

ATTACHMENT 3

Table of Assessment – Planning Proposal – 45-47 Tennyson Road and 105 Eastern Road Turramurra

PLANNING PROPOSAL		
PLAN NING PROP OSAL PAGE	DOCUMENT/SECTION	COMMENT
General		
5-7	<p>The Executive Summary sets out the proposed amendment to <i>KLEP 2015</i>, and provides 9 bases for strong strategic merit:</p> <ul style="list-style-type: none"> • <i>It responds to the historic use of the site for retail premises (noting the existing site contains a garden centre and service station);</i> • <i>It will economically support surrounding development, namely the neighbourhood retail centre immediately to the south;</i> • <i>It will be compatible with the surrounding development, namely the surrounding low density residential development, as well as the neighbourhood retail centre immediately to the south;</i> • <i>It will provide the opportunity to expand and upgrade local employment opportunities for the site in a well serviced location;</i> • <i>It will achieve urban design integration and renewal of the locality;</i> • <i>Development consistent with the Planning Proposal will facilitate remediation of land contamination from present uses on the site;</i> • <i>It will protect and enhance existing native vegetation (biodiversity) on the site;</i> • <i>The proposal can be accommodated utilising the existing road network, which has been assessed as being capable of accommodating the additional traffic generation; and</i> • <i>It is consistent with the local and regional strategic planning framework.</i> 	<p>The strategic merit of the Planning Proposal is supported. It is discussed below under need for the Planning Proposal and in the Report.</p>

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	<p>The following additional merit was identified in the Supplementary Planning Statement (Appendix 2 p.4) to further justify the Planning Proposal:</p> <ul style="list-style-type: none"> • <i>It will provide services that will enhance choice and serve the needs of people living and/or working in the surrounding neighbourhood;</i> 	
Part 2 Explanation of provisions		
9	<p>The Planning Proposal seeks to amend <i>Ku-ring-gai Local Environmental Plan (KLEP) 2015</i> by rezoning the site from R2 Low Density Residential to B1 Neighbourhood Centre.</p>	<p>The report supports the re zoning of the land to B1- Neighbourhood Centre.</p>
9	<p>The Planning Proposal also seeks to Amend Schedule 1 to allow commercial premises with a maximum gross floor area (GFA) of 1540 sq.m.</p>	<p>The report recommends that there be no change to Schedule 1 of <i>KLEP 2015</i>. This is for a number of reasons: retention of the FSR control of 0.3:1 on the site equates to a GFA of 1540 sq.m. To limit the site’s use to “commercial premises” only is considered too restrictive. It is better practice to allow all permissible uses for the B1 zone. This maximises flexibility for future development proposals. The retention of the 9.5 metre maximum building height control (KLEP); supplemented by more detailed controls in a site specific Development Control Plan, will ensure that the scale of future development will complement the existing Eastern Road Neighbourhood Centre, and the wider neighbourhood.</p> <p>The new definition of <i>neighbourhood supermarket</i> (with a maximum GFA of 1000 sq.m.) introduced as a standard instrument definition in late 2018 ensures that the applicant’s intentions for the site are met. New definitions for <i>garden centre</i> and <i>neighbourhood shop</i> are also now permissible uses in the B1 zone. Both these uses are relevant to the Planning Proposal.</p> <p>It is also recommended in the report that the site has its <i>KLEP 2015</i> minimum lot size provision removed. Retention of the control is considered unnecessary. This is because it is highly likely that the site will be consolidated. It increases future development options on the site, including the location of future development.</p>
Part 3 Justification		
Section A – Need for the planning proposal		
10	<p>Q1. Is the Planning Proposal a result of any strategic study or report?</p>	<p>The Planning Proposal is not the result of any government study or report. It is supported by the following specialist reports:</p> <p>Attachment 1: Survey Plan prepared by SurDevel Attachment 2: Supplementary Planning Statement Attachment 3: Pre Planning Proposal Meeting Report prepared by Ku-ring-gai Council Attachment 4: Architectural Plans prepared by Tandem Design Studio Attachment 5: Urban Design Statement prepared by Oculus</p>

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		<p>Attachment 6: Traffic Report prepared by Colston Budd Rogers & Kafes</p> <p>Attachment 7: Economic Impact Assessment prepared by Deep End Services</p> <p>Attachment 8: Arboricultural Impact Statement prepared by Tree IQ</p> <p>Attachment 9: Landscape Report prepared by Oculus</p> <p>Attachment 10: Ecological Report prepared by GIS Environmental Consultants</p> <p>Attachment 11: Combined Phase 1 & 2 Environmental Site Assessment prepared by Compaction & Soil Testing Services</p> <p>Attachment 12: Engagement (Community) Report prepared by Straight Talk</p>
12	<p>Q2. Is the Planning Proposal the best means of achieving the outcomes or intended outcomes, or is there a better way?</p>	<p>The Planning Proposal will allow the rationalisation of 2 long term business type uses on the site, and result in a minor amount of increased GFA adjacent to the existing Neighbourhood Centre.</p> <p>It is recommended that the Planning Proposal be modified from its original form to be simplified and broadened to best meet its intended outcomes. The proposed amendments are outlined in the main body of the report.</p> <p>The recommended amendments to the Planning Proposal responds to the recent changes to neighbourhood centre related definitions introduced by the Department of Planning and Environment (DPE) in 2018. This is detailed earlier in this Table under Explanation of Provisions. Retention of <i>KLEP 2015</i> maximum building height and FSR will contribute to future development that is a comparable scale to the adjacent Neighbourhood Centre shops and surrounding neighbourhood. The Planning Proposal responds positively to the DPE’s Discussion Paper <i>Planning for the future of retail</i> (April 2018) by increasing the spectrum of permissible uses on the site; as well as maximising options for innovative, retail format via future development proposals. Important constraints such as EEC vegetation, parking and access will be addressed with site specific development controls.</p> <p>Rezoning of the site will also allow a smaller format supermarket in an area with existing infrastructure, including public transport. It will boost local employment opportunities.</p> <p>The Planning Proposal represents an opportunity to fulfil one of the DPE’s primary contemporary retail outcomes i.e. <i>to cluster retail services to provide easy, multipurpose and frequent shopping</i> adjacent to an existing Neighbourhood Centre.</p>
<p>Section B – Relationship to strategic planning framework.</p>		
<p>Q.3 Is the Planning Proposal consistent with the objectives and actions of the applicable, regional, sub regional or district plan or strategy (including any exhibited draft plans or strategies?)</p>		
<p>Greater Sydney Region Plan 2056: A Metropolis of Three Cities</p>		
12	<p><u>Direction 1 – A city supported by infrastructure</u> “Infrastructure supporting new developments” Objective 3: Infrastructure adapts to meet future needs, and</p>	<p>The site has existing infrastructure that could be adapted to meet future development needs. This includes regular bus services that operate along Eastern Road. These services connect the site with larger centres such as Hornsby, Turramurra, Pymble, and Macquarie Park. In this regard, the Planning Proposal would</p>

