



PLANNING PROPOSAL

RE-ZONING – 21 LORNE AVENUE, KILLARA

March 2017

Revised by Ku-ring-gai Council in accordance with the Gateway Determination issued 20 March 2017.

**Ku-ring-gai Council
818 Pacific Highway, Gordon
2072**

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PART 1 – OBJECTIVE AND INTENDED OUTCOMES

A statement of the objectives and intended outcomes of the proposed instrument

The planning proposal will seek to change the zoning of the subject land, being 21 Lorne Avenue, Killara, from R2 to R4. This will be consistent with the surrounding zoning and will allow the orderly development of 21 and 9 Lorne Avenue (adjoining property to the rear) for high density residential development. If the land is not rezoned, it will result in an isolated single dwelling surrounded by 5-6 storey residential development.

We expect that this proposal will be viewed as a logical rationalisation of the zoning of the land and will be supported without undue impediment.

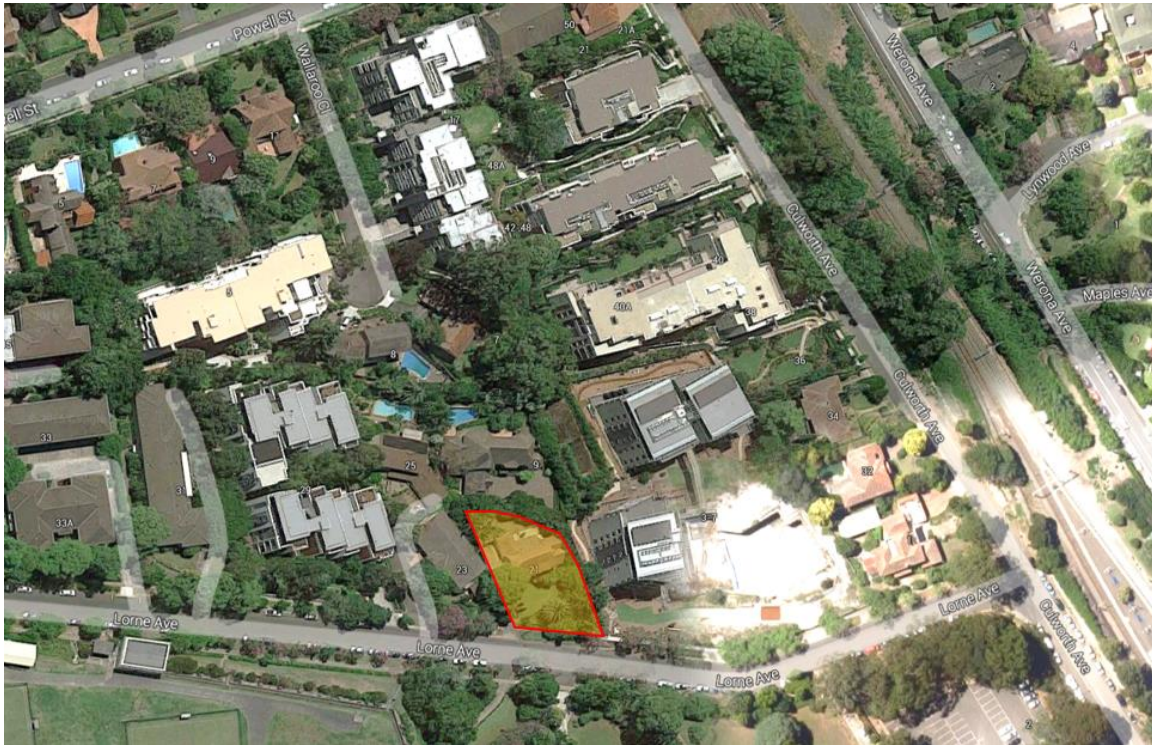


Figure 1: Aerial view of 21 Lorne Avenue Killara (the 'subject land') (Source: SIX Maps – Date unknown)

PART 2 – EXPLANATION OF PROVISIONS

An explanation of the provisions that are to be included in the proposed instrument

The planning proposal will seek to change the zoning of the subject land, being 21 Lorne Avenue, Killara, from R2 Low Density Residential to R4 High Density Residential.

The planning proposal also seeks to make the following changes to the development standards applying to the site:

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

The proposed outcome will be achieved by amending the Ku-ring-gai Local Environmental Plan 2015 Land Zoning, Floor Space Ratio, Height of Buildings and Lot Size Maps (Tile 014), for 21 Lorne Avenue Killara, in accordance with the illustrations under Part 4.

PART 3 - JUSTIFICATION

The justification for those objectives, outcomes and the process for their implementation

A. Need for the planning proposal

Q1. Is the planning proposal a result of any strategic study or report?

No. The planning proposal will seek to change the zoning of the subject land from R2 to R4. This will be consistent with the surrounding zoning and will allow the orderly development of 21 and 9 Lorne Avenue (adjoining property to the rear) for high density residential development. If the land is not rezoned, it will result in an isolated single dwelling surrounded by 5-6 storey residential development.

The submitted yield studies show that the rezoning will allow for a better planning outcome in relation to the redevelopment of No. 9 Lorne Avenue adjoining at the rear. No. 9 Lorne Avenue is in the same ownership as No. 21 and the joint development of both sites represents orderly planning and improved housing yield. Compared to the current single dwelling, the overall site yield is improved by 19 dwellings if rezoned and incorporated with No. 9 as a single viable development site.

Furthermore, an Urban Design Study and Analysis also accompanies this report (refer to Appendix D), which demonstrates how the site, which 9 Lorne Avenue to the rear, may be developed once it is zoned to R4.

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

Yes. The planning proposal seeks to re-zone an isolated site, which is currently zoned R2, to R4. This will allow for high density residential development, which is consistent with surrounding development. It is not considered appropriate to introduce an additional permitted use.

B. Relationship to strategic planning framework

Q3. Is the planning proposal consistent *with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)*?

Yes. The planning proposal is consistent with the objectives and actions of *A Plan for Growing Sydney*, and the more recent *Draft North District Plan*.

A Plan for Growing Sydney

A Plan for Growing Sydney seeks to provide a city of housing choice with homes that meet the needs of the population and lifestyles. One way to achieve the delivery of this goal is to accelerate urban renewal, within established areas across Sydney, within proximity to train stations, providing homes closer to jobs.

The subject land is identified as being located within an Urban Renewal Corridor, and is within walking distance (approximately 280m) to the Killara Station. The subject land is highly accessible, with shops, services and facilities located at Gordon (2-minute train ride), as well as Chatswood (15-minute train ride).

