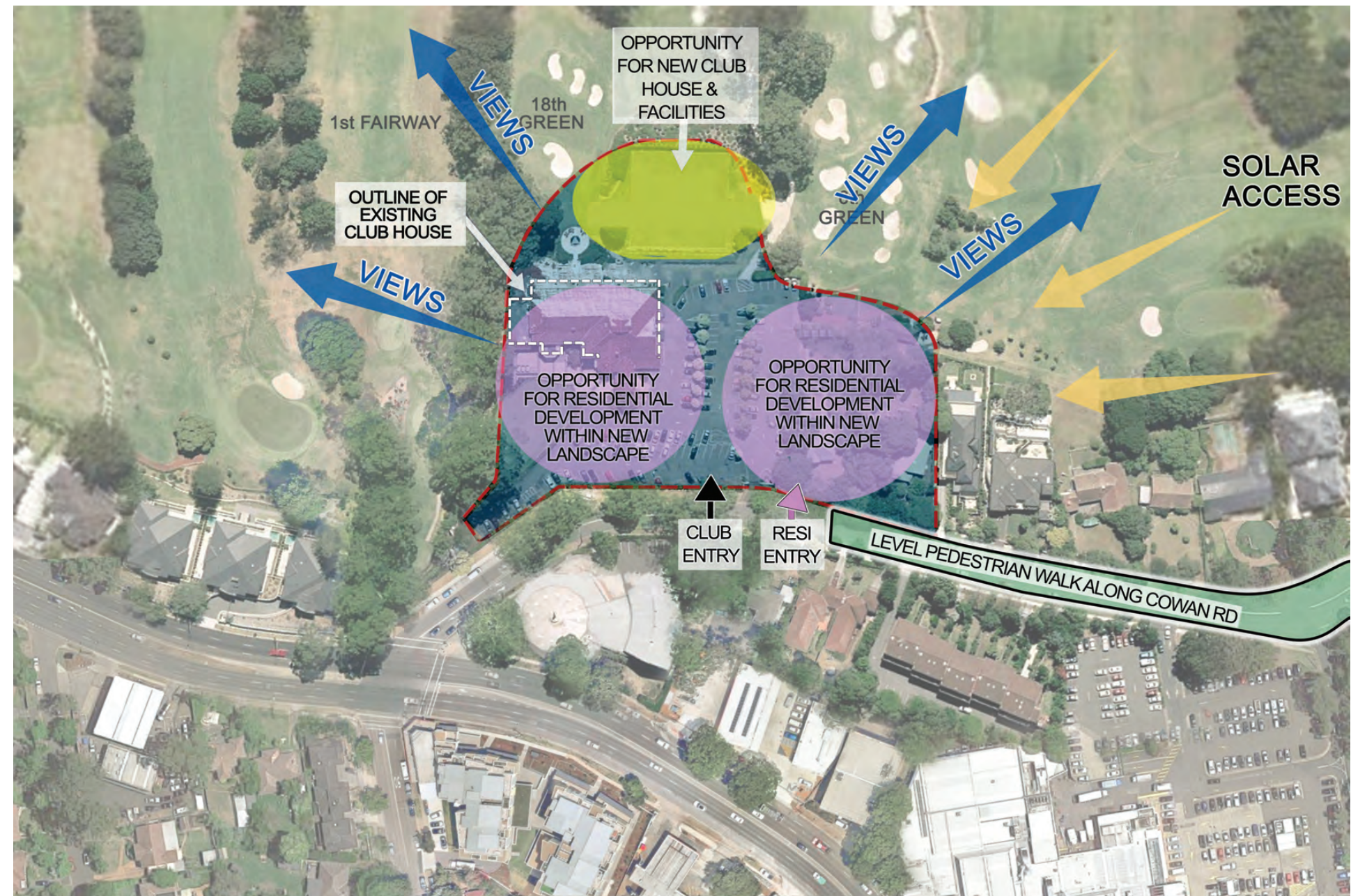


Figure 3.0.10 Opportunities Summary

4.0 URBAN DESIGN PRINCIPLES

4.0 URBAN DESIGN PRINCIPLES

The following urban design principles have been adopted for exploration of the site development options:

4.1 BUILDING HEIGHT AND NEIGHBOURING INTERFACES

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

4.2 OPEN SPACE

Arrange the built form to enable substantial private and communal open space within the new residential development in a manner which compliments the open space of the golf course. Providing a blending of the golf course landscape with residential landscape.

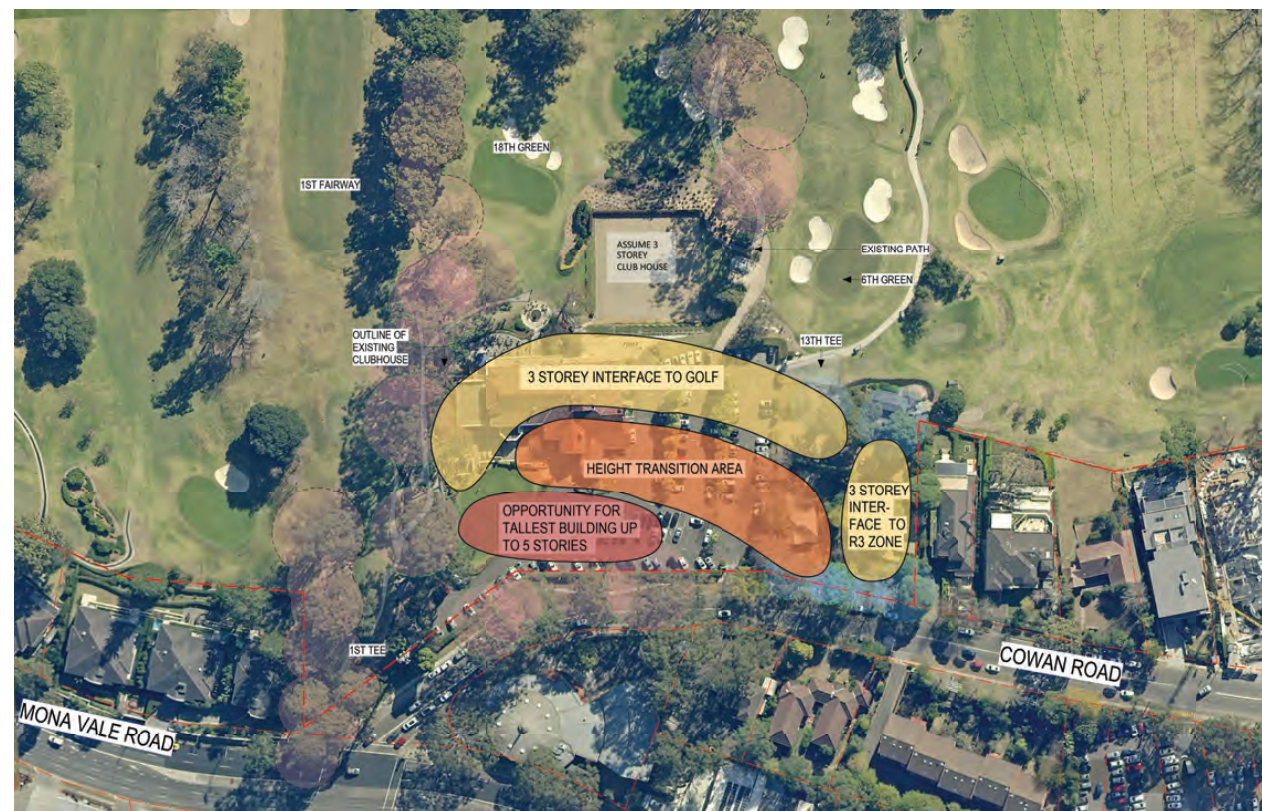


Figure 4.1.1 Building Height Principle



Figure 4.2.1 Open Space Principle

4.0 URBAN DESIGN PRINCIPLES

4.3 STREETSCAPE

Ensure the streetscape retains highly vegetated setback, enabling partial screening of future built form and suitable privacy for ground floor courtyards. Retain use of hedging and combination of masonry and open palisade fencing to define private/ public realms.



Figure 4.3.1 Existing Cown Road View

4.4 VEHICULAR AND PEDESTRIAN ACCESS

Enable separate access points for the Golf Club and future residential development off Cowan Rd. to ensure the Club retains its street presence and identity in the public realm and is distinguished from the future residential development. Ensure vehicular access points do not impact operation of the Cowan Rd/ Mona Vale Rd. intersection.

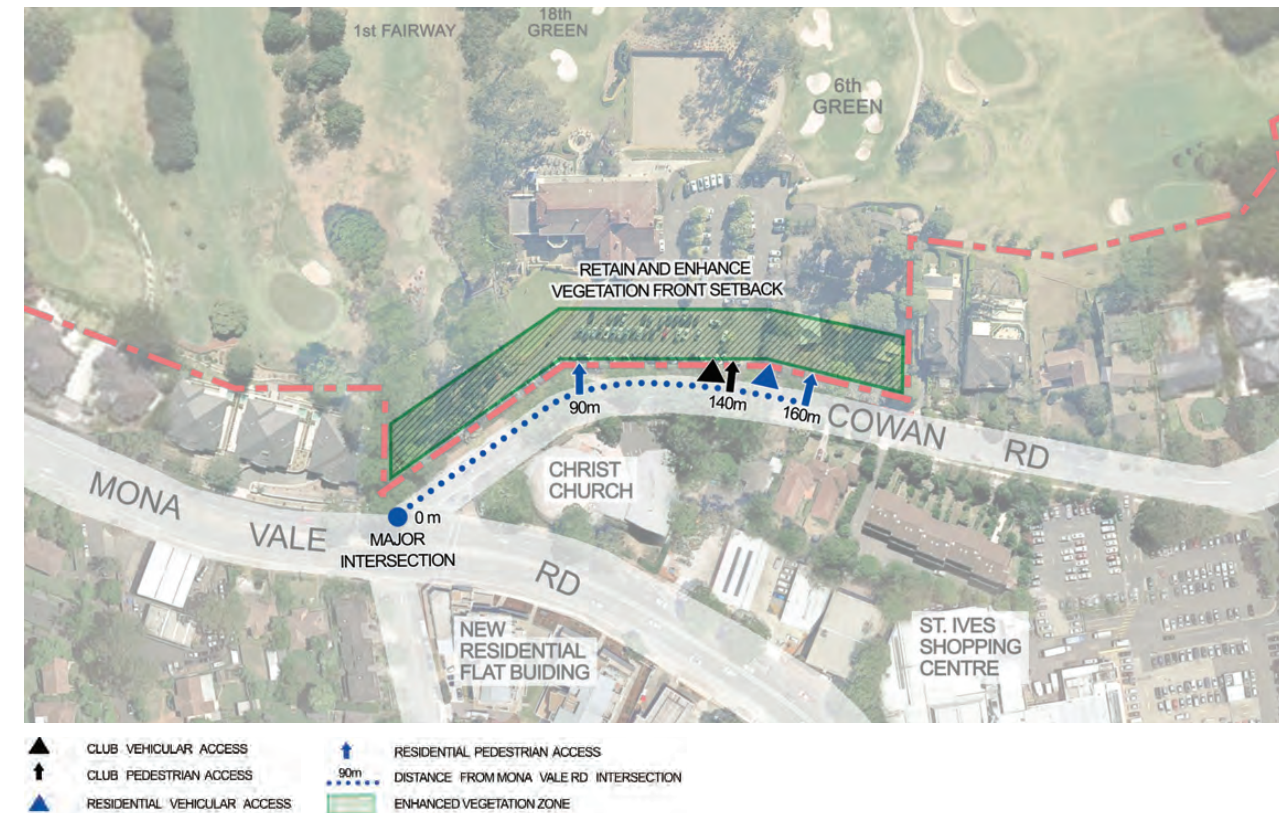


Figure 4.4.1 Map Indicating Entry Points and Front Setback Zone

5.0 PRELIMINARY OPTIONS

5.0 PRELIMINARY OPTIONS AND ASSESSMENT

5.1 PRELIMINARY OPTIONS

Based on the analysis, market research and establishment of the urban design principles, three preliminary options were developed and assessed as follows:

- Option 1 – Townhouses
- Option 2 – Combination of Townhouses and Apartments
- Option 3 - Apartments

Preliminary options 1,2 & 3 were developed prior to the latest heritage investigations and therefore did not allow for retention of the cottages at #12 and #14 Cowan Rd (refer to section 7.0 for latest option retaining the cottages).

Each preliminary option and its associated development yield is shown below.

PRELIMINARY OPTION 1

DEVELOPMENT SUMMARY - OPTION 1 (TOWNHOUSES)	
APPROX SITE AREA	9030 SQM
EST GROSS FLOOR AREA (GFA)	6700 SQM
EST FSR	0.74: 1
EST. NET SALEABLE AREA (NSA)	6700 SQM
% OF SITE AS RES COMMON OPEN SPACE	30%
EST. RES UNITS	36 TOWNHOUSES AT 185 SQM AVERAGE ABOVE GROUND (PLUS BASEMENT GARAGE/ STORAGE)



Figure 5.1.1 Option 1 - Townhouse Plan

5.0 PRELIMINARY OPTIONS AND ASSESSMENT

PRELIMINARY OPTION 2

DEVELOPMENT SUMMARY - OPTION 2 (TOWNHOUSES & APARTMENTS MIX)	
APPROX SITE AREA	8815 SQM
EST GROSS FLOOR AREA (GFA)	9000 SQM
EST FSR	1.02 : 1
EST. NET SALEABLE AREA (NSA)	8100 SQM
% OF SITE AS RES COMMON OPEN SPACE	34%
EST. RES UNITS	65 APARTMENTS AT 85 SQM AVG + 14 TOWNHOUSES AT 185 SQM ABOVE GROUND (PLUS BASEMENT GARAGE/ STORAGE)

LEGEND

- CLUB HOUSE
- RESIDENTIAL BUILDING
- 3 HEIGHT IN STOREYS
- RESIDENTIAL COMMON AREA
- SITE BOUNDARY
- EXISTING CLUB HOUSE
- TREE PROTECTION ZONE (TPZ) RADIUS
- STRUCTURAL ROOT ZONE (SRZ) RADIUS
- TREES MUST BE RETAINED (BIODIVERSITY MAPPED)
- TREES RECOMMENDED FOR RETENTION BY ARBORIST
- RESIDENTIAL FENCING
- PEDESTRIAN RESIDENTIAL ENTRY
- RESIDENTIAL PRIVATE TERRACE COURTYARD



Figure 5.1.2 Option 2 - Townhouse and Apartment Plan

5.0 PRELIMINARY OPTIONS AND ASSESSMENT

PRELIMINARY OPTION 3

DEVELOPMENT SUMMARY - OPTION 3 (APARTMENTS)	
APPROX SITE AREA	9770 SQM
EST GROSS FLOOR AREA (GFA)	9780 SQM
EST FSR	1.00
EST. NET SALEABLE AREA (NSA)	8886 SQM
% OF SITE AS RES COMMON OPEN SPACE	55%
EST. RES UNITS	77 APARTMENTS AT 113 SQM AVG

LEGEND

- CLUB HOUSE
- RESIDENTIAL BUILDING
- ③ HEIGHT IN STOREYS
- RESIDENTIAL COMMON AREA
- SITE BOUNDARY
- EXISTING CLUB HOUSE
- TREE PROTECTION ZONE (TPZ) RADIUS
- STRUCTURAL ROOT ZONE (SRZ) RADIUS
- TREES MUST BE RETAINED (BIODIVERSITY MAPPED)
- TREES RECOMMENDED FOR RETENTION BY ABORIST
- RESIDENTIAL FENCING
- PEDESTRIAN RESIDENTIAL ENTRY
- RESIDENTIAL PRIVATE TERRACE COURTYARD



Figure 5.1.3 Option 3 - Apartments Plan

5.0 PRELIMINARY OPTIONS AND ASSESSMENT

5.2 PRELIMINARY OPTIONS COMPARISON TABLE

ASSESSMENT CRITERIA	OPTION 1	OPTION 2	OPTION 3
Development Yield	Lowest	Highest	Middle
Financial Feasibility	Lowest	Middle	Highest
Site Density	Lowest	Highest	Middle
Open Space	Townhouses require a large portion of open space to be dedicated to private courtyards – not seen as sympathetic to the course landscape and visual predominance of fencing would likely prevail	Townhouses would become the primary interface with the course and same issues regarding full privatisation of open space in this interface as per Option 1 remain	Apartment development provides opportunity for significant common open space controlled and maintained by a body corporate ensuring its upkeep an appropriate visual fit with course landscape
Market Suitability	Low – not a strong fit with local “downsizer” target market. Large unit sizes driven by 3 storey built form unaffordable for “non-downsizers”	Combination of Option 1 and 2 Comments	Best fit - due to potential for single level living with entire site accessible with lifts. High flexibility with unit sizes though target market is seeking large 2 and 3 bed units of high quality
Impact on Biodiversity	Highest – requires removal of several high significance trees	Middle	Lowest - requires no removal of high significance trees
Visual Impacts	Low	Medium	Medium
Access to Views	Low	Medium	High
Solar Access	High	Medium	High
Pedestrian Circulation	Individual townhouse entries requires extensive pedestrian circulation, reducing potential for quantity and quality of landscape planting	Individual townhouse entries requires extensive pedestrian circulation reducing potential for quantity and quality of landscape planting	Apartment development pedestrian circulation allows for communal and private area with landscape unbroken by as much external circulation paths. Apartment developments also allow for all units to achieve disabled access via lifts without the need for an inefficient 1 lift per townhouse scenario
Vehicular Circulation	Townhouse development requires parking to be directly below each townhouse resulting in poor basement parking efficiency and lack of deep soil area	Combination of Option 1 and 2 comments	Apartment development allows for highest efficiency basement parking and maximisation of deep soil area

5.0 PRELIMINARY OPTIONS AND ASSESSMENT

5.3 ASSESSMENT SUMMARY

PRELIMINARY OPTION 1 (NOT PREFERRED)

Feasibility testing of Option 1 did not support the Club’s financial requirements to enable future redevelopment of a new clubhouse

Real estate market advice identified down-sizing local residents as the key target demographic. The real estate market advice did not support the development of 3 storey townhouses as a suitable product for the entire development.