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	Objective 4: Infrastructure use is optimised	facilitate local employment opportunities and increased goods and services close to existing and well connected public transport services. The Planning Proposal would contribute towards optimising the use of other, existing infrastructure in the wider region as well.
	<p><u>Direction 3 – A city for people</u> Direction 3 – A city for people</p> <p>“Celebrating diversity and putting people at the heart of planning”</p> <p>Objective 6: Services and infrastructure meet communities’ changing needs, and</p> <p>Objective 7: Communities are healthy, resilient and socially connected</p>	<p>The Planning Proposal will deliver an extension to the range of goods and services that serve the needs of people who live or work in the surrounding neighbourhood. Proximity also increases opportunities for people to walk or cycle to access them. Based on current ABS data and expressed in the Planning Proposal (and validated in the independent Review of the Economic Assessment report by Hill PDA), the great majority of employees of future proposed development would live close-by, with many employees being able to walk to work.</p> <p>By allowing all permissible uses in the B1 Neighbourhood Centre zoning the opportunity for an innovative development outcome to meet local community needs is provided. Detailed development outcomes will be guided by a Council designed, site specific DCP.</p>
	<p><u>Direction 5 – A city of great places</u></p> <p>“Designing places for people”</p> <p>Objective 12: Great places that bring people together, and</p> <p>Objective 13: Environmental heritage is identified, conserved and enhanced</p>	<p>Council’s Development Contributions Plan identifies \$300,000 for improvement works to Eastern Road shops (page 31 – works program). Further funds could be made available in future Council capital works program. Ideally, these could be coordinated so the work is done at the same time as future development on the site. It is likely that a cash contribution to top up Council’s project funds would be required to do the design/consultation work.</p> <p>The public realm improvements that are likely to occur as a result of the Planning Proposal is a key net community benefit.</p> <p>The identified vegetation on the site can be protected, conserved and improved through site specific development controls, benefiting affected stakeholders, including those visiting and passing by (and around) the site.</p> <p>The future redevelopment of the site facilitated by the Planning Proposal can remove any contamination from the land following long term use as a garage service station bus depot. This will have benefits for the site and its surrounds.</p> <p>Vegetation conservation and enhancement, as well as removal of any contamination, are additional key net community benefits.</p>
	<u>Direction 6 – A well-connected city</u>	With an increased range of goods and services the Planning Proposal will promote increased opportunities for walking and cycling in the local area. The Traffic Report at Attachment 6 of the Planning Proposal

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<p>“Developing a more accessible and walkable city”</p> <p>Objective 14 Integrated land use and transport creates walkable and 30 minute cities</p>	<p>indicates that it is likely that the majority of employees of future development consistent with the Planning Proposal will live close to the site, and many are likely to walk to work. Council’s Transport specialist concurs with these findings.</p> <p>The site has good access to public transport, namely bus services with bus stops on both sides of the road adjacent to the site. Bus route 575 that services the site, connects Macquarie University with Hornsby, with regular services in each direction, particularly during weekday peak periods. It is noted that Macquarie University is located within the Eastern Economic Corridor.</p> <p>Public transport accessibility to the site, in conjunction with readily walkable access to the site from the surrounding residential neighbourhood, supports ‘walkable and 30-minute cities’. Furthermore, it is noted that the public transport access provides connectivity to the Eastern Economic Corridor in an easy 30 minutes travel time.</p>
<p><u>Direction 7 - Jobs and skills for the city</u></p> <p>“Creating the conditions for a stronger economy”</p> <p>Objective 22: Investment and business activity in centres, and</p> <p>The new employment opportunities at the site will benefit the local economy. They are likely to be filled by local residents, as noted in both the Economic Impact Assessment and Traffic Impact Assessment accompanying the Planning Proposal.</p>	<p>The Economic Impact Assessment, prepared by Deep End Services, concludes that the Planning Proposal will improve, renew and revitalise the existing Eastern Road neighbourhood shopping centre. It will potentially stimulate investment and business activity in the centre. Generally, there will beneficial economic multiplier effects for surrounding shops in the Neighbourhood Centre. The size and format of the proposed floor plates are very different to those in the existing local neighbourhood centre. The Planning Proposal will create opportunities for a different type of proprietor, and a different retail experience. This will add interest and potentially draw more customers to the expanded centre. It is another key net community benefit.</p> <p>In this regard, the report concludes that the proposal will not only preserve the Centre’s hierarchy but will also enhance it through the addition of additional, complementary commercial floor space at the existing Eastern Road Neighbourhood Centre.</p> <p>In addition to the protection and enhancement of the Kur-ring-gai commercial centres hierarchy, the proposal will also generate an increase in employment opportunities at the site. That is, the existing commercial uses at the site are relatively low employment generating, whereas future development consistent with the Planning Proposal is expected to create 80 full and part-time jobs.</p> <p>In the Hill PDA review of the economic assessment in the Planning Proposal, it is stated that the <i>existing retailers in the Eastern Road shops will experience some loss depending on how they adapt or change but the expanded centre as a whole will be strongly positive since the centre will double its retail offering and likely double its turnover. This change would be a significant net benefit to the other retailers, the overall Neighbourhood Centre and the surrounding community.</i></p>

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<p><u>Direction 8 - A city in its landscape</u></p> <p>“Valuing green spaces and landscape”</p> <p>Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p> <p>An Arboricultural Impact Assessment Report, prepared by Tree IQ, and an Ecological Report, prepared by GIS Environmental Consultants, accompany the Planning Proposal at Attachments 8 and 10, respectively. Attachment 9 is a Landscape Report prepared by Oculus.</p>	<p>A total of 31 trees were assessed by the Arborist, comprised of 20 on-site: one (1) tree straddling the eastern property boundary, nine (9) street trees, and one (1) tree on an adjoining property. The proposal includes the retention of 26 of these trees, and removal of five (5) trees from the subject site.</p> <p>Three (3) of the five (5) trees earmarked for removal were identified as having low landscape significance and/or being of poor health/structural condition. All three (3) trees are non-native. The other two (2) trees earmarked for removal are native trees.</p> <p>The Arboricultural Impact Assessment Report notes that future development consistent with the Planning Proposal and the concept provided will deliver new plantings across the site. This is detailed in the Landscape Report (at Attachment 9) accompanying the Planning Proposal. The Landscape Report details that remnant vegetation will be enhanced, together with a range of new plantings across the site.</p> <p>In terms of protecting biodiversity, the Ecological Report accompanying the Planning Proposal identifies that part of the site is mapped and contains Blue Gum High Forest (BGHF), which is listed as a Critically Endangered Ecological Community (EEC) in schedule 2 of the <i>Biodiversity Conservation Act 2016</i>.</p> <p>The BGHF on site is comprised of the canopy of a clump of 11 remnant trees, generally contained to the south eastern corner of the site. Based on the concept development provided with the Planning Proposal, only one (1) tree is proposed to be removed, which is relatively small and located between existing buildings in the centre of the site, away from the other trees. Five (5) of the BGHF trees will require some canopy pruning. Notwithstanding, the Ecological Report concludes that the proposed rezoning and indicative construction footprint is not likely to have a significant effect on the BGHF CEEC on site, and satisfactorily addresses the legislative requirements of the <i>Biodiversity Conservation Act 2016</i>. The Report also concluded that the proposal meets the requirements of Clause 6.3 (Biodiversity Protection) of KLEP 2015. The Ecological Report also recommended a number of ameliorative measures to further reduce the impact on the biodiversity/ecological values of the site, including planting of BGHF trees and ground cover species within nominated offset areas on-site.</p> <p>In terms of potential impacts on wildlife corridors, the Ecological Report concludes that the site is not part of any identified corridor, therefore, the site is deemed to have a low wildlife corridor value. Furthermore, the report notes that the proposed removal of trees and canopy trimming on-site is unlikely to affect corridor values in the locality.</p>
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		<p>Objective 30: Urban tree canopy cover is increased</p> <p>As outlined in the accompanying Landscape Report (Attachment 9), it is proposed to increase the amount of planting and tree canopy through the site, including the planting of BGHF CEEC species.</p> <p>The Ecological report (Attachment 10) has a number of recommendations: including retention of all native trees on the site, especially in the southern and eastern sections; EEC tree and vegetation species should be planted wherever possible; educational signage should be incorporated; and street landscaping along all street frontages should be local native canopy trees.</p> <p>Council’s Natural Areas team considers that the site is considered capable of supporting B1 Neighbourhood Centre zoning, however the proposed building footprint needs to be designed to further reduce impacts on the remnant BGHF. This could potentially be achieved through a reduction of areas which are not considered as ecologically significant (i.e. the orchard in the current proposal) and the provision of greater buffers for the remnant BGHF trees. Additional buffers could be achieved through site specific DCP controls requiring a greater set back from the mapped BGHF located in the south eastern corner of the site. The recommendations of the specialist reports will be able to be incorporated at an appropriate stage of the Planning Proposal process.</p>
	<p><u>Direction 9 – An efficient city</u></p> <p>Objective 34: Energy and water flows are captured, used and re-used.</p> <p>Objective 35: More waste is re-used and recycled to support the development of a circular economy.</p> <p><u>Direction 10 – A resilient city</u></p> <p>Objective 38: Heatwaves and extreme heat are managed.</p> <p>Objective 38: Heatwaves and extreme heat are managed</p>	<p>Solar panels and other sustainable features are part of the development concept plans that formed part of the Planning Proposal. The proposed 1540sqm of floor space capacity for the site would not trigger the Green start building requirements for commercial buildings contained in Council’s DCP. However, further detail to demonstrate compliance with Council’s other environmental sustainability requirements in the DCP would be required at the DA stage/s.</p>
North District Plan		
	<p><u>Planning Priority N1 – Planning for a city supported by infrastructure</u></p>	<p>The subject site is well supported by existing infrastructure and services. It is surrounded by the well established residential suburb of Turramurra.</p> <p>The site is located adjacent to regular bus services which operate along Eastern Road and connecting centres</p>