The planning proposal is seeking a zone change of the subject land from R2 to R4, which will facilitate higher density residential development. The future development of high-density housing on the subject land, will contribute to the provision of a variety of housing types within Killara, as well making it easier to walk or cycle to shops or services; travel to work or other centres. This will contribute to a reduction in traffic congestion; as well as making Killara more community oriented. Specifically, the below Objectives and Actions are relevant to the planning proposal. Comments are provided below, demonstrating how the proposal is consistent with each Objective and Action.

- *Direction 2.1: Accelerate housing supply across Sydney*

The planning proposal will facilitate high density residential development, thus will contribute to the acceleration of housing supply across Sydney.

- *Action 2.1.1: Accelerate housing supply and local housing choices*

As mentioned above, the planning proposal will facilitate high density residential development.

The planning proposal is seeking a zone change of the subject land from R2 to R4, which will facilitate higher density residential development. The future development of high-density housing on the subject land, will contribute to the provision of a variety of housing types within Killara, thus accelerating local housing choices.

- *Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs*

The subject land is identified as being located within an Urban Renewal Corridor, and is within walking distance (approximately 280m) to the Killara Station. The subject land is highly accessible to Chatswood (15-minute train ride), which is a major commercial and retail district within NSW.

- *Action 2.2.2: Undertake urban renewal in transport corridors which are being transformed by investment, and around strategic centres*

The subject land is identified as being located within an Urban Renewal Corridor. The planning proposal is seeking a zone change of the subject land from R2 to R4, which will facilitate higher density residential development. As such the planning proposal will facilitate urban renewal within transport corridors.

- *Direction 2.3: Improve housing choice to suit different needs and lifestyles*

The planning proposal will result in an improvement of housing choice by facilitating high density residential development.

- *Direction 3.1: Revitalise existing suburbs*

The planning proposal will contribute to the revitalisation of Killara as it will facilitate the redevelopment of No. 21 and No. 9 Lorne Avenue, which are located within an area that is currently undergoing a transition from low to high density residential development.

Accordingly, for the reasons outlined above the planning proposal is consistent with the relevant objectives and actions of 'A Plan for Growing Sydney'.

Draft North District Plan

The *Draft North District Plan* has been developed by the Greater Sydney Commission and proposes a 20-year vision for the North District, which includes Ku-ring-gai.

4. A Liveable City

This section of the *North District Plan* identifies 'liveability priorities'. The relevant priorities are prescribed below, with an explanation as to how the planning proposal will contribute to achieving them.

Improve Housing Choice

The planning proposal is seeking a zone change of the subject land from R2 to R4, which will facilitate higher density residential development. The future development of high-density housing on the subject land, will contribute to the provision of a variety of housing types within Killara, thus improving local housing choice within Ku-ring-gai.

In addition to the above, the planning proposal will facilitate the development of approximately 19 apartments (refer to Yield Analysis at Appendix C), thus contributing the five-year housing supply target for Ku-ring-gai.

Improve Housing Diversity and Affordability

The planning proposal will assist in improving housing diversity and affordability within Ku-ring-gai. The planning proposal is seeking a zone change of the subject land from R2 to R4, which facilitate high density residential development in the form of apartments, thus providing a more affordable living option and contributing to the diversity of housing of housing within the Ku-ring-gai area.

Further to the above, it has been demonstrated that the adjoining sites may be developed with high density housing in accordance with the strategic planning framework mentioned above (refer to the Urban Design Study and Analysis at Appendix D).

Q4. Is the planning proposal consistent *with a council's local strategy or other local strategic plan?*

The Ku-ring-gai Community Strategic Plan 2030 seeks to increase to increase housing diversity, adaptability and affordability to support the needs of the changing community.

The planning proposal is seeking a zone change of the subject land from R2 to R4, which will facilitate high density residential development. The future development of high-density

housing on the subject land, will contribute to the provision of a variety of housing types within Killara, thus achieving consistency with the above-mentioned objective.

Q5. *Is the planning proposal consistent with applicable State Environmental Planning Policies?*

The following table identifies the key applicable SEPPs and outlines this Planning Proposal's consistency with those SEPPs. A checklist of compliance with all SEPPs is contained at Attachment A.

SEPP	Comment on Consistency
SEPP 1 Development Standards	The proposal will have no relevance to SEPP 1.
SEPP 4 Development Without Consent	The proposal will have no relevance to SEPP 4.
SEPP 6 Number of Storeys in a Building	The proposal will have no relevance to SEPP 6.
<p>SEPP 19 Bushland in Urban Areas</p> <p>When preparing draft local environmental plans for any land to which SEPP 19 applies, other than rural land, the council shall have regard to the general and specific aims of the Policy, and give priority to retaining bushland, unless it is satisfied that significant environmental, economic or social benefits will arise which outweigh the value of the bushland.</p>	The proposal will have no relevance to SEPP 19.
SEPP 21 Caravan Parks	The proposal will have no relevance to SEPP 21.
SEPP 22 Shops and Commercial Premises	The proposal will have no relevance to SEPP 22.
SEPP 30 Intensive Agriculture	The proposal will have no relevance to SEPP 30.
SEPP 32 Urban Consolidation (Redevelopment of Urban Land)	The proposal will have no relevance to SEPP 32.
SEPP 33 Hazardous and Offensive Development	The proposal will have no relevance to SEPP 33.
SEPP 44 Koala Habitat Protection	The proposal will have no relevance to SEPP 44.

SEPP	Comment on Consistency
<p>In order to give effect to the aims of this Policy, a council should survey the land within its area so as to identify areas of potential koala habitat and core koala habitat, and make or amend a local environmental plan to include land identified as a core koala habitat within an environmental protection zone, or to identify land that is a core koala habitat and apply special provisions to control the development of that land.</p>	
<p>SEPP 55 Remediation of Land</p> <p>SEPP 55 requires a planning authority to give consideration to contamination issues when rezoning land which allows a change of use that may increase the risk to health or the environment from contamination and requires consideration of a report on a preliminary investigation where a rezoning allows a change of use that may increase the risk to health or the environment from contamination.</p>	<p>The proposal will have no relevance to SEPP 55.</p>
<p>SEPP 60 Exempt and Complying Development</p>	<p>The proposal will have no relevance to SEPP 60.</p>
<p>SEPP 62 Sustainable Aquaculture</p>	<p>The proposal will have no relevance to SEPP 62.</p>
<p>SEPP 64 Advertising and Signage</p>	<p>The proposal will have no relevance to SEPP 64.</p>
<p>SEPP 65 Design Quality of Residential Flat Development</p>	<p>The proposal will have no direct relevance to SEPP 65. However, any future development application be will assessed against this SEPP.</p>
<p>SEPP 70 Affordable Housing (Revised Schemes)</p>	<p>The proposal will have no direct relevance to SEPP 70.</p>
<p>SEPP (Housing for Seniors or People with a Disability) – 2004</p>	<p>The proposal will have no direct relevance to this SEPP.</p>
<p>SEPP Building Sustainability Index : Basix</p>	<p>The proposal will have no direct relevance to this SEPP.</p>

