Environmental Impact Statement

State Significant Development Application
SSD-78669234

27-29 Tryon Road, Lindfield

Submitted to DPHI
on behalf of Bridgestone Projects Pty Ltd

25 March 2025

gyde.com.au

Acknowledgment of Country

Towards Harmony by Aboriginal Artist Adam Laws

Gyde Consulting acknowledges and pays respect to Aboriginal and Torres Strait Islander peoples past, present, Traditional Custodians and Elders of this nation and the cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander people. We recognise the deep and ongoing connections to Country – the land, water and sky – and the memories, knowledge and diverse values of past and contemporary Aboriginal and Torres Strait communities.

Gyde is committed to learning from Aboriginal and Torres Strait Islander people in the work we do across the country.

This report was prepared by:

Approver:	Juliet Grant
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Project:	State Significant Development Application SSD-78669234
Report Version:	Final

This report was reviewed by: Juliet Grant

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Project Details	
Project Name	27-29 Tryon Road, Lindfield
Application Number	SSD-78669234
Address	27-29 Tryon Road, Lindfield
Proponent Details	
Proponent Name	Bridgestone Projects Pty Ltd
Proponent Address	Level 13, Tower A, Zenith Centre, 821-843 Pacific Highway, Chatswood, NSW, 2067
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Declaration by Registered Environmental Assessment Practitioner	
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Organisation registered with	Planning Institute of Australia

Declaration

The undersigned declares that this EIS:

- has been prepared in accordance with sections 190 – 193 of the Environmental Planning and Assessment Regulation 2021.
- contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates.
- does not contain information that is false or misleading.
- addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project;
- identifies and addresses the relevant statutory requirements for the project.
- including any relevant matters for consideration in environmental planning instruments.
- has been prepared having regard to the State Significant Development Guidelines - Preparing an Environmental Impact Statement (DPIE, December 2021).
- contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development.
- contains a consolidated description of the project in a single chapter of the EIS.
- contains an accurate summary of the findings of any community engagement.
- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signature: 

Date 6 March 2025

Glossary and Abbreviations

Term/Acronym	Description
AS	Australian Standards
BCA	Building Code of Australia
BC Act	*Biodiversity Conservation Act 2016*
AHD	Australian Height Datum
Council	Ku-Ring-Gai Council
CPTED	Crime Prevention through Environmental Design
KDCP	Ku-Ring-Gai Development Control Plan
DPHI	Department of Planning, Housing and Infrastructure
EDC	Estimated Development Cost
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979*
ESD	Ecologically Sustainable Development
GFA	Gross Floor Area
LALC	Local Aboriginal Land Council
KLEP	Ku-Ring-Gai Local Environmental Plan
LGA	Local Government Area
NCC	National Construction Code
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SSD	State Significant Development
FSR	Floor Space Ratio
TOD	Transport Oriented Development
LSPS	Local Strategic Planning Statement
CBD	Central Business District
TfNSW	Transport for NSW
ADG	Apartment Design Guide
EPI	Environmental Planning Instrument
HCA	Heritage Conservation Area
TPZ	Tree Protection Zone
HPC	Housing and Productivity Contribution
SIC	Special Infrastructure Contribution
ASS	Acid Sulfate Soils
CIA	Cumulative Impact Assessment
SHR	State Heritage Register

Summary

This Environmental Impact Statement (EIS) has been prepared on behalf of Bridgestone Projects Ltd in support of State Significant Development Application (SSDA), application number SSD-78669234. The application is for the demolition of existing structures and the construction of a 7-9 storey residential flat building and associated works, which are located at 27-29 Tryon Road, Lindfield (the **site**). The site is located within an accessible area as per the definition in the *State Environmental Planning Policy (Housing) 2021*, as it is located within 400m walking distance of Lindfield Train Station.

This EIS has been prepared having regard to the Department of Planning, Housing and Infrastructure (DPHI) *State Significant Development Guidelines - Preparing an Environmental Impact Statement* and addresses the Planning Secretary's Environmental Assessment Requirements (SEARs) for the project. Appendix 1 sets out where each of the SEARs items are addressed within the EIS and other appendices.

Pursuant to Schedule 1, Section 26A of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), the proposal is classified as State Significant Development (SSD) for the purposes of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as the proposed residential component of the development is located within the Six Cities Region and has an Estimated Development Cost (EDC) greater than $75 million.

The proposed development meets the thresholds and as such, is classified as SSD and will be assessed by DPHI and determined by the Minister of Planning and Public Spaces. A request for the issue of industry-specific SEARs was sought on 27 November 2024. The SEARs were issued on the 20 December 2024. This submission is in accordance with the Department's guidelines for SSD applications lodged under Part 4 of the EP&A Act, and addresses the issues raised in the SEARs.

The Site

The site is located within the Ku-Ring-Gai Local Government Area (LGA) and is located at 27-29 Tryon Road, Lindfield. The site currently comprises a two storey Nursing Home at 27 Tryon Road and a single storey dwelling at 29 Tryon Road. The site is a regular shaped land parcel with an approximate area of 3011.3 sqm. The site is bound by Tryon Road to the north and Tryon Lane to the South and is zoned R4 High Density Residential according to the Ku-Ring-Gai Local Environmental Plan 2015 (KLEP).

The site is located within 250m of Lindfield Train Station and is an area in transition due to the Transport Orientated Development (TOD) and In-fill affordable housing planning reforms. The area has been identified under the TOD program to encourage more affordable, well-designed homes in well-located areas enabling more people to live close to transport, jobs, services and amenities. As such, the area is likely to undergo significant change as greater housing density is permitted within 400m of the station. In addition to this, DPHI are also encouraging the delivery of new in-fill affordable housing to meet the needs of very low, low and moderate income households through up to 30% bonus height and FSR provisions.

In the context of these recent planning reforms, the site and its surroundings are likely to transition towards a higher density, enabling the faster delivery of much need market rate and affordable housing in well-located areas and helping DPHI reach their goal of delivering more housing across Sydney and NSW. Whilst this development may be one of the first in the area to utilise the provisions of the TOD and In-fill affordable housing, it aligns with the future desired character of the area envisaged by DPHI, which is likely to evolve over the next 20 years.

Figure 1 **Aerial photo of site, site outlined in yellow (Source: Nearmap)**

Project Description

The proposed development comprises the demolition of existing structures and the construction of a 7-9-storey residential flat building with in-fill affordable housing and associated works. The proposal will include:

- Demolition of existing structures and site preparation / earthworks;
- Construction of 4 basement levels including 136 car parking spaces with vehicular access via Tryon Lane;
- Construction of a 7-9 storey residential flat building across 4 apartment blocks, including 62 units comprising a mix of 1, 2 and 3 bedroom apartments; and 14 affordable units;
- Communal open spaces on the ground floor and roof terrace; and
- Landscape works including tree replacement.

In accordance with the In-fill Affordable Housing SEPP provisions, the development seeks a 30% Floor Space Ratio (FSR) and height incentive by providing 15% of the total GFA (equivalent to 12 dwellings) as affordable housing). An additional 2% of the total GFA will be affordable housing (equivalent to 2 dwellings), in perpetuity, in accordance with the TOD Housing SEPP provisions.

The below photomontages represent conceptual presentations of the proposed development as they relate to the surrounding area.

Figure 2 CGI of Proposed Development from Tryon Road (Source: Ivolve Studios)

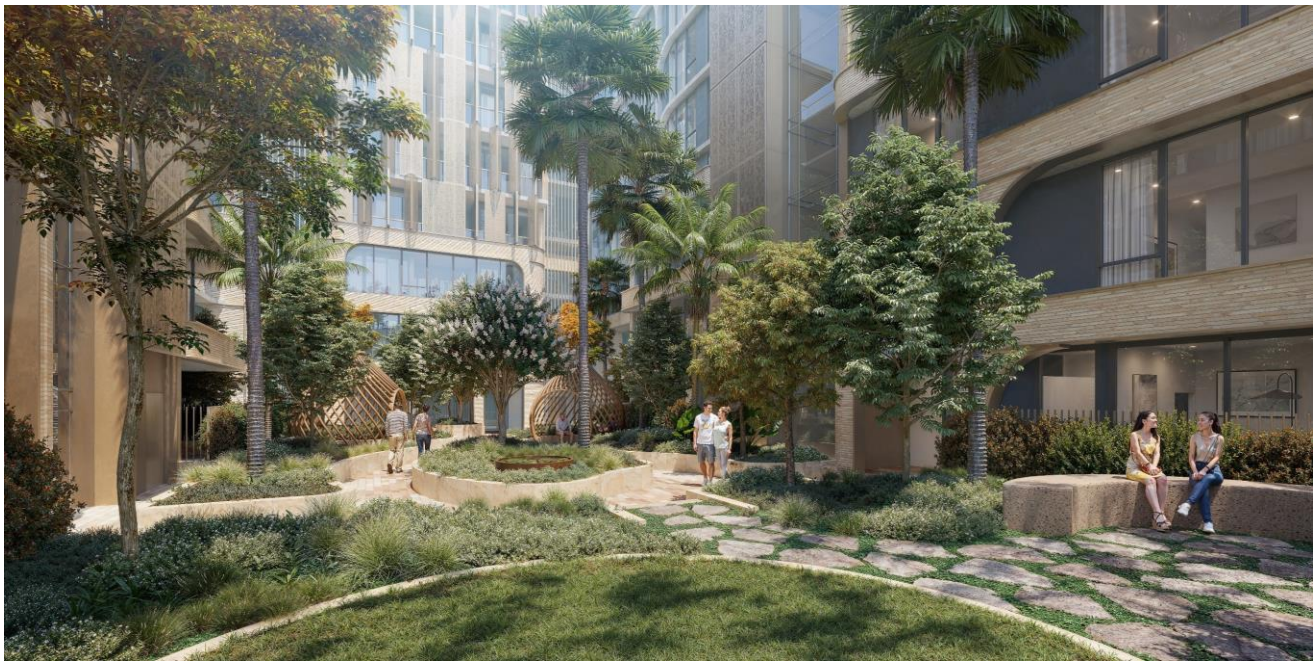


Figure 3 CGI of Proposed Central Courtyard (Source: Ivolve Studios)

Development Statistics

The key statistics and elements of the project are shown in Table 1 below.

Table 1 Overall Development Statistics

Control	SSDA
Site Area	3011.3m²
Proposed GFA	9,787m²
Proposed FSR	3.25:1
Height	Building A: 28.6m (RL 121.9) Building B: 28.52m (RL 121.9) Building C: 25.86m (RL 119.35) Building D: 28.56m (RL 121.9)
Residential yield	62 apartments (total)
Unit Mix	1 X 1 Bedroom 1 X 2 Bedroom 60 X 3 Bedroom
Affordable Units	14
Affordable GFA	1662.8m²
Adaptable Units	10 x Platinum Standard 52 X Silver Standard
Parking	136 spaces
Communal Open Space	761m² (25%)
Deep Soil	393m² (13%)
Landscaped Area	1014.34m² (33.7%)

Design Development

A design development process has been undertaken which involved consideration of the following:

- **Existing context and transitioning locality**

Consideration to the existing and future context of the site and surrounding area, particularly considering the future transformation envisaged by the Transport Oriented Development controls. The design has also considered the leafy character of Tryon Road, incorporating elements of local plants into the façade.