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		<p>such as Hornsby, Turramurra, Pymble, and Macquarie Park. Additional, significant infrastructure investment exists in these larger centres. The Planning Proposal would provide employment opportunities and retail facilities close to existing and well connected public transport services; thereby strengthening demand for these services, as well as optimising the use of existing infrastructure in the neighbourhood, as well as the wider region.</p> <p>If the Planning Proposal proceeds, any site specific augmentation of services would occur in the future at the DA stage/s.</p>
	<p><u>Planning Priority N3 Providing services and social infrastructure to meet people’s changing needs</u></p>	<p>As it has been used for business purposes for many decades, there is already existing infrastructure on the site.</p> <p>In the Hill PDA’s independent review of the Planning Proposal’s economic analysis (Deep End report), it is confirmed that Turramurra’s status in the overall Ku-ring-gai commercial hierarchy would be maintained. Although the Planning Proposal would cause some impacts, the overall viability of the Turramurra Community Hub would not be threatened by the Planning Proposal. The (Deep End) Economic Impact Assessment of the proposal (see Attachment 1) indicates that the relatively small increase in commercial floor space at Eastern Road will not undermine the established centres hierarchy thereby not jeopardising growing investment, business opportunities and jobs in strategic centres. The Hill PDA review of the economic assessment generally endorses the Deep End assessment. The review recommends some changes to the report. These are detailed in the Report.</p>
	<p><u>Planning Priority N4 - Fostering healthy, creative, culturally rich and socially connected communities</u></p>	<p>The proposal will deliver the opportunity for the extension to the range of commercial services that serve the needs of people who live or work in the surrounding neighbourhood. This will also result in increased opportunities for people to walk or cycle to access these services. The Traffic Report accompanying this Planning Proposal indicates that the majority of employees would live nearby, with many employees being able to walk or cycle to work.</p> <p>Bicycle parking facilities would be incorporated into any DCP and development consent in the future.</p>
	<p><u>Planning Priority N6 – Creating and renewing great places and local centres, and respecting the District’s heritage</u></p>	<p>The site is in a safe, level and easily accessible location in a “walkable neighbourhood”. The provision of additional neighbourhood centre floorspace and facilities will benefit the community, from the very young (and their carers) to the elderly. “Ageing in place” is a high priority for both Council and the State government. The proposed open space on the site, particularly the community open space and the</p>

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		<p>continuation of the historical “orchard” theme, have the potential to provide significant local community benefits.</p> <p>The Planning Proposal provides an opportunity for the renewal and revitalisation of the existing neighbourhood centre. It will become a “better place” in line with the North District Plan.</p>
	<p><u>Planning Priority N10 – Growing Investment, business opportunities and jobs in strategic centres</u></p>	<p>The (Deep End) Economic Impact Assessment of the proposal (see Attachment 1) indicates that the relatively small increase in commercial floor space at Eastern Road will not undermine the established centres hierarchy thereby not jeopardising growing investment, business opportunities and jobs in strategic centres. The Hill PDA independent review of the Deep End assessment generally endorses this statement.</p>
	<p><u>Planning Priority 12 – Delivering integrated land use and transport planning and a 30 minute city</u></p>	<p>This priority is achieved as the relevant “strategic” centres of Hornsby and Chatswood are within 30 minutes of the site.</p>
	<p><u>Planning Priority N16 - Protecting and enhancing bushland and biodiversity</u></p> <p><u>Planning Priority N17 – Protecting and enhancing scenic and cultural landscapes</u></p> <p><u>Planning Priority N19 - Increasing urban tree canopy cover and delivering Green Grid connections</u></p> <p><u>Planning Priority N21 - Reducing carbon emissions and managing energy, water and waste efficiently</u></p> <p><u>Planning Priority N22 – Adapting to the impacts of urban and natural hazards and climate change</u></p>	<p>The concept plans included with the Planning Proposal identifies significant vegetation on the site is to be conserved and enhanced. It proposes to retain and slightly increase the tree canopy cover on the site, providing increased shade, and other environmental benefits, for all stakeholders.</p> <p>Council’s Natural Areas team considers that the proposed building footprint needs to be designed to further reduce impacts on the remnant BGHF. This could potentially be achieved through a reduction of areas which are not considered as ecologically significant (i.e. the orchard in the current proposal) and the provision of greater buffers for the remnant BGHF trees. Additional buffers could be achieved through future, site specific DCP controls requiring a greater set back from the mapped BGHF located in the south eastern corner of the site.</p>
Community Strategic Plan 2030: Our Community. Our Future.		
	<p><u>Theme 1: Community, People and Culture</u></p> <p><i>Objective: C3.1 - A community where opportunities are provided for all voices to be heard and where community stewardship, participation and engagement is supported and</i></p>	<p>The applicant facilitated an information session in March 2018 to provide the community with details of the Planning Proposal. The community’s feedback was sought at this session prior to the Planning Proposal’s finalisation and lodgement with Council.</p> <p>The outcomes of this community engagement are provided in the Engagement Report prepared by Straight Talk at Attachment 12. Over 180 people attended the session. Some participants were supportive of the</p>