SEPP	Comment on Consistency
2004	
SEPP Major Development	The proposal will have no direct relevance to this SEPP.
SEPP Mining, Petroleum Production and Extractive Industries	The proposal will have no direct relevance to this SEPP.
SEPP Temporary Structures 2007	The proposal will have no direct relevance to this SEPP.
SEPP Infrastructure 2007	The proposal will have no direct relevance to this SEPP.
SEPP Affordable Rental Housing 2009	The proposal will have no direct relevance to this SEPP.
<p>SEPP Exempt and Complying Development Codes 2008</p> <p>The Codes SEPP aims to provide streamlined assessment processes for development certain types of development that are of minimal environmental impact and identifying types of complying development that may be carried out in accordance with complying development codes.</p>	The proposal will have no direct relevance to this SEPP.

SREPP	Comment on Consistency
<p>SYDNEY REP 20 Hawkesbury-Nepean River</p> <p>The SREP requires consideration be given to the impact of future land use in Hawkesbury-Nepean River catchment in a regional context. The plan covers water quality and quantity, environmentally sensitive areas, riverine scenic quality, agriculture, and urban and rural residential development.</p>	The proposal will have no direct relevance to this SREP.
<p>SYDNEY REP (Sydney Harbour Catchment) 2005</p> <p>The SREP aims to establish a balance between promoting a prosperous working harbour, maintaining a healthy and sustainable waterway</p>	The proposal will have no direct relevance to this SREP.

SREPP	Comment on Consistency
environment and promoting recreational access to the foreshore and waterways. It establishes planning principles and controls for the catchment as a whole.	

Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The following table identifies applicable Section 117 Directions and outlines this Planning Proposal's consistency with those Directions. A checklist of compliance with all Section 117 Directions is contained at **Attachment A**.

Directions under S117	Objectives	Consistency
1. EMPLOYMENT AND RESOURCES		
1.1 Business and Industrial Zones	The objectives of this direction are to: (a) Encourage employment growth in suitable locations, (b) protect employment land in business and industrial zones, and support the viability of identified strategic centres.	This direction is not applicable to the subject planning proposal.
2. ENVIRONMENT AND HERITAGE		
2.1 Environment Protection Zones	The objective of this direction is to protect and conserve environmentally sensitive areas.	The subject land is not identified as being located within an environmentally sensitive area.
2.3 Heritage Conservation	The objective of this direction is to conserve items, areas, objects and places of environmental Heritage significance and indigenous heritage significance.	<p>The subject site is not heritage listed, nor is it located within a Heritage Conservation Area (HCA), however it is within sight of and adjacent to, the Marian Street HCA (KLEP 2015 HCA C24), as well as several locally heritage listed items.</p> <p>Therefore, in order to accurately assess any impact that the rezoning of the subject site may have on the heritage significance of the HCA and heritage items, the significance of these items must first be understood.</p> <p>Accordingly, a Heritage Impact Statement has been prepared to identify any potential heritage impact that this proposed rezoning of the subject site may have on heritage items and heritage conservation areas in the vicinity. This can be found</p>

Directions under S117	Objectives	Consistency
		<p>at Appendix B.</p> <p>The heritage impact statement outlines that:</p> <p><i>Heritage items are located opposite the subject site, at 6, 8, 10 and 14 Lorne Avenue, Killara. All four of these heritage items are set back substantially from Lorne Avenue, the front yards of which all contain trees and other shrubbery which partially screens the items from the streetview. The landscaping environment of Lorne Avenue (within the context of the wider Killara ‘suburban garden’ neighbourhood) is significant in the way it relates to the heritage of the area. The street is lined with many large trees, several of which are planted within private properties.</i></p> <p><i>The proposed rezoning of 21 Lorne Avenue, Killara, would be in keeping with existing high density residential development on Lorne Avenue (3-7 Lorne Avenue, 29 Lorne Avenue), as well as recent high density residential development in the general Killara and Ku-ring-gai area, following the change in planning regulations for the Ku-ring-gai LGA in 2004.</i></p> <p><i>The rezoning of 21 Lorne Avenue, Killara, from R2 low density residential to R4 high density residential, would be consistent with neighbouring development, and commensurate with adjacent properties on the north side of Lorne Avenue. It would also be consistent with the Heritage Impact Statement—Rezoning of 21 Lorne Avenue, Killara Prepared by Curio Projects for Rudder Development 4 current visual character of Lorne Avenue, which retains a leafy landscaped streetscape, with heritage items along the</i></p>

Directions under S117	Objectives	Consistency
		<p><i>southern side of the road, but now includes setback apartment complexes. In addition, the setback and screening of the heritage items from Lorne Avenue, means that the recent higher residential development does not visually impact on these items.</i></p> <p><i>Therefore, it is considered that the rezoning of 21 Lorne Avenue, Killara, would not have an adverse impact on the heritage significance of the Marian Street HCA, nor on the heritage items contained within this HCA.</i></p>
<p>3. HOUSING, INFRASTRUCTURE AND URBAN DEVELOPMENT</p>		
<p>3.1 Residential Zones</p>	<p>The objectives of this direction are:</p> <p>(a) to encourage a variety and choice of housing types to provide for existing and future housing needs,</p> <p>(b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and</p> <p>(c) to minimise the impact of residential development on the environment and resource lands.</p>	<p>The planning proposal is consistent with the objectives of this direction for the following reasons:</p> <ul style="list-style-type: none"> • The planning proposal is seeking a zone change of the subject land from R2 to R4, which will facilitate high density residential development. The future development of high-density housing on the subject land, will contribute to the provision of a variety of housing types within Killara. • The subject land is identified as being located within an Urban Renewal Corridor, and is within walking distance (approximately 280m) to the Killara Station. The subject land is highly accessible, with shops, services and facilities located at Gordon (2-minute train ride), as well as Chatswood (15-minute train ride).
<p>3.2 Caravan Parks and Manufactured Home Estates</p>	<p>The objectives of this direction are:</p> <p>(a) to provide for a variety of housing types, and</p>	<p>This direction is not applicable to the subject planning proposal.</p>

