



SCOPING REPORT FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS:

PROPOSED RESIDENTIAL FLAT BUILDING INCLUDING IN-FILL AFFORDABLE HOUSING

12-16 Bent Street, Lindfield
Lot 3 DP1226294, Lot 1 DP935936, Lot 1 DP960015, Lot 1 DP318518 & Lot 1 DP960014

—
Prepared by Willowtree Planning Pty Ltd
on behalf of Sundale Northland Development Pty Ltd

11 November 2024

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In the spirit of reconciliation and recognition, Willottree Planning acknowledges the Traditional Owners of this Country throughout Australia and their continuing and ongoing connections to land, waters and community. We show our respect to Elders – past and present. We acknowledge that we stand on this Country which was and always will be recognised as Aboriginal Land. We acknowledge the Traditional Owners of the Lands in this Local Government Area, belonging to the local Aboriginal People, where this proposal is located upon.

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APPENDICES

Appendix	Document	Prepared by
1	Preliminary Architectural Plans	PTW Architects
2	Estimated Development Cost Report	Newton Fisher Group
3	Survey Plan	Mitch Ayres Surveying Pty Ltd



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PART A INTRODUCTION

1.1 PRELIMINARY

This Scoping Report has been prepared by Willowtree Planning Pty Ltd (Willowtree Planning) on behalf of Sundale Northland Development Pty Ltd (the Proponent), and is submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) in support of a formal request for Secretary's Environmental Assessment Requirements (SEARs), pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) for the proposed residential flat building (RFB) including in-fill affordable housing at 12-16 Bent Street, Lindfield, legally described as Lot 3 DP1226294, Lot 1 DP935936, Lot 1 DP960015, Lot 1 DP318518 & Lot 1 DP960014 (the Site).

The Proponent is seeking to undertake the work described below (and shown in the Preliminary Architectural Plans at **Appendix 1**):

- Demolition of the existing structures;
- Associated tree removal;
- Associated bulk earthworks;
- Consolidation of 12-16 Bent Street;
- Construction of a 10 -storey RFB with basement car parking; and
- Associated services and infrastructure requirements.

The development particulars are summarised in the following table:

TABLE 1. DEVELOPMENT PARTICULARS	
Development Particular	Proposal
Site Area	4,324m ²
Building Type	Residential flat building
Gross Floor Area	14,053m ²
Affordable Housing Gross Floor Area	2,389m ² (17% of the total)
Floor Space Ratio (FSR)	3.25:1
Building Height	29.2m
Number of Levels	10
Units	119 including 29 affordable housing units
Car Parking	208 car parking spaces

The Site is located within the Ku-ring-gai Local Government Area (LGA) and is zoned R4 High Density Residential under the provisions of the Ku-ring-gai *Local Environmental Plan 2015* (KLEP 2015). Development for the purpose of a residential flat building is permissible with consent in the zone.

The Proposal satisfies the definition of State Significant Development (SSD) pursuant to Schedule 1, Clause 26A of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), which states:

- (1) *Development to which State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 applies if—*



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(a) the part of the development that is residential development has an estimated development cost of—

- (i) for development on land in the Eastern Harbour City, Central River City or Western Parkland City in the Six Cities Region—more than \$75 million, or*
- (ii) for development on other land—more than \$30 million, and*

(b) the development does not involve development prohibited under an environmental planning instrument applying to the land.

The State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 applies to:

(1) Development that includes residential development if—

(a) the development is permitted with consent under Chapter 3, Part 4, Chapter 5 or another environmental planning instrument, and

(b) the affordable housing component is at least 10%, and

(c) all part of the development is carried out –

- (i) for development on land in the Six Cities Region, other than in the City of Shoalhaven or Port Stephens local government area—in an accessible area, or*
- (ii) for development on other land—within 800m walking distance of land in a relevant zone or an equivalent land use zone.*

The Proposal provides over 10% affordable housing and has an EDC over the SSD threshold of \$75 million. Consequently, the Proposal is SSD. An Estimated Development Cost (EDC) report is provided in **Appendix 2**.

This Scoping Report provides an overview of the Proposal and the relevant planning framework that applies to enable the issuance of the SEARs, which will guide the preparation of a formal EIS for future development of the land. This Scoping Report include an analysis of feasible alternatives considered having regard to the objectives of the development and identify the alternatives that will be investigated further in the EIS and provides a summary of early community engagement for the Proposal. Key legislation, plans, policies, guidelines, and matters requiring further assessment have been identified which will be dealt with in the EIS.

TABLE 1 outlines the Proponent's details.

TABLE 2. PROPONENT DETAILS	
	Detail
Proponent	Sundale Northland Development Pty Ltd
Site Address	12-16 Bent Street, Lindfield NSW 2070
Postal Address	PO Box 299, Burwood NSW 1805



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1.2 SITE LOCATION AND CHARACTERISTICS

The Site is identified as 12-16 Bent Street, Lindfield and constitutes an area of 4,324m². The Site has a frontage of approximately 60m to Bent Street to the northwest and 50m to Drovers Way, a lane to be constructed to the northeast. In its current state, the Site comprises detached residential dwelling houses and significant canopy cover.

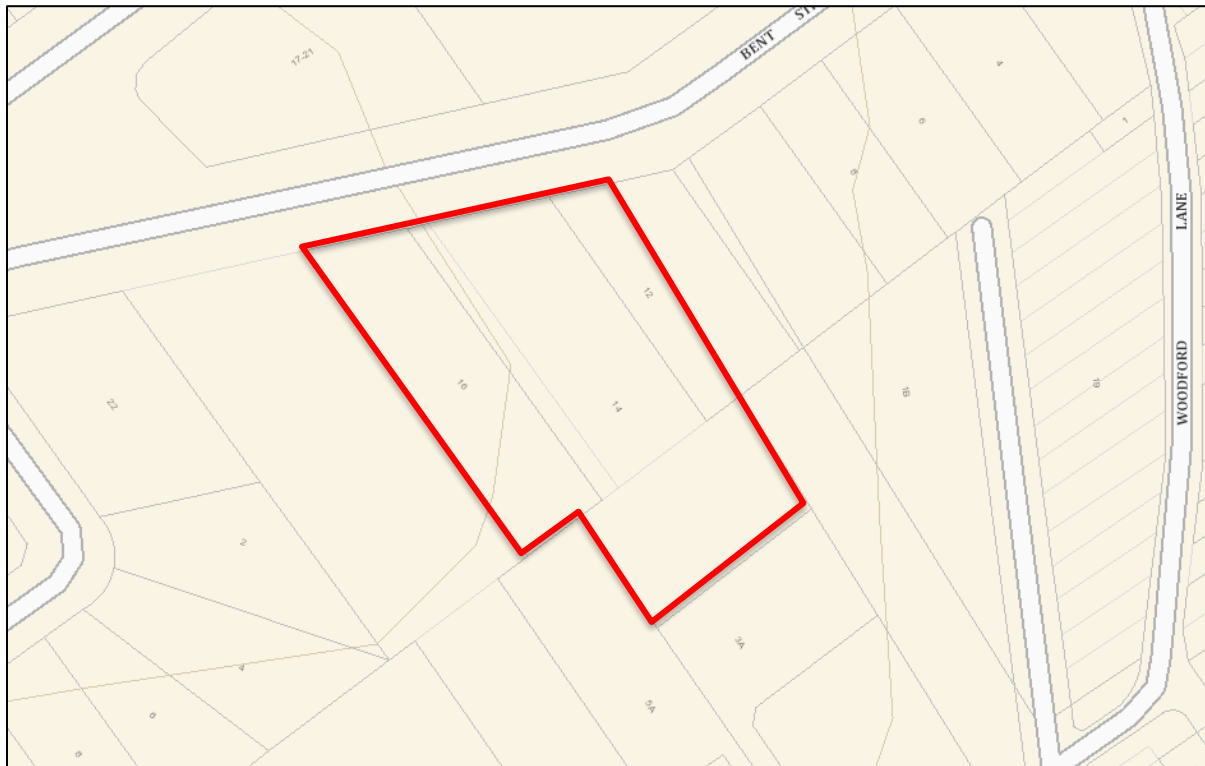


Figure 1. Site Context Map (Source: Six Maps, 2024)



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Figure 2. Aerial Map (Source: Near Map, 2024)

1.3 KEY SITE FEATURES AND SURROUNDING AREA

The Site is located within the Ku-ring-gai Local Government Area (LGA). The surrounding area is predominantly characterised by low to high density residential development, retirement villages and local neighborhood shops. Lindfield Train Station is located approximately 200m to the east and the Site adjoins the future Lindfield Village Hub. Land uses in the vicinity of the Site include:

- North - High density residential development, the Lindfield Manor Retirement Village and Holy Family Catholic Primary School.
- South - Medium to high density residential development and the Lindfield Retirement Community.
- East - The Lindfield Village Hub, Lindfield Town Centre, and Lindfield train station.
- West - Low to medium density residential development.