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	<p><i>promoted.</i></p>	<p>Planning Proposal on the following grounds: good design; compatibility with the local area; community focus; provision of green space; and detail provided on parking and a proposed Delivery Schedule.</p> <p>Traffic was the main issue of concern raised by supporters and non supporters of the Planning Proposal. Participants were concerned about increased traffic in Eastern Road, delivery truck safety issues, and additional noise and air pollution issues in the area. Assurance that a thorough Traffic Study would be undertaken was sought by the community.</p> <p>Concern was expressed about the location of the Planning Proposal, as well it's impact on existing local businesses.</p> <p>Ongoing community consultation is acknowledged by the Council, the applicant and the community as being of paramount importance.</p> <p>Objective C3.1 has been met to this stage of the Planning Proposal process. Additional public and agency consultation will occur if the project proceeds positively through the Gateway process.</p>
	<p><i>Objective C5.1 - A community where residents feel safe and enjoy good health.</i></p>	<p>The Planning Proposal provides an opportunity for future commercial development on the site, that has been used for the purposes of potentially contaminating uses (e.g. service station, bus depot, garden centre, etc.), that will facilitate remediation to make it more compatible with surrounding residential uses.</p> <p>Physical hazards related to potential past contamination on the site will be addressed as part of the Planning Proposal process. Further, this report recommends that a draft site specific, DCP be prepared and exhibited with the Planning Proposal. The draft DCP will addresses a number of issues, including access and circulation, safety and security on and around the site.</p>
	<p><u>Theme 2: Natural Environment</u></p> <p><i>Objective: N2.1 - Our bushland is rich with native flora and fauna</i></p>	<p>The Planning Proposal includes a number of specialist ecological and arborist reports that have addressed and responded to the biodiversity constraints and opportunities on the site. Specifically, the Planning Proposal ensures that the existing CEEC of BGHF is adequately retained and protected. The Natural Areas team considers that the proposed building footprint needs to be designed to further reduce impacts on the remnant BGHF. This could potentially be achieved through a reduction of areas which are not considered as ecologically significant (i.e. the orchard in the current proposal) and the provision of greater buffers for the remnant BGHF trees. Additional buffers could be achieved through site specific DCP controls requiring a greater set back from the mapped BGHF located in the south eastern corner of the site. These changes are discussed in the Report.</p>

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<p><u>Theme 3: Places, Spaces and Infrastructure</u></p> <p><i>Objective: P1.1 – Ku-ring-gai’s unique visual character and identity is maintained</i></p> <p><i>Objective: P2.1 – A robust planning framework is in place to deliver quality design outcomes and maintain the identity and character of Ku-ring-gai</i></p> <p><i>Objective: P3.1 - The built environment delivers attractive, interactive and sustainable living and working environments</i></p> <p><i>Objective: 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>In addition to new plantings and landscaping, the Planning Proposal will also facilitate the retention and protection of existing significant trees and vegetation on site to maintain the landscape character that is prevalent in the locality and throughout the Ku-ring-gai area. The Natural Areas team considers that the proposed building footprint needs to be designed to further reduce impacts on the remnant BGHF. This could potentially be achieved through a reduction of areas which are not considered as ecologically significant (i.e. the orchard in the current proposal) and the provision of greater buffers for the remnant BGHF trees. Additional buffers could be achieved through site specific DCP controls requiring a greater set back from the mapped BGHF located in the south eastern corner of the site. This is included in the list of matters to be included in the draft DCP.</p> <p>New development consistent with the existing maximum FSR and building height controls will maintain the residential village character and neighbourhood scale of the area.</p> <p>The Planning Proposal does not seek to impact on the existing planning framework that delivers quality design outcomes for the site and otherwise maintains the identity and character of the local area. Specifically, the Planning Proposal proposes to maintain the existing FSR and height of building controls, reflective of the controls that currently exist on adjoining residential properties. A site specific DCP to further guide future development on the site will be designed by Council.</p> <p>The Planning Proposal would provide an opportunity to regenerate the current existing uses on the site into a neighbourhood centre that better serves the needs of the local community.</p> <p>Furthermore, in terms of a more interactive living and working environment, the Urban Design Statement (Attachment 5) accompanying this Planning Proposal, concludes:</p> <p style="padding-left: 40px;"><i>“The proposed massing layout of the site, including the Barn’s placement in the south-west corner, offers a fluid transition from the neighbouring Eastern Road retail strip to the south. The Farm engages with the footpath along Eastern Road and improves walkability, maintains a pedestrian scale and extends the active streetfront from the south to best enable a microeconomy to flourish, while also limiting impact to the surrounding residences and existing streetscape typology.</i></p> <p style="padding-left: 40px;"><i>The proposed streetscape along Eastern Road is consistent with the retail strip to the south, as well as the landscape character of the local area. Existing and new trees continue the canopy line, and arbours further contribute to the existing green qualities of Turramurra. Towards the middle of the site’s Eastern Road boundary, the landscaped forecourt provides a spill out area for the existing bus stop and is an adaptable space for weekend markets and events. The Homestead’s retail use attracts pedestrian traffic along the ground floor street frontage of Eastern Road from the Eastern Road shops</i></p>
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		<p style="text-align: center;"><i>and surrounding residential properties, being the objective of Clause 6.7 of the KLEP 2015.”</i></p> <p>As noted in the conclusions of the Economic Impact Assessment (Attachment 7 of Attachment 1) prepared by Deep End Services “the proposal will improve and revitalise the existing centre at Eastern Road with a small extension to the range and choice of retailers available to residents while minimising the impacts to existing businesses in the centre and to other centres”. Further comment in relation to the independent review of the economic assessment is made in the Report on the Planning Proposal.</p>
	<p><u>Theme 4: Access, Traffic and Transport</u></p> <p><i>Objective T1.1 A range of integrated transport choices are available to enable effective movement to, from and around Ku-ring-gai.</i></p>	<p>The subject site is serviced by a range of integrated transport options, ensuring that the proposal will be able to facilitate the effective movement to and from the site, as well as around the Ku-ring-gai LGA. The integrated transport options include:</p> <ul style="list-style-type: none"> • The site is approximately 1.3km north of Turramurra railway station. The railway station is on the T1 North Shore line that has frequent direct services to the Sydney CBD. The subject site is connected to the station via bus services with stops directly in front of the site; • The site is approximately 1.5km north of the Pacific Highway, which is a main arterial link, with other direct linkages to main roads in the Sydney road network; • The subject site is located along Eastern Road, with frontages to Tennyson Avenue and Alice Street. Eastern Road is used as a main thoroughfare for vehicles travelling between the Pacific Highway at Turramurra (south of the site) and Junction Road in Wahroonga (north of the site). Junction Road links Wahroonga to Hornsby; • In addition to the road and rail network links, the site is also serviced by local bus services. Services operate along Eastern Road, past the site – with bus stops on both sides of the road, adjacent to the site. Route 575 connects Macquarie University with Hornsby via West Pymble, Turramurra, Wahroonga East and Waitara. Services are every 30 minutes in each direction, with more frequent services during weekday peak periods; and • The other bus route servicing the site is the 576T which operates between Wahroonga and North Wahroonga. Four (4) services are provided on weekdays. <p>Other than the integrated transport options, and noting the accessible location of the subject site in relation to its customer and worker base, the Traffic Report accompanying this proposal indicates that many customers and employees are likely to walk to shop and/or work at the site. This is verified by Council’s Traffic Section in their response on the Planning Proposal.</p>