Directions under S117	Objectives	Consistency
	(b) to provide opportunities for caravan parks and manufactured home estates.	
3.3 Home Occupations	The objective of this direction is to encourage the carrying out of low-impact small businesses in dwelling houses.	This direction is not applicable to the planning proposal.
3.4 Integrating Land Use and Transport	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <p>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</p> <p>(b) increasing the choice of available transport and reducing dependence on cars, and</p> <p>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</p> <p>(d) supporting the efficient and viable operation of public transport services, and</p> <p>(e) providing for the efficient movement of freight.</p>	<p>The planning proposal is consistent with the relevant objectives of this direction for the following reasons:</p> <ul style="list-style-type: none"> • The future development of high-density housing on the subject land, will making it easier to walk or cycle to shops or services; travel to work or other centres. • The location of high density residential development within walking distance of the Killara station will contribute to a reduction in traffic congestion.
4. HAZARD AND RISK		
4.1 Acid Sulfate Soils	The objective of this direction is to avoid significant adverse environmental impacts	The subject land is identified as potentially containing Class 5 Acid Sulfate Soils. This will be further investigated during the

Directions under S117	Objectives	Consistency
	<p>from the use of land that has a probability of containing acid sulfate soils.</p>	<p>development application stage, where appropriate mitigation measures will be put in place, if necessary.</p> <p>The presence of Acid Sulfate Soils will not impact on the ability for the site to achieve high density residential development, thus is consistent with objective of the direction.</p>
<p>4.2 Mine Subsidence and Unstable Land</p>	<p>The objective of this direction is to prevent damage to life, property and the environment on land identified as unstable or potentially subject to mine subsidence.</p>	<p>This direction is not applicable to the planning proposal, as the subject land is not within a 'Proclaimed Mine Subsidence District'.</p>
<p>4.3 Flood Prone Land</p>	<p>The objectives of this direction are:</p> <p>(a) to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and</p> <p>(b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land</p>	<p>This direction is not applicable to the planning proposal, as the subject land is not identified as flood prone land.</p>
<p>4.4 Planning for Bushfire Protection</p>	<p>The objectives of this direction are:</p> <p>(a) to protect life, property and the environment from bush fire hazards, by discouraging the establishment of incompatible land</p>	<p>This direction is not applicable to the planning proposal, as the subject land is not identified as bushfire prone land.</p>

Directions under S117	Objectives	Consistency
	(b) uses in bush fire prone areas, and to encourage sound management of bush fire prone areas.	
6. LOCAL PLAN MAKING		
6.1 Approval and Referral Requirements	The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	The planning proposal will facilitate efficient and appropriate development.
6.2 Reserving Land for Public Purposes	The objectives of this direction are: (a) to facilitate the provision of public services and facilities by reserving land for public purposes, and (b) to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.	This direction is not applicable to the subject planning proposal.
6.3 Site Specific Provisions	The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.	The planning proposal will not encourage or result in unnecessarily restrictive site specific planning controls.
7. METROPOLITAN PLANNING		
7.1 Implementation of the Metropolitan Strategy	The objective of this direction is to give legal effect to the vision, land use strategy, policies, outcomes and actions contained in the Metropolitan Strategy.	The planning proposal is consistent with the Metropolitan Strategy, as discussed previously under Part 3.

C. Environmental, social and economic impact

Q7. **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?***

A review of the Section 149 Certificate for the subject site has revealed that the site does not contain critical habitat.

The site does not appear to contain any threatened species, populations or ecological communities listed under the *Threatened Species Conservation Act 1995*, or the *Environment Protection Biodiversity Conservation Act 1999*.

The subject land is currently zoned R2 and is located within an established residential area, where surrounding land is zoned R4, accordingly there would be no additional impact on critical habitat or threatened species that may be located within surrounding sites.

Q8. **Are there any other likely *environmental effects as a result of the planning proposal and how are they proposed to be managed?***

No. The planning proposal is seeking a zone change of the subject land from R2 to R4, which will enable high density residential development consistent with the immediate surrounding area.

A review of the Section 149 Certificate demonstrates that the site does not have any environmental constraints that could potentially be adversely affected by the redevelopment of the site.

Q9. **Has the *planning proposal adequately addressed any social and economic effects?***

Social Benefits

The planning proposal is seeking a zone change of the subject land from R2 to R4. This will facilitate high density residential development, which is considered to have positive social impacts for Killara and the wider LGA of Ku-ring-gai. The future development of high-density housing, within the subject land, will deliver a more affordable housing option for existing residents within Killara, who are looking to down-size, as well as first home buyers.

The subject land is within a highly accessible location, being within proximity to public transport, including the Killara train station, as well as the Pacific Highway. Nearby services, educational facilities and shops can be found at Gordon, as well as Chatswood.

Economic Benefits

Whilst the zone change from R2 to R4 will not provide economic benefits in its own right, the flow on affect will result in the construction of a residential apartment building, which will provide additional short-medium term employment opportunities.

As mentioned previously, the zone change will provide a more affordable housing option within Killara and the wider LGA of Ku-ring-gai, as it will facilitate high density residential development. This is likely to result in first home buyers having the opportunity to enter the housing market, where this may not have previously been a viable option within the suburb of Killara.

D. State and Commonwealth interests

Q10. *Is there adequate public infrastructure for the planning proposal?*

The proposed zone change from R2 to R4 will facilitate future high density residential development. A review of the local and surrounding areas demonstrates that there is adequate public infrastructure to support this form of development, and subsequent minor increase in the population of Killara.

As mentioned previously, the subject land is within a highly accessible location, being within proximity to public transport, including the Killara train station, as well as the Pacific Highway. Nearby services, educational facilities and shops can be found at Gordon, as well as Chatswood.

The planning proposal is not expected to result in any significant unexpected traffic impacts. The subject site is located within 300m (or 4 minutes' walk) of Killara Train Station but access to other transport modes (buses) and basic shops and services is relatively low.

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

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

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

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

Lorne Avenue is a local road, and the RMS Guide to Traffic Generating Developments suggests that the desirable environmental capacity for local roads is 200 vehicles per hour, and the maximum environmental capacity is 300 vehicles per hour. Based on the recorded weekday traffic volumes in 2015, the peak hour volume would be approximately 235 vehicles per hour which is below the maximum environmental capacity of a local road. The addition of 6 trips in the peak hour from the potential redevelopment of 9 and 21 Lorne Avenue, would still result in a peak traffic flow of less than 300 vehicles per hour in Lorne Avenue.

Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

This is no statutory requirement for state and commonwealth public authorities to be consulted prior to the lodgement of the planning proposal.

The Gateway Determination issued by the Department of Planning and Environment outlines that consultation is required with the following public authorities under section 56(2)(d) of the Act:

- Office of Environment and Heritage
- Transport for NSW
- Transport for NSW – Sydney Trains
- Transport for NSW – Roads and Maritime Services
- Sydney Water
- Energy Australia
- Telstra

Each public authority will be provided with a copy of the planning proposal and any relevant supporting material and given at least 21 days to comment on the proposal.

