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Community Engagement Report

2 - 16 Pockley Avenue, Roseville

Prepared for Aqualand Prestige 2 Pty Ltd

April 2025

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SEARs Requirements Declaration: Pockley Island

Declaration		
Name	Berge Okosdinossian, Director – Notting Hill Advisory	
Qualifications	B. Bus (Econ) – UTS	
	The undersigned declares that this Engagement Report has been prepared in response to the following SEARs requirements issued for the Project on 15/11/2024 for SSD-77825469:	
SEARs item no.	**SEARs Requirement**	**Relevant Section of this Report**
26. Engagement	Detail engagement undertaken and demonstrate how it was consistent with the Undertaking Engagement Guidelines for State Significant Projects. Detail how issues raised, and feedback provided have been considered and responded to in the project. In particular, applicants must consult with: ○ the relevant Department assessment team. ○ any relevant local councils. ○ any relevant agencies. ○ the community. if the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation.	Section 2.0 – Section 4.0
Signed	Berge Okosdinossian Director – Notting Hill Advisory	
Dated	15 April, 2025	

Executive Summary

Notting Hill Advisory has prepared this Engagement Report on behalf of Aqualand Prestige 2 Pty Ltd (Aqualand), in support of the State Significant Development Application (SSDA) for the site located at 2 - 16 Pockley Avenue, Roseville (Pockley Avenue) (the Proposal).

The applicant seeks development consent under Division 4.7 State Significant Development of the Environmental Planning & Assessment Act 1979 (EP&A Act) for a new residential development comprising three residential flat buildings which includes the provision of in-fill affordable housing on the site at 2-16 Pockley Avenue, Roseville.

Specifically, this SSDA seeks approval for:

- Site preparation including demolition, excavation and tree removal of the site;
- Construction of a residential flat building containing 3 building elements of up to 9 storeys including:
    - Part-3, part 4 and part 5-level combined basement parking with the provision of 285 car parking spaces,
    - 178 dwellings including 39 affordable housing dwellings above carpark;
- Ground level and on-building landscaping works including communal open spaces in Pavilion A.
- Augmentation of, and connection to, existing utilities as required

The engagement approach for Pockley Avenue has been conducted in accordance with the principles set out in the Undertaking Engagement Guidelines for State Significant Projects (the Guidelines) whilst considering the Public Participation Spectrum set out by the International Association for Public Participation Australasia (IAP2).

The information in this report illustrates that engagement carried out has been transparent and effective, while noting that Aqualand is committed to ongoing consultation with the community as the project progresses.

Pockley Avenue comprises the amalgamation of eight (8) lots covering a total of 6,556sqm, illustrated below in **Figure 1**.

Figure 1 Pockley Avenue site

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1. Background

1.1 Project Description

The intended development for Pockley Avenue is a residential flat building 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.

1.2 Site Location and Context

The site is located at 2-16 Pockley Avenue, Roseville and is identified within the Roseville TOD catchment.

1.3 Engagement Purpose

The purpose of this stage of engagement was to fulfill the requirements set out in the Secretary's Environmental Assessment Requirements (SEARs), as below:

Detail engagement undertaken and demonstrate how it was consistent with the Undertaking Engagement Guidelines for State Significant Projects. Detail how issues raised, and feedback provided have been considered and responded to in the project. In particular, applicants must consult with:

- the relevant Department assessment team.
- any relevant local councils.
- any relevant agencies.
- the community.
- if the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation.

Further, the objectives for this stage of community and stakeholder consultation are outlined below:

1. To gauge the community's understanding about the Proposal and address their concerns;
2. Share information about the Proposal with the community;
3. Ensure an open and transparent engagement process, providing meaningful opportunities for community input and two-way communication;
4. Offer accessible participation options that cater to the diverse needs of all stakeholders;
5. To engage with key local stakeholders, present the Proposal in an objective manner and accurately record feedback;
6. To present the outcomes of this early engagement in a clear and user-friendly format, aiding the preparation of the EIS

2. Engagement Approach

2.1 Engagement Principles and Guidelines for State Significant Projects

To deliver effective engagement and build and retain trust with the community, Notting Hill adopted the principles and objectives set out in the Department's *Guidelines*.

These principles and objectives include:

- Planning and engaging early
- Ensuring engagement is effective
- Ensuring engagement is proportionate to the scale and impact of the project
- Being innovative
- Being open and transparent about what can be influenced
- Implementing the community participation objectives

2.2 Engagement Methodology

Notting Hill's data-driven engagement approach is designed to be responsive to the broadly held concerns and interests of the community impacted by a particular proposal. A key component of Notting Hill's methodology is in conducting randomised telephone surveys across the subject community.

Our approach ensures broad participation and engagement with the community directly affected by the Proposal, while also capturing perspectives from respondents who would otherwise not engage with the Proposal.

Further to this survey methodology, Notting Hill has ensured that the community has had access to detailed information about the Proposal as well as ongoing mechanisms for the community to provide written feedback about Larkin Street directly to the project team.

As the Proposal for Pockley Avenue is closely related to another SSDA (Aqualand Prestige 1 Pty Ltd) at Larkin Street (SSD-77829461), engagement activities were undertaken concurrently to provide a comprehensive understanding of both proposals and their combined impact.

3. Engagement Undertaken

3.1 Engagement Activities and Communication Tools

Tables 1 and 2 below outline the engagement activities and communication tools that comprise the engagement undertaken in respect of the Proposal.

Table 1: Engagement Activities

Activity	Description	Purpose	Level of Engagement
Public Sentiment Research	8–10-minute live telephone interviews with n=200 residents near the proposed development.	Quantitative research provides an accurate sample of community attitudes towards the Proposal.	Consult and Inform (Note: survey questionnaire provides respondents with a succinct brief about the proposal, hence *Inform)*
Community Drop-In Session	Two (2) community drop-in sessions at local community centres were held on Thursday 20 February 2025 and Saturday 22 February 2025.	To engage directly with neighbouring residents, ensuring they were informed and had the opportunity to discuss the Proposal with the project team.	Consult and Inform
Drop-In Session Feedback Form	Hard copy feedback forms were distributed at the community drop-in sessions, providing attendees with the opportunity to record their feedback in-person.	Provide attendees to the drop-in session with a mechanism to record feedback in real-time.	Consult
Feedback Mechanism via Online Engagement Portal	An online feedback form was set up on the engagement portal, allowing community members to submit their comments directly to the project team for review and response.	To facilitate two-way communication between the community and the project team, enabling timely responses and fostering transparent communication.	Consult

Table 2: Communication Tools

Tool	Description	Purpose	Level of Engagement
Information Flyer	Flyer distributed via letterbox drop to 1,283 residences to inform the community about the Proposal, share the Online Portal URL and drop-in session details.	Ensure local residents are aware of the project and have the opportunity to access information, provide feedback and attend the drop-in sessions.	Inform
Online Engagement Portal	A central forum for project information to ensure clear communication with the community. The portal outlines how and when the community can get involved, making it easy to access information, provide feedback and ask questions.	Provides key project information, FAQs and a mechanism for community members to submit their feedback.	Inform and Consult
FAQs	FAQs were published to the online portal and addressed some of the key questions relating to the proposal, providing information on key questions in plain English.	Ensures accurate, relevant, and consistent information is communicated to the community.	Inform
Project Display Boards	Display boards were designed and printed for use at the drop-in session to facilitate active participation between attendees and the project team.	Key themes identified through early consultation guided the topics covered in the display boards, including feedback received via the online portal.	Inform and Consult

3.2 Public Sentiment Research

Between 13 February 2025 to 24 February 2025, live person-to-person telephone surveys were conducted with **200** residents living in Roseville, Roseville Chase, Lindfield and East Lindfield.

The survey tested sentiment on a range of issues, including but not limited to:

- Housing affordability and housing supply;
- The proposed development;
- The local neighbourhood;
- Public and community infrastructure; and
- Project benefits

The results of the public sentiment research are summarised in Section 4.1, with a copy of the full research and methodology provided in **Appendix 1**.

3.3 Information Flyer

A community notification flyer was delivered to **1,283** local letterboxes in Roseville. The flyer included information about the proposal and invited residents to access more information using the website URL to the online engagement portal, where more information about the project could be found. Additionally, the flyer provided information about the dates and times for the two (2) community drop-in sessions. A copy of this flyer and the delivery radius can be found in **Appendix 2** and **Appendix 2.1**.

3.4 Online Engagement Portal

The Online Engagement Portal (**www.larkinpockleyconsultation.com**) was published on Sunday, 19 December 2024. The portal was designed to provide key project information and a mechanism for the community to provide feedback to the project team via a dedicated online feedback form. Additionally, details of the community drop-in session and project FAQs were included on the portal. A screenshot of the Online Engagement Portal is provided in **Appendix 3**. Further details about the online portal are provided in **Section 4.2**.

3.5 Frequently Asked Questions

A set of Frequently Asked Questions were published to the online portal as drop-down banners. A copy of the FAQs can be found in **Appendix 3**.

3.6 Online Feedback Mechanism

An online feedback mechanism was established on the engagement portal, allowing participants to submit their feedback directly to the project team. Responses received through this mechanism were reviewed and addressed to ensure all concerns were appropriately recorded in the engagement process. A summary of the feedback received via the online feedback mechanism is included in **Section 4.3** of this report.

3.7 Community Drop-In Sessions

Two (2) community drop-in sessions were held to engage with local residents. The first session took place on Thursday, 20 February 2025, at the Lindfield Seniors Centre / Community Hall from 5:00pm to 7:00pm, followed by the second session on Saturday, 22 February 2025, at the Roseville Chase Memorial Community Centre from 9:30am to 11:30am. Each session was attended by approximately 15 community members.

The drop-in sessions were attended by representatives from Aqualand, Notting Hill Advisory and Forward Thinking (SIA Consultant). A summary of the topics raised at the community drop-in sessions is summarised in **Section 4.4** of this report.

4. Engagement Outcomes

This section summarises feedback received throughout the consultation process and how the project team has responded to issues raised.

4.1 Public Sentiment Research

A total of **200 respondents** completed the live telephone survey. A complete copy of the research, including research methodology, is provided at **Appendix 1**.

The survey targeted residents living in Roseville, Roseville Chase, Lindfield and East Lindfield with a combined population of ~20,000 adult residents, according to the last ABS Census from August 2021.

This geographic area was selected as best representing the community with a personal, economic, and/or civic interest in the Proposal. Within this area, it is estimated around 39% of the adult population are aged 55 or older. Around 40% of households own their home outright, another 33% are mortgage-holders, and 27% are in renting or other housing arrangements.

A summary of the range of issues from the public sentiment research is included in **Table 3**, below.

Table 3: Issues derived from public sentiment research

Topic	Detail	Project Team Response
Housing affordability	A majority of respondents rated housing affordability in their local area as *poor (50%)*.	The Transport Oriented Development (TOD) program is the result of analysis by the State Government covering 305 transport stations within the Greater Sydney, Hunter, Central Coast and Illawarra regions to identify locations that have enabling infrastructure capacity near public transport to support additional housing growth. 39 stations with capacity for additional growth were identified for inclusion in the TOD program, including Roseville station. The objectives of the program are to: • Increase housing supply in well-located areas • Enable a variety of land uses (residential, commercial, recreational) within walking distance of train and metro stations • Deliver housing that is supported by attractive public spaces, vibrancy, and community amenity • Increase the amount of affordable housing in these locations. Development proposed (with a gross floor area of at least 2000sqm) within the TOD catchment is

		mandated to provide at least 2% of gross floor area (GFA) as affordable housing, to be managed by a registered community housing provider in perpetuity under the Housing SEPP. Further, this development has opted to provide an additional 15% of GFA as affordable housing in order to obtain bonuses for height and FSR which will be provided for at least 15 years and managed by a registered community housing provider. Therefore this development will provide at least 17% of GFA for affordable housing which is a highly positive outcome for the area of Ku-ring-gai which has a higher level of unaffordability compared to other areas of Greater Sydney. The development has placed a conscious effort to provide quality design and equitable amenity outcomes for the affordable housing stock.
Public transport	A majority of respondents rated access to public transport in their local area as *good* (59%).	Aqualand notes the high degree of favourability towards access to public transport in the local area. The Transport Oriented Development (TOD) program is the result of analysis by the State Government covering 305 transport stations within the Greater Sydney, Hunter, Central Coast and Illawarra regions to identify locations that have enabling infrastructure capacity near public transport to support additional housing growth. 39 stations with capacity for additional growth were identified for inclusion in the TOD program, including Roseville station. This data confirms that community sentiment in Roseville aligns broadly with the objectives of the TOD program.
Long term retirement plans	A majority of respondents said they intend to continue living in the area when they retire (75%).	Aqualand acknowledges that the vast majority of the local community intends to remain in Roseville after retirement. The Larkin Street proposal aims to expand housing options for those looking to downsize locally.
Support for affordable housing	A majority of respondents (61%) were favourable towards the inclusion of 15% affordable housing as part of the Proposal	Aqualand recognises the strong support for affordable housing and is committed to delivering high-quality options through this development. In addition to the 2% requirement under the TOD program, an extra 15% affordable housing will be provided, addressing the urgent need for more accessible housing in the Ku-ring-gai LGA—one of Sydney's less affordable areas.
Proposal's proximity to public transport	72% of respondents were favourable towards the project's	Aqualand welcomes the support for the Proposal's location, conveniently within walking distance of Roseville train station. This development aligns

	location, being close to Roseville train station	with the TOD's vision by promoting a walkable, liveable lifestyle with easy access to public transport and local amenities.
Mid-rise vs High-rise	The majority of respondents (55%) prefer *two* 9-storey buildings over a single 18-storey building (5%), suggesting a preference for medium-density development over high-density.	Aqualand acknowledges the community's preference for mid-rise over high-rise development as a means of increasing housing supply in the Ku-ring-gai LGA. Aqualand is pleased to advance this proposal in alignment with the NSW Government's vision for TOD precincts.
Traffic and parking	Unfavourable views towards the Proposal driven by respondents with a negative view towards traffic and parking in the area.	Aqualand plans to allocate parking spaces within the development in compliance with the Roseville Development Control Plan (DCP), to ease on-street parking pressure and reduce peak-hour congestion. Additionally, Aqualand supports future initiatives from TfNSW and the NSW Government to enhance local traffic flow in response to TOD-related developments, including strong backing for upgrades to the Maclaurin Parade and Pacific Highway intersection.

4.2 Online Engagement Portal

An online engagement portal was launched on 19 December 2025 as the primary platform for disseminating information on the Larkin Street and Pockley Avenue projects. Respondents were given the option to select the specific project on which they wished to provide feedback. As of 15 April 2025, the portal has attracted **474 unique visitors**, with an average engagement time of **7 minutes and 19 seconds**. **Ten (10) unique feedback forms** have been submitted to the online engagement portal regarding the Pockley Avenue Site.

4.3 Online Feedback Mechanism

A total of ten (10) submissions were received for Pockley Avenue, summarised below in **Table 4**.

Table 4: Online Feedback Mechanism Submissions

Topic	Detail	Project Team Response
Traffic and access to the Pacific Highway	Concerns about increased traffic from the development, particularly at the Maclaurin Parade intersection.	Aqualand supports future initiatives from TfNSW and the NSW Government to enhance local traffic flow in response to TOD-related developments, including strong backing for upgrades to the

		Maclaurin Parade and Pacific Highway intersection.
Concept plans	Request for copies of any concept plans that have been developed for the project.	Aqualand welcomes the early interest in its SSDA for Larkin Street, Roseville and is committed to keeping the community informed as the proposal progresses. Interested residents will be added to the project communication list to receive updates.
Height and FSR	Inquiry about the maximum height of the Proposal.	The local area has already commenced changing character per the underlying zoning established by Ku-ring-gai Council. Both sites (Larkin Street and Pockley Avenue) are surrounded by existing and incoming mid-rise residential housing south of the Pacific Highway in this area. Therefore, it will be compatible with the existing built form in the precinct. Further, Aqualand is targeting older downsizers as well as families and younger people that are unable to afford a house in the area but are seeking to live in the locality. The location close to Roseville Station means that the site is well located to benefit from the local amenity.
Future development plans on Larkin Street	Question regarding whether Aqualand intends to develop other properties on Larkin Street, with references to specific addresses.	Aqualand does not currently own sites in the area other than the two development sites on Larkin Street and Pockley Avenue.
Construction plan	Inquiry regarding construction plan and expedited approval processes	A detailed Construction Traffic Management Plan (CTMP) will form part of the comprehensive suite of reports submitted by Aqualand in support of its DA. This CTMP will be aimed at minimising disruption to the local community and surrounding neighbourhood during construction.
Bushfire risk	Concerns about elevated bushfire risk and evacuation resulting from additional housing.	The design and construction of a new development will be compliant with Australian Standards and National Construction Code requirements which significantly minimises the risk of impact from bushfires. Further, the sites (Larkin Street and Pockley Avenue) are not

		indicated as bushfire prone land and are located beyond the buffer indicated in Ku-ring-gai's Council's online mapping tool, which considers the extent of potential bushfire effect.
Open space	Query regarding open space for families within the proposed development.	Preserving Roseville's vibrant bushland character is a key priority for this proposal. The retention of native bushland, particularly along the Rifleway, will be a focus of planning and addressed in the Ecological Sustainable Design (ESD) report.
Pedestrian accessibility	Issues raised regarding pedestrian access, including a lack of safe routes for families with prams and concerns about preserving and improving the pathway up McLaurin for pedestrian use.	Aqualand supports future initiatives from TfNSW and the NSW Government to enhance local traffic flow in response to TOD-related developments, including strong backing for upgrades to the Maclaurin Parade and Pacific Highway intersection.

4.4 Community Drop-In Sessions

Two (2) community drop-in sessions were held to engage with local residents. The first session took place on Thursday, 20 February 2025, at the Lindfield Seniors Centre / Community Hall from 5:00pm to 7:00pm, followed by the second session on Saturday, 22 February 2025, at the Roseville Chase Memorial Community Centre from 9:30am to 11:30am. Each session was attended by approximately 15 community members.

14 attendees to the drop-in sessions completed a feedback form. Of the 14 who completed a feedback form, 13 lived in Roseville (2069), with one respondent from Killara (2071).

A summary of the issues raised during the community drop-in session via the feedback forms is provided in **Table 5**.

Table 5: Summary of feedback received from the community drop-in sessions

Topic	Detail	Project Team Response
Access and congestion to Pacific Highway	Multiple attendees noted existing difficulties with respect to accessing the Pacific Highway	Aqualand supports future initiatives from TfNSW and the NSW Government to enhance local traffic flow in response to TOD-related developments, including strong backing for upgrades to the Maclaurin Parade and Pacific Highway intersection.
Egress from Maclaurin Parade onto Pacific	Maclaurin Parade was mentioned by multiple attendees as highly	Aqualand supports future initiatives from TfNSW and the NSW Government to enhance local traffic flow in response to TOD-related

Highway	congested during peak hours, making access to the Pacific Highway difficult.	developments, including strong backing for upgrades to the Maclaurin Parade and Pacific Highway intersection.
Tree canopy along the Rifleway	Some respondents noted the preservation of the tree canopy along the Rifleway as a key consideration.	Preserving Roseville's vibrant bushland character is a key priority for this proposal. The retention of native bushland, particularly along the Rifleway, will be a focus of planning and addressed in the Ecological Sustainable Design (ESD) report.
Overshadowing	Concerns were raised about potential overshadowing impacts on neighbouring properties and public spaces.	The proposal has been designed to fit within the steep topography of the area while ensuring to minimise overshadowing impacts to neighbouring properties and public spaces. Shadow studies have also been undertaken to ensure the proposal does not prejudice any neighbouring property from achieving direct sunlight for a minimum of 2 hours between 9am & 3pm.
Noise during construction	Questions regarding noise during construction.	A detailed Construction Traffic Management Plan (CTMP) will form part of the comprehensive suite of reports submitted by Aqualand in support of its DA. This CTMP will be aimed at minimising disruption to the local community and surrounding neighbourhood during construction.
Street Parking	Residents highlighted the existing challenges with on-street parking and sought assurances on parking provisions within the development.	Aqualand plans to allocate parking spaces within the development in compliance with the Roseville DCP, to ease on-street parking pressure and reduce peak-hour congestion.
Bushfire risk	Concerns were raised about potential bushfire risks.	The design and construction of a new development will be compliant with Australian Standards and National Construction Code requirements which significantly minimises the risk of impact from bushfires. Further, the sites are not indicated as bushfire prone land and are located beyond the buffer indicated in Ku-ring-gai's Council's online mapping tool, which considers the extent of potential bushfire effect.
Flooding	Residents inquired about flood mitigation measures, particularly how stormwater would be managed to prevent localised flooding.	On-site detention will be provided and designed for storm events up to and including the 1% AEP event. Additional post-development discharge shall not exceed predevelopment discharge. Stormwater quality control will be in accordance with the Ku-ring-gai Council (2024) 24C.6

		Stormwater Quality Control Targets. This will be achieved through a series of pollutant reduction treatment devices.
Increased density	Community members questioned the impact of increased housing density on the local character and infrastructure capacity.	The local area has already commenced changing character per the underlying zoning established by Ku-ring-gai Council. Both sites are surrounded by existing and incoming mid-rise residential housing south of the Pacific Highway in this area. Therefore, it will be compatible with the existing built form in the precinct. Further, Aqualand is targeting older downsizers as well as families and younger people that are unable to afford a house in the area but are seeking to live in the locality. The location close to Roseville Station means that the site is well located to benefit from the local amenity.
Affordable housing	Residents sought clarity on the affordability component of the development and how it would contribute to addressing local housing needs.	The Transport Oriented Development (TOD) program is the result of analysis by the State Government covering 305 transport stations within the Greater Sydney, Hunter, Central Coast and Illawarra regions to identify locations that have enabling infrastructure capacity near public transport to support additional housing growth. 39 stations with capacity for additional growth were identified for inclusion in the TOD program, including Roseville station. The objectives of the program are to: • Increase housing supply in well-located areas • Enable a variety of land uses (residential, commercial, recreational) within walking distance of train and metro stations • Deliver housing that is supported by attractive public spaces, vibrancy, and community amenity • Increase the amount of affordable housing in these locations. Development proposed (with a gross floor area of at least 2000sqm) within the TOD catchment is mandated to provide at least 2% of gross floor area (GFA) as affordable housing, to be managed by a registered community housing provider in perpetuity under the Housing SEPP. Further, this development has opted to provide up to an additional 15% of GFA as affordable housing in order to obtain bonuses for height and FSR which will be provided for at least 15 years and

		managed by a registered community housing provider. Therefore this development will provide up to 17% of GFA for affordable housing which is a highly positive outcome for the area of Ku-ring-gai which has a higher level of unaffordability compared to other areas of Greater Sydney. The development has placed a conscious effort to provide quality design and equitable amenity outcomes for the affordable housing stock.

4.5 NSW Government Consultation

An early scoping meeting was held on 24 October 2024 with representatives from the Department of Planning, Housing and Infrastructure (DPHI) as well as representatives from the NSW Government Architect (NSWGA). The scoping report and design submission presented at this meeting are provided in **Appendix 5**.

A design review meeting was held with the NSWGA on 19 February 2025. A copy of the advice received from the NSWGA following this meeting is provided in **Appendix 5.1**.

4.6 Ku-ring-gai Council Consultation

A detailed submission was made to Ku-ring-gai Council (Council) regarding the Five Housing Scenarios exhibited by Council specifically as it relates to the Roseville Precinct at 2 and 4 Larkin Street, and 1,3, and 5 Pockley Avenue, Roseville; and 2-16 Pockley Avenue, Roseville.

A copy of this submission is provided in **Appendix 6**.

5. Conclusion and Next Steps

This Community Engagement Report provides a concise overview of the communications and engagement activities undertaken in support of the SSDA for the Proposal located at 2-16 Pockley Avenue, Roseville.

As the Proposal evolves, Aqualand will continue to engage local residents, landowners, businesses and key agencies, ensuring that community input remains at the heart of the development process.

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Appendices

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Appendix 2	Information Flyer
Appendix 2.1	Map of Distribution Area for Information Flyer
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Appendix 1

Appendix 1 Public Sentiment Research

Larkin & Pockley

COMMUNITY CONSULTATION

Prepared for Aqualand
February 2025

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LARKIN & POCKLEY — COMMUNITY CONSULTATION

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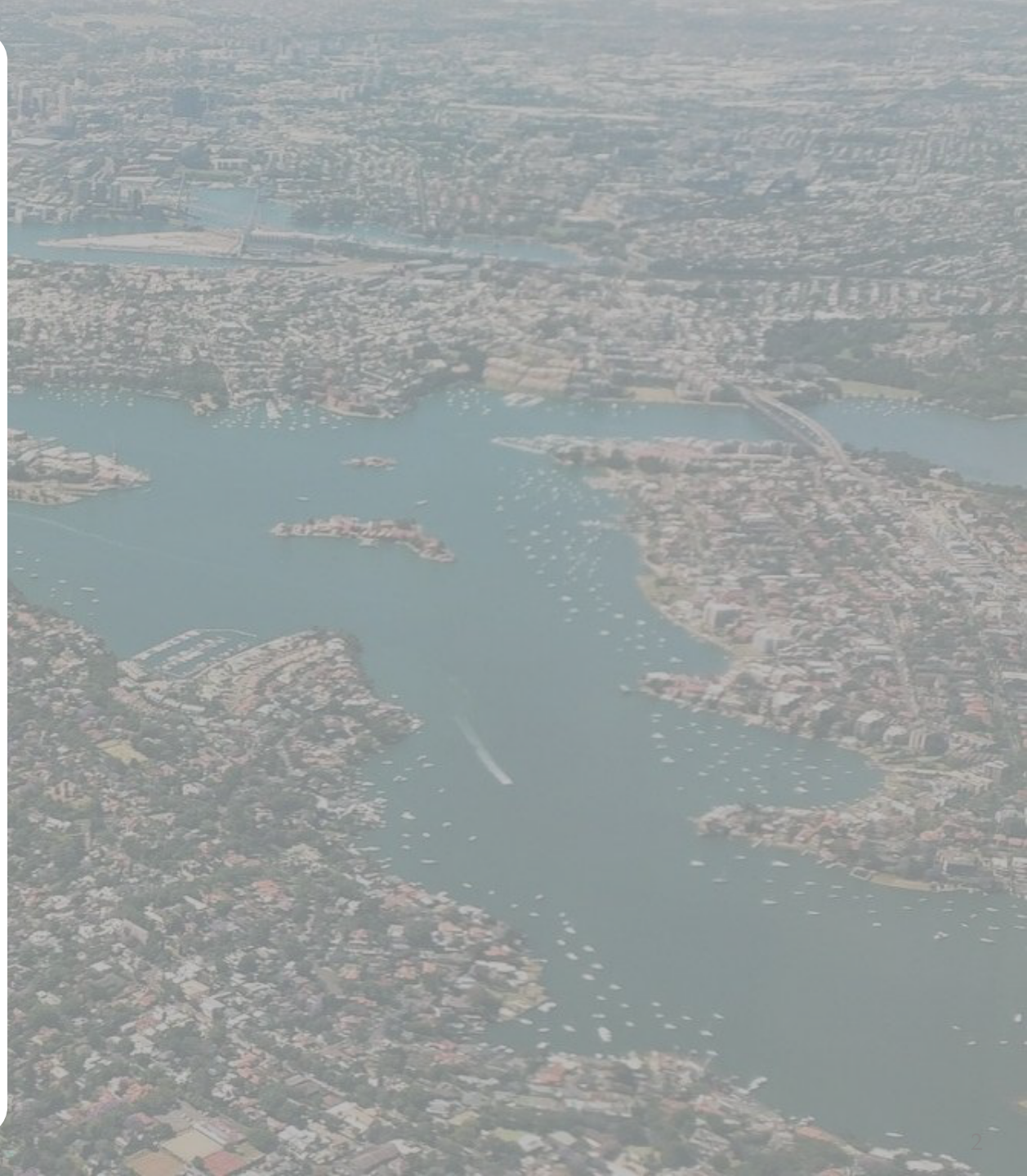
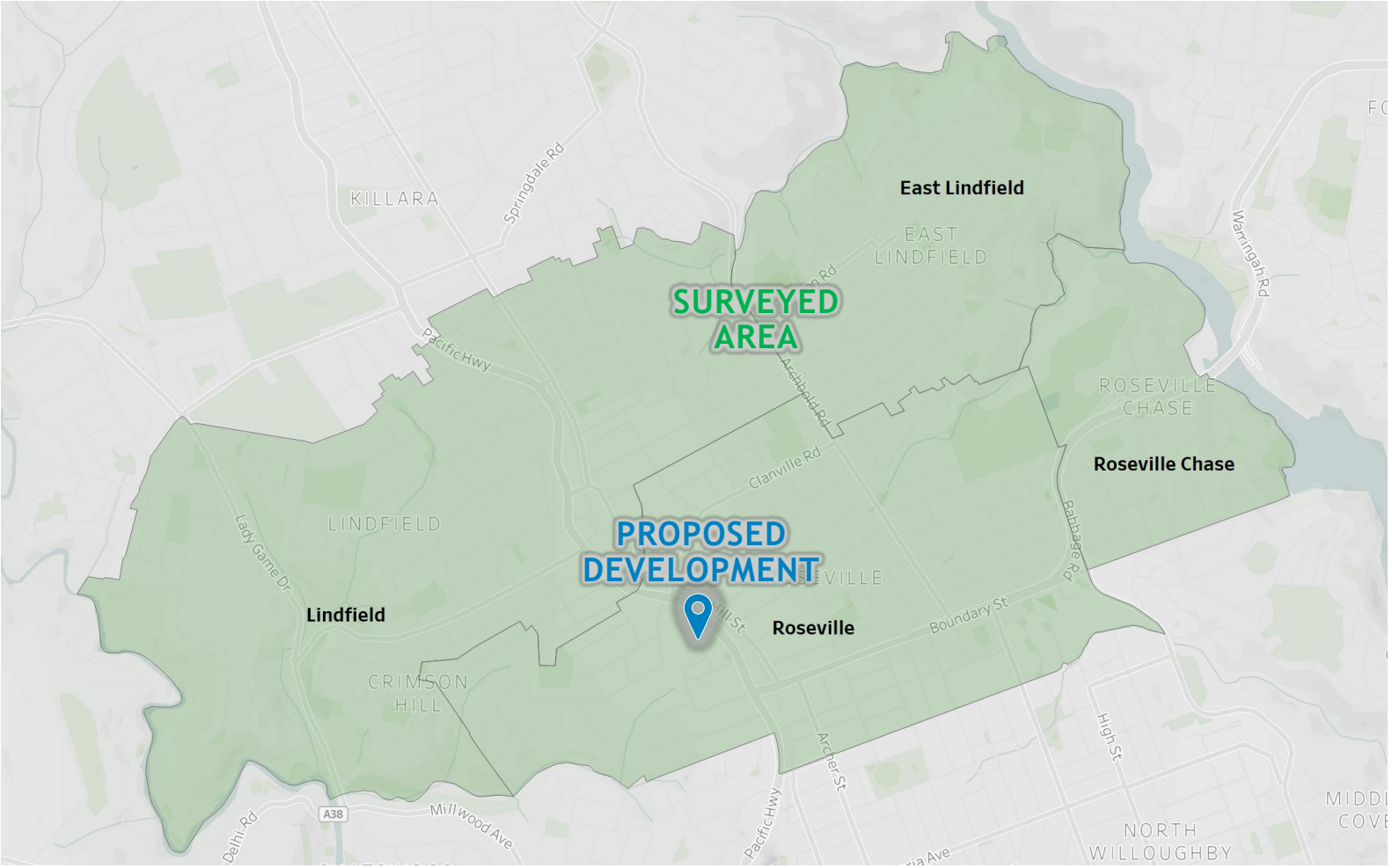


Survey targeted residents near the proposed development.