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	<p><i>Objective: T2.1 – The local road network is managed to achieve a safe and effective local road network</i></p>	<p>The Traffic Report accompanying the proposal concludes that the road network will be able to accommodate the additional traffic from the proposed development and that appropriate parking can be facilitated on-site to service the development. Further detail is outlined in Attachment 2 Internal Referral Responses (transport section)</p>
	<p><u>Theme 5: Local Economy and Employment</u></p> <p><i>Objective: E1.1 – Ku-ring-gai is an attractive location for business investment</i></p>	<p>Development consistent with the Planning Proposal will further service the local community and Ku-ring-gai area. It will increase activity to the B1 Neighbourhood Centre currently located on Eastern Road. New commercial development will provide new retail employment opportunities and greater business investment in the Ku-ring-gai area. On this basis there will be a positive impact on the local economy.</p> <p>The proposed redevelopment consistent with the Planning Proposal is expected to generate approximately 80 full and part-time jobs. These new employment opportunities will benefit the local economy. Many jobs are likely to be filled by local residents who could commute the relatively short distance to the site by walking, cycling or through public transport.</p> <p>The proposed development consistent with the Planning Proposal will improve street activation by facilitating interactive retail uses. This will provide flow-on benefits to the other retailers and services currently in the neighbourhood centre.</p>
	<p><u>Theme 6: Leadership and Governance</u></p> <p><i>Objective: L4.1 – The community is informed and engaged in decision-making processes for community outcomes</i></p>	<p>In the future Council will keep the community informed of progress with the Planning Proposal via its web site. There is also a general notation about the Planning Proposal on the DPE web site. The applicant undertook their own community engagement in 2018. The outcomes of this engagement have been included in the Planning Proposal, i.e. in this report. If the Planning Proposal proceeds to the Gateway for a Determination, further community and other stakeholder consultation will take place in line with planning legislation and DPE requirements.</p>
<p>Q. 4 Is the Planning Proposal consistent with Council’s local strategy or other local strategic plan? Note: Council does not yet have a local strategy or local strategic plan</p>		
<p>Q.5 Is the Planning Proposal consistent with State Environmental Planning Policies (SEPPs)</p>		
	<p>SEPP 55 – Remediation of Land;</p>	<p>A Combined Phase 1 and 2 Environmental Site Assessment has been undertaken by CSTS and accompanies the proposal at Attachment 11.</p> <p>The Environmental Site Assessment found the soil and ground water at the site to be contaminated as a result of the current and past uses of the site. Notwithstanding, the Environmental Site Assessment concluded that the subject site “is of a suitable condition, from a contamination perspective, for the proposed use, and does not pose an unacceptable risk to human health or the surrounding environment.”</p>

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		<p>The Environmental Site Assessment does identify the need for minor remediation works. Specifically, the report requires minor excavation of the north western corner of the site (proposed for an orchard) and replacement with a suitable growing medium. The Natural Areas team has no objection to the Planning Proposal on the basis of contamination. This issue will be further assessed by Council when a DA (or DAs) is lodged in the future.</p> <p>It is considered that the proposal meets the objectives and requirements of SEPP 55.</p>
	SEPP (Infrastructure) 2007;	<p>The planning proposal states:</p> <p style="text-align: center;"><i>The site is located adjacent to a classified road (Eastern Road, road number 7351) and pursuant to Clause 100 of the SEPP (Infrastructure) 2007 any future development proposed will be referred to Roads and Maritime Services for concurrence assessment.</i></p> <p>This statement is incorrect. Roads and Maritime Services (RMS) categorise this portion of Eastern Road as a non-classified regional road. It is not a classified road for the purpose of SEPP Infrastructure and the scale of development proposed would not trigger a concurrence assessment from RMS for a future DA. Nevertheless, RMS should be included as a referral agency for the Planning Proposal.</p> <p>The reference to SEPP (Infrastructure) 2007 should be removed from the Planning Proposal.</p>
	SREP 20 – Hawkesbury- Nepean River (No.2 -1997)	<p>The Planning Proposal is consistent with the SREP as it aims to protect and enhance environmentally sensitive lands. Future DA/s will be required to address the SREP and Council’s Biodiversity and water management controls.</p> <p>It is considered that the proposal meets the objectives and requirements of SREP 20.</p>
Q.6 Is the Planning Proposal consistent with applicable s.9.1 Ministerial Directions?		
	1.1 Business and Industrial Zones	<p>The Planning Proposal retains, and potentially increases, land that is currently used for business purposes. It has the potential to create up to 80 full and part time jobs, many of which will provide opportunities for local residents to work in the area. The Economic Impact Assessment that formed part of the Planning Proposal states that there could be increased viability and other benefits to existing local retailers. The Planning Proposal will rationalise existing uses on the site. The appearance and presentation of the site will improve with the increased opportunities that the Planning Proposal will trigger.</p>

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		<p>The Hill PDA independent review of the Deep End economic assessment report states that it <i>provides a fair representation of the existing and proposed competitive hierarchy surrounding the site</i>. The defined trade areas are also considered to be reasonable in the independent review, although the proposed Turramurra Community hub improvements would increase the amount of trade directed away from the site (particularly within the secondary trade areas). With the exception of Eastern Road and Hornsby Westfield (shift in turnover from 2017 to 2020), all centres would experience trade loss impacts as a result of the rezoning of less than 3.5%. Existing retailers on Eastern Road may experience some loss (estimated 10-15%) depending on how they adapt, but the total expanded centre as a whole will be positive since the centre will double its retail offering and likely double its turnover.</p>
	3.1 Residential Zones	<p>There will be no loss of housing stock as the site has been used for business purposes for decades. Prior to that it was used as an orchard. The B1 Neighbourhood Centre zoning does allow various dwelling forms, including boarding houses and shop top housing. The Planning Proposal makes more efficient use of existing infrastructure and services. The concept design plans submitted with the Planning Proposal indicate a good quality of design, and will enhance the neighbourhood and streetscape. Future development will be the subject of DA/s in the future.</p> <p>The Planning Proposal is justifiably inconsistent with this Direction.</p>
	3.4 Integrating Land Use and Transport	<p>The Planning Proposal is consistent with the objectives of improving access to jobs and services by walking, cycling and public transport. The site is centrally located in an established residential area where it is possible to walk or cycle to the site from the surrounding neighbourhood. Facilities for motor bikes, as well as bicycles, can be provided in any future development on the site. This will increase the choice of available transport and in theory reduce dependence on cars. Having increased goods and services locally should reduce travel demand, including the number of trips generated by development and the distances travelled, especially by car. Council’s Transport Assessment of the Planning Proposal indicates that the existing road infrastructure has capacity to cater for the proposal. The Planning Proposal is consistent with this Direction.</p>
	6.3 Site Specific Provisions	<p>The Planning Proposal does not impose onerous planning controls on the site. The maximum building height and FSR controls remain the same as they are currently. The Schedule 1 amendment originally allowed up to 1540sqm of additional commercial premises’ gross floor area. Because of the existing/ proposed FSR control, this amendment to Schedule 1 is considered unnecessary. The FSR control allows GFA of up to 1540sqm. It is considered appropriate to include all permissible uses in the B1 zone; to maximise opportunities and remove any unnecessary restrictions in the future. The Planning Proposal is consistent with this Direction.</p>
	7.1 Implementation of A Plan For Growing Sydney	<p>The Planning Proposal implements the vision, strategy, goals, directions and strategies of the relevant regional plans. Specifically, it is consistent with the broad directions of ‘A Metropolis of Three Cities’ through (Direction = D and Objective = O):</p> <ul style="list-style-type: none"> • Encouraging and fostering healthy and socially connected communities by providing additional and improved commercial premises within walking distance of the surrounding residential area. (D3, O6,

