



SCOPING REPORT -

REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENT (SEARS)

Residential Subdivision and Housing Development Including 10% Affordable Housing (Concept Plan and Stage 1 Works)

17 Memorial Airport Drive, Evans Head NSW

Prepared for: Air Park Evans Head Pty Ltd ATF Air Park Evans Head Unit Trust

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1. Introduction

This report has been prepared to accompany a request for the Secretary's Environmental Assessment Requirements (SEARs) to guide the preparation of a State Significant Development (SSD) Application for a residential subdivision and new dwellings at No. 17 Memorial Airport Drive, Evans Head. The project seeks approval for a concept plan for the subdivision of the entire site, and development consent for the first stage works comprising the construction of new roads and infrastructure, and approximately 50 lots and 40 dwellings. This aim of this report is to identify the matters that will be assessed in the environmental impact statement (EIS) and associated engagement process and to inform the Secretary's Environmental Assessment Requirements (SEARs) for the project.

The report has been prepared by Planning Ingenuity on behalf of Air Park Evans Head Pty Ltd ATF Air Park Evans Head Unit Trust (the Proponent) and is based on concept subdivision plans with the Scoping Report prepared by Martens Engineering provided with this submission. The proposed development is identified as State Significant Development under Section 4.22 of the Environmental Planning and Assessment Act 1979.

The project was submitted to the NSW Housing Delivery Authority (HDA) as Expression of Interest (EOI) **265348**. Following HDA assessment, the Minister for Planning **declared the project to be State Significant Development** on 21 August 2025 under section 4.36(3) of the Environmental Planning and Assessment Act 1979. The Ministerial Planning Order has been published on the NSW Planning Portal (Ministerial Orders page). Following project revision, the application is ineligible for assessment as an industry-specific project as the application includes concept provisions for future stages of the subdivision. The key planning provisions and policy outcomes relevant to the project include:

- At least 10% of dwellings as affordable housing, to be managed by a registered Community Housing Provider for a minimum of 15 years;
- The development is located outside of the Six Cities Region, has an Estimated Development Cost exceeding \$30 million, and is therefore above the monetary threshold for SSD; and
- The proposed housing type (dual occupancies and dwelling-houses) is permissible with consent in the R2 Low Density Residential zone under the *Richmond Valley Local Environmental Plan 2012*.

While the masterplan identifies a mix of dwelling houses and attached dual occupancies, some proposed Torrens title lots are less than the minimum lot size in Clause 4.1 of the Richmond Valley LEP. The HDA EOI application indicated that the future subdivision would propose reduced lots sizes (600m²). This would require a Clause 4.6 statement, seeking a 20% reduction in the mapped minimum lot size, which is within the tolerances of the HDA criteria. Based on initial preliminary assessment, the HDA EOI indicated a maximum lot yield across the site of up to approximately 157 'standard' lots could be delivered at the site. The EOI also indicated that the subdivision layout could include provision of lots to accommodate dual occupancy and multi-dwelling housing.

The Proponent will partner with a registered Community Housing Provider to deliver the affordable housing component in accordance with the Housing SEPP.

The site is located in an established residential precinct, with convenient access to public transport, schools, open space, and local services. The proposal represents a context-appropriate form of gentle density that will contribute to local housing supply, improve housing diversity, and deliver affordable housing in line with NSW Government objectives for housing and sustainability. Importantly, the proposed development will deliver affordable housing in the form of separate dwellings which will maximise flexibility from the typical residential apartments that are designated as affordable housing.

To support this SEARs request, this Scoping Report provides:

- A description of the proposed development;

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- A summary of the applicable planning framework;
 - Justification for the development's permissibility and SSD pathway;
 - A preliminary identification of key environmental and technical issues.

This report is accompanied by the following supporting information:

- Scoping Report including Concept Subdivision Plans prepared by Martens Engineering;
- Registered Survey Plan;
- Site context analysis;
- Preliminary development summary and affordable housing strategy.

2. Site Analysis and Context

2.1 THE SITE

The subject property is located at No. 17 Memorial Airport Drive, Evans Head, within the Richmond Valley Local Government Area. This land comprises the Evans Head Airpark Site, being a total area of approximately 183.6 hectares legally described as Lot 3 DP 1217074. The subject site ("the site") comprises the south-eastern part of this wider property holding and is shown edged red in the aerial image provided at **Figure 1**. This area comprises approximately 12.6 hectares.

The site is situated north of the Evans Head township, the second largest urban settlement in Richmond Valley LGA. The site is located adjacent to an existing residential area and contains R1 General Residential Land. The Evans Head Airpark includes the Evans Head Heritage Aviation Museum (west of the study area). To the north of the site is Crown Land and the Evans Head Transfer Station. The site is located approximately 700m west of Airforce Beach.

The wider property is currently developed for the purposes of an airport and adjacent museum and is fully serviced by established infrastructure, including water, sewer, drainage, electricity and telecommunications. The land is affected by a state heritage listing (SHR # 01649) which is described as The Evans Head Memorial Aerodrome.

The wider property is zoned RU1 Primary Production, C3 Environmental Management, C2 Environmental Conservation, E4 General Industrial and R1 General Residential under the Richmond Valley Local Environmental Plan 2012, which permits a range of residential and commercial uses with consent. This is demonstrated in **Figure 2**.

The site is an area that is identified for future residential development is vacant and vegetated and is located wholly within the R1 General Residential zone. The mapped controls applicable to this area include a maximum height of 8.5m metres and a minimum lot size of 750m².



Figure 1 Aerial image of the subject site (bounded in red) and wider property (blue outline) (SDT Explorer 2025)



The remainder of the property is cleared and functions as an airport that includes runway area and various outbuildings such as hangars. The site is identified as being within the urban growth boundary of Evans Head, which has historically supported low-medium density residential development, which aligns with the zoning and planning controls that were introduced in 2012. The site benefits from its high amenity coastal location with access to public transport, employment, retail, civic, tourism and cultural infrastructure within Evans Head.

2.2 SURROUNDING CONTEXT

The site is located on the northern fringe of a well-established suburban neighbourhood in Evans Head, within the Richmond Valley Local Government Area. The area is characterised by low-density residential development, including single dwellings on large suburban lots, with scattered pockets of open space and conservation land. The broader locality has retained a stable residential character, with limited medium-density infill to date.

The immediately adjacent lots include a manufactured home estate (approx. 199 dwellings) south of the site. Land to the immediate east and north are undeveloped and contain established native vegetation.

In this context, the site represents a strategic residential expansion within the identified urban growth boundary, suitable for consideration of a residential subdivision comprising 157 lots (with the first stage to deliver 40 dwellings and associated lots) via the SSD pathway. Evans Head has historically supported low density residential development, which aligns with the zoning and planning controls that were introduced in 2012. The site benefits from access to employment, retail, and civic infrastructure within Evans Head.

To the south, the site adjoins detached dwellings on standard residential lots fronting Currajong Street and adjacent streets. To the south-west, the land adjoins existing E4 General Industrial zoned land which contains existing industrial sheds. Land located north of the site transitions into vegetated open space and drainage corridors, which are zoned C3 Environmental Management and contribute to local biodiversity networks. The western extent of the land is utilised by the airport and accompanying uses, including the historical museum.

Recent development in the surrounding area has been incremental, generally involving dual occupancies and minor infill, with no major redevelopment or zoning uplift evident to date. However, the scale of the subject site and its vacant status provide a unique opportunity to deliver a coordinated greenfield housing project with an affordable housing component within the strategically identified urban growth boundary, in line with the strategic objectives of the NSW Housing SEPP.

The street network surrounding the site is legible and suburban in scale, with no through-traffic. The site's wide street frontage and proximity to services make it suitable for attached and detached housing that integrates with the existing urban fabric while addressing and/or avoiding a number of environmental constraints such as bushfire and biodiversity sensitivity.