SURVEYED GEOGRAPHIC AREA



The survey targeted the suburbs of

- Roseville
- Roseville Chase
- Lindfield
- East Lindfield

with a combined population of ~20,00 adult residents, according to the last ABS Census from August 2021.

Around 39% of the adult population are aged 55 or older. Around 40% of households own their home outright, another 33% are mortgage-holders, and 27% are in renting or other housing arrangements.

This geographic area was selected as best representing the community with a significant personal, economic, and/or civic interest in the proposed development.

Source: ABS Census (August 2021)

Methodology

LARKIN & POCKLEY PROPOSAL — COMMUNITY CONSULTATION

- 8–10-minute interviews were conducted by Computer Assisted Telephone Interviewing (CATI); call-centre staff conducted live person-to-person phone interviews of target population.
- Fieldwork was undertaken from 13 to 24 February 2025.
- The total sample included n=200 completed interviews with adult residents.
- Data are weighted by age and gender interlocking, and housing tenure, to be representative of the adult population across suburbs Roseville, Roseville Chase, Lindfield, and East Lindfield.
- Margin of sampling error for this poll is approximately +/- 7% for topline results, according to a 95% confidence interval.
- Note margin of error increases for sub-samples (by gender, age, etc.). Caution should be taken in interpreting smaller sample sizes.

Research team are members of the International Association for Public Participation (IAP2 Australasia), and the Market Research Society (MRS).

Executive Summary

LARKIN & POCKLEY PROPOSAL – COMMUNITY CONSULTATION

- **Local awareness of the proposal is low;** fewer than three in ten (29%) respondents are aware of the proposal (page 12).
- **Attitudes towards the proposal are mixed;** 44% of respondents are either favourable or neutral towards the proposal, 31% are unfavourable (page 13).
- **Unfavourable views are related to traffic and building height;** among those with an unfavourable view of the proposal, these are the most common subjects of comments. Residents have mixed views on the building height; a majority are either favourable (33%) or neutral (22%) but nearly two in five (38%) are unfavourable.
- **Attitudes are positive towards the affordable housing;** more than three in five (61%) have a favourable view of the affordable housing component, and a majority (52%) agree it will help improve housing affordability in Roseville. Additionally, half (50%) of residents rate local housing affordability as poor.
- **Most residents see some benefits in the proposal**; 74% agree proximity to Roseville train station makes the location suitable, and 55% that mid-rise developments like this are a better way to meet housing targets than through high rises.
- **Residents are open to new housing;** only around one in six (17%) say that no additional housing should be built in the council area, while more than three in five (63%) disagree.

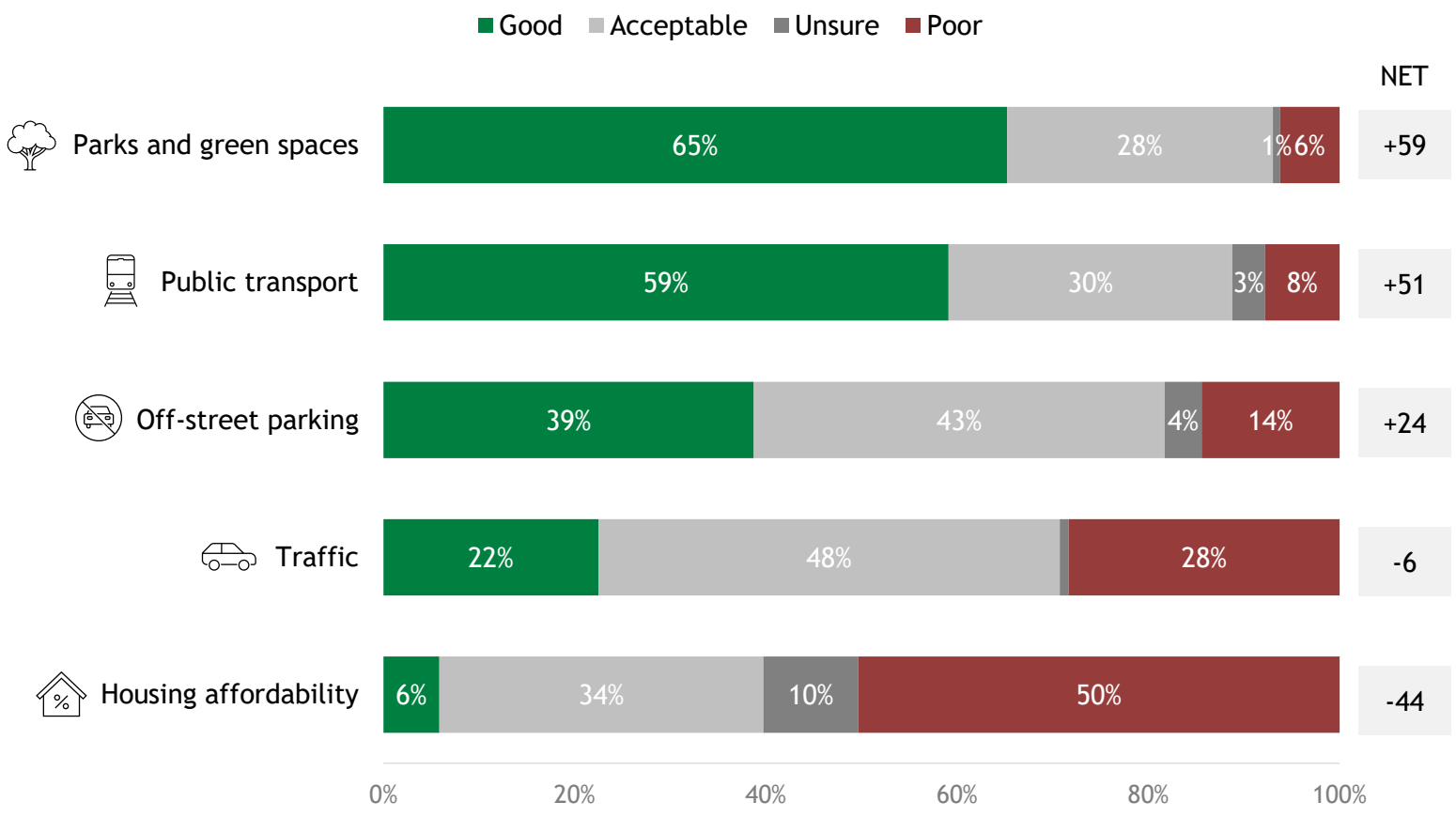
Attitudes towards

Local Neighbourhood

Half of residents rate local housing affordability as poor.

PERCEPTIONS OF LOCAL NEIGHBOURHOOD

Q. I'd like you to rate certain aspects of your local neighbourhood.
How would you rate your local neighbourhood for … Is it Good, Acceptable or Poor?



Half (50%) of residents say local housing affordability is poor.

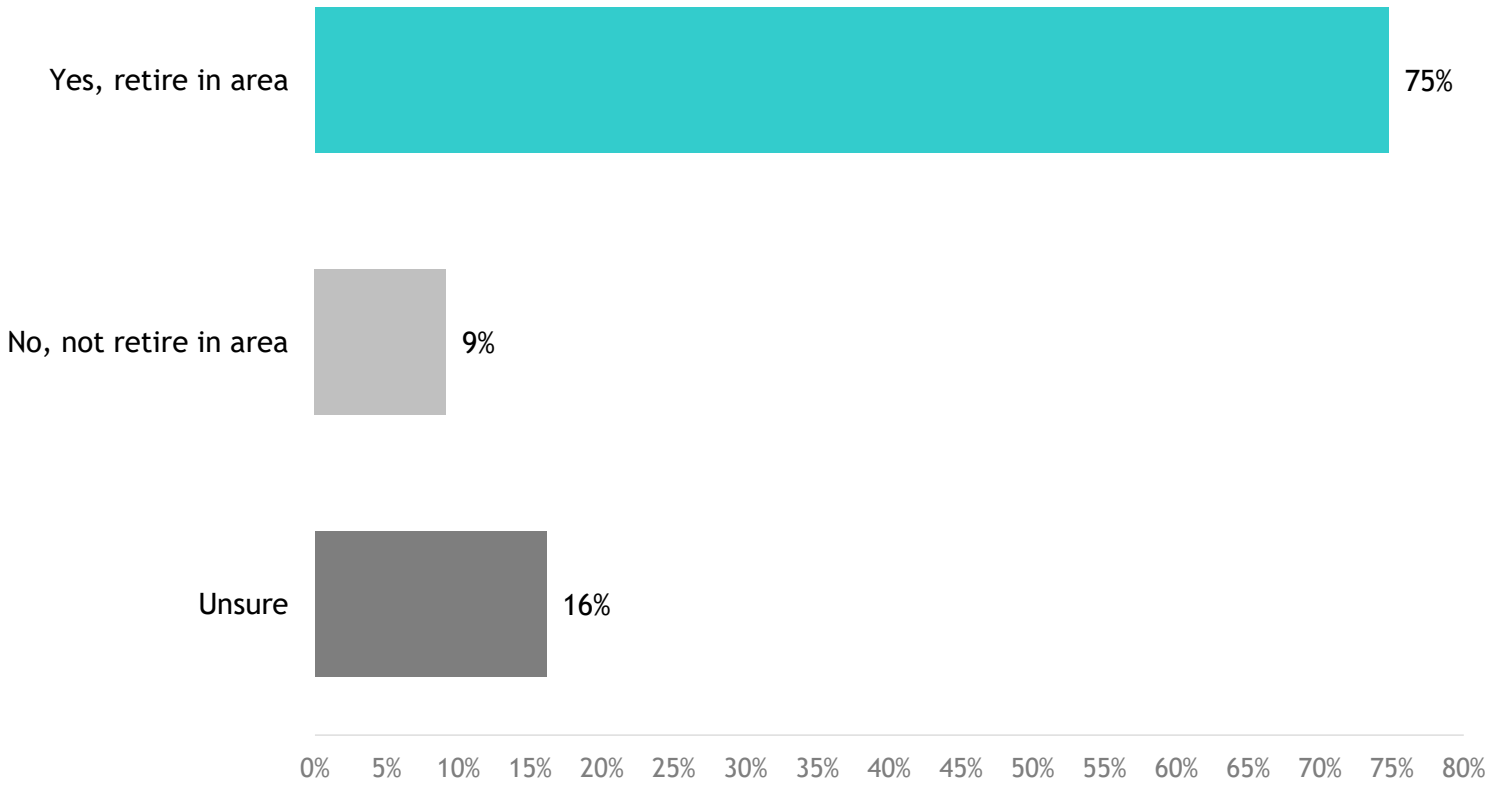
Majorities rate as good the parks and green spaces (65%) and the public transport (59%).

Around one in seven (14%) say off-street parking is poor, but nearly three in ten (28%) say traffic is poor.

Three in four residents would like to continue living in the area when they retire.

LONG-TERM PLANS

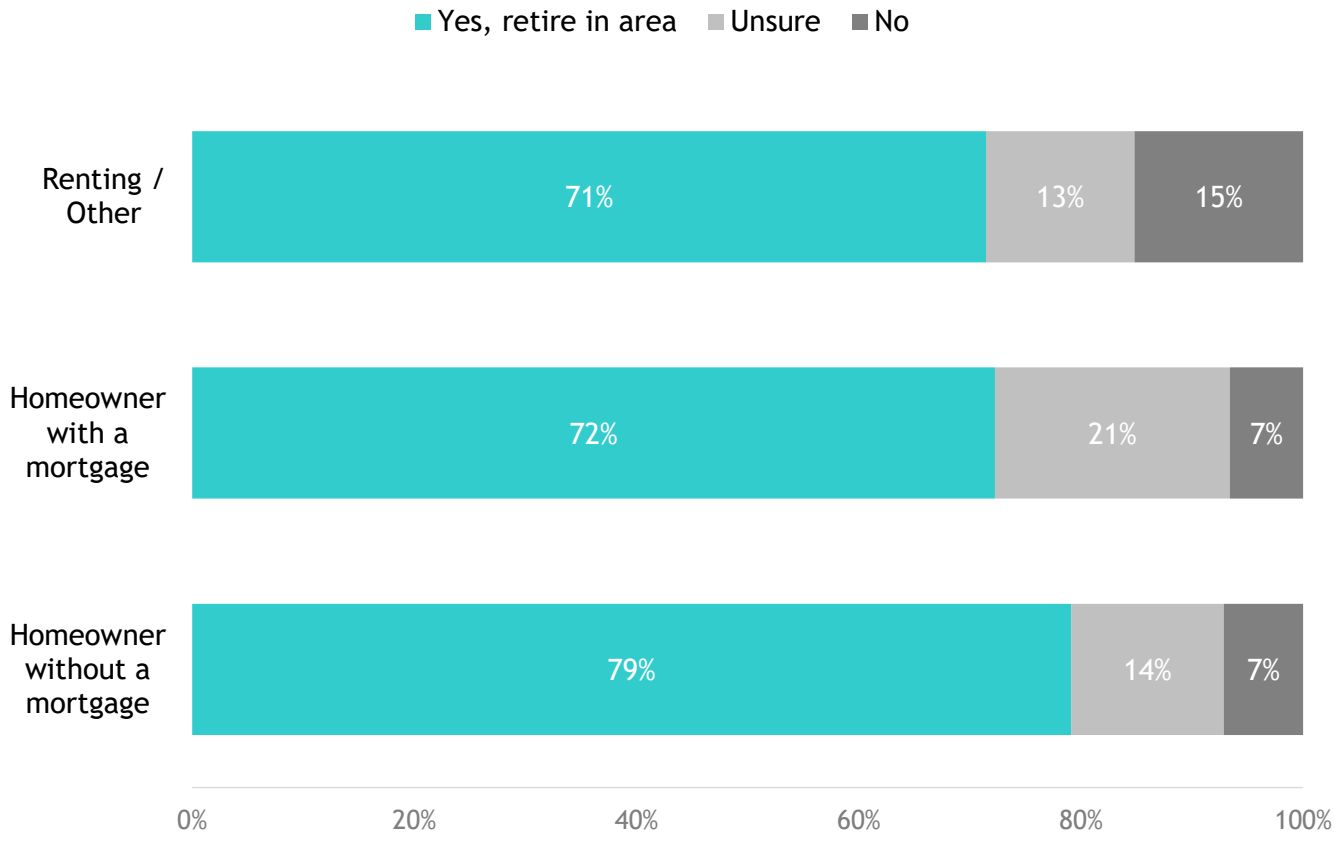
Q. Would you like to continue living in the area when you retire?



Owners, & mortgage-holders, & renters are equally likely to want to retire in the area.

LONG-TERM PLANS BY TENURE

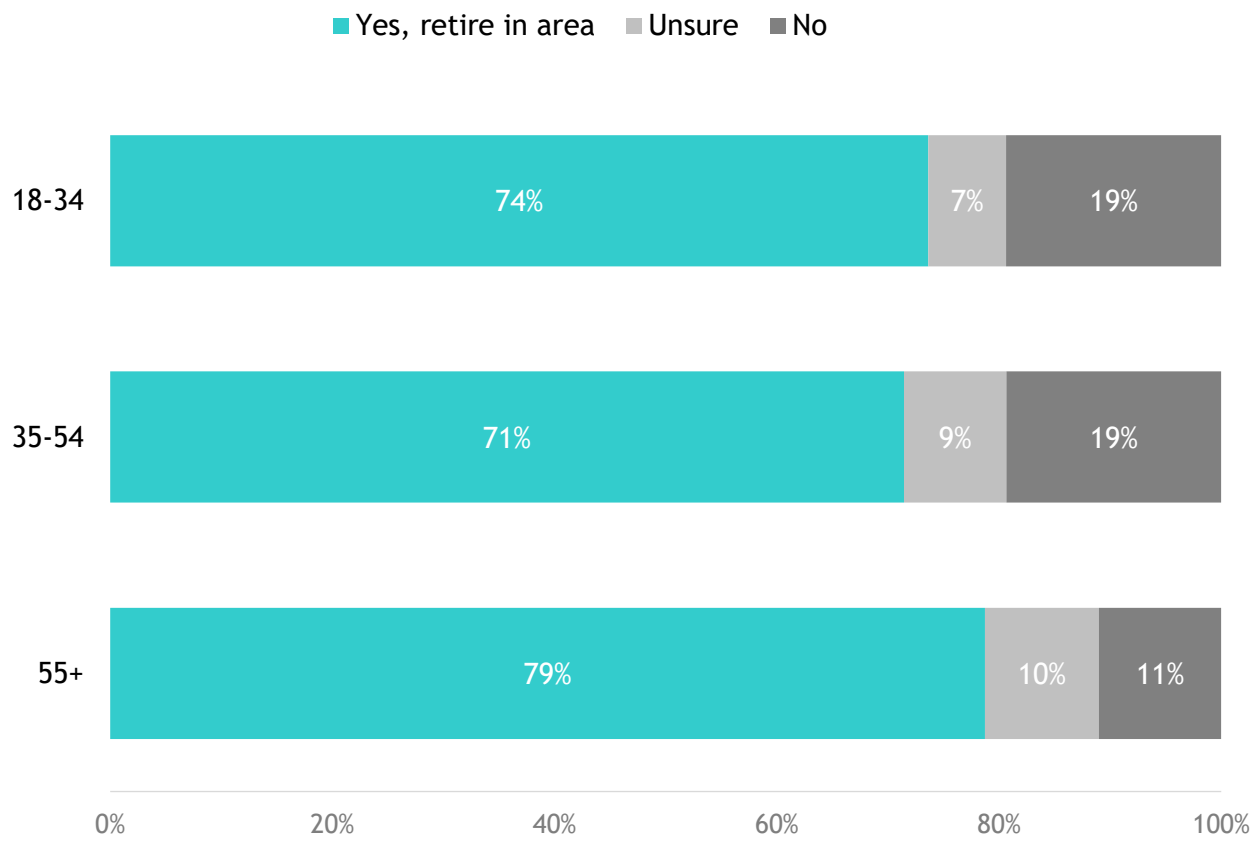
Q. Would you like to continue living in the area when you retire?



Aspiration to retire in the area does not vary by age group.

LONG-TERM PLANS BY AGE

Q. Would you like to continue living in the area when you retire?



Attitudes towards

Larkin & Pockley Proposal

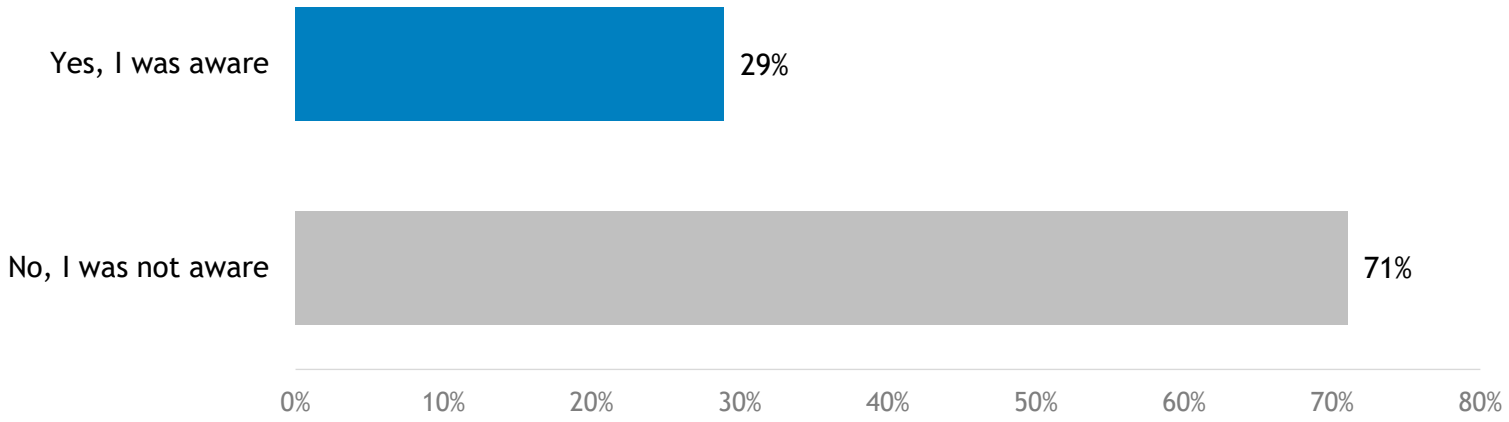
Around three in ten residents are aware of the proposal.

AWARENESS OF ROSEVILLE PROPOSAL

I am now going to provide you with some information about a new project in Kurrajong.

• A new residential development is being proposed by Sydney developer Aqualand across two sites at Larkin Street and Pockley Avenue, Roseville, approximately 400 metres from Roseville Train Station.
• The Larkin Street site will deliver around 90 new homes
• The Pockley Avenue site will deliver around 180 new homes
• Both projects will be around 6 to 9 storeys high and will allocate 15% of new homes as affordable housing for essential workers like teachers, nurses and first responders.
• Finally, the project incorporates sustainable design practices for energy and water efficiency.

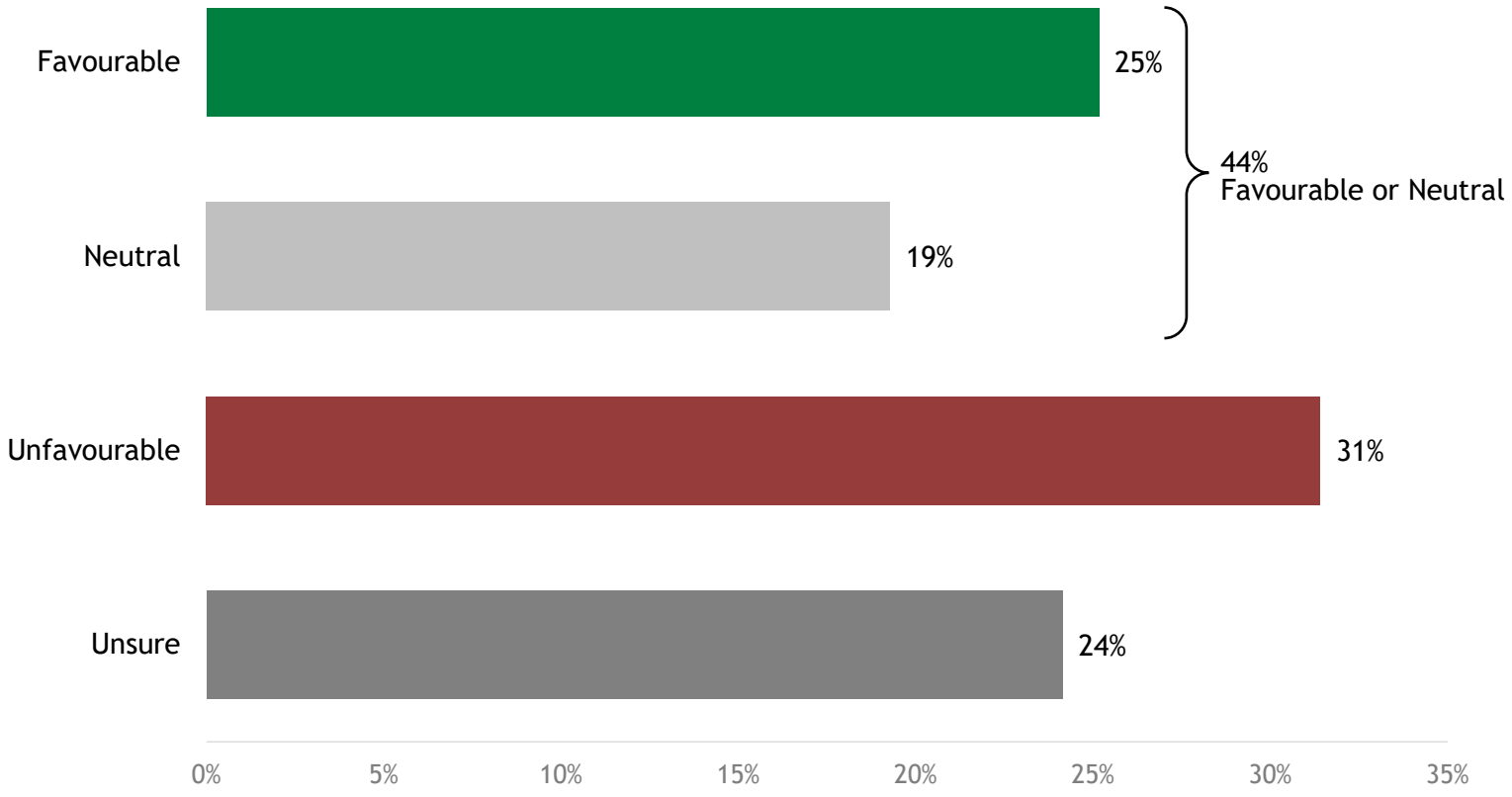
Q. Before today, were you aware of this proposal?



Residents have mixed views on the proposal.

ATTITUDE TOWARDS THE PROPOSAL

Q. Based on what you know of this proposal, what best describes your attitude towards it?



One in four (25%) residents have a favourable view of the proposal.