- **Compliance**

The proposed development is compliant with the relevant development standards, particularly the proposed height and FSR, and the majority of the provisions of the ADG. No development standards are proposed to be varied demonstrating that the proposed development comprises a high-quality scheme designed to comply with the relevant standards and therefore deliver a development suitable for the site and its context.

- **Early consultation with DPHI and Ku-Ring-Gai Council**

A pre-lodgement scoping meeting was held with DPHI on 18 October 2024. Following this meeting, detailed solar analysis was carried out and the design subsequently amended to improve the solar access and overshadowing impacts on neighbouring properties, particularly relating to the south of the site. The design was also amended to incorporate more deep soil within the site to support significant landscaping and tree planting along the western boundary and within the central courtyard.

A pre-lodgement meeting was also held with Ku-Ring-Gai Council on 30 January 2025 where an overview of the proposed development was presented to Council staff. No response or feedback was provided by Council during or following the meeting. It is anticipated that Council will provide feedback during the formal exhibition period.

- **Design Alternatives**

Alternative designs were considered throughout the design development, taking into account community and stakeholder feedback, local context and detailed impact analysis.

Potential Environmental Impacts

The potential environmental impacts of the proposed residential flat building are discussed in Section 6 of this EIS. The proposed development will change the environment by increasing the height and density of development on this site. However, as described in Section 6, where impacts are identified, this EIS and accompanying technical reports explain why they are considered acceptable and how they can be mitigated.

Economic

The proposal will result in positive economic outcomes by generating employment opportunities during the construction and operational phase:

- The development is estimated to generate up to 144 on-site construction related jobs and 36 offsite jobs during the design and construction phase.
- During the operational phase it is expected that the project will generate up to 5 jobs.

Social

The proposal provides housing, including affordable housing, within Lindfield resulting in positive social outcomes as a result of increased availability of market rate and affordable housing. The proposed dwelling mix responds to the demographic of the area, whereby 79.7% of households in the area are family households, by providing mostly 3-bedrooms dwellings to accommodate larger households in the area.

The proposed development is located within 250m of Lindfield Station, providing a true transport orientated residential development with access to public transport.

A Social Impact Assessment was prepared for the proposed development and is included at Appendix 32. The report concludes that the proposal will have:

> "*a range of significant potential social benefits, most notably through the provision of additional well-located housing in proximity to a range of existing services and facilities. The proposal would also provide social benefits though the provision of new communal landscaped open spaces at the site, as well as significant tree planting and landscaping to public-facing areas*".

Whilst there is the potential for some negative impacts to arise as a result of the construction of the proposed development, these were generally considered to be of low to moderate residual impact significance following the implementation of recommended mitigation measures. These include noise impacts and increased traffic.

Connection to Country

The proposed development integrates Connecting with Country principles into the design to support ongoing education and acknowledgement of First Nations culture. In particular, Connecting with Country principles have been integrated into the façade design, incorporating local plants and scarred tree elements into the design and materials used.

Crime Prevention through Environmental Design

The proposed development will improve passive surveillance along Tryon Road and create a sense of safety in the area. A Crime Prevention through Environmental Design (CPTED) Report accompanies this EIS (Appendix 15) to consider how the design of the development minimises the risk of crime.

Built Environment

Planning controls set a clear vision for the desired future character of Lindfield as a Transport Orientated Development area. The development has been designed to complement the desired future character of Tryon Road.

The Design Report (Appendix 8b) provides a detailed design analysis of how the proposed development responds to the sites locality and surrounding context.

As detailed in the Design Report (Appendix 8) "*the building form and scale results from careful evaluation of the site context, identifying the constraints including height plane, setbacks, sloping topography and preserving light to key public spaces. Identifying the opportunities to manipulate the massing to achieve feasibility to the site and maximise the benefit for the surrounding buildings".*

Materials and Finishes

The choice of materials and façade treatment in the design proposal have been incorporated in response to the surrounding environment and context.

The curved, cream brick-lined podium has been designed to anchor the building, with darker bricks, to integrate the building with the surrounding buildings along Tryon Road at the pedestrian scale, with lighter material above the podium to minimise the visible bulk of the building. The building includes an articulated façade to further minimise the visual mass of the building, as well as adding interest to the building. The materials have been selected to be "*site-responsive and contextually appropriate*" as outlined in the Design Report (Appendix 8b).

Visual Impacts

The views from the residential areas directly to the south or south east of the proposed development are likely to have the most significant visual impact of the surrounding views. In these views the proposed building will present as a new skyline element visible from the street and from the rear of residential properties adjoining Tryon Lane. The recommended mitigation measures to address this visual impact have been incorporated into the design of development. These include delivering a high-quality design, using materials and finishes that contribute to the visual quality of the building; for instance, lighter colours have been used on the higher levels of the building to reduce the visual dominance of the building. The proposed development has been designed in accordance with the seven objectives for good design in Better Placed as outlined in the Architectural Design Report (Appendix 8b).

As the area surrounding the site is largely characterised by residential flat buildings and also identified as as a TOD area, over the next 20 years many of these sites are likely to be redevelop in accordance with the TOD provisions, resulting in greater height and density surrounding the site. In this context, and subject to the recommended mitigation measures, the visual impacts are acceptable and consistent with the desired future character of the area.

Noise and Vibration

The Noise and Vibration Assessment concludes that the proposed site is capable of complying with all relevant acoustic criteria through means of standard acoustic treatment and management. All of the recommended mitigations will be implemented as necessary through ongoing design development to ensure the applicable acoustic design requirements are met.

Traffic

The Transport Impact Assessment (Appendix 36) indicates that the Tryon Road / Lindfield Avenue intersection will *"continue to operate at a strong level of service with the proposal in place – even under a worst case scenario where all traffic from the development passes through this intersection".* No more than 12 vehicle trips are anticipated during the busiest hours of the day which was found to result in no change to the existing intersection performance.

In this context, the traffic impacts of the proposal are considered acceptable with no further analysis or mitigation measures required.

Natural Environment

Landscape Design

The landscape has been designed to be responsive to site, the local region and specific to place. The development includes a Central Courtyard with a garden setting to encourage social interaction, and a rooftop terrace which offers respite for residents with additional landscape coverage. The design has sought to mirror the local landscape while contributing to the urban character, visual quality and biodiversity of the area.

Biodiversity

As detailed in the Arboricultural Impact Assessment (AIA) (Appendix 9), a total of 14 trees will be removed as part of the proposed development, with significant tree replanting and vegetation proposed throughout the site. The AIA found that the proposed development is expected to have a moderate impact on the contribution of trees to local amenity or character.

A BDAR Waiver was granted by DPHI dated 20 February 2025 having determined that the proposed development is not likely to have any significant impacts on biodiversity values.

Mitigation Measures

Mitigation measures recommended from the expert consultant reports have been incorporated into the design of the development, with additional measures recommended to be included as conditions of consent, to mitigate residual impacts.

The suggested mitigation measures relate to:

- Noise and vibration
- Ground and Groundwater Conditions
- Trees and Landscaping
- Contamination
- Waste Management
- Aboriginal Cultural Heritage
- Social impact
- Transport

This EIS concludes the proposal is of an appropriate density, scale and mass for the site, will generate significant social benefit and not result in any unreasonable environmental impact. Any potential impacts can be appropriately managed through a series of mitigation measures. Accordingly, it is a suitable and appropriate development for the site and is worthy of approval.

Justification for the Project

This EIS has assessed the proposed development in accordance with the relevant statutory and strategic framework, as well as the potential environmental impacts in accordance with the SEARS, and the resultant mitigation measures. The impacts are not considered to be unreasonable and are able to be managed

accordingly. Having regard to the environmental, economic, and social considerations, the project is justified for the following reasons:

- The proposed development is in a well-located area being within 250m of Lindfield Railway Station and Bus Interchange, as well as local schools, amenities and other services in the Lindfield Town Centre.
- The proposal complies with the relevant development standards, importantly the maximum height and FSR permissible under the TOD and in-fill affordable Housing SEPP. It is permissible under the R4 High Density Residential zone and consistent with the zone objectives.
- The proposal has been designed to provide a contextual response to its setting and to create a contemporary and high-quality residential development, that embraces and enhances the pedestrian experience to and from the public domain and adjoining buildings.
- The proposal will facilitate the redevelopment of the site for the purposes of residential development comprising 62 apartments which will contribute to additional housing supply and diversity to support an increasing local population.
- The proposal will deliver 14 affordable housing units (2 units in perpetuity and 12 units for a period of 15 years), delivering much needed, high-quality affordable housing in a well located area to meet the needs of families and key workers who are an integral part of the Ku-Ring-Gai community.
- The proposal aligns with the State Government's strategic approach to transit oriented development by placing high quality residential uses within walking proximity to Lindfield Train Station.
- The proposed development is a direct response to the strategic vision and objectives for the delivery of additional housing supply, stated in such documents as the National Housing Accord 2022, Housing 2041, Transport Oriented Development Program 2023.
- The proposed development is a high-quality urban design that will contribute to a safe, secure and active environment.
- The proposed development will facilitate the delivery of a high level of quality communal open space and amenity areas, this includes a significant increase in landscaping on the site from that currently existing.
- The assessment of the proposal has demonstrated that the development will not result in any unreasonable environmental impacts that cannot be appropriately managed consistent with the relevant planning controls for the site.

Introduction

1.1 Proponent Details

The proponent details for this SSDA are listed in the following table.

Table 2 Proponent Details

Details	
Proponent Name	Bridgestone Projects
Address	Level 13, Tower A, Zenith Centre, 821-843 Pacific Highway, Chatswood, NSW, 2067
ABN	61 603 176 254
Contact Person	Daniel Hovagimian
Contact Details	daniel.h@bridgestoneprojects.com.au

1.2 The Site

1.2.1 Overview

The site is located within the Ku-Ring-Gai LGA and is located at 27-29 Tryon Road, Lindfield. The site is legally described as Lot 11 in DP1188210 and Lot 12 in DP1188210. The site is a regular shaped land parcel with an approximate area of 3011.3 sqm. A map of the site in its regional setting is provided in Figure 4.

