

Scoping Report

2 & 4 Larkin Street and 1,3 & 5 Pockley Avenue, Roseville

2-16 Pockley Avenue, Roseville

Aqualand Prestige 1



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1.0 Introduction

This scoping report has been prepared by Planning & Co on behalf of Aqualand Prestige 1 Pty Ltd (**the Proponent**) for the sites at 2 & 4 Larkin Street, and 1,3, & 5 Pockley Avenue, Roseville (to be referenced as '**Larkin Street**'), and 2-16 Pockley Avenue, Roseville (to be referenced as '**Pockley Island**'). The intention of this scoping report is to provide the Department of Planning, Housing and Infrastructure (**Department**) with sufficient information for the two sites in order to apply for industry-specific SEARs (per site), which will be subject to two separate development applications (DAs).

The intended developments for both the sites are residential flat buildings within the transport oriented development (TOD) catchment utilising the provision of in-fill affordable housing. The objective of the development is aligned to the aim of Chapter 5 of the *State Environmental Planning Policies (Housing) 2021* (**Housing SEPP**) to provide much needed market and affordable housing stock that is well-designed and provides high amenity in proximity to existing public transport.

1.1 Engagement

This submission follows an Early Scoping meeting held between the proponent and the Department and Government Architect NSW on 24 October 2024. It was in this meeting that the Department invited this Scoping Report for Industry Standard SEARs and the booking of the 1st State Design Review Panel.

Further engagement will be undertaken as part of the project, which will be in accordance with the *Undertaking Engagement Guidelines for State Significant Projects (2021)*. The proponent will undertake engagement with the following stakeholders:

- Department of Planning, Housing and Infrastructure Government Architect NSW
- Department of Climate Change, Energy, the Environment and Water
- Kuring Gai Council
- Local Community and Action Groups (where relevant)
- Transport for NSW
- Heritage NSW
- First Nations Stakeholders
- Service providers – Ausgrid, Jemena, Sydney Water

2.0 Project Overview

2.1 The Sites

Larkin Street site: 2 & 4 Larkin Street and 1, 3 & 5 Pockley Avenue, Roseville

Address	Legal Description	Approx Site Area (sqm)
2 Larkin Street, Roseville	Lot 27/ DP8261	851
4 Larkin Street, Roseville	Lot 28/ DP650319	859
1 Pockley Avenue, Roseville	Lot 26/ DP8261	640
3 Pockley Avenue, Roseville	Lot 25/ DP8261	619
5 Pockley Avenue, Roseville	Lot 24/ DP8261	601
TOTAL		3,750sqm



Figure 1 Larkin Street site

Pockley Island site: 2-16 Pockley Avenue, Roseville

Address	Legal Description	Approx Site Area (sqm)
2 Pockley Avenue, Roseville	Lot 11/DP8261	775
4 Pockley Avenue, Roseville	Lot 12/DP8261	810
6 Pockley Avenue, Roseville	Lot 13/DP8261	836
8 Pockley Avenue, Roseville	Lot 14/DP8261	873
10 Pockley Avenue, Roseville	Lot 15/DP8261	823
12 Pockley Avenue, Roseville	Lot 16/DP8261	807
14 Pockley Avenue, Roseville	Lot 17/DP8261	800
16 Pockley Avenue, Roseville	Lot 18/DP8261	833
TOTAL		6,556sqm



Figure 2 Pockley Island site

2.2 Site context

The attached Concept Report prepared by Woods Bagot (**Appendix A**) identifies key considerations which impact the sites.

The sites are identified within the Roseville TOD catchment. Key planning controls apply a maximum building height of 22m and maximum FSR of 2.5:1 for residential flat buildings.

The sites both contain biodiversity values categorised on the Ku-ring-gai Greenweb Map (Ku-ring-gai DCP) as 'Support for Core Biodiversity Lands' and 'Biodiversity Corridors and Buffer Areas'. We recognise that supporting biodiversity is a key priority within Ku-ring-gai and has been addressed in initial concept development.

2.3 Permissibility and Proposed Uses

The sites are identified within the Roseville Transport Oriented Development (TOD) catchment area and are approximately a 400-metre walking distance from the Roseville Train Station, across the Pacific Highway.

Under section 154 of the Housing SEPP, Chapter 5, residential flat buildings are permitted with development consent in a 'relevant residential zone'. Both sites are zoned R2 Low Density Residential, which is defined as a relevant residential zone in the Housing SEPP. The provision of affordable housing is also proposed per Chapter 2 Part 2 Division 1 In-fill affordable housing of the Housing SEPP.