TABLE 3 provides a summary of the Site’s key features.

TABLE 3. KEY SITE FEATURES	
Site Feature	Comment
Site Address	12-16 Bent Street, Lindfield NSW 2070
Legal Description	Lot 3 DP1226294, Lot 1 DP935936, Lot 1 DP960015, Lot 1 DP318518 & Lot 1 DP960014
Site Area	4,324m ²



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TABLE 3. KEY SITE FEATURES

Site Feature	Comment
Existing Development	One-storey dwelling houses
Vegetation	2,059 m ² native vegetation (approximate)
Access	The Site is solely accessed via Bent Street.
Riparian Corridor	The Site is not located within 40m of a riparian corridor.
Flooding	The Site is not mapped as flood prone land.
Bush fire	The Site is not mapped as bush fire prone land.

1.4 PROPOSAL BACKGROUND

The Lindfield Town Centre is being progressively developed into an urban neighbourhood including placemaking endeavours such as the Lindfield Village Hub. The Lindfield Village Hub is a Planning Proposal approved by DPHI on 22 January 2021 which aims to increase density controls in the Lindfield Town Centre. This included an increase in height of buildings, FSR, and additional local provisions, including to allow the development of RFBs.

The proposed redevelopment has considered the approved Planning Proposal and will ensure the growing housing needs of the incoming population are met.

1.5 DEVELOPMENT HISTORY

An initial search of Council's online Development Assessment (DA) Tracking system did not reveal any recent DAs pertaining to the Site that have been determined or are under assessment. A Complying Development application for demolition of the existing dwelling and structures was determined on 14 October 2024 for 12 Bent Street.

1.6 ENVIRONMENTAL CONSIDERATIONS

Environmental considerations relevant to the Proposal have been identified pertaining to the following parameters:

- Erosion and Stormwater
- Noise
- Biodiversity
- Aboriginal Cultural Heritage and Non-Aboriginal Heritage
- Waste
- Traffic and Transport
- Infrastructure and Services
- Visual Amenity and Urban design
- Flooding
- Contamination
- Ecologically Sustainable Development
- Accessibility
- Acid Sulfate Soils and Salinity



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The Proposal aims to respond to the existing garden setting of the locality and achieve a sustainable design that is in keeping with the intended bulk and scale of the area. The Proposal focuses on the objectives of Transport Oriented Development (TOD) and provides opportunities for affordable housing in the Ku-ring-gai LGA. A preliminary assessment of impacts has been carried out, to identify the potential environmental impacts of the proposal and determine which areas are likely to be of interest to key stakeholders. Further details are included in **PART F** of this Scoping Report.



PART B STRATEGIC CONTEXT

2.1 CONSISTENCY WITH STRATEGIC FRAMEWORK

2.1.1 Greater Sydney Region Plan – A Metropolis of Three Cities

The Greater Sydney Region Plan – A Metropolis of Three Cities divides the Sydney Region into three (3) Cities, with a vision of growth until 2056. The Plan aims to anticipate the housing and employment needs of a growing and vastly changing population. The overall vision pursues an objective of transforming 'Greater Sydney' into a Metropolis of Three Cities, including:

- The Western Parkland City;
- The Central River City; and
- The Eastern Harbour City.

The division into three (3) cities put residents and the wider community closer to an array of characteristics such as, jobs, housing opportunities, access to infrastructure and services, entertainment and cultural facilities. By managing and re-developing residential areas close to city centres and transport, this will ensure critical and essential housing is readily available to support the community.

Once constructed and operational, the Site would achieve social, cultural and economic growth and prosperity, as well as offer an array of housing opportunities and increase the supply of affordable housing in the area. The Proposal is in an area zoned for such permissible purposes.

The Proposal also contributes to the four (4) standardised elements communicated across for all three (3) cities, including:

- **Infrastructure and collaboration** – the Proposal of the Site for the purposes of an RFB would facilitate the provision of services to support the wider locality and region;
- **Liveability** – the Proposal encourages housing opportunities, social cohesion and economic prosperity, which has positive influences on the wider locality;
- **Productivity** – the Proposal will enhance the overall productivity of the Site through positive development; and
- **Sustainability** – the Proposal would not exhibit or emit any detrimental impacts to its wider ecological surroundings.

In summary, the Site and Proposal contributes to the objectives set out in the *Greater Sydney Region Plan – A Metropolis of Three Cities* by promoting minor environmental impacts and facilitating well-placed housing opportunities to the wider locality and community within the Ku-ring-gai LGA.

2.1.2 The North District Plan

The North District Plan (NDP) covers the Ku-ring-gai LGA in which the Site is located. The NDP draws from the Greater Sydney Region Plan – A Metropolis of Three Cities and outlines a 20-year plan to manage economic, social and environmental growth in Sydney's northern LGAs. The NDP informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies. The Proposal reinforces the following planning priorities of the NDP:



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-
- **Planning Priority C4:** Fostering healthy, creative, culturally rich and socially connected communities.
 - **Planning Priority C5:** Providing housing supply, choice and affordability with access to jobs, services and public transport.
 - **Planning Priority C6:** Creating and renewing great places and local centres and respecting the District's heritage.

2.1.3 Ku-ring-gai Local Strategic Planning Statement

The Ku-ring-gai Local Strategic Planning Statement (KLSPS) draws together the priorities and actions for future land use planning from Council's existing land use plans and policies, and to present an overall land use vision for Ku-ring-gai. The LSPS responds to the priorities and actions contained in the NDP and sets an economic, social and environmental land use vision for the next 20 years in the Ku-ring-gai LGA. The Proposal is considered to reinforce the following planning priorities of the LSPS:

- **Planning Priority K3:** Providing housing close to transport, services and facilities to meet the existing and future requirements of a growing and changing community.
- **Planning Priority K4:** Providing a range of diverse housing to accommodate the changing structure of families and households and enable ageing in place.
- **Planning Priority K5:** Providing affordable housing that retains and strengthens the local residential and business community.
- **Planning Priority K11:** Promoting Lindfield as a thriving and diverse centre.
- **Planning Priority K21:** Prioritising new development and housing in locations that enable 30-minute access to key strategic centres.

The Proposal responds to the state, regional and local statutory objectives and aims to facilitate well-placed and well-designed housing opportunities. The RFB will respond to the social and economic contexts by providing facilities that suit the existing and future needs for residents and contributing to a "30-minute city".



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PART C THE PROJECT

3.1 DESCRIPTION OF DEVELOPMENT PROPOSAL

The proposal will involve the redevelopment of 12-16 Bent Street into an RFB inclusive of an affordable housing component. The Proposal involves the following works:

- Demolition of the existing structures;
- Associated tree removal;
- Associated bulk earthworks;
- Consolidation of 12-16 Bent Street;
- Construction of a 10-storey RFB with basement car parking; and
- Associated services and infrastructure installation/augmentation.

Key development statistics are provided in **TABLE 4** below.