Townhouse development places an emphasis on private open space over communal and this is not supported by the Club on the basis that visual impact of the common residential landscape will remain an important aspect to the presentation of the Club.

Pedestrian and vehicular circulation requirements of townhouse development make achievement of high % of deep soil landscape extremely difficult.

Option 1 requires removal of several trees identified as having high significance and within the biodiversity and ecologically constrained areas.

This option has significant potential for cross-looking and privacy issues between units without the use of high fencing

On the basis of each point outlined above, Option 1 was eliminated from further investigation.

PRELIMINARY OPTION 2 (NOT PREFERRED)

In this scenario, where townhouses and apartments are mixed, it is considered that the townhouses are required to “front” the course in order to match the most premium site position with the most expensive residential dwellings (due to size and land devoted to each townhouse). Apartments would align with and front Cowan Rd and, where possible, obtain golf course views by looking over the top of the townhouses. Having townhouses fronting the golf course does not suit the desire to have a common residential landscape blend with the golf course landscape, instead placing private courtyards behind privacy fencing adjacent to the course.

Option 2 also suffers from the same pedestrian and vehicular circulation challenges as Option 1 which reduces the amount of deep soil landscape achievable.

Option 2 has the highest potential for overlooking / cross looking and general privacy conflicts between units and townhouses and does not maximise the number of dwellings with views over the course.

On the basis of each point outlined above, Option 2 was eliminated from further investigation.

PRELIMINARY OPTION 3 (PREFERRED PRIOR TO 2020 HERITAGE REVIEW)

Option 3 responds to the real estate market advice and satisfies the Club's brief to enable high quality and high amenity development which enhances the Club and does not detract from the neighbouring properties. Apartments are considered the most appropriate form of housing for the site’s position within the St Ives Town Centre and provides the opportunity to maximise common open space and deep soil planting in order that the future development sits sympathetically within the golf course environment.

The building massing and configuration in this option maximises the amount of residential space with open views over the course, and the quantity of residential common open space located in appropriate, sunny positions.

The proposed building envelopes have shallow depth throughout, discouraging internal configuration of double loaded corridors, and promoting high levels of cross ventilation and internal daylighting. The narrow and winding building configuration promotes maximisation of open outlook and minimisation of apartments oriented toward one another, ensuring high level of visual privacy.

Design of basement parking for apartments allows for the most efficient basement layout (compared to townhouses) and one which can typically align closely with the footprint of the building above ground.

6.0 PRELIMINARY PREFERRED OPTION

6.0 PRELIMINARY PREFERRED OPTION

6.1 OVERVIEW

Following the selection of Option 3 from the preliminary options, further development and testing resulted in the following Preliminary Preferred Option, prior to the 2020 Heritage review. This option demonstrates that a high amenity and high-performance residential development is achievable on the site in the configuration shown. Importantly, it demonstrates a massing and spatial configuration which responds to the following:

- Appropriate interface to the neighbouring residential building to the north at 16 Cowan Rd with a 3-storey height and 9M side boundary setback adjacent to this neighbour.
- Appropriate 5 storey massing opposite the Christ Church site where 5 storey development is currently permissible
- Preservation of a heavily vegetated front setback varying from 10-12 M in dimension
- Substantial residential common open spaces which visually integrates with the open space of the golf course
- Achievement of greater than 50 % deep soil area
- Building configuration which maximises views over the course or other open space
- All units have an open outlook, with no units looking onto one another for primary outlook.
- High percentage of units (78%) which achieve at least 2 hours of direct sun in mid-winter
- High percentage of units (95%) which achieve cross-ventilation.

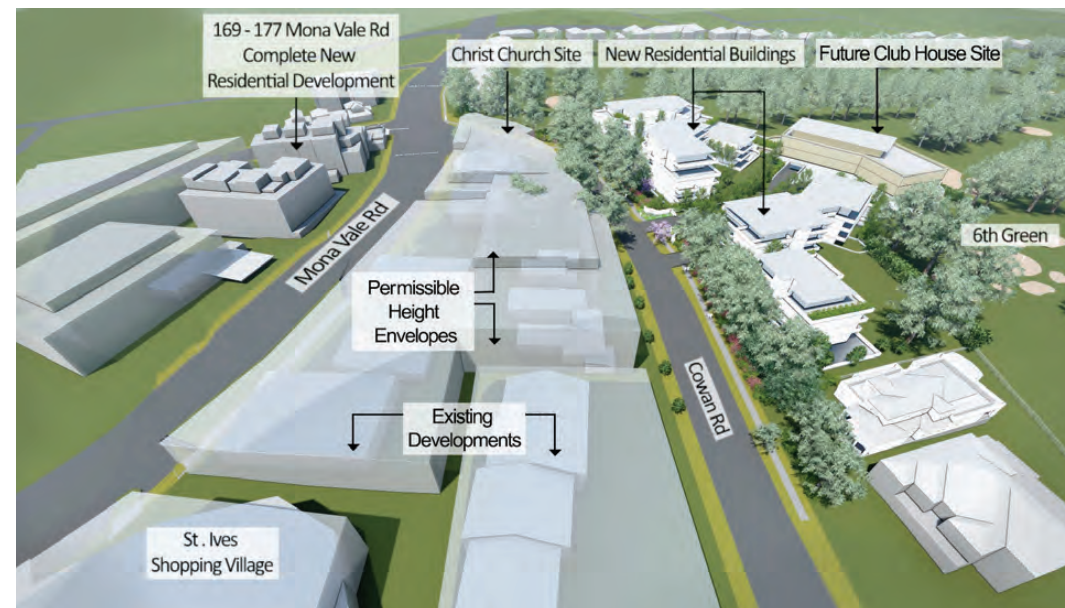


Figure 6.1.1 Proposed Massing - Aerial View Looking South-West

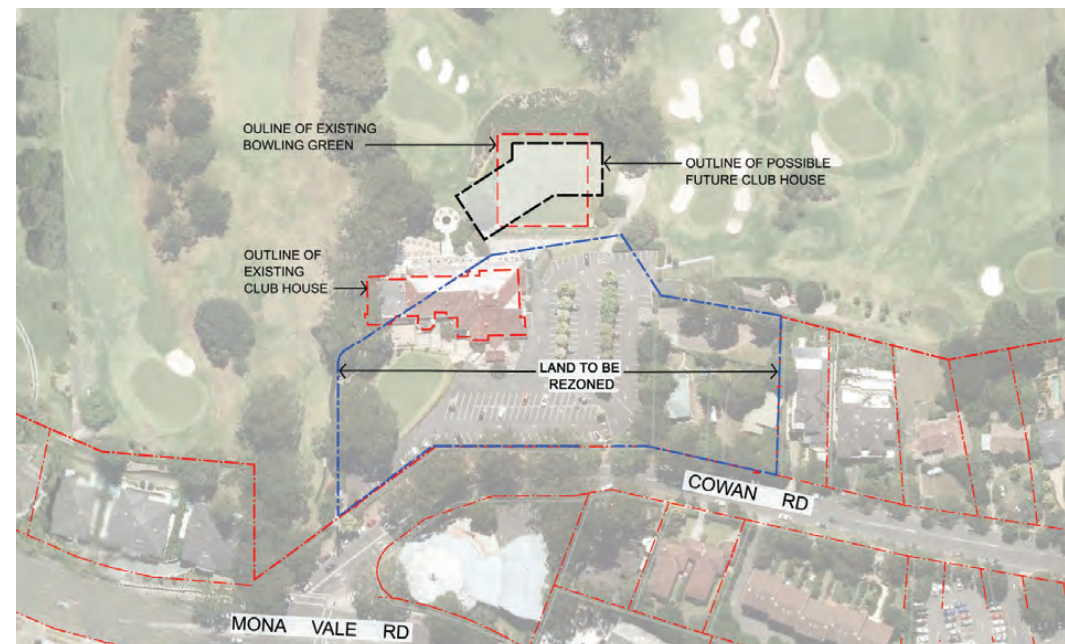


Figure 6.1.2 Land to be Re-zoned

6.0 PRELIMINARY PREFERRED OPTION

GROUND FLOOR PLAN

LEGEND

- | | |
|---|--|
| --- SITE BOUNDARY | ● OTHER TREES TO BE RETAINED |
| --- EXISTING CLUB HOUSE | --- RESIDENTIAL FENCING |
| --- PROPOSED DEVELOPMENT BOUNDARY | ▲ PEDESTRIAN RESIDENTIAL ENTRY |
| ○ TREE PROTECTION ZONE (TPZ) RADIUS | PRIVATE COURTYARD |
| ● TREES TO BE RETAINED (BIODIVERSITY MAPPED) | BELOW GROUND (UNEXCAVATED) |



Figure 6.1.3 Preliminary Preferred Option - Ground Floor Plan

6.0 PRELIMINARY PREFERRED OPTION

LEVEL 1 PLAN

LEGEND

- SITE BOUNDARY
- EXISTING CLUB HOUSE
- PROPOSED DEVELOPMENT BOUNDARY
- TREE PROTECTION ZONE (TPZ) RADIUS
- TREES TO BE RETAINED (BIODIVERSITY MAPPED)
- OTHER TREES TO BE RETAINED
- RESIDENTIAL FENCING
- ▲ PEDESTRIAN RESIDENTIAL ENTRY
- ▨ BALCONY / TERRACE
- ▨ BELOW GROUND (UNEXCAVATED)



Figure 6.1.4 Preliminary Preferred Option - Level 1 Plan

6.0 PRELIMINARY PREFERRED OPTION

LEVEL 2 PLAN

LEGEND

- SITE BOUNDARY
- EXISTING CLUB HOUSE
- PROPOSED DEVELOPMENT BOUNDARY
- TREE PROTECTION ZONE (TPZ) RADIUS
- TREES TO BE RETAINED (BIODIVERSITY MAPPED)
- OTHER TREES TO BE RETAINED
- △ RESIDENTIAL FENCING
- △ PEDESTRIAN RESIDENTIAL ENTRY
- △ BALCONY / TERRACE
- BELOW GROUND (UNEXCAVATED)

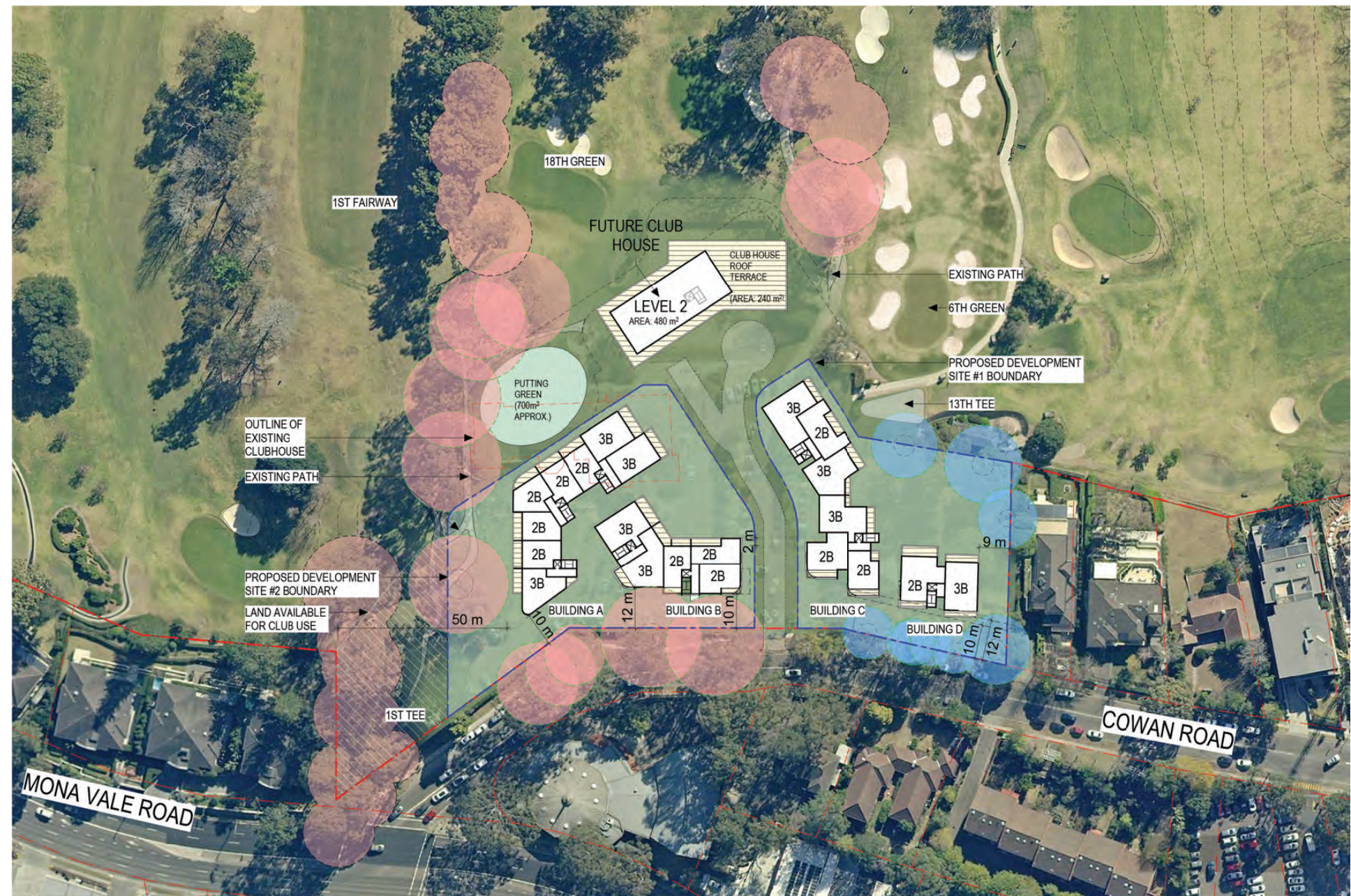


Figure 6.1.5 Preliminary Preferred Option - Level 2 Plan

6.0 PRELIMINARY PREFERRED OPTION

LEVEL 3 PLAN

LEGEND

- SITE BOUNDARY
- EXISTING CLUB HOUSE
- PROPOSED DEVELOPMENT BOUNDARY
- TREE PROTECTION ZONE (TPZ) RADIUS
- TREES TO BE RETAINED (BIODIVERSITY MAPPED)
- OTHER TREES TO BE RETAINED
- RESIDENTIAL FENCING
- ▲ PEDESTRIAN RESIDENTIAL ENTRY
- ▨ BALCONY / TERRACE
- ▨ BELOW GROUND (UNEXCAVATED)



Figure 6.1.6 Preliminary Preferred Option - Level 3 Plan

6.0 PRELIMINARY PREFERRED OPTION

LEVEL 4 PLAN

LEGEND

- SITE BOUNDARY
- EXISTING CLUB HOUSE
- PROPOSED DEVELOPMENT BOUNDARY
- TREE PROTECTION ZONE (TPZ) RADIUS
- TREES TO BE RETAINED (BIODIVERSITY MAPPED)
- OTHER TREES TO BE RETAINED
- RESIDENTIAL FENCING
- ▲ PEDESTRIAN RESIDENTIAL ENTRY
- ▨ BALCONY / TERRACE
- BELOW GROUND (UNEXCAVATED)