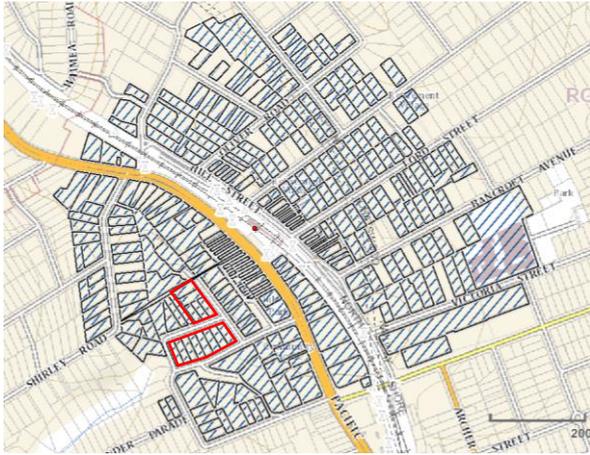


Figure 3 *Transport oriented development sites map*

The delivery of the projects on both sites may potentially be delivered through the sequencing of stages and/or phases of the project over time.

There are no known restrictions or covenants that apply any of the land as part of these projects.

3.0 Project Pathway

3.1 SSD threshold

The part of the development, for each site, that is residential development for the purpose of in-fill affordable housing has an estimated development cost (EDC) of more than \$75 million in the Eastern Harbour City in the Six Cities Region, and thus is state significant development under Schedule 1, Section 26A of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP).

The development does not involve development prohibited under any environmental planning instrument applying to the land.

- The Larkin Street project has an EDC of approximately \$84 million.
- The Pockley Island project has an EDC of approximately \$145 million.

Development is permitted with consent in accordance with Chapter 2, Part 2, Division 1, section 15C of the Housing SEPP. Specifically, the following is true for both sites individually.

- a) the development is permitted with consent under Chapter 5 of the Housing SEPP, and*
- b) the affordable housing component is at least 10%, and*
- c) all of the development is carried out on land in the Six Cities Region - in an accessible area (defined as land within 800m walking distance of a public entrance to a railway station).*

4.0 Indicative Design Concept

4.1 Massing and development metrics

The concept massing for both sites is provided in the attached Woods Bagot Concept Report (**Appendix A**) and demonstrate indicative concepts that are being considered for the site. The following lists key development metrics for these indicative concepts.

Larkin Street

Development Summary		
Site Area	3,552	sqm
FSR control with bonus	3.25	:1
Proposed FSR	3.25	:1
Target GFA	~11,544	sqm
Target ARH TOD GFA (2%)	~231	sqm
Target ARH Infill GFA (15%)	~1,731	sqm
Target Total ARH GFA	~1,962	sqm

Pockley Island

Two Tower Scheme

Development Summary		
Site Area	6,539	sqm
FSR control with bonus	3.25	:1
Proposed FSR	3.25	:1
Target GFA	~21,251	sqm
Target ARH TOD GFA (2%)	~425	sqm
Target ARH Infill GFA (15%)	~3,187	sqm
Target Total ARH GFA	~3,612	sqm

Three Tower Scheme

Development Summary		
Site Area	6,539	sqm
FSR control with bonus	3.25	:1
Proposed FSR	3.25	:1
Target GFA	~21,251	sqm
Target ARH TOD GFA (2%)	~425	sqm
Target ARH Infill GFA (15%)	~3,187	sqm
Target Total ARH GFA	~3,612	sqm

4.2 Key design considerations

Following discussions with Social and Affordable Assessment Assessments team at the Department and the Government Architect NSW, the following items will be taken into consideration during the course of further design development including feedback and collaboration in SDRP sessions.

4.2.1 Potential variation requests under Clause 4.6 of the Ku-ring-gai LEP 2015

We recognise that there may be a potential variation request for the height control (with the 30% bonus) for both sites pending further design works. This is primarily due to the natural sloping of the site. Any height exceedance will be mindful of ADG solar access requirement to ensure minimal overshadowing of neighbouring properties considering the likelihood of maximised future development on these sites.

4.2.2 ADG and DCP provisions for design considerations

Under section 2.10 of the Planning Systems SEPP, development control plans do not apply to State significant development. It is understood that the Department will consider the project against the ADG. However, where the Ku-ring-gai DCP 2024 outlines provisions that are not covered under the ADG, the project team will consider the DCP provisions to address potential Council concerns particularly as it relates to the context of the sites.

4.2.3 Amenity of affordable housing units

Design efforts will be made to ensure equitable amenity to affordable housing units proportional to market units. Communal facilities, including communal open space will be available to all residents.

4.2.4 Car parking

We recognise that car parking should be consistent with market and affordable rates in the Housing SEPP.

Further technical studies will be prepared to determine appropriate parking in consideration of impact on traffic generation as a result of the development of both projects.

Appendix A Concept Report