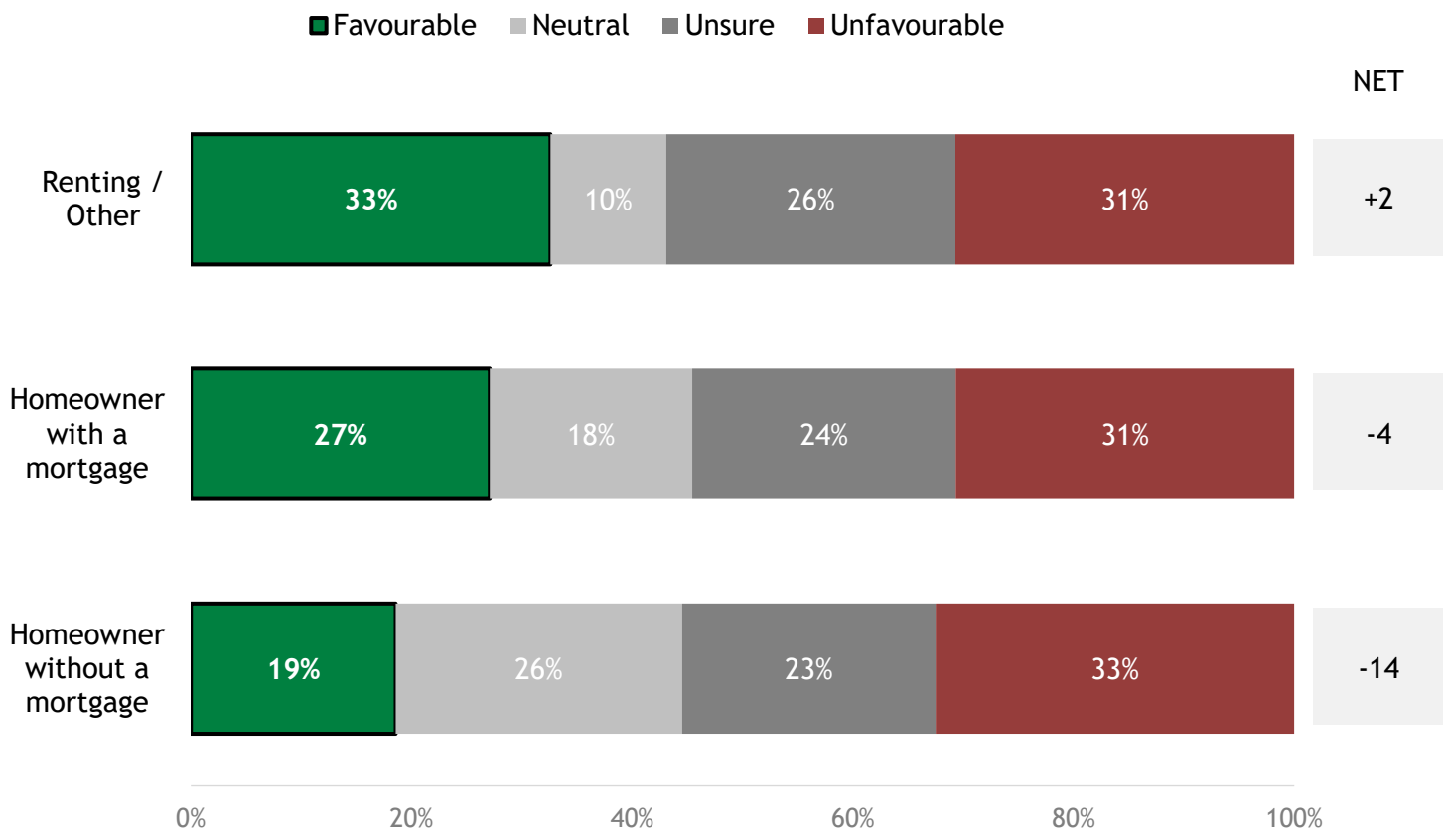
Around three in ten (31%) have an unfavourable view.

The remaining residents tend to be neutral (19%) or unsure (24%).

Renters are most likely to have a favourable view of the proposal.

ATTITUDE TOWARDS PROPOSAL, BY TENURE

Q. Based on what you know of this proposal, what best describes your attitude towards it?



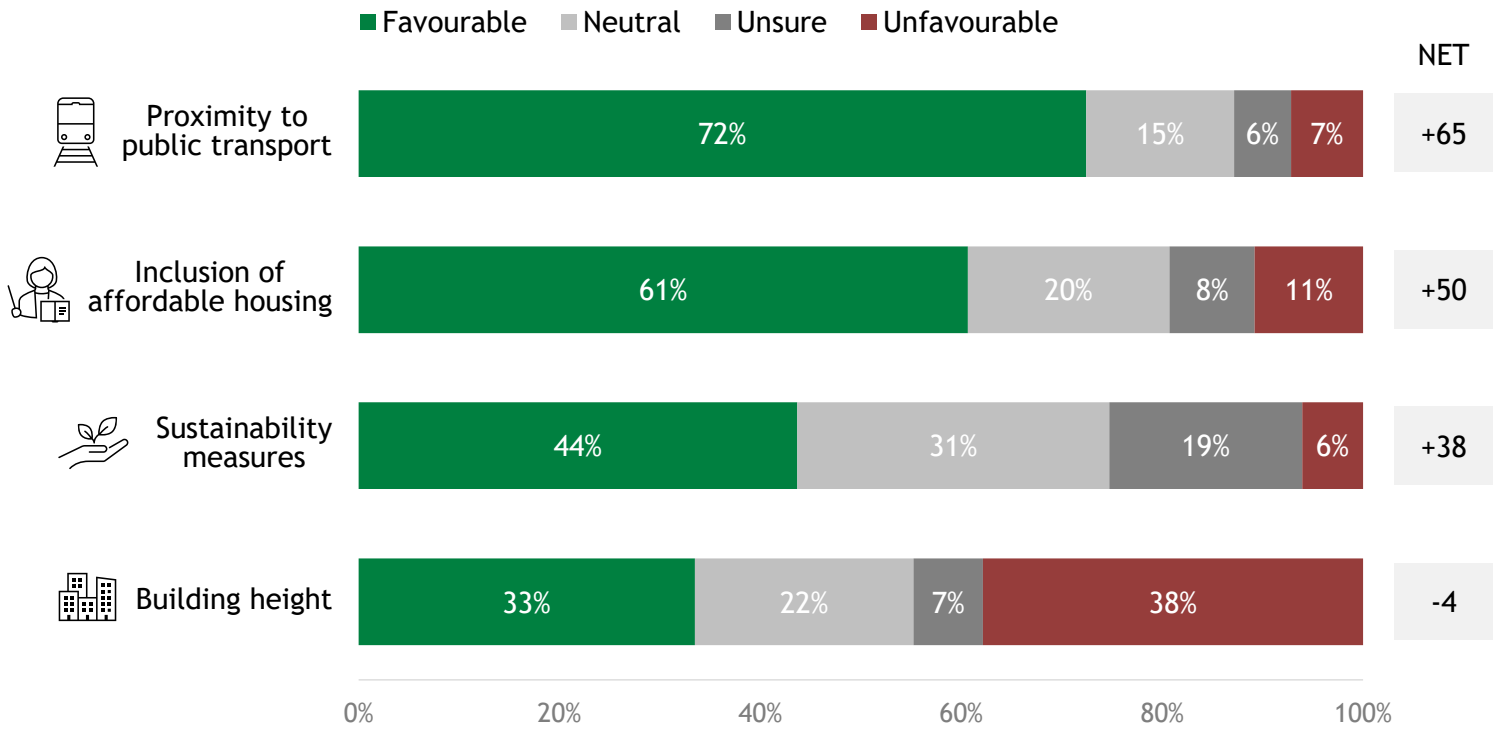
Those renting or in other non-ownership housing arrangements are most likely to have favourable views of the proposal (33%), followed by mortgage-holders (27%).

Outright homeowners are least likely to have a favourable view of the proposal (19%).

Majorities have favourable views of the affordable housing & proximity to transport.

ATTITUDE TOWARDS ASPECTS OF THE PROPOSAL

Q. I am now going to read out some specific aspects of the proposed development. For each, could you tell me whether your attitude towards it is favourable, unfavourable, or neutral?



Majorities have favourable views of the proximity to public transport (72%) and the inclusion of affordable housing (61%).

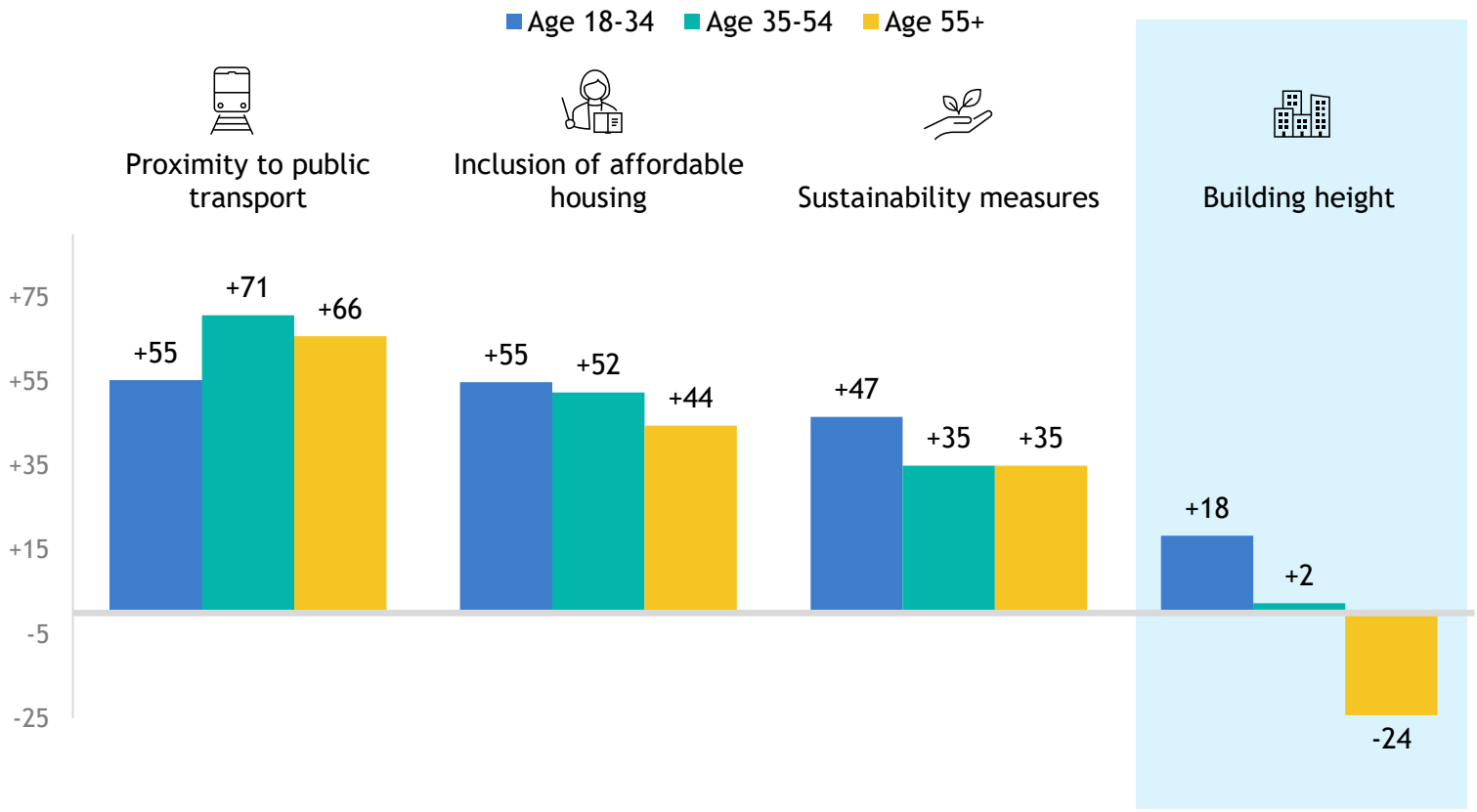
Nearly half (44%) have favourable views of the sustainability measures.

Residents are divided on the building height: one in three (33%) have a favourable view, and nearly two in five (38%) have an unfavourable view.

Younger and older residents have divergent views on the proposed building height.

NET ATTITUDE TOWARDS ASPECTS OF THE PROPOSAL, BY AGE

Q. I am now going to read out some specific aspects of the proposed development. For each, could you tell me whether your attitude towards it is favourable, unfavourable, or neutral?

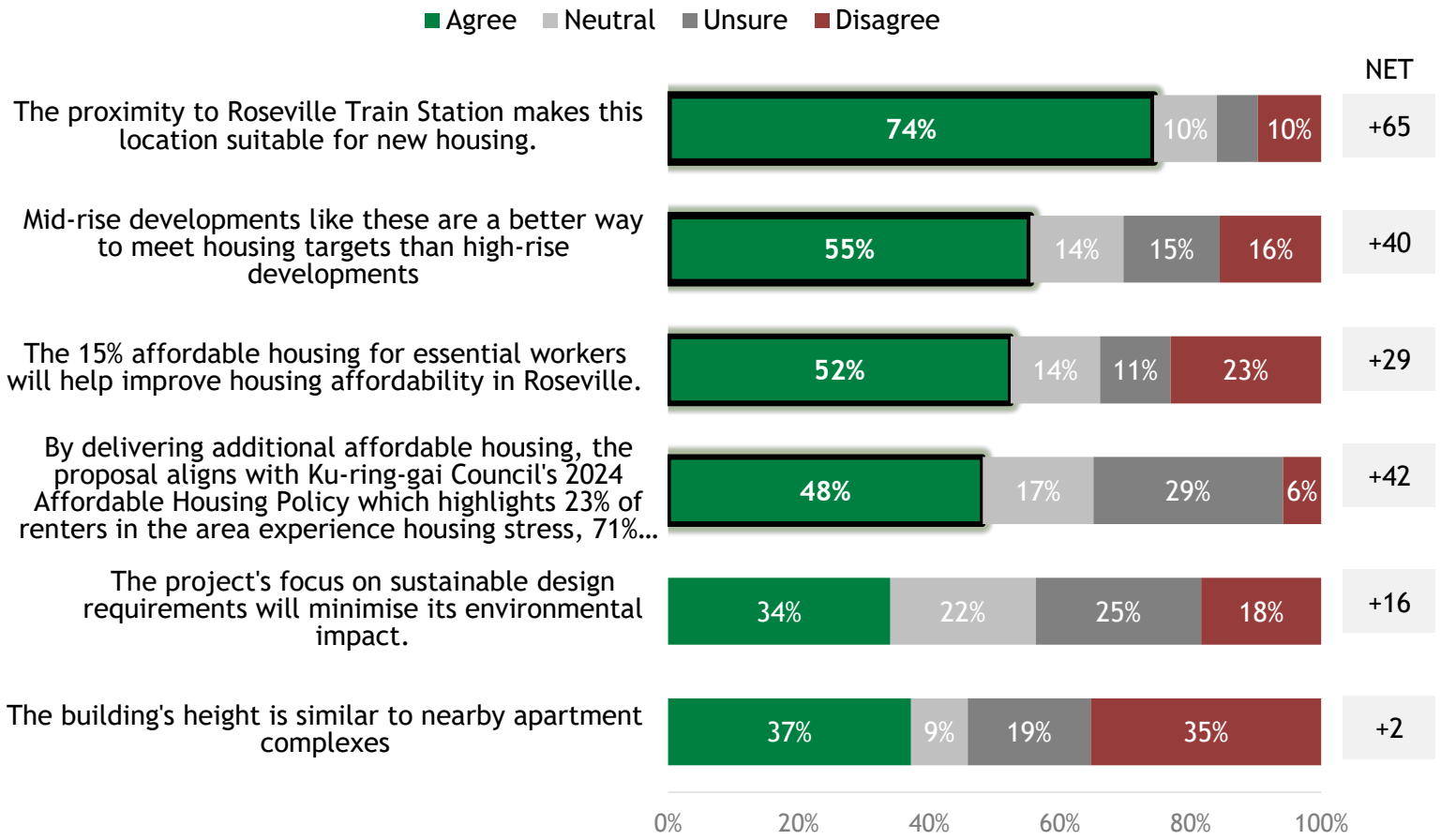


On a net basis, residents aged 18-34 have a net favourable view (+18) of the building height, while residents aged 55+ have a net unfavourable view (-24). Residents aged 35-54 are broadly net neutral (+2) on that aspect.

Three in four agree proximity to the train station make the location suitable for housing.

PROJECT BENEFITS

Q. I am now going to read out some statements relating to the proposed development. For each statement, could you tell me if you agree, disagree, or are neutral?



Nearly three in four (74%) agree that proximity to the train station make's the local suitable for new housing.

Majorities agree that mid-rises like these are preferable to high-rises (55%) and that the affordable housing component will improve affordability in Roseville (52%).

Nearly half (48%) agree the proposal aligns with the council's Affordable Housing Policy.

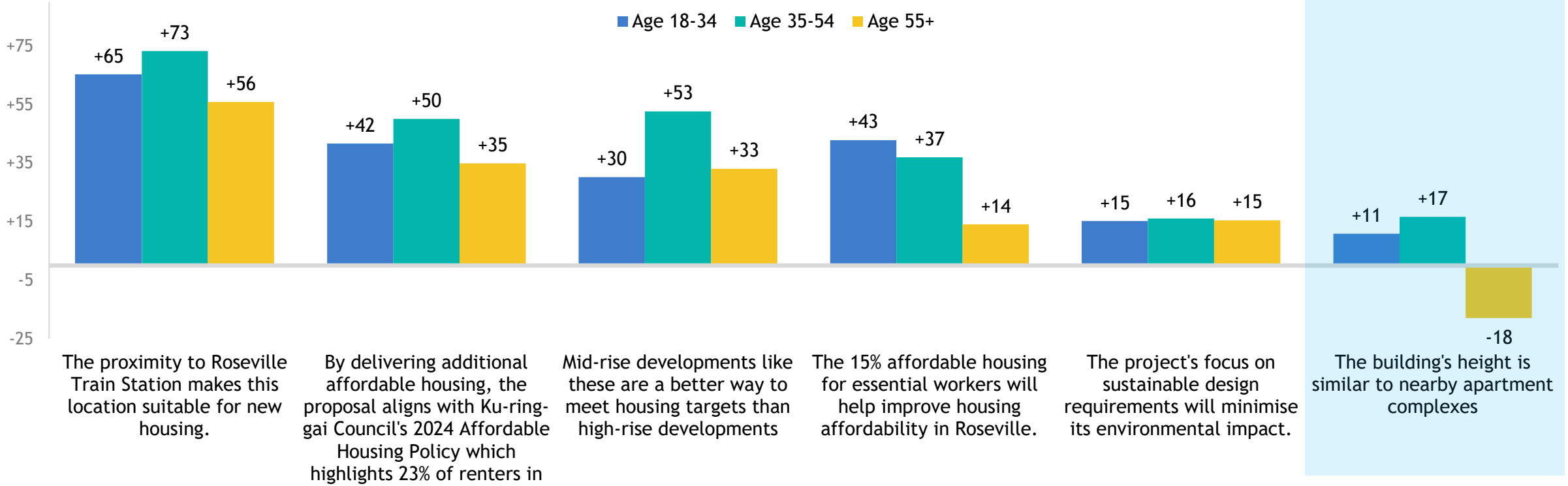
Around one in three (34%) agree the project's sustainable design will minimise its environmental impact, while around one in five (18%) disagree.

Residents are divided on the whether the building's height is similar to nearby apartment complexes; 37% agree and 35% disagree.

Younger and middle-aged residents are more likely to agree the building's height is similar to nearby apartment complexes.

NET PROJECT BENEFITS BY AGE

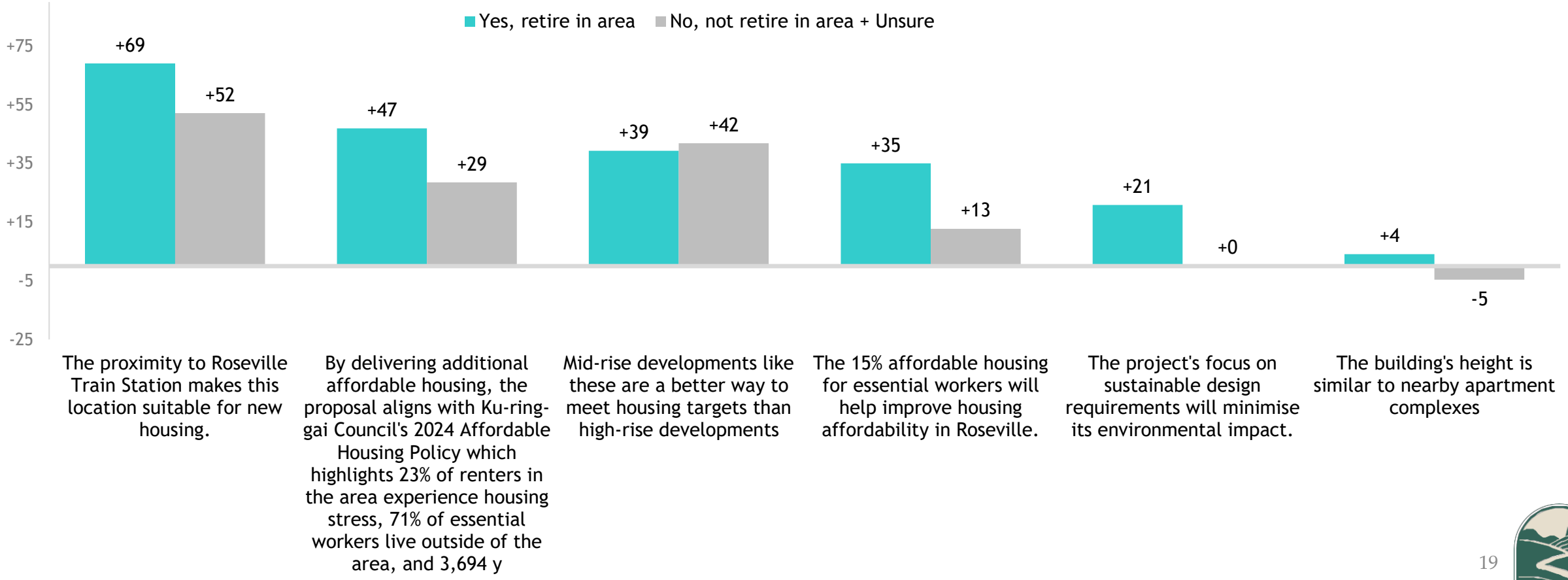
Q. I am now going to read out some statements relating to the proposed development. For each statement, could you tell me if you agree, disagree, or are neutral?



Those planning to retire in the area are generally more likely to agree with the project's posited benefits.

NET PROJECT BENEFITS BY LONG-TERM PLANS

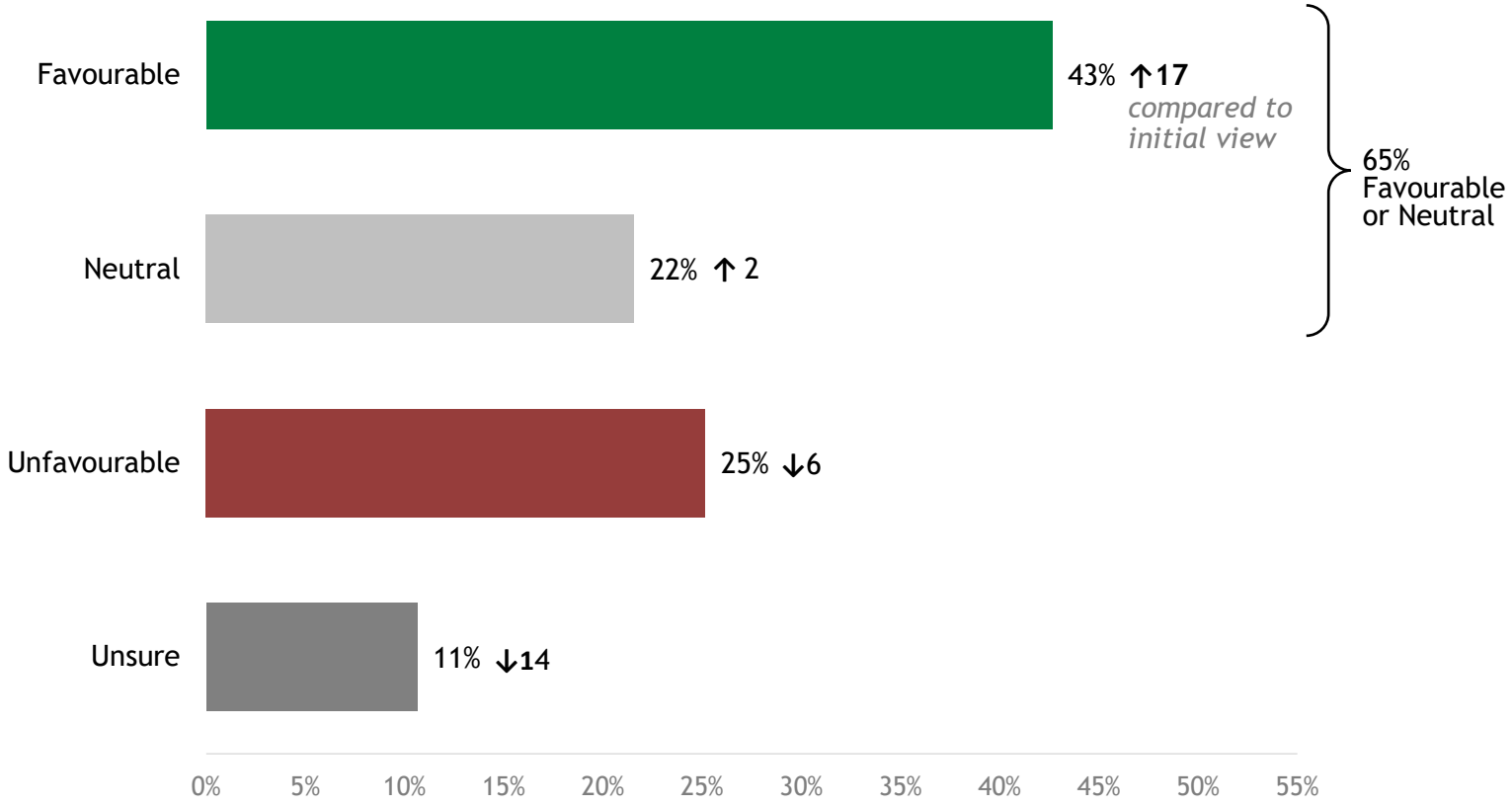
Q. I am now going to read out some statements relating to the proposed development. For each statement, could you tell me if you agree, disagree, or are neutral?



After considering the project's posited benefits, there is a substantial uplift in favourable attitudes towards the proposal.

POST-CONSIDERATION ATTITUDE TOWARDS THE PROPOSAL

Q. Thinking again about the proposal, what best describes your attitude towards it?



After considering individual aspects of the proposal, and a selection of presented benefits, favourable views of the proposal increase around 17pts from 25% to 43%.