Figure 6.1.7 Preliminary Preferred Option - Level 4 Plan

6.0 PRELIMINARY PREFERRED OPTION

LOWER GROUND/ BASEMENT 1 PLAN

LEGEND

- SITE BOUNDARY
- EXISTING CLUB HOUSE
- PROPOSED DEVELOPMENT BOUNDARY
- TREE PROTECTION ZONE (TPZ) RADIUS
- TREES TO BE RETAINED (BIODIVERSITY MAPPED)
- OTHER TREES TO BE RETAINED
- RESIDENTIAL FENCING
- ▲ PEDESTRIAN RESIDENTIAL ENTRY
- BALCONY / TERRACE
- BELOW GROUND (UNEXCAVATED)

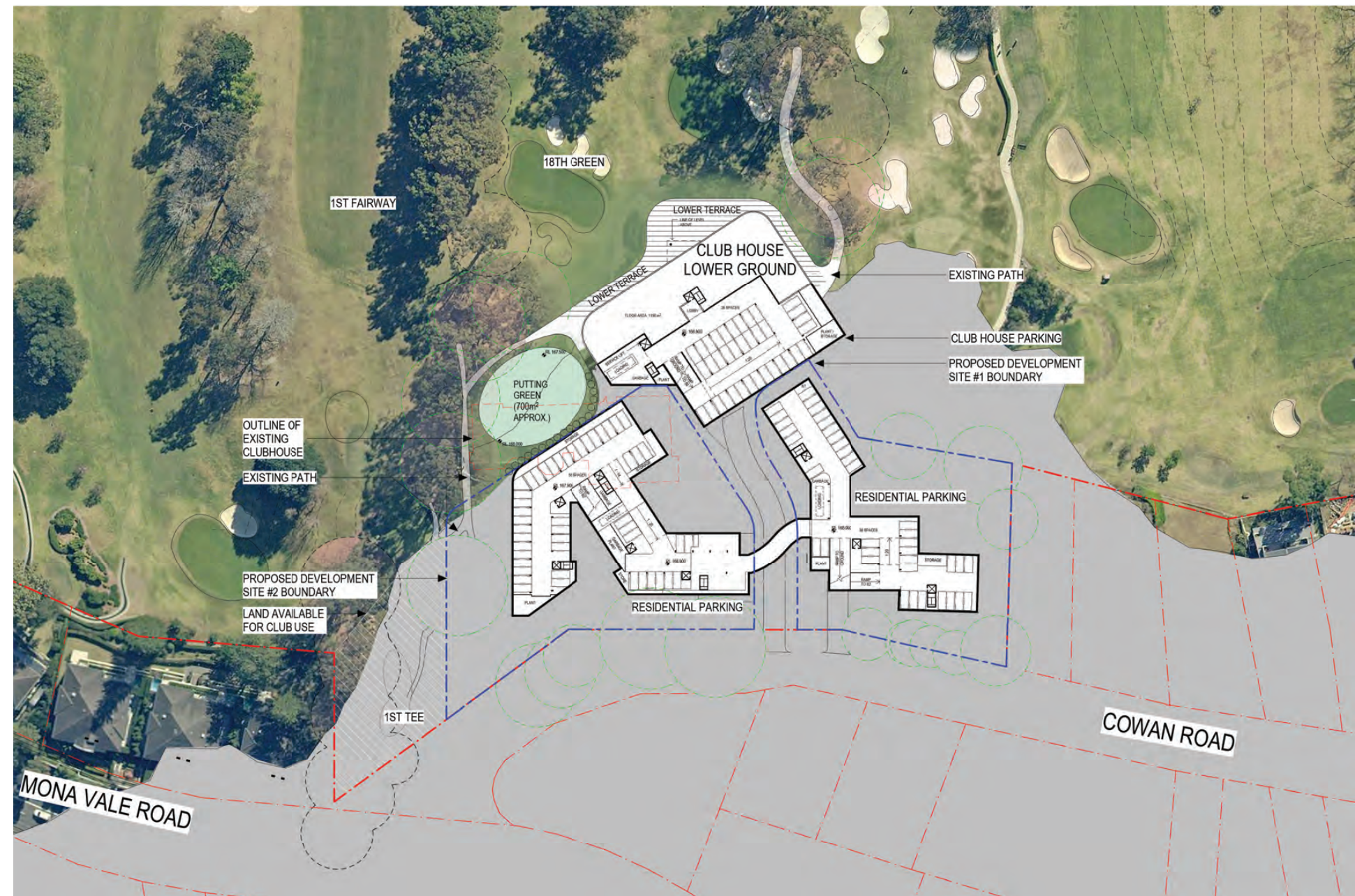


Figure 6.1.8 Preliminary Preferred Option - Lower Ground/ Basement 1 Plan

6.0 PRELIMINARY PREFERRED OPTION

BASEMENT 2 PLAN

LEGEND

- SITE BOUNDARY
- EXISTING CLUB HOUSE
- PROPOSED DEVELOPMENT BOUNDARY
- TREE PROTECTION ZONE (TPZ) RADIUS
- TREES TO BE RETAINED (BIODIVERSITY MAPPED)
- OTHER TREES TO BE RETAINED
- RESIDENTIAL FENCING
- ▲ PEDESTRIAN RESIDENTIAL ENTRY
- BALCONY / TERRACE
- BELOW GROUND (UNEXCAVATED)

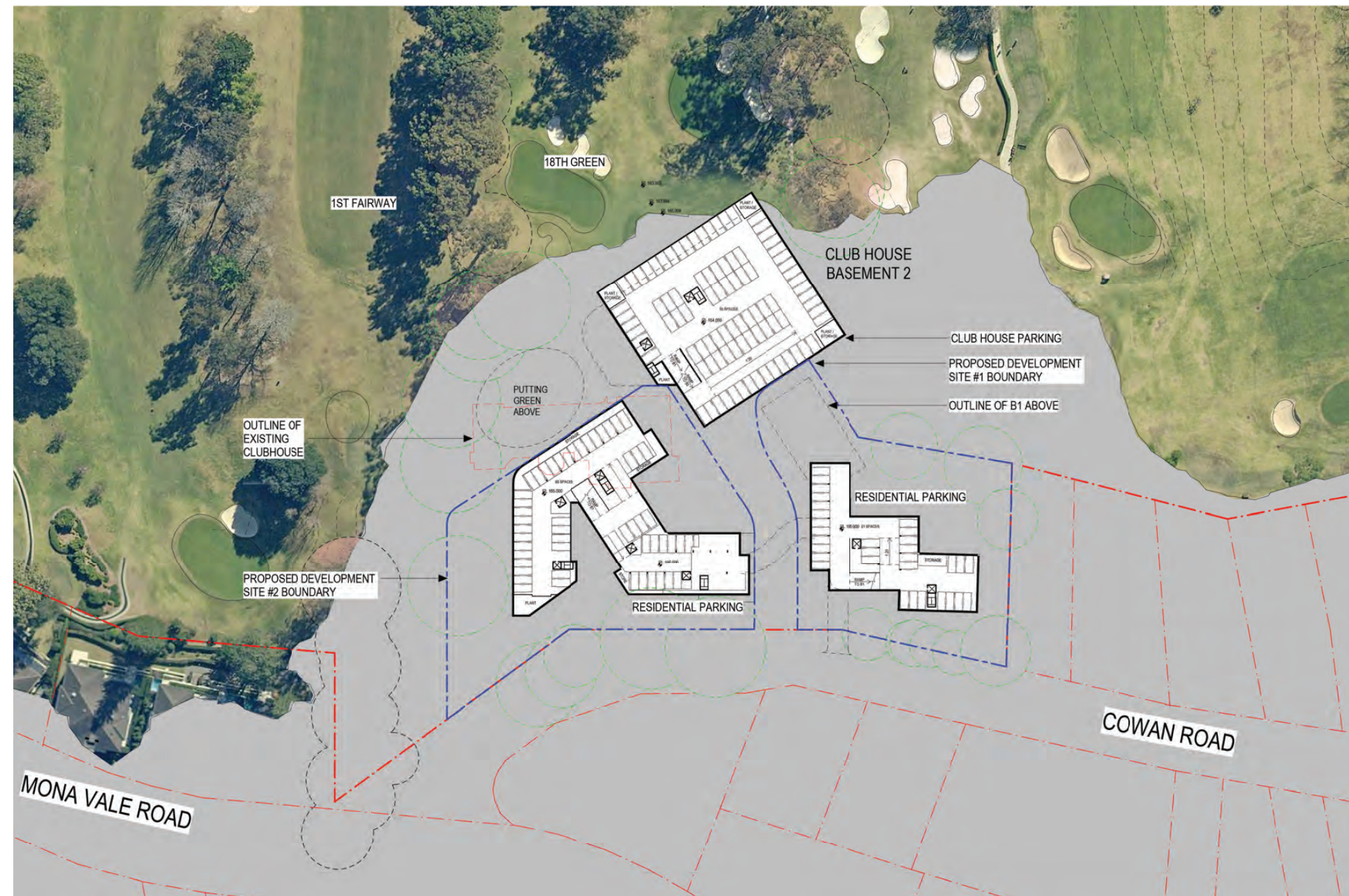


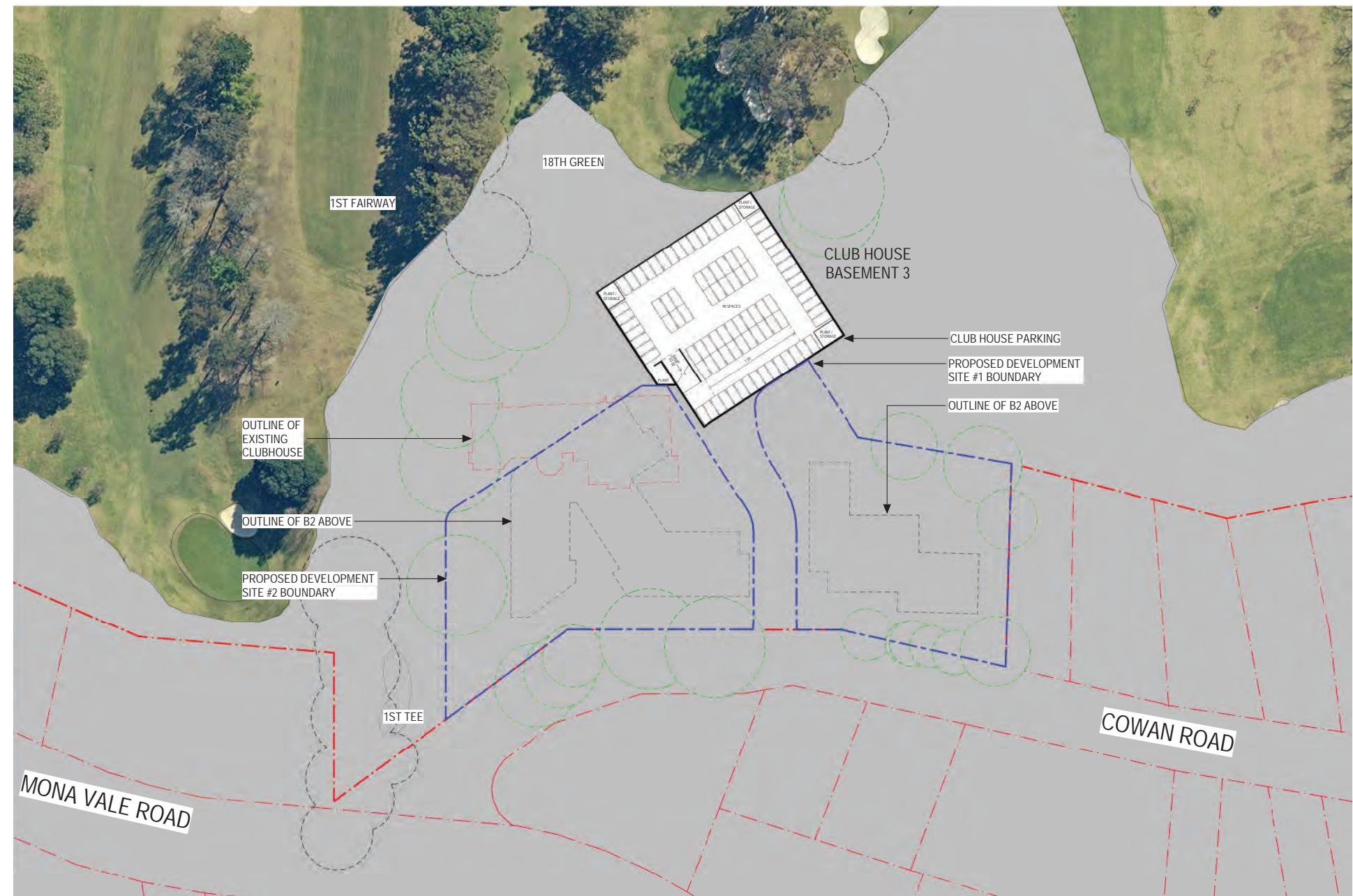
Figure 6.1.9 Preliminary Preferred Option - Basement 2 Plan


6.0 PRELIMINARY PREFERRED OPTION

BASEMENT 3 PLAN

LEGEND

- SITE BOUNDARY
- EXISTING CLUB HOUSE
- PROPOSED DEVELOPMENT BOUNDARY
- TREE PROTECTION ZONE (TPZ) RADIUS
- TREES TO BE RETAINED (BIODIVERSITY MAPPED)
- OTHER TREES TO BE RETAINED
- RESIDENTIAL FENCING
- ▲ PEDESTRIAN RESIDENTIAL ENTRY
- BALCONY / TERRACE
- BELOW GROUND (UNEXCAVATED)



 Figure 6.1.10 Preliminary Preferred Option - Basement 3 Plan

6.0 PRELIMINARY PREFERRED OPTION

6.2 ESTIMATED YIELD AND SITE AREA CALCULATIONS

	RES SITE #1	RES SITE #2	TOTAL SITE
DEVELOPMENT YIELD AND DENSITY			
Approximate Site Area	4300 m²	5500 m²	9800 m²
Estimated Gross Floor Area (GFA)	3800 m²	6000 m²	9800 m²
Estimated Floor Space Ratio (FSR)	0.90	1.10	1.00
Estimated # of Res Units (113 m² Avg NSA)	28	49	77
- Estimated # of 2 Bed Units	8	26	34
- Estimated # of 3 Bed Units	20	23	43

DCP COMPLIANCE			
Residential Common Open Space - % of Site	48%	55%	52%
Deep Soil - % of Site	53%	56%	55%
Site Coverage - % of Site	30%	30%	30%

RESIDENTIAL AMENITY AND ADG OVERVIEW			
Views of Golf Course	89%	67%	75%
Solar Access (2 Hours)	89%	71%	78%
Cross-Ventilation	89%	98%	95%



6.0 PRELIMINARY PREFERRED OPTION

6.3 PRELIMINARY LANDSCAPE PLAN

Place Design Group has prepared the Indicative Landscape Plan in support of the preferred development option. Refer to Appendix B.0 for complete landscape documentation.