Under the Richmond Valley Local Environmental Plan 2012, the site is zoned R1 General Residential, with the northern portion of the site zoned C3 Environmental Management, RU1 Primary Production and C2 Environmental Conservation (refer Figure 4). Land directly east of the subject area within the lot is zoned E4 General Residential. The C2 and C3-zoned land will be retained for conservation, and no development is proposed within this portion of the site.

Surrounding development comprises a mix of low-density residential neighbourhoods, aviation-related land uses associated with Evans Head Memorial Aerodrome, recreational facilities and areas of environmental significance. Residential development within Evans Head is predominantly characterised by detached dwelling houses on suburban lots, while larger areas of public open space, coastal vegetation and drainage corridors occur throughout the locality and contribute to the area's environmental and landscape character.

The benefits from direct frontage to Memorial Airport Drive, which provides convenient access to the Evans Head town centre and the broader road network. The site also has access to Currajong Street. The town centre, located approximately 2 kilometres north-east of the site, accommodates a range of retail, commercial, community, health and tourism-related services that support the local population and surrounding catchment.

Public transport services within Evans Head are provided primarily by regional and community bus operators, which facilitate connections between Evans Head and surrounding centres including Ballina, Woodburn, Casino and Lismore. Bus stops are located within the established urban area and provide residents with access to key regional destinations, employment opportunities, education facilities and essential services. While private vehicle travel remains the dominant mode of transport within the locality, the existing public transport network contributes to the accessibility of the township and supports connections to the broader Northern Rivers region.

Community infrastructure in proximity to the site includes schools, sporting fields, community facilities, public open space and recreational areas. The site also benefits from its proximity to the Evans River, coastal foreshore reserves, beaches and environmental lands that contribute significantly to the lifestyle and amenity of the township.

Evans Head performs an important role within the Northern Rivers region as an established coastal settlement that provides housing, employment, tourism and community services for both permanent residents and visitors. The township is identified for continued growth through strategic planning initiatives and is supported by existing infrastructure, services and community facilities. In this context, the site represents an opportunity to contribute to the delivery of additional housing supply within an established urban area, while ensuring future development responds appropriately to the environmental, servicing and infrastructure constraints of the locality.

The proposal responds to the character of the locality by adopting a detached dwelling and dual occupancy housing form with landscaped frontages, while retaining the environmentally sensitive portion of the site in accordance with biodiversity and bushfire planning controls.

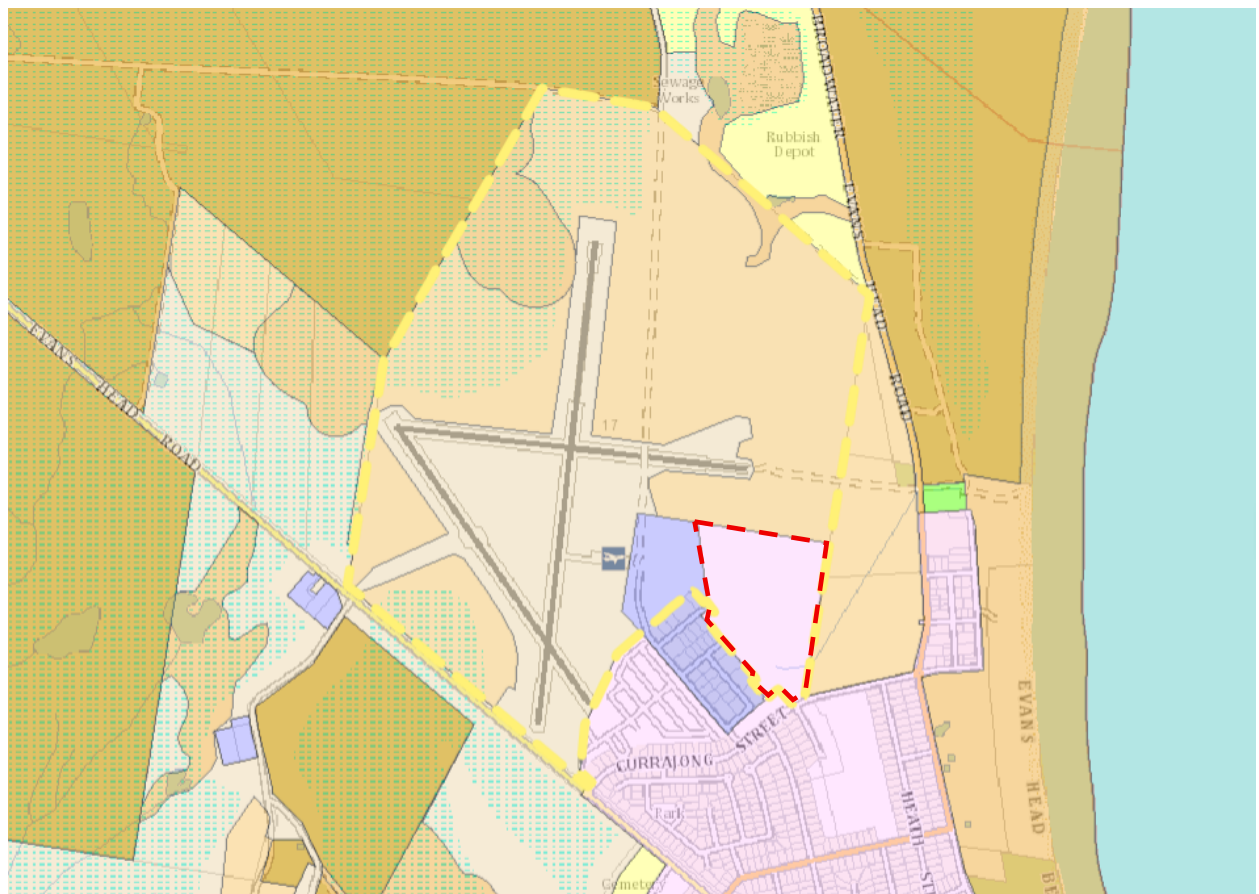


Figure 2 Zoning Map of subject site (bounded in red) and wider property (in yellow) and surrounds (Source: DoP Spatial Viewer)

3. Description of the Proposal

3.1 THE PROPOSAL

The proposal is a subdivision for the entire site, being a Concept Development Application pursuant to Division 4.4 of the Environmental Planning and Assessment Act 1979, with 'Stage 1' works comprising construction of internal roads, drainage and services infrastructure and creation of allotments for a minimum of low density 40 dwellings. The initial subdivision scheme will comprise allotments for the development of single dwellings (minimum 600m²) and larger lots to accommodate dual occupancies. The development of the balance of the site will be undertaken in subsequent stages.

The proposed subdivision layout will follow an internal road network with a perimeter loop road to achieve the Planning for Bushfire Protection 2019 guidelines. The intended access point will be at the south of the subject area from Currajong Street.

The intended housing product will be a mix of single and double storey dwellings being 3+ bedrooms in line with the existing character of homes in Evans Head and housing market research commissioned by the proponent. The proposal will deliver 10% affordable housing product, anticipated to be managed by an affordable housing provider for 15 years.

The development will necessarily involve vegetation clearing required for development and bushfire protection measures, including establishment of asset protection zones (APZs). This may trigger the biodiversity offsets scheme (BOS) established in the *Biodiversity Conservation Act 2016* (BC Act) and require further fieldwork and preparation of a *Biodiversity Development Assessment Report* (BDAR).

An extract of the indicative subdivision layout (principally for Stage 1) prepared by Martens Engineering is provided at **Figure 3** (overleaf).

Table 1 demonstrates the key aspects of the proposed development of the 'Stage 1' works. Key development data for the initial and ultimate Concept DA area assumes maximum development yield of the full site area (noting still subject to detailed investigations) is detailed in **Table 2**.