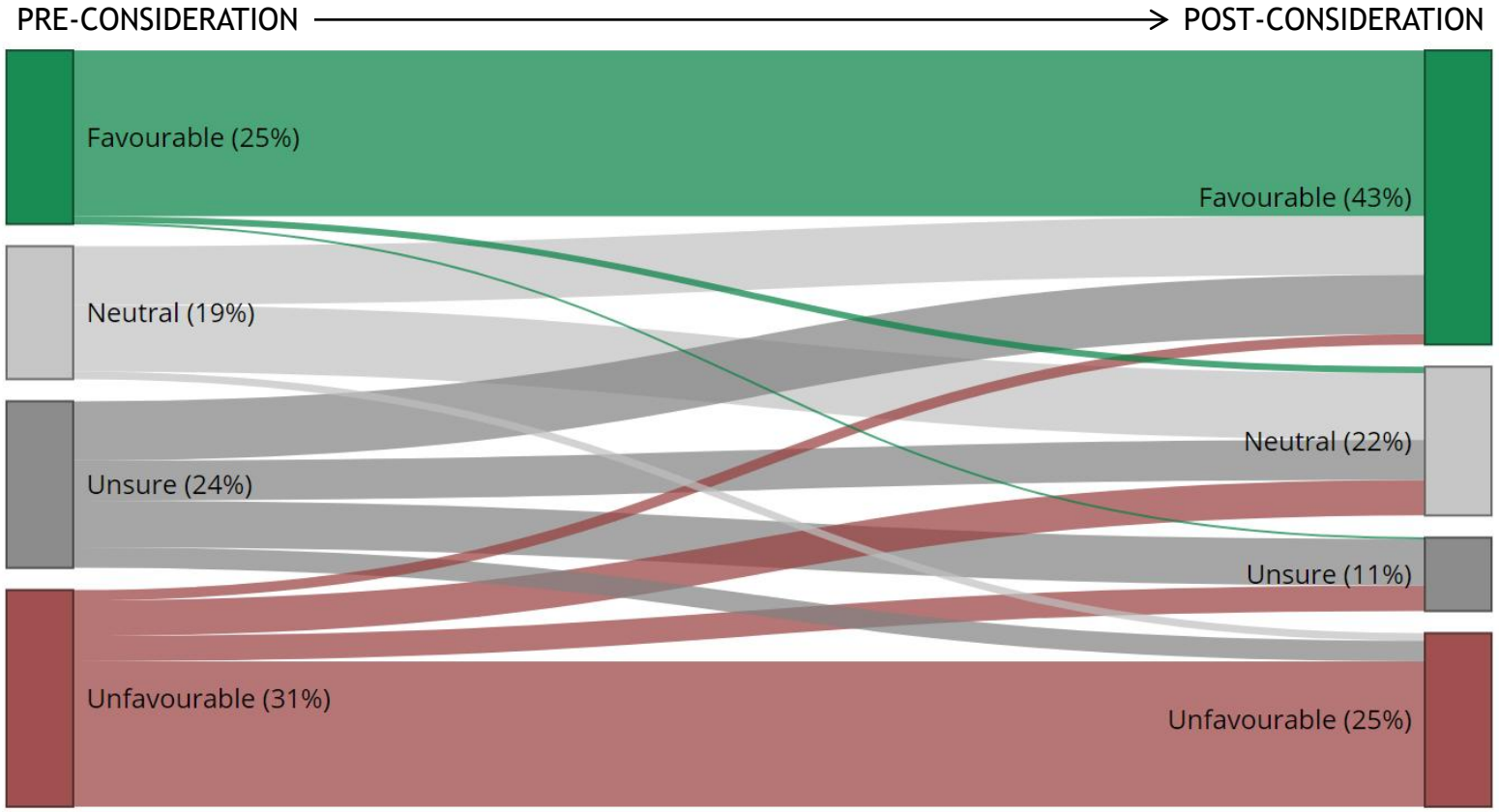
On a net basis, attitudes towards the proposal shift by around 23pts from -6 to +17.

N.B. Between the pre- and post-consideration questions, respondents were asked about their attitudes towards four individual aspects of the proposal, and six statements on its posited benefits.

Views on the proposal are fluid, not fixed; after further consideration of the proposal, around two in five change their views.

PRE- VS POST-CONSIDERATION ATTITUDE TOWARDS THE PROPOSAL

Q. Thinking again about the proposal, what best describes your attitude towards it?



Attitudes towards the proposal are relatively fluid, not fixed.

After further consideration of the proposal, including statements on its posited benefits, nearly two in five (38%) change their attitude towards the project.

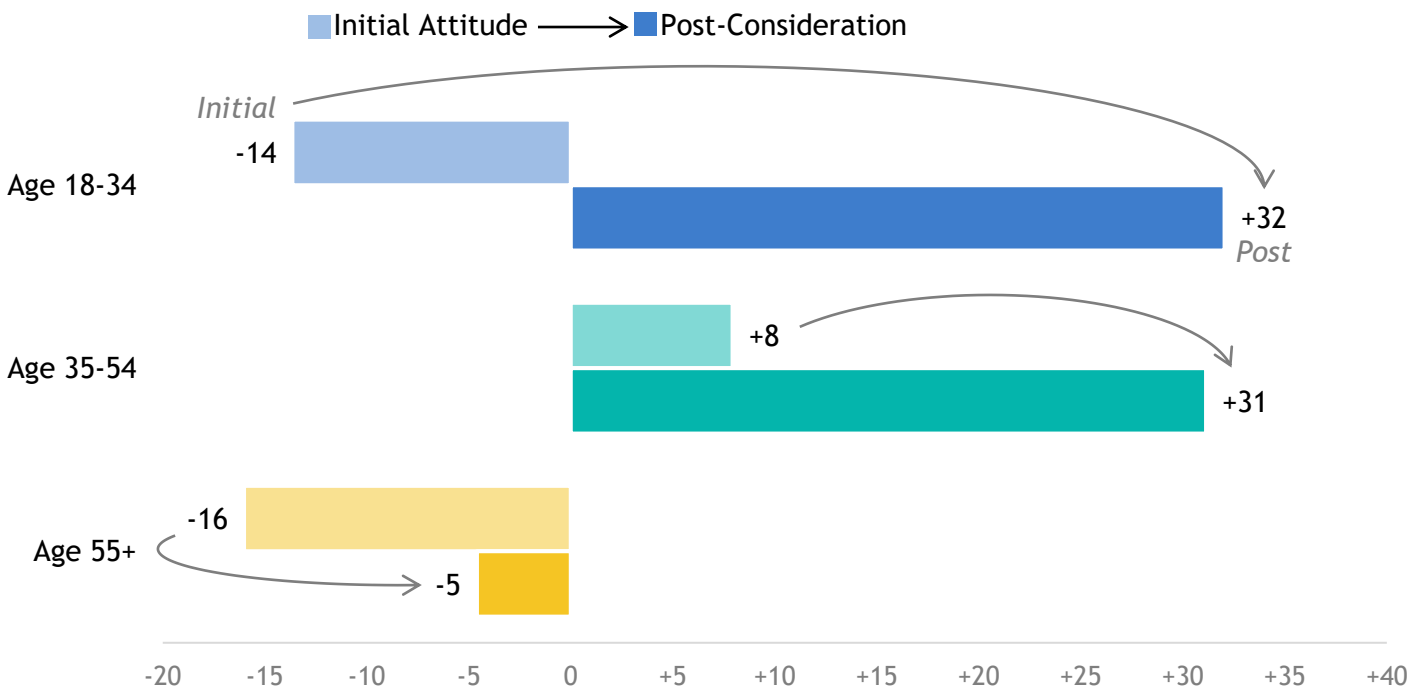
Around one in five (19%) change their view to favourable.

N.B. Between the pre- and post-consideration questions, respondents were asked about their attitudes towards four individual aspects of the proposal, and six statements on its posited benefits.

After considering the posited benefits, net favourability of the project increased mainly among younger and middle-aged residents.

PRE- VS POST- NET ATTITUDE TOWARDS PROPOSAL, BY AGE

Q. Thinking again about the proposal, what best describes your attitude towards it?



After considering further aspects of the proposal and some of its posited benefits, a number of residents were open to changing their views on the proposal.

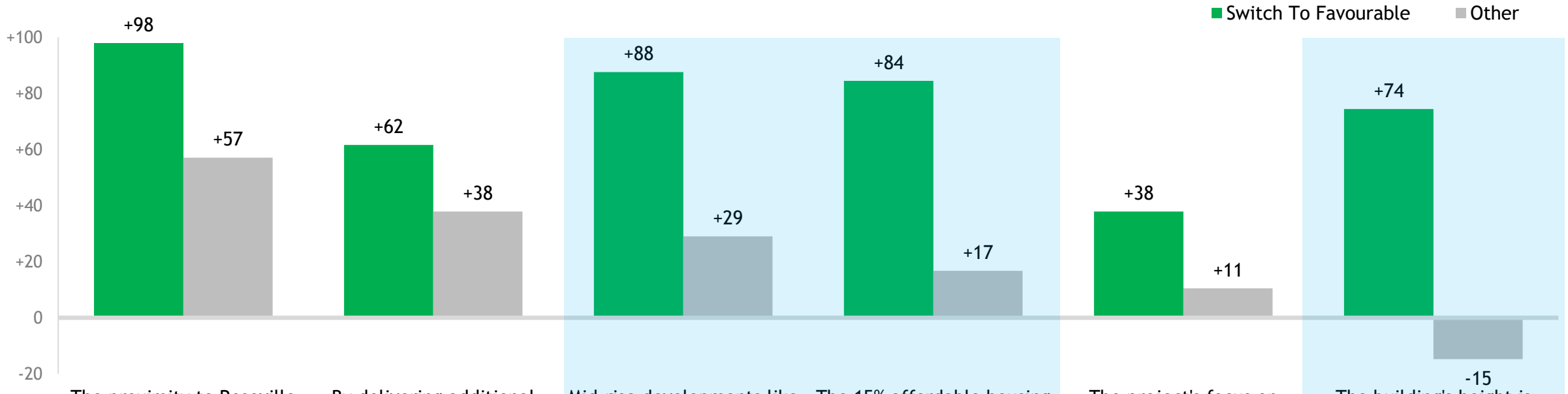
On a net basis, younger and middle-aged residents were most likely to shift their views toward net favourable positions.

N.B. Between the pre- and post-consideration questions, respondents were asked about their attitudes towards four individual aspects of the proposal, and six statements on its posited benefits.

Those switching their attitudes to favourable were more likely to agree with the benefits of affordable housing & mid-rises.

NET PROJECT BENEFITS BY SWITCH TO FAVOURABLE

Q. I am now going to read out some statements relating to the proposed development. For each statement, could you tell me if you agree, disagree, or are neutral?



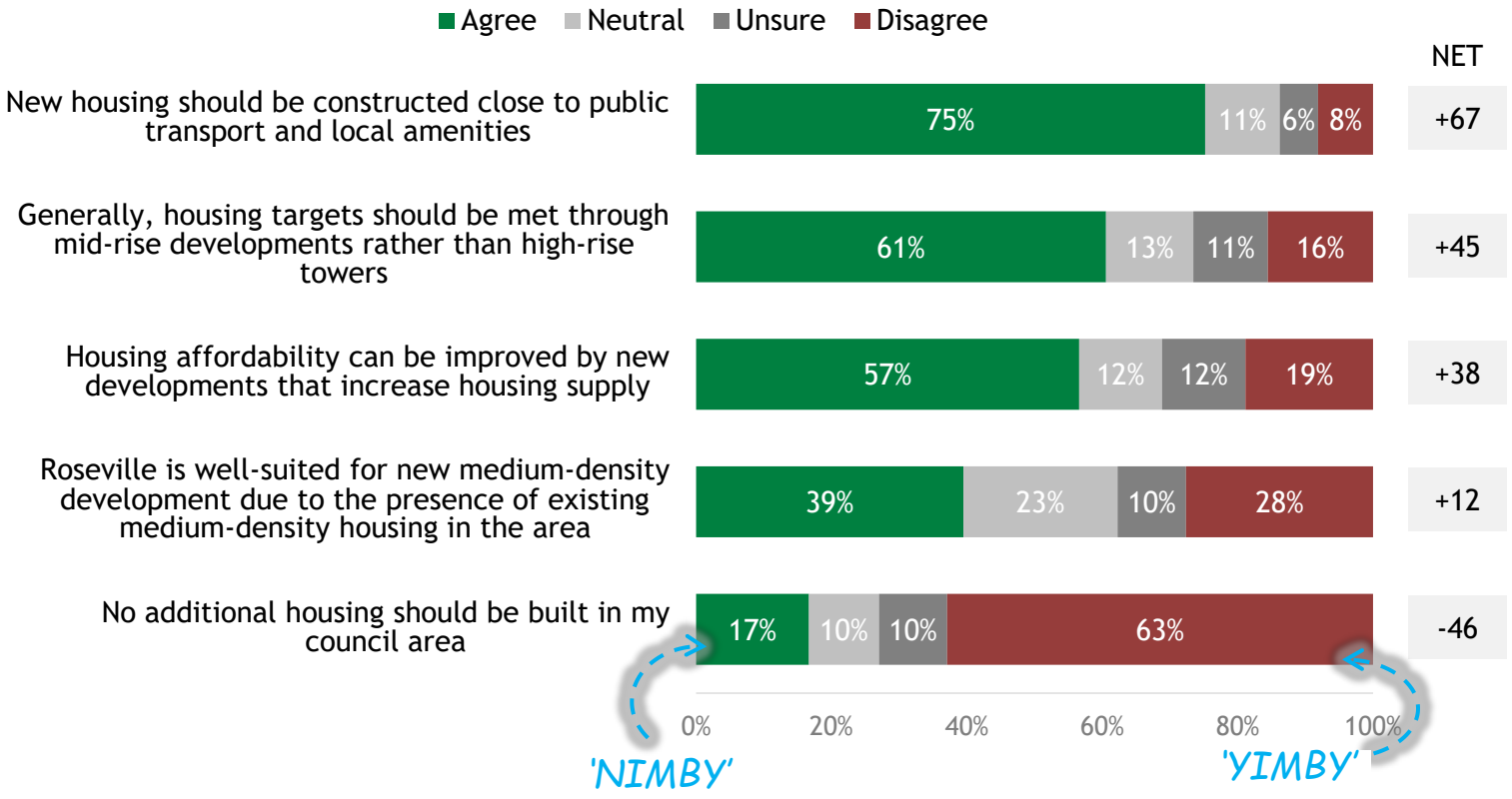
General attitudes on

Housing

Majorities agree new housing should be close to public transport, mid-rise rather than high-rise, and will improve affordability.

GENERAL VIEWS ON HOUSING

Q. I am now going to read out some statements on housing. For each statement, could you tell me if you agree, disagree, or are neutral?



Majorities agree new housing should be close to public transport (75%),that housing targets should be met through mid-rise rather than high-rise (61%), and that new housing can improve housing affordability (57%).

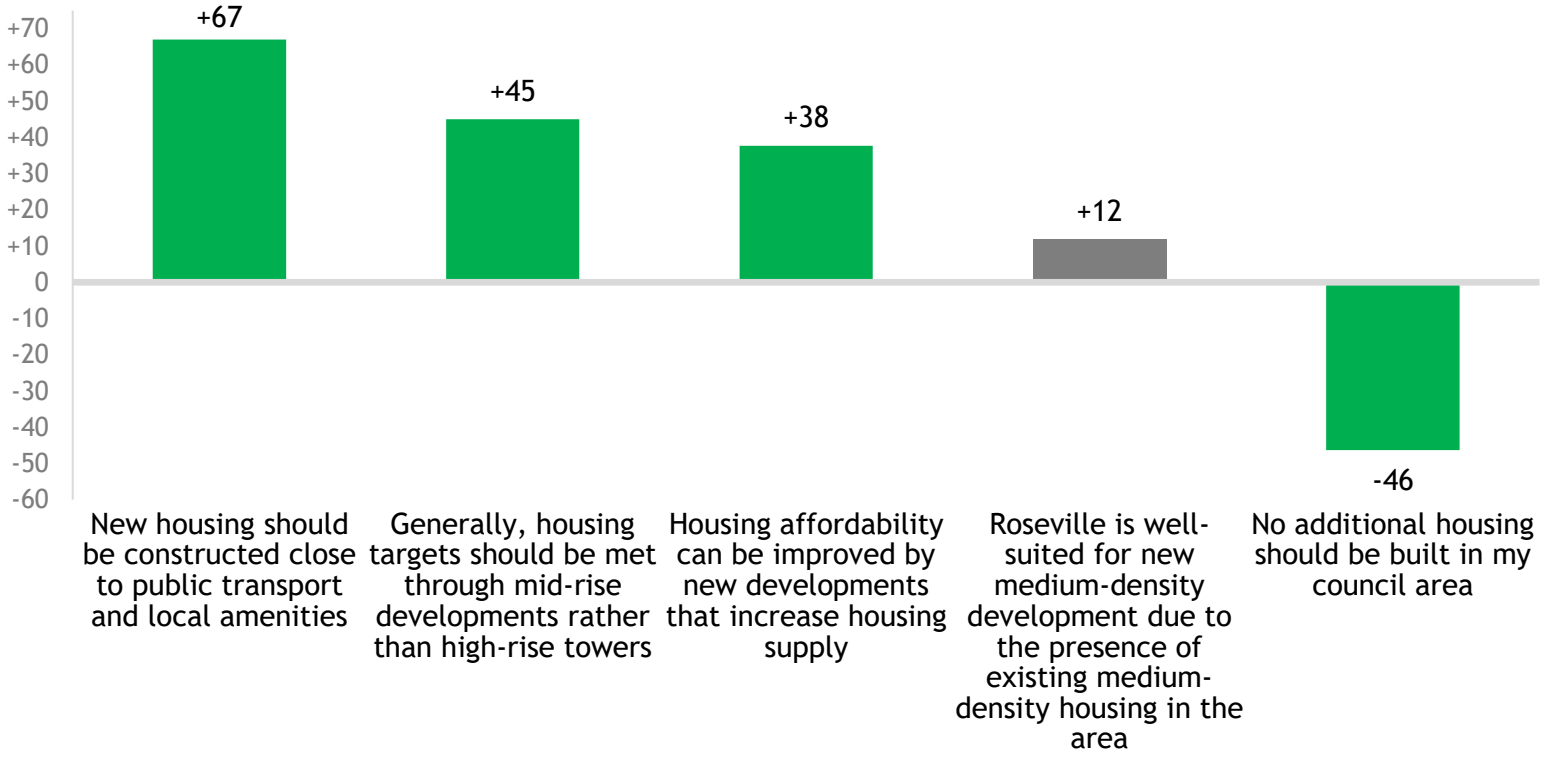
Residents are divided on whether Roseville is well-suited for new medium-density development to the presence of existing medium-density housing (39% agree, 28% disagree).

Only one in six (17%) say that no additional housing should be built in the council area, while three in five (63%) disagree.

Residents have mixed views on new medium-density housing for Roseville.

NET GENERAL VIEWS ON HOUSING

Q. I am now going to read out some statements relating to the proposed development. For each statement, could you tell me if you agree, disagree, or are neutral?



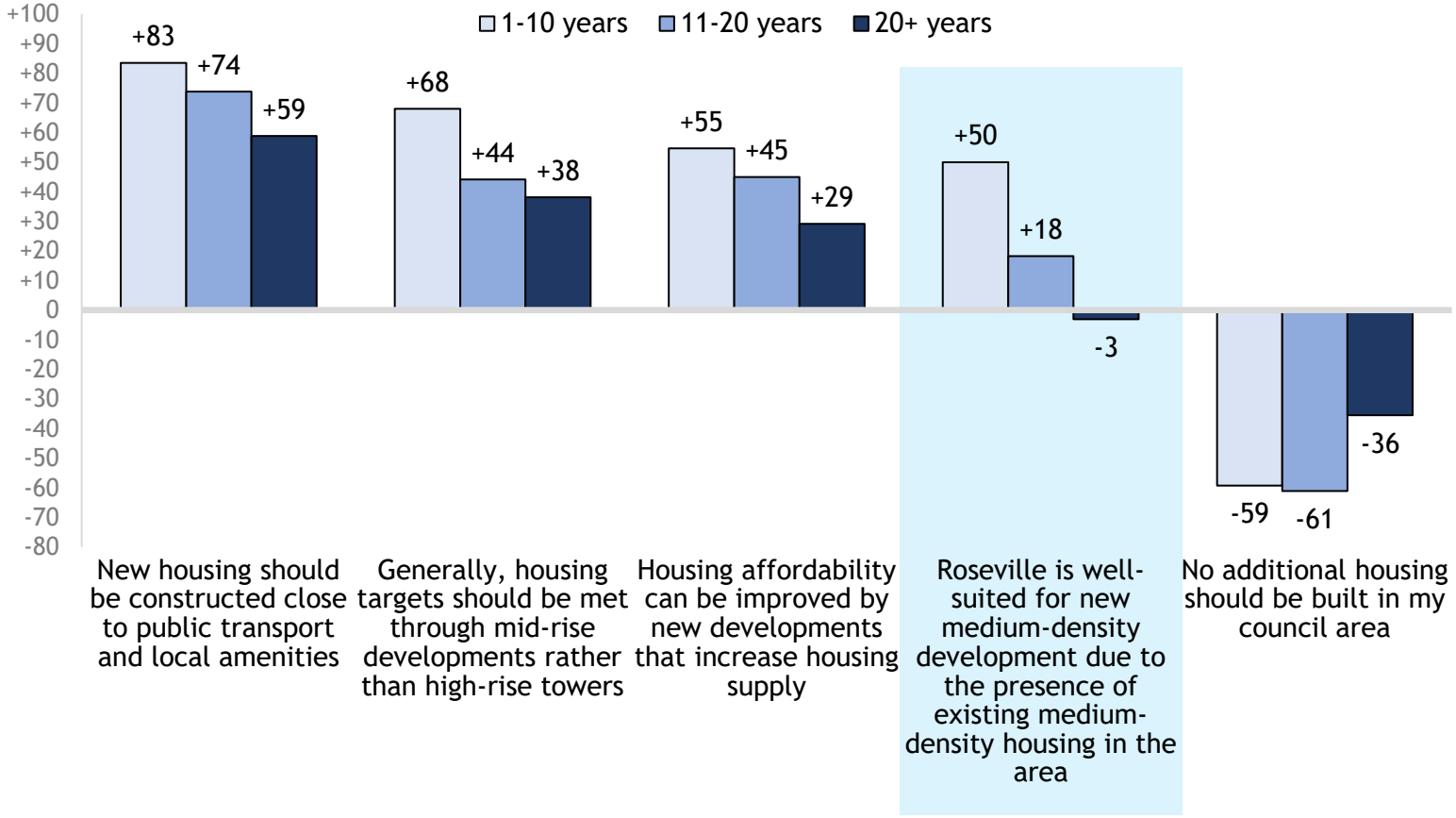
While residents agreed with most 'pro-housing' statements in general, there were more mixed views on the case of Roseville specifically.

For the statement "*Roseville is well-suited for new medium-density development due to the presence of existing medium-density housing in the area*", 39% agreed and 28% disagreed; slightly net agreement at +12.

Views on housing tend to vary by length of tenure in the area.

NET GENERAL VIEWS ON HOUSING, BY LENGTH OF TENURE

Q. I am now going to read out some statements relating to the proposed development. For each statement, could you tell me if you agree, disagree, or are neutral?

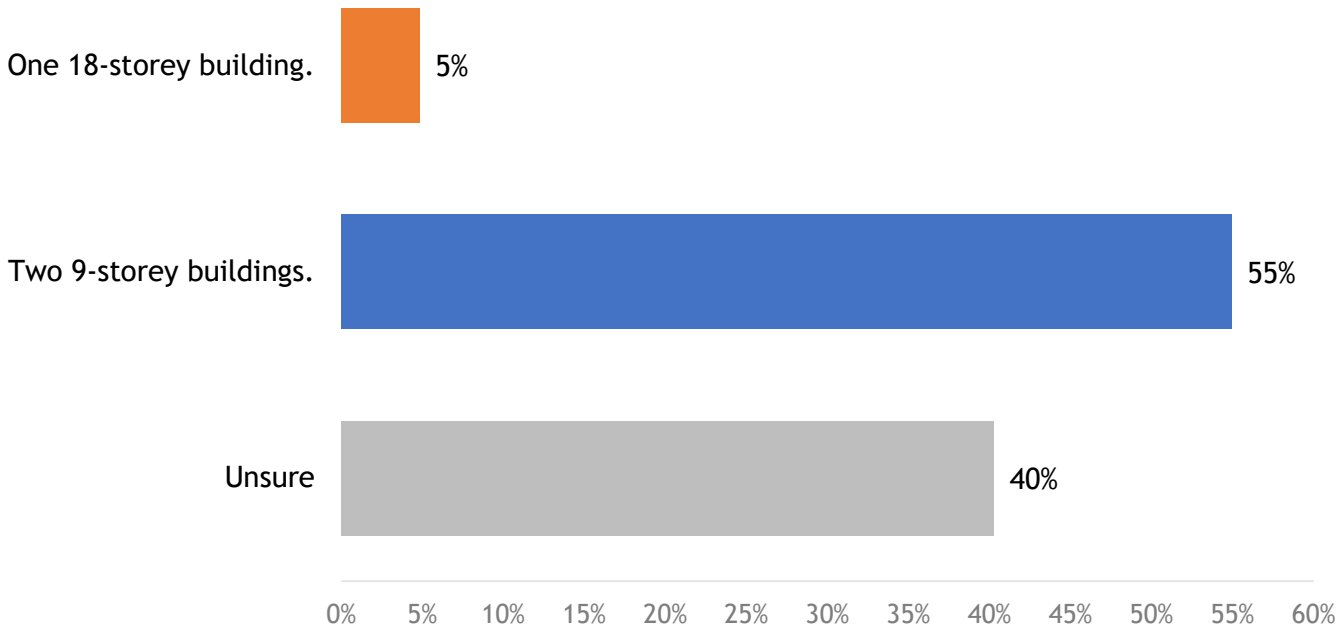


On a net basis, newer residents are more likely to agree (+50) that Roseville is well-suited for new medium-density development to the presence of existing medium-density housing, than are longer-established residents (-3).

A majority would generally prefer two 9-storey buildings over one 18-storey building

MID-RISE HOUSING VS HIGH-RISES

Q. Generally, which of the following types of development would you prefer in Roseville?

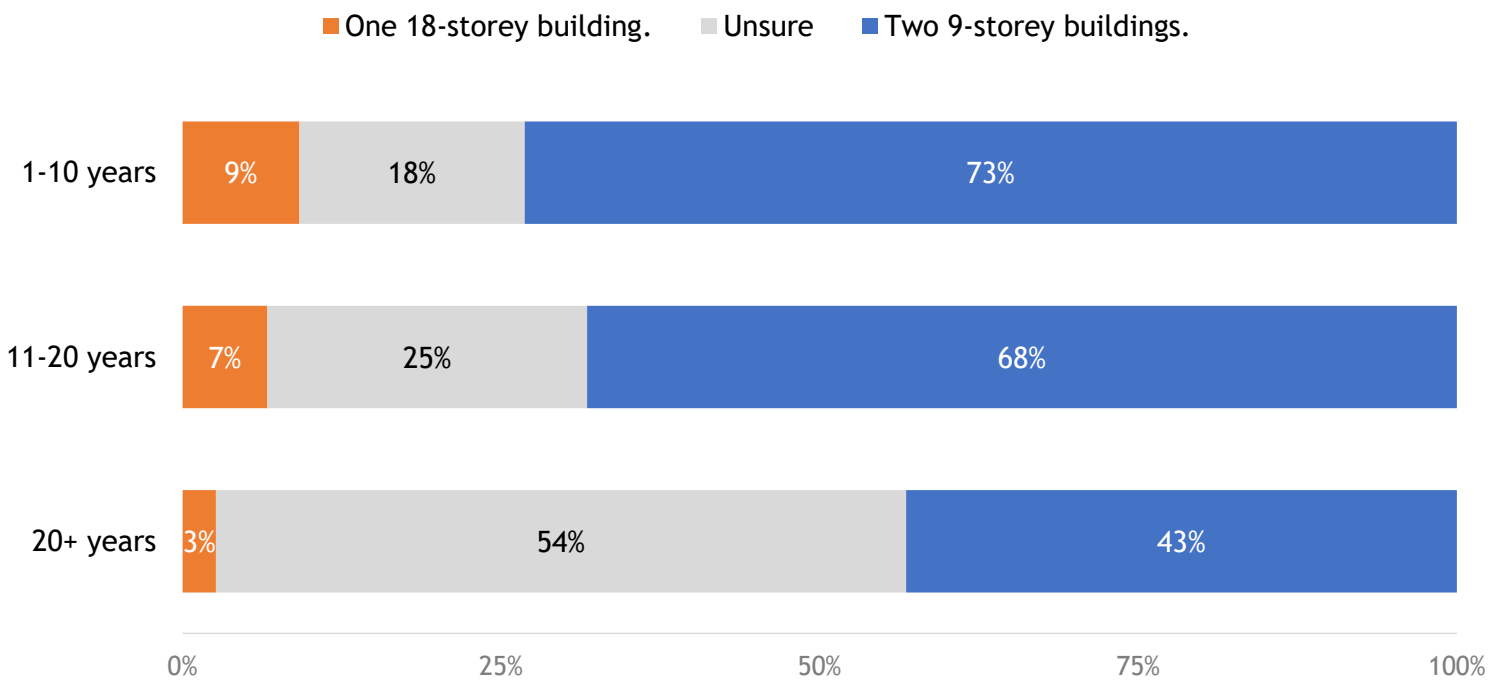


A majority (55%) would generally prefer two 9-storey buildings over one 18-storey building, while only one in twenty (5%) would prefer the latter. Two in five (40%) are unsure.

Longer-term residents are more likely to be unsure on the general trade-off between mid-rise and high-rise housing.

MID-RISE VS HIGH-RISES, BY LENGTH OF TENURE

Q. Generally, which of the following types of development would you prefer in Roseville?



Longer-term residents are more likely to be unsure (54%) on the general trade-off between mid-rise and high-rise housing, than are recent (18%) or medium-term (25%) residents.