Figure 6.3.1 Indicative Landscape Plan by Place Design Group

6.0 PRELIMINARY PREFERRED OPTION

6.4 VISUALISATION



Figure 6.4.1 Existing Site Photo - View 1



Figure 6.4.2 Existing Site Photo - View 2

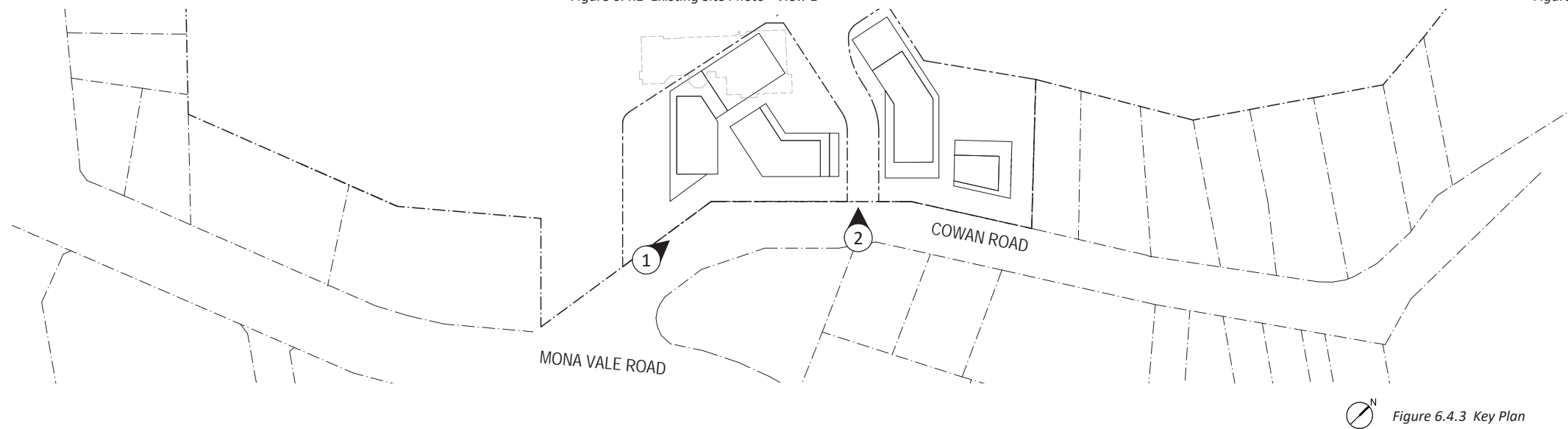


Figure 6.4.3 Key Plan

6.0 PRELIMINARY PREFERRED OPTION

6.4 VISUALISATION



Figure 6.4.4 Photo-montage - View 1 Looking North to Cowan Road

6.0 PRELIMINARY PREFERRED OPTION

6.4 VISUALISATION



Figure 6.4.5 Photo-montage - View 2 Looking to Proposed Club Entry

6.0 PRELIMINARY PREFERRED OPTION

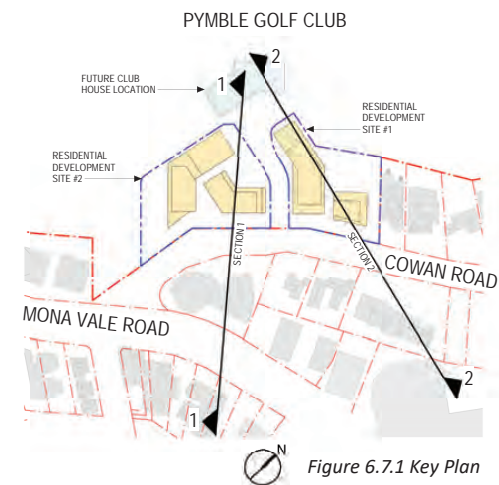
6.5 INDICATIVE LANDSCAPE CHARACTER IMAGERY



Figure 6.6.1 Indicative Character Imagery Prepared by Place Design Group

6.0 PRELIMINARY PREFERRED OPTION

6.6 INDICATIVE SECTIONS



LEGEND

- CLUBHOUSE
- ADDITIONAL CLUBHOUSE SPACE
- RESIDENTIAL
- PARKING

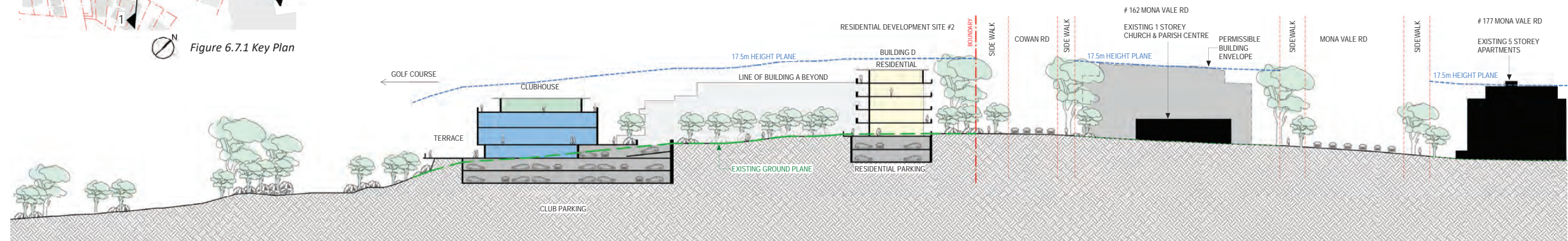


Figure 6.7.2 Section 1

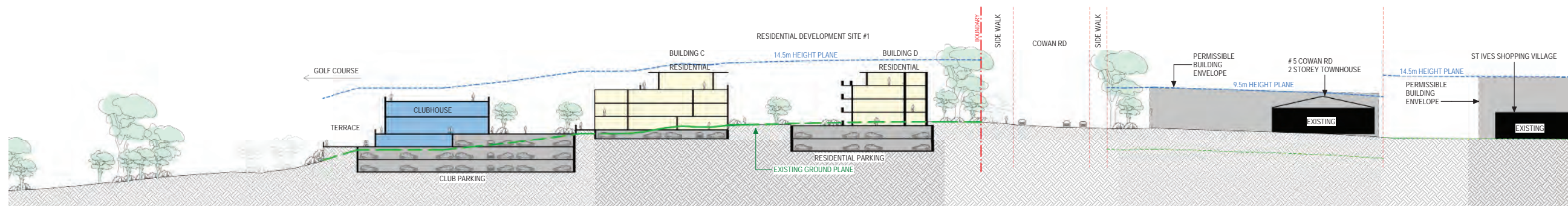


Figure 6.7.3 Section 2

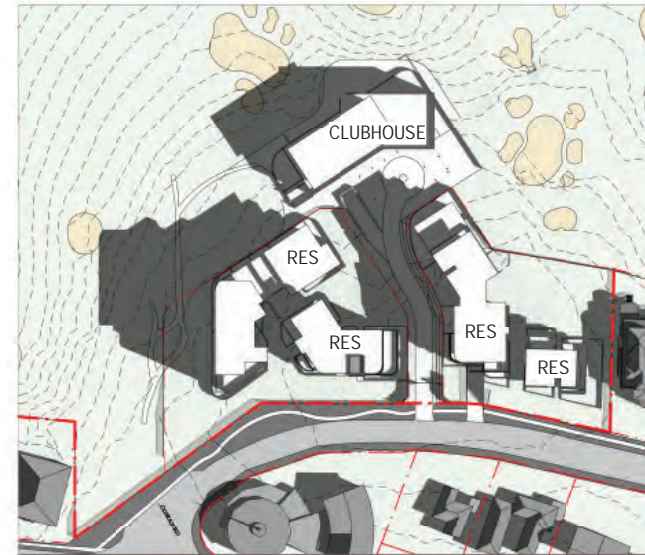
6.0 PRELIMINARY PREFERRED OPTION

6.7 SHADOW AND SOLAR ANALYSIS

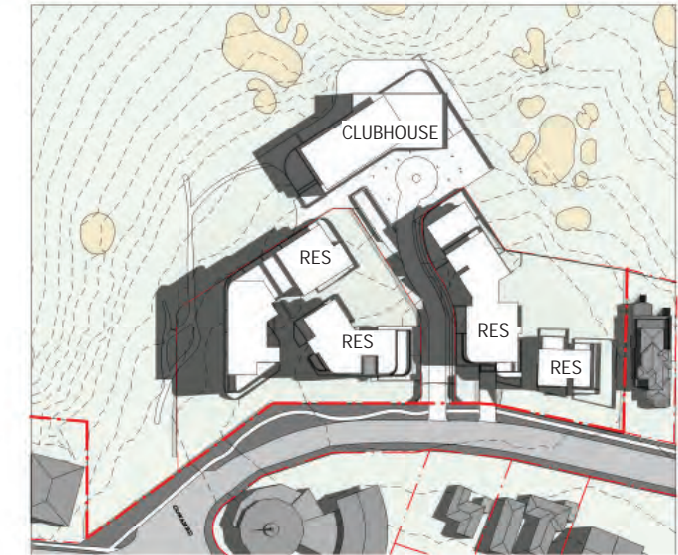
Shadow and solar access analysis has been undertaken, utilising 3-D digital modelling of the Preliminary Preferred Option in the context of the area's topography and existing buildings.

As demonstrated in the following shadow diagrams, this option does not cast shadow on adjoining or adjacent private property between 9am and 3pm on the shortest day of the year (June 21), which will impact on those properties abilities to achieve the solar access provisions within SEPP65 and the ADG.

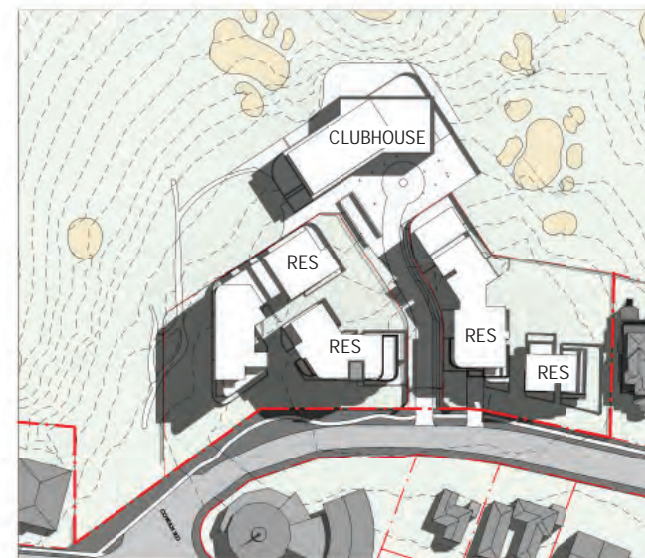
Additionally, the site receives almost no shadow from adjoining properties throughout the year including June 21. The configuration of the site enables access to direct sunlight in winter from east, north and westerly orientations, the sum total of which allows for a high percentage of residential space to achieve greater than 2 hours of direct sunlight on June 21.



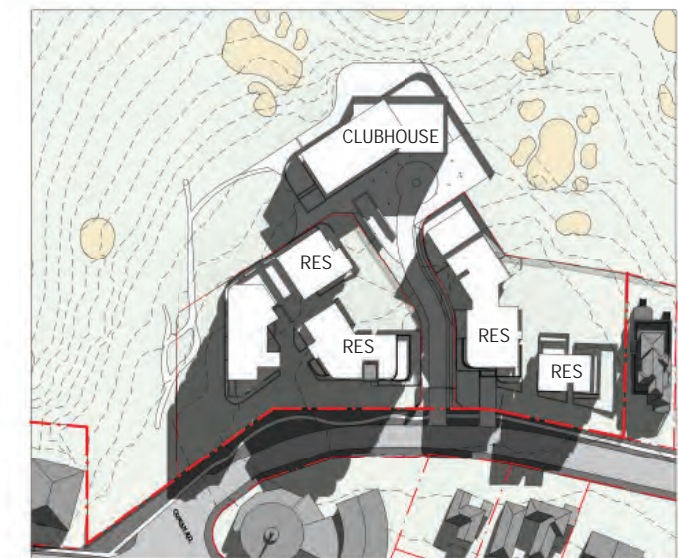
JUNE 21 _ 9 AM



JUNE 21 _ 11 AM



JUNE 21 _ 1 PM



JUNE 21 _ 3 PM

 Figure 6.8.1 Preliminary Preferred Option - Shadow Analysis Diagrams

7.0 INDICATIVE DESIGN

7.0 INDICATIVE DESIGN

7.1 OVERVIEW

Following feedback from Ku-ring-gai Council's planners and heritage advisors, Heritage 21 undertook an updated Assessment of Heritage Impact in September 2020. The updated report recommended retention of the two cottages at #12 and #14 Cowan Rd. In addition to their retention, it was recommended that unsympathetic additions to the cottages be removed and that relocation on site was also possible from a heritage perspective.

Investigation into the feasibility of relocation was undertaken by the proponent. Subsequent advice received from McDonald Contracting indicates relocation of the cottages is feasible.

The following Indicative Design differs from the preliminary preferred option with respect to the residential development site #1 (Buildings C and D). The Indicative Design retains the proposed built form for residential development site #2 (buildings A and B). The proposed position of the future new clubhouse also remains unchanged in the Indicative Design and remains outside of the proposed rezoning area.

For residential development site #1, both cottages at #12 and #14 Cowan Rd are proposed to be relocated within the same general area of the site to enable low rise apartment development on the west side of the cottages (amended Building D). Building C is amended to accommodate both the retention of the cottages and the relocation and resizing of Building D. It is envisaged that the refurbished cottage at #12 Cowan Rd should be used as a common facility for the future residents suitable for meetings, small group entertainment etc. The proposed position allows the cottage to directly interact with the primary common open space on the site. The refurbished cottage at #14

Cowan Rd is proposed to be a residential unit and part of the future strata subdivision.

The resulting Indicative Design preserves the high amenity of all the residential spaces and the appropriate contextual fit developed in the preliminary preferred option, with the added benefit of retaining the two cottages. The proposed maximum FSR and Building Heights are unchanged from the preliminary preferred option.



Figure 7.1.1 Proposed Massing - Aerial View Looking South-West



Figure 7.1.2 Land to be Re-zoned

LEVEL 2 PLAN



7.0 INDICATIVE DESIGN

LEVEL 3 PLAN



Figure 7.1.6 Indicative Design - Level 3 Plan

7.0 INDICATIVE DESIGN

LEVEL 4 PLAN



Figure 7.1.7 Indicative Design - Level 4 Plan

7.0 INDICATIVE DESIGN

LOWER GROUND/ BASEMENT 1 PLAN



Figure 7.1.8 Indicative Design - Lower Ground/ Basement 1 Plan

7.0 INDICATIVE DESIGN

BASEMENT 2 PLAN

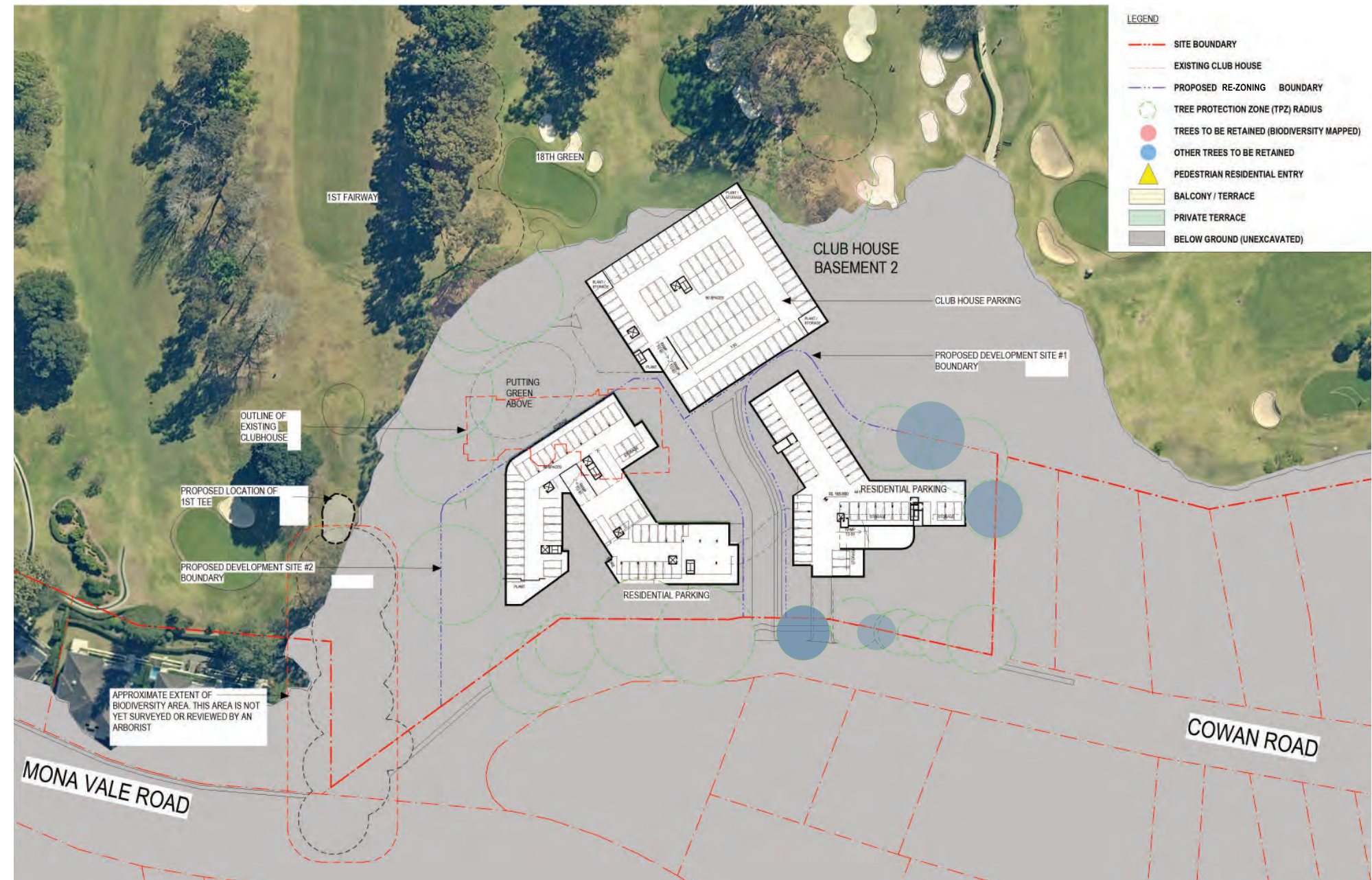
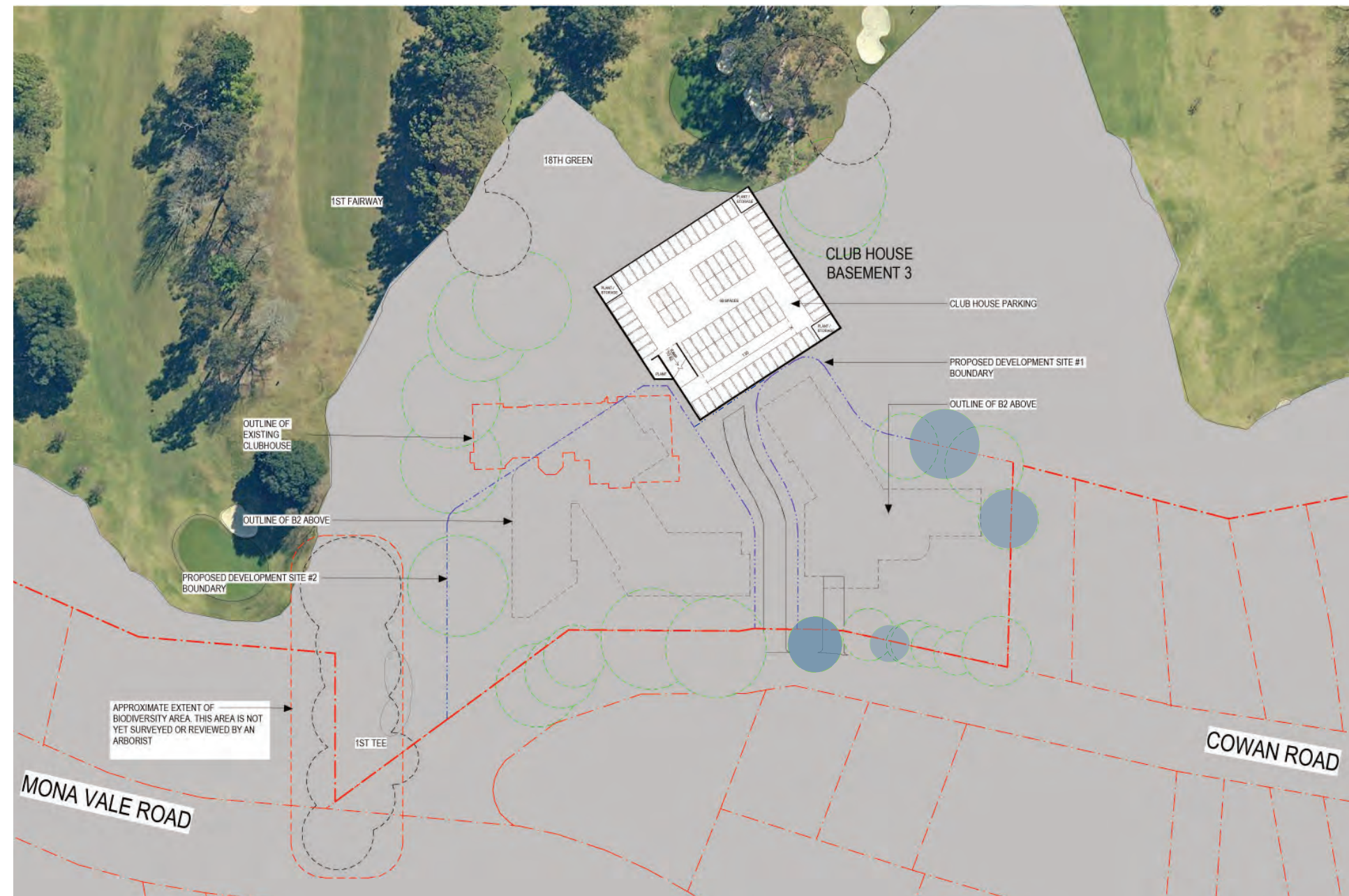