Table 1 Proposed 'Stage 1' Development	
Development Type	Residential subdivision for 50 lots and 1 residue lot, and construction of a minimum of 40 homes, including dual occupancy and dwelling-houses, complimented by private open space, individual garages, and internal roads
Affordable Housing	A minimum of 10% of GFA will be provided as affordable housing, managed by a registered Community Housing Provider.
Subdivision Layout	Torrens title subdivision with internal loop road network and landscaped front setbacks.
Open Space	Private open space for each dwelling, with shared landscaping and verge plantings along internal streets.
Car Parking	On-site parking for each dwelling via individual garages, with additional on-street visitor parking spaces along the internal road.
Access	Primary vehicle and pedestrian access from Currajong Street; internal roads provide full site circulation.
Environmental Protection	No development within the C2 Environmental Conservation zone; this land will be preserved in accordance with BDAR recommendations.



Table 1 Proposed 'Stage 1' Development	
Sustainability	Development will comply with BASIX and target high sustainability performance under SEPP (Sustainable Buildings) 2022.

The design adopts a low- to medium-density form that responds to the surrounding suburban context while increasing housing supply and diversity. The architectural design ensures visual consistency through shared rooflines, materials and setbacks, and incorporates ecological considerations at the interface with the C3 zone, as shown in **Figure 3**.

Table 2 below list some key development data for the initial and intended full scale of the proposed subdivision and housing development and assumes maximum development yield of the full site area (noting still subject to detailed investigations).

Table 2 Key Metrics of Proposed Development (Source: Common Ground)		
Key Metrics: Proposed Development	Stage 1 (approx. 40 lots/dwellings)	Full Site (balance of Concept Plan area)
Number of Lots	50	157 (some capable of dual occupancy and multi-dwelling housing development)
Estimated Development Cost Assumes: Civil + subdivision: ~\$120k–\$180k per lot Dwellings: ~\$600k–\$800k per dwelling	\$30M	\$90M–\$130M+
Construction Jobs	~80–120	~400–600
Operational Jobs	Minimal	~20–40
Dwellings	40	~200–230
Occupants	85–100	420–575
Affordable Dwellings	4	20–25
GFA	6,000–8,000 m ²	32,000–42,000 m ²
% Affordable	10%	10%

The SEARs will identify the relevant studies required to further inform the extent and design of the subdivision. In addition to the ecological and bushfire considerations referenced above, specialist technical studies to accompany the EIS will assess other site-specific implications of the proposed development including (but not limited to) stormwater management, geotechnical conditions, traffic and access, heritage context, noise, sustainability and construction impacts will be addressed through accompanying specialist technical studies.

The proponent is in a position to progress the project immediately, with a coordinated consultant team to engage the required specialists for these supporting technical inputs.

A more detailed description of the proposed built form, subdivision layout, landscaping, stormwater management and environmental interface will be provided in the EIS to support the SSD Application.





Figure 3 Extract from Indicative Concept Plan (Martens Engineering Ref: P2511226MS01-R02)

3.1.1 Building Design and Proposal Summary (Stage 1)

The proposed housing development at No.17 Memorial Airport Drive, Evans Head involves the construction of a low-rise, low-density residential subdivision comprising 40 dwellings, comprised of a mixture of attached and semi-attached dual occupancies and dwelling-houses. The site is currently vacant and requires no demolition but requires levelling and removal of vegetation.

Overall Built Form: The development will adopt a variety of single-storey and two-storey attached and detached housing typologies along a new looped internal road network. The built form maintains consistent front setbacks with landscaped frontages, achieving a compatible transition between the existing low-density detached dwellings in the surrounding R1-zoned area and the increased density proposed on-site.

Residential Component: The proposal comprises 40 dwellings, each:

- Private open space in the form of ground-level courtyards or rear yards;
- Dual or single aspect layouts to optimise natural ventilation and daylight;
- Compliance with BASIX and *SEPP (Sustainable Buildings) 2022* sustainability targets.

In accordance with *Housing SEPP 2021* and SSD provisions under Clause 26A of Schedule 1 to the Planning Systems SEPP, a minimum of 10% of dwellings will be dedicated as affordable housing, retained for at least 15 years, and managed by a registered Community Housing Provider. The affordable dwellings will be distributed throughout the



development to achieve tenure blind integration. The affordable housing requirement will be registered on title and secured by conditions of consent.

Internal Road and Access Design: The internal layout provides efficient circulation and vehicle access, including:

- Single garages for each dwelling to create active, landscaped street frontages;
- Visitor parking bays integrated into the street layout;
- Street-facing entries and landscaped setbacks to reinforce a walkable, residential character.

Car Parking and Services: Each dwelling includes a private garage accessed via driveways from the street frontage. The proposal also includes:

- Visitor parking spaces along the internal road network;
- Space allocated for waste storage and collection, to be confirmed through a Waste Management Plan;
- Provision for future connection to essential services (water, sewer, power, NBN), with infrastructure planning to form part of the subdivision works.

Landscaping and Streetscape: Although each dwelling will include private open space, the subdivision design incorporates adequate space to accommodate verge landscaping, street trees, and front gardens to enhance streetscape quality and promote urban canopy outcomes.

Environmental Protection Area (C3 Zone): The C3 Environmental Conservation portion at the north of the site will be retained in its natural state, with no development or vegetation removal proposed. Subdivision design ensures all dwellings and infrastructure are contained within the R1 General Residential zone only. A Biodiversity Development Assessment Report (BDAR) will be prepared to address ecological values and any biodiversity offset requirements.

Architectural and Urban Design Intent: The proposal will be supported by a coordinated architectural palette with consistent rooflines, materials, and colours, while incorporating façade articulation, roof variations, and staggered setbacks to reduce visual bulk. The design delivers gentle density uplift that is consistent with *Housing SEPP* objectives to increase housing choice and affordability within well-serviced suburban contexts.

Dwelling Mix: The dwellings are to be a mixture of dwellings and dual occupancies (attached). The final mix and allocation will be confirmed during the detailed design phase and documented in the EIS.

All dwellings are proposed to include:

- Private open space in the form of ground-level rear courtyards or front gardens;
- Individual garages integrated within the building;
- Dedicated areas for landscaping, bin storage, and services;
- Energy- and water-efficient design to comply with BASIX and the Sustainable Buildings SEPP 2022.

At least 10% of total GFA will be provided as affordable housing in accordance with Clause 15 of the Housing SEPP, and these dwellings will be tenure blind and dispersed throughout the development to support social integration. The affordable dwellings will be allocated during the detailed design phase and bound via a positive covenant on the title.



4. Strategic Context

4.1 STRATEGIC ALIGNMENT

The proposed development aligns with the strategic context of the site, as outlined in Section 4.10, and is informed by key metropolitan, district, and local planning policies, including the *North Coast Regional Plan 2036*, and the *Richmond Valley Local Strategic Planning Statement: Beyond 2020 Vision* (LSPS). Refer to Table 3 outlining how the proposal aligns with these overall planning frameworks.

Both the North Coast Regional Plan and the Richmond Valley LSPS emphasise the need to increase housing supply, diversity, and affordability in established urban areas with good access to public transport, employment, and services. The subject site at No.17 Memorial Airport Drive, Evans Head, is well positioned to support this strategic intent. The surrounding area contains established residential neighbourhoods, schools, open space, and local services, creating a well-served environment for future residents.

The proposal was initially identified through the Housing Delivery Authority process and is now being progressed via the project-specific SSD pathway under the Environmental Planning and Assessment Act 1979. Accordingly, the development will be assessed as SSD by the Department of Planning, Housing and Infrastructure under the State's major projects framework. This pathway provides for a concept plan for a residential subdivision of the R1-zoned land and 'Stage 1' works, being construction of the initial subdivision phase that includes lots for attached dual occupancies and dwelling houses in the R1 zone, being a total of 40 dwellings.