TABLE 4. DEVELOPMENT STATISTICS	
Component	Proposed Outcome
Site Area	4,324m ²
Building Type	Residential flat building
Gross Floor Area	14,053m ²
Affordable Gross Floor Area	2,389m ²
Floor Space Ratio	3.25:1
Building Height	29.2m
Number of Storeys	10
Number of Units	119 (29 affordable housing units)
Driveways	1 driveway at Bent Street
Car Parking	208 car parking spaces
Cost of works	\$83,395,816

Tree removal, earthworks and other particulars associated with the Proposal including height and FSR bonuses through Chapter 2 and Chapter 5 of the Housing SEPP will be further elaborated upon the EIS. A preliminary Site Plan is illustrated below in **Figure 3**.



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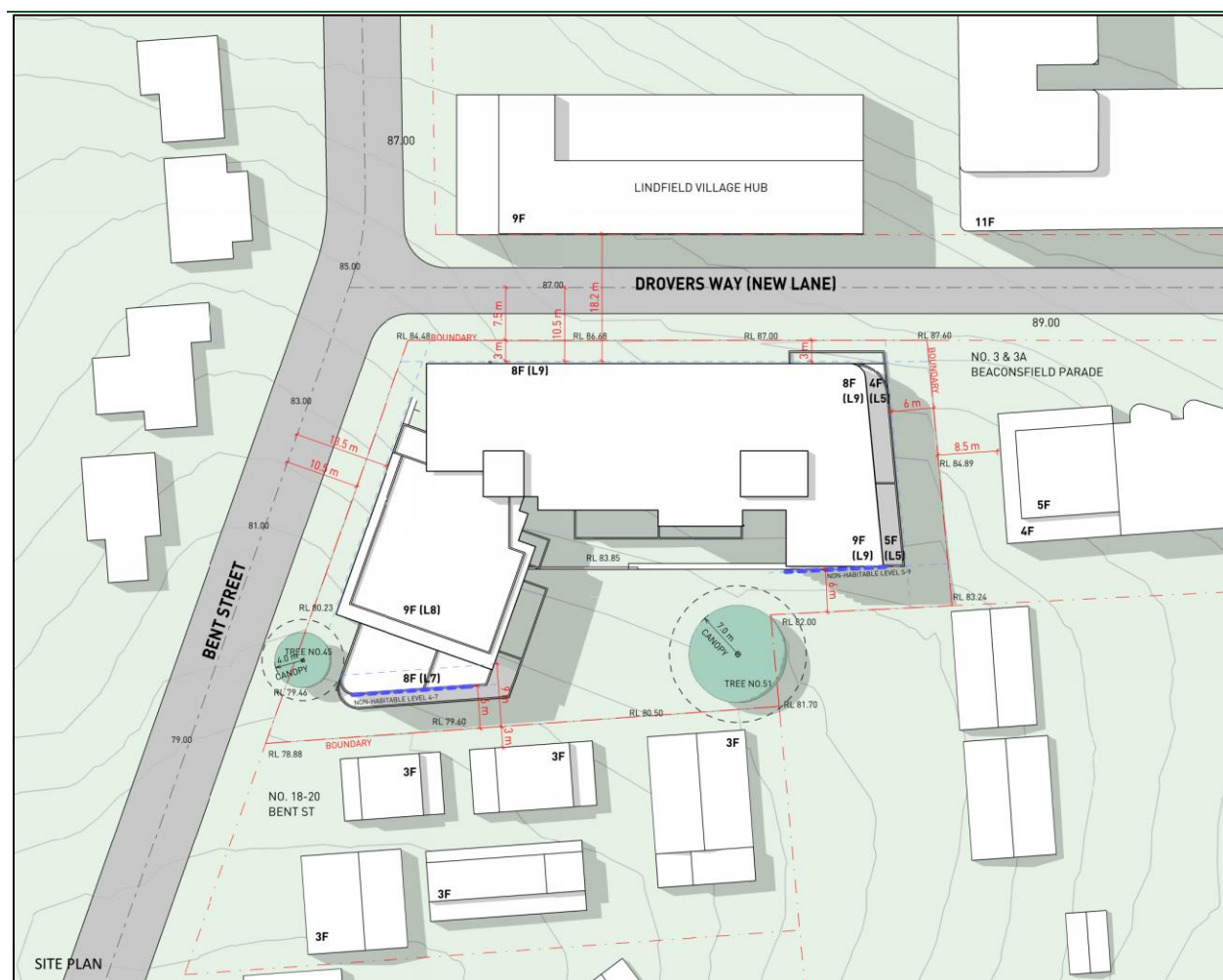


Figure 3. Site Plan (Source: PTW Architects, 2024)

3.2 ESTIMATED DEVELOPMENT COST

The EDC of this project is approximately \$83,395,816. As this exceeds the \$75 million threshold under Clause 26A of Schedule 1, of the Planning Systems SEPP, and includes an affordable housing component of more than 10%, the Proposal constitutes SSD.

An Estimated Development Cost Report is attached (refer to **Appendix 2**).

3.3 ANALYSIS OF ALTERNATIVES

The purpose of the Proposal is to redevelop 12-16 Bent Street, Lindfield to:

- Meet the housing demand across NSW;
- Provide affordable housing opportunities in a well-placed and serviced location;
- Contribute to the “30-minute city” by providing housing in proximity to Public Transport and commercial centres;
- Ensure ongoing compliance with all operational legislative requirements; and



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-
- Ensure development is compatible with surrounding development and both the local and regional context.

Overall, the scale of the Proposal is considered suitable, and the built form proposed would completely enhance and renew an existing undeveloped site into a modernised residential development with a substantial affordable housing offering. The site design and layout of the built form proposed, seeks to maintain consistency with the zone objectives under KLEP 2015 and enhance the underlying character intended for the identified land, which is zoned for such permissible land uses. Furthermore, this would be achieved by the resultant built form that would reinforce the nature of the land use and is sensitive to the surrounding environment.

The options considered and subsequently dismissed, in arriving to the current proposal with regard to the Proposal included:

3.3.1 'Do Nothing' Scenario

This option was dismissed as the objectives of the Proposal would not be met, including the objective of providing a range of housing to meet the changing and growing needs of the community. If the Proposal was not to proceed, the Site would continue to remain underutilised, would not adequately respond to population growth in the area and place additional demand for housing in the region.

3.3.2 Development on an Alternative Site

Consideration to alternative sites were made, however these were dismissed as the Site resulted in the most beneficial outcomes for the proposal as:

- It is located within a site zoned for high density residential purposes;
- The Site has appropriate separation from sensitive land activities;
- All potential environmental impacts of the proposal can be suitably mitigated within the Site;
- The surrounding road network provides good connectivity; and
- The Proposal can be developed with appropriate visual amenity given its surrounding context.

The Proposal is justified on the basis it is compatible with the locality in which it is proposed while having no unacceptable economic, environmental or social impact.

3.3.3 Alternative Site Configuration

The configuration of the Proposal was chosen based on the Site's topography; road access; operational efficiencies; as well as the need to respond to the character of the surrounding residential and commercial zones.

It is noted that a different site configuration would not have been able to respond to the abovementioned site opportunities and constraints. The proposed design maximises operational efficiencies and the opportunity for servicing, improved design quality, and pedestrian and vehicle access whilst significantly minimising impacts to the surrounding development and maximising amenity for future occupants. This option was therefore considered the most appropriate.



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PART D STATUTORY CONTEXT

4.1 LAND USE DEFINITION

Under the *Standard Instrument - Principal Local Environmental Plan* the proposal would be defined as follows:

TABLE 5. LAND USE DEFINITION FOR THE PROPOSAL		
Land use	Description	Sub definition
Residential accommodation	Residential accommodation means a building or place used predominantly as a place of residence, and includes any of the following— (a) attached dwellings, (b) boarding houses, (baa) co-living housing, (c) dual occupancies, (d) dwelling houses, (e) group homes, (f) hostels, (g) multi dwelling housing, (h) residential flat buildings, (i) rural workers' dwellings, (j) secondary dwellings, (k) semi-detached dwellings, (l) seniors housing, (m) shop top housing, (a) but does not include tourist and visitor accommodation or caravan parks	Residential flat building means a building containing 3 or more dwellings, but does not include an attached dwelling, co-living housing or multi dwelling housing.