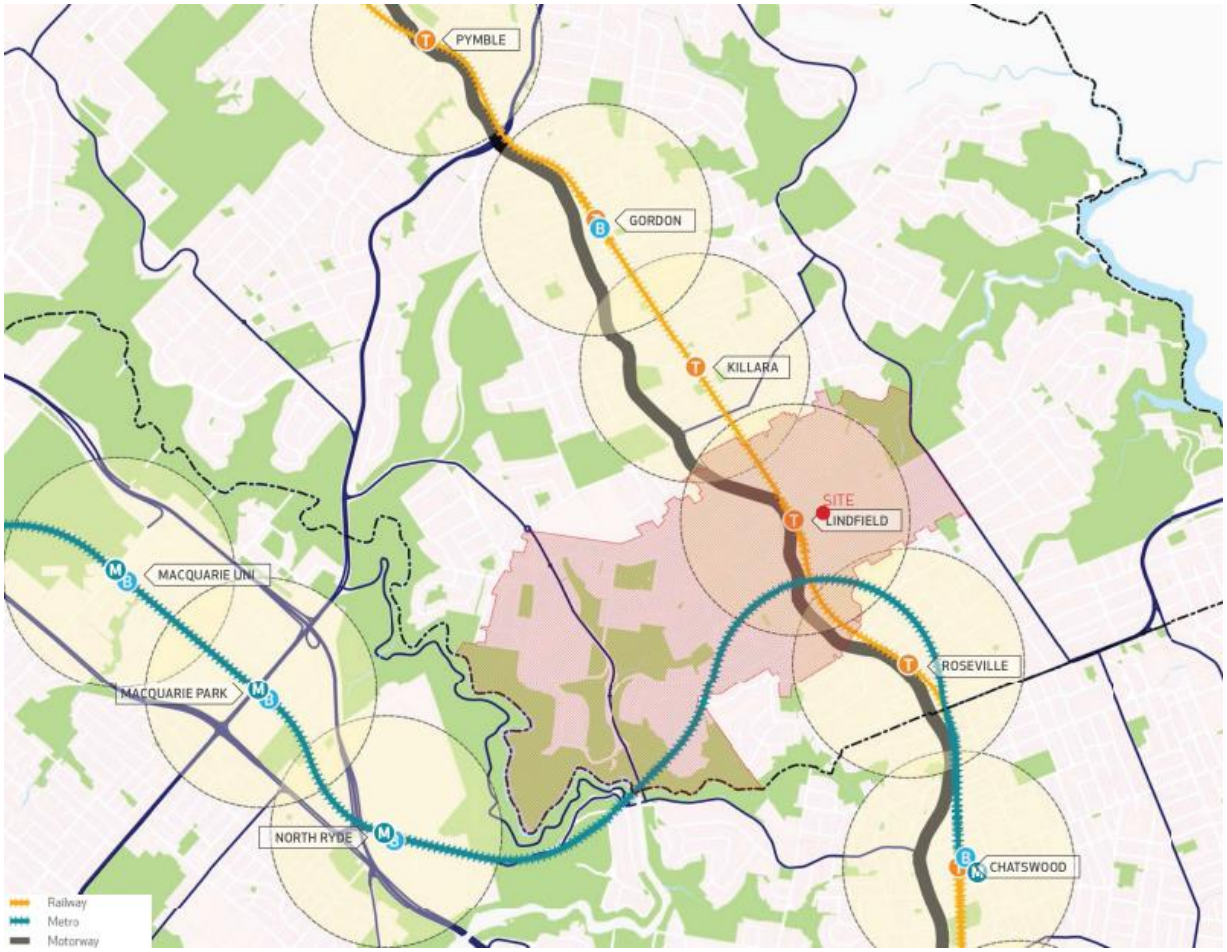


Figure 4 Regional Context (Source: Lindfield Village Hub Urban Design Report 2021 and PTW)

1.2.2 Land Ownership

The table below outlines which land the proposed works are located and respective (current) landowners.

Table 3 Land on which the works are proposed and respective landowners

Lots	Proposed Works	Site Ownership
Lot 11 in DP1188210	Residential Flat Building	Bridgestone Projects
Lot 12 in DP1188210	Residential Flat Building	Bridgestone Projects

1.2.3 Restrictions or Covenants

A Survey Plan (Appendix 35) prepared by Rygate identifies no restrictions or covenants within the site. An extract of the Survey Plan is included in Figure 5.

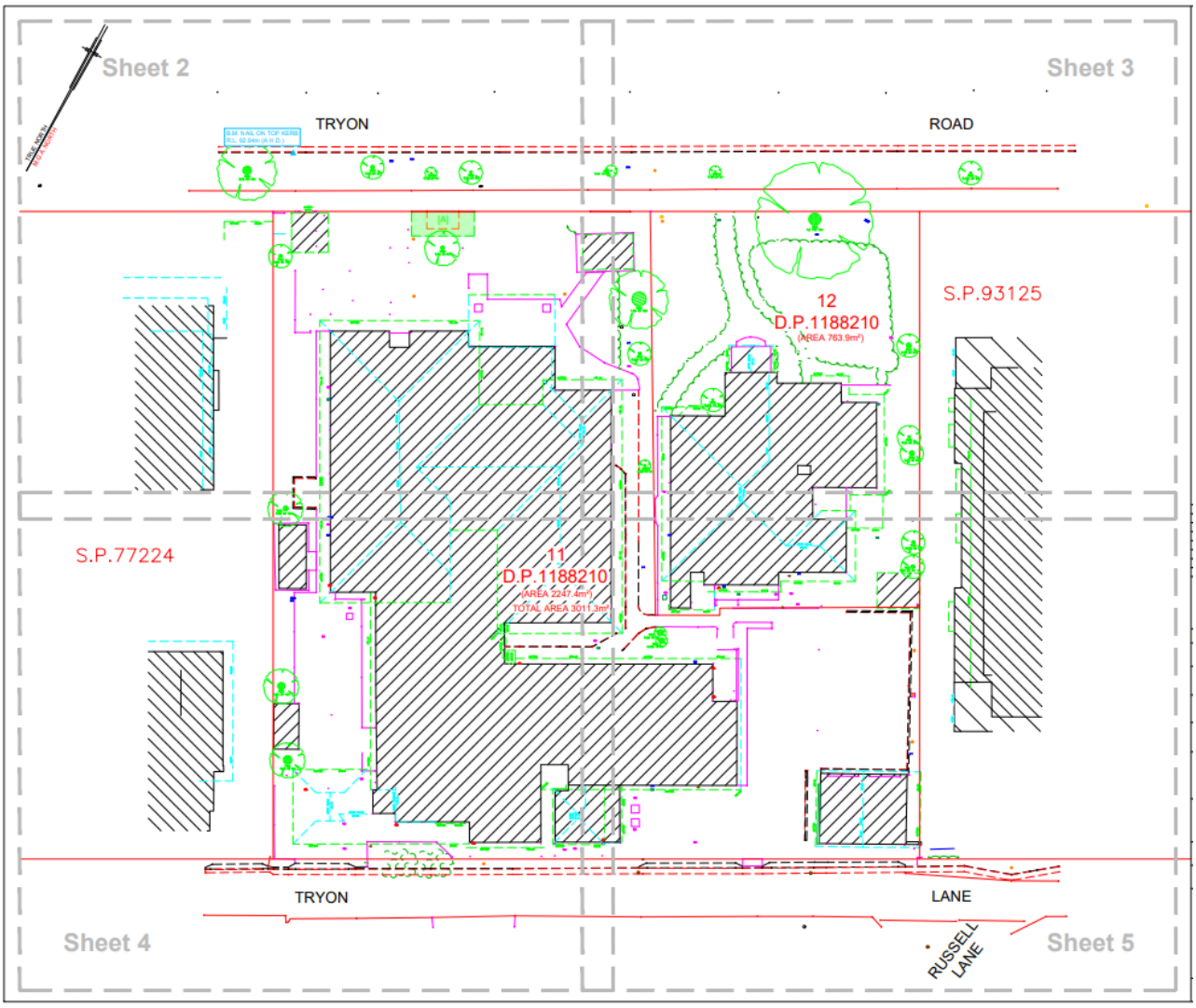


Figure 5 Survey Plan (Source: Rygate)

1.2.4 Surrounding Context

The site is located within the Ku-Ring-Gai LGA and is within 250m of Lindfield Train Station. To the northeast of the site is Cromehurst High school and to the north west is the Lindfield Village Green and adjacent to that, the Lindfield Corporate Centre, comprising health care facilities. To the south of the site is largely low density residential dwellings, and to the east, west and immediately north of the site comprises mid-rise residential flat buildings.

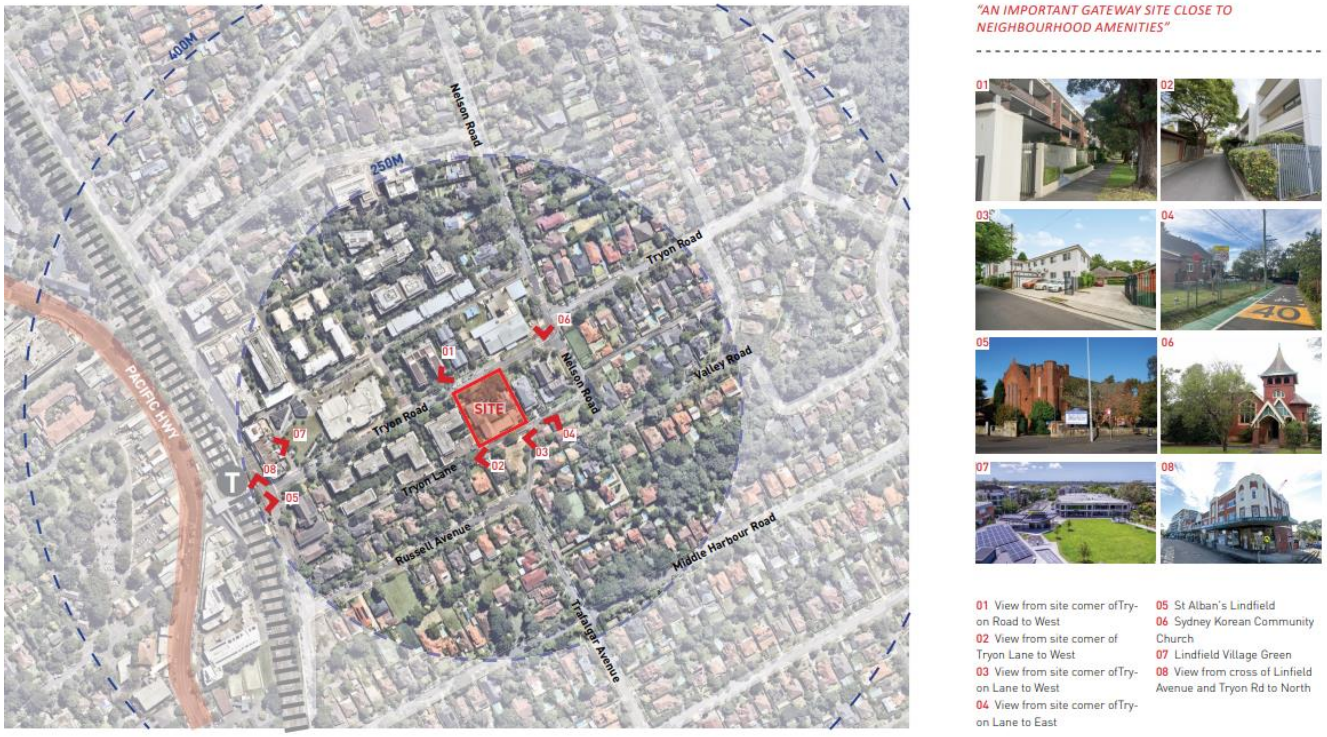


Figure 6 Surrounding Context Map (Source: PTW)

1.3 Description of the Project

The proposed development is the demolition of existing structures and the construction of a 9- storey residential flat building with in-fill affordable housing and associated works. The proposal will include:

- Demolition of existing structures and site preparation / earthworks;
- Construction of 4 basement levels including 136 car parking spaces with vehicular access via Tryon Lane;
- Construction of a 7-9 storey residential flat building across 4 apartment blocks, including 62 units comprising a mix of 1, 2 and 3 bedroom apartments; and 14 affordable units;
- Communal open spaces on the ground floor and roof terrace; and
- Landscape works including tree replacement.

The proposal seeks to utilise the provisions of Chapter 5 of the Housing SEPP relating to Transport Orientated Development (TOD) which allows for a maximum FSR of 2.5:1 and a maximum building height of 22m for sites within a Transport Orientated Development Area.