At least 10% of dwellings in Stage 1 and across the balance of the development area are to be provided as affordable housing, supporting the NSW Government's objectives to deliver more diverse and affordable housing in appropriate locations while maximising the use of existing infrastructure. The affordable housing component will be managed by a registered Community Housing Provider. This will:

- Increase housing supply in an established residential area;
- Deliver a greater proportion of affordable housing to meet local and district demand;
- Support gentle density increases that respect the surrounding low-rise character while contributing to housing diversity; and
- Consolidate growth in a location with strong public transport accessibility and proximity to community facilities.

Overall, the proposal is well aligned with the strategic planning framework for the Richmond Valley LGA, supports State and local housing objectives, and will contribute to meeting housing supply and affordability targets in the North Coast Region.

Table 3 Alignment with Relevant Strategic Planning Framework

Strategic Policy / Strategy / Framework	Description	Alignment
State Context		
NSW Housing Strategy	The NSW Housing Strategy seeks to increase housing supply, improve housing choice and affordability, and deliver well-located homes by supporting diverse housing outcomes and the efficient use of existing infrastructure and serviced land.	The proposal is consistent with the NSW Housing Strategy by facilitating additional housing supply within an identified growth area and supporting the delivery of diverse housing options. Through the efficient use of serviced urban land, the proposal contributes to the State Government's objective of increasing housing choice, affordability and housing delivery across New South Wales.
Regional Context		
North Coast Regional Plan 2036	The North Coast Regional Plan 2036 establishes a framework for sustainable growth across the region, including the delivery of housing supply, housing diversity, infrastructure coordination, environmental protection and resilient communities. The Plan seeks to direct growth to appropriate locations and support the efficient use of existing infrastructure and services.	The proposal supports the objectives of the North Coast Regional Plan 2036 by facilitating additional housing supply within the identified urban boundary of the established urban area of Evans Head. The development will contribute to housing diversity and population growth while utilising existing and planned infrastructure, supporting the efficient and orderly development of Evans Head.
Local Context		
Richmond Valley Local Strategic Planning Statement: Beyond 2020 Vision (LSPS).	The LSPS provides the 20-year land use vision for Richmond Valley and identifies priorities for housing, economic growth, infrastructure provision and environmental management. The LSPS seeks to accommodate population growth through appropriately located residential development while maintaining the character and environmental values of the region.	The development responds to the key planning priorities and actions in the Richmond Valley LSPS, including 'aligning development, growth and infrastructure' and 'looking after our environment'.
Evans Head Urban Settlement Strategy	The Evans Head Settlement Strategy provides a framework for the long-term growth and development of Evans Head, identifying opportunities for residential expansion, housing diversity and the efficient delivery of infrastructure while balancing environmental constraints and the unique character of the township.	The proposed development area is within the identified growth boundary for Evans Head.



4.2 OTHER STRATEGIC PLANNING POLICIES AND PLANS

Other relevant strategic planning policies that apply to the proposed development include:

- Richmond Valley Housing Strategy 2020
- Richmond Valley Community Participation Plan
- Evans Head Urban Settlement Strategy
- Crime Prevention Through Environmental Design (CPTED) Principles
- *Better Placed* – An Integrated Design Policy for the Built Environment of NSW (2017)
- Healthy Urban Development Checklist – NSW Health

The proposal supports the objectives of these strategies by delivering well-located, diverse housing within the identified urban settlement boundary of Evans Head. It will contribute to housing supply within Evans Head and aligns with the Housing SEPP by delivering a mix of dwellings, including a minimum of 10% affordable housing managed by a registered community housing provider.

In summary: The development responds to the key planning priorities and actions in the Richmond Valley LSPS, including 'aligning development, growth and infrastructure' and 'looking after our environment.'

The site is well located near existing schools, parks, and retail facilities, and provides an opportunity to deliver greenfield affordable housing in an established residential area supported by transport and community infrastructure.

The EIS will include a detailed analysis of consistency with these strategic planning documents, demonstrating that the proposed SSD development aligns with State and local government priorities for housing affordability, transport integration, sustainability, and high-quality urban design within Evans Head.

5. Statutory Context

5.1 STATUTORY PROVISIONS AND PLANNING POLICIES

The proposed development will be assessed under the Environmental Planning and Assessment Act 1979 (EP&A Act) as SSD as the Minister for Planning declared the project to be SSD on 21 August 2025 under section 4.36(3) of the EP&A Act. Pursuant to Division 4.4 of the EP&A Act the proposal comprises a Concept Development Application and detailed Stage 1 development works for a staged residential subdivision and housing development and therefore is ineligible for Industry-Specific SEARs. Project-specific SEARs will apply.

The proposal is subject to, or otherwise informed by, the following Environmental Planning Instruments (EPIs) and statutory policies:

- *Environmental Planning and Assessment Act 1979* (NSW)
- *State Environmental Planning Policy (Planning Systems) 2021*, including Schedule 1, Clause 26A relating to residential development that meets the applicable dwelling and capital investment value thresholds for SSD assessment
- *State Environmental Planning Policy (Housing) 2021* – including provisions relating to housing supply, diversity and relevant residential development pathways
- *State Environmental Planning Policy (Resilience and Hazards) 2021* – flood, bushfire, and other hazard considerations
- *State Environmental Planning Policy (Transport and Infrastructure) 2021* – Clause 2.122 (referral triggers for 75 or more dwellings)
- *State Environmental Planning Policy (Sustainable Buildings) 2022* – BASIX and sustainability performance requirements
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021* – biodiversity values mapping and vegetation management controls
- *Richmond Valley Local Environmental Plan 2012* – zoning, minimum lot size, height, and other local planning controls (to the extent they remain relevant to the SSD assessment)
- *Richmond Valley Development Control Plan 2021* – local character, subdivision design, landscaping, and stormwater management provisions

Relevant standards and controls relating to solar access, privacy, natural ventilation, and amenity will inform the detailed design and be addressed in the EIS.

5.2 STATE ENVIRONMENTAL PLANNING POLICY (PLANNING SYSTEMS) 2021

Notwithstanding the Minister declaring the project as SSD, the proposed development is deemed SSD as the residential component has an estimated development cost exceeding the relevant SSD threshold (more than \$30 million outside of the 6 cities region).

5.3 STATE ENVIRONMENTAL PLANNING POLICY (HOUSING) 2021

The *State Environmental Planning Policy (Housing) 2021* (“Housing SEPP”) applies to development proposals that deliver affordable and diverse forms of housing. It promotes affordable housing by enabling development pathways

that override certain local planning controls where specific criteria are met. Clause 21 of the Housing SEPP is particularly relevant for the provision of affordable housing.

While the proposal does not rely upon a specific permissibility pathway under the Housing SEPP, the objectives of the Policy are relevant to the proposed development, particularly those relating to the delivery of additional housing supply and the efficient use of serviced urban land.

The proposal comprises a Concept Development Application for a staged residential subdivision and housing development capable of delivering approximately 50 residential lots and at least 40 dwellings on land zoned R1 General Residential under the Richmond Valley Local Environmental Plan 2012 ("RVLEP 2012"). The proposed development is permissible with development consent within the R1 General Residential zone and is consistent with the objectives of that zone, which encourage a diversity of housing types and provide for the housing needs of the community.

The site is located within the identified urban growth boundary of Evans Head, outside the Six Cities Region, and benefits from access to established infrastructure, community facilities, employment opportunities and local services. The proposal will contribute to the supply of new housing within an existing settlement identified for continued growth and development within the Northern Rivers region.

The development is proposed under the Housing Delivery Authority pathway and has been identified as capable of delivering at least 40 dwellings outside the Six Cities Region. In this regard, the proposal aligns with the broader objectives of the Housing SEPP by facilitating the delivery of additional housing stock and supporting the efficient provision of housing within an established urban area.

The development is consistent with the strategic intent and housing supply objectives of the Policy and contributes to the delivery of housing outcomes sought by the State Government.