The Proposal aligns with the above definition as it will be a building containing 119 dwellings (apartments).

4.2 POWER TO GRANT APPROVAL

Development consent will be sought under 'Division 4.7 - Stage Significant Development' of the EP&A Act. Section 4.36(2) of the EP&A Act states that:

2) A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.

The Proposal satisfies the definition of State Significant Development (SSD) pursuant to Schedule 1, Clause 26A of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), which states:



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-
- (1) *Development to which State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 applies if–*
- (a) *the part of the development that is residential development has an estimated development cost of–*
 - (i) *for development on land in the Eastern Harbour City, Central River City or Western Parkland City in the Six Cities Region—more than \$75 million, or*
 - (ii) *for development on other land—more than \$30 million, and*
 - (b) *the development does not involve development prohibited under an environmental planning instrument applying to the land.*

The State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 applies to:

- (1) *Development that includes residential development if–*
- (a) *the development is permitted with consent under Chapter 3, Part 4, Chapter 5 or another environmental planning instrument, and*
 - (b) *the affordable housing component is at least 10%, and*
 - (c) *all part of the development is carried out –*
 - (i) *for development on land in the Six Cities Region, other than in the City of Shoalhaven or Port Stephens local government area—in an accessible area, or*
 - (ii) *for development on other land—within 800m walking distance of land in a relevant zone or an equivalent land use zone.*

The Proposal provides over 10% affordable housing and has an EDC over the SSD threshold of \$75 million. Consequently, the Proposal is SSD. An Estimated Development Cost (EDC) report is provided in **Appendix 2**.

4.3 PERMISSIBILITY

The Ku-ring-gai *Local Environmental Plan 2015* (KLEP 2015) is the primary environmental planning instrument that applies to the site.

The Site is located within the R4 High Density Residential zone under the KLEP 2015 as shown in **Figure 2** below.



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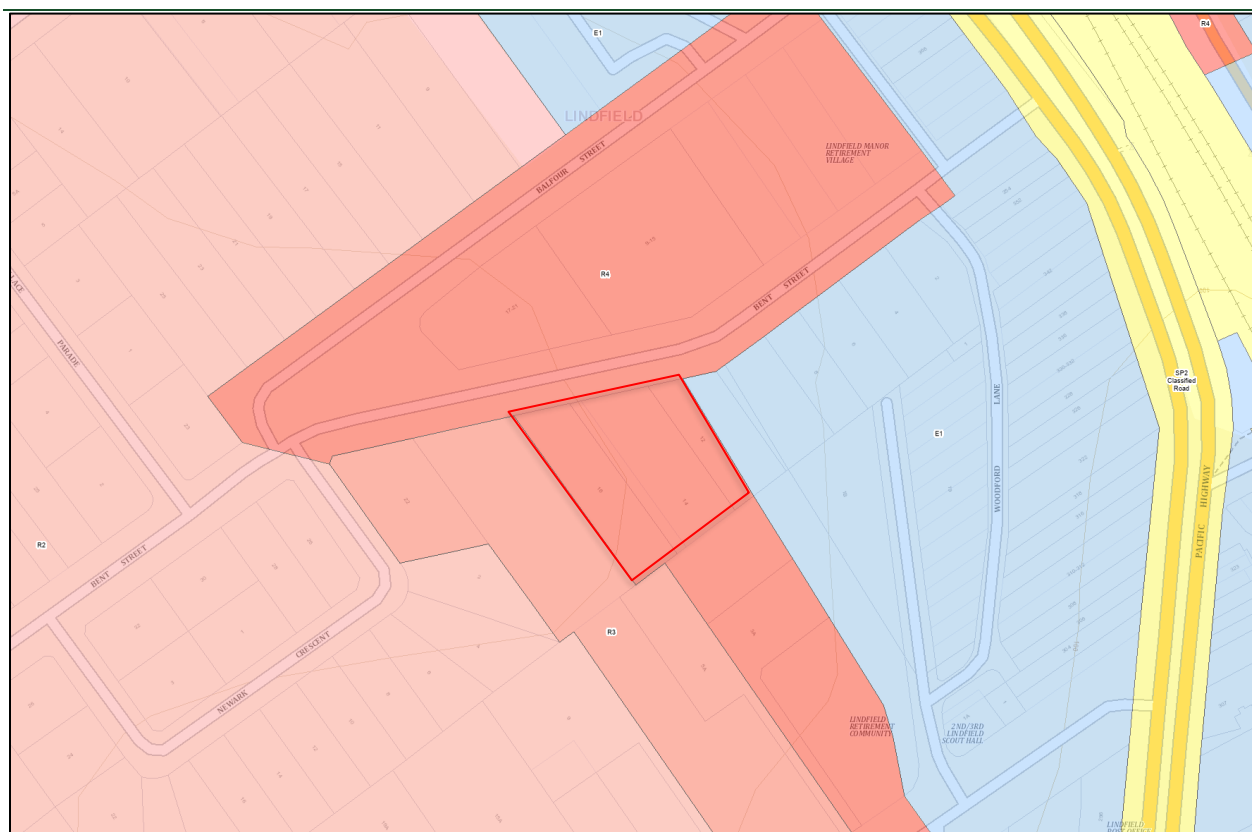


Figure 4. KLEP 2015 Zoning Map (Source: NSW Planning Portal, 2024)

The objectives of the R4 High Density Residential zone include:

- *To provide for the housing needs of the community within a high density residential environment.*
- *To provide a variety of housing types within a high density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To provide for high density residential housing close to public transport, services and employment opportunities.*

Within the R4 High Density Residential zone, the following development is permitted without consent:

- *Home occupations*

Within the R4 High Density Residential zone, the following development is permitted with consent:

- *Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Dwelling houses; Environmental protection works; Exhibition homes; Flood mitigation works; Home-based child care; Home businesses; Home industries; Hostels; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Recreation areas; **Residential flat buildings**; Respite day care centres; Roads; Shop top housing*

Within the R4 High Density Residential zone, the following development is prohibited:

- *Any other development not specified above.*



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Having regard for the above, residential flat buildings are permitted with consent in the R4 High Density Residential zone.

4.4 OTHER APPROVALS

The following section outlines other legislative approvals required for the Proposal in addition to a development consent under Division 4.7 of the EP&A Act.

4.4.1 Consistent Approvals

Section 4.42 of the EP&A Act provides that certain authorisations cannot be refused if they are necessary for carrying out State significant development. The following table lists legislative approvals that are required for the proposal and cannot be refused if the proposal is approved.

TABLE 6. CONSISTENT APPROVALS – SECTION 4.42 OF THE EP&A ACT	
Act	Approval Required
<i>Fisheries Management Act 1994</i>	No
<i>Mine Subsidence Compensation Act 1961</i>	No
<i>Mining Act 1992</i>	No
<i>Petroleum (Onshore) Act 1991</i>	No
<i>Protection of the Environment Operations Act 1997</i>	No
<i>Roads Act 1993</i>	Yes
<i>Pipelines Act 1967</i>	No

4.4.2 Approvals Not Required for State Significant Development

Section 4.41 of the EP&A Act stipulates that certain authorisations are not required for State significant development. The following legislative approvals would otherwise be required if the Project was not State significant.

TABLE 7. APPROVALS OTHERWISE REQUIRED UNDER SECTION 4.41 OF THE EP&A ACT	
Act	Approval Otherwise Required
<i>Fisheries Management Act 1994</i>	No
<i>Heritage Act 1997</i>	No
<i>National Parks and Wildlife Act 1974</i>	No



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<i>Rural Fires Act 1997</i>	No
<i>Water Management Act</i>	No

4.4.3 EPBC Approval

Under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), any action (which includes a development, project or activity) that is considered likely to have a significant impact on Matters of National Environmental Significance (MNES) (including nationally threatened ecological communities and species and listed migratory species), must be referred to the Commonwealth Minister for the Environment. The purpose of the referral is to allow a decision to be made about whether an action requires approval on a Commonwealth level. If an action is considered likely to have significant impact on MNES, it is declared a "Controlled Action" for which formal Commonwealth approval is required.