Open-ended responses

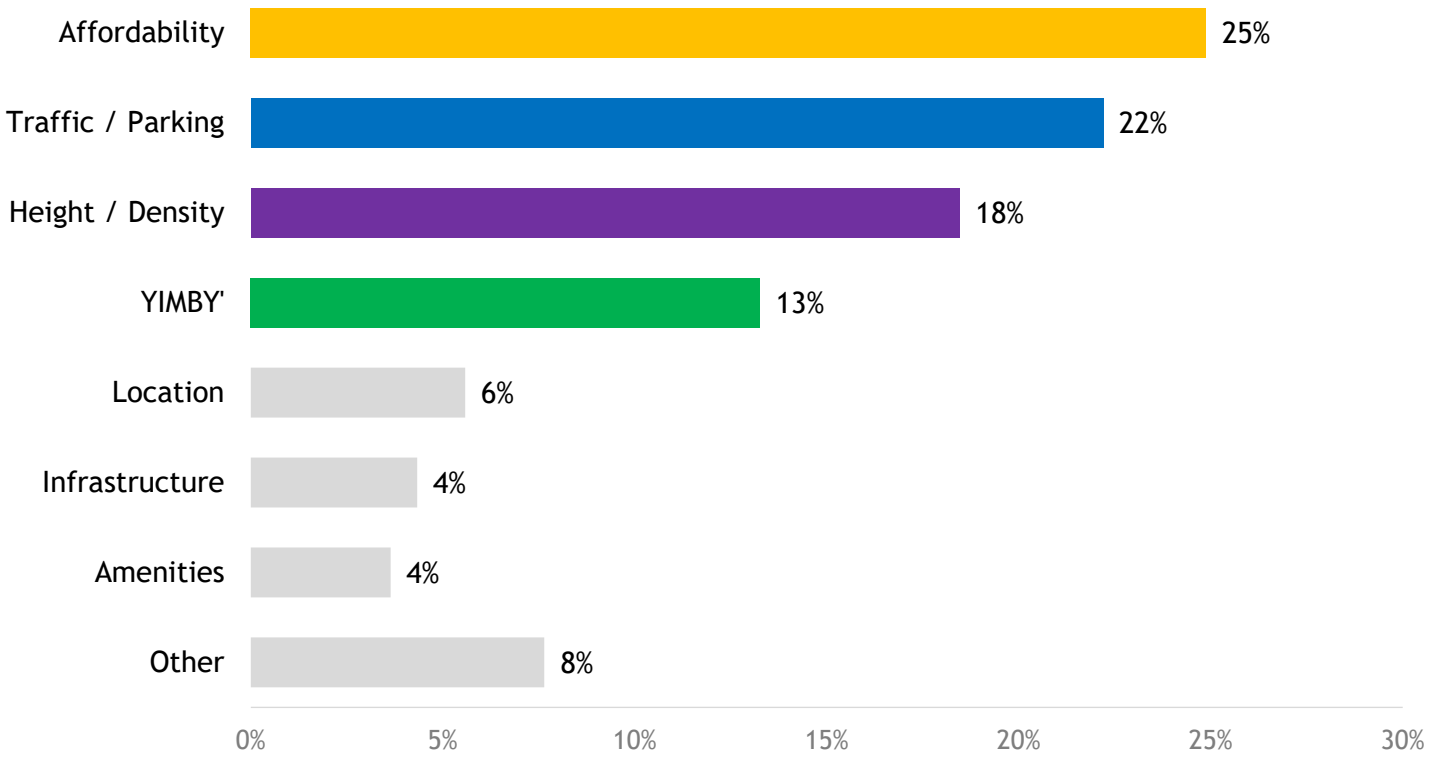
130 of 200 respondents provided comments

Affordability, Traffic, & Building Height led the discussion.

MAIN SUBJECT MATTER OF OPEN-ENDED RESPONSES (CODED)

Q. And very briefly, do you have any additional comments on the proposal?

N.B. 65% of respondents took the opportunity to provide additional comments.
Coding based on leading subject of each comment.



65% of respondents took the opportunity to provide additional comments.

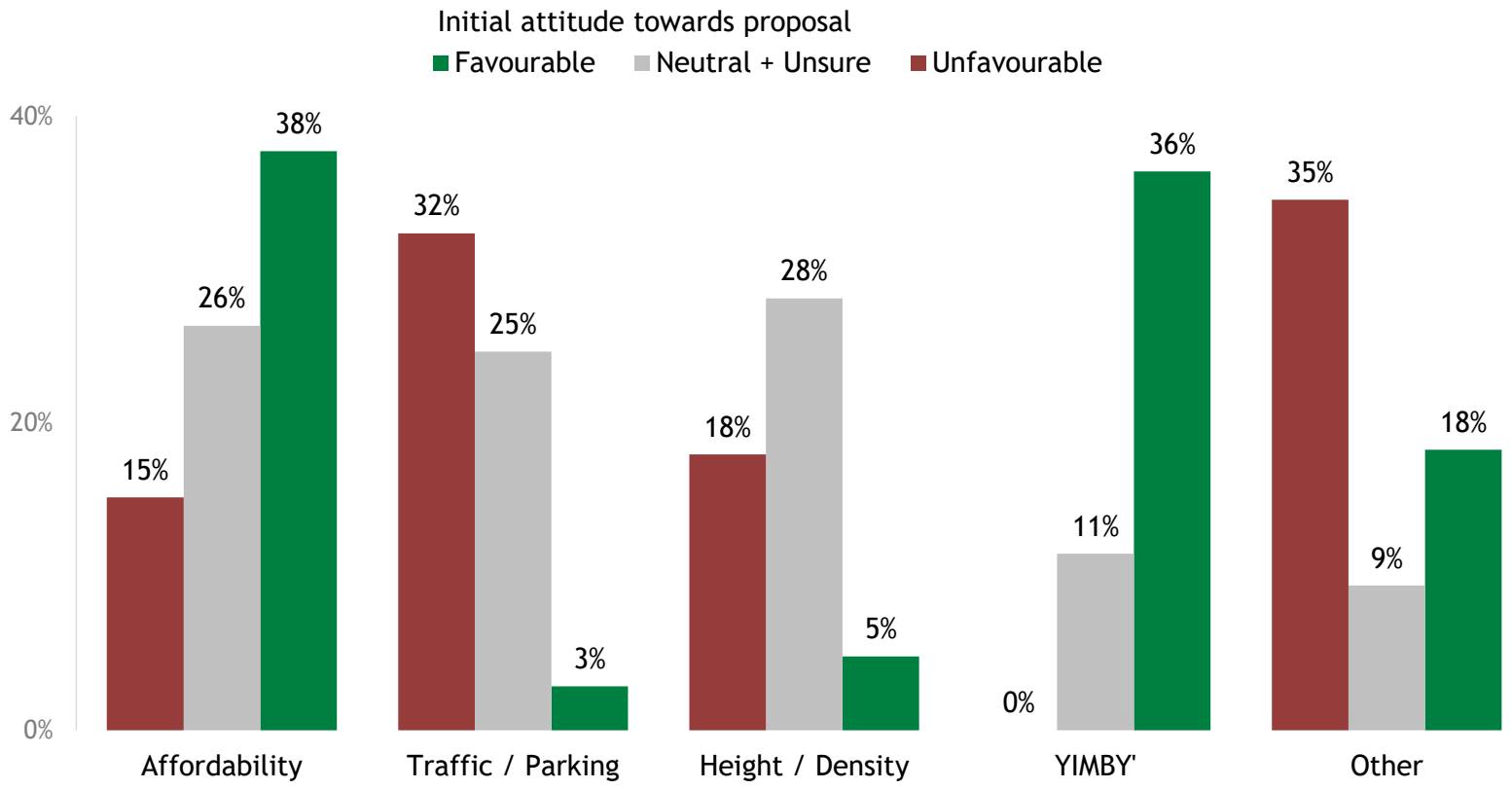
Of those who provided comments, the most common leading subjects were affordability (25%), traffic & parking (22%), building height or density (18%) and general favourable or 'YIMBY' sentiments (13%).

Responses weighted.

Favourable views are most driven by affordability, and unfavourable by traffic.

MAIN SUBJECT MATTER OF OPEN-ENDED RESPONSES (CODED), BY INITIAL ATTITUDE

Q. And very briefly, do you have any additional comments on the proposal?



N.B. 65% of respondents took the opportunity to give additional comments.

Those with unfavourable views of the project were most likely to comment on traffic & parking (32%), followed by the building's height (18%).

Those with favourable views were most likely to comment on affordability (38%) or express general pro-housing or 'YIMBY' sentiments (36%).

Responses weighted.

Respondents were highly favourable towards the affordable housing component.

SELECTED VERBATIM QUOTES: AFFORDABILITY

Q. And in a couple of sentences, do you have any additional comments on this proposal?

- *"Based on what I said earlier my opinion is it's absolutely important that the affordable aspect would be present when it's already put on the market.* ***The affordable housing must remain****. And we need more similar development in Ku-ring-gai."* *Female 65-74, Homeowner without a mortgage*
- *"I think if it's affordable housing it should be more than 15%, because all other apartment dwellings will be in line with the prices in Roseville which is not affordable.* ***It should be at least 75% affordable housing****."* *Female 35-44, Homeowner without a mortgage*
- *"I am looking forward to this kind of development to happen. Ku-ring-gai is in a situation where the housing price is high and I believe that having* ***this kind of development will help the community to get more affordable housing****."* *Male 25-34, Homeowner without a mortgage*
- *"This will help the people living in Roseville to get a more affordable housing, future generations will benefit from this."* *Female 45-54, Homeowner with a mortgage*

Many respondents were concerned about impacts on traffic.

SELECTED VERBATIM QUOTES: TRAFFIC

Q. And in a couple of sentences, do you have any additional comments on this proposal?

- *"I know that this could help the council area, however they should always consider the traffic and should **have a good traffic plan.**"* Male 35-44, Homeowner without a mortgage
- *"I am **concerned about the traffic and parking** spaces."* Female 25-34, Homeowner with a mortgage
- *"The **location itself has issues with traffic** and adding a new development will cause more traffic."* Female 25-34, Other housing arrangements
- *"It's **hard enough to turn out on the Pacific Highway** as it is but if you add new homes and new families (one at least would have a car) you got 300 something trips in the morning and afternoon it will lead to 3 traffic lights changers and heavy traffic. Very narrow roads and very poor off-street parking... "* Male 65-74, Homeowner with a mortgage
- *"I am more concern about the amount of traffic that this development can bring. **I know that this may help the council on housing, but this will make traffic worse.**"* Female 55-64, Homeowner without a mortgage

Residents have mixed views on the building height and density.

SELECTED VERBATIM QUOTES: BUILDING HEIGHT & DENSITY

Q. And in a couple of sentences, do you have any additional comments on this proposal?

- *"**In principle, I think medium-density development that isn't too high is a good idea**, especially if it's close to transport. However, I believe more details are needed to ensure that the specifics are properly addressed."* Male 65-74, Homeowner without a mortgage
- *"Do not agree with the height (6-9 storey), **it's too high for the area**."* Male 75+, Other housing arrangements
- *"**We need more density** particularly on the west side of Roseville."* Male 55-64, Homeowner without a mortgage
- *"Just think that the proposal has **too high a density** and doesn't fit the area."* Female 55-64, Homeowner without a mortgage
- *"**Not in favour because of the height**. It is adjacent to the heritage property. The council has been telling us that it can be 5-7 storeys high."* Male 45-54, Homeowner without a mortgage
- *"Agree, **we need to have more medium rise**."* Male 45-54, Homeowner without a mortgage

There were a variety of views the proposal features, and on housing generally.

SELECTED VERBATIM QUOTES: OTHER

Q. And in a couple of sentences, do you have any additional comments on this proposal?

- *"Pretty solid and it's **a great initiative**."* *Female 18-24, Homeowner without a mortgage*
- *"More development is inevitable. **Increasing density near train stations is a much better idea** than Sydney spreading into new busher areas."* *Male 45-54, Homeowner with a mortgage*
- *"I am in **two minds** about it but **I understand the need of the housing**."* *Male 75+, Other housing arrangements*
- *"My attitude towards it is the increased midrise development in Ku-ring-gai is inevitable. It's already a **part of the natural evolution of the community**."* *Female 45-54, Homeowner with a mortgage*
- *"…Studio 1 or 2 bedroom apartments is not big enough, **please consider 3 bedrooms or more for the people who have families** and make sure there is enough parking space and storage."* *Female 75+, Other*
- *"The building should **have its own parking**. needs to be 30% for the affordable housing for essentials workers. Should have provision for **trees, garden and playground**."* *Male 75+, Renting*

NOTTING HILL
ADVISORY

AQUALAND

Appendix 2

Appendix 2 Information Flyer

Larkin & Pockley Roseville

SEEKING COMMUNITY FEEDBACK

AQUALAND

Have Your Say on the Larkin & Pockley Development, Roseville's New Residential Project

Aqualand is planning a new residential development at Larkin Street and Pockley Avenue in Roseville.

Visit our online community portal at **larkinpockleyconsultation.com** to learn more about the project, share your feedback, and stay informed about the planning process.

Your feedback is important. Share your thoughts on the proposal:

Visit our online portal at
larkinpockleyconsultation.com

Join Our Community Drop-In Session

We are hosting drop-in sessions for the community to discuss the project and hear your views.

Thursday, 20 February 2025
5 pm - 7 pm

Lindfield Seniors Centre / Community Hall
259 Pacific Highway, Lindfield 2070

Saturday, 22 February 2025
9.30 am - 11.30 am

Roseville Chase Memorial Community Centre Hall
6 Babbage Road, Roseville 2069

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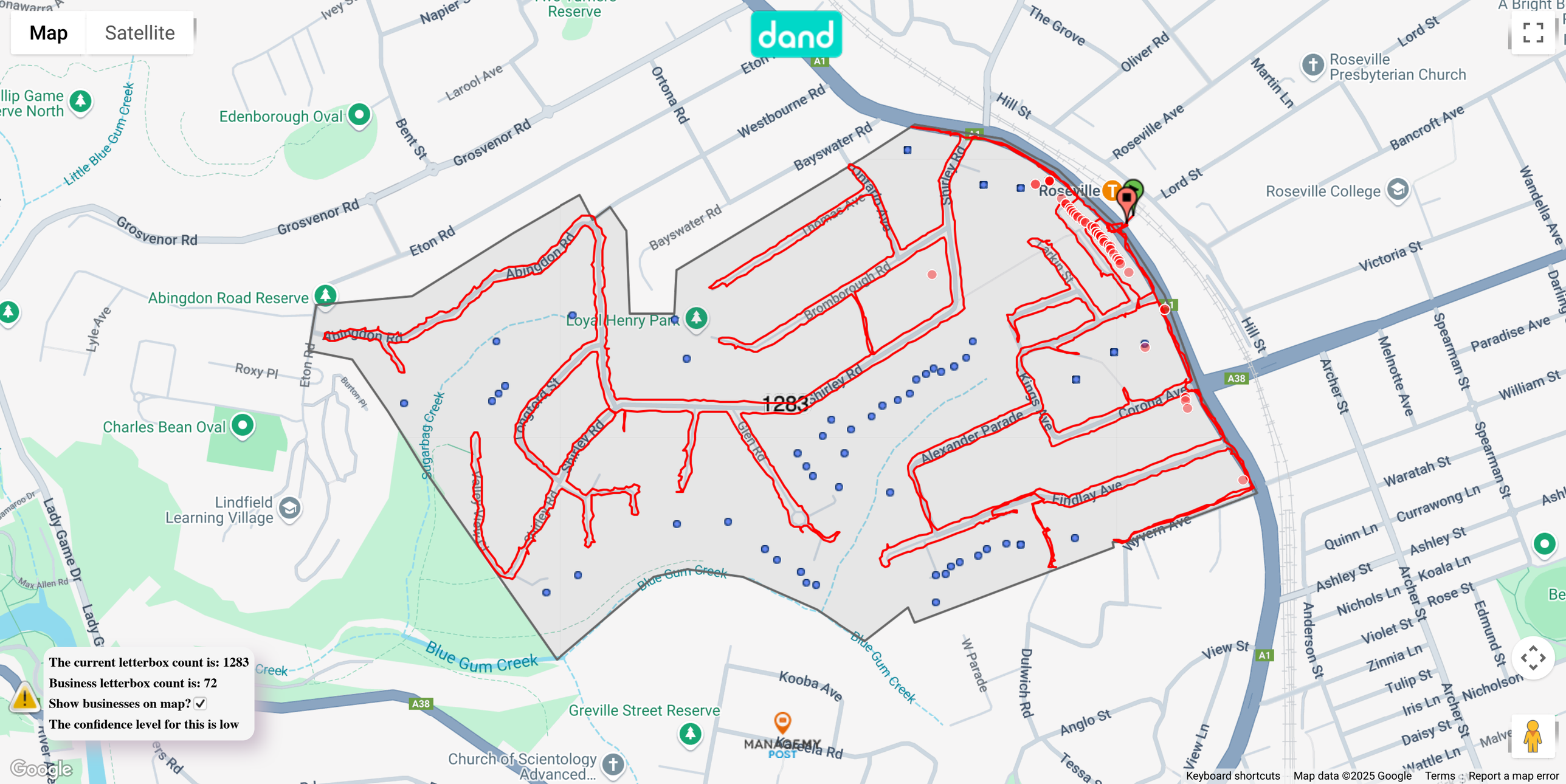
larkinpockleyconsultation.com

Appendix 2.1

Appendix 2.1 Map of Distribution Area for Information Flyer


Map
Satellite
dand
1283
Roseville
Roseville Presbyterian Church
Roseville College
Edenborough Oval
Abingdon Road Reserve
Loyal Henry Park
Charles Bean Oval
Lindfield Learning Village
Greville Street Reserve
Church of Scientology Advanced...
Little Blue Gum Creek
Blue Gum Creek
Sugarbag Creek
Grosvenor Rd
Eton Rd
Bayswater Rd
Westbourne Rd
Ortona Rd
Bent St
Larool Ave
Napier St
Ivey St
Hill St
The Grove
Oliver Rd
Roseville Ave
Lord St
Martin Ln
Bancroft Ave
Victoria St
Wandella Ave
Paradise Ave
William St
Spearman St
Melnotte Ave
Archer St
Shirley Rd
Abingdon Rd
Bromborough Rd
Alexander Parade
Findlay Ave
Corona Ave
Kings Ave
Glen Rd
Longueira St
Valley View Ave
Lyle Ave
Roxy Pl
Burton Pl
Lady Game Dr
Max Allen Rd
Kooba Ave
W Parade
Dulwich Rd
View St
Anglo St
View Ln
Tessa St
Waratah St
Currawong Ln
Quinn Ln
Ashley St
Nichols Ln
Koala Ln
Rose St
Violet St
Zinnia Ln
Tulip St
Iris Ln
Daisy St
Wattle Ln
Nicholson
Edmund St
Anderson St
A1
A38
The current letterbox count is: 1283
Business letterbox count is: 72
Show businesses on map? ☑
The confidence level for this is low
Keyboard shortcuts
Map data ©2025 Google
Terms
Report a map error

Appendix 3

Appendix 3 Online Portal and Frequently Asked Questions

LARKIN & POCKLEY

ROSEVILLE

WELCOME TO LARKIN & POCKLEY, ROSEVILLE

COMMUNITY INFORMATION PORTAL

We are excited to introduce a new residential development project in Roseville, brought to you by renowned developer, Aqualand.

This project aims to deliver high-quality housing solutions aligned with the NSW Government's objective of increasing housing supply in well-connected urban areas across Sydney.

On this Community Information Portal you will find:

- Key project information;
- Frequently asked questions regarding the project;
- An invitation to attend an in-person Community Drop-In Sessions; and
- A feedback form to submit your comments or questions on the proposal directly to the project team.

SUBMIT FEEDBACK

KEY PROJECT INFORMATION

The proposed development spans two locations at Larkin Street and Pockley Avenue, Roseville, approximately 400 metres from Roseville Train Station. Key features of the project include:

AFFORDABLE HOUSING

15% of dwellings will be dedicated to essential workers such as teachers, nurses, and first responders.

SUSTAINABILITY

Designed to meet stringent sustainable building standards to minimise environmental impact.

HIGH QUALITY DESIGN & CONSTRUCTION

Delivered by Aqualand, a reputable property developer renowned for its commitment to quality design and construction.

CONNECTIVITY

Conveniently located housing 400m from Roseville train station and nearby to local schools, and amenities.

WHERE ARE WE AT IN THE PLANNING PROCESS?

Aqualand is currently preparing an Environmental Impact Statement (EIS) for the Larkin and Pockley sites. As part of this process, we are engaging with the community to gather feedback and ensure local perspectives are considered.

Once the EIS is complete, it will be submitted to the NSW Department of Planning for review. After this, the community will have a further opportunity to provide feedback and make formal submissions about the proposal when it is placed on public exhibition.

COMMUNITY BENEFITS

This project addresses Sydney's growing demand for housing, supporting the objectives of the NSW Government to deliver more housing in areas that are well connected by public transport.

Designed to fit seamlessly into the local area, the development integrates with the existing surroundings and supports the community through:

SENSITIVE DESIGN

Architecture and landscaping that align with the area's established character.

LOCAL FOCUS

Housing options that cater to essential workers and meet the growing demand for quality housing in well-connected areas.

SUSTAINABLE DEVELOPMENT

Features that minimise environmental impact and enhance the area's liveability.

The project aims to deliver practical benefits to the community while maintaining the unique qualities of Roseville.

DROP-IN SESSIONS

We will be hosting drop-in sessions at **Linfield Seniors Centre / Community Hall** and **Roseville Chase Memorial Community Centre**. Meet the project team, ask questions, and learn more about the plans.

Thursday, 20 February 2025 | 5:00pm – 7:00pm

This Drop-In Session will be held at:

Lindfield Seniors Centre / Community Hall
259 Pacific Highway,
Lindfield 2070

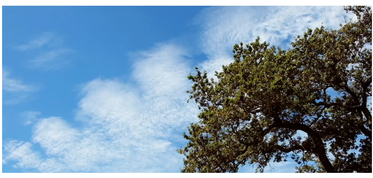
GET DIRECTIONS

Saturday, 22 February 2025 | 9:30am – 11:30am

This Drop-In Session will be held at:

Roseville Chase Memorial Community Centre Hall
6 Babbage Road,
Roseville 2069

GET DIRECTIONS



FREQUENTLY ASKED QUESTIONS

1. What is being proposed?

The project involves two residential developments at Larkin Street and Pockley Avenue, Roseville. These developments will deliver new housing, including affordable options for essential workers like teachers, nurses, and first responders.

Read less

2. Why is this development being proposed?

This development aligns with the NSW Government's policy to increase housing supply in Sydney, helping to address the growing demand for homes in well-connected, urban areas.

Read less

3. Who is behind this development?

The project is led by Aqualand, a leading property development company with a focus on creating sustainable and community-focused developments.

Read less

4. What are the key features of the development?

The development features 15% affordable housing for essential workers, exceeding the requirements set for this site, along with sustainable designs to minimise environmental impact and high-quality construction by renowned developer Aqualand. Conveniently located just 400m from Roseville train station, it's also close to schools and other key amenities.

Read less

5. Where exactly is the development located?

The sites include properties at 2 & 4 Larkin Street, and 1, 3, 5, and 2-16 Pockley Avenue, near the Pacific Highway and close to Roseville Train Station.

Read less

6. How much housing will this project provide?

The Larkin Street project will deliver around 80 to 100 new homes, while the Pockley Avenue project will deliver approximately 170 to 200 new homes, with up to 15% of all new homes across both projects reserved for essential workers such as teachers, nurses, and first responders. These housing numbers are permissible under the existing planning rules for the sites. Both of these projects align with the NSW Government's objective of increasing housing supply in well-located areas.

Read less

7. What measures are in place to manage traffic and parking?

The project will include underground parking that complies with the site's permissible requirements, helping to reduce the impact on local street parking and traffic flow.

Read less

8. How will this development benefit the local community?

This development benefits the local community by providing affordable housing for essential workers, improving access to public transport, schools, and amenities, and promoting sustainability through environmentally friendly designs that enhance the area. It also supports the NSW Government's objective to deliver more housing to meet Sydney's growing demand for homes in well-located areas near good jobs, while catering to the significant downsizer market across the lower North Shore.

Read less

9. What steps are being taken to ensure the development fits within the local area?

The design and planning of the development adheres to local zoning regulations and prioritises integration with the existing character of the Roseville area.

Read less

NEXT STEPS AND CONTACT INFORMATION

10. When will construction begin?

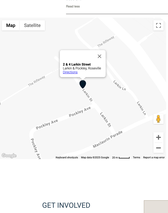
The project is currently in the planning phase, and a timeline for construction will be confirmed once all approvals are secured.

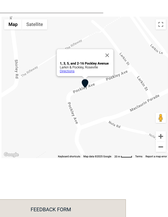
Read less

11. How can I learn more or provide feedback about the project?

You can provide your feedback directly to the project team via this online portal or attend our community drop in session.

Read less





GET INVOLVED

Your input is important to us. This online portal serves as a hub for updates and feedback throughout the planning process.

Share your thoughts, ask questions, and stay informed about upcoming events such as drop-in sessions where you can meet the project team in person.

FEEDBACK FORM

First Name *
Enter your first name

Last Name *
Enter your last name

Phone
Enter your phone number

Email *
Enter your email

Project *

Write a message *
Enter text here

SEND FEEDBACK

Appendix 4

Appendix 4 Community Drop-In Session Display Boards

LARKIN & POCKLEY

ROSEVILLE

Community Drop-In Session

AQUALAND

WHAT'S PLANNED?

LOCATION & SCALE

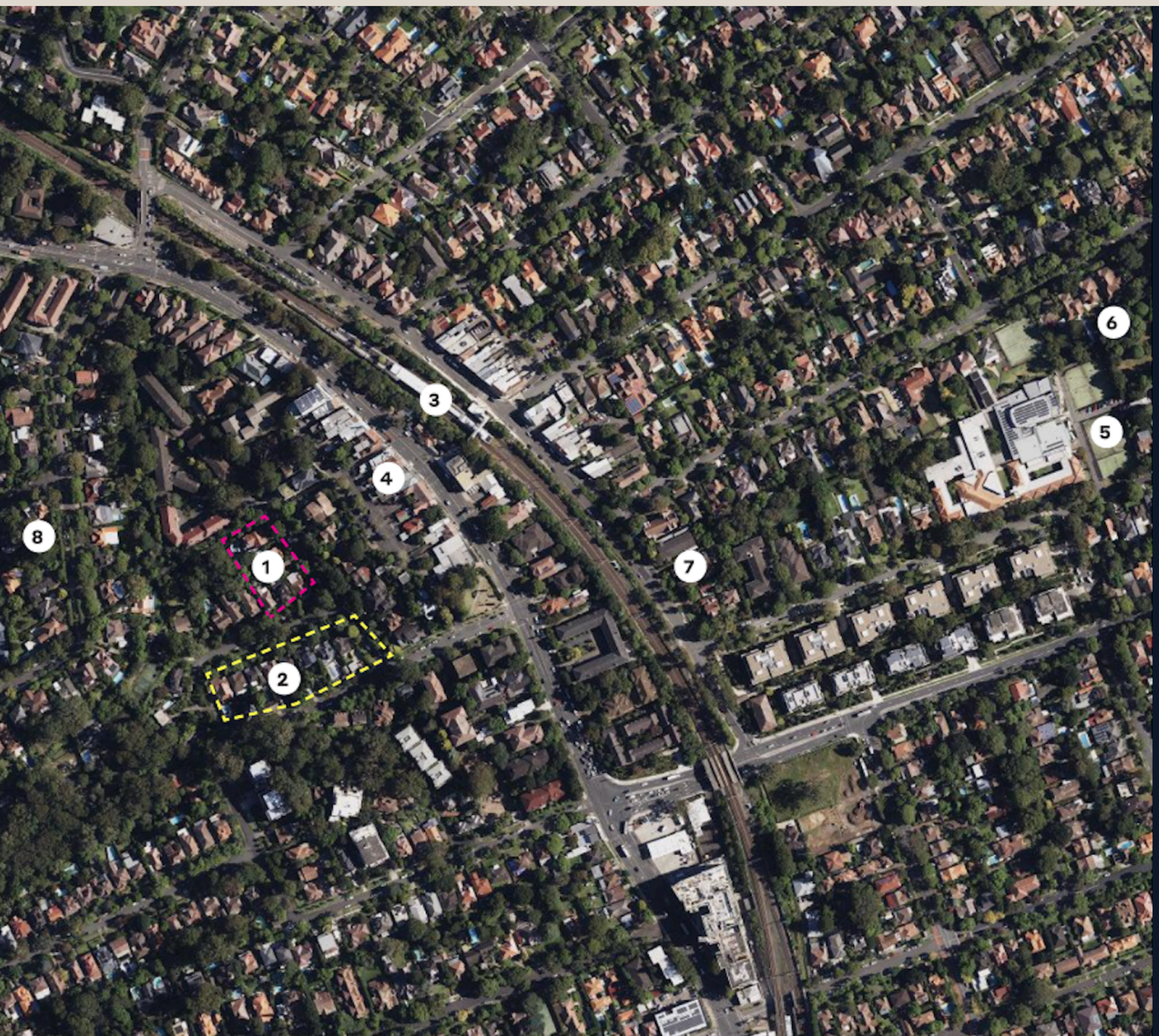
- The proposal spans two amalgamated sites along Larkin Street and Pockley Avenue in Roseville, comprising 2 & 4 Larkin Street, and 1, 3, 5, and 2-16 Pockley Avenue, 400-metres from Roseville Train Station.
- The proposal aims to deliver 80–100 new homes on Larkin Street and 170–200 new homes on Pockley Avenue.