The proposal also seeks to utilise the provisions of Chapter 2, Part 2, Division 1 of the Housing SEPP for in-fill affordable housing which enable a 30% FSR and height incentive subject to providing 15% of the total GFA as affordable housing. The Housing SEPP related gross floor area and height proposed as part of this application are in addition to the gross floor area and building height provisions applicable to the site according to Chapter 5 Transport Orientated Development of the Housing SEPP.

The TOD and in-fill affordable housing components of the proposal will be managed by a registered community housing provider (being Bridge Housing). Of the affordable units, 2 will be managed in perpetuity (TOD) and 12 units will be affordable for a minimum of 15 years (In-fill) commencing on the day an occupation certificate is issued.

The Estimated Development Cost for the residential component of the scheme is $92,475,411 excluding GST (refer to EDC Report provided in Appendix 20). The scheme will retain and create approximately 181 jobs through the construction phase and 5 through the operational phase.

1.4 Objectives

The key objective of the proposed development is the delivery of housing, including much needed affordable housing to reflect the housing needs and demographics of the local area.

The key objectives of the proposed development are to:

- Facilitate the redevelopment of an under-utilised site providing greater residential density and a increase in landscaping from that currently existing.
- Provide high-quality residential development that encourages that downsizer market to sell existing family homes and move to apartments closer to public transport, which aligns with the State Government's strategic approach to transit oriented development being located within walking proximity to Lindfield Train Station.
- Deliver a high-quality urban design that will contribute to a safe, secure and active environment.
- Deliver high-quality affordable housing with a mix of unit sizes to reflect the varying needs of the community.
- Ensure a high level of residential amenity by providing good levels of sunlight, natural ventilation and private open space, and a significant amount of communal open space.

1.5 Background

The site currently comprises a two storey Nursing Home at 27 Tryon Road and a single storey dwelling at 29 Tryon Road.

The proposed development is a direct response to the Department's Transport Orientated Development program as per Chapter 5 of the Housing SEPP and the delivery of affordable housing within the region as per Chapter 2 of the Housing SEPP. The proposal will deliver a high-quality residential development with in-fill affordable housing provision within walking distance to Lindfield Train Station.

The design of the scheme has developed from detailed analysis of local amenity and feedback from local stakeholders.

1.6 Related Development

There are no significant approvals or relevant planning history on the site.

2. Strategic Context

2.1 Summary

The proposed development aligns with the strategic context by providing affordable housing in a well-located area. The development vision is to deliver a high-quality residential flat building which contributes to true transport orientated development within the Ku-Ring-Gai LGA.

2.2 Strategic Justification

The relevant strategies, policies and guidelines are addressed in Table 4.

Table 4 Strategic documents relevant to the proposed development

Strategic Plans	Comments
National Housing Accord	In October 2022, the National Housing Accord was introduced by the Federal Government, pledging to construct 1 million houses in prime locations within a five-year timeframe, commencing in 2024. Given the growing demand for the population to live in the vicinity of their work and in areas with high amenity, shop top housing is emerging as a highly feasibly alternative housing option. In more detail, the accord delineated the imperative for enhanced backing of institutional investment. The National housing Supply and Affordability Council, in collaboration with State Governments, are currently reviewing barriers to innovation in housing. Considering this, the Federal Government is exploring methods to incentivise innovative housing options. The proposed development is in alignment with the above priorities, as it aims to increase housing by implementing a contemporary housing model, in a highly accessible location.
Future Transport 2056	The Future Transport Strategy sets the strategic directions for future mobility in New South Wales, which aims to deliver safe, healthy, sustainable, accessible and integrated passenger and freight public transport journeys. The Future Transport Strategy provides a framework for integrating transport and planning to identify opportunities for development to enable the aims of the policy. The strategy discusses the importance of development within an accessible distance of existing and proposed public transport infrastructure. The proposed development is in a highly favourable location, approx. 250 metres from Lindfield Train Station. The site enjoys excellent connectivity through nearby bus services, with stops positioned on Lindfield Avenue and surrounding Lindfield Train Station that offer frequent connections to various parts of the area along both north-south and east-west bound routes.
Draft Green Places Design Guide (GANSW)	The Draft Greener Places Design Guide framework provides information on how to design, plan, and implement green infrastructure in urban areas throughout NSW. The draft guide provides a consistent methodology to help State and Local government, and industry create a network of green infrastructure.

Strategic Plans	Comments
	A high-quality landscape scheme has been designed for the development. This incorporates the 4 core Principles of the Guide. The landscape plan includes: • Plant species suited to various microclimatic conditions • Local native and indigenous species • High-quality communal open space including a central courtyard with a garden that supports community occupation and social interaction, and a rooftop garden providing social and respite opportunities.
The Greater Sydney Region Plan – A Metropolis of Three Cities	The Greater Sydney Region Plan sets out a strategic plan for Greater Metropolitan Sydney. The Plan sets out a vision for transforming Sydney into a metropolis of three cities: • The Western Parkland City • The Central River City • The Eastern Harbour City The site is located within the Eastern Harbour City. The Plan sets out a vision for the Eastern Harbour City which includes urban renewal, increased infrastructure and services, more open space and public places. The Plan states that investment in jobs and grown in strategic centres will be supported. Objective 10 of the plan identifies a need for 157,500 new homes to be delivered in the Eastern Harbour City between 2016-2036. Objective 11 sets out the importance of new homes being diverse and affordable. The proposed development will deliver much needed new homes, including a mix of unit sizes and affordable homes, in a highly sustainable location.
North District Plan	Greater Metropolitan Sydney is divided into five districts, with each having its own plan. The district plans are a guide to implementing the Regional Plan and provide the basis for future strategic planning at a local level. The site is located within the North District. The North District Plan identifies the need for new housing in the right places to meet demand for different housing types, tenure, price points, locations and design. The plan also identifies the need for new housing to be coordinated with local infrastructure, including access to public transport. The proposed development seeks to contribute to housing supply and diversity in a well-connected, sustainable location. Being located within 250m on Lindfield Train Station and various bus stops, it encourages the use of public transport to reduce emissions and contributed to creating an accessible neighbourhood.
Ku-Ring-Gai Development Control Plan	Appendix 2 contains a Statutory Compliance table which assesses the proposal against the provisions of the Ku-Ring-Gai Development Control Plan.
Ku-Ring-Gai Local Strategic Planning Statement	The Ku-Ring-Gai Local Strategic Planning Statement (LSPS) outlines the vision and planning priorities for Ku-Ring-Gai's future development. The LSPS emphasises local infrastructure, housing, local character and heritage.

Strategic Plans	Comments
	The proposed development provides much-needed affordable housing options located close to public transport services, contributing to the LSPS goal of providing affordable housing that strengthens the local residential community and of providing housing close to transport facilities to meet the existing and future requirements of a growing, changing community. The development has been carefully designed to integrate and complement the existing character of Tryon Road, as well as respecting local heritage items in the surrounding area, aligning with the LSPS's focus on managing growth in a way that conserves and enhances Ku-ring-gai's unique visual and landscape character.
Connecting to Country Framework	The Connecting to Country Framework acts as a guide for developing connections with Country to inform the planning, design, and delivery of built environment projects in NSW. Connection to Country will be incorporated throughout the lifecycle of the proposal and has formed part of the design development process. Further detail is provided in Section 3.4.

2.3 Key Features of the Site and Surrounds

2.3.1 Site Context

The site is located approximately 10km north from the Sydney central business district (CBD) and 16km east from Parramatta CBD. The site and surrounding context are shown in Figure 7.

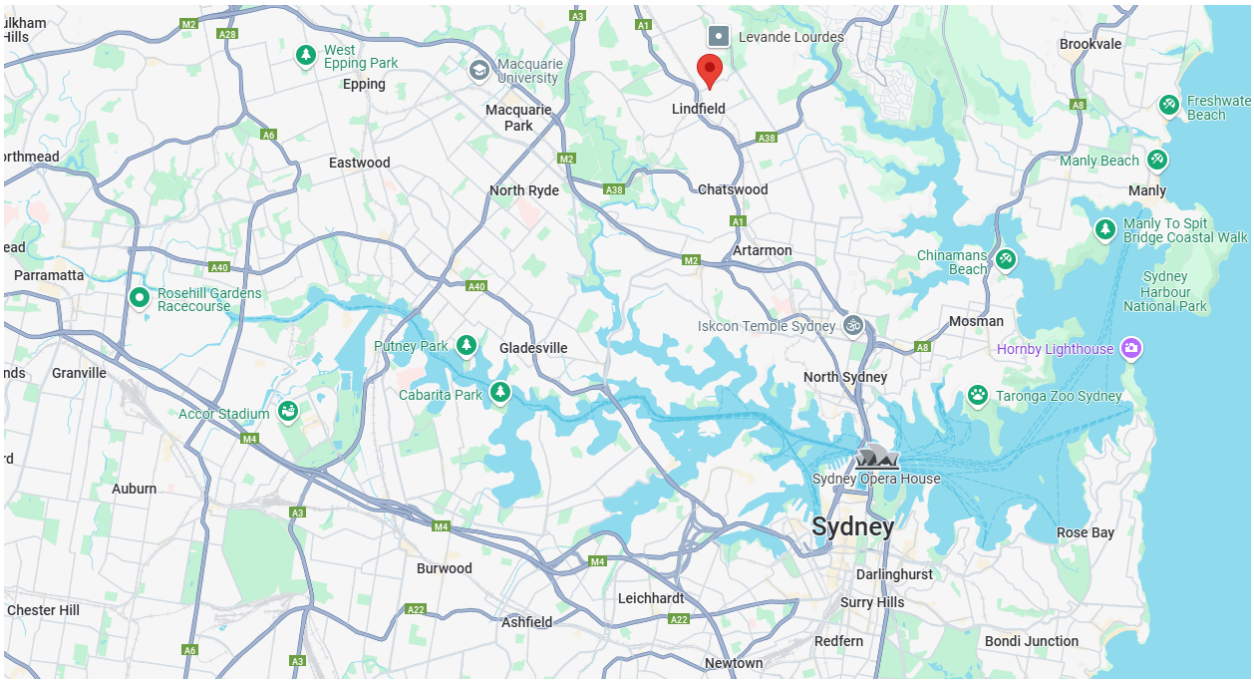


Figure 7 Site Context (Source: Good Maps)

The site is in the suburb of Lindfield, with the Ku-Ring-Gai LGA. To the northeast of the site is Cromehurst High school and to the north west is the Lindfield Village Green and adjacent to that, the Lindfield Corporate Centre, comprising health care facilities. To the south of the site is largely low density residential dwellings, and to the east, west and immediately north of the site comprises mid-rise residential flat buildings.