Affordable Housing Tenure

In accordance with Clause 21, the affordable housing dwellings (10%) will be managed by a registered community housing provider for at least 15 years, with locations distributed throughout the development to ensure visual and social integration.

A detailed Housing SEPP compliance table will be included in the EIS to confirm full alignment with all relevant clauses.

5.4 STATE ENVIRONMENTAL PLANNING POLICY (RESILIENCE AND HAZARDS) 2021

Chapter 4 of the *State Environmental Planning Policy (Resilience and Hazards) 2021* (Resilience and Hazards SEPP) requires the consent authority to consider whether the land is contaminated and, if so, whether it can be made suitable for its intended use, including by remediation.

The proposed subdivision area within the subject site at No. 17 Memorial Airport Drive, Evans Head, is currently vacant and undeveloped, with no standing buildings or services. A Preliminary Site Investigation (PSI) is to be prepared for lodgement with an EIS to confirm that the site can be made suitable for residential development.

All contamination assessments will be prepared in accordance with the *Contaminated Land Management Act 1997*, relevant *NSW EPA Guidelines*, and the *Planning Guidelines for Contaminated Land (2021)*.

The EIS will demonstrate that the land is either suitable for the proposed residential subdivision and low density housing development or can be made suitable through appropriate remediation, satisfying the requirements of Chapter 4 of the *Resilience and Hazards SEPP*.

5.5 STATE ENVIRONMENTAL PLANNING POLICY (TRANSPORT AND INFRASTRUCTURE) 2021

Chapter 2 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP) outlines provisions for development in proximity to key transport infrastructure and corridors, as well as requirements for traffic-generating development.

The following provisions of the Transport and Infrastructure SEPP are relevant to the proposed development:

- Clause 2.122 – Traffic-generating development:
This clause requires development applications to be referred to the relevant roads authority where a proposal meets the thresholds in Schedule 3. The proposed development includes 40 dwellings and associated car parking and 50 residential lots, which does not exceed the thresholds for sites with access to a road (generally). Accordingly, the SSD Application is not required to be referred to Transport for NSW for assessment.
- Clause 2.118 – Development with frontage to a classified road:
Memorial Airport Drive and Currajong Street are not identified as a classified road.

A Traffic and Parking Impact Assessment will be prepared and submitted with the EIS. This will assess:

- Traffic generation and local road network impacts;
- On-site car parking and compliance with SEPP and DCP controls;
- Access arrangements, including vehicle manoeuvring;
- Pedestrian and cyclist connectivity;
- Potential mitigation measures required by Transport for NSW or Council.

The referral to Transport for NSW is not required. The Traffic and Parking Assessment will ensure that the development's traffic and access impacts are appropriately assessed and managed in accordance with the general provisions of the *Transport and Infrastructure SEPP*.

5.6 STATE ENVIRONMENTAL PLANNING POLICY (SUSTAINABLE BUILDINGS) 2022

The *State Environmental Planning Policy (Sustainable Buildings) 2022* ("*Sustainable Buildings SEPP*") came into effect on 1 October 2023, replacing the former SEPP (Building Sustainability Index: BASIX) 2004. The policy applies to certain residential and non-residential developments and aims to improve the environmental performance of buildings in relation to energy, water, thermal comfort and, for some development types, embodied emissions.

As the proposal involves the construction of dual occupancies and dwelling-houses within a residential subdivision, it is subject to the residential sustainability provisions of the SEPP. A valid BASIX Certificate will be submitted with the EIS to demonstrate compliance with the updated minimum sustainability standards, which include:

- Reduced potable water consumption;
- Improved thermal performance for enhanced residential amenity and reduced heating/cooling energy demand; and
- Lower greenhouse gas emissions associated with operational energy use.

All dwellings will be designed to meet or exceed the strengthened energy and water efficiency targets introduced in October 2023. Sustainable design measures to be incorporated into the architectural and landscape design are expected to include:

- Rooftop photovoltaic (PV) systems and/or solar hot water;
- Rainwater harvesting connected to non-potable uses such as garden irrigation and toilet flushing;
- Passive solar design, including orientation, shading, and cross-ventilation;
- Low water-use landscaping and water-efficient fittings/appliances.

The BASIX Certificates and accompanying sustainability documentation will confirm compliance with the Sustainable Buildings SEPP for each dwelling, supporting the delivery of an environmentally responsible, resource-efficient development consistent with NSW Government policy.

5.7 STATE ENVIRONMENTAL PLANNING POLICY (BIODIVERSITY AND CONSERVATION) 2021

The State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP) aims to protect and manage biodiversity, green infrastructure, and natural heritage, and applies to development that may impact biodiversity values, threatened species, or native vegetation.

The subject site (within the proposed subdivision area) at No. 17 Memorial Airport Drive, Evans Head is currently a vacant, but vegetated lot located at the fringe of an established low-density residential area. In accordance with the Biodiversity Conservation Act 2016, a Biodiversity Development Assessment Report (BDAR) in accordance with Clause 2.15 of the SEPP will be required to support the EIS as the proposed extent of clearing will exceed 1 hectare. The extent A Biodiversity Development Assessment Report (**BDAR**) and Conservation Management CMP (**CMP**) will be required due to:

- The site's mapping on the Biodiversity Values Map;
- The site area exceeding the 1-hectare threshold for mapped land;
- The potential for impact on native vegetation and ecological communities.

A BDAR will be prepared by an accredited ecologist and submitted with the EIS. The BDAR will:

- Identify and assess biodiversity values and habitat features present on the site;
- Determine potential impacts of the proposed development;
- Set out appropriate avoidance, minimisation, and offset measures to manage residual impacts; and
- Include a calculation of biodiversity credits in accordance with the Biodiversity Assessment Methodology (BAM)
- Provide a Conservation Management Plan (CMP) to avoid and maintain the flora and fauna on the site.

The EIS will also address relevant provisions of Chapter 2 (Conservation) and Chapter 4 (Biodiversity and Habitats) of the SEPP and demonstrate how the proposal responds to biodiversity impacts in accordance with legislative and policy requirements.

5.8 RICHMOND LOCAL ENVIRONMENTAL PLAN 2012

The Richmond Valley Local Environmental Plan 2012 (RVLEP 2012) is the principal statutory planning instrument governing land use, zoning, development standards, and incentive provisions for the subject site.

5.8.1 Zoning and Permissibility

The land is zoned *R1 General Residential*, which permits a range of dwelling types with development consent (including dwelling houses, dual occupancies, multi-dwelling housing). The land is mapped as having minimum lot size of 750m² in accordance with Clause 4.1 Minimum Lot Size.

The HDA EOI application indicated that the future subdivision would propose reduced lots sizes (600m²). This would require a Clause 4.6 statement, seeking a 20% reduction in the mapped minimum lot size, which is within the tolerances of the HDA criteria. Based on initial preliminary assessment, the HDA EOI indicated a maximum lot yield across the site of up to approximately 157 'standard' lots could be delivered at the site. The EOI also indicated that the subdivision layout could include provision of lots to accommodate dual occupancy and multi-dwelling housing.

Under the LEP, the also site permits the following which will be considered in the planning and design of the subdivision and development scheme:

- *Clause 4.1B Dual Occupancy*: Attached: requires a minimum lots size of 400m². Detached dual occupancy requires a 600m² minimum lot size (only strata title subdivision permitted).
- *Clause 4.1C: Torrens title subdivision of dual occupancy development*: permitted where the minimum 'parent' lot size is 700m² which is able to be subdivided into minimum 350m² lots (torrens title), once construction is completed.
- *Multi-dwelling housing*: is permitted and requires a minimum 'parent' lot size of 1000m² and lot width of 20 metres (stipulated within Part A-8 of the Richmond Valley Development Control Plan (RVDCP) 2021. Strata title subdivision of dwellings is permitted upon completion of the development. Development yield is subject to development controls for each site.