QUALITY & AFFORDABILITY

- Developed by Aqualand, known for high-quality design and construction.
- 15% of dwellings are dedicated to affordable housing for essential workers such as teachers, nurses, and first responders.

CONNECTIVITY & SUSTAINABILITY

- Strategically positioned near public transport, local amenities and services.
- Built in accordance with sustainability standards to ensure integration with Roseville's local character and long-term liveability.



01 LARKIN STREET SITE
02 POCKLEY ISLAND SITE
03 ROSEVILLE TRAIN STATION
04 ROSEVILLE TOWN CENTRE
05 ROSEVILLE LAWN TENNIS CLUB
06 KU-RING-GAI ART CENTRE
07 ST ANDREWS ANGLICAN CHURCH
08 ROSEVILLE PRESCHOOL KINDERGARTEN

TRANSPORT ORIENTED DEVELOPMENT NSW GOVERNMENT POLICY

WHAT IS TRANSPORT ORIENTED DEVELOPMENT?

Transport Oriented Development is a planning policy that integrates land use and transport, encouraging higher-density housing near public transport hubs.

TODs are designed to improve the availability of high-quality housing in well-connected areas while reducing car dependency, promoting active transport and supporting vibrant, walkable communities.

TRANSPORT-ORIENTED DEVELOPMENT IN KU-RING-GAI

New planning controls issued by the NSW Government and delivered through a new State Environment Planning Policy (SEPP) were enacted in April 2024 to allow for the faster delivery of new housing in in the Ku-ring-gai local government area, including at Roseville, Gordon, Killara and Lindfield.

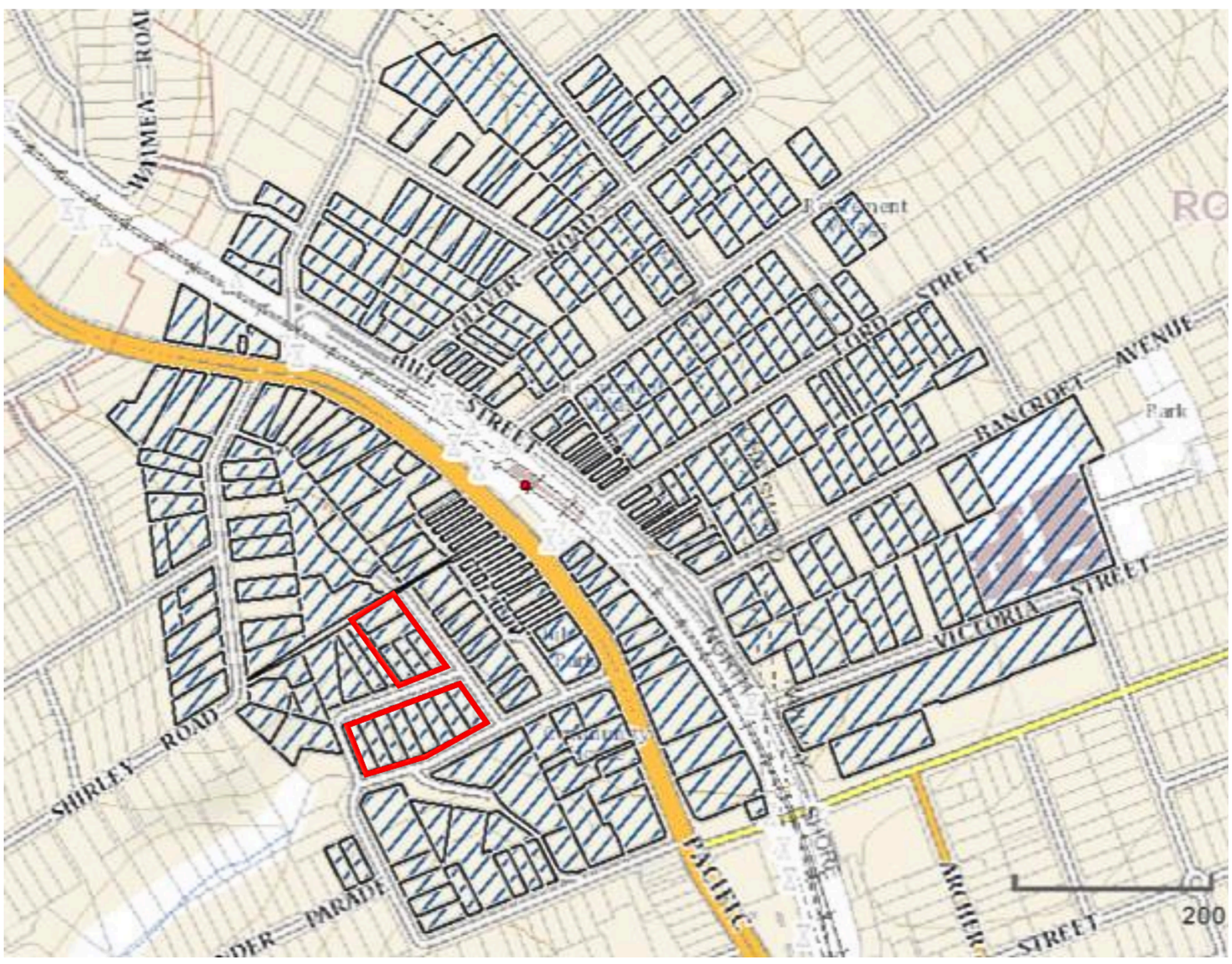
The new planning controls aim to deliver more housing within 400 metres of existing train stations.

TRANSPORT ORIENTED DEVELOPMENT IN ROSEVILLE

The NSW Government has identified Roseville as an area with existing infrastructure to accommodate new housing, close to jobs and amenity.

The State Environmental Planning Policy (SEPP) will increase the capacity for more mid-rise housing and mixed-use development within 400 metres of Roseville train station.

Larkin & Pockley is aligned with the intent of this SEPP and will deliver mid-rise housing, catering to the evolving housing needs of the local community.



TRANSPORT ORIENTED DEVELOPMENT SITES IN ROSEVILLE

RESIDENCES

MODERN LIVING TAILORED FOR ROSEVILLE

RESIDENTIAL OFFERINGS

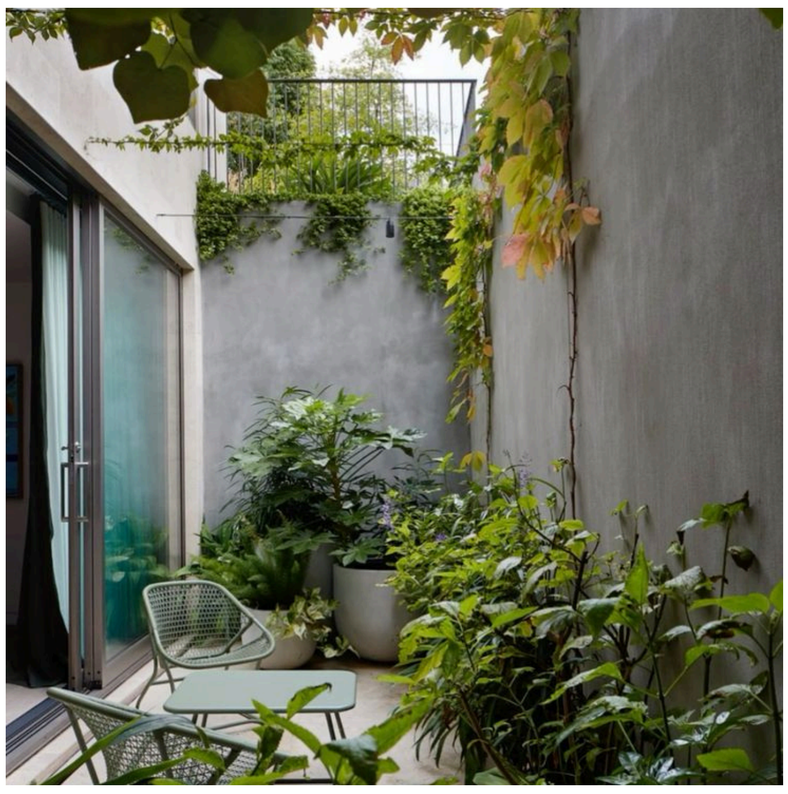
The proposal intends to deliver a diverse mix of living spaces—ranging from efficient apartments to larger family residences—designed to suit a variety of lifestyles.

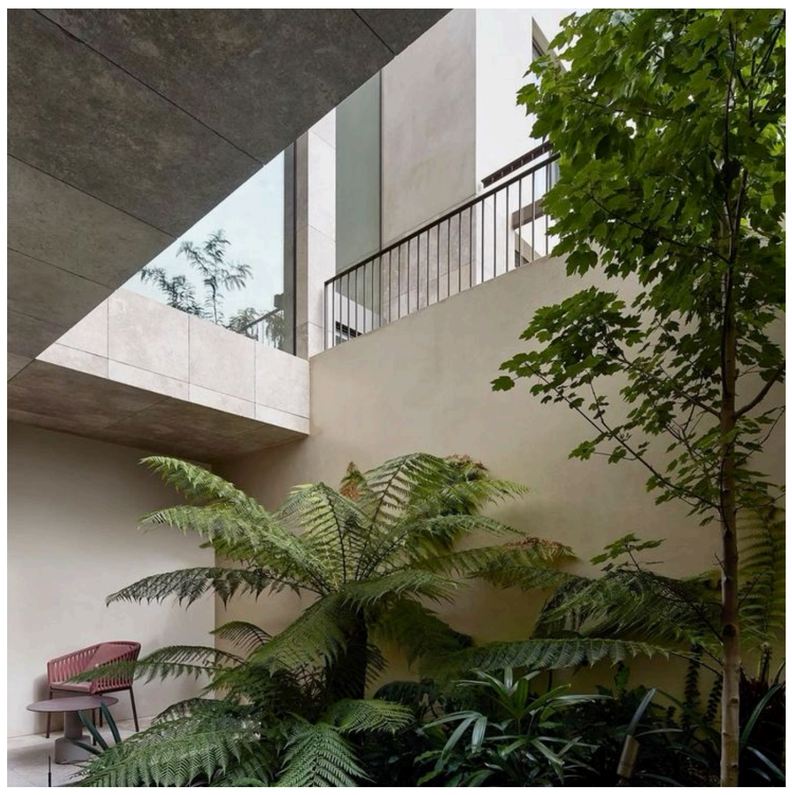
The new apartments are intended to increase the availability of quality housing to cater for the growing downsizer market across Sydney's lower North Shore.

ARCHITECTURAL THEMES

A Seamless Transition to the City: Residences that are thoughtfully designed to integrate urban convenience with a welcoming home environment.

Classic Yet Contemporary: The design combines timeless architectural elements with modern functionality, creating spaces that are elegant, practical, and current.





LANDSCAPING AND SUSTAINABILITY

LANDSCAPING VISION

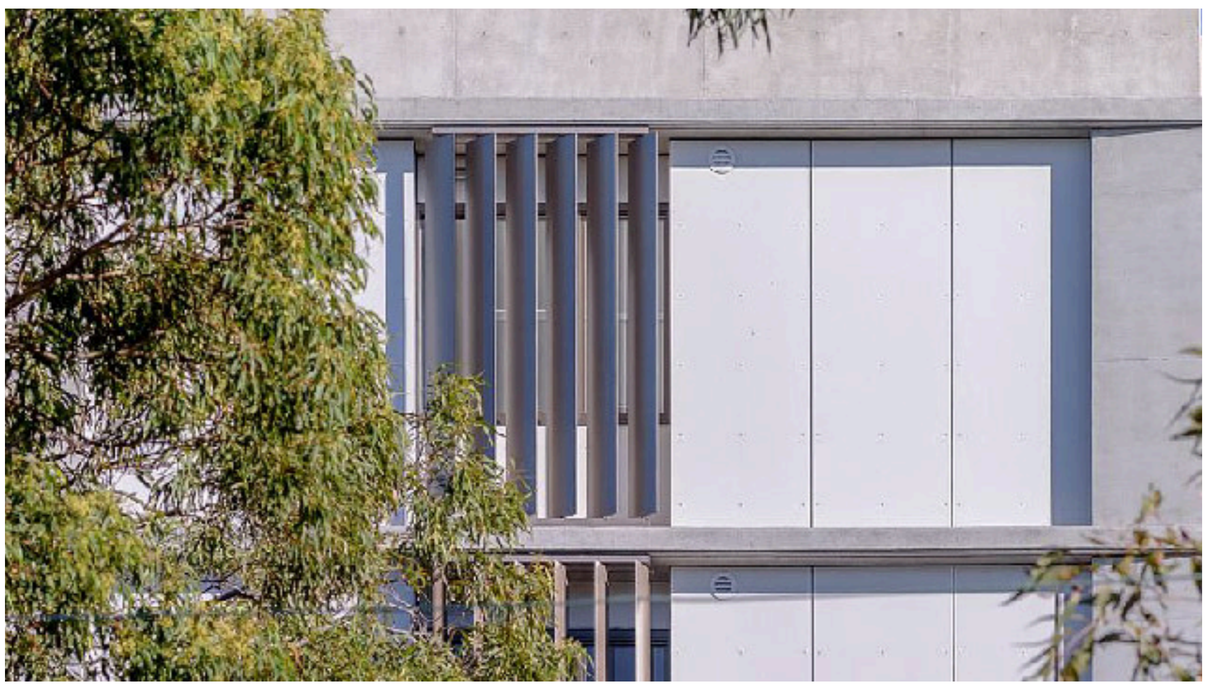
Landscaped public spaces are designed to blur the boundaries between built form and the natural environment, inviting nature into everyday life.

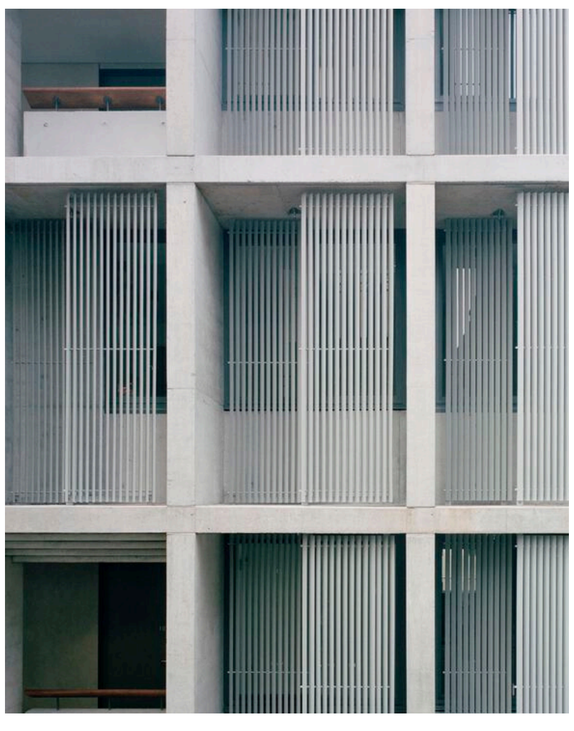
Material choices and textures reflect the local context, ensuring that each element complements Roseville's natural and urban landscape.

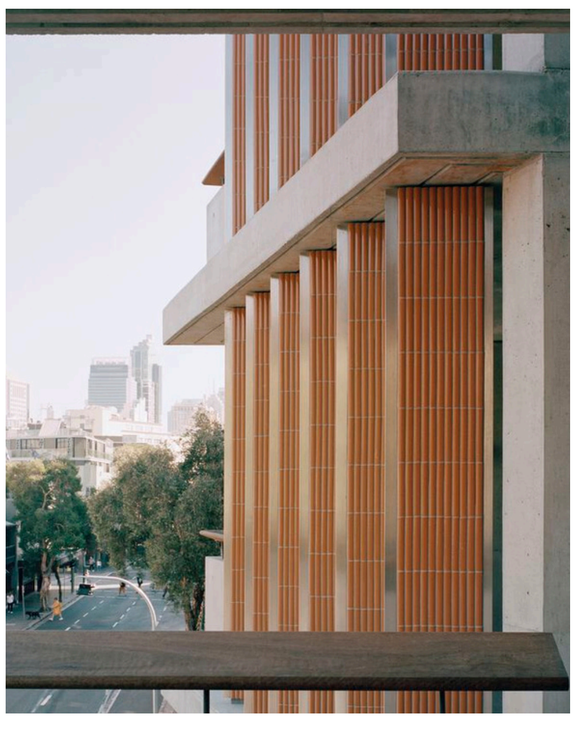
Integration of native plantings, community gardens, and thoughtfully designed green corridors.

SUSTAINABLE DESIGN

- ✓ Water-sensitive urban design
- ✓ Energy-efficient infrastructure
- ✓ Waste-reduction strategies to support a healthier environment







WHERE ARE WE AT IN THE PLANNING PROCESS?

SOURCE: NSW GOVERNMENT

Appendix 5

Appendix 5 NSW Government Consultation

Scoping Report

2 & 4 Larkin Street and 1,3 & 5 Pockley Avenue, Roseville
2-16 Pockley Avenue, Roseville

Aqualand Prestige 1

Prepared by Planning & Co.
8 November 2024 | 2400112

planning&co

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2.0 Project Overview **3**
2.1 The Sites 3
2.2 Site context 4
2.3 Permissibility and Proposed Uses 4
3.0 Project Pathway **5**
3.1 SSD threshold 5
4.0 Indicative Design Concept **6**
4.1 Massing and development metrics 6
4.2 Key design considerations 7

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Figure 2 Pockley Island site 4
Figure 3 Transport oriented development sites map 5

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 Baggot (**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.

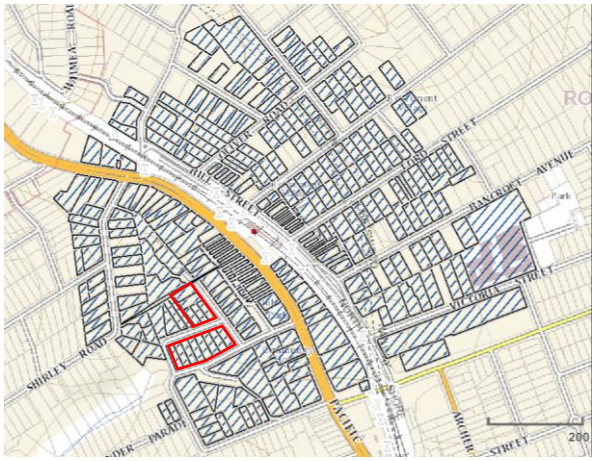


Figure 3 Transport oriented development sites map

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 Baggot 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.

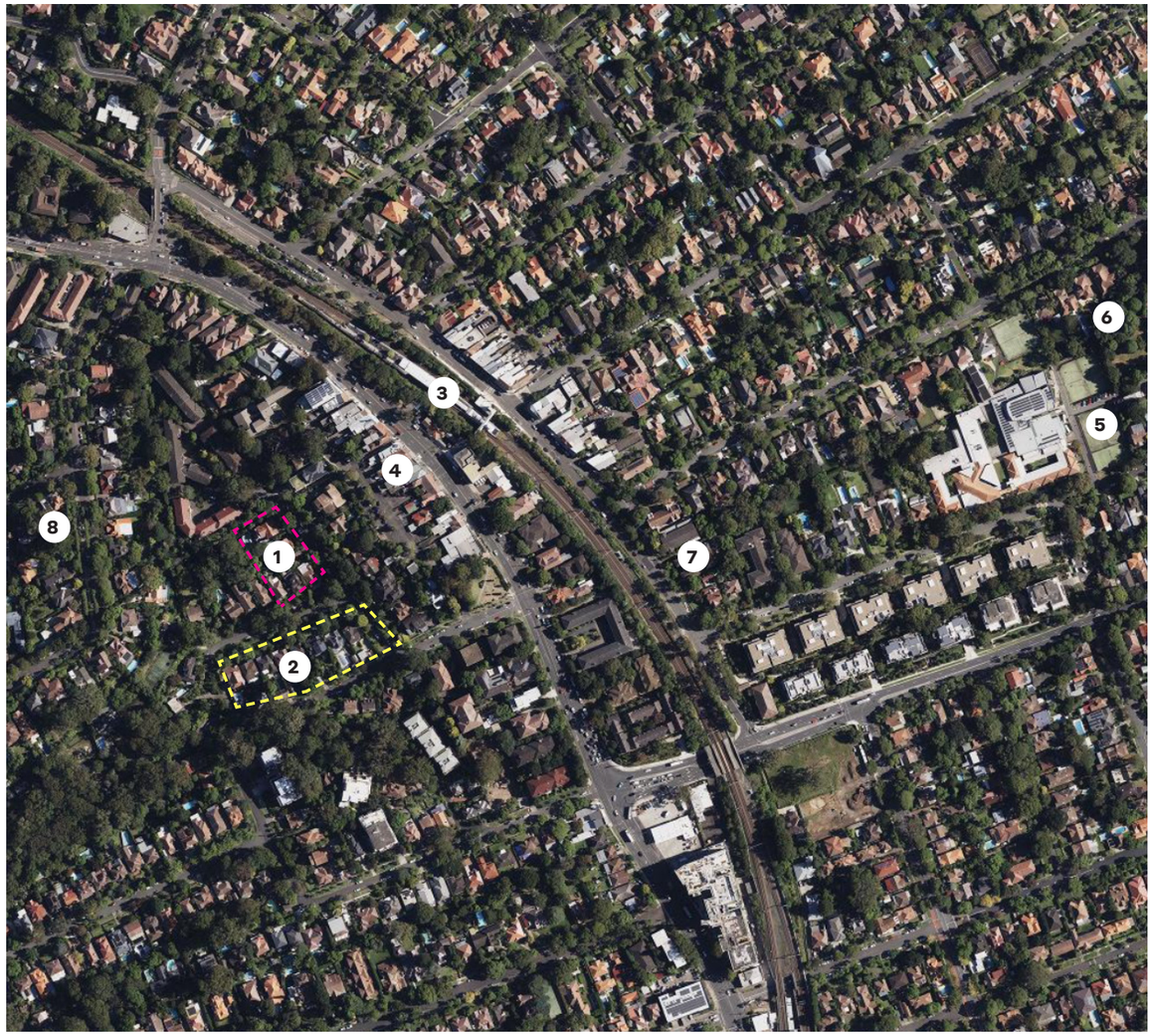
W–B™
WOODS BAGOT

October 2024

Larkin & Pockley St, Roseville
Concept Report

Contents

01	Project Team
02	Site Conditions
	Site Photography/ Existing Conditions
	Site Planning Summary
	Relevant Site Controls
	Controls DCP vs Proposed Controls
03	Site Opportunities
	Site Strategy
04	Proposed Massing Strategy
	Proposed Massing Options



Prepared for:

AQUALAND

Prepared by:

W—B WOODS BAGOT
ARCHITECTURE

planning&co
TOWN PLANNER

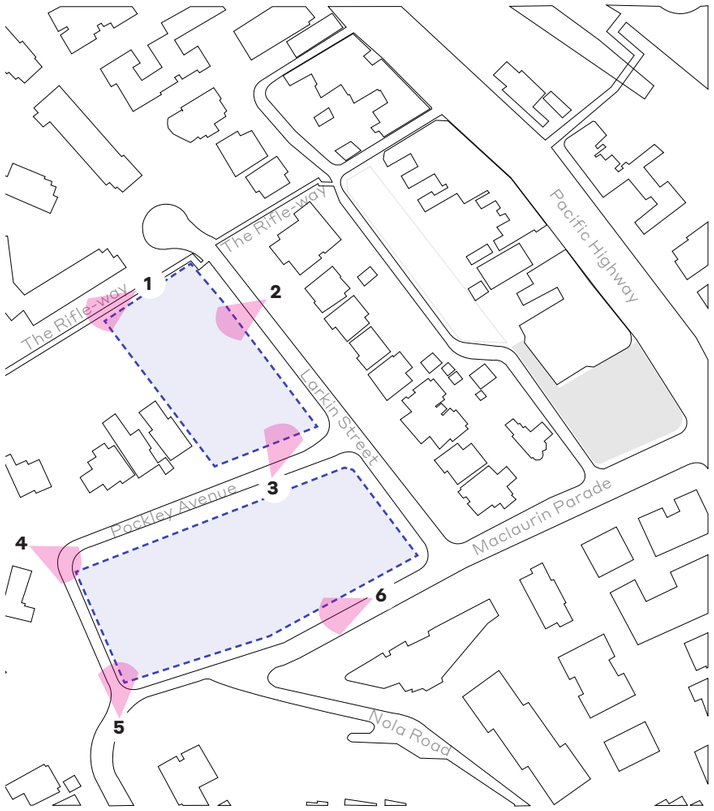
Woods Bagot acknowledges the Traditional Owners of the land, sky and waters. We pay our respects to Elders past, present, and to the future leaders of our community. We honour the ongoing deep spiritual connection that the Traditional Owners have with this country. With respect, we tread gently to help reconcile and pave the way for a united and harmonious future for all people.

Roseville is a suburb located on the Upper North Shore of Sydney, Australia. It is situated approximately 12 kilometres north-west of the Sydney Central Business District.
Roseville is primarily a residential suburb with medium to low density housing. To the east, Roseville is bounded by the waterways of Middle Harbour and Moores Creek, and to the west it is bounded by the Lane Cove National Park. Characterised by its lush and leafy roadsides, parks, and gardens, Roseville property prices are considerably higher than the Sydney average. The suburb is known for its family-friendly environment, good schools, and convenient access to amenities such as shops, cafes, and recreational facilities.
Roseville Railway Station provides easy transportation links to other parts of Sydney, making it a desirable location for commuters.
Overall, Roseville offers a relaxed lifestyle with all the conveniences of suburban living within close proximity to the city.