Figure 8 27 & 29 Tryon Road (Source: Gyde)

Figure 9 27 and 25 Tryon Road (Source: Gyde)

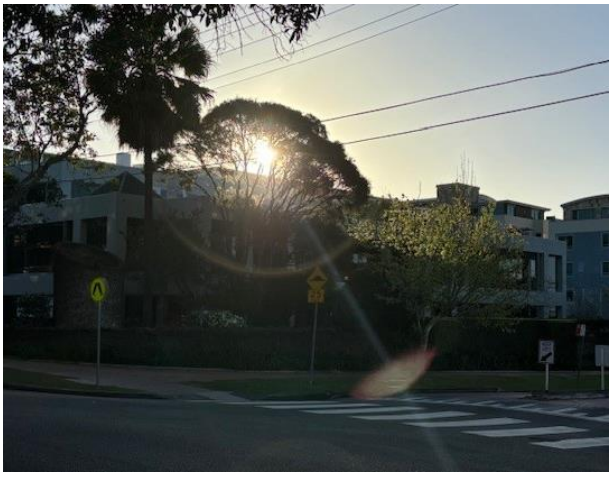


Figure 10 Corner of Tryon Road and Milray Street (Source: Gyde)

Figure 11 22 Tryon Road (Source: Gyde)

Figure 12 Tryon Lane (Source: Gyde)

Figure 13 Heritage Item at 33 Tryon Lane (Source: Gyde)

2.3.2 Site Description

The site is located at 27-29 Tryon Road, Lindfield and is legally described as follows.

Table 5 Site Details

Address	Lot and DP
27 Tryon Road, Lindfield	Lot 11 in DP1188210
29 Tryon Road, Lindfield	Lot 12 in DP1188210
Total Site Area: 3011.3m²	

The site currently comprises a two storey Nursing Home at 27 Tryon Road and a single storey dwelling at 29 Tryon Road. The site does not contain a heritage item, nor is the site located in a heritage conservation area.

An aerial view of the site is provided in Figure 14.

Figure 14 Aerial site view, outlined in red (Source: Nearmap)

Photos of the site are provided in Figure 15 and Figure 16.

Figure 15 27 Tryon Road, Lindfield (Source: Gyde)

Figure 16 29 Tryon Road, Lindfield (Source: Gyde)

Pedestrian and Vehicle Access and Transport

The site is located in Tryon Road, within approximately 250m from Lindfield Train Station providing excellent transport options for local residents. The Transport Impact Assessment prepared by JMT Consulting (Appendix 36) provides an overview of the existing transport, traffic, and access conditions for the site which is summarised below.

Road Network

Tryon Road is a local road under the control of Ku-Ring-Gai Council comprising of one traffic lane in each direction plus kerbside car parking.

The Pacific Highway is a classified State road which serves as a major north-south arterial link in close proximity to the site, providing connectivity between the Warringah Freeway and M1 Pacific Motorway. The Pacific Highway is situated approximately 300m west of the subject site and is generally configured with a total of six traffic lanes. Archbold Road is a Regional road located approximately 750m east of the site and provides an alternative north-south route to the Pacific Highway.

Rail Connectivity

The site is located less than 5 minutes' walk from Lindfield heavy rail station. The heavy rail service provides frequent train services for T1 North Shore, Northern, and Western Line. During peak hours, T1 trains travel from Lindfield to the Sydney CBD, northern and western suburbs arrive at the station approximately every three to five minutes.

In addition, Lindfield Station is located only two stops away on the T1 heavy rail line from Chatswood, where passengers can interchange with the Sydney Metro service. Sydney Metro is a major public transport infrastructure project currently in the construction phase within proximity of the subject site. The Sydney Metro City and Southwest metro line which opened in August 2024 provides for significantly improved connectivity from the southwest and Sydney CBD to Chatswood and the northwest.

Bus Connectivity

The site is within 250m walking distance from Lindfield Bus Interchange and a number of bus routes are in close proximity to the site including:

- Route 556: Lindfield <> East Killara – bus stop on Lindfield Avenue

- Route 558: Lindfield <> Chatswood – bus stop on Lindfield Avenue
- Route 565: Chatswood <> Macquarie University – bus stop on the Pacific Highway

Active Transport

There is a well-established network of pedestrian facilities in the vicinity of the site, with paved footpaths provided on both sides of all adjacent roads. The site also benefits from being surrounded by a number of formal pedestrian crossings.

The primary cycling corridor is along Nelson Road and Trafalgar Avenue to the east of the site, however a number of local streets carrying relatively low traffic volumes are also suitable for cycling.

Topography

The site survey prepared by Rygate (Appendix 35) indicates the site is relatively flat with an elevation of 93.5 Australian Height Datum (AHD) in the north-west corner of the site and 93.27 in the south east corner.

Soils and Geotechnical

The site is underlain by Ashfield Shale (Twia) of Wianamatta Group from Middle Triassic period of Mesozoic era with the lithology of black to dark-grey shale and laminate overlying Hawkesbury Sandstone. Hawkesbury Sandstone was recorded at both East and West to the site.

Based on the findings of the Geotechnical Investigation Report (Appendix 22), it is anticipated the proposed bulk excavation of up to 12.9m in residual clay and shale/sandstone bedrock will not intersect with the permanent groundwater table. However, it is possible that localised minor seepage may occur within interface of soils and rocks and fractures and defects of rock when an intense and prolonged rainfall occurs during basement excavation.

Refer to the Geotechnical Investigation Report (Appendix 22) for further details.

Flooding

The site is in a location that is not susceptible to flooding from larger floodplains in the subject of catchment studies. No regional flood constraints apply to the site.

Biodiversity

The site is located in a highly urbanised environment with limited biodiversity values present in the immediate surrounds as part of the Sydney Basin bioregion and Cumberland subregion. Biodiversity on the site is limited to planted vegetation and maintained turfed areas.

A variety of ornamental trees are scattered throughout the site and around the site boundaries. An Arboricultural Assessment Report has been prepared by Naturally Trees (Appendix 9). There are 24 trees existing on and around the site, 4 high category trees and 10 low category trees are proposed for removal, as well as 3 high category trees proposed for relocation within the site.

The proposal includes a comprehensive landscaping scheme for the replanting of trees and vegetation detailed in Section 6.1.6 of this EIS and the Landscape Report prepared by 360 (Appendix 27).

Heritage

The site does not contain a heritage item, nor is the site located in a heritage conservation area. However, there are a number of local and state heritage items within the surrounding area. For further discussion refer to the Heritage Impact Statement prepared by City Plan (Appendix 24).

Acid Sulfate Soils

The KLEP Acid Sulphate Soil Map indicates that the site lies within a Class 5 area. The results from the Acid Sulfate Soil and Salinity Likelihood Assessment, at Appendix 4, indicated that the site is of low likelihood for

potential and/or actual Acid Sulfate soils. The assessment also concluded that the site is of very low likelihood for soil salinity, with very low likelihood of developing salinity in soil and/or groundwater under the proposed development

2.4 Future Site Context

The site description above represents the site in its current form at the time of writing this EIS.

Lindfield is identified as a Transport Oriented Development Area which is a land use planning approach to encourage sustainable and mixed-use development around transports with the aim of creating vibrant and walkable communities. New residential and commercial development will therefore likely be orientated around public transport and sustainable transport. This policy program will enable Lindfield to become a sustainable, liveable neighbourhood with good access to transport, job opportunities and scenic open space.

Figure 17 shows the sites in Lindfield identified as TOD sites, which are therefore eligible for a height of up to 22m and an FSR of 2.5:1 for a residential flat building. As a result, the height and density of the area within 400m of Lindfield station, including buildings surrounding the site, is likely to increase as the TOD provisions are implemented. The site context is likely to transition over the next 20 years towards higher density surrounding Lindfield station, enabling the faster delivery of much needed market rate and affordable housing in well-located areas.

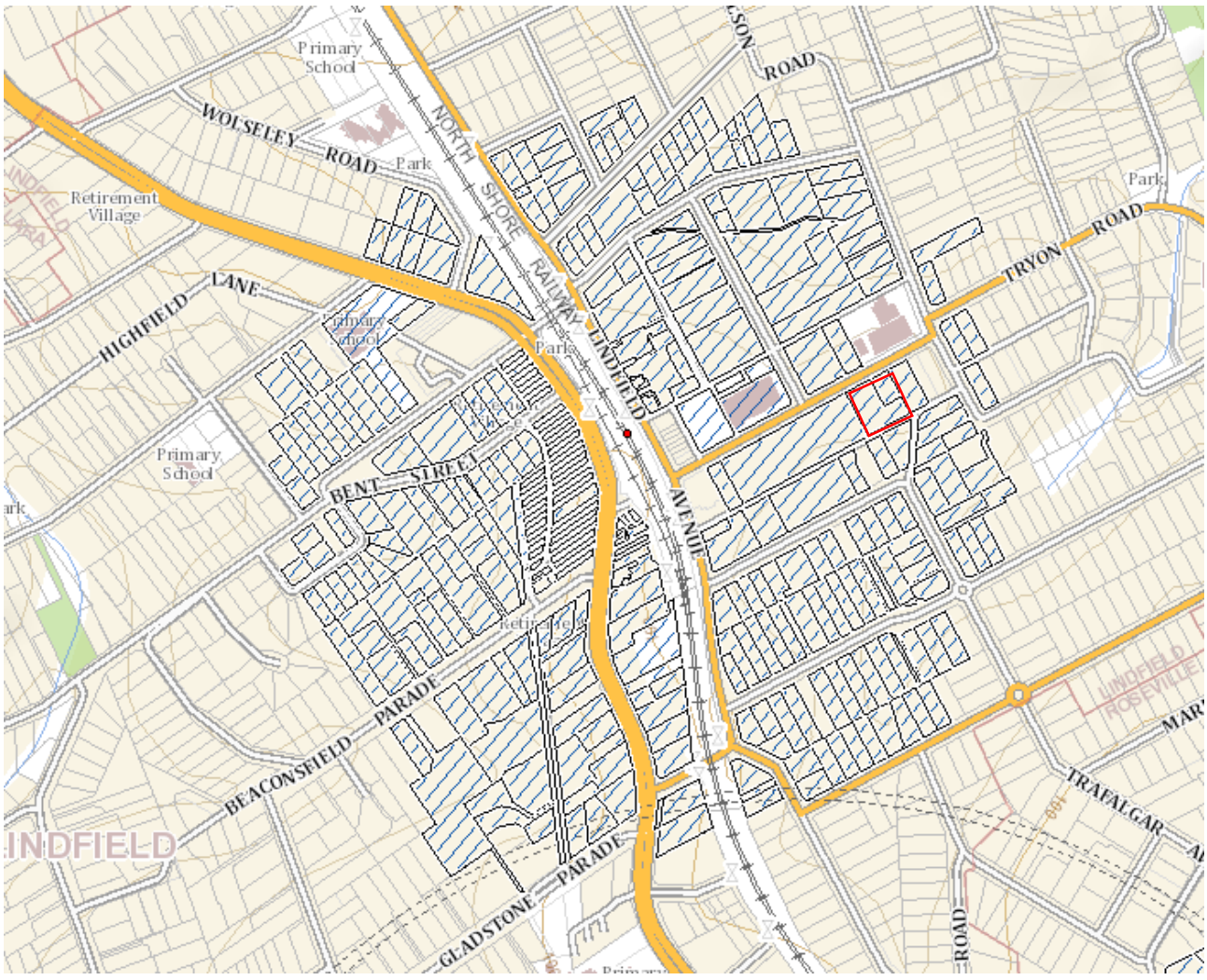


Figure 17 Extract of TOD Map, site outlined in red (Source: NSW Legislation)

Other Site Considerations

The site and immediate surrounds are not mapped as being in the following areas:

- Terrestrial biodiversity.
- Environmentally sensitive land.
- Bushfire affected land.

2.5 Consideration of Cumulative Impacts

To understand whether the proposal is likely to generate cumulative impacts with other developments, we have undertaken a review of nearby relevant proposals/approvals and included a summary in Table 6 below.