Figure 7.1.9 Indicative Design - Basement 2 Plan

7.0 INDICATIVE DESIGN

BASEMENT 3 PLAN



 Figure 7.1.10 Indicative Design - Basement 3 Plan

7.0 INDICATIVE DESIGN

EXISTING FLOOR PLAN - COTTAGES

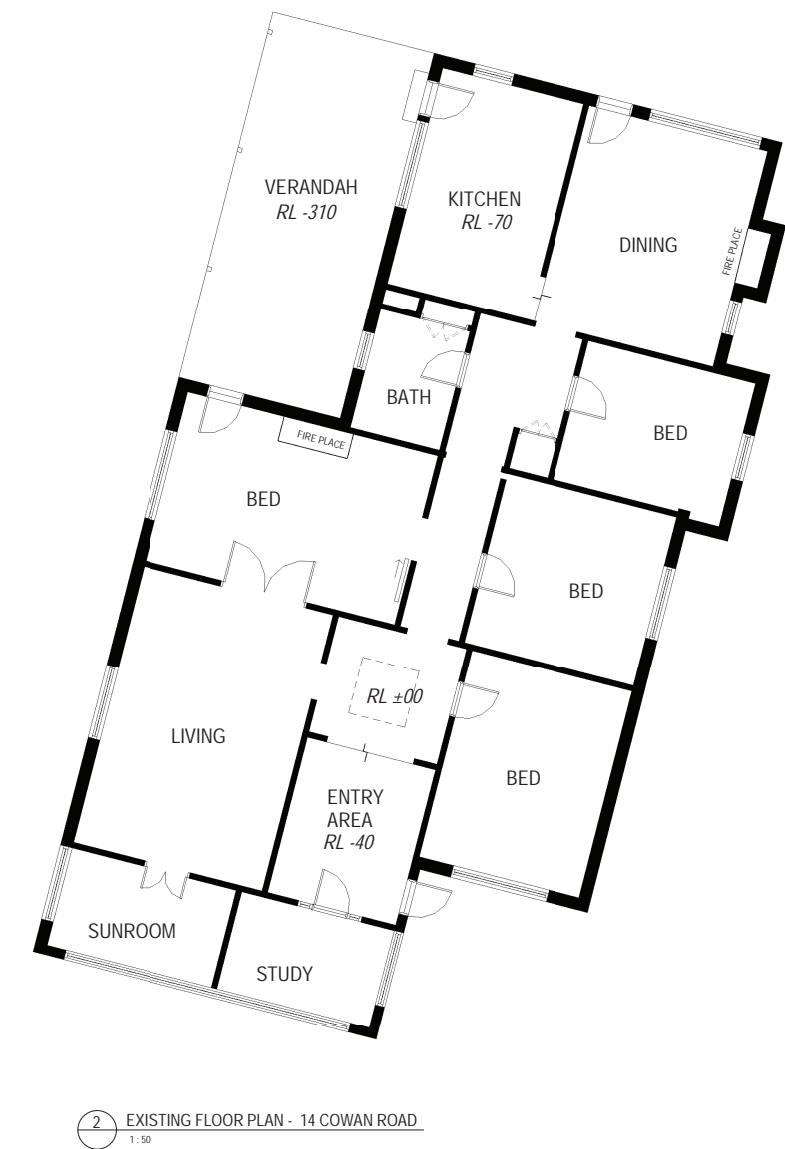
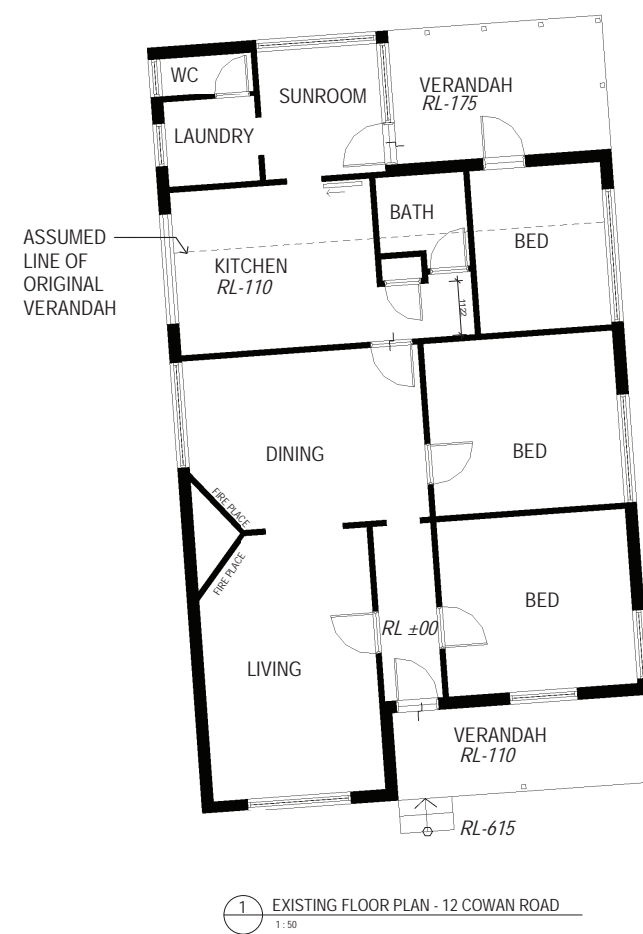


Figure 7.1.11 Existing floor plan - cottages

7.0 INDICATIVE DESIGN

DEMOLITION PLAN FOR COTTAGES

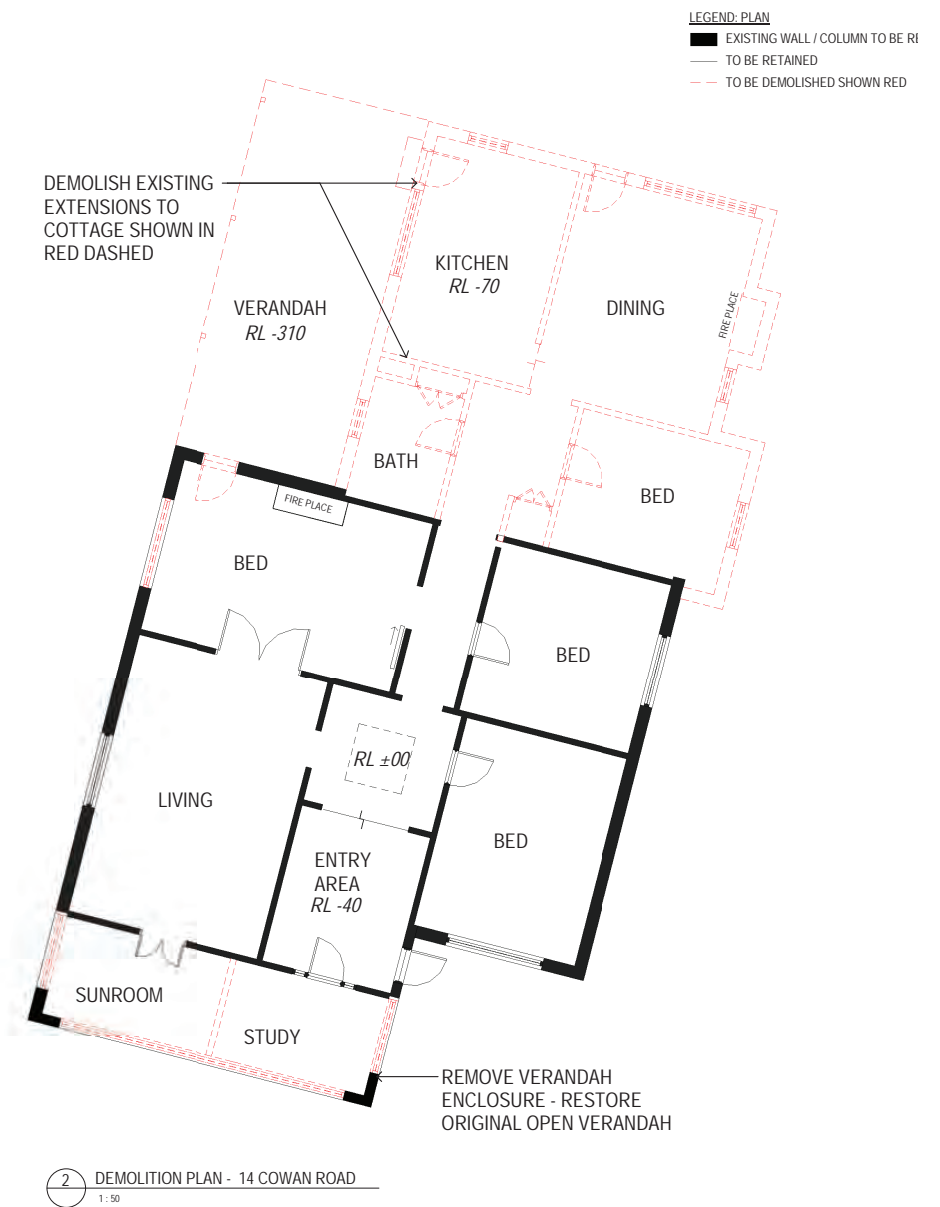
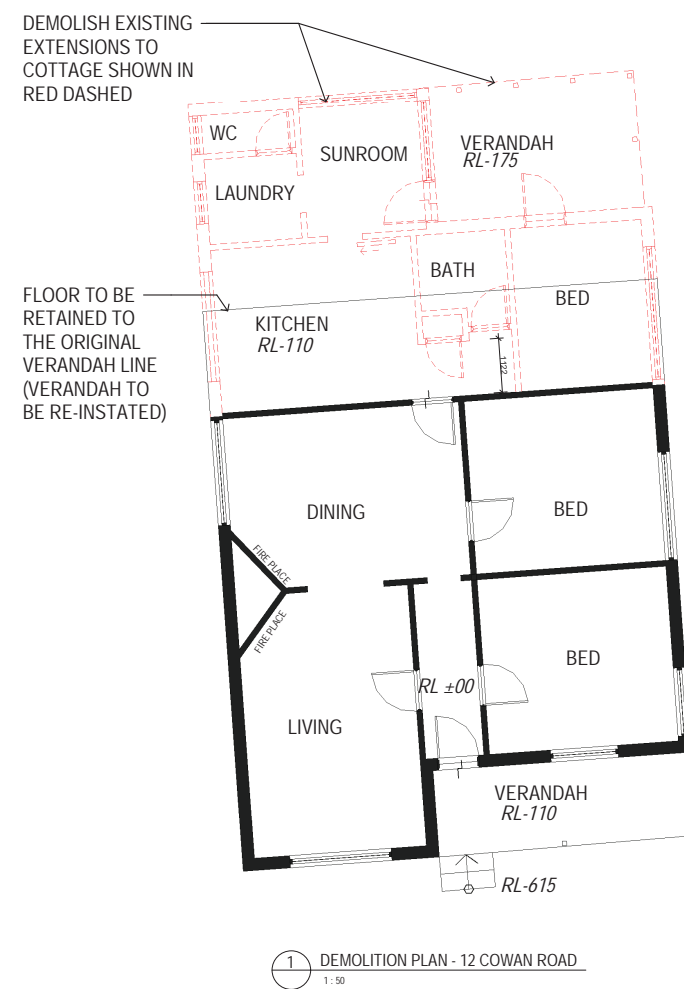
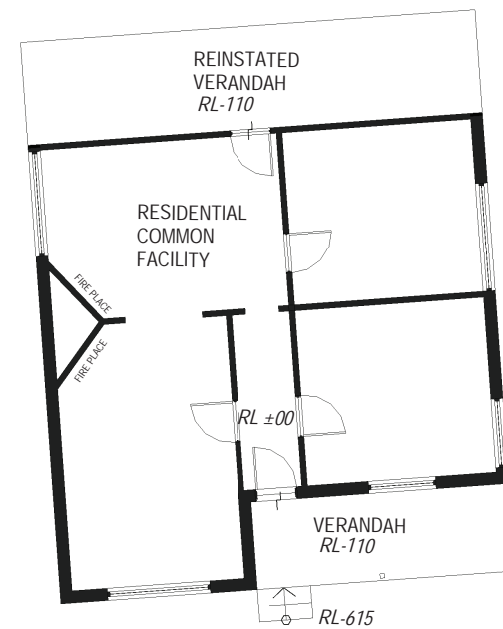