The Proposal does not warrant significant impacts on MNES, therefore no further consideration of the EPBC Act is required.

4.5 PRE-CONDITIONS TO EXERCISING THE POWER TO GRANT CONSENT

The following list identifies pre-conditions to be fulfilled by the consent authority before exercising their power to grant development consent.

TABLE 8. PRE-CONDITIONS	
LEGISLATION	Comment
<i>Biodiversity Conservation Act 2016</i>	Section 7.9(2) requires an SSD development application to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the Planning Agency Head and the Environmental Agency determine that the Proposal is not likely to have any significant impact on biodiversity value. The maximum amount of native clearing is estimated at approximately 0.2 ha. This is under the Biodiversity Offset Scheme (BOS) threshold and therefore a BDAR waiver request will be prepared as part of the SSDA.
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	Section 2.48 requires the consent authority to give written notice to the electricity supply authority for the area and take into consideration any response to that notice before granting consent to a development likely to affect an electricity transmission or distribution network. Consultation with the local electricity provider will be undertaken to ensure any impacts to the local network are appropriately mitigated.
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	Section 1993 stipulates that a consent authority must not consent to the carrying out of development unless: • It has considered whether the land is contaminated, and • if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for



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TABLE 8. PRE-CONDITIONS	
LEGISLATION	Comment
	the purpose for which the development is proposed to be carried out, and if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose. The EIS will be accompanied by a Preliminary Site Investigation. Should further action be required, a Detailed Site Investigation and Remediation Action Plan will be prepared.
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	Section 2.1(5) states development consent must not be granted to residential development to which the standards specified in Schedule 1 or 2 apply unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified. An embodied emissions report will accompany the EIS.

4.6 MANDATORY MATTERS FOR CONSIDERATION

TABLE 9 identifies matters that the consent authority will be required to consider in deciding whether to grant consent to the development application. These matters will be addressed in the EIS.

TABLE 9. MANDATORY MATTERS FOR CONSIDERATION	
Legislation	Comment
<i>Environmental Planning & Assessment Act 1979 and Regulations</i>	
<i>Section 1.3</i>	Objects of the Act
<i>Section 4.15</i>	(a)(i) Relevant Environmental Planning Instruments: - State Environmental Planning Policy (Transport and Infrastructure) 2021 - State Environmental Planning Policy (Resilience and Hazards) 2021 - State Environmental Planning Policy (Housing) 2021 - State Environmental Planning Policy (Sustainable Buildings) 2022 - Ku-ring-gai Local Environmental Plan 2015
	(a)(ii) Relevant Draft Environmental Planning Instruments
	(a)(iia) Any planning agreement
	(a)(iv) the Regulations
	(b) likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality



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TABLE 9. MANDATORY MATTERS FOR CONSIDERATION	
Legislation	Comment
	(c) suitability of the site for the development
	(d) any submissions made in accordance with the Act or Regulations.
	(e) the public interest
Key Mandatory Considerations Under Environmental Planning Instruments	
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	Chapter 2 of the State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings SEPP) applies to residential development. Development consent must not be granted to development to which the standards specified in Schedule 1 or 2 of the Sustainable Buildings SEPP apply unless the consent authority is satisfied the embodied emissions attributable to the development have been quantified. Schedule 1 applies to RFBs. Embodied emissions details will be provided with the EIS.
<i>State Environmental Planning Policy (Housing) 2021</i>	See TABLE 10 and TABLE 11 below.
<i>Ku-ring-gai Local Environmental Plan 2015</i>	• Clause 2.1 & 2.3 – Land Use Zone & Zone Objectives
	• Clause 4.3 – Height of Buildings
	• Clause 4.4 – Floor Space Ratio
	• Clause 4.6 – Exception to Development Standards
	• Clause 5.10 – Heritage
	• Clause 6.1 – Acid Sulfate Soils
	• Clause 6.2 – Earthworks
	• Clause 6.6 – Requirements for Multi-Dwelling Housing and Residential Flat Buildings

TABLE 10 below provides a summary of compliance against the key built form provisions of Chapter 2 of the Housing SEPP.

TABLE 10. STATE ENVIRONMENTAL PLANNING POLICY (HOUSING) 2021 – CHAPTER 2	
Requirement	Compliance
15C Development to which division applies	
<i>(1) This division applies to development that includes residential development if–</i>	The Proposal is permissible with consent having regard to the KLEP 2015 (discussed above).



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(a) the development is permitted with consent under Chapter 3, Part 4, Chapter 5 or another environmental planning instrument, and (b) the affordable housing component is at least 10%, and (c) all or part of the development is carried out— (i) for development on land in the Six Cities Region, other than in the City of Shoalhaven or Port Stephens local government area—in an accessible area, or (ii) for development on other land—within 800m walking distance of land in a relevant zone or an equivalent land use zone.	At least 10% of the Proposal will be provided as affordable housing. As above, the Site is located within the Six Cities Region and is within an accessible area.
(2) Affordable housing provided as part of development because of a requirement under another chapter of this policy, another environmental planning instrument or a planning agreement is not counted towards the affordable housing component under this division.	Affordable housing required by Chapter 5 of the Housing SEPP will be provided in addition to the affordable housing required by this Chapter.
16 Affordable housing requirements for additional floor space ratio	
(1) The maximum floor space ratio for development that includes residential development to which this division applies is the maximum permissible floor space ratio for the land plus an additional floor space ratio of up to 30%, based on the minimum affordable housing component calculated in accordance with subsection (2). (2) The minimum affordable housing component, which must be at least 10%, is calculated as follows— $\text{affordable housing component} = \frac{\text{additional floor space ratio (as a percentage)}}{2}$	The Proposal will seek to provide 17% affordable housing and therefore will obtain a 30% bonus to the FSR.
(3) If the development includes residential flat buildings or shop top housing, the maximum building height for a building used for residential flat buildings or shop top housing is the maximum permissible building height for the land plus an additional building height that is the same percentage as the additional floor space ratio permitted under subsection (1).	The Proposal will seek to provide 17% affordable housing and therefore will obtain a 30% bonus to the maximum building height. It is noted that a Clause 4.6 Variation Request will be submitted to obtain additional building height as a result of the slope of the Site.
19 Non-discretionary development standards—the Act, s 4.15	
(2) The following are non-discretionary development standards in relation to the residential development to which this division applies— (a) a minimum site area of 450m², (b) a minimum landscaped area that is the lesser of— (i) 35m² per dwelling, or (ii) 30% of the site area, (c) a deep soil zone on at least 15% of the site area, where— (i) each deep soil zone has minimum dimensions of 3m, and	The Proposal will generally be designed to comply.



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(ii) if practicable, at least 65% of the deep soil zone is located at the rear of the site, (d) living rooms and private open spaces in at least 70% of the dwellings receive at least 3 hours of direct solar access between 9am and 3pm at mid-winter, (e) the following number of parking spaces for dwellings used for affordable housing— (i) for each dwelling containing 1 bedroom—at least 0.4 parking spaces, (ii) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces, (iii) for each dwelling containing at least 3 bedrooms—at least 1 parking space, (f) the following number of parking spaces for dwellings not used for affordable housing— (i) for each dwelling containing 1 bedroom—at least 0.5 parking spaces, (ii) for each dwelling containing 2 bedrooms—at least 1 parking space, (iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces, (g) the minimum internal area, if any, specified in the Apartment Design Guide for the type of residential development, (h) for development for the purposes of dual occupancies, manor houses or multi dwelling housing (terraces)—the minimum floor area specified in the Low Rise Housing Diversity Design Guide, (i) if paragraphs (g) and (h) do not apply, the following minimum floor areas— (i) for each dwelling containing 1 bedroom—65m², (ii) for each dwelling containing 2 bedrooms—90m², (iii) for each dwelling containing at least 3 bedrooms—115m² plus 12m² for each bedroom in addition to 3 bedrooms. (3) Subsection (2)(c) and (d) do not apply to development to which Chapter 4 applies.	
21 Must be used for affordable housing for at least 15 years	
(1) Development consent must not be granted to development under this division unless the consent authority is satisfied that for a period of at least 15 years commencing on the day an occupation certificate is issued for the development— (a) the development will include the affordable housing component required for the development under section 16, 17 or 18, and (b) the affordable housing component will be managed by a registered community housing provider.	Noted.