Table 6 Nearby Projects

Address	Application No.	Description of Development	Distance from Site (on foot)
Planning Panel Register			
265-271 Pacific Highway, Lindfield	DA0570/18	Demolition of existing structures and construction of a residential flat building with 134 apartments, a neighbourhood shop, basement car parking with associated works, tree removal and public domain works including a new road linking Pacific Highway to Tryon Place.	600m
1 Balfour Street, Lindfield	DA0197/18	Lot consolidation, demolition of existing supermarket, partial demolition of heritage item, relocation of Balfour Lane and construction of a 6 storey mixed use building comprising shop top housing including 70 apartments, Coles supermarket, liquor store, basement parking and associated works - part heritage item.	600m
Council DA Tracker			
4A Beaconsfield Parade, Lindfield	DA0277/22	Demolition of structures, tree removal, construction of a residential flat building with 22 residential units including basement parking, landscaping and associated works	650m
3 Woodside Avenue, Lindfield	DA0013/22	Demolition of the existing structures and construction of a residential flat building comprising twelve units with basement parking, landscaping and associated works	600m
315 Pacific Highway, Lindfield	DA0070/20	Demolition of existing structures, construction of a mixed-use development (shop top housing) comprising 17 dwellings and basement parking	450m

As per the above analysis, there have not been many recent developments within 600m of the site for multi-unit residential dwellings. In addition, no SSDAs using the TOD provisions have been lodged in Lindfield at the time of writing this report. Nevertheless, as the area surrounding the site is largely characterised by residential flat buildings and also identified under the TOD provisions, over the next 20 years many of these sites are likely to be redevelop in accordance with the desired future character of the area, as envisaged by recent planning reforms.

As such, it is unlikely that the proposal will generate cumulative impacts with other developments in the surrounding area in the short term. Should areas surrounding the site be redeveloped for additional height and FSR under the TOD provisions, this would deliver the future desired character of the area and are therefore not considered to have a significant or negative cumulative impact in the long term.

2.6 Alternatives Considered

During the design phase, DPHI undertook an analysis to identify and evaluate options to determine the most suitable design. The options considered are outlined in Table 7.

Table 7 Options Considered

Option	Description
1. Do Nothing	The 'Do nothing; Scenario would result in the site being left vacant as a nursing home and or underutilised. The site is a key part of the TOD program identified for greater density to encourage more residential development in accessible locations. The 'Do nothing' scenario would be a lost opportunity to provide much needed diverse and affordable housing within Lindfield and Ku-Ring-Gai. Therefore, it is evident that the 'Do Nothing' scenario is inconsistent with local and regional strategic context regarding affordable housing and transport orientated development.
2. KLEP compliant Scheme	This scenario would deliver a residential development residential flat building development consistent with the immediate and neighbouring properties along Tryon Road, including the residential flat buildings at 25 Tryon Road. However, the maximum building height would be 17.5m and an FSR of 1.3:1. This scenario would not deliver any affordable housing. Given the strategic context, the sites location 250m from the Lindfield rail station and demand for affordable housing within the region, this scenario does not result in the most desirable outcome as it does not address affordable housing needs.
3. TOD Compliant Scheme	This scenario would deliver residential development orientated towards sustainable travel, aligning with the TOD program. However, this scenario would still only deliver 2% affordable housing provision and therefore would still not result in the most desirable outcome as only up to 2 dwellings would be affordable housing.
4. TOD + In-fill Scheme	This scenario would deliver residential development benefitting from both the TOD and In-fill Affordable Housing bonuses of the Housing SEPP which are applicable to the site. This scenario would deliver 17% affordable housing (15% (12 units) for a period of 15 years and 2% (2 units) in perpetuity) in an accessible location being within 250m of Lindfield Train Station and bus interchange. This scenario aligns well with both the local and regional strategic context to deliver more diverse, affordable housing and housing within well-located, accessible areas. Significant analysis was undertaken for this scenario to minimise impacts on neighbouring amenity, particularly with regard to solar access and overshadowing to ensure a successful outcome would be achieved.

Of the three options, Option 4 was preferred and is generally consistent with what is proposed under this SSDA. This option was preferred as it involved delivering 17% affordable housing provision (equivalent to 14 units) in an accessible location, therefore closely aligning with local and regional strategic context to deliver diverse, affordable housing in accessible and well-located areas.

3. Description of Proposed Development

3.1 Overview

The proposal seeks to utilise the provisions of Chapter 5 of the Housing SEPP relating to TOD which allows for a maximum FSR of 2.5:1 and a maximum building height of 22m for sites within a Transport Orientated Development Area.

The proposal also seeks to utilise the provisions of Chapter 2, Part 2, Division 1 of the Housing SEPP for in-fill affordable housing which enable a 30% FSR and height incentive subject to providing 15% of the total GFA as affordable housing. The Housing SEPP related floor area and height proposed as part of this application are in addition to the gross floor area and building height provisions applicable to the site according to Chapter 5 Transport Orientated Development of the Housing SEPP.

The TOD and in-fill affordable housing components of the proposal will be managed by a registered community housing provider (being Bridge Housing) in perpetuity (TOD) and for a minimum of 15 years (In-fill) respectively commencing on the day an occupation certificate is issued.

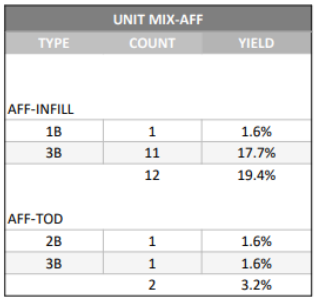
Specifically, this SSDA seeks approval for:

- Demolition of existing structures and site preparation / earthworks;
- Construction of 4 basement levels including 136 car parking spaces with vehicular access via Tryon Lane;
- Construction of a 7-9 storey residential flat building across 4 apartment blocks, including 62 units comprising a mix of 1, 2 and 3 bedroom apartments; and 14 affordable units;
- Communal open spaces on the ground floor and roof terrace; and
- Landscape works including tree replacement.

An overview of the key elements of the proposed development is provided in Table 8.

Table 8 Summary of Key Elements

Proposal Element	Description	Section Reference
Project Area	3011m²	N/A
Project Description	Construction of a 7-9-storey residential flat building including: • Demolition of existing structures and site preparation / earthworks; • Construction of 4 basement levels including 136 car parking spaces with vehicular access via Tryon Lane; • Construction of a 7-9 storey residential flat building across 4 apartment blocks, including 62 units comprising a mix of 1, 2 and 3 bedroom apartments; and 14 affordable units; • Communal open spaces on the ground floor and roof terrace; and • Landscape works including tree replacement.	3.1
Vehicular Access	One vehicular entry/exit is provided for the site from Tryon Lane to the rear of the site. Access will be provided to the basement and will have a two way ramp to access lower basement levels.	3.5.6

Proposal Element	Description	Section Reference
Affordable Housing	The development proposes 17% of the FSR to affordable housing (equivalent to 14 dwellings). The affordable housing units are distributed as follows:  UNIT MIX-AFF TYPE / COUNT / YIELD AFF-INFILL 1B 1 1.6% 3B 11 17.7% 12 19.4% AFF-TOD 2B 1 1.6% 3B 1 1.6% 2 3.2%	3.1
Registered Community Housing Provider	Bridge Housing	3.1
Dwelling Mix	1 X one-bedroom apartment (1 of which is affordable) 1 X two-bedroom apartment (1 of which is affordable) 60 X three-bedroom apartments (12 of which are affordable)	3.1
Additional Matters		
Site Remediation	FES was engaged to undertake a Detailed Site Investigation at the subject site (Appendix 16). In summary, the investigation found that no contamination over the adopted guidelines was encountered on site and therefore the site is suitable for the proposed development.	3.6.2
Physical layout and design	The proposed design involves a 7-9-storey residential flat building across 4 blocks. The development comprises: • a well considered and efficiently designed block forms articulations through materiality and spatial definitions. • Central courtyard with substantial volume that allows visual and community connections • Communal roof providing shared open space that enhances resident well-being, social interaction and sustainability.	3.5
Uses and Activities. Site Description	**Residential:** 60 X 3-bedroom units, 1 X 2-bedroom units and 1 X 1-bedroom units. **Basement Parking:** 4 levels of basement parking will be provided, comprising 123 residential spaces, 13 visitor spaces, 2 car wash spaces, 10 motorcycle spaces and 69 bicycle spaces. **Communal Open Space:** 761m² of communal open space is provided on the ground floor (532m²) and roof terrace (230m²).	3.6
Staging, timing and sequencing	Construction activities will occur over a 24-month period once consent is obtained. The development will not be staged.	3.7
Estimated Development Cost	An EDC Report has been prepared by Mitchell Brandtman (Appendix 20) in accordance with '*The Planning Circular*	

Proposal Element	Description	Section Reference
	PS-24-002' Changes to how development costs are calculated for planning purposes. The Estimated Development Cost is $92,475,411 (excluding GST).	

A more detailed description of the key elements of the proposal is provided in the following sections.

3.2 Project Area

The 'project area' includes 27 Tryon Road and 29 Tryon Road, legally described as Lot 11 in DP1188210 and Lot 12 in DP1188210 respectively. The project area comprises an approximately rectangular lot with a site area of 3011m².

The project area is bound by Tryon Road to the north and Tryon Lane to the South, with residential flat buildings to the east and west. The site fronts Tryon Road with vehicular access from Tryon Lane to the rear. The project area is shown in Figure 18.

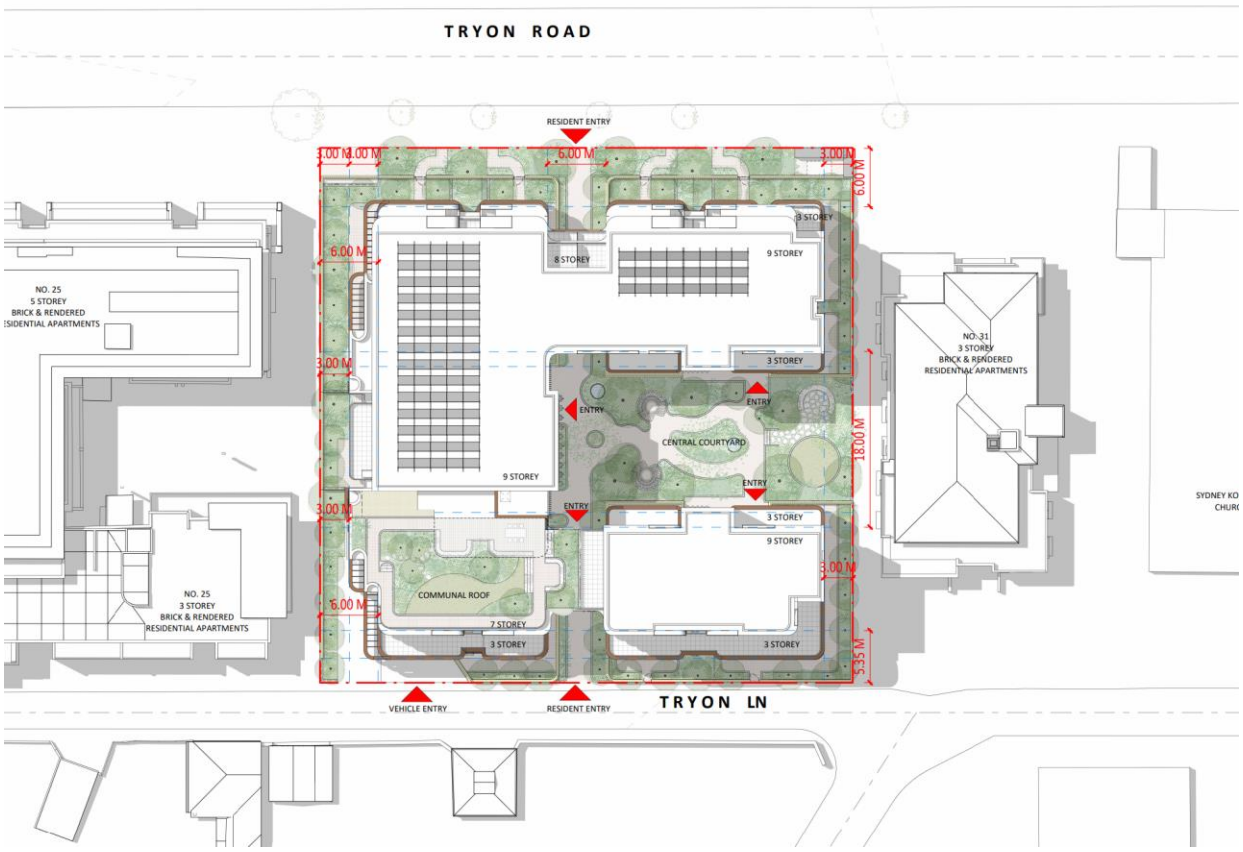


Figure 18 Proposed Site Plan (Source: PTW)