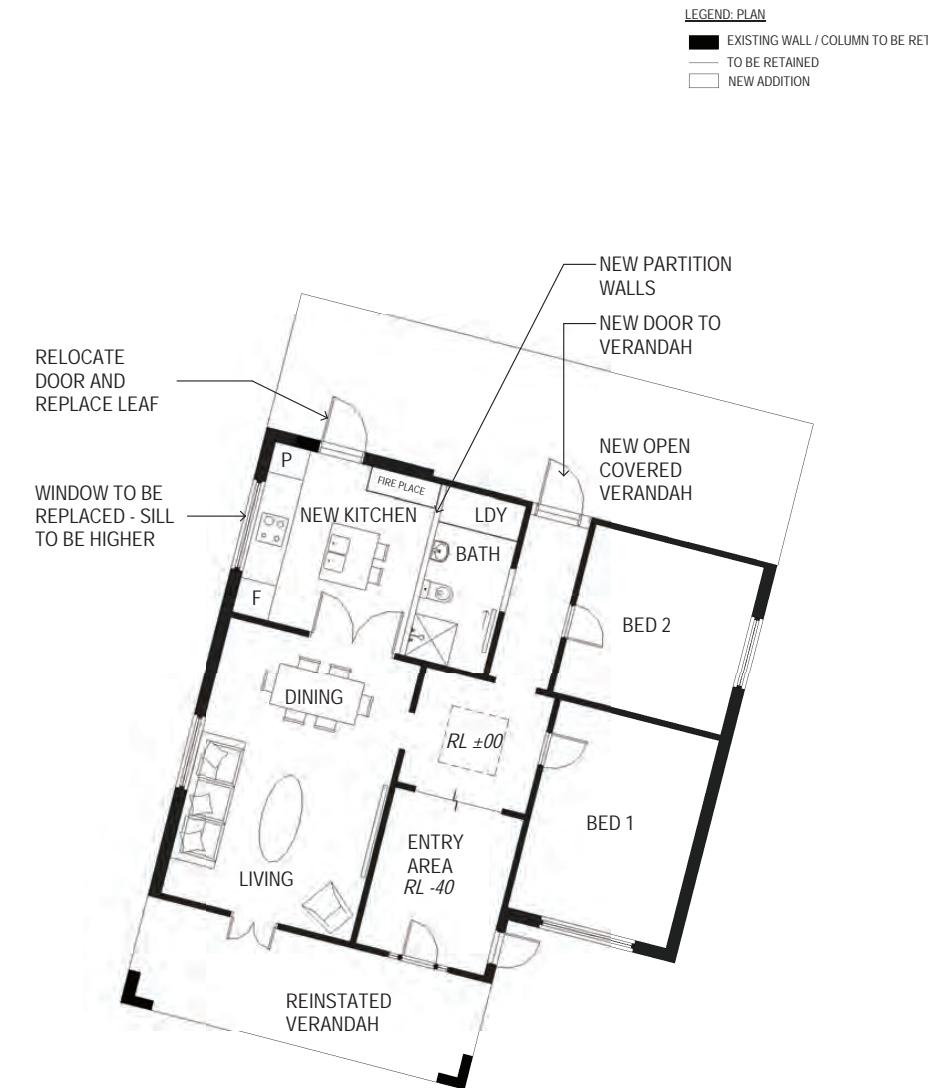
Figure 7.1.12 Demolition Plan for Cottages

7.0 INDICATIVE DESIGN

PROPOSED GROUND FLOOR PLAN - COTTAGES



12 Cowan Rd - Proposed Alterations



14 Cowan Rd - Proposed Alterations

Figure 7.1.13 Proposed Ground Floor Plan - Cottages

7.0 INDICATIVE DESIGN

7.2 ESTIMATED YIELD AND SITE AREA CALCULATIONS

	RES SITE #1	RES SITE #2	CLUB DRIVEWAY WITHIN ZONING AREA	TOTAL
DEVELOPMENT YIELD AND DENSITY				
Approximate Site Area	4477 m²	5480 m²	975 m²	10,932 m²
Estimated Gross Floor Area (GFA)	3970 m²	6000 m²	0 m²	9970 m²
Estimated Floor Space Ratio (FSR)	0.89	1.10	0.00	0.92
Estimated # of Res Units (113 m² Avg NSA)*	29	49	0	78
- Estimated # of 2 Bed Units*	9	26	0	35
- Estimated # of 3 Bed Units	20	23	0	43

DCP COMPLIANCE				
Residential Common Open Space - % of Site	37%	55%	N/A	N/A
Deep Soil - % of Site	50%	56%	N/A	N/A
Site Coverage - % of Site	30%	30%	N/A	N/A

RESIDENTIAL AMENITY AND ADG OVERVIEW				
Views of Golf Course	78%	67%	N/A	.71%
Solar Access (2 Hours)	89%	71%	N/A	78%
Cross-Ventilation	89%	98%	N/A	95%

* Includes 1 Cottage (# 14 Cowan Rd) in proposed refurbished 2bed layout, measuring 100 sqm NSA approx



7.0 INDICATIVE DESIGN

7.3 INDICATIVE LANDSCAPE PLAN

Place Design Group has prepared the Indicative Landscape Plan in support of the preferred development option. Refer to Appendix B.0 for complete landscape documentation.



Figure 7.3.1 Indicative Landscape Plan by Place Design Group

7.0 INDICATIVE DESIGN

7.4 VISUALISATION



Figure 7.4.1 Existing Site Photo - View 1



Figure 7.4.2 Existing Site Photo - View 2

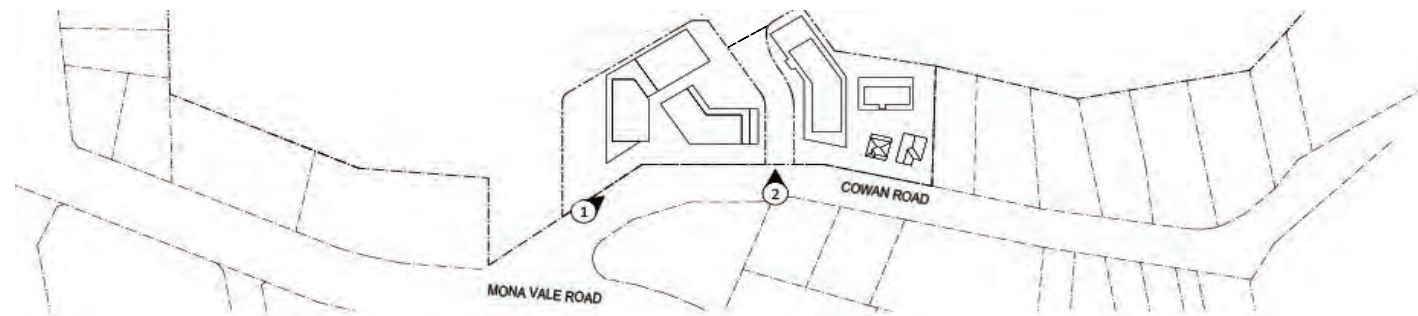


Figure 7.4.3 Key Plan

7.0 INDICATIVE DESIGN

7.4 VISUALISATION



Figure 7.4.4 Photo-montage - View 1 Looking North to Cowan Road

7.0 INDICATIVE DESIGN

7.4 VISUALISATION



Figure 7.4.5 Photo-montage - View 2 Looking on Proposed Club Entry

7.0 INDICATIVE DESIGN

7.5 INDICATIVE LANDSCAPE CHARACTER IMAGERY



Figure 7.6.1 Indicative Character Imagery Prepared by Place Design Group



7.0 INDICATIVE DESIGN

7.7 SHADOW AND SOLAR ANALYSIS

Shadow and solar access analysis has been undertaken, utilising 3-D digital modelling of the Indicative Design in the context of the area's topography and existing buildings.

As demonstrated in the following shadow diagrams, the Indicative Design does not cast shadow on adjoining or adjacent private property between 9am and 3pm on the shortest day of the year (June 21), in a manner which would impact on those properties abilities to achieve the solar access Provisions within SEPP65 and the ADG.

Additionally, the site receives almost no shadow from adjoining properties throughout the year including June 21. The configuration of the site and the indicative design enables access to direct sunlight in winter from east, north and westerly orientations, the sum total of which allows for a high percentage of residential space to achieve greater than 2 hours of direct sunlight on June 21.

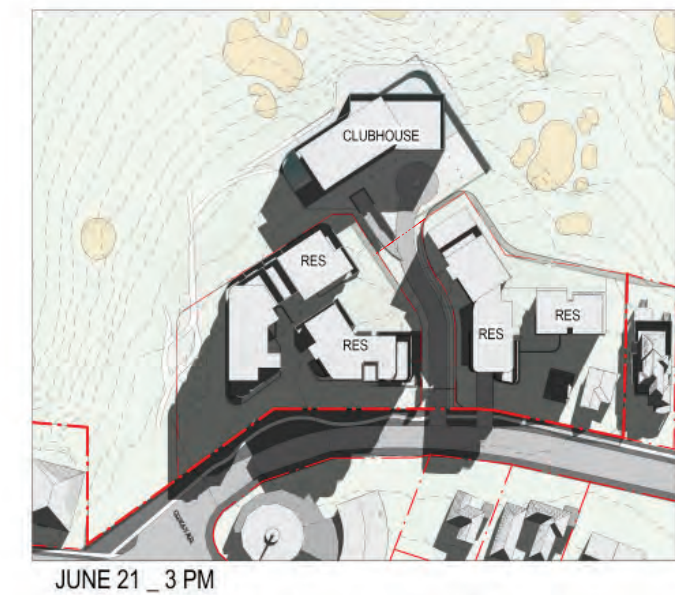
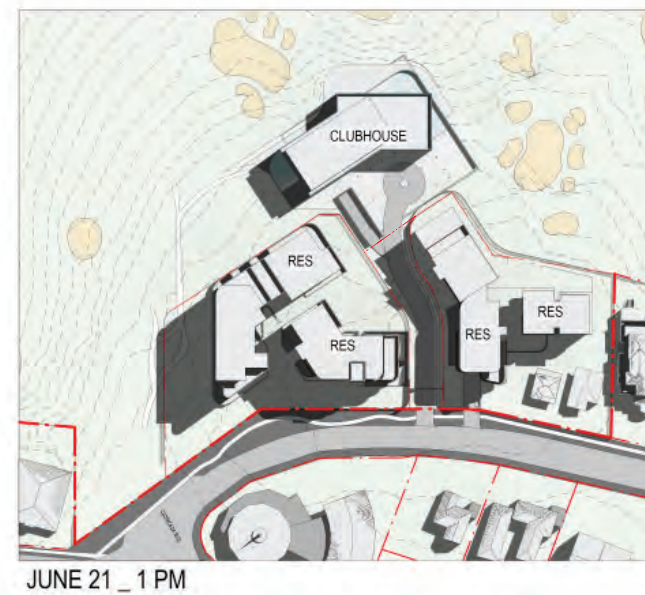
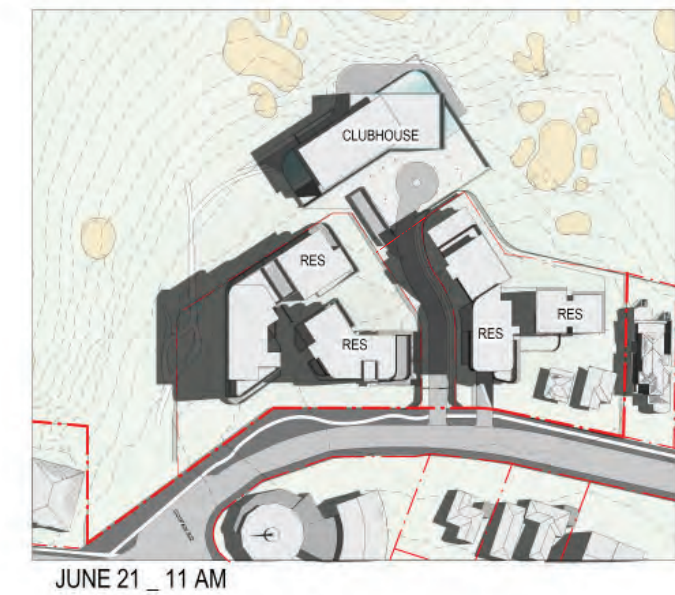


Figure 7.8.1 Indicative Design - Shadow Analysis Diagrams

8.0 CONCLUSION

8.0 CONCLUSION

Based on the context and urban design analysis undertaken, this report concludes that a residential apartment development ranging from 3-5 storeys, and in a configuration consistent with the Indicative Design contained within section 7.0 of this report, will provide the following:

- A development which suits the St Ives Town Centre as it evolves into a more mature centre with a greater concentration of housing, services, retail, recreational and cultural facilities
- A development which supports the Christ Church site to establish a southern gateway to the Town Centre
- Future new housing stock in a location consistent with the Ku-ring-gai Local Strategic Planning Statement (LSPS)
- A development which will not have adverse impacts on the local biodiversity, ecology and adjacent neighbours of the area
- A development which will improve the deep soil landscape of the land affected by the proposal
- A development which will be complimentary to the Golf Club and the golf course
- A development which will enable the Golf Club to maintain its visual presence in the public realm and maintain operations completely independent of the future residential development
- Provide new residences which enjoy a high amenity position and layout which optimises views, accessibility, daylight, privacy and landscape
- Allow for the conservation of the existing cottages at #12 and #14 Cowan Rd

In order for development consistent with the Amended Indicative Design to occur, changes to the KLEP and KDCP will be required including:

- Change zoning to R4 High Density Residential and part RE2 Private Recreation
- Change of maximum Height of Buildings to range from 11.5 M to 17.5M
- Change the FSR control to 0.92
- Incorporate a minimum 1200 sqm minimum lot size
- Adopt site specific DCP provisions

In conclusion, this study supports the Planning Proposal seeking to make such changes to the KLEP.

APPENDICES

APPENDIX A - BUILDING ENVELOPES DIAGRAM



APPENDIX B - LIST OF CONTRIBUTING CONSULTANTS

CONSULTANT	COMPANY
Town Planner	DMPS Town Planning & Property Development Specialists
Arborist	DKG Aboricultural Services
Ecologist	Narla Environmental
Traffic	Anson Group
Contamination	EI Australia
Heritage	Heritage 21
Quantity Surveyor	Altus Group
Landscape Architect	Place Design Group
Photomontage Graphics	PODGroup



APPENDIX C - PLACE DESIGN GROUP - INDICATIVE LANDSCAPE REPORT



APPENDIX C - PLACE DESIGN GROUP - INDICATIVE LANDSCAPE REPORT

CONTENTS

CONTENTS	001
INDICATIVE LANDSCAPE MASTERPLAN	002
CHARACTER PRECEDENT IMAGES	003
TYPICAL PLANTING PALETTE	004-005
MATERIAL PALETTE	006



Australia
China
South East Asia

Follow us on
Twitter LinkedIn Instagram Facebook

placedesigngroup.com

Report title	Pymble Golf Club, Cowan Road, St Ives Planning Proposal Indicative Landscape Concept
Document number	2519071
Prepared for	Mayoh Architects
Authors	Sophie Yao, Kassie Cottee, Caleb Wright
Revision number	[D]
Revision issue date	23.08.2022
Approved	Nick Ison
Reason for revision	For planning proposal

Disclaimer: This report has been prepared in accordance with the scope of services described in the contract or agreement between Place Design Group Pty Ltd ACN 082 370063 and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client and Place Design Group accepts no responsibility for its use by other parties.



APPENDIX C - PLACE DESIGN GROUP - INDICATIVE LANDSCAPE REPORT

Indicative Landscape Masterplan



**place
design
group.**

Place Design Group Pty Ltd
3b/830-832 Elizabeth St
Waterloo, NSW
2017 Australia
T + 61 2 9290 3300
F + 61 2 9262 6108



002

APPENDIX C - PLACE DESIGN GROUP - INDICATIVE LANDSCAPE REPORT

Character Precedent Images



place
design
group.