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Chapter 5 of the Housing SEPP contains provisions that relate to Transport oriented development (TOD) in which Lindfield Train Station is identified on the TOD Map.

TABLE 11 below provides a summary of compliance against the key built form provisions of Chapter 5 of the Housing SEPP.

TABLE 11. STATE ENVIRONMENTAL PLANNING POLICY (HOUSING) 2021 - CHAPTER 5	
Requirement	Compliance
154 Development permitted with development consent in Transport Oriented Development Areas	
<i>(1) Development for the purposes of residential flat buildings is permitted with development consent on land in the following zones in a Transport Oriented Development Area—</i> <i>(a) a relevant residential zone,</i> <i>(b) Zone E1 Local Centre or an equivalent land use zone,</i> <i>(c) for land in the Canterbury-Bankstown local government area—Zone B2 Local Centre.</i>	The Proposal is located within a relevant residential zone, the R4 High Density Residential zone.
155 Maximum building height and maximum floor space ratio	
<i>(2) The maximum building height for a residential flat building in a Transport Oriented Development Area is 22m.</i>	The Proposal will exceed the maximum building height including the abovementioned bonuses. A Clause 4.6 Variation Request will be submitted to obtain additional building height as a result of the slope of the Site.
<i>(4) The maximum floor space ratio for a residential flat building or a building containing shop top housing in a relevant residential zone or relevant employment zone in a Transport Oriented Development Area is 2.5:1.</i>	The Proposal has been designed to comply including the abovementioned bonuses.
156 Affordable housing	
<i>(2) Development consent must not be granted unless the consent authority is satisfied that—</i> <i>(a) at least 2% of the gross floor area of the building will be used for affordable housing, and</i> <i>(b) the affordable housing will be managed by a registered community housing provider in perpetuity.</i>	17% affordable housing will be provided.
157 Affordable housing car parking	
<i>Development to which section 156 applies must provide the following number of parking spaces for each affordable housing dwelling required under that section—</i> <i>(a) for each dwelling containing 1 bedroom—0.4 parking space,</i> <i>(b) for each dwelling containing 2 bedrooms—0.5 parking space,</i>	29 affordable dwellings are proposed. Each will be designated a number of parking spaces in accordance with this Clause.



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<i>(c) for each dwelling containing 3 or more bedrooms—1 parking space.</i>	
159 Minimum lot width	
<i>Development consent must not be granted to development for the purposes of residential flat buildings or shop top housing on a lot in a Transport Oriented Development Area, unless the lot is at least 21m wide at the front building line.</i>	The Site exceeds the minimum lot width.
161 Consideration of Apartment Design Guide	
<i>Development consent must not be granted for development for the purposes of residential flat buildings or shop top housing on land in a Transport Oriented Development Area unless the consent authority has considered the Apartment Design Guide.</i>	Consideration of the key built form controls of the Apartment Design Guide (ADG) has been undertaken in Table 4 above.

TABLE 12. APARTMENT DESIGN GUIDE

Requirement	Compliance
2F Building Separation	
<i>Minimum separation distances for buildings are:</i> <i>Up to four storeys (approximately 12m):</i> ▪ 12m between habitable rooms/balconies ▪ 9m between habitable and non-habitable rooms ▪ 6m between non-habitable rooms <i>Five to eight storeys (approximately 25m):</i> ▪ 18m between habitable rooms/balconies ▪ 12m between habitable and non-habitable rooms ▪ 9m between non-habitable rooms <i>Nine storeys and above (over 25m):</i> ▪ 24m between habitable rooms/balconies ▪ 18m between habitable and non-habitable rooms ▪ 12m between non-habitable rooms	The Proposal will generally be designed to comply.
4A Solar Access	
<i>1. Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in the Sydney</i>	The Proposal will be designed to comply.



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<i>Metropolitan Area and in the Newcastle and Wollongong local government areas</i> <i>2. In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9 am and 3 pm at mid winter</i> <i>3. A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter</i>	
4B Natural Ventilation	
<i>1. At least 60% of apartments are naturally cross ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed</i> <i>2. Overall depth of a cross-over or cross-through apartment does not exceed 18m, measured glass line to glass line</i>	The Proposal will be designed to comply.
3D Communal and Public Open Space	
<i>Communal open space has a minimum area equal to 25% of the site</i>	The Proposal has been designed to comply.
3E Deep Soil Zones	
<i>Deep soil zones are to meet the following minimum requirements:</i> ▪ <i>Site area: greater than 1,500m²</i> ▪ <i>Minimum dimensions: 6m</i> ▪ <i>Deep soil zone (% of site area): 7%</i>	The Proposal has been designed to comply.
3F Bicycle and Car Parking	
<i>1. For development in the following locations:</i> ▪ <i>on sites that are within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area; or</i> ▪ <i>on land zoned, and sites within 400 metres of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre</i> <i>the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less</i> <i>The car parking needs for a development must be provided off street</i>	The Proposal will be designed to comply.



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It is generally considered that the Proposal would satisfy the provisions for In-Fill Affordable Housing and TOD under the Housing SEPP, however it is noted that a minor variation to the maximum building height will be sought. Consideration of the surrounding sites will be paramount during the design development to ensure that the bonuses afforded do not result in any unacceptable adverse impacts.

TABLE 13 below outlines the relevant clauses of the KLEP 2015 and the Proposal's compliance.

TABLE 13. KLEP 2015 ASSESSMENT TABLE	
Requirement	Compliance
Clause 2.1 & 2.3 – Land Use Zone & Zone Objectives	See Section 4.3 of this scoping report.
Clause 4.3 – Height of Buildings <i>The height of a building on any land is not to exceed 17.5m.</i>	The development proposes a height of 29.2m utilising height bonuses granted per Chapter 2 Part 2 Division 1 Clause 16 and Chapter 5 Clause 155 of State Environmental Planning Policy (Housing) 2021 (Housing SEPP).
Clause 4.4 – Floor Space Ratio <i>(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the <u>Floor Space Ratio Map</u>.</i>	Per Chapter 5 Clause 155 of the Housing SEPP, the maximum floor area for RFBs in the TOD area is 2.5:1. Per the FSR bonus granted under Chapter 2 Part 2 Division 1 Clause 16 of the Housing SEPP, an FSR of 3.25:1 is permissible. An FSR of 3.25:1 is proposed.
Clause 5.10 – Heritage	The Site is not mapped as a heritage item, nor is the Site mapped as a conservation heritage area.
Clause 6.1 – Acid Sulfate Soils <i>Development consent is required for the carrying out of works described in the table to this subclause on land shown on the <u>Acid Sulfate Soils Map</u> as being of the class specified for those works.</i> <i><u>Class 5 Land - Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.</u></i>	The Site is mapped as Class 5 Acid Sulfate Soil. The Site is not located within 500m of Class 1, 2, 3, or 4 land.
Clause 6.2 – Earthworks <i>(3) In deciding whether to grant development consent for earthworks (or for development involving ancillary earthworks), the consent authority must consider the following matters— (a) the likely disruption of, or any detrimental effect on, drainage patterns and soil stability in the locality of the development,</i>	Earthworks are necessary to facilitate development. Detailed information of all required earthworks will be provided with the EIS.