PART 4 - MAPPING

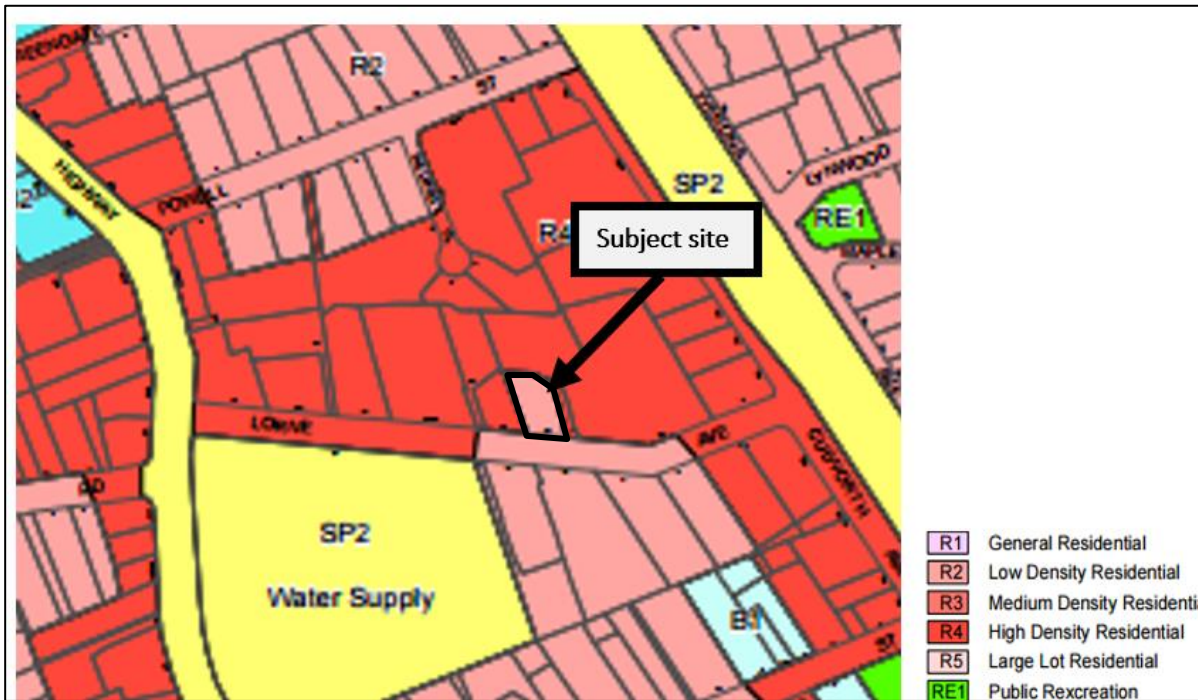


Figure 2: Extract from the existing Ku-ring-gai LEP2015 Land Zoning Map.

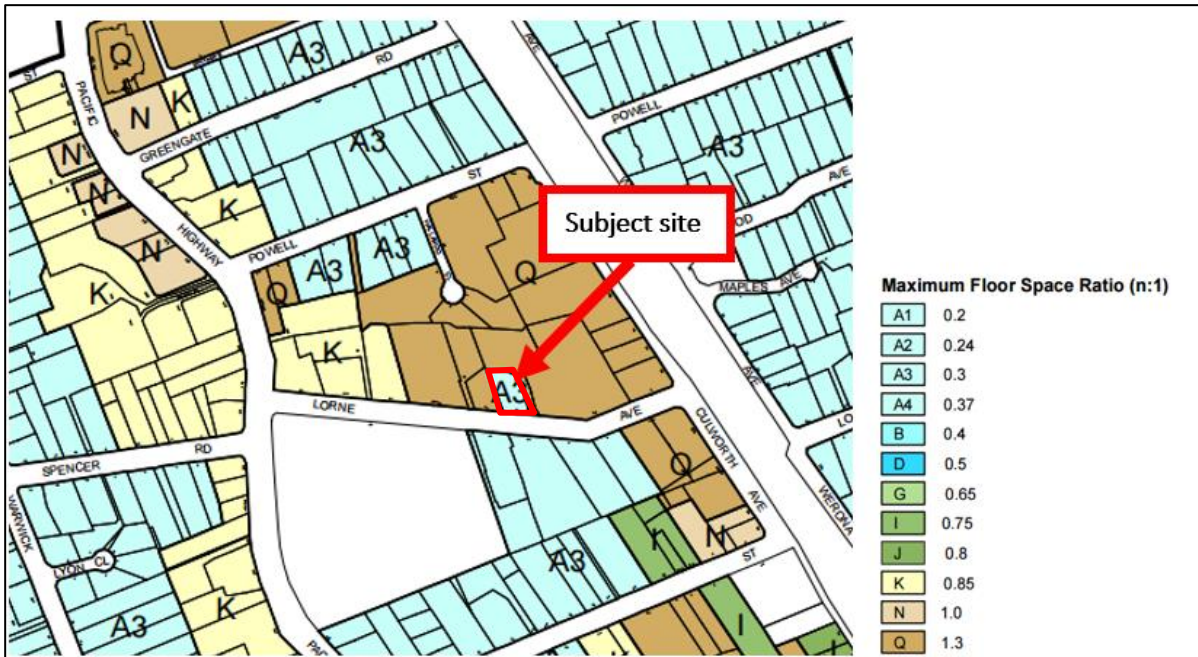


Figure 3: Extract from the existing Ku-ring-gai LEP2015 Floor Space Ratio Map.