3.3 Site Remediation

The findings of the Detailed Site Investigation (Appendix 16) concludes that no contamination over the adopted guidelines was encountered on site. Subject to the following recommendations the site is suitable for the proposed development:

- Any soil requiring removal from the site should be classified in accordance with the *"Waste Classification Guidelines, Part 1: Classifying Waste" NSW EPA (2014)*
- An unexpected finds protocol has been identified in the DSI and should be followed during the excavation phase of the development.
- An asbestos clearance is recommended to be completed after the demolition of the building structures on the site.

3.4 Connecting to Country

An understanding of the relevance and importance of the Aboriginal cultural landscape is fundamental to sensitive cultural design development aligning with the Connecting with Country principles.

The design seeks to instil fundamental principles of leaving country in a better state.Some of the opportunities currently being explored are:

- Integrating Aboriginal culture into project through design, landscaping and cultural interpretation
- Interpreting Gordon's Creek, Cammereygal totems and local tangible heritage items and finds
- Incorporating native plants
- Using Dharug language
- Incorporating colours of Country and artwork into design.

The Landscaping Plans (Appendix 27) have sought to incorporate indigenous and cultural heritage principles throughout the design as follows:

- ***"Responsive to site –*** *Apply First Nations land management practices to create a sustainable and culturally meaningful landscape. Prioritise locally sourced materials that reflect the natural character, texture, and tones of the region, ensuring minimal environmental impact while honouring the land's identity.*
- ***Curate art and objects –*** *Embed Indigenous stories and cultural heritage through carefully curated artworks, sculptures, and installations. Support local Indigenous artists, ensuring their stories and traditions are represented. Incorporate Indigenous language into place names, wayfinding, and interpretive signage to strengthen cultural identity and connection to Country.*
- ***Deep roots –*** *Providing a food source, used for food, crafts, medicine, clothing, weaving, tools and much more. Plants of all sorts are extremely important and valuable to Aboriginal and Torres Strait islander people. The use of specific plant species enables us to tell important stories of cultural connection. Through the use of plants, we can reveal hidden stories of the local area and its people.*
- ***Collaborative partnership –*** *Engage Traditional Owners, Elders, and Indigenous suppliers throughout the entire design, sourcing, and management process. Work in collaborative partnership with indigenous suppliers (nurseries etc) to deliver the project, and potential management".*

3.5 Physical Layout and Design

The proposed design will deliver a residential community of 62 dwellings (including 14 affordable units), within Lindfield, offering a mix of dwellings and communal open space and landscaping for residents.

As detailed in the Design Report (Appendix 8b), the development delivers:

- "*Well considered and efficiently designed block forms articulations through materiality and spatial definitions.*
- *Central Courtyard – an open space of substantial volume that allows visual and community connections.*
- *Communal roof – providing shared open space that enhances resident well-being, social interaction and sustainability. The rooftop landscape offers a green retreat, complementing the overall architectural vision while contributing to the precincts evolving character".*

The building form and scale delivers a compliant building utilising the bonus provisions of the TOD and In-fill Affordable Housing of the Housing SEPP. The building has evolved through a consideration of existing site constraints including setbacks, solar access, landscaping and local context, The development results in a high-quality built form that responds to the desired future character of the area by delivering greater density in proximity to Lindfield station.

The curved, cream brick-lined podium has been designed to anchor the building, with darker bricks, to integrate the building with the surrounding buildings along Tryon Road at the pedestrian scale, with lighter material above the podium to minimise the visible bulk of the building. The building includes an articulated façade to further minimise the visual mass of the building, as well as adding interest to the building. The materials have been selected to be "*site-responsive and contextually appropriate*" as outlined in the Design Report (Appendix 8b).

Figure 19 Design Principles (Source: Ivolve Studios)

3.5.1 Construction of New Buildings

The proposal involves the construction of a new residential flat building as described below:

- Construction of 4 basement levels including 136 car parking spaces with vehicular access via Tryon Lane;
- Construction of a 7-9 storey residential flat building across 4 apartment blocks, including 62 units comprising a mix of 1, 2 and 3 bedroom apartments; and 14 affordable units;
- Communal open spaces on the ground floor and roof terrace; and
- Landscape works including tree replacement

3.5.2 External Materials and Finishes

The choice of materials and façade treatment in the design proposal have been incorporated in response to the surrounding environment and context. The Architectural Design Report (Appendix 8b) outlines the following in terms of external materials and finishes:

- *"The curved, creamy brick-lined podiums anchor the articulated light frames and contemporary architectural facades above, reducing perceived bulk and forming a distinctive and pedestrian-friendly street interface.*
- *The podium is articulated as a series of framed compositions, breaking down the mass into a human-scaled form that relates to the materiality and rhythm of the surrounding low-scale residential houses. The facades incorporate depth and articulation, serving as effective scaling devices to enhance visual interest and engagement at street level.*
- *The built form is clearly expressed through two distinct elements: a darker, grounded podium that provides a strong street presence, and lighter, refined upper levels that create a balanced and cohesive composition.*
- *Material selection has been carefully curated to be site-responsive, contextually appropriate, and reflective of the project's contemporary design language".*

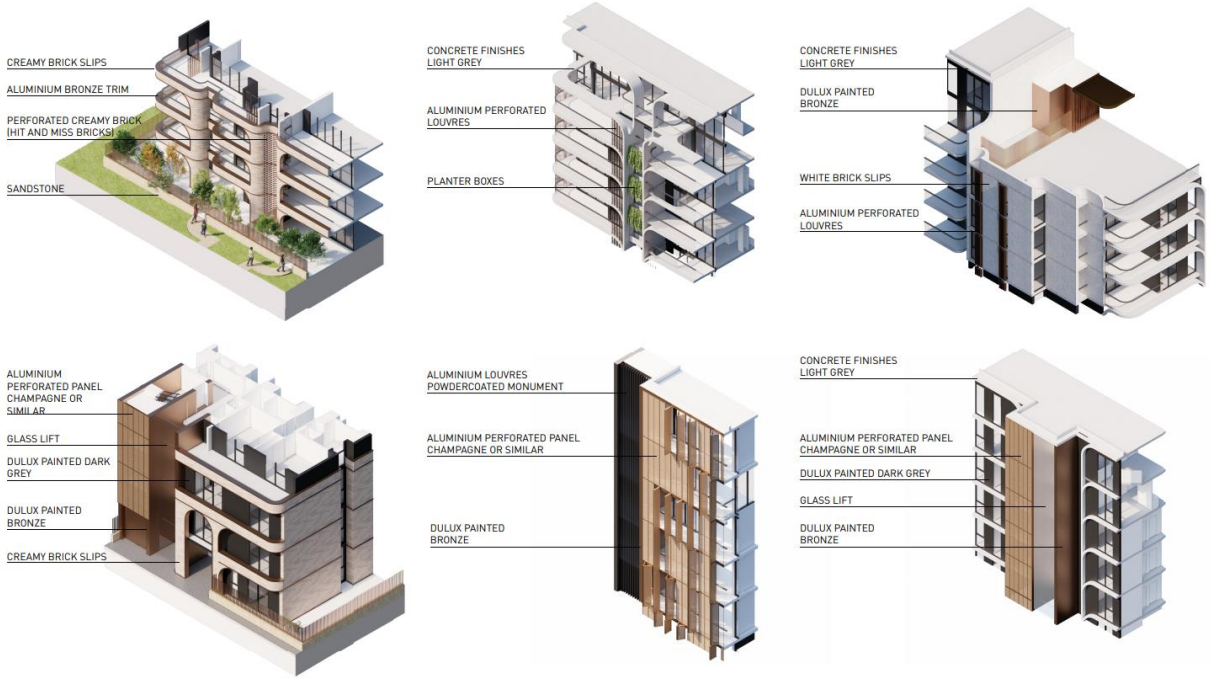


Figure 20 Materials and Finishes (Source: PTW)

3.5.3 Landscaping and Outdoor Recreation

Landscape plans have been prepared by 360 and are provided at Appendix 27. As detailed in the Landscape Plans, "*the landscape is responsive to the site, local region and ecology specific to place".* The development includes a Central Courtyard with a garden setting to encourage social interaction, and a rooftop terrace which offers respite for residents with additional landscape coverage. The design has sought to mirror the local landscape while contributing to the urban character, visual quality and biodiversity of the area.

The Landscape Plans found that the proposed landscaped is "*a juxtaposition of a wild oasis and a residential garden. It is integral to the architecture, demonstrates a progressive whole-of-building approach to the urban landscape that breaks free of the typology of peripheral and interstitial boundary treatments providing a singular ground floor landscape. The whole of building landscape approach seeks to create a cohesive environmental and socially sustainable landscape and thriving community".*

The overall design aims for an environmental and socially sustainable landscape and to integrate the landscape with the buildings architecture and function, activating the site and creating a great space to socialise, relax and connect to nature.

The trees and vegetation have been selected to suit the various microclimatic conditions and site requirements, incorporating local native and indigenous species whilst considering Council's weed management policy and the local Indigenous plant list.