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<i>(b) the effect of the development on the likely future use or redevelopment of the land,</i> <i>(c) the quality of the fill or the soil to be excavated, or both,</i> <i>(d) the effect of the development on the existing and likely amenity of adjoining properties,</i> <i>(e) the source of any fill material and the destination of any excavated material,</i> <i>(f) the likelihood of disturbing relics,</i> <i>(g) the proximity to, and potential for adverse impacts on, any waterway, drinking water catchment or environmentally sensitive area,</i> <i>(h) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.</i>	
Clause 6.6 – Requirements for Multi-Dwelling Housing and Residential Flat Buildings <i>Despite any other provision of this Plan, development consent must not be granted for the erection of multi dwelling housing or a residential flat building on a lot in a residential zone unless the lot has an area of at least 1,200 square metres and minimum dimensions (width and depth) of at least—</i> <i>(a) if the area of the land is less than 1,800 square metres—24 metres, or</i> <i>(b) if the area of the land is 1,800 square metres or more—30 metres.</i>	The Site has an area of approximately 4,324m ² and has a minimum dimension of 47m

The Proposal responds to the objectives and controls of the Lindfield Local Centre pursuant of the KDCP 2024. In particular, the development considers the realignment of Drovers Way for the creation of a new 15m wide two-way street providing a link from Bent Street to Beaconsfield Parade and including on-street parking and access to the future Village Hub. The development will contribute to the intended character of Drovers Way and help facilitate connectivity in the locality.

The Lindfield Village Hub Indicative Masterplan was publicised by Council in early 2022 subject to the Civil and Administrative Tribunal (NCAT) decision to present key documentation to the public. The Masterplan identifies that the extension of Drovers Way in its entirety will form part of the development of the Village Hub. As of the date of this letter no alterations to this arrangement have occurred.

TABLE 14 below outlines the key controls of the KDCP 2024 and the Proposal's compliance. A further detailed assessment will accompany the EIS.

TABLE 14. KDCP 2024 ASSESSMENT TABLE	
Requirement	Compliance
Part 2 Site Analysis	



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<i>Development applications are to contain a site analysis that includes:</i> <i>i) a sketch/diagrammatic plan with a legend; and</i> <i>ii) a written component. The amount of information in a site analysis will depend on the size and scale of the proposal, the site locality, complexity, nature and context.</i>	A site analysis will be provided in accordance with Part 2 of the KDCP 2024
Part 3 Land Consolidation and Subdivision	
3A.3 Building Footprint <i>1 Potential building footprints are to be identified on the site plan of all consolidation and subdivisions.</i> <i>2 Building footprints are to be located outside areas of ecological or heritage significance and to avoid the loss of trees.</i> <i>3 The footprint is to be located in an accessible and practical location, preferably with relatively flat terrain, stable soil and geology. Note: A geotechnical report may be required for steeper sites.</i> <i>4 The building footprint must be located and designed so as to allow useable open space that satisfies the open space requirements of the particular development type.</i> <i>5 The footprint is to be applied in accordance with the minimum building setbacks.</i> <i>6 Practical and suitable access is to be provided from a public road to the building footprint.</i> <i>7 The building footprint must be located in accordance with the requirements in Part 24 of this DCP.</i>	Details of the building footprint are available in the Preliminary Architectural Plans at Appendix 1. The Proposal is consistent with these requirements.
3A.4 Trees and Vegetation <i>Any subdivision or consolidation proposal must demonstrate that the location and design of:</i> <i>i) building footprints;</i> <i>ii) access ways;</i> <i>iii) roadways, including perimeter roads or trails;</i> <i>iv) services;</i> <i>v) inter-allotment drainage easements; and</i> <i>vi) asset protection zones</i> <i>Street trees are to be planted where new roads are proposed or where the likely location of driveway crossings will result in loss of existing street trees.</i>	The Proposal will identify these requirements as part of the EIS. Street trees will be provided generally in accordance with Council's requirements.
3A.5 Vehicle Access <i>Each lot must provide access from a constructed or dedicated public road. Where access is proposed to a section of unconstructed public road, the newly created</i>	The Site will be accessible via Bent Street.



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<i>lot will need to provide lawful, constructed access to Council's satisfaction.</i>	
3A.6 Infrastructure <i>All lots are to be provided services such as electricity, gas, town water supply, sewerage and communications. For subdivisions in bush fire prone land or which include new road construction, these services are to be underground.</i>	The Site will be serviced with electricity, gas, water, sewerage and communications. Details will be provided generally in accordance with Council's requirements.
3B Land Consolidation <i>Land consolidation is to increase the width of the street frontage and avoid irregular lot configuration.</i> <i>Where development is proposed to cross lot boundaries, consolidation of the subject lots will be required.</i> <i>Within an Employment zone, Medium density and High density residential zone, sites are to be consolidated to avoid isolating an adjoining site or sites. In particular potential redevelopment of the adjoining site or sites in accordance with its zoning must not be compromised.</i>	The Proposal will consolidate Lot 1 DP935936, Lot 1 DP960015, Lot 1 DP318518 & Lot 1 DP960014. Consolidation will not result in isolation of adjoining land.
Part 7 Residential Flat Buildings	
7A.1 Local Character and Streetscape <i>All Residential Flat Buildings are to be designed by an architect registered with the NSW Architects Registration Board.</i> <i>All residential flat buildings are to demonstrate how they provide a garden setting with buildings surrounded by landscaped gardens, including tall trees, on all sides.</i> <i>Design components of new development are to be based on the existing predominant and high quality characteristics of the local neighbourhood.</i> <i>The appearance of the development is to maintain the local visual character by considering the following elements:</i>	The Proposal will be generally consistent with the desired streetscape and local character, retaining the garden aesthetic of the area. Further details will accompany the EIS.
7A.3 Building Setbacks <i>2) Residential flat buildings on the sites identified in Part 14 Urban Precincts and Sites of this DCP are to meet the following street setback requirements:</i>	The Site is located in the Lindfield Urban Precinct. Per Section 14 of the KDCP 2024 the minimum setback is 6m from the street boundary. A 3m setback is proposed to Bent Street and the future Drivers Way. The design of the RFB has been carefully considered and will be assessed by the



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i) <i>Street setbacks as specified in the Building Setback maps in Part 14 Urban Precincts and Sites of this DCP;</i> ii) <i>A minimum of 8.0m from the street boundary to the fourth storey and above;;</i> 3) <i>Residential flat buildings are to provide a 2.0m articulation zone behind the street setback, and no more than 40% of this zone (in plan) is to be occupied by the building</i> <i>Side and Rear Setbacks</i> 5) <i>Residential flat buildings are to meet the following side and rear setback requirements to ensure deep soil, landscaping and tall trees are accommodated to all sides of the building:</i> i) <i>A minimum of 6m from the side boundary for all levels up to the fourth storey</i> ii) <i>A minimum of 9m to the fifth storey and above</i>	State Design Review Panel. Recommendations made by the panel, including those relating to setbacks will be addressed further in the EIS. The other side and rear setbacks are proposed at 6m at the first 4 storeys and 9m from the fifth storey and above.
7A.4 Building Separation <i>The minimum separation between residential buildings on the development site is to comply with the following controls:</i> <i>Up to 4th Storey</i> i) <i>12.0m between habitable rooms/balconies;</i> ii) <i>9.0m between habitable rooms/balconies and non-habitable rooms;</i> iii) <i>6.0m between non-habitable rooms.</i> <i>5th Storey and above</i> iv) <i>18.0m between habitable rooms/balconies;</i> v) <i>13.5m between habitable rooms/balconies and non-habitable rooms;</i> vi) <i>9.0m between non-habitable rooms</i>	The development includes a single building on the Site.
7A.5 Site Coverage <i>The site coverage may be up to a maximum of 30% of the site area, provided that the deep soil landscaping requirements in Section A Part 7A.6 Deep Soil Landscaping can be met.</i>	The site coverage exceeds the 30% requirement. The design of the RFB has been carefully considered and will be assessed by the Sydney Design Review Panel. Recommendations made by the panel, including those relating to setbacks will be addressed further in the EIS.
7B Access and Parking <i>The following parking ranges apply to residential flat developments on sites within 800m walking distance of a railway station entry:</i>	The apartment yield is as follows: 1 bedroom – 22 2 bedroom – 37 3 bedrooms + - 58



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Apartment Size	Minimum number of parking spaces per dwelling	Maximum number of parking spaces per dwelling	Consequently, a total of 133 spaces are required. The Proposal includes 208 car parking spaces within the proposed basement car park.
Studio	0 spaces	0.5 spaces	
One bedroom	0.6 spaces	1 space	
Two bedrooms	1.0 space	1.25 spaces	
Three or more bedrooms	1.4 spaces	2 spaces	
7C.2 Communal Open Space <i>At least 10% of the site area is to be provided as communal open space. Each parcel of communal open space is to have a minimum dimension of 5m.</i> <i>At least one single parcel of Primary communal open space is to be provided with a minimum area of 80m² and a minimum dimension of 8m</i>			A Communal Garden area of approximately 960 m ² is provided. Further details are to be included as part of the EIS.