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		<p>O7 and O8; D6, O14);</p> <ul style="list-style-type: none"> • Potential for the enhancement of an existing neighbourhood centre (D3, O6 and O7); • Facilitating the upgrading and development of land adjacent to an existing neighbourhood centre (D1, O3 and O4; D3, O6 and O7; D7, O22); • Acknowledgement of the purposes for which the land has been used for decades (D1; D3 O6, O7; D5, O12; D7 O22); • Rationalisation of use on land which is well serviced by existing infrastructure, including public transport (train and bus) (D1, O3 and O4; D3, O6 and O7); • Increasing opportunities for employment in the local area (D7, O22); • Potential provision of a wider range of goods and services on land adjacent to an existing neighbourhood shopping centre (D3, O6 and O7; D7, O22); • An opportunity to protect local biodiversity that includes an identified Endangered Ecological Community (D5, O13; D8 O27,O30; D10, O36 and O38); • Preserving and increasing vital urban tree canopy via the retention, protection and embellishment of remnant vegetation on-site (D8, O27 and O30; D10, O36 and O38); • An opportunity to create improved green spaces and shade on the land that will reduce the impact of increased heat because of climate change (D5, O12; D8, O27, O28 and O30; D10, O36 and 38); and • The prospect of an enriched local urban outcome, both from within and without the land (D3 O7; D5, O12; D7, O22; D8, O27 and O30; D10, O36 and O38). <p>A Plan for Growing Sydney is discussed separately in the Report associated with this Table. The Planning Proposal is consistent with this Direction.</p>
	<p>Ku-ring-gai Integrated Transport Strategy July 2011</p>	<p><u>Land Use Planning Action Plan (p.40)</u></p> <p>The Strategy seeks to strengthen village centres by providing greater variety and availability of services. It is considered that the Planning Proposal will achieve this by enlarging the existing B1 Neighbourhood Centre zoning immediately to the south of the site. The submitted development concept plans indicate an increase in the number of retail premises in a different, contemporary, user friendly configuration on the site from potentially 2 to 3 (or 4). With the amendment to the initial Planning Proposal to allow all permissible uses in the B1 zone (rather than just commercial premises), the final floor plates remain flexible. The Planning Proposal would also provide off street, largely undercover car parking; as well as a mix of pedestrian,</p>

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circulation and open spaces that would be established for the benefit of the community. All future DA/s would be subject to assessment by Council. Transport and traffic management are considered to be key issues in any future DA assessment by Council.

Council Policies and Travel Demand Management Action Plan

It is considered that the Planning Proposal will generate employment for the local economy, with the majority to be filled by local residents. This accords with the intent specified in the Council Policies and Traffic Demand Management Action Plan which seeks to increase information and education about alternatives to car use. Local employees, and all other users, would have the opportunity to commute a short distance to the site by way of walking, cycling or public transport.

Details such as bicycle and scooter parking facilities, in addition to the exact number of car parking and loading spaces, would be determined at the DA stage in line with Council development controls i.e. after finalisation of the zoning change.

Walking and Cycling Action Plan

The accessible location of the site in relation to its customer and worker base should act as a catalyst for customers and employees to walk to shop and/or work there.

Public Transport Action Plan

The site is already well serviced by local bus services along Eastern Road. Route 575 connects Macquarie University with Hornsby via West Pymble, Turramurra, Wahroonga East and Waitara. Daytime services are every 30 minutes in each direction, with more frequent services during weekday peak periods. In addition, the site is serviced by the 576T which operates between Wahroonga and North Wahroonga. Four (4) services are provided on weekdays.

Vehicular Traffic Management Action Plan

The Traffic Report accompanying the proposal concludes that the road network will be able to accommodate the additional traffic from the proposed development and that appropriate parking can be facilitated on-site to service the development.

Council's Transport Assessment of the Planning Proposal concludes that:

- Existing public transport services have the capacity to support any additional demand as a result of

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		<p>the Planning Proposal;</p> <ul style="list-style-type: none"> The existing road infrastructure has the capacity to cater for the Planning Proposal. <p><u>Parking Management Action Plan</u></p> <p>The Traffic Report accompanying the proposal identifies the proposal meets RMS requirements in terms of off-street car parking. When compared against Council’s DCP requirements there is a shortfall of 9 spaces. The parking identified in the concept development plans is provided by way of a mix of both on-grade (along the Eastern Road frontage) and basement parking, most of which is provided in the basement to enhance streetscape outcomes.</p> <p>The final details of on-site car parking requirements would be subject to the assessment of any future Development Application/s.</p> <p><u>Implementation and Monitoring Plan</u></p> <p>The Strategy identifies that monitoring data will be undertaken in consultation with multiple State agencies including Australian Bureau of Statistics, Department of Transport, City Rail, Roads and Maritime Services, Council and local bus operators. Any data obtained would be utilised to inform any variation to Council’s transport control guidelines. Future Development Application/s may be subject to new monitoring data undertaken.</p>
	<p>Ku-ring-gai Sustainability Vision 2008-2033</p>	<p>1. <u>Creative and Liveable</u></p> <p>The Planning Proposal the creative and liveable vision through:</p> <ul style="list-style-type: none"> Additional neighbourhood business land adjacent to an existing neighbourhood business area. The conceptual design plans provided indicate that the site will be accessible to all users. Accessibility will also be conditioned via any future DA consent conditions; Facilitating business and local employment opportunities; Servicing the needs of local residents; and Contributing to a strong and stable local economy and assisting in reinforcing the viability of the existing commercial centre. <p>2. <u>Healthy</u></p> <p>The Planning Proposal is consistent with the healthy vision through:</p>

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		<ul style="list-style-type: none"> • Minimising impacts on the environmental values of Ku-ring-gai; • Providing accessible services for residents that can also encourage access by walking or cycling; • Creating thematic, outdoor open spaces for the well being and enjoyment of all future users; and • Contributing towards a reduction in the need to travel long distances for day to day needs. <p>3. <u>Respect</u></p> <p>The Planning Proposal is consistent with the respect vision through:</p> <ul style="list-style-type: none"> • Providing an accessible_neighbourhood centre; and • Extensive and ongoing community participation. <p>4. <u>Magnificent Environment</u></p> <p>The Planning Proposal is consistent with the magnificent environment vision as:</p> <ul style="list-style-type: none"> • Existing urban land is to be rezoned to create an opportunity for urban renewal and more efficient, contemporary use; • It augments existing significant EEC vegetation on the site; • It avoids any rezoning impacts on pristine bushland and native flora and fauna; • It reduces the consumption of resources i.e. reducing the need and reliance on private vehicle travel to access goods and services; and • It incorporates a native garden, orchard, and nursery on the site. These, as well as features proposed in the concept design, address and respond to climate change.
<p>BIODIVEISTY COMMENT</p>		