Other relevant provisions will be addressed, including clauses:

- 4.4: Floor Space Ratio (for dwellings)
- 4.6: Exception to development standards
- 5.10: Heritage Conservation
- 6.1 Acid sulfate soils
- 6.6 Terrestrial biodiversity
- 6.10 Wetlands
- 6.11 Airspace operations
- 6.12 Development in areas subject to aircraft noise

Complying Development is not permitted on the land as the site is listed on the State Heritage Register (under the Heritage Act 1977).

SSD Pathway: As an SSD, the proposal enables consideration of a site-specific design outcome for the site. The LEP development standards provide an important reference framework; however, the appropriateness of the proposed envelope will be determined through the SSD assessment process in accordance with the SEARs issued by the Department.

The SSD pathway enables a merit-based variation beyond mapped LEP standards, with the LEP acting as a benchmark rather than a cap. The EIS will provide a comprehensive justification for the subdivision and minimum lot sizes supported by urban design evidence, technical assessments and demonstration of consistency with State and local planning objectives.

The proposed development, comprising dual occupancies (attached) and dwelling-houses with a component of affordable housing, which is permissible with development consent. The proposed development satisfied the requirements of the Housing Delivery Authority because:



The C3 Environmental Management zone applies adjoins the site and no development is intended on this land that will ensure:

Residential development is prohibited in the C3 zone under LEP 2012. The proposed development footprint is entirely contained within the R1 -zoned portion of the site, and no physical works or vegetation clearing are proposed within the C3 zone. Protection and avoidance of C3-zoned areas with high biodiversity or ecological value will be achieved.

As such:

- There is no conflict with the C3, RU1 and E4 zoning provisions;
- The C3 portion will be retained as non-developable land for ongoing ecological protection;
- The subdivision layout ensures all residential lots are located wholly within the R1 zone.

This zoning approach ensures compliance with local environmental protections while enabling the delivery of affordable housing outcomes in accordance with the Housing SEPP.

5.8.2 Minimum Subdivision Lot Size

The minimum subdivision lot size for development is mapped as 750m² per Clause 4.1 of RVLEP 2012. The proposed development seeks permission for 50 residential lots of approx. 600m² and 1 residue lot and a proposed delivery of 40 dwellings. As the proposed lot sizes are as small as 600m², a Clause 4.6 variation statement request will be submitted with the EIS seeking a reduction in the minimum lot size.

The minimum lot size of dual occupancies varies dependent on the typology of attached or detached dual occupancies under Clause 4.1B of RVLEP 2012. An attached dual occupancy in the R1 zone must have a minimum lot size of 400m² (parent lot) and 600m² for a detached dual occupancy. The proposed lots sizes are as small as 600m² and therefore a Clause 4.6 Variation request will be submitted with the EIS.

5.8.3 Height

Under the *Richmond Valley Local Environmental Plan 2012* (RVLEP 2012) Height of Buildings Map, the subject site is subject to a maximum building height of 8.5 metres under Clause 4.3.

The proposed development comprises two-storey dual occupancies (attached and detached) and dwelling-houses with a maximum height of approximately 8.5 metres. This complies with the mapped control and is consistent with the zone objectives and permissible residential building envelope.

5.8.4 Heritage

The site is identified as a state heritage item (SHR #01649). The site is described as containing heritage items associated with the operation of the broader site as an airfield / landing strip.

The item is described as the 'Evans Head Memorial Aerodrome' or 'RAAF No 1 Bombing and Gunnery School, NSW and RAAF Air Observers School'. The statement of significance included with the heritage listing of the site identifies key areas and structures of significance on the site, including the aerodrome, hangars and runways which are associated with the use of the site as the largest RAAF training base in the Southern Hemisphere during WWII.

The proposed development is within an area of the site that is visually separate from the cultural and landscape values of the site, due to the location of the residential zoned land to the east of the established airport infrastructure. A Heritage Impact Statement will be submitted with the EIS.

5.8.5 Acid Sulfate Soils

The site is not identified as containing acid sulfate soils.

Here is a structured summary table of relevant Richmond Valley LEP 2012 clauses applicable to the proposed residential development at 17 Memorial Airport Drive, Evans Head, applying to the R1 zoned land only.

Table 4 Richmond Valley LEP 2012 – Applicable Clauses Summary

Clause	Requirement	Relevance
2.1–2.3	Land Use Zoning	Site is zoned R1 General Residential. Residential development permitted in R1. No development is proposed within the land zoned C3 Environmental Management, RU1 Primary Production and E4 General Industrial within the broader property.
4.1B	Minimum lot sizes for attached dwellings, dual occupancies and multi dwelling housing	Minimum Lot sizes for Dual Occupancies apply under the LEP.
4.3	Height of buildings	Height of Buildings Map: 8.5m
5.10	Heritage conservation	The site is identified as a State Heritage Item.
6.1	Acid Sulfate Soils	Site is identified as containing Class 3 and Class 5 acid sulfate soils. Proposed subdivision area is impacted by Class 3 soils.
6.2	Essential Services	Must demonstrate the availability of water, sewer, electricity, and emergency access.
6.3	Earthworks	Requires assessment of soil stability, drainage, and environmental impacts. Include in EIS.
6.6	Terrestrial Biodiversity protection	The site is mapped within the Terrestrial Biodiversity Map
6.8	Riparian land and watercourses	The site contains a mapped watercourse
6.10	Wetlands	A minor portion of the southern edge of the site contains mapped wetlands. This is to be addressed by an Ecological report to support the EIS.

5.9 RICHMOND VALLEY DEVELOPMENT CONTROL PLAN 2021

Pursuant to Clause 2.10 of the *State Environmental Planning Policy (Planning Systems) 2021*, development control plans (DCPs) do not apply to SSD. However, the proposed development at No. 17 Memorial Airport Drive, Evans Head will have regard to the relevant provisions of the *Richmond Valley Development Control Plan 2021* (RVDCP) to guide appropriate built form, amenity, access, and environmental outcomes.

The site is located north of a predominantly low-density residential area and is zoned R1 General Residential only. Key Richmond Valley DCP considerations relevant to the site include:

- Part A Residential Development
 - A-1 Dwelling Houses in the R1 General Residential and RU5 Village Zones;
 - A-3 Dual Occupancies in the R1 General Residential and RU5 Village Zones;
- Part G Subdivision;
- Part H Natural Resources and Hazards;
- Part I Other Considerations
 - I-1 Environmental Heritage
 - I-3 Building Setbacks
 - I-4 Car Parking Provisions
 - I-5 Landscaping Guidelines
 - I-9 Water Sensitive Urban Design (WSUD)
 - I-10 Crime Prevention Through Environmental Design (CPTED)

- I-12 Context and Site Analysis

Although the DCP is not a statutory control for SSD, the proposal will address relevant planning objectives and apply best practice urban design to ensure a high-quality, contextually appropriate development that contributes positively to the Evans Head neighbourhood.

6. Engagement

6.1 STAKEHOLDER AND COMMUNITY ENGAGEMENT

The Applicant has engaged with the Department of Planning, Housing and Infrastructure (DPHI) regarding the proposed State Significant Development at 17 Memorial Airport Drive, Evans Head. Consistent with DPHI's advice, this Scoping Report has been prepared to support the issuance of Project-Specific Secretary's Environmental Assessment Requirements (SEARs).

The approach to stakeholder and community engagement has been informed by DPHI's *Undertaking Engagement Guidelines for State Significant Projects* (2024). An Engagement Strategy will be prepared to guide consultation throughout the preparation and assessment of the SSD application.

6.1.1 Method of Engagement

Consultation will be undertaken with relevant government agencies, Richmond Valley Council, infrastructure providers, local residents, community groups and other interested stakeholders.

Agency consultation will occur through written correspondence and targeted meetings, supported by project information and indicative subdivision plans. Feedback received will inform the preparation of the EIS.

Community engagement is anticipated to include direct notification to neighbouring landowners and residents, supported by project information and opportunities to provide written feedback. Additional engagement activities, such as community information sessions or online meetings, may be undertaken where warranted by the level of community interest.