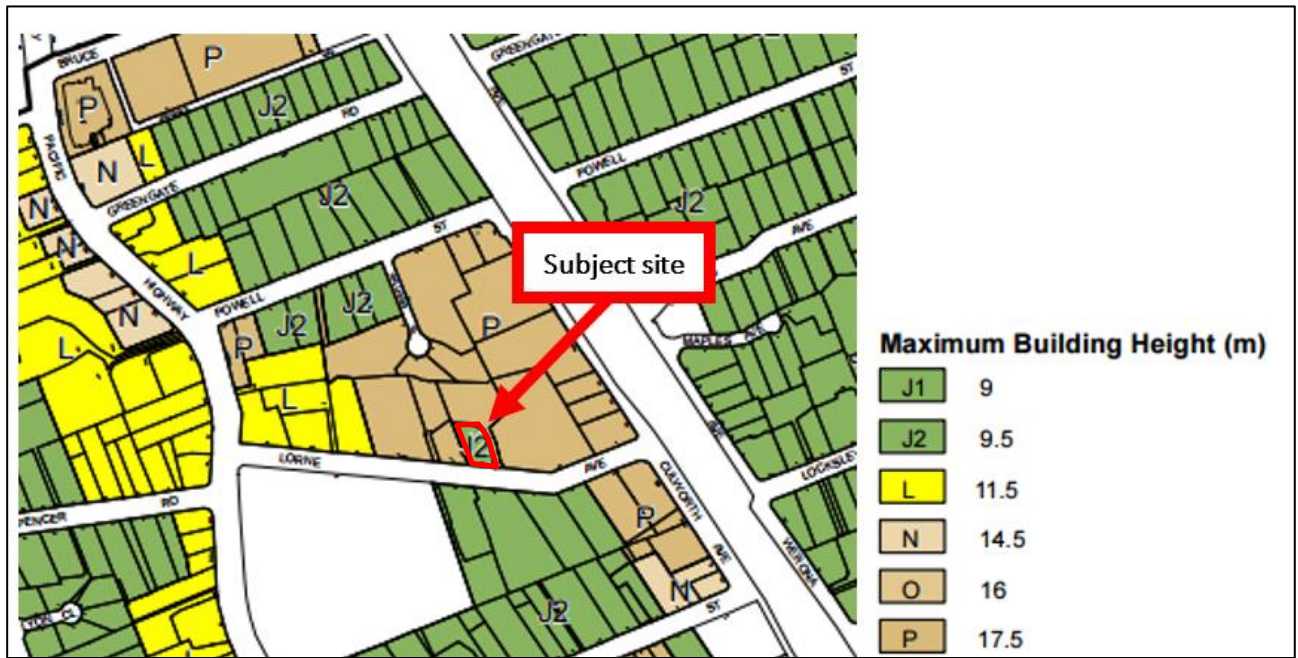


Figure 4: Extract from the existing Ku-ring-gai LEP2015 Minimum Lot Size Map.

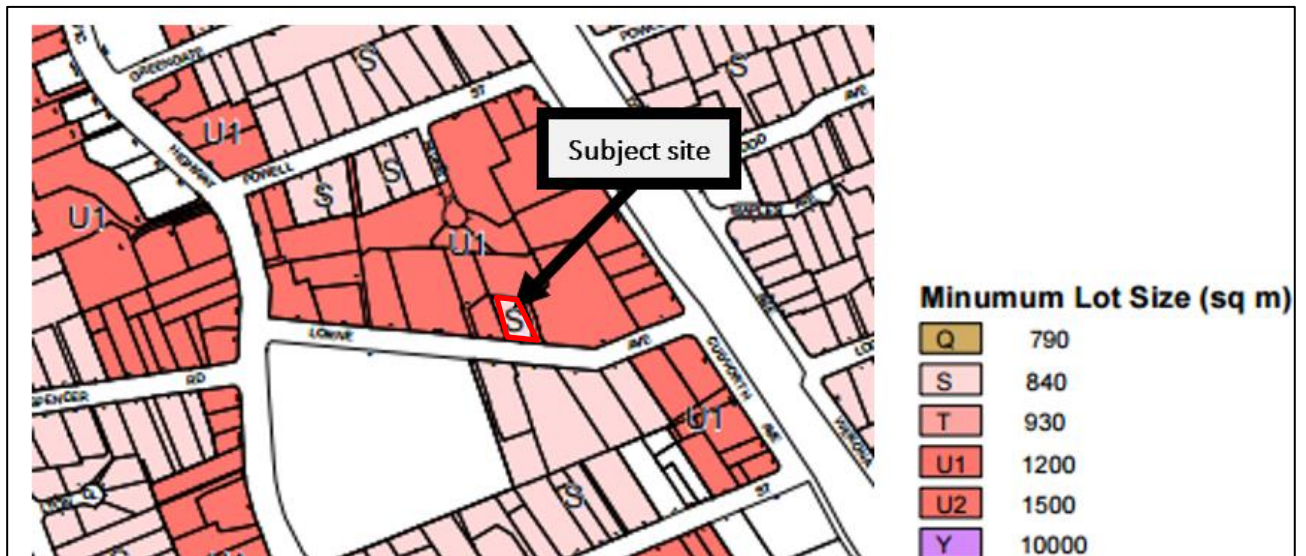


Figure 5: Extract from the existing Ku-ring-gai LEP2015 Minimum Lot Size Map.

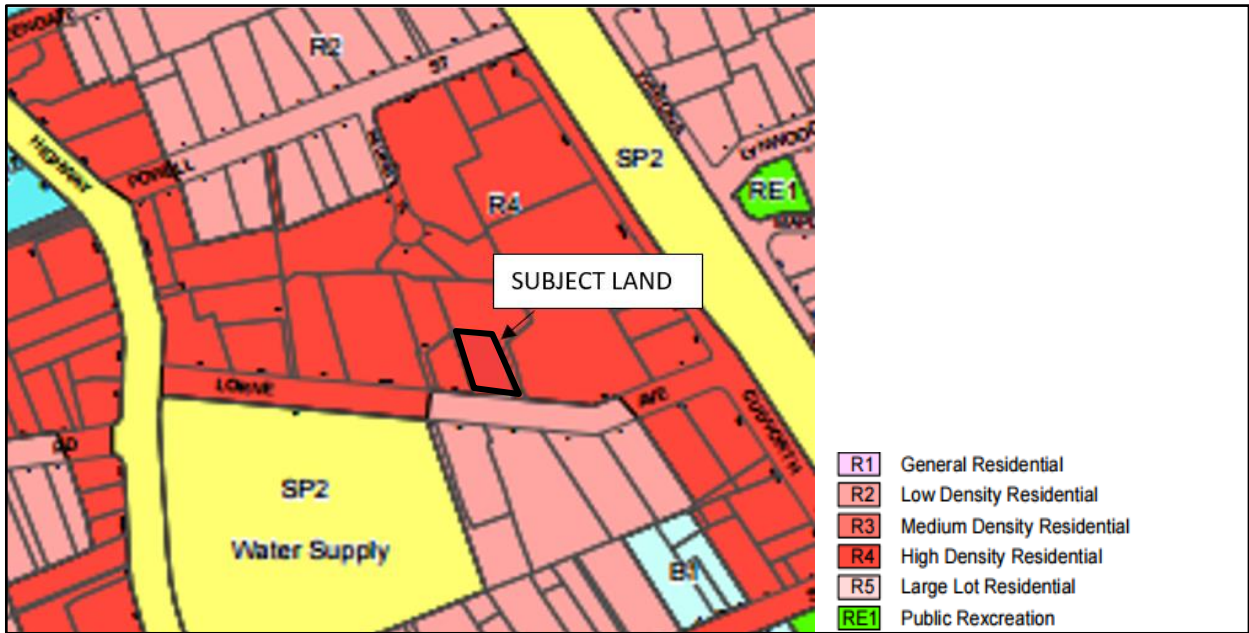


Figure 9: Proposed Land Zoning Map.