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<p>Attachment 8 Arboricultural Impact Statement prepared by Tree IQ. Attachment 9 Landscape Report prepared by Ocolus. Attachment 10 Ecological report prepared by GIS Environmental Consultants.</p> <p>These 3 specialist reports were assessed by Council’s Natural Areas Team. Their comments are provided here.</p>	<p>Ku-ring-gai Council’s vegetation mapping identifies part of the site as containing Blue Gum High Forest (BGHF), which is listed as a Critically Endangered Ecological Community (CEEC) in schedule 2 of the <i>Biodiversity Conservation Act 2016</i> and is considered the main ecological constraint. The Ecological Report, prepared by GIS Environmental Consultants accompanying the Planning Proposal similarly identifies the extent, location and significance of BGHF onsite.</p> <p>A total of 31 trees were assessed within the Arborist report submitted with the Planning Proposal. The indicative construction footprint provides for the retention of 26 of these trees and removal of 5 from the subject site, including 1 <i>Eucalyptus saligna</i> (T30) (Blue Gum).</p> <p>Of the 26 trees highlighted for retention in the submitted proposal, the submitted plans and arborist report indicate works will be completed within the Tree Protection Zones (TPZ) of 22, including 18 where the encroachment is major as defined by AS-4970.</p> <p>Additionally, the Arborist report recommends the trimming of branches from remnant BGHF trees to allow access for machinery to construct the underground carpark and retaining walls.</p> <p>Contamination</p> <p>Based on the conducted assessment, CSTS has concluded that the site is of a suitable condition, from a contamination perspective, for the proposed land use, and does not pose an unacceptable risk to human health or the surrounding environment in accordance with the National Environment Protection (Assessment of Site Contamination) Measure 1999 (Amended 2013).</p> <p>During any development, if indicators of potential contamination are encountered a full assessment of potential risk and all required remedial actions will be required.</p> <p>Conclusions</p> <ul style="list-style-type: none"> • The site is considered capable of supporting B1 Neighbourhood Centre zoning, however the proposed building footprint needs to be designed to further reduce impacts on the remnant BGHF. This could potentially be achieved through a reduction of areas which are not considered as ecologically significant (i.e. the orchard in the current proposal) and the provision of greater buffers for the remnant BGHF trees. Additional buffers could be achieved through site specific DCP controls requiring a greater set back from the mapped BGHF located in the south eastern corner of the site. • The impacts associated with the removal of 5 trees including 2 native species (T30 a young <i>Eucalyptus saligna</i> and T1 a large <i>Melaleuca quinquenervia</i>) through the current proposal is able to be offset onsite with appropriate plantings, which would need to be clearly identified in a vegetation management and
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		<p>replenishment plan.</p> <ul style="list-style-type: none"> • Whilst the current design appears to have retained a significant proportion of the trees onsite and in particular the high value BGHF trees, major encroachments within the Tree Protection Zone of 18 of the 26 retained trees raises many issues regarding the future viability of BGHF remnants onsite. Whilst the arborist report recommends extensive root mapping, slight redesigns to the footprint of the proposed building which seeks to reduce encroachments would provide a better outcome and would be required to meet LEP and DCP requirements. • The arborist report indicates that 9 trees will require pruning to allow for construction and/or machinery access through the construction phase. The report states that the estimated required pruning is unlikely to impact upon the ULE of the trees however a detailed survey and tree plan would be required to ensure all retained trees remain viable, with suitable monitoring, vegetation management and replenishment. Again, a better outcome could be achieved by providing a greater buffer to retained trees or through alternative construction methods. • The BGHF in the south east of the site is identified as Landscape Remnant. The objectives outlined within section 18.4 of the KDCP should be considered and the building designed to comply with the objectives, with a VMP to detail how the objectives will be met. The objectives for landscape remnants are; <ol style="list-style-type: none"> 1. To maintain smaller Key Vegetation Communities remnants as ‘stepping stones’, providing habitat, seedbank and pollination resources (facilitating gene flow) and supporting flora and fauna resilience. 2. To maintain and restore smaller remnants of Key Vegetation Communities across a range of topographies. 3. To protect trees within Key Vegetation Communities that provide food, shelter or nesting resources for native fauna, or that are of exceptional aesthetic value.
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PLANNING PROPOSAL - ATTACHMENT 5 - URBAN DESIGN STATEMENT PREPARED BY OCULUS

PAGE	DOCUMENT/SECTION	COMMENT
3	Introduction outlines the benefits of the proposal that are summarised here: improvement of vehicle and pedestrian movement and visual connections; presentation of an active street frontage onto Eastern Road; increased public amenity with enhanced open space, improved open spaces and EEC vegetation; improved retail opportunities that complement	The Planning Proposal is for the rezoning of the site only. While there is a good amount of information provided in the documentation, much of the detailed design work will be finalised at the development stage.

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	the existing adjacent ones to the south;	
4	The Planning Proposal will help achieve the aspirations of <i>the Community Strategic Plan 2038 (CSP)</i> regarding business and employment opportunities.	Many of the CSP aspirations would be met via the effects of the Planning Proposal.
5	The proposed development seeks to maintain the small neighbourhood character of the area.	The proposed provisions in <i>KLEP 2015</i> will contribute to maintaining the existing size and scale of the neighbourhood. A Council designed site specific DCP would provide more detailed requirements to guide future development on the site.
7-10	The layout and building configuration is presented, including car parking and pedestrian movement.	The development concept plans presented as part of the Planning Proposal have considerable appeal and general merit. The final detailed DA plans will be the subject of negotiation with Council in the future, after the DCP has been approved by Council. Generally positive Urban Design and Development Assessment comments have been provided by Council specialist staff and are included in Attachment 2.

PLANNING PROPOSAL - ATTACHMENT 6 - TRAFFIC REPORT PREPARED BY COLSTON BUDD ROGERS AND KAFES

PAGE	DOCUMENT/SECTION	COMMENT
15	The report concludes that: the site is accessible by public transport; appropriate parking will be provided; access and layout etc. will be provided in accordance with Australian Standards; and the road network will be able to accommodate the additional traffic resulting from the development.	<p>The following comments have been extracted from Council’s internal Transport assessment:</p> <p>The Planning Proposal would increase pedestrian demand across Eastern Road (to/from the western part of the walking catchment), therefore consideration will need to be given to improving crossing opportunities and additional pedestrian facilities, to facilitate and promote pedestrian access.</p> <p>It is unlikely that the additional demand generated by the proposal would create platform capacity issues at Turramurra railway station. Similarly, is unlikely that the proposal would result in insufficient capacity at the nearby bus stops to accommodate additional demand. To encourage bus access to the site, consideration should be given in any future development application to upgrading the bus shelter adjacent to the site.</p> <p>The proposal would result in a Level of Service A/B (good operation/acceptable delays and spare capacity) for both the intersection of Eastern Road and Tennyson Avenue and the intersection of Eastern Road and Alice Street. The increases in traffic movements on Tennyson Road would be within the maximum suggested environmental traffic flows for a local road.</p> <p>Specific issues, including car parking, would be dealt with at the DA stage in the future.</p> <p>The estimated traffic generation of the proposal is derived from the RTA Guide to Traffic Generating Developments for supermarkets and specialty shops. The net increase in traffic generation (allowing for the existing use) is estimated at additional 150 vehicle trips per hour (two-way) during the weekday afternoon peak hour and 130 vehicle trips per hour (two-way) during the Saturday peak hour.</p> <p>In terms of impacts to nearby intersections, this would result in a Level of Service A/B (good operation/acceptable delays and spare capacity) for both the intersection of Eastern Road and Tennyson</p>