Key issues raised during consultation, and the manner in which they have been addressed, will be documented in an Engagement Outcomes Report accompanying the SSD application.

6.1.2 Key Stakeholders

Key stakeholders include:

- Local residents, adjoining landowners and the broader Evans Head community;
- Richmond Valley Council;
- Department of Planning, Housing and Infrastructure;
- Department of Climate Change, Energy, the Environment and Water;
- Environment Protection Authority;
- Transport for NSW;
- NSW Rural Fire Service;
- Heritage NSW;
- Relevant Aboriginal stakeholder groups and the Local Aboriginal Land Council; and
- Relevant utility and infrastructure providers

The Applicant is committed to maintaining transparent and constructive engagement throughout the SSD assessment process, complementing the formal public exhibition and consultation undertaken by DPHI.

The approach to community engagement is informed by DPHI's *Undertaking Engagement Guidelines for State Significant Projects* (2024), and this process has commenced by the appointment of a consultant to prepare an engagement strategy as summarised below:

7. SSD Considerations & Potential Impacts

The proposal was initially identified through the Housing Delivery Authority process and is now being progressed via the project-specific SSD pathway under the Environmental Planning and Assessment Act 1979. Accordingly, the development will be assessed as SSD by the Department of Planning, Housing and Infrastructure under the State's major projects framework. This section outlines the key SSD considerations that will be addressed in the EIS. The key assessment matters are categorised in **Annexure A**.

7.1 APPLICATION OF THE HOUSING SEPP

The proposal has been prepared with regard to the provisions and objectives of the State Environmental Planning Policy (Housing) 2021 (Housing SEPP), which seeks to facilitate the delivery of diverse and well-located housing across New South Wales. While the proposal is being assessed as SSD pursuant to the applicable provisions of the State Environmental Planning Policy (Planning Systems) 2021, the Housing SEPP provides relevant policy direction regarding housing supply, housing diversity and the efficient delivery of new residential development.

The proposal is consistent with the intent of the Housing SEPP for the following reasons:

Housing Supply – The proposal will facilitate the delivery of approximately 40 dwellings through a staged residential subdivision and housing development, contributing to housing supply within the locality and broader region.

Housing Diversity - The development incorporates a mix of detached dwellings and dual occupancies, providing a range of housing types to accommodate differing household sizes and demographics.

Well-located residential development – The site is located within the identified urban settlement boundary and north of an established residential area with access to existing transport infrastructure, services, community facilities and employment opportunities.

Affordable housing provision – The scheme will dedicate a minimum of 10% of dwellings as affordable housing (exceeding the 10% threshold in Clause 26A), managed by a registered Community Housing Provider for at least 15 years.

Zoning eligibility – The land is zoned R1 General Residential under the Richmond Valley LEP 2012 where dual occupancies and dwelling houses are permissible in the R1 zone

Design intent – The low-rise dwelling and attached dual occupancy typology aligns with SEPP aims to integrate affordable housing seamlessly within established residential areas ("tenure neutral" approach).

7.2 ESTIMATED DEVELOPMENT COST THRESHOLD

The SSD eligibility under Clause 26A requires the proposal to exceed the \$30 million Estimated Development Cost (EDC) threshold where located outside of the Six Cities Region.

How the site meets the EDC threshold:

- The preliminary Quantity Surveyor's estimate confirms the total project cost will exceed \$30 million, factoring in subdivision works, dwelling construction, landscaping, infrastructure provision, and professional fees.
- This places the development above the monetary trigger for SSD in addition to meeting the affordable housing requirements and enhances the urban environment in accordance with State and local planning objectives.

7.3 SCALE AND BUILT FORM

The development will consist of approximately 40 dwellings including dwelling houses and dual occupancy development in attached and detached configurations.

How the design responds to site conditions:

Height – All buildings will be two storeys and comply with the 8.5m RVLEP height control; the modest scale is consistent with the surrounding suburban character.

Setbacks – the proposed development will establish nominal setbacks but provide blank walls to create a new character within the local area, but will still remain compatible with the size and scale of surrounding residential development.

Interface management – Rear setbacks and landscape buffers will provide a soft edge to the adjoining C3 Environmental Management land to the north, protecting ecological values and creating a visual transition.

7.4 ENVIRONMENTAL AND AMENITY CONSIDERATION

How the site addresses environmental constraints:

Biodiversity – No built form will encroach into the C3-zoned area; a Biodiversity Development Assessment Report (BDAR) will address potential indirect impacts and offset requirements.

Flooding and soils – A detailed flood impact assessment and acid sulfate soils management plan will address potential indirect and direct impacts and how this may be avoided or managed.

Contamination – A Preliminary Site Investigation will be prepared to confirm that the site can be made suitable for residential development. This will be detailed in the EIS.

Bushfire – A preliminary bushfire report has been undertaken to inform the proposed subdivision layout. This will be updated and detailed in the EIS.

Amenity – Orientation, setbacks, and landscaping will ensure solar access, privacy, and passive surveillance consistent with Housing SEPP design principle

Air Quality – The proposal has the potential to generate temporary air quality and greenhouse gas emissions impacts during construction; however, these impacts are expected to be localised and manageable through the implementation of standard mitigation measures and will be assessed with reference to relevant NSW air quality and sustainability guidelines.

7.5 INFRASTRUCTURE AND SERVICING

How the site is capable of being serviced:

Road access – Direct frontage to Memorial Airport Drive and Currajong Street. An internal road network will be established with access to Currajong Street to support efficient vehicle and pedestrian circulation.

Utilities – Existing water, sewer, and power infrastructure is available nearby; detailed servicing investigations will confirm capacity and identify upgrades if required.

Waste and stormwater – An integrated waste management system and stormwater drainage strategy will be prepared for the EIS, ensuring compliance with Council and Sydney Water standards.

7.6 STRATEGIC PLANNING ALIGNMENT

How the proposal meets broader strategic objectives:

North Coast Region Plan– Supports the delivery of diverse housing, including affordable housing, in well-located growth precincts.

Richmond Valley LSPS & Housing Strategy – Increases housing choice in a serviced location, optimises use of existing infrastructure, and delivers affordable housing in line with local targets.

NSW State Priorities – Contributes to the goal of increasing housing supply and improving housing affordability across NSW

7.7 MINIMUM LOT SIZE COMPLIANCE

Under Clause 4.1 of RVLEP 2015, a minimum lot size for dwelling houses of 750m² is applicable for dwelling-houses. This application seeks a variation to this development standard to permit a reduced minimum lot size of 600m², which represents a 20% variation from the mapped standard.

Furthermore, under Clause 4.1B of the Richmond Valley Local Environmental Plan 2012, the minimum lot size for attached dual occupancy housing in the R2 zone is 400m². This variation is required to facilitate the delivery of a staged residential subdivision that responds to site constraints and enables efficient development outcomes. As indicated in the Housing Delivery Authority (HDA) Expression of Interest and subsequent correspondence, the proposal seeks to deliver a minimum of 40 dwellings in the initial stage of development to meet State Government housing delivery objectives. An indicative subdivision layout prepared by Martens Environmental Science and Engineering accompanies this Scoping Report and demonstrates how the proposed lot configuration achieves this outcome.

How this issue is addressed for the proposed development:

- The masterplan incorporates a range of lot sizes and housing typologies to deliver housing diversity, efficient site utilisation, and the delivery of a minimum of 40 dwellings in accordance with HDA criteria and State housing policy objectives.
- The proposed reduction in minimum lot size is driven by the subdivision layout, road network design, staging requirements, and the need to retain environmental buffers and respond to site constraints, particularly to the southern portion of the site.
- Where individual lots fall below the 750m² development standard, a Clause 4.6 variation request will be prepared as part of the State Significant Development Application.
- The proposal is being assessed as State Significant Development under Clause 26A of Schedule 1 to the State Environmental Planning Policy (Planning Systems) 2021. The SSD pathway, together with the strategic intent of State housing delivery mechanisms, provides a planning framework that supports consideration of appropriate variations to development standards where they facilitate efficient housing delivery and maintain satisfactory environmental and amenity outcomes.
- The Housing SEPP and broader State housing policy objectives support the delivery of diverse housing forms and efficient subdivision design, particularly where the proposal contributes to meeting identified housing supply targets and responds to infrastructure capacity and environmental constraints.