Place Design Group Pty Ltd
3b/830-832 Elizabeth St
Waterloo, NSW
2017 Australia
T + 61 2 9290 3300
F + 61 2 9262 6108

APPENDIX C - PLACE DESIGN GROUP - INDICATIVE LANDSCAPE REPORT

Typical Planting Palette - Full Sun/Part Shade

TREES



Eucalyptus saligna
(Sydney Blue Gum)



Lagerstroemia indica 'Lipan'
(Lipan Crepe Myrtle)



Magnolia 'Little Gem'
(Dwarf magnolia)



Pistacia chinensis
(Chinese pistache)



Pyrus calleryana 'Chanticleer'
(Ornamental Pear)

SHRUBS



Jasminum sambac
'Arabian Jasmine'
(Arabian Jasmine)



Metrosideros 'Fiji Fire'
(Fiji Fire)



Murraya paniculata
(Mock Orange)



Michelia figo
(Port Wine Magnolia)



Raphiolepis delacourii
(Hybrid Indian Hawthorn)



Strelitzia reginae
(Bird of Paradise)

HEDGES



Acmena smithii
(Lilly Pilly)



Acmena smithii 'Allyn Magic'
(Dwarf Lilly Pilly)



Euonymus 'Tom Thumb'
(Euonymus Dwarf Spindle Bush)



Photinia glabra 'Rubens'
(Small leaf Photinia)



Viburnum odoratissimum
(Sweet Viburnum)



Westringia fruticosa
'Wynabbie Bule'
(Coast Rosemary)

GROUNDCOVERS



Agapanthus 'White'
(Agapanthus)



Agapanthus 'Blue'
(Agapanthus)



Dietes grandiflora
(Wild Iris)



Liriope muscari 'Variegata'
(Turf Lily)



Trachelospermum
jasminoides
(Star Jasmine)

SYM	BOTANICAL NAME	COMMON NAME	HEIGHT	SPACING	POT SIZE
TREES					
	Angophora hispida	Dwarf Apple	8m	As Shown	200L
	Eucalyptus saligna	Sydney Blue Gum	60m	As Shown	200L
	Ficus sp.	Fat Tree	5m	As Shown	200L
	Lagerstroemia indica 'Natchez'	Crepe Myrtle	3.5m	As Shown	200L
	Lagerstroemia indica 'Lipan'	Lipan Crepe Myrtle	3.5	As Shown	200L
	Lagerstroemia indica 'Natchez'	Crepe Myrtle	3.5m	As Shown	200L
	Lagerstroemia indica 'Soule'	Crepe Myrtle	5m	As Shown	200L
	Magnolia grandiflora 'Little Gem'	Chinese Magnolia	7m	As Shown	200L
	Nyssa sylvatica	Tupelo	11m	As Shown	200L
	Pistacia chinensis	Chinese pistache	15m	As Shown	200L
	Pyrus calleryana 'Chanticleer'	Ornamental Pear	11m	As Shown	200L
	Pyrus calleryana 'Cleveland'	Ornamental Pear	10m	As Shown	200L
	Syzygium australe sp.	Brush cherry	5m	As Shown	200L
	Jacaranda mimosifolia	Jacaranda	10m	As Shown	400L
SHRUBS AND HEDGES					
	Acmena smithii	Lilly Pilly	2.0m	500mm	5L
	Acmena smithii 'Allyn Magic'	Dwarf Lilly Pilly	1.0m	500mm	5L
	Allomanthera dentata	Ruby Leaf Allomanthera	0.5m	4m²	150mm
	Azalea 'Alba Magnifica'	Azalea	1.0m	2m²	200mm
	Azalea 'erica'	Azalea	1.0m	2m²	200mm
	Azalea indica	Azalea	1.2m	2m²	200mm
	Azalea 'Pride of Dorking'	Evergreen Azalea	1.0m	2m²	200mm
	Azalea 'Red Giltier'	Azalea - single rose red blooms	1.0m	2m²	200mm
	Buxus microphylla	Japanese Box	1.0m	300mm	200mm
	Buxus sempervirens	European Box	1.0m	300mm	200mm
	Callistemon viminalis 'Little John'	Dwarf Bottlebrush	0.6m	4m²	150mm
	Camellia japonica sp.	Camellia	3.0m	750mm	25L
	Camellia sasanqua sp.	Camellia	3.0m	750mm	25L
	Carissa 'Desert Star'	Natal Plum	1.0m	4m²	200mm
	Cuphea hyssopifolia 'Jocelyns Pink'	False Heather	0.6m	4m²	150mm
	Echium candicans	Pride of Madeira	1.5m	2m²	5L
	Euonymus 'Tom Thumb'	Euonymus Dwarf Spindle Bush	0.8m	300mm	200mm
	Gardenia augusta 'Florida'	Gardenia Florida	1.0m	4m²	200mm
	Hebe sp.	Hebe	1.0m	4m²	200mm
	Ixora coccinea 'Flame of the woods'	Jungle Flame	1.0m	3m²	200mm
	Ixora chinensis	Prince of Orange	1.0m	3m²	200mm
	Lavandula angustifolia 'Munstead'	Munstead Lavender	1.0m	4m²	200mm
	Lavandula sp. 'sheochas' 'Avonview'	Bush Lavender	1.0m	4m²	200mm
	Metrosideros 'Fiji Fire'	Fiji Fire	1.0m	300mm	5L
	Michelia figo	Port Wine Magnolia	3.0m	1m²	25L
	Murraya paniculata	Orange Jessamine	3.0m	750mm	25L
	Photinia glabra 'Rubens'	Small Leaf Photinia	2.0m	750mm	25L
	Plumbago auriculata 'Blue'	Blue Plumbago	2.0m	1m²	5L
	Raphiolepis delacourii	Hybrid Indian Hawthorn	1.5m	500mm	5L
	Raphiolepis 'Snow Maiden'	Snow Rose	0.75m	500mm	5L
	Rhododendron sp.	Rhododendron	1.0m	2m²	5L
	Rosmarinus officinalis	Rosemary	1.0m	2m²	5L
	Salvia leucantha	Mexican Sage	1.0m	4m²	150L
	Strelitzia reginae	Bird of Paradise	1.5m	3m²	5L
	Syzygium 'Aussie compact'	Aussie Compact Bush Cherry	1.0m	300mm	5L
	Syzygium australe 'Select'	Lilly Pilly Select	3.0m	750mm	25L
	Syzygium australe 'Winter Lights'	Syzygium Winter Lights	3.0m	750mm	25L
	Tibouchina 'Allure'	Tibouchina Allure	1.0m	2m²	5L
	Tibouchina heteromalla 'Jules'	Silver Leafed Princess Flower	1.0m	2m²	5L
	Viburnum odoratissimum	Sweet Viburnum	4.0m	750mm	25L
	Westringia fruticosa 'Aussie Box'	Coastal Rosemary	1.0m	500mm	5L
	Westringia fruticosa 'Wynabbie Bule'	Coastal Rosemary	1.0m	500mm	5L
GRASSES & GROUND COVERS					
	Agapanthus 'White'	Agapanthus	0.6m	5m²	150mm
	Agapanthus 'Blue'	Agapanthus	0.6m	5m²	150mm
	Carpobrotus edulis	Hottentot Fig	0.3m	4m²	150mm
	Dietes grandiflora	Wild Iris	0.6m	7m²	75mm Tube
	Gardenia augusta 'Radicans'	Rock Gardenia	0.3m	4m²	150mm
	Jasminum sambac 'Arabian Jasmine'	Arabian Jasmine	0.5m	4m²	150mm
	Juniperus conferta 'Pacific Blue'	shore juniper	0.7m	7m²	150mm
	Liriope muscari 'Evergreen Giant'	Turf Lily	0.7m	5m²	150mm
	Liriope muscari 'Variegata'	Turf Lily	0.7m	7m²	150mm
	Serissa foetida Pink 'Snow Rose'	Snow Rose	0.6m	4m²	150mm
	Serissa foetida Pink 'Snow Leaves'	Serissa Snow Leaves	1.0m	4m²	150mm
	Trachelospermum jasminoides	Star Jasmine	0.6m	5m²	150mm



Place Design Group Pty Ltd
3b/830-832 Elizabeth St
Waterloo, NSW
2017 Australia
T + 61 2 9290 3300
F + 61 2 9262 6108



APPENDIX C - PLACE DESIGN GROUP - INDICATIVE LANDSCAPE REPORT

Typical Planting Palette - Full Sun/Part Shade

TREES



Cyathea australis
(Rough Tree Fern)



Cyathea cooperi
(Lacy Tree Fern)



Dicksonia antarctica
(Soft Tree Fern)

SHRUBS



Alpinia zerumbet
(Shell Ginger)



Asplenium australasicum
(Bird's Nest Fern)



Clivia miniata
(Orange Lily)



Crinum pedunculatum
(Swamp Lily)



Fatsia japonica
(Japanese Fatsia)



Hedychium coronarium
(White Ginger)



Lepidozamia peroffskyana
(Pineapple Zamia)



Macrozamia communis
(Burrawang)



Philodendron 'Xanadu'
(Philodendron Xanadu)



Rhapis excelsa
(Laddy Palm)

GROUND COVERS



Cissus rhombifolia



Dichondra repens



Liriope muscari 'Evergreen Giant'

SYM	BOTANICAL NAME	COMMON NAME	HEIGHT	SPACING	POT SIZE
TREES & PALMS					
	Cyathea australis	Rough Tree Fern	5m	As Shown	Trunk 3-4m
	Cyathea cooperi	Lacy Tree Fern	7m	As Shown	Trunk 3-4m
	Dicksonia antarctica	Soft Tree Fern	2m	As Shown	Trunk 1-2m
	Elaeocarpus eumundi	Quandong	7m	As Shown	200L
	Elaeocarpus reticulatus	Blueberry Ash	15m	As Shown	200L
SHRUBS					
	Alpinia zerumbet	Shell Ginger	1.5m	4m ²	150mm
	Asplenium australasicum	Bird's Nest Fern	0.5m	4m ²	200mm
	Cordyline fruticosa rubra	Cordyline rubra	1.5m	4m ²	200mm
	Cordyline australis 'Red Sensation'	Red Cabbage Tree	1.5m	3m ²	5L
	Crinum pedunculatum	Swamp Lily	1.0m	4m ²	5L
	Cycas revoluta	Sago palm	1.0m	2m ²	25L
	Dorothy's excelsa	Gymea Lily	2.0m	2m ²	5L
	Fatsia japonica	Japanese Fatsia	1.0m	4m ²	5L
	Hedychium coronarium	White Ginger	1.0m	4m ²	5L
	Indigofera australis	Austral Indigo	1.8m	2m ²	5L
	Lepidozamia peroffskyana	Pineapple Zamia	1.5m	2m ²	5L
	Macrozamia communis	Burrawang	1.5m	3m ²	5L
	Philodendron 'Xanadu'	Philodendron 'Xanadu'	1.2m	4m ²	200mm
	Phormium tenax sp.	New Zealand Flax	1.5m	3m ²	5L
	Rhapis excelsa	Lady Palm	2.5m	3m ²	5L
GRASSES & GROUND COVERS					
	Cissus rhombifolia	Grape Ivy	0.3m	3m ²	150mm
	Clivia miniata	Kaffir Lily	0.6m	4m ²	150mm
	Dianella caerulea	Flax Lily	0.6m	4m ²	150mm
	Dianella tasmanica 'Tasred'	Flax Lily	0.6m	4m ²	150mm
	Dichondra repens	Kidney Grass	0.3m	7m ²	75mm Tube
	Liriope muscari 'Evergreen Giant'	Turf Lily	0.7m	5m ²	150mm
	Lomandra longifolia	Matt Rush	1.0m	4m ²	150mm
	Viola Hederacea	Australian Native Violet	0.1m	7m ²	150mm



Place Design Group Pty Ltd
3b/830-832 Elizabeth St
Waterloo, NSW
2017 Australia
T + 61 2 9290 3300
F + 61 2 9262 6108



APPENDIX C - PLACE DESIGN GROUP - INDICATIVE LANDSCAPE REPORT

Material Palette

DECOMPOSED GRANITE



COMPOSITE TIMBER DECKING



RAISED CONCRETE PLANTER



STEPPING STONES



CUSTOM TIMBER BENCHES



COLOR CONCRETE PAVER (EURO STONE, ADBRI MASONRY)



Place Design Group Pty Ltd
3b/830-832 Elizabeth St
Waterloo, NSW
2017 Australia
T + 61 2 9290 3300
F + 61 2 9262 6108



TABLE OF ASSESSMENT 1

PLANNING PROPOSAL – Pymble Golf Club

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.

TABLE OF ASSESSMENT 3

PLANNING PROPOSAL – Pymble Golf Club

			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?	<p>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.</p> <p>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.</p>	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
<p>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.</p> <p>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.</p>	<p>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.</p>

PLANNING PROPOSAL – APPENDIX D – Aboriginal Impact Assessment Report	
COMMENT	RECOMMENDATION
<p>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.</p> <p>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.</p>	<p>No changes required.</p>

PLANNING PROPOSAL – APPENDIX E – Urban Design Report

PLANNING PROPOSAL – Pymble Golf Club

TABLE OF ASSESSMENT 8

COMMENT	RECOMMENDATION
<p>Built Form and Scale</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Character</p> <p>The proposal provides generous landscaped setbacks and deep soil zones to Cowan Road, consistent with the garden character of the surrounding area.</p> <p>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.</p> <p>Streetscape</p>	<p>No further amendments required</p>

PLANNING PROPOSAL – Pymble Golf Club

<p>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.</p> <p>Amenity</p> <p>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.</p> <p>Additional Information</p> <p>Further information was requested by Council to clarify aspects of the proposal. The information was provided by the proponent.</p> <p>Site boundaries</p> <p>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.</p> <p>FSR Calculation</p> <p>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)</p> <p>Clubhouse driveway</p> <p>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.</p>	
---	--

PLANNING PROPOSAL – Pymble Golf Club**TABLE OF ASSESSMENT 10**

<p>Architectural Drawings</p> <p>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.</p> <p>Conclusion</p> <p>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></p>	
--	--

PLANNING PROPOSAL – APPENDIX F – Statement of Heritage Impact	
COMMENT	RECOMMENDATION
<p>a) Heritage Status</p> <p>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.</p> <p>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:</p> <p><i>The former sites appear to have been located in the centre of the green. No visible surface evidence.</i></p> <p><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></p> <p>As a precautionary measure, an archaeological condition ensuring that due diligence is taken during construction will be attached to the State Heritage Inventory</p> <p>b) Overview</p>	<p>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.</p>

TABLE OF ASSESSMENT 11

PLANNING PROPOSAL – Pymble Golf Club

<p>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.</p> <p>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.</p> <p>On 19 June 2020 and following review of this heritage assessment, feedback was provided the applicant in relation to the heritage assessment as follows:</p> <p><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></p> <p><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></p> <p><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></p> <p>On 11 September 2020, an updated heritage assessment was provided by the applicant and the following conclusion was reached as part of this assessment:</p> <p><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></p> <p><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></p>	
--	--

PLANNING PROPOSAL – Pymble Golf Club

TABLE OF ASSESSMENT 12

<p>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.</p> <p>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:</p> <ol style="list-style-type: none"> 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. <p>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.</p> <p>On 7 June 2020, the following internal heritage feedback was then provided:</p> <p>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.</p> <p>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</p>	
---	--

TABLE OF ASSESSMENT 13

PLANNING PROPOSAL – Pymble Golf Club


<p>functions and building typologies, i.e. golf courses and club houses from the same era and other timber clad dwellings, for instance.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. 	
---	--

PLANNING PROPOSAL – Pymble Golf Club**TABLE OF ASSESSMENT 14**

	<ul style="list-style-type: none"> • 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 <p>The following comments were provided to the applicant on 24 September 2021 in relation to the planning proposal:</p> <p><i>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.</i></p> <p>The following further heritage comments were then provided on 24 November 2021:</p> <p><i>The proposed relocation and alignment of the cottages appears to be appropriate. However, there should be a front setback measurement included in the diagram.</i></p> <p><i>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).</i></p> <p><i>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.</i></p> <p>c) Conclusion</p> <p>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.</p>
--	--

TABLE OF ASSESSMENT 15

PLANNING PROPOSAL – Pymble Golf Club

<p>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.</p> <p>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.</p>		
<p>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.</p>		

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

TABLE OF ASSESSMENT 16

PLANNING PROPOSAL – Pymble Golf Club

<p>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</p> <p>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%).</p> <p>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:</p>	
---	--

PLANNING PROPOSAL – Pymble Golf Club

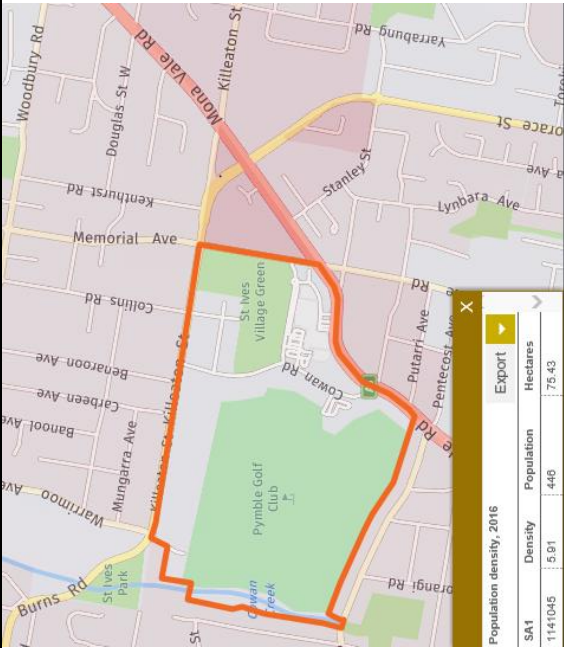
	<p>The analysis indicates that the main mode of transport for journeys to work was approximately 55% by private vehicle (including as passenger), followed by 20% by public transport (train, bus). Active transport (walking - no cycling) made up 7%, suggesting a relatively high proportion of residents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