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		<p>Avenue and the intersection of Eastern Road and Alice Street.</p> <p>In relation to amenity on surrounding roads, the increases in traffic movements on Tennyson Road would not result in the maximum suggested environmental traffic flows for a local road to be exceeded (as outlined in the RTA Guide to Traffic Generating Developments). This indicates that the existing road infrastructure has capacity to cater for the proposal. However, Tennyson Road has a relatively narrow road pavement varying from approximately 7.5m to 10m, and the question of the desirability of carrying additional traffic in Tennyson Avenue, and whether traffic management measures would need to be considered, may be a matter for a future DA.</p> <p>It should be noted that any traffic management measures that reduce traffic movements in Tennyson Avenue are likely to result in corresponding increases in traffic movements along The Chase Road. The Chase Road is a collector road and is already operating at around the maximum environmental traffic flows suggested for a collector road (as outlined in the RTA Guide to Traffic Generating Developments).</p> <p>While not a consideration at this stage of assessment, the potential for 82 car spaces would be lower than required by the DCP but higher (per sq.m.) than the parking provided for the existing shops. The slightly-lower-than-DCP provision could be supported though, if a management system was implemented to encourage turnover of the on-site spaces (e.g. electronic parking management system or enforcement by Council’s rangers). There are also 3-4 time-restricted parallel parking directly opposite (on the western side of Eastern Road) which contribute to short stay parking supply for public use.</p> <p>For its car parking needs, the existing shops at 96-101A Eastern Road rely on the car park at its rear (37 spaces), the angle parking on the Eastern Road street frontage (12 spaces), 2 parallel parking spaces on the Tennyson Avenue frontage and parallel parking directly opposite on the western side of Eastern Road (4 spaces). These 55 spaces are signposted with varying time restrictions, to encourage turnover. Due to the timing of the application, it was not possible to assess the occupancy and turnover of these spaces, but if a future DA does not comply with the parking requirements of the DCP and is therefore relying on surrounding car parking, then the applicant would be required to assess the occupancy and turnover of these spaces.</p>
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PLANNING PROPOSAL - ATTACHMENT 7 – ECONOMIC IMPACT ASSESSMENT BY DEEP END SERVICES

PAGE	DOCUMENT/SECTION	COMMENT
2 and 17	The report quantifies the trading effects of the Planning Proposal on the competing centre and the likely employment and other economic and community benefits. Figures were compiled in June 2017.	The Council commissioned independent review of the economic assessment by Hill PDA is included in detail in the report. The surrounding neighbourhood and local centres are discussed in detail in the Report. It concludes that these centres have been static for some time i.e. there has been no change in the overall supply and quality of retail floorspace for many years.
28	The Planning Proposal will have only small trading effects on	The economic independent review by Hill PDA concurs with this view. This is discussed in detail in the Report.

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	other centres in the hierarchy.	
34-35	The Planning Proposal presents a range of positive benefits to local residents and the wider catchment.	The economic independent review by Hill PDA concurs with this view. This is discussed in detail in the Report.

PLANNING PROPOSAL - ATTACHMENT 8 - ARBORICULTURAL IMPACT STATEMENT

PAGE	DOCUMENT/SECTION	COMMENT
10	The report concludes as follows: 31 trees were assessed; 5 are to be removed; 26 are to be retained; works are proposed within the Tree Protection Zone (TPZ) areas of 22 trees; 9 trees will need to be pruned for building and construction clearance; and the proposed works include provision for new tree planting across the site.	<p>The Natural Areas section of Council has responded as follows: the proposed building footprint needs to be designed to further reduce impacts on the remnant BGHF. This could potentially be achieved through a reduction of areas which are not considered as ecologically significant (i.e. the orchard in the current proposal) and the provision of greater buffers for the remnant BGHF trees. Additional buffers could be achieved through site specific DCP controls requiring a greater set back from the mapped BGHF located in the south eastern corner of the site. It is recommended that these changes be made to the Planning Proposal if it proceeds to the Gateway for determination in the report.</p> <p>The Planning Proposal is for the rezoning of the site. The final location of the building/s on the site will be determined at a later stage, after the rezoning has occurred and when the site specific DCP has been approved. Significant vegetation conservation and management is considered a key issue in the overall success of future development project/s on the site.</p>

PLANNING PROPOSAL - ATTACHMENT 10 - ECOLOGICAL REPORT

PAGE	DOCUMENT/SECTION	COMMENT
	<p>The Blue Gum High Forest CEEC on the site is comprised of the canopy of a clump of 11 remnant trees (some of which are rooted on the adjacent property to the east but overhang the site) and a small are of natural soil with no native understorey. See Map 6. The site contains approximately 1232m² of mapped Blue Gum High Forest CEEC, which is comprised of 1100m² of tree canopy only (with hard surface underneath) (shown in yellow on Map 5).</p> <p><i>Ecological Report for Rezoning at 45 Tennyson Ave and 105 Eastern Road and 132m² of natural soil under the canopy of the tree (but no native understorey) (shown in green</i></p>	<p>Council's Natural Areas specialists raised no objection to the findings of the Ecological Report. Many of the recommendations are not able to be implemented until later i.e. post rezoning. There will be further opportunities for consultation with Council and the community as the Planning Proposal progresses if it receives a favourable Gateway determination.</p>

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<p>on Map 5). The indicative construction footprint will remove 1 small Blue Gum (T30)(<i>Eucalyptus saligna</i>), and 15m² of natural soil under the canopy of the trees (see solid red outlined area on Map 6) and the</p> <p>Aboricultural Impact Assessment and Tree Protection Specification (Tree iQ Jul 2018) recommends the trimming of branches from remnant Blue Gum High Forest trees (17,19,20, 24 and 27). This will result in the loss of approximately 367m² of Blue Gum High Forest CEEC tree canopy (see fuzzy red area on Map 6).</p> <p>This proposed rezoning and indicative construction footprint (see Map 6) is not likely to have a significant effect on the Blue Gum High Forest CEEC on the site and none of the BC Act thresholds are met, therefore a Biodiversity Development Assessment Report (BDAR) is not recommended in relation to this proposal. It must be noted that this conclusion only applies to the proposal described in this report, the assumptions made in this report and the development shown on the Maps in this report.</p> <p>The recommendations below should be followed to further reduce the impact of the proposal on the ecological values within the study area.</p> <p>The proposal is not considered to be a 'matter of National Environmental Significance (NES)' EPBC Act referral of the proposal to the Federal Department of the Environment and Water Resources is not considered necessary.</p> <p>The proposal meets the requirements and objective of Clause 6.3 <i>Biodiversity Protection</i> of the Kuring-gai LEP 2015.</p> <p>Ameliorative conditions and management recommendations in this report be followed to reduce disturbance during construction and to improve ecological outcomes.</p> <p>Recommendations</p>	
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<ul style="list-style-type: none">• Map 6 proposes areas for potential offsetting for the loss of Blue Gum High Forest CEEC. It is recommended that an area within this potential offset area be planted with Blue Gum High Forest CEEC tree and groundcover species. This offset area should be sign posted incorporated in any future plans for development at the site.• The local native trees on the site should be retained where ever possible especially on the southern and eastern sides.• Blue Gum, Blackbutt and Turpentine trees should be planted where possible. Turpentine is a most suitable tree adjacent to buildings and high use areas as it is very structurally stable.• Plant species from the blue Gum high forest Ecological community should be used in landscaping. This should be a mix of tree, shrub and groundcover species and be of local providence. This would be consistent with the controls for Landscape Remnants under the Ku-ring-gai Development Control Plan• Educational signage regarding the conservation of blue gum High forest CEEC is recommended to increase public awareness and education.• Street landscape planting along Eastern Road and Tennyson Avenue should be local native canopy trees• Tree protection measures as per the Aboricultural Impact Assessment and Tree Protection Specification (Tree iQ Jul 18) should be followed for the entire length of construction to ensure the retention of the Blue Gum High Forest CEEC trees.	
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