Additional controls of the KDCP 2024 will be generally complied with assessed in detail accompanying the EIS.



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PART E COMMUNITY ENGAGEMENT

This section describes the proposed community engagement strategy to be undertaken during the preparation of the EIS. The Proponent's approach to community engagement is informed by DPHI's Undertaking Engagement Guidelines for State Significant Development (2021).

5.1 COMMUNITY VIEWS

Given the early stage in the preparation of the current application, community views have not yet been obtained. However, it is proposed that comprehensive engagement will be undertaken as outlined below.

5.2 ENGAGEMENT TO BE CARRIED OUT

Consultation will be undertaken with the following stakeholders:

- The relevant DPHI assessment team;
- NSW Government Architect's Office (as part of the State Design Review Panel process);
- Ku-ring-gai Council;
- Transport for NSW;
- NSW Rural Fire Service;
- Water NSW;
- Subsidence Advisory NSW;
- Service authorities;
- Local Aboriginal Community; and
- Surrounding landowners.

Consultation with the relevant stakeholders will be undertaken whilst preparing a detailed EIS in keeping with the Department's Major Project Community Consultation Guidelines.

The EIS will be accompanied by a Community Engagement Report detailing how the Proposal responds to raised issues. The Engagement Report will also include details of strategies to monitor, review and adapt engagement methodologies throughout the project. This engagement will be complementary to and independent of Department-led consultation during their assessment of the development application. The engagement techniques adopted during the preparation of the EIS may include drop-in sessions, letterbox drops, agency and stakeholder briefings and the maintenance of a project email and phone number.



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PART F PROPOSED ASSESSMENT OF IMPACTS

6.1 MATTERS REQUIRING FURTHER ASSESSMENT

TABLE 15 provides an overview of the matters that will require further assessment in the EIS and the proposed approach to assessing each of these matters. This analysis has been used to identify the key issues for further assessment and to assist the preparation of the SEARs with respect to the Proposal.

The analysis is based on preliminary environmental assessment of the Site only. The EIS for the proposal will fully address these items and other key environmental issues relevant to the proposal.

TABLE 15. MATTERS REQUIRING FURTHER ASSESSMENT	
Issue	Analysis
Erosion and Stormwater	- During construction, an Erosion and Sediment Control Plan would be implemented to protect the downstream drainage system and receiving waters from sediment-laden runoff. - Minimal earthworks would be required and designed to minimise the extent of cut and fill, aiming for a balance of soil to be re-used on-site. Topsoil would be stockpiled for re-use within landscaped areas where possible. - The EIS will include a satisfactory stormwater management cycle which includes a Water Sensitive Urban Design (WSUD) strategy which achieves the relevant stormwater and pollution reduction targets across the site. It is anticipated that ongoing consultation with the NSW DPHI, Council, NSW EPA and TfNSW will occur throughout the SSD Application. - Rainwater harvesting would also be applied across the site (where considered practical), which will incorporate re-use.
Noise	- The Site is capable of mitigating acoustic impacts to sensitive receivers. - The EIS would consider both construction and operational acoustic impacts. - The Site is located near several existing and future sensitive residential receivers. An Acoustic Impact Assessment will be prepared to accompany the EIS to assess the main noise and vibration-generating sources during construction and operation for the Proposal. The assessment will also outline noise and vibration mitigation measures (as required) to minimise impacts on surrounding sensitive receivers.
Biodiversity	- The Site is not considered to contain biodiversity values and therefore a BDAR waiver will be sought. - The waiver request will include consideration of the flora and fauna values present on the Site.
Aboriginal Cultural Heritage and Non-Aboriginal Heritage	An Aboriginal Cultural Heritage Assessment Report and Heritage Environmental Report will be prepared to support the EIS.



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TABLE 15. MATTERS REQUIRING FURTHER ASSESSMENT

Issue	Analysis
Waste	A Construction and Demolition Waste Management Plan and Operational Waste Management Plan will be prepared to assess waste management impacts and inform waste management procedures as part of the EIS, including storage and collection points. Waste Management will be included in accordance with the KDCP 2024.
Traffic and Transport	The EIS will include a Transport and Accessibility Impact Assessment to consider the relationship between the Proposal and surrounding transport infrastructure, including the performance of the surrounding road network and intersections, car parking provision on site, and public and active transport opportunities.
Infrastructure and Services	All essential infrastructure services would be augmented accordingly for the Proposal, including water, sewer, electricity and communications.
Visual Amenity and Urban Design	- The Proposal will be the subject of a merit assessment with regards to the siting, height and massing in the context of the surrounding development and landscape. The following key impacts have been considered in the design of the preliminary concept scheme and will inform any assessment of development carried out on the site. - The EIS will also address key environmental amenity issues associated with the proposal such as overshadowing, bulk and scale, and height. - The EIS will address all matters raised by the State Design Review Panel.
Flooding	The Site is not located within a Flood Planning area. Notwithstanding, a stormwater report will be prepared to accompany the EIS, ensuring the Proposal will drain appropriately.
Contamination	The EIS will be accompanied by a Preliminary Site Investigation. Should further action be required, a Detailed Site Investigation and Remediation Action Plan will be prepared.
Ecologically Sustainable Development	The EIS will be accompanied by an Ecologically Sustainable Development (ESD) Statement outlining how ESD principles will be incorporated into the Proposal's design and operation.
Accessibility	An Accessibility Statement will be prepared and accompany the EIS to determine the Proposal's capability of achieving compliance with relevant accessibility guidelines and standards, including the Disability (Access to Premises Buildings) Standards 2010 (Premises Standards) under the Disability Discrimination Act 1992.
Acid Sulfate Soil and Salinity	The Site is mapped as containing Class 5 Acid Sulfate Soils. Any future development will need to have consideration of the Clause



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TABLE 15. MATTERS REQUIRING FURTHER ASSESSMENT

Issue	Analysis
	where excavation is required. A Geotechnical Investigation is likely to be required to support any future development application.



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PART C CONCLUSION

The intent of this Scoping Report is to guide the preparation of an SSD application for the Proposal at 12-16 Bent Street, Lindfield. The Proposal involves the redevelopment of the Site into an RFB including in-fill affordable housing that would equate to an EDC of more than \$75 Million and over 10% affordable housing thus being defined as SSD pursuant to Clause 26A of the Planning Systems SEPP.

The Site is situated within the Ku-ring-gai LGA and considered highly suitable for the Proposal, given its proximity to public transport and local shops.

The Proposal is considered to align with the strategic objectives of the Ku-ring-gai Local Strategic Planning Statement, the North District Plan and Ku-ring-gai Local Environmental Plan 2015. Furthermore, the Site is located within a growing town centre and key to support the housing needs of the community.

Additionally, as noted throughout this Scoping Report, the Proposal would be carried out in an environmentally and ecologically sustainable manner and would further implement suitable mitigation measures to ensure that the amenity and function of surrounding land uses would not be compromised.

It is requested that NSW DPHI issue formal SEARs for the preparation of an EIS for the Proposal as SSD.