01 Larkin Street Site
02 Pockley Island Site
03 Roseville Train Station
04 Roseville Town Centre
05 Roseville Lawn Tennis Club
06 Ku-ring-gai Art Centre
07 St Andrews Anglican Church
08 Roseville Preschool Kindergarten

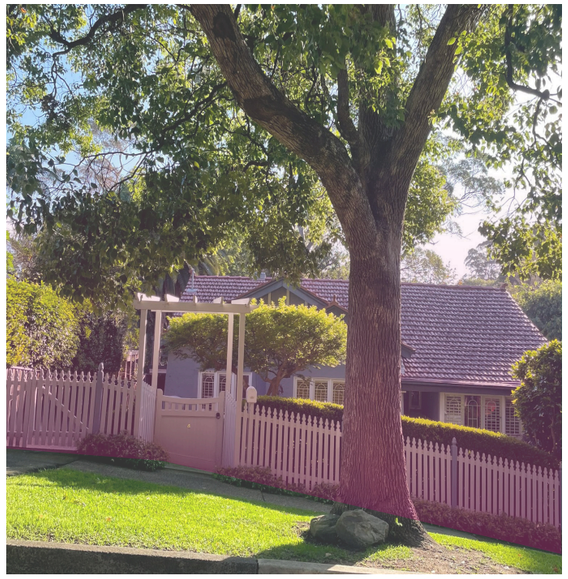
02 Site Conditions

Site Photography - Existing Conditions



Key Plan

01 Looking south west down The Rifle-way



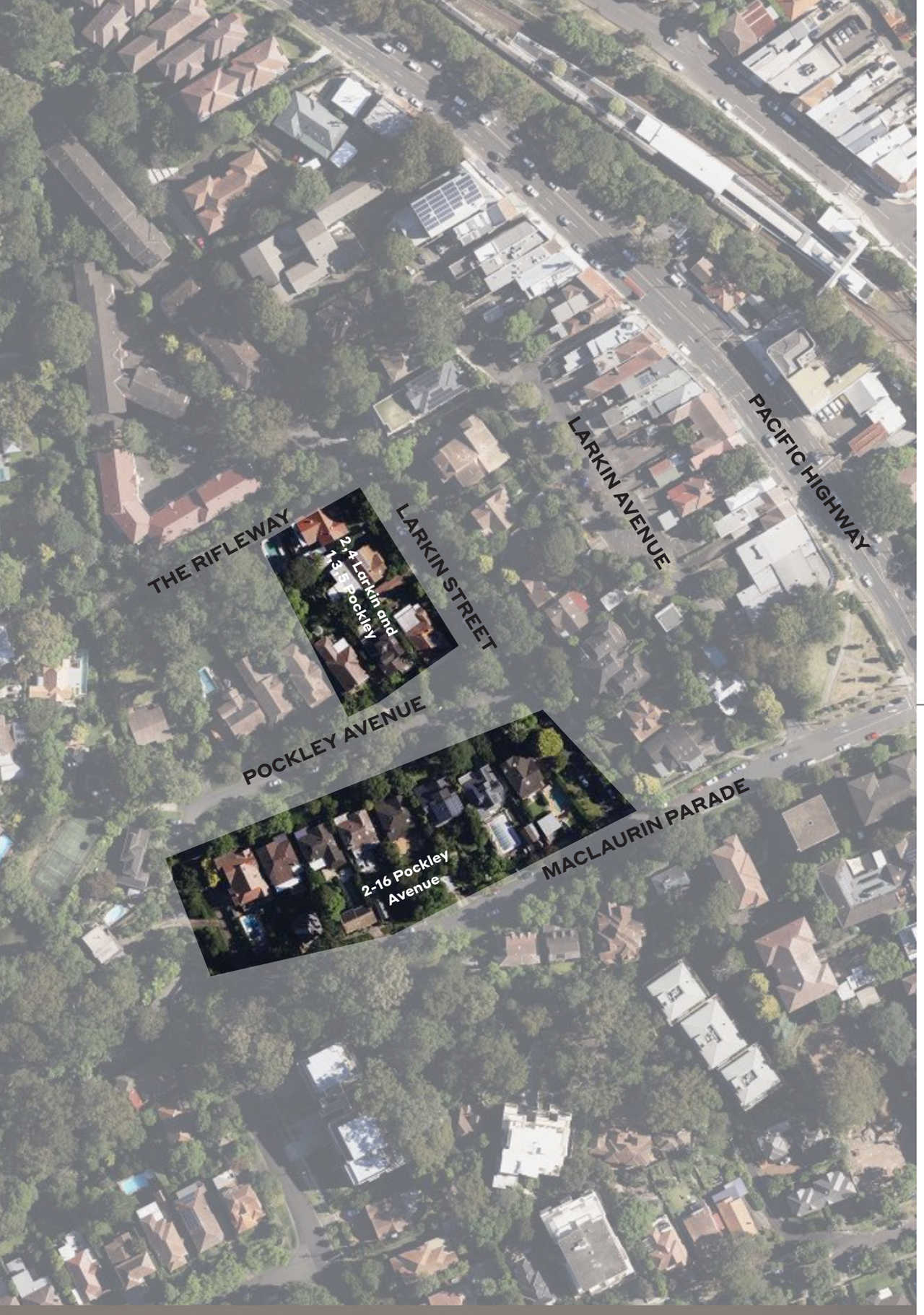
02 View of house on the southern side of Larkin St

03 View from the corner of Larkin St and Pockley Ave

04 View from the corner bend of Pockley Ave

05 View from the corner of Pockley Ave and Maclaurin Pde

06 View down Maclaurin Pde looking South West



Site | Planning Summary

Larkin Street Site

Address	2&4 Larkin Street and 1,3 & 5 Pockley Avenue, Roseville, NSW
Council	Ku-ring-gai
LEP	Ku-ring-gai LEP
Lot Area	Combined area 3552m²
Zone	R2 Low Density
	Residential (TOD SEPP 2024 override)
Height	22m
FSR	2.5 : 1
Heritage	No
Available GFA	8880m²

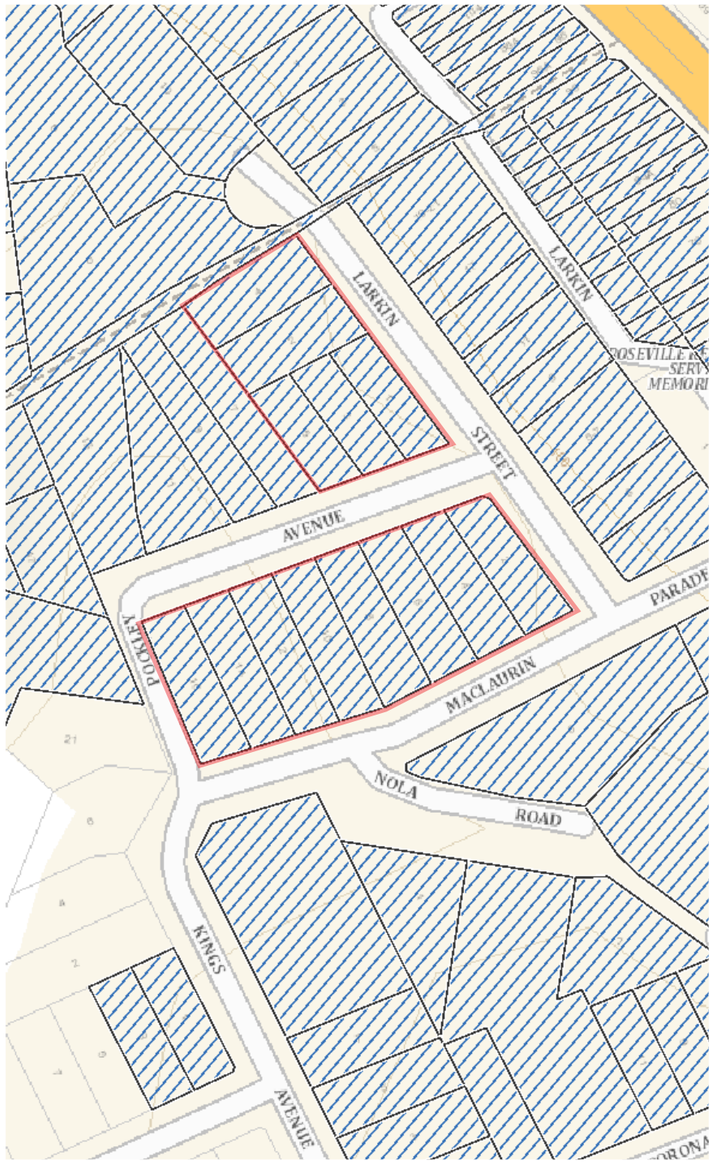
Pockley Island Site

Address	2-16 Pockley Avene, Roseville
Council	Ku-ring-gai
LEP	Ku-ring-gai LEP
Lot Area	Combined area 6500m²
Zone	R2 Low Density
	Residential (TOD SEPP 2024 override)
Height	22m
FSR	2.5 : 1
Heritage	No
Available GFA	16250m²

PLANNING SUMMARY

- Min. 2% affordable housing in perpetuity (TOD)
- Min. 17% affordable housing GFA provided to unlock 30% height / FSR bonus (15% + 2%)
- Minimal impacts to existing trees and biodiversity
- Overshadowing should not compromise the development potential of adjacent sites.
- Developments must ensure at least 4 hours of direct sunlight between 9am and 3pm to all existing solar collectors and solar HWUs on neighbouring buildings.
- Communal open space must cover 25% of the site area.
- A minimum of 15% deep soil is required.
- Since the sites have been identified as having biodiversity value, proposals must show minimal impact on significant existing trees and vegetation.
- Site coverage may be up to 30% of the site area, provided deep soil requirements are met.
- Residential flat buildings must include a 2m articulation zone behind the required street setback, with no more than 40% of this zone (in plan) occupied by the building.
- The top storey of a building must be designed so that its GFA does not exceed 60% of the GFA of the storey directly below.

01 Site Context and Analysis
Planning Controls



TOD Sites

Zones hatched are nominates TOD Sites and fall under the Housing SEPP

Site Boundary

Greenweb Map

Support for Core Biodiversity Lands

Landscape Remnant

Biodiversity Corridors and Buffer Areas

Canopy Remnant

Site Boundary

01 Site Context and Analysis
Site Controls DCP vs Proposed Controls

DCP Height / Setbacks

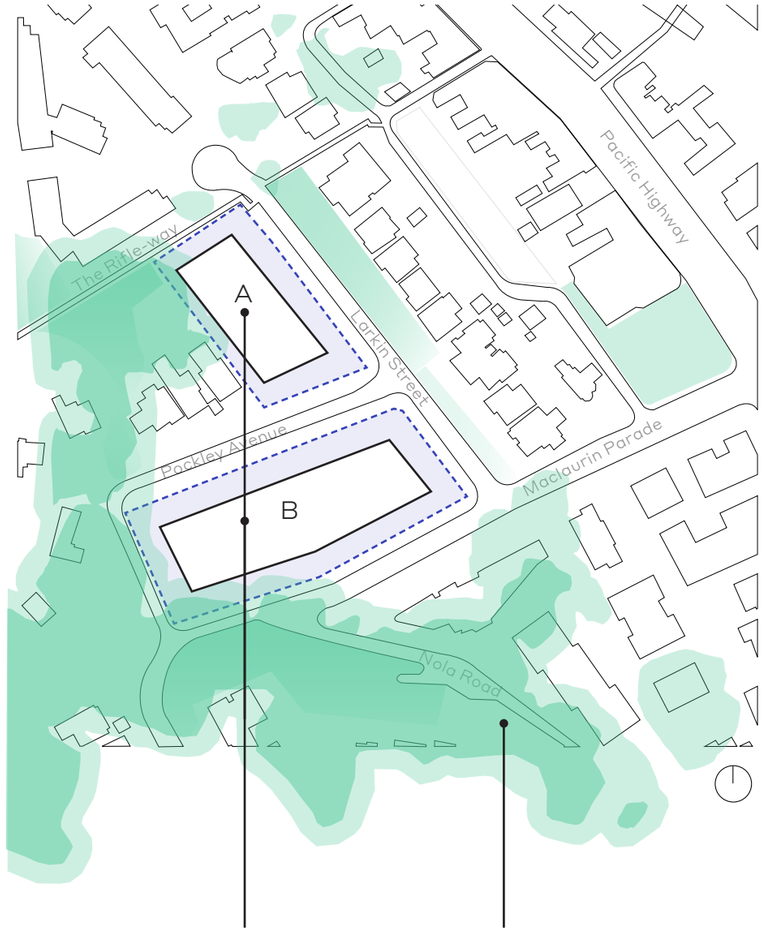
Proposed Height / Setbacks

02 Site Opportunities

Site Strategy, Green Network | Building Separation

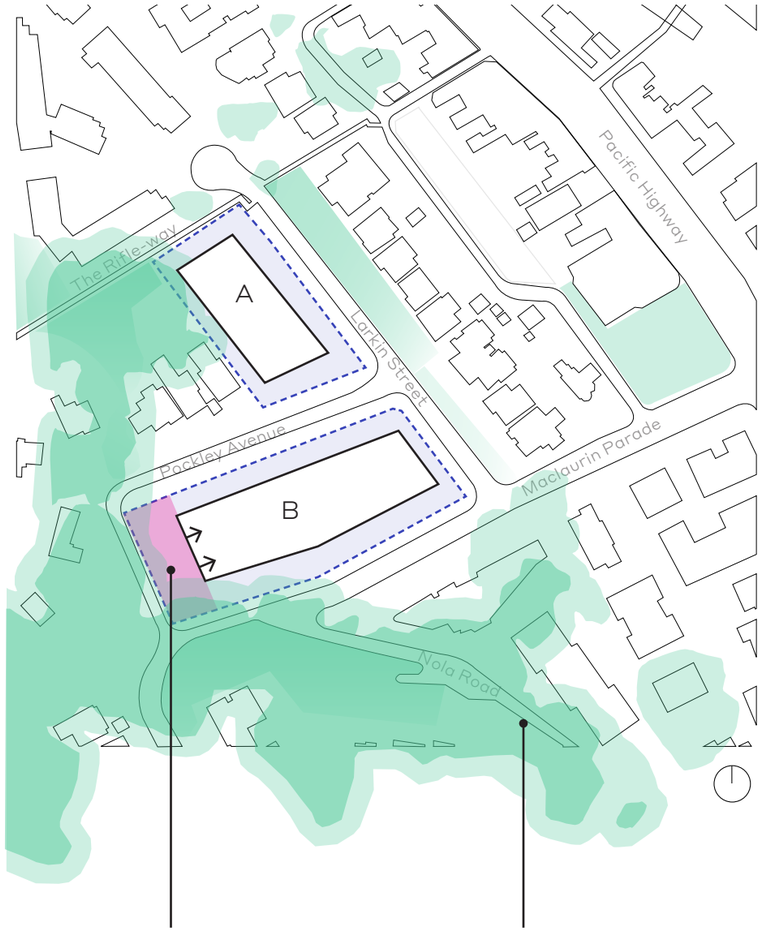
Control Based Site Strategy

Building footprint responds primarily to DCP setbacks



Respond to Biodiversity Zone

Move Pockley Island Site to provide a bio-diversity give back zone, contributing to the existing green corridor.



Align Street Frontages along Larkin St

Align Larkin St Site to Pockley Island Site 6m Setback to Larkin St to create a consistent street wall, and increase building separation to future developments adjacent to the Larkin Street Site.

Increased building separation to potential future developments

03 Proposed Massing Option 01

Larkin Street Site

Site Area: 3,552m2

FSR Control (with bonus) : 3.25:1

Proposed FSR: 3.25:1

Proposed GFA: ~ 11,544m2

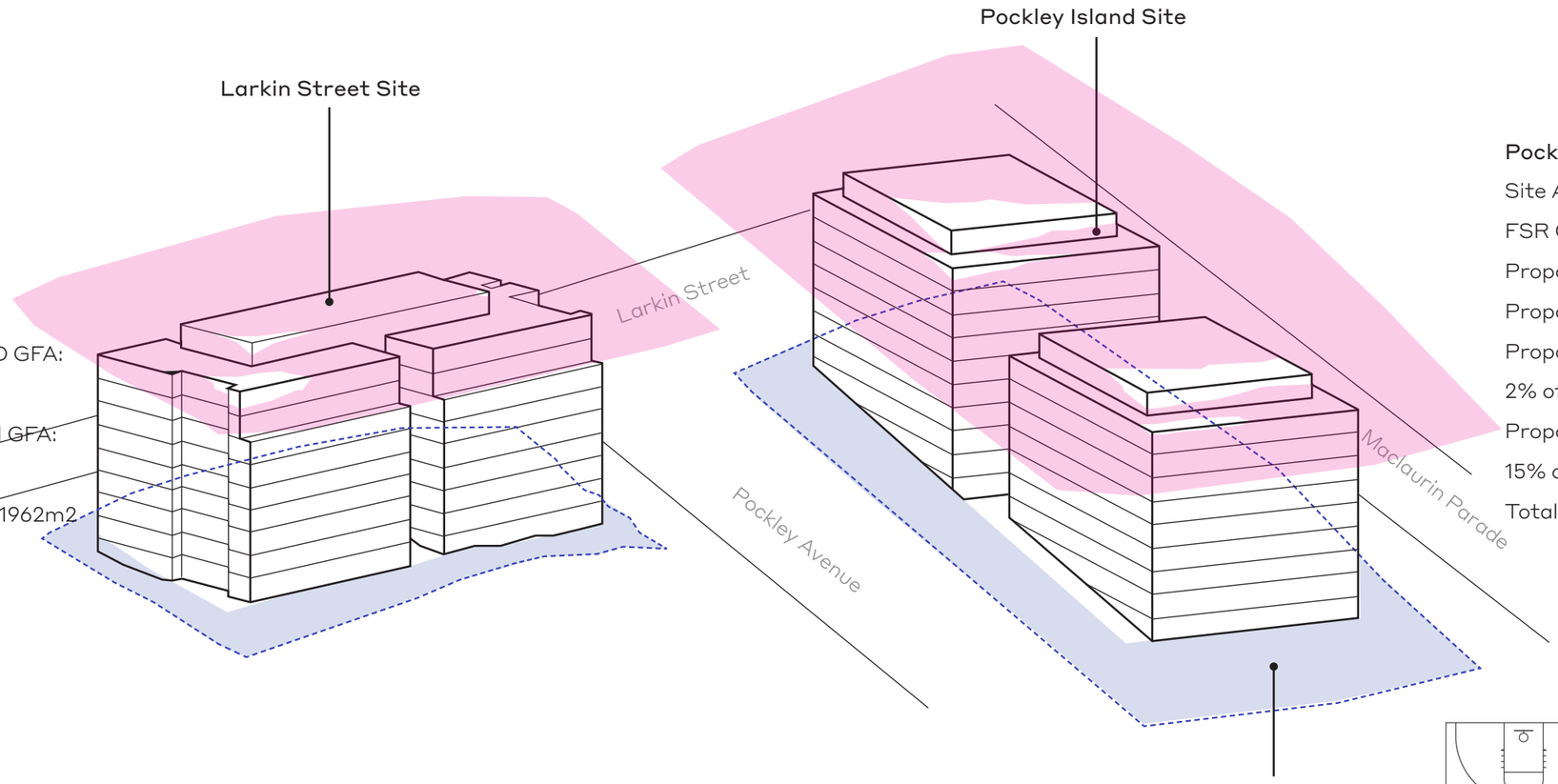
Proposed Affordable Housing TOD GFA:

2% of Total Proposed GFA

Proposed Affordable Housing Infill GFA:

15% of total proposed GFA

Total Proposed Affordable GFA: ~1962m2



Pockley Island Site

Site Area: 6,539m2

FSR Control (with bonus) : 3.25:1

Proposed FSR: 3.25:1

Proposed GFA: ~ 21,251m2

Proposed Affordable Housing TOD GFA:

2% of Total Proposed GFA

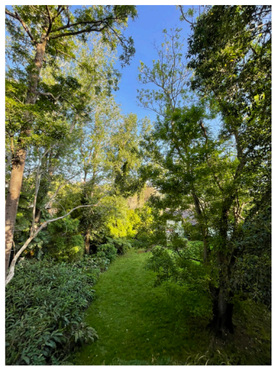
Proposed Affordable Housing Infill GFA:

15% of total proposed GFA

Total Proposed Affordable GFA: 3,612m2

Disclaimer: Shadow impact yet to be studied so building mass and subsequently GFA may be impacted

- 28.6m Height Plane (Based on Topography)
- Site Boundary
- Site Setback
- Building mass based on 30% Uplift



Park Give Back

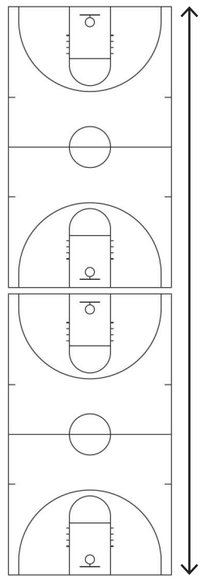
Challenges setbacks to provide public give back in the form of park area contributing the bio-diversity zone outlines on the LEP maps.

Note levels 1-4 may be impacted by increasing terrain as the mass moved towards the Larkin St side of the site.

Potential Park Zone

Area Equivalent to ~ 2

Basketball Courts



03 Proposed Massing Option 02

Larkin Street Site

Site Area: 3,552m2

FSR Control (with bonus) : 3.25:1

Proposed FSR: 3.25:1

Proposed GFA: ~ 11,544m2

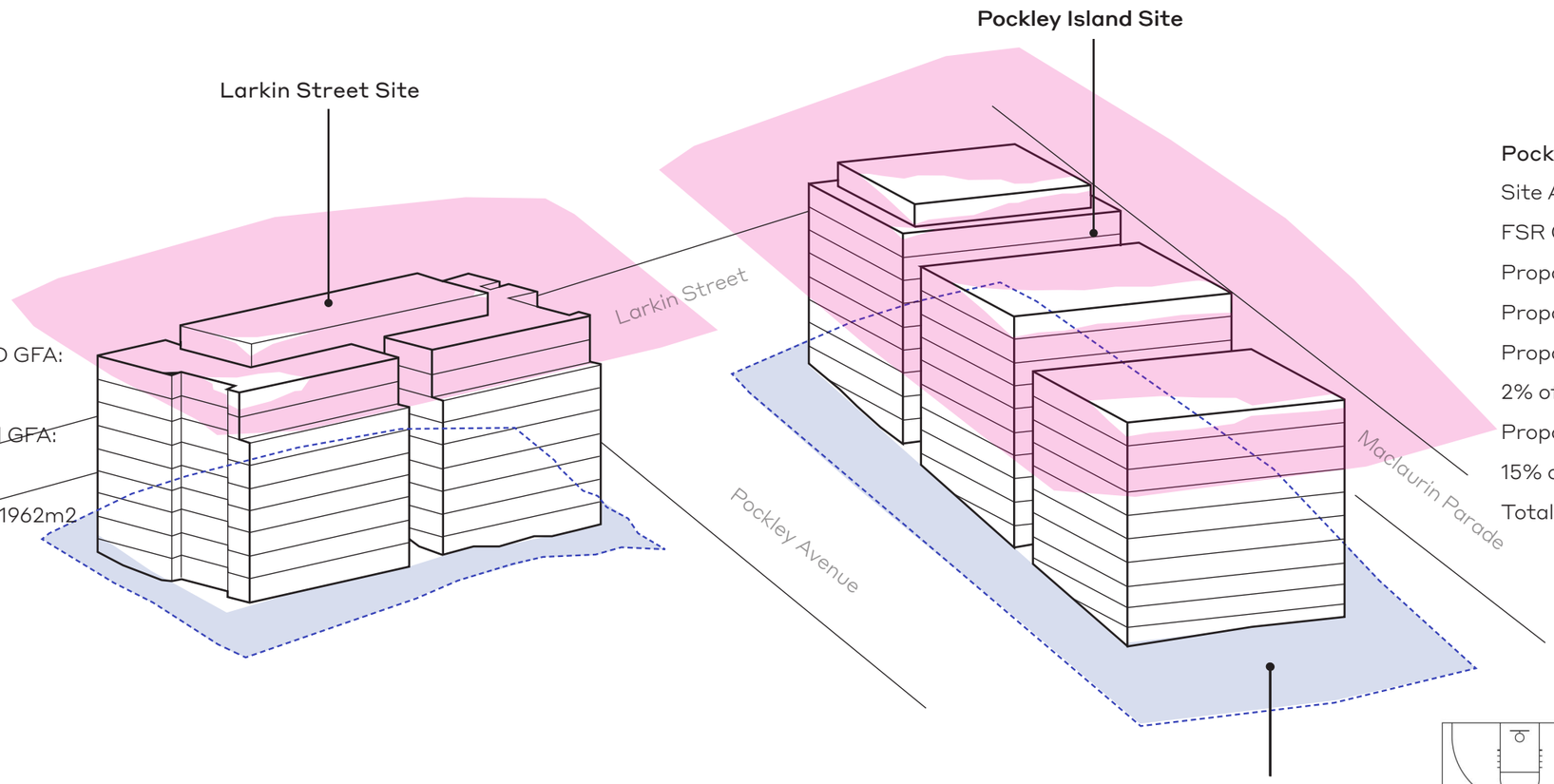
Proposed Affordable Housing TOD GFA:

2% of Total Proposed GFA

Proposed Affordable Housing Infill GFA:

15% of total proposed GFA

Total Proposed Affordable GFA: ~1962m2



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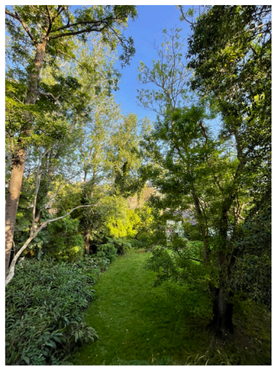

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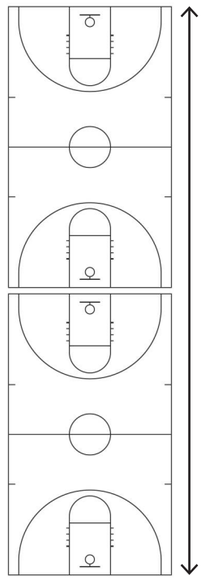

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Appendix 5.1

Appendix 5.1 NSWGA Advice

GOVERNMENT
ARCHITECT
NEW SOUTH WALES

03 March 2025

Tom Goode
Planning & Co
Director
tgoode@planningandco.com

PROJECT: **2-16 Pockley Avenue, Roseville (Pockley Island)**

RE: **State Design Review Panel – 19 February 2025 – Review 1**

Dear Tom,

Thank you for the opportunity to review the above project at an early stage. Please find below a summary of advice and recommendations arising from the design review session held on 19 February 2025.

The proposal has the potential to establish a benchmark for the future character of the local area and create a transition between the future high-density developments around the town centre and the low-density residential areas towards the Blue Gum Reserve.

The following elements of the proposal are supported:

- The rigorous testing of massing options to determine the preferred approach.
- The concept of a series of buildings grounded in the landscape.
- The simple approach to the siting of the buildings, which is a logical response to a steeply sloping site.
- The open circulation spaces between the buildings which provide an opportunity for the development to connect with nature.
- The diagonal pedestrian approach from Maclaurin Parade to the building entries, allowing glimpses between the buildings upon entering the site.
- The generous apartment and balcony sizes.
- The logical approach to the typical apartment plans, subject to the advice below regarding an east-west connection.
- The distribution of affordable apartments throughout the development, subject to the advice below.
- The proposal for carpark walls to be clad in sandstone.

The following commentary provides advice and recommendations for the project:

Connecting with Country

An understanding of Country offers the potential to inform richer and more place-responsive design solutions. Connecting with Country themes should be integral to the whole project.

1. Continue to engage with local Aboriginal knowledge-holders and ensure that the response to Country is guided by them.
2. Demonstrate how the outcomes of the walk on Country and workshops are informing the design.
3. Demonstrate how the project can contribute to the reciprocal care of Country by delivering a site-specific response, for example, through the delivery of environmentally sustainable design initiatives, WSUD, and biodiversity.
4. Ensure that the landscape and architectural design respond to the site's topography and natural systems.
5. In collaboration with local knowledge-holders, establish a public art strategy that encompasses both the Larkin Street and Pockley Avenue projects, and extend this into the naming of the buildings.
6. Explore opportunities for Country themes to inform subtle differences in each of the three pavilions to assist with building identification and wayfinding.
7. Refer to the Connecting with Country Framework and case studies on the GANSW website for more information and guidance.

Site Strategy and Landscape

The site is located close to Blue Gum Reserve, an area of significant biodiversity, and within the leafy suburb of Roseville.

The scheme is relying on the street verges and the north-south through-site links to reinforce the development's green setting. It is critical that the proposed plants and trees thrive in these locations so that the character of the local area is strongly reflected in the design response.

8. Ensure the proposed boundary setbacks can accommodate adequate deep soil to support mature tree growth and a generous landscape buffer around the perimeter of the site.

9. Provide an analysis of solar access and deep soil to ensure that trees and plants have the potential to thrive in all proposed locations.
10. Design the landscaped edges of the site so that they belong to the broader community, and the site does not appear as a gated community.
11. Provide detail on the proposed fencing strategy/boundary condition and illustrate how fall prevention will be mitigated where retaining walls are required.
12. Ensure that any fencing and/or vehicle barriers are integrated in the landscape design and softened by planting.

The three building entries currently appear formal and institutional.

13. Continue to develop the design of the entrance to each building. Explore options for the arrival experience to be more informal; to offer a sense that residents and visitors are entering a private garden.
14. Incorporate intimate courtyard spaces near the main building entries, which could add a functional element for residents.
15. Provide stairs from the footpath to give residents and visitors the option of a more direct route and provide legibility of the main entry.
16. Develop the ramps and stairs in parallel to the landscape design to ensure an integrated response.

Several options for the location of the vehicular entry were presented. The entry off Pockley Avenue from the western boundary is preferred as it allows access from the lowest part of the site and does not interrupt the walking route proposed along the northern boundary.

17. Continue to develop the preferred option and ensure that the carpark entry does not adversely affect the apartments adjacent to or above it.

The north-south links proposed between the pavilions are not ideal spaces for communal open space and would be better dedicated to landscape and circulation.