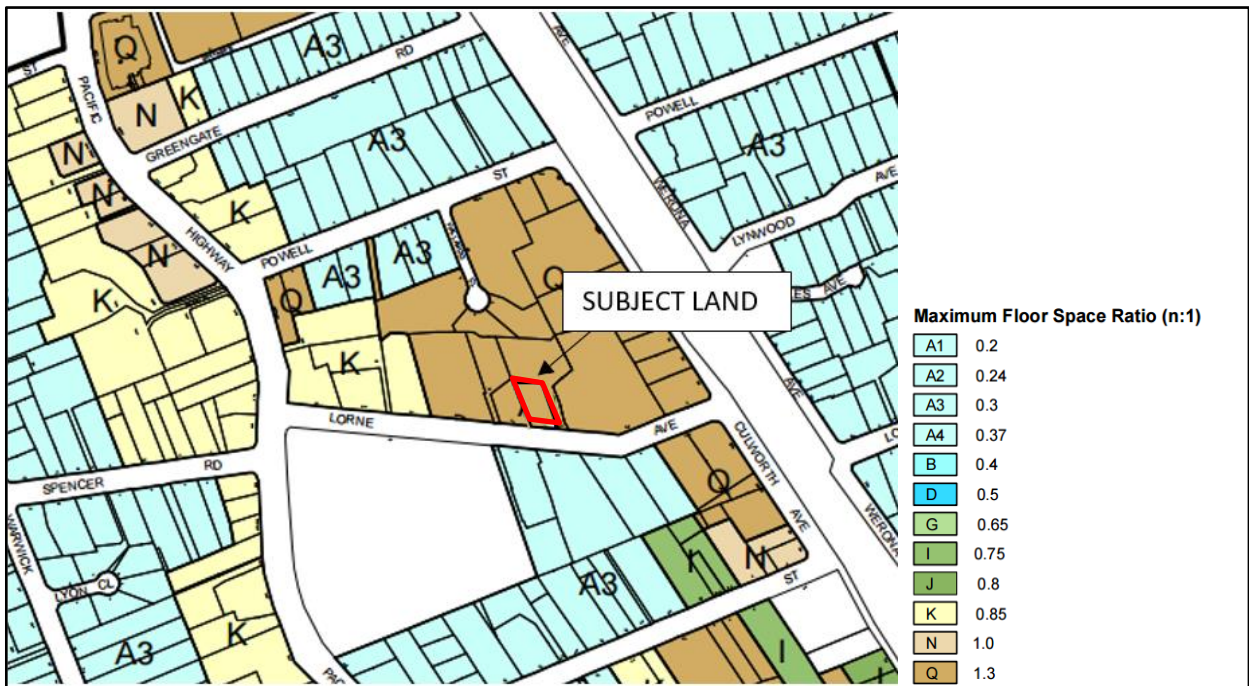


Figure 10: Proposed Floor Space Ratio Map

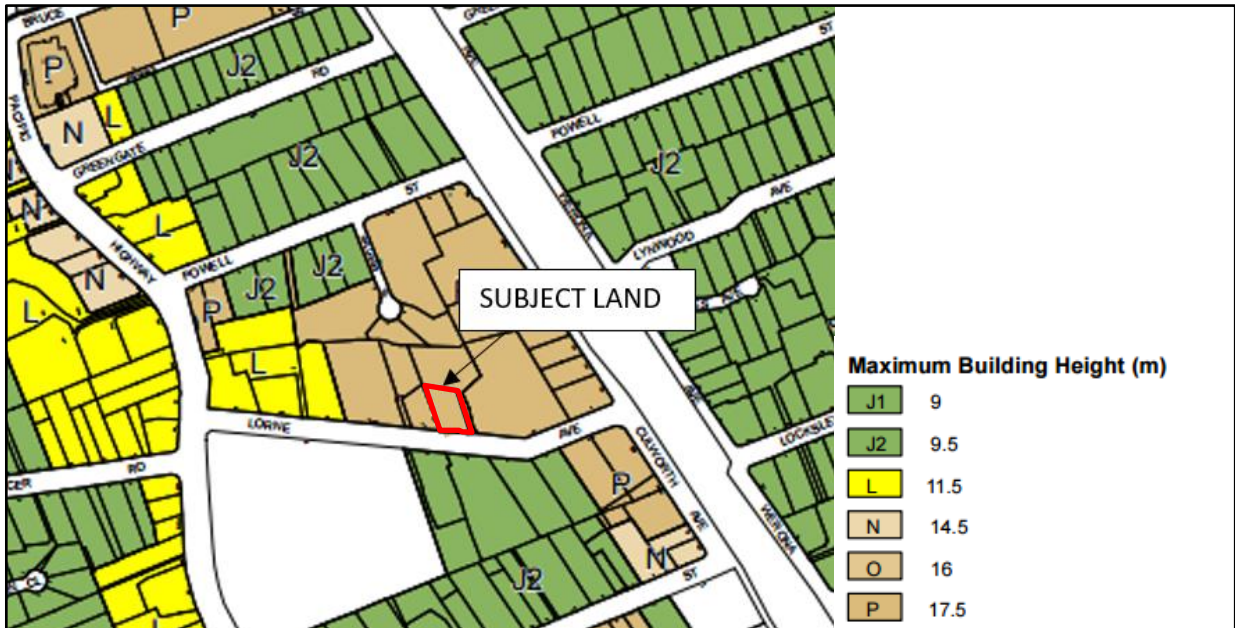


Figure 11: Proposed Maximum Building Height Map.