8. Conclusion

The proposed development was declared SSD following consideration by the HDA and meeting its criteria for the delivery of homes. The project is also identified as SSD pursuant to Clause 26A of Schedule 1 to the State Environmental Planning Policy (Planning Systems) 2021. The development comprises a concept development project being a staged concept residential subdivision including construction of Stage 1 works for the delivery of approximately 50 lots and 40 dwelling.

This Scoping Report has been prepared to support a request for the Secretary's Environmental Assessment Requirements (SEARs) for the staged subdivision and construction of the development at No. 17 Memorial Airport Drive, Evans Head. The proposal integrates affordable housing within a tenure-neutral, low-rise built form that is compatible with the R1 General Residential zone and the surrounding Evans Head development typologies and character.

The report outlines the relevant statutory and strategic planning framework, identifies the key environmental and planning considerations associated with the site, and demonstrates the proposal's consistency with State and regional planning objectives relating to housing supply, housing diversity, infrastructure coordination and orderly urban development. The proposal will facilitate the delivery of additional housing within the North Coast region through a master-planned residential community that responds to the site's environmental constraints and opportunities while supporting the long-term growth of Evans Head.

Accordingly, the Planning Secretary is requested to issue Project-Specific SEARs to enable preparation of the EIS and progression of the SSD application under Division 4.7 of the Environmental Planning and Assessment Act 1979 and the State Environmental Planning Policy (Planning Systems) 2021.

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ANNEXURE A

Scoping Summary Table



Scoping Summary Table

Level of assessment	Matter	CIA	Engagement	Relevant government plans, policies and guidelines	Scoping report reference
Detailed	Heritage – historic (NAH)	Y	Specific	- Heritage Act 1977 - Commonwealth EPBC 1.1 Significant Impact Guidelines – Matters of National Environmental Significance (Commonwealth of Australia, 2013) - Commonwealth EPBC 1.2 Significant Impact Guidelines – Actions on, or Impacting upon, Commonwealth Land and Actions by Commonwealth Agencies (Commonwealth of Australia, 2013) - NSW Skeletal Remains: Guidelines for Management of Human Remains (Heritage Office, 1998) - Criteria for the Assessment of Excavation Directors (NSW Heritage Council, 2011).	Section 5.8.4
Standard	Aboriginal	N	Specific	- National Parks and Wildlife Act 1974 - Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW 2011 - Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 - Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW 2010 - GANSW Designing with Country Framework - GANSW Connecting with Country Guidelines	Within future EIS
Detailed	Biodiversity – Terrestrial flora and fauna and aquatic species	Y	Specific	- Biodiversity Conservation Act 2016 - State Environmental Planning Policy (Biodiversity and Conservation) 2021 - Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) - Fisheries Management Act 1994	Section 5.7 and 7.4
Detailed	Amenity - noise	N	General	- Construction Noise Strategy (Transport for NSW, 2012) - Interim Construction Noise Guideline (Department of Environment, Climate Change and Water, 2009) - NSW Industrial Noise Policy (Environment Protection Authority, 2000) - Rail Infrastructure Noise Guideline (Environment Protection Authority, 2013) - NSW Road Noise Policy (Environment Protection Authority, 2011) - Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006) - German Standard DIN 4150-3: Structural Vibration – Effects of Vibration on Structures - Environmental Noise Management Assessing Vibration: A Technical Guideline (Department of Environment and Conservation, 2006) - Technical Basis for Guidelines to Minimise Annoyance due to Blasting Overpressure and Ground Vibration (Australian and New Zealand Environment Council, 1990).	Section 5.8
Detailed	Amenity - visual	N	General	Guideline for landscape character and visual impact assessment - EIA-N04 (TfNSW, 2023)	Section 5.8 and 7.3

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Detailed	Water – water quality	N	General	• Acid Sulphate Soils Assessment Guidelines (Department of Planning, 2008) • Managing Land Contamination: Planning Guidelines SEPP 55 – Remediation of Land (Department of Urban Affairs and Planning and Environment Protection Authority, 1998) • Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom, 2004) • Managing Urban Stormwater: Soils and Construction Volume 2 (Department of Environment and Climate Change, 2008) • Guidelines for Consultants Reporting on Contaminated Sites (Office of Environment and Heritage, 2000) • Guidelines on the Duty to Report Contamination under the Contaminated Land Management Act 1997 (Department of Environment and Climate Change, 2009) • Approved Methods for the Sampling and Analysis of Water Pollutants in NSW (Department of Environment and Climate Change, 2008) • Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC / ARMCANZ, 2000) • Using the ANZECC Guidelines and Water Quality Objectives in NSW (Department of Environment and Conservation, 2006).	Section 5.8 and 7.5
Detailed	Water – hydrological flows (incl flooding)	N	General	• Managing Urban Stormwater: Soils and Construction Volume 1 (Landcom 2004) and Volume 2 (A. Installation of Services; B. Waste Landfills; C. Unsealed Roads; D. Main Roads; E. Mines and Quarries) (DECC 2008) • NSW Government's Floodplain Development Manual (2005).	Section 7.4
Standard	Built environment – design quality	N	General	• GANSW's Better Placed • NSW State Design Review Panel Guidelines	Section 7.3
Standard	Social - community	Y	Specific	• Social Impact Assessment Guidelines for State Significant Projects (Department of Planning Industry and Environment, 2021)	Section 7.4
Detailed	Hazards and risk – land contamination	N	General	• Managing Land Contamination: Planning Guidelines SEPP 55 – Remediation of Land (Department of Urban Affairs and Planning and Environment Protection Authority, 1998) • Contaminated Land Management Act 1997	Section 7.4
Standard	Access – road network	N	General	• Guide to Traffic Management – Part 3 Traffic Studies and Analysis (Austroads, 2013) • NSW Bicycle Guidelines (RTA, 2003) • Guide to Traffic Generating Developments Version 2.2 (RTA, 2002).	Section 3.1
Standard	Air – atmospheric emissions and particulate matter	N	General	• The Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (EPA 2016)	Section 3.1

Scoping Summary Table

Standard	Air – gases	N	General	• NSW's Sustainable Design Guidelines (Version 3.0) (Transport for NSW, 2013) • Greenhouse Gas Inventory Guide for Construction Projects (Transport for NSW, 2012).	Section 3.1
Standard	Hazards and risks – dangerous goods	N	General	• Hazardous and Offensive Development Application Guidelines: Applying SEPP 33 (DoP 2011) • International Standard (ISO / IEC 31010) Risk Management – Risk Assessment Technique • Australian Code for the Transport of Dangerous Goods by Road and Rail (7th edition) (National Transport Commission, 2007) • Code of Practice for the Safe Removal of Asbestos 2nd edition (National Occupational Health and Safety Commission, 2005) • Storage and Handling of Dangerous Goods Code of Practice (WorkCover, 2005).	Section 5.4
Standard	Hazards and risks - waste	N	General	• Waste Classification Guidelines (DECCW, 2009) • Refer to scoping report	Section 7.5
Standard	Waste	N	General	• Protection of the Environment Operations Act 1997 • Waste Avoidance and Resource Recovery Act • NSW Waste and Sustainable Materials Strategy 2041 • Waste Classification Guidelines • Australia's Circular Economy Framework (Department of Climate Change, Energy, the Environment and Water 2024) • National Waste Policy (Australian Government 2018)	To be addressed in EIS