18. Design the north-south through-site links as an extension of the bush setting proposed along the northern boundary of the site.
    a. Ensure that there is sufficient soil depth over structure to allow trees of a significant height to establish.
    b. Ensure that the links are not dominated by hard paving, and that the walking paths are bounded by soft landscape to provide an

experience grounded in nature for the residents who use them and a green outlook for the adjacent apartments.

c. Provide undulating paths for walking and spaces for quiet contemplation.

d. Connect the links to the footpath along Pockley Street to the north and Maclaurin Parade to the south.

There is potential for wind downdraft to impact the north-south through-site links.

19. Undertake wind testing to ensure that all areas at ground level are fit-for-purpose and that user comfort is achieved.

20. Explore options for the carpark walls that face the through-site links to be splayed or shaped to mitigate wind downdraft.

21. Ensure that the quality of the carpark façade is not eroded during future phases of the project as technical components are incorporated, such as mechanical ventilation and exhaust. Provide more information on the carpark façade as the design develops.

The scheme currently lacks a legible east-west pedestrian connection to allow residents to visit the other pavilions without walking out to the street.

22. Provide a visual and physical connection along the east-west axis.

23. Extend the communal corridors of the central pavilion to the façades in both directions to provide natural light and outlook to the lift lobbies and a visual connection to the eastern and western pavilions.

24. Continue to develop the east-west connections and illustrate the experience for residents walking from the lift lobby of one building, through the central garden, to the lobby of the adjacent building.

25. Consider introducing a different floor finish in the carpark from the lift lobby to the external door of the central garden to emphasise the pedestrian route.

26. Explore the opportunity for internal communal space for residents within the carpark of the eastern and central buildings to support the goal of social sustainability.

    a. Locate this space on the pavilion's western façade and adjacent to the east-west link to enable a connection to the central garden and improve the experience of walking to and from the lift lobby at the carpark level.

b. Ensure this space does not infringe upon the privacy of the apartments opposite.

c. Design any openings in the carpark façade as deep slots to reinforce the solidity of the sandstone wall.

Architecture

The approach to the architecture and built form requires further development. The three pavilions are very similar on all sides. As the site is in the round, the facades should be articulated to respond to their immediate context and environment.

27. Illustrate how each façade responds to sun, wind, views, privacy, outlook, streetscape character, etc.

28. Break down the mass of the built form by introducing a finer grain of articulation in the facades to better reflect the residential character of the local area.

There is concern that some of the ground floor apartments in the eastern pavilion will have poor amenity due to their location below natural ground level.

29. Provide dimensioned detailed sections illustrating the level of the street, boundary setbacks, and floor levels for each apartment around the perimeter of the site and between the pavilions.

30. Convert more of the subterranean units into 2-storey apartments to improve their amenity where issues regarding solar access, ventilation and outlook cannot be resolved by adjusting the building siting.

31. Ensure that the percentage of affordable apartments benefiting from solar access and cross-ventilation is commensurate with the market apartments.

32. Ensure the preferred Community Housing Provider can support the equitable distribution of affordable apartments.

Locating communal open space on the rooftop will provide better amenity for residents than the currently proposed ground level spaces between pavilions. Rooftop gardens will also provide a green outlook for the apartments that overlook the lower roofs. The provision of communal open space on the rooftop of each building will allow equitable access for residents, however, a detailed analysis of the height breach must be undertaken to justify the proposal.

Note that this advice does not fetter the discretion of the assessment authority.

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33. Undertake overshadowing studies to demonstrate that there are no adverse impacts on neighbouring residents as a result of the lift and stair cores extending above the height plane.
34. Provide an analysis of privacy and overlooking for apartments in the development and neighbouring residences. Illustrate strategies to mitigate overlooking.
35. Include options that test communal space on the rooftop of one, two, and all three of the pavilions.

Sustainability and Climate Change

36. Develop a rigorous sustainability strategy that supports healthy Country.
37. Target a minimum of 70% solar access to apartments to meet the requirements of the ADG and provide better amenity for residents.
38. Investigate possible measures for minimising the embodied emissions associated with the development.
39. Illustrate how the project will contribute to NSW's Net Zero emissions goal by 2050. Refer to 'NSW, DPIE, Net Zero Plan, Stage 1: 2020-2030' for further information.

It is recommended that the project returns to the SDRP following further development. The advice provided is to be addressed at the next session.

Please contact GANSW Design Advisor, Brooke Matthews, (brooke.matthews@dpie.nsw.gov.au), if you have any queries regarding this advice.

Sincerely,

Emma Kirkman
Principal Design Advisor
Chair, SDRP

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Distribution:

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DPHI	Andy Nixey, Charbel Touma
Council representative	Brent Pearce
Aqualand Prestige	Wayne Xiong, Nicolas Thioulouse, Jin Lin, David Lee, Ken Chan, Celia Mak
Woods Bagot	Jason Fraser, Derek Scholes, Xin Yeunh, Amelie Devaux
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NSW GOVERNMENT

Appendix 6

Appendix 6 Ku-ring-gai Council Consultation

planning&co

5 March 2025

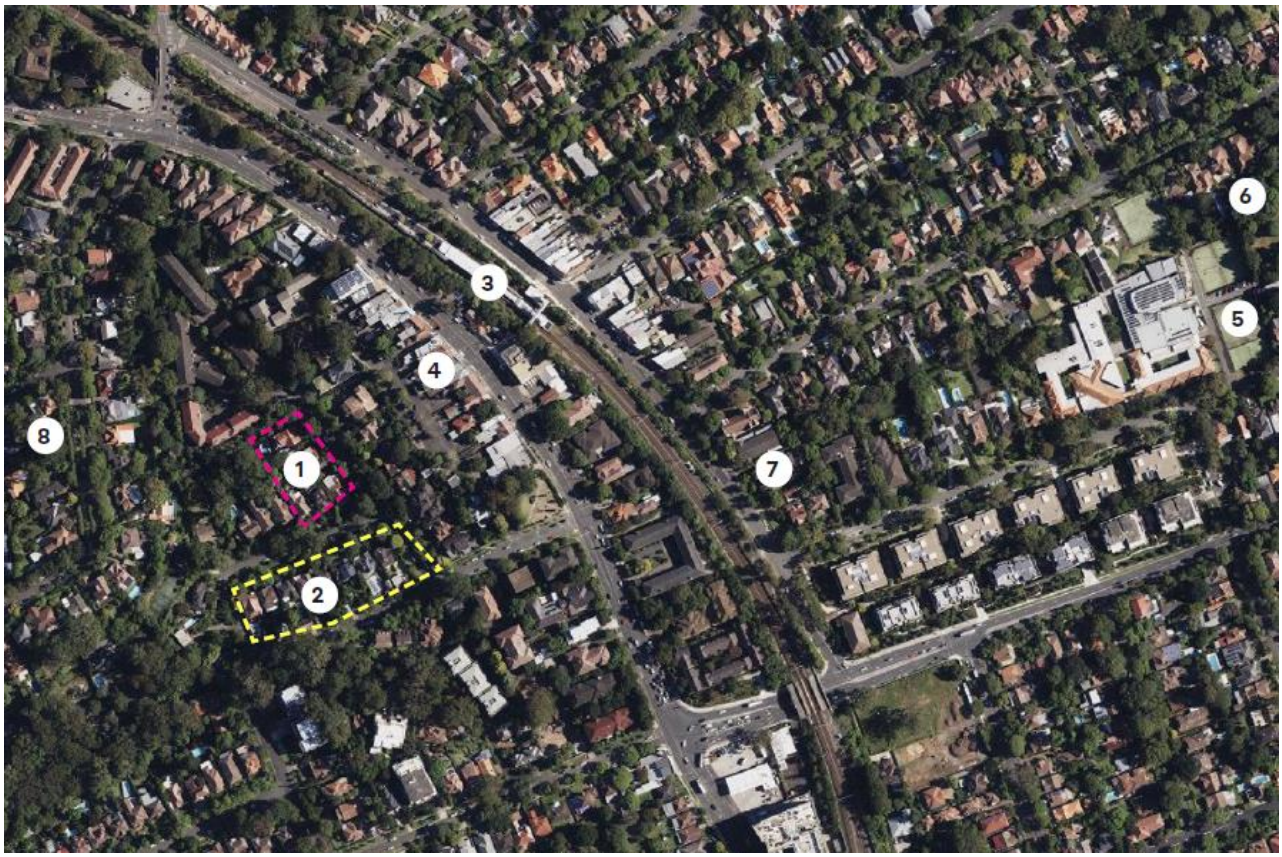
Ku ring gai Council
Locked Bay 1006
Gordon NSW 2072
Reference Number S14715-1

[Attention: Cc: Anthony Fabbro – Manager Urban Planning afabbro@krg.nsw.gov.au | housing@krg.nsw.gov.au]

Dear Anthony,

Re: Ku ring g ai Council Five Housing Scenarios Submission

We write this submission on behalf of Aqualand Prestige 1 Pty Ltd (**Aqualand**), in relation to the Five Housing Scenarios exhibited by Ku-ring-gai Council (**Council**) specifically as it relates to their recent acquisitions in the Roseville Precinct at 2 and 4 Larkin Street, and 1,3, and 5 Pockley Avenue, Roseville; and 2-16 Pockley Avenue, Roseville, shown below in their context.



01 Larkin Street
02 Pockley Island
03 Roseville Train Station
04 Roseville Town Centre
05 Roseville Lawn Tennis Club
06 Ku-ring-gai Art Centre
07 St Andrews Anglican Church
08 Roseville Preschool Kindergarten

1.0 Introduction and Background

In October 2022, the Federal Government responded to the housing crisis with the National Housing Accord: "*a landmark agreement to address one of our nation's biggest economic challenges: the supply and affordability of housing.*"[1]

The Housing Accord seeks to "*align for the first time the efforts of all levels of government, institutional investors and the construction sector to help tackle the nation's housing problem*" and deliver one million new, well located, homes from 2024. The Federal Government recognised that "*it's more important than ever that we work together to ensure there is an adequate supply of affordable housing where it is needed – close to jobs, transport and other services*."

The Accord included a range of immediate actions, including (inter alia):

- States and territories to expedite zoning, planning and land release for social and affordable housing
- Working with local governments to deliver planning reforms and free up landholdings
- Updating state, regional, and local strategic plans to reflect housing supply targets
- Promoting medium and high-density housing in well-located areas close to public transport, amenities and employment
- Streamlining approval pathways.

As part of the Accord, NSW committed to a target of 377,000 new homes over the 5 years of the accord. A key plank of the NSW Government's commitment was the Transport Oriented Development (TOD) program, and on 15 December 2024 the NSW Government announced two streams:

- Tier 1 relates to 8 accelerated precincts for 47,800 new homes over 15 years. Land within 1,200 metres of 8 rail and metro stations is to be rezoned by the NSW Government to allow for more new and affordable homes, being Bankstown, Bays West, Bella Vista, Crows Nest, Homebush Hornsby, Kellyville and Macquarie Park.
- Tier 2 relates to precincts that have existing infrastructure and are located within 400 metres of 33 stations to create capacity for 138,000 new homes over 15 years. Roseville Station is one of the nominated stations.

At a local level, Kuring Gai have taken steps towards addressing some of these issues through the preparation of a draft policy to deliver new affordable housing for essential workers such as teachers, nurses and emergency services workers through the endorsing of an Affordable Housing Policy in December 2024. That Plan recognised that:

- 23% of Ku-ring-gai's renters are in housing stress.
- 71.6% of Ku-ring-gai's essential workers are living outside the Ku-ring-gai council area.
- 3,694 young people (aged 18-24 years) left Ku-ring-gai between 2016 to 2021.

1.1 Aqualand in Roseville

Aqualand has transacted on the sites at 2 and 4 Larkin Street, and 1,3, and 5 Pockley Avenue, Roseville (**Larkin Street site**), and 2-16 Pockley Avenue, Roseville (**Pockley Street site**). The basis of the acquisition is the Transport Oriented Development (**TOD**) provisions, Chapter 5 of the *State Environment Planning Policy (Housing) 2021* (**Housing SEPP**) that were in force at the time of purchase. The sites in the context of the TOD policy are shown below.

[1] National Housing Accord: working together to help tackle housing challenges | Treasury Ministers

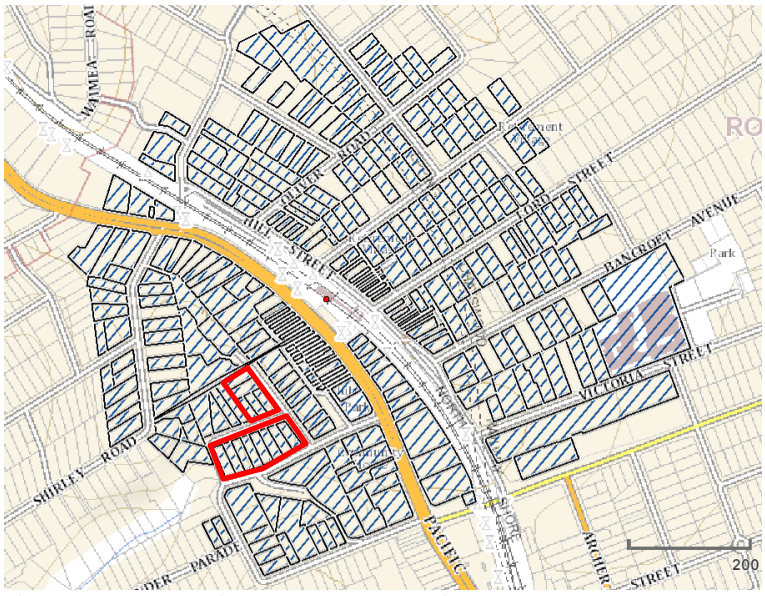


Figure 1 Transport oriented development sites map

Two State Significant Development Applications (**SSDAs**) for Infill Affordable Housing are currently progressing and are both at the Prepare Environmental Impact Statement (**EIS**) stages. Lodgement is expected in the coming months.

Aqualand has commissioned Woods Bagot, an internationally renowned architecture firm, for the design of the two sites in order to provide a high-quality and placed based response to the surrounding area and character of Roseville. State Design Review Panels (**SDRP**) for both sites are scheduled for 19 February 2025 with the NSW Government Architect (**GANSW**) to again ensure the design is mindful of its context, minimising impact and responding to the underlying and unique character of Kuring Gai.

Importantly, the SSDAs deliver 17% of the total yield as affordable housing. Replacing the existing 13 dwellings on the two sites, this project will be providing an additional approx. 324 dwellings in close proximity to the Roseville Town Centre including approx. 84 affordable housing dwellings.

1.2 Aqualand Process to Date

The Department of Planning, Housing, Infrastructure (**DPHI**) and the GANSW have been engaged since early October 2024. An early scoping meeting was held with DPHI and GANSW on 24 October 2024, which invited a scoping report seeking Industry Standard Secretary's Environmental Assessment Requirements (**SEARs**). Following the early scoping meeting, the project team met with Kuring gai Council on 21 November 2024 for an initial meeting to discuss the SSDAs, which received a broadly positive response. As noted above, two separate SDRPs are scheduled mid-February.

Aqualand is excited to be delivering high quality dwellings in this unique location, providing much needed market and affordable housing proximate the existing heavy rail station of Roseville. Aqualand is committed to ensuring design excellence, that is mindful of place and of impacts to its neighbours.

2.0 State Government TOD Program

The overarching objective of the Housing SEPP is to promote and encourage diverse housing types in highly accessible areas. The principles of the Housing SEPP (as set out in Chapter 1, Section 3) include:

(a) enabling the development of diverse housing types, including purpose-built rental housing,

(b) encouraging the development of housing that will meet the needs of more vulnerable members of the community, including very low to moderate income households, seniors and people with a disability,

(c) ensuring new housing development provides residents with a reasonable level of amenity,

(d) promoting the planning and delivery of housing in locations where it will make good use of existing and planned infrastructure and services,

(e) minimising adverse climate and environmental impacts of new housing development,
(f) reinforcing the importance of designing housing in a way that reflects and enhances its locality,
(g) supporting short-term rental accommodation as a home-sharing activity and contributor to local economies, while managing the social and environmental impacts from this use,
(h) mitigating the loss of existing affordable rental housing.

Aqualand and the wider project team have taken these objectives into account in the planning and design of these key projects in Roseville by delivering housing, including much needed affordable housing in a well-located area that is supported by amenity and infrastructure.

The sites propose to provide over approx. 324 dwellings including the provision of up to approx.84 affordable housing units in a well-located area, less than 400m walking distance from Roseville train station, providing residential uses within an area that is well serviced. These lands are well located to take advantage of the existing infrastructure and amenity. Due process of planning assessment and design review will ensure a suitable design response mindful of environmental impact to deliver a place-based response to the site.

3.0 Council's Five Housing Scenarios

The following table identifies the development controls proposed for the Aqualand sites under each scenario.

Scenario	Building height*	FSR	Additional Items
Scenario 1: Existing NSW Government Controls Retained	6 storeys	2.5:1	-
Scenario 2a: Safeguard and Intensify	5-8 storeys	1.3:1 to 1.8:1	50% deep soil
Scenario 2b: Minor Amendment to Existing NSW Government Controls	6 storeys	2.5:1	-
Scenario 3a: Preserve and Intensify	5-8 storeys	1.3:1 to 1.8:1	50% deep soil
Scenario 3b: Preserve, Intensify and Expand	5-8 storeys	1.3:1 to 1.8:1	50% deep soil

*Note: Building heights do not include height and FSR bonuses available under Housing SEPP. A height and FSR bonus of up to 30% bonus may be applied to developments that provide 15% affordable housing for 15 years.

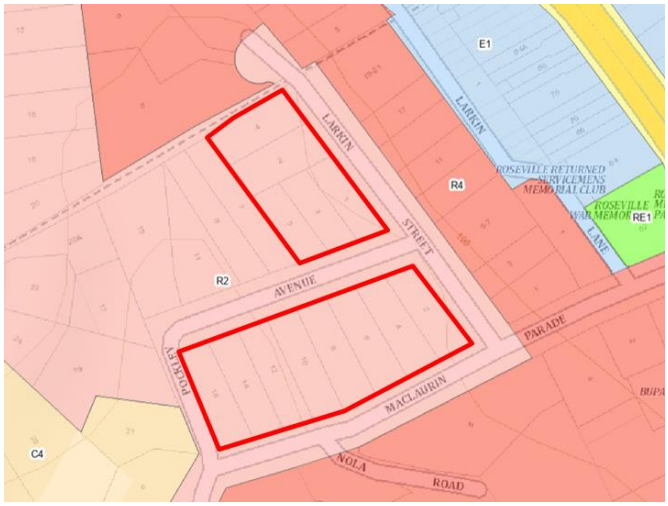
Three of the scenarios that propose any real alternative to the existing State Government provisions reduce the FSR considerably – by anywhere between 1.2 to 0.7:1.

On the Aqualand sites, this results in a net loss of yield of anywhere between 7,214sqm and 12,367sqm of gross floor area, resulting in a loss of anywhere up to 120 dwellings, including up to 20 affordable housing dwellings. The social and economic impact of this is an unacceptable outcome and counter to the orderly and economic use of land, as required by the Objectives of the Environmental Planning and Assessment Act 1979.

Despite this, the following outlines how the Aqualand sites address Council's planning principles which guide the Five Housing Scenarios[2].

Principle	Site attributes
Avoids environmentally sensitive areas	• The sites partially contain biodiversity values on the LEP Terrestrial Biodiversity Map however all initial concepts seek to avoid these areas and instead celebrate any significant native plantings at the site. • Importantly, not affected by land zoned for environmental conservation under SEPP (Biodiversity and Conservation) 2021 - Chapter 2 vegetation in non-rural areas. • Expert ecological advice will advise the design concept to provide an appropriate and sensitive response. The current landscape concept intends to celebrate the landscaped quality of the site and its treed context.

[2] https://krg.engagementhub.com.au/housingscenarios

Minimises impacts on heritage items	• Both sites do not contain any heritage items.
Preserves heritage conservations areas (HCAs)	• Both sites are not within any heritage conservation areas. • We understand that the primary driver behind Options 2a, 3a and 3b is for the retention of the character of the LGA's Heritage Conservation Areas. It is not clear, therefore, the intent behind reducing the scale of development on the Aqualand sites.
Minimises tree canopy impacts	• Arborist advice has been sought to ensure significant trees are retained and celebrated on site. • Extensive planting within building setbacks is proposed to marry the proposal
Manages transition impacts	• The entirety of Site A (Larkin Street) and its neighbouring sites are included in the Roseville TOD catchment and have been identified for the same controls allowing for management of transition impacts. • Site B (Pockley Avenue) is an island site bounded by roads on all boundaries – allowing for the management for any transition through adequate site setbacks and perimeter streets. • This precinct south of Roseville Station has already experienced a level of medium density redevelopment already, under the existing LEP controls. Contextually, the site's compliment the existing, established character, sitting adjacent existing R4 high density areas to the north, east and south as shown below. 
Ensures appropriate building heights	• Higher density built form exists to the north and south of the sites – hence the proposed TOD building heights are contextually appropriate. • Building heights can respond to site controls and landform, specifically the sloping topography. • The environmental assessment and rigorous design review process can ensure that environmental impacts and context can be managed accordingly.
Support local centre revitalisation	• The sites are providing increased housing opportunities west of the Roseville local centre (Precinct R2: Pacific Highway Shops as identified in Ku-ring-gai Development Control Plan 2022) and will support centre revitalisation. • Critically, the project will deliver over approx.84 affordable housing dwellings, providing much need key worker housing to the LGA, noting that 71.6% of Kuring-Gai's essential workers are living outside the LGA.[3]

[3] https://www.krg.nsw.gov.au/Council/Your-say/Draft-Affordable-Housing-Policy

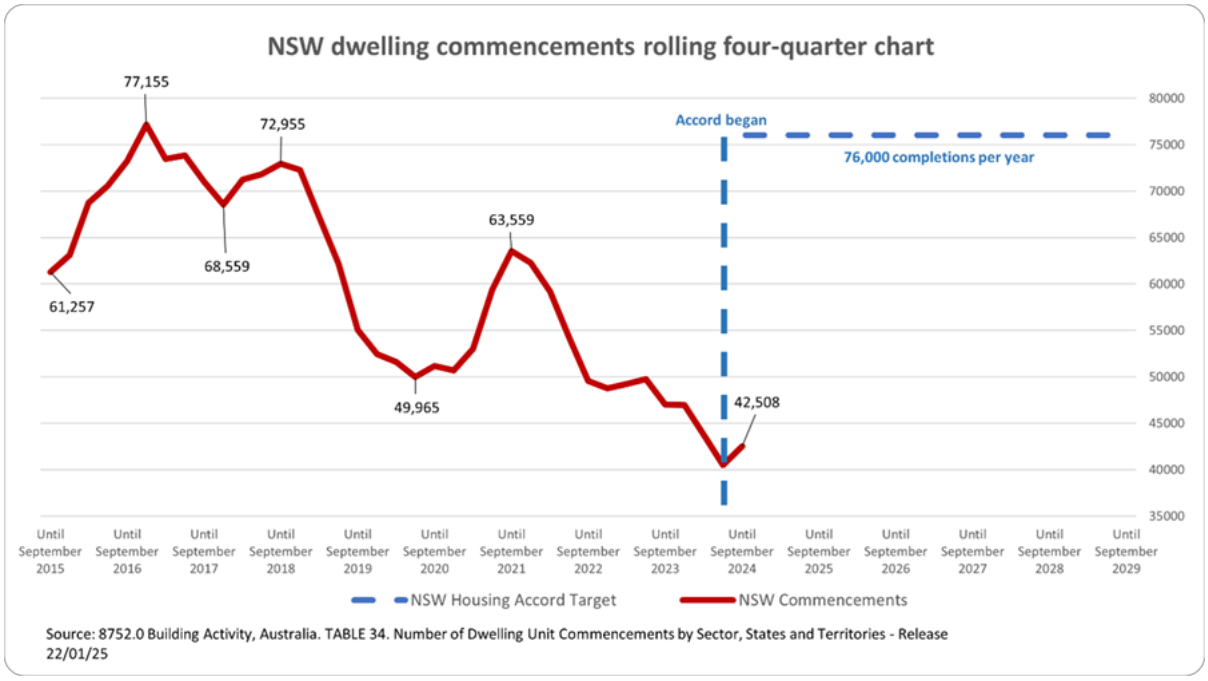
Importantly, the existing context of the subject sits is characterised by medium-density development immediately north and south of the site delivered under Council's current LEP provisions. Development approval for sites south of the Maclaurin Parade, even prior to the TOD Program, suggest that this area was undergoing transition to a higher density context.

The three scenarios that either 'safeguard' or 'preserve' (Options 2a, 3a, 3b) constrain density unnecessarily in a location that is well suited for increased density when considered against the established principles of the Council study.

4.0 Down zoning contradictory to planning policy alignment

The NSW Government has made sweeping planning reforms in the last 12 months, however according to ABS data on housing completions and commencements, the recent upturn in commencements of 42,508 homes commenced in NSW in the 12 months to September 2024, up from 40,072 that commenced in the 12 months to June 2024 is still well short of the desired rate required to meet the Federal Government's Housing Accord requirements.

The figure below sets out the size of the housing supply challenge facing NSW.



Considering the Federal and State Government initiatives, the down zoning of well located sites in the TOD catchment per Options 2a, 3a, 3b is contradictory to the intentions of planning direction and policy, as is the height in storeys control put forward in Options 1 and 2b. The approach contained within Options 2a, 3a and 3b is counter to the Minister's Local Planning Directions under s9.1(2) of the Environmental Planning and Assessment Act 1979, specifically:

5.1 Integrating Land Use and Transport Objectives

The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:

(a) improving access to housing, jobs and services by walking, cycling and public transport, and

(b) increasing the choice of available transport and reducing dependence on cars, and

(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and

(d) supporting the efficient and viable operation of public transport services, and (e) providing for the efficient movement of freight.

As noted above, the sites also fall into the definition of 'accessible' and hence trigger the provisions of the Infill Affordable housing part of the Housing SEPP – being within 400m of the Roseville Station. The impact of the Council Options 2a, 3a, 3b will result in a significant reduction in the delivery of affordable housing in the LGA. This is counter to the intent of Council's Draft Affordable Housing Policy as exhibited.

5.0 Proper process

Notwithstanding the outcomes of the community consultation process for the Five Housing Scenarios, Council must be mindful of projects that have progressed and based on previous engagement with both State Government and Council.

Aqualand respectfully request that any amendments made to the provisions of either the SEPP Housing (Chapter 5) are mindful of active DAs and relevant Savings and Transitional provisions are included into the amending legislation. Projects that have received Secretary's Environmental Assessment Requirements (SEARs) should be 'saved' against the incumbent legislation.

We recommend the amendment include at Schedule 7A Savings and transitional provisions relating to development applications, to recognise development applications made but not finally determined before the commencement of any amendment to the SEPP that is a result of the Five Housing Scenarios. This is similar to the wording of Section 1.8A(3) introduced to the North Sydney Local Environmental Plan 2013 (**NSLEP 2013**) as it relates to the recent Crows Nest TOD, being:

(3) A development application made, including issuance of SEARs, but not finally determined, before the commencement of State Environmental Planning Policy Amendment (Crows Nest Transport Oriented Development Precinct) 2024 must be determined as if that policy had not commenced.

6.0 Further Engagement

Aqualand has scheduled detailed community engagement that will provide statistically relevant data as part of the project to assist in the consideration of the SSDA. The community engagement activities will include targeted community survey, online community information portal, community information mailout to surrounding neighbourhood, project FAQs, in-person community drop in sessions.

Aqualand will provide this empirical data to Council as part of the engagement process to benefit Council's consideration of the proposed reforms to the TOD precincts. We would welcome the opportunity to share this with Council when received.

7.0 Summary and Conclusion

We thank Council for the opportunity to provide this submission and trust that this request will be given careful consideration by Council. Specifically, this submission seeks the following:

- Recognition of the strategic location of these sites, in a precinct that has already undergone transition adjacent existing R4 High Density Residential zoned land within 400m of the railway station. The existing 2.5:1 FSR and 22m Height of Building control is suitable for a site of these characteristics.
- Reconsideration of all alternatives put forward by Council of projects that have commenced.
- Recognition of the process undertaken in the State Government rezoning and the delivery of sites in line with the current planning framework. Savings and Transitional provisions are required in any SEPP amendment to recognise DAs that have received SEARs.
- The ability for Aqualand to present and make public the findings of planned community and stakeholder engagement to inform Council's decision-making process.

We welcome the would be happy to further meet with you to discuss the content our submission. Please contact me on 0406428465 or tgoode@planningandco.com to discuss this matter further.

Yours sincerely,

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