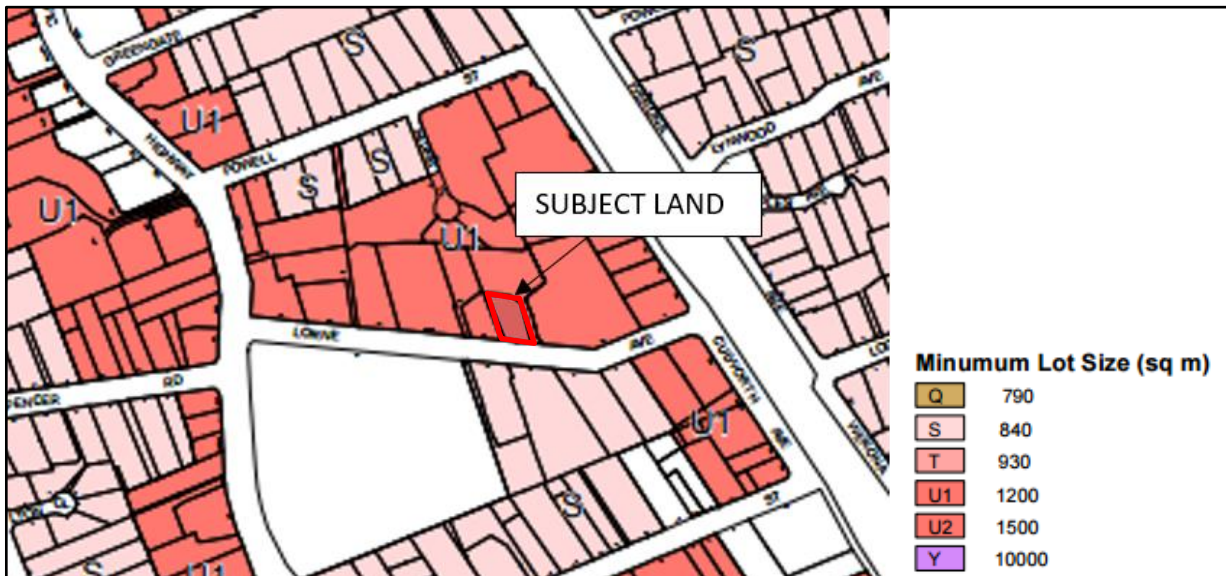


Figure 12: Proposed Maximum Lot Size.

PART 5 – COMMUNITY CONSULTATION

Statutory consultation is to be undertaken after the gateway process. It is noted the pre-community consultation is not a statutory requirement, thus has not been undertaken.

The Gateway Determination issued by the Department of Planning and Environment requires this planning proposal to be publically exhibited for a minimum period of 28 days.

PART 6 – PROJECT TIMELINE

Stage	Timing
Anticipated commencement date (date of Gateway determination)	20 March 2017
Anticipated timeframe for the completion of required technical information	N/A
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	28 March 2017 – 18 April 2017 (21 days as per gateway determination)
Commencement and completion dates for public exhibition period	6 April 2017 – 5 May 2017 (28 day minimum as per gateway determination)
Dates for public hearing (if required)	N/A
timeframe for consideration of submissions	8 May 2017 – 31 May 2017
Timeframe for the consideration of a proposal post exhibition	8 May 2017 – 31 May 2017
Date of submission to the department to finalise the LEP	N/A
Anticipated date RPA will make the plan (if delegated)	13 June 2017
Anticipated date RPA will forward to the department for notification.	20 June 2017

APPENDIX A - Checklist of Consistency with Section 117 Directions and SEPPs

PART A: STATE ENVIRONMENTAL PLANNING POLICIES		Not relevant	Consistent
SEPP 1	Development Standards	Tick as appropriate ✓	Tick as appropriate ✓
SEPP 4	Development Without Consent	✓	
SEPP 6	Number of Storeys in a Building	✓	
SEPP 19	Bushland in Urban Areas	✓	
SEPP 21	Caravan Parks	✓	
SEPP 22	Shops and Commercial Premises	✓	
SEPP 30	Intensive Agriculture	✓	
SEPP 32	Urban Consolidation (Redevelopment of Urban Land)	✓	
SEPP 33	Hazardous and Offensive Development	✓	
SEPP 44	Koala Habitat Protection	✓	
SEPP 55	Remediation of Land	✓	
SEPP 60	Exempt and Complying Development	✓	
SEPP 62	Sustainable Aquaculture	✓	
SEPP 64	Advertising and Signage	✓	
SEPP 65	Design Quality of Residential Flat Development	✓	
SEPP 70	Affordable Housing (Revised Schemes)	✓	
SEPP	(Housing for Seniors or People with a Disability) – 2004	✓	
SEPP	Building Sustainability Index : Basix 2004	✓	
SEPP	Major Development	✓	
SEPP	Mining, Petroleum Production and Extractive Industries	✓	
SEPP	Temporary Structures 2007	✓	
SEPP	Infrastructure 2007	✓	
SEPP	Affordable Rental Housing 2009	✓	
SEPP	Exempt and Complying Development Codes 2008	✓	

PART B: REGIONAL ENVIRONMENTAL PLANS		Not relevant	Consistent
SYDNEY REP 20	Hawkesbury-Nepean River	Tick as appropriate ✓	Tick as appropriate ✓
SYDNEY REP	(Sydney Harbour Catchment) 2005	✓	

PART C: DIRECTIONS UNDER S117(2)		Not relevant	Consistent	Justifiably inconsistent
PART 1 – GENERAL DIRECTIONS				
1. Employment and Resources				
1.1	Business and Industrial Zones	Tick as appropriate ✓	Tick as appropriate ✓	Tick as appropriate ✓
1.2	Rural Zones	✓		
1.3	Mining, Petroleum production and Extractive Industries	✓		
1.4	Oyster Aquaculture	✓		
1.5	Rural Lands	✓		
2. Environment and Heritage				
2.1	Environment Protection Zones	✓		
2.2	Coastal Protection	✓		
2.3	Heritage Conservation		✓	
2.4	Recreation Vehicle Areas	✓		
3. Housing, Infrastructure and Urban Development				
3.1	Residential Zones		✓	
3.2	Caravan Parks and Manufactured Home Estates	✓		
3.3	Home Occupations	✓		
3.4	Integrating Land Use and Transport		✓	
3.5	Development Near Licensed Aerodromes	✓		
4. Hazard and Risk				
4.1	Acid Sulfate Soils		✓	
4.2	Mine Subsidence and Unstable Land	✓		
4.3	Flood Prone Land	✓		
4.4	Planning for Bushfire Protection	✓		
5. Regional Planning				
5.1	Implementation of Regional Strategies	✓		
5.2	Sydney Drinking Water Catchments	✓		
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	✓		
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	✓		
5.5	Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA)	✓		
5.6	Sydney to Canberra Corridor (Revoked 10 July 2008. See amended Direction 5.1)	✓		
5.7	Central Coast (Revoked 10 July 2008. See amended Direction 5.1)	✓		
5.8	Second Sydney Airport: Badgerys Creek	✓		
6. Local Plan Making				
6.1	Approval and Referral Requirements		✓	
6.2	Reserving Land for Public Purposes	✓		
6.3	Site Specific Provisions		✓	
7. Metropolitan Planning				
7.1	Implementation of the Metropolitan Strategy		✓	

APPENDIX B – Heritage Impact Statement

Prepared by Curio Projects, dated August 2016

APPENDIX C – Yield Analysis for 23 & 25A Lorne Avenue and for 9 and 21 Lorne Avenue Killara

Prepared by Giles Tribe Architects, dated April 2016

APPENDIX D – Urban Design Study and Analysis for 9 and 21 Lorne Avenue Killara

Prepared by Giles Tribe Architects, dated November 2016