TABLE OF ASSESSMENT 18

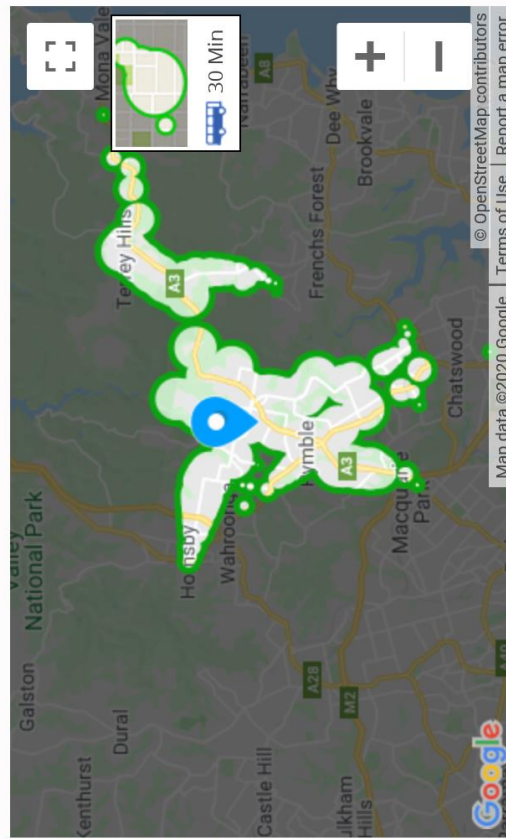
PLANNING PROPOSAL – Pymble Golf Club

<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Page 4 of the TIA notes that:</p> <p><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></p> <p><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></p> <p>Below is a travel time map, indicating the 30 minute catchment by public transport from site:</p>	
--	--

Travel Time Map

Add to your site

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



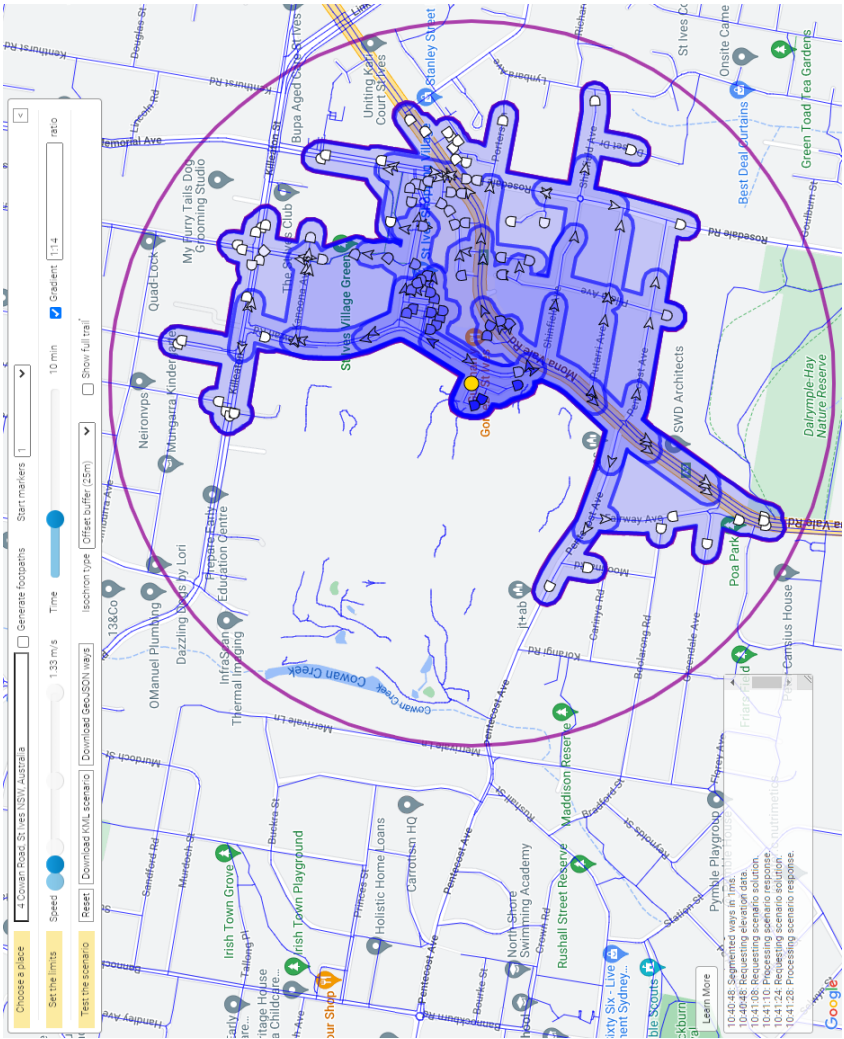
Source: [walkscore.com](https://www.walkscore.com)

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

<p>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.</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>- Liveability</p> <p>The diagram below shows the extent of the 10 minute pedestrian catchment from the site.</p>	
--	--



10 minute pedestrian catchment generated from Pedestrian Catchment (<http://tc1252.metawerx.com.au/Pedcatchr/>)

TABLE OF ASSESSMENT 22

PLANNING PROPOSAL – Pymble Golf Club

<p>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:</p> <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> <p>Other nearby educational establishments outside the 10 minute/800m walking distance catchment include:</p> <ul style="list-style-type: none">• 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

<ul style="list-style-type: none">St Ives North Primary School - 1.7km/22 minutes;Pymble Public School – 1.8km/24 minutes. <p>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.</p>					
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 Ku-ring-gai Neighbourhood Centre St Ives Community Hall	400m/5 minutes			

TABLE OF ASSESSMENT 24

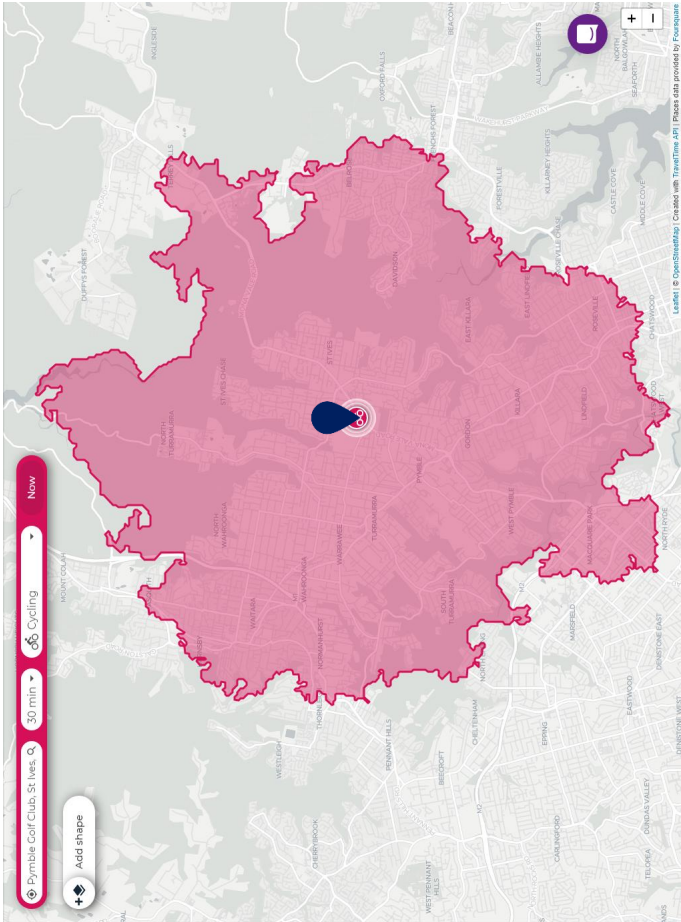
PLANNING PROPOSAL – Pymble Golf Club

	St Ives YMCA	<div>400m/5 minutes</div> <div>500m/6 minutes</div> <div>700m/9 minutes</div>	<p>Other selected nearby recreational, leisure and community and cultural facilities outside the 5 minute/400m walking distance catchment include:</p> <ul style="list-style-type: none">• St Ives Bowling and Recreation Club – 950m/11 minutes;• iRock Music School – 1.4km/14 minutes. <p>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.</p> <p>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).</p> <p>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).</p> <p>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.</p>
--	--------------	---	--

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

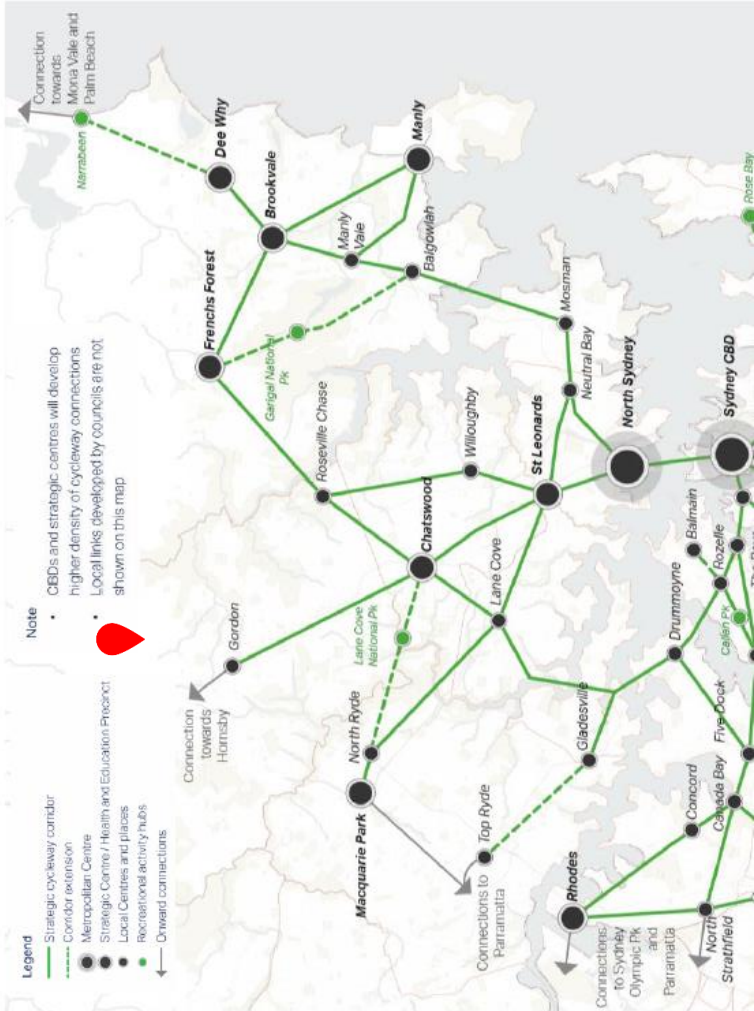
PLANNING PROPOSAL – Pymble Golf Club

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.

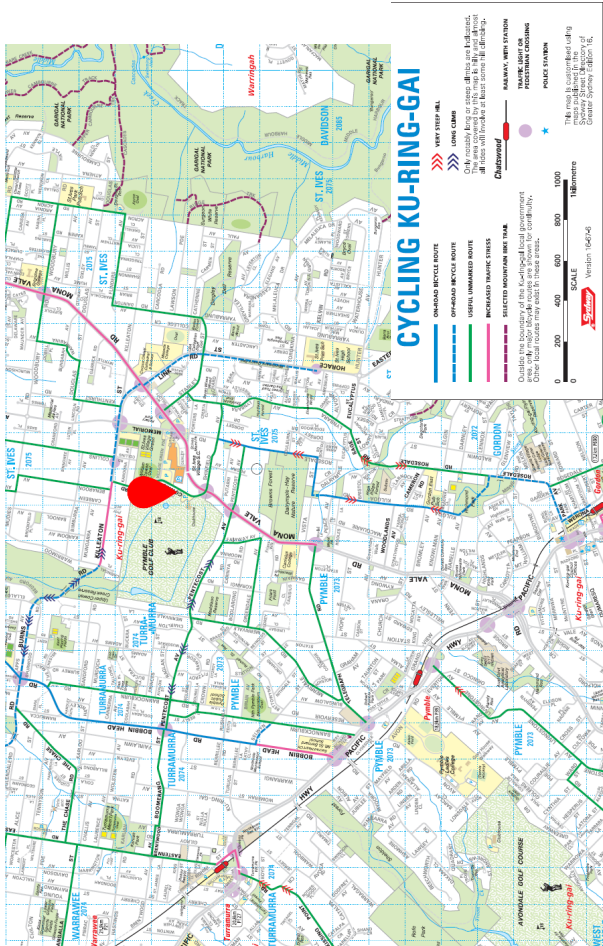
Extensions to corridors will also be considered to connect riders to recreational activity hubs including major parklands and beaches.



PLANNING PROPOSAL – Pymble Golf Club

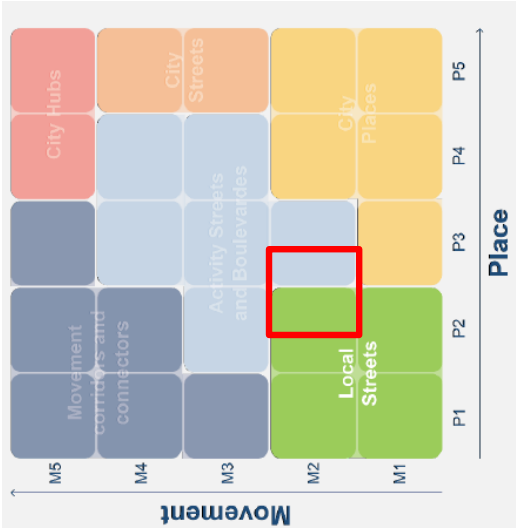
Provision of safe, separated cycling facilities to Gordon would provide further access Chatswood and Hornsby and potentially to Frenchs Forest.

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):



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.

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 Routes/services	Location/Designation	Tap on (weekly numbers)	Tap off (weekly numbers)
207537 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

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			

PLANNING PROPOSAL – Pymble Golf Club

TABLE OF ASSESSMENT 32

Lindfield & East Roseville)				
<p>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.</p>	<p>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.</p>	<p>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.</p>	<p>New transport proposals/strategies or capacity improvements foreshadowed in Future Transport Strategy, and its impacts to the proposal in terms of travel behaviour.</p>	<p>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.</p> <p>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.</p> <p>Future Transport Strategy identifies future rapid bus services between Mona Vale and Macquarie:</p>

<p>Figure 12 Existing and future road, bus and ferry network in the Eastern Harbour City, Central River City and Western Parkland City.</p> <p>KEY</p> <p>Hubs</p> <ul style="list-style-type: none">Metropolitan centreMetropolitan clusterStrategic centreInternational freight portInternational airport <p>Existing Operational infrastructure and services</p> <ul style="list-style-type: none">FerryRapid BusRoad <p>Future Non-operational infrastructure and services includes committed, funded and visionary</p> <ul style="list-style-type: none">Rapid BusRoad	<p>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</p>
---	--

TABLE OF ASSESSMENT 34

PLANNING PROPOSAL – Pymble Golf Club

	<p>internally and with nearby centres, including improvements to bus connections from Mona Vale to Macquarie Park (followed by Bus Rapid Transit).</p> <p>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.</p> <p>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.</p> <p>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</p> <p>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></p> <ul style="list-style-type: none"> - Potential impact resulting from future use (expansion/intensification). <p>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.</p> <p>The existing intersection performance is shown in the table below, extracted from the TIA:</p>
--	--

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.

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

TABLE OF ASSESSMENT 38

PLANNING PROPOSAL – Pymble Golf Club

	<p>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).</p> <p>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:</p> <ul style="list-style-type: none"> ○ 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. <p>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.</p> <p>Summary of assessment</p> <p>The Planning Proposal has the following favourable transport aspects:</p> <ul style="list-style-type: none"> - 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

<ul style="list-style-type: none">- 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. <p>The following transport constraints were found with respect to the Planning Proposal:</p> <ul style="list-style-type: none">- 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.

FOR ACTION

KU-RING-GAI LOCAL PLANNING PANEL – 24/04/2023

TO: Team Leader Urban Planning (Wyse, Craige)

Subject: KLPP05 - Planning Proposal for 4, 12 & 14 Cowan Road, St Ives - Pymble Golf Club
Minute Number: KLPP05
Notes:
File Reference: S12645 2023/048121

THE PANEL ADVISED

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

Prior to the matter being recommended to Council, the Panel advises that further clarification be sought (refer Page 10-12), to justify the inconsistency with the LSPS and the Ku-ring-gai housing strategy.

The Panel advises Council should investigate whether a community title and or other mechanism be sought to achieve a long term objectives for delivery of the development and the maintenance of the design quality of the site and its heritage items into the long term future.

The Panel advises Council that prior to the development of the site, a Conservation Management Plan be prepared for the two proposed heritage items.

The Panel advises that Council investigate further the bonus provisions that generally apply to the sites containing heritage items, should not extend to the whole of the development site but should only apply to curtilage lots of the heritage items.

Date of Advice: 24 April 2023

Voting: unanimous

[Open Item in Minutes](#)