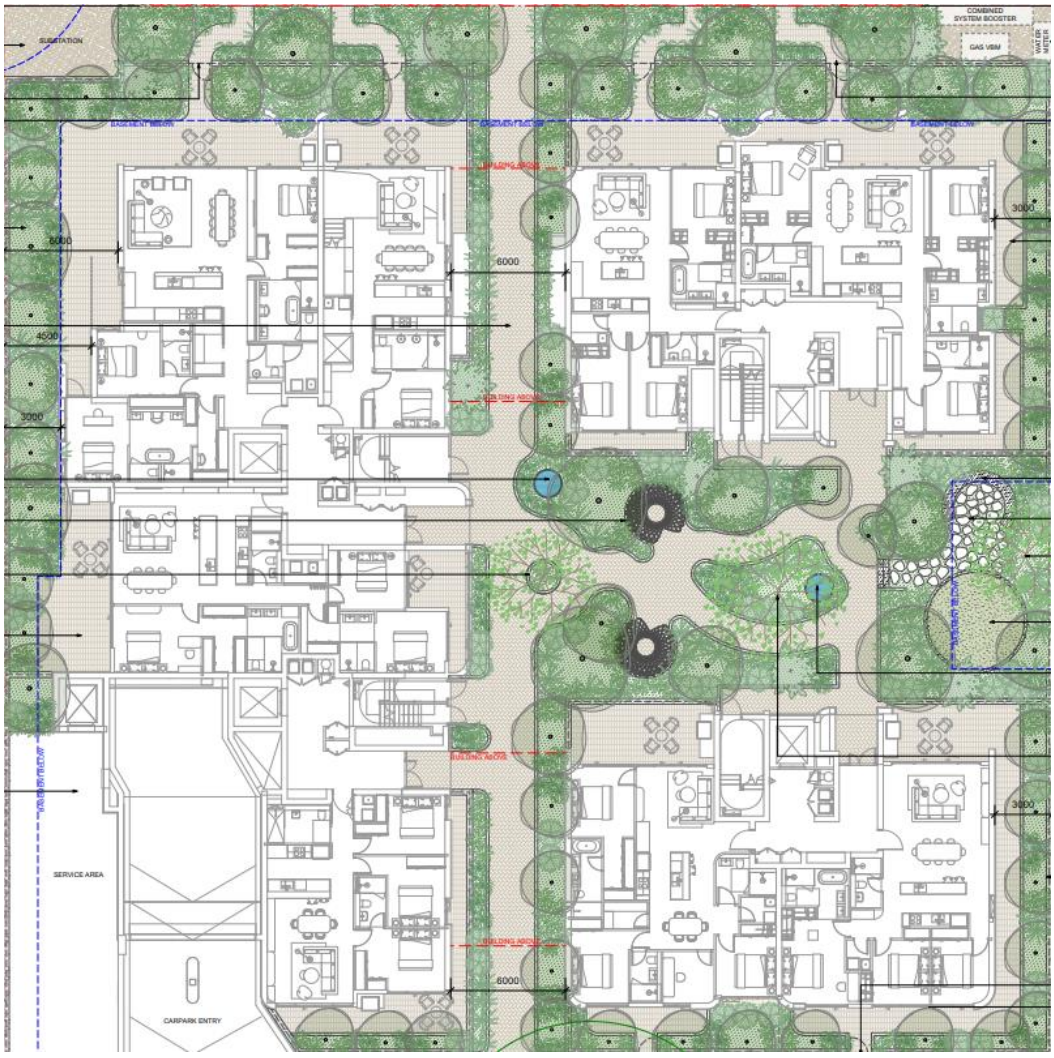


Figure 21 Ground Floor Landscape Plan (Source: 360)

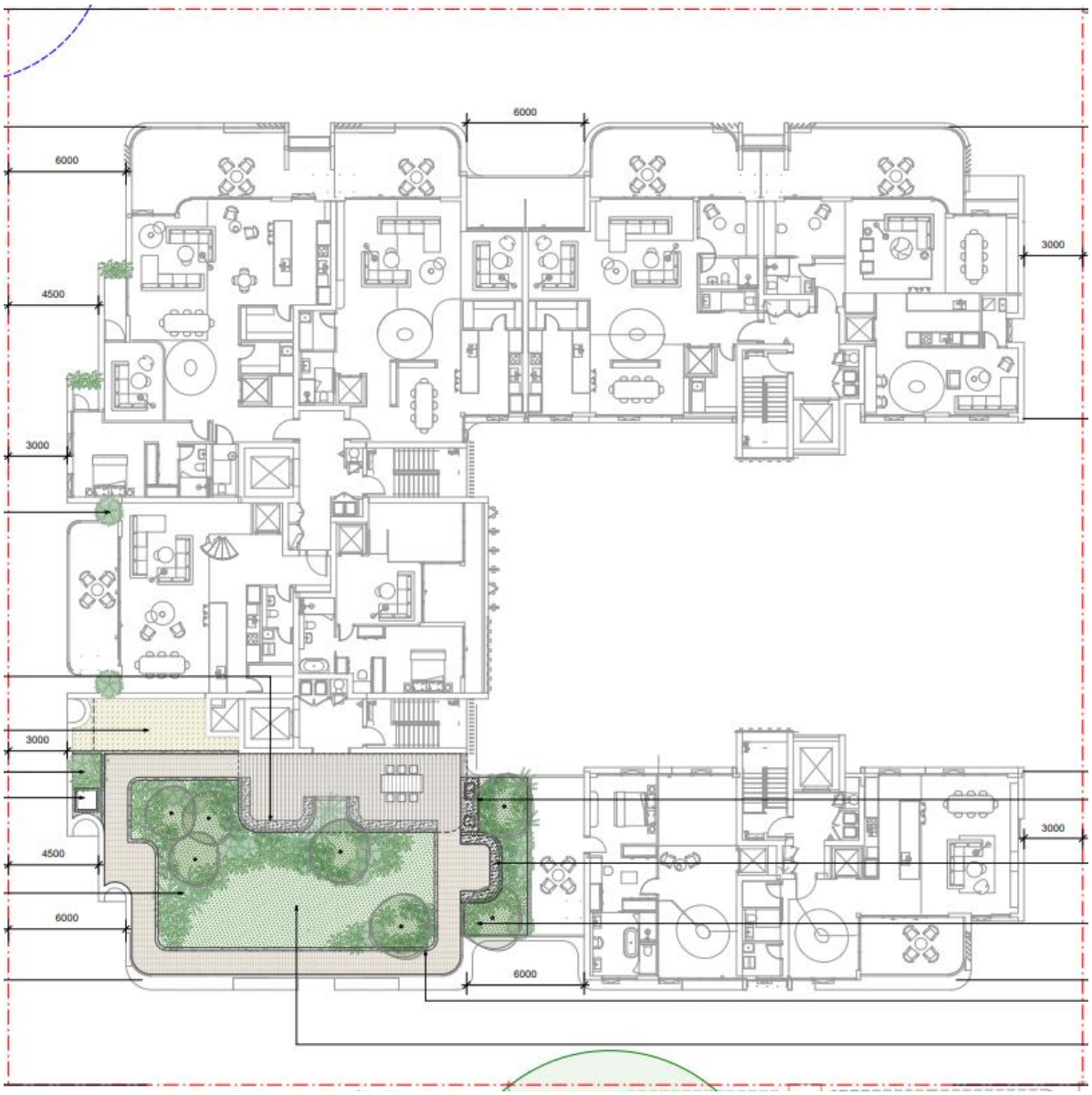


Figure 22 **Level 7 Landscape Plan (Source: 360)**

3.5.4 Tree Removal

The Arboricultural Impact Assessment Report (Appendix 9) has identified 14 trees for removal comprising 4 high category trees and 10 low category trees, and the relocation of 3 high category trees. as shown in Figure 23. Refer to the Arboricultural Impact Assessment for further detail.

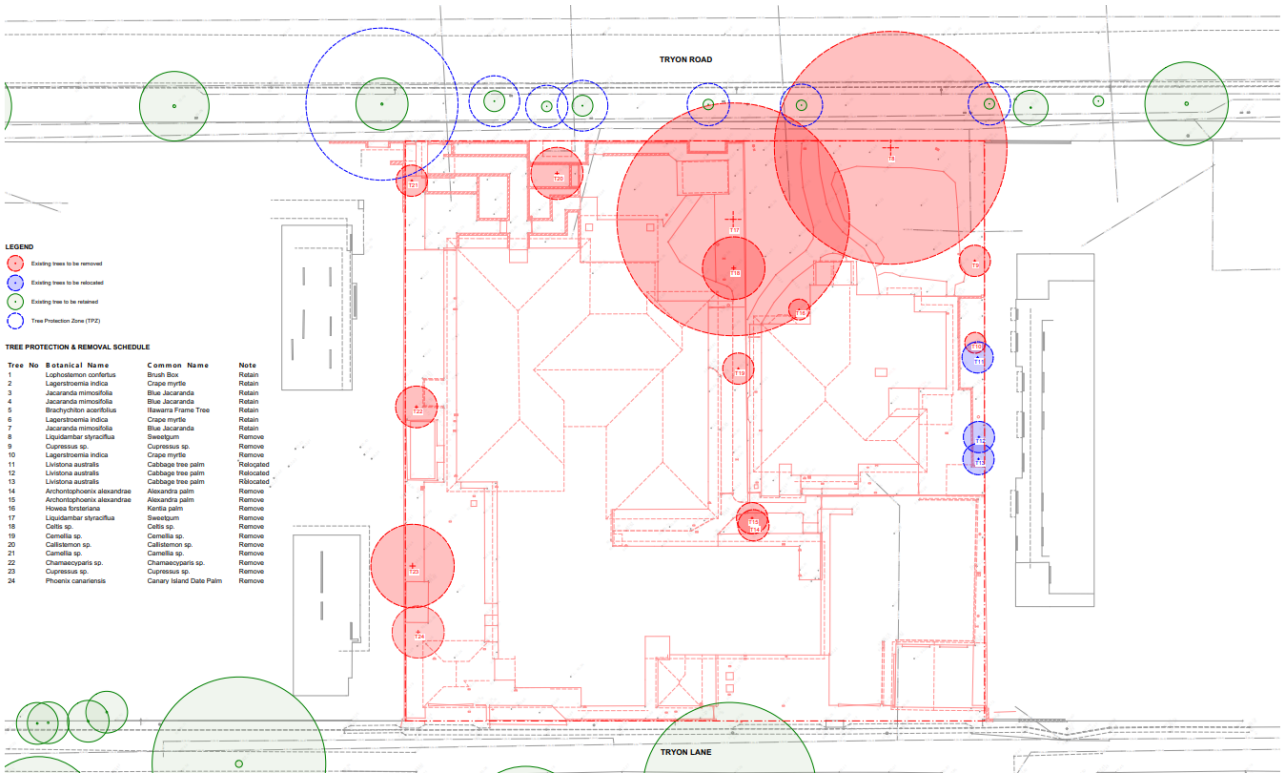


Figure 23 **Tree removal plan (Source: 360)**

3.5.5 Ecologically Sustainable Development

An Ecologically Sustainable Development (ESD) Report has been prepared by Greenperch (Appendix 19). The report summarises the ESD aspects for the proposed development, outlining the projects strong commitment to ESD, especially for items such as thermal comfort, water, energy, waste, materials, transportation, management and landscaping.

The key strategies include:

1. Ecologically Sustainable Design
2. Climate Resilience
3. Passive Design
4. Energy Efficiency
5. Waste Reduction
6. Water Efficiency
7. Eco-transport

This is discussed in more detail in Section 6.2.9 of this EIS.

3.5.6 Vehicular Access

The proposed development provides vehicular access into the basement level from Tryon Lane. This access point has been selected to minimise conflicts with pedestrians and general traffic along Trying Road which is the more active street. Vehicular access via Tryon Lane is also consistent with the adjacent major development to the immediate west of the site.

A swept path analysis conducted by JMT confirms that passenger vehicles can acceptably enter and exit the site from the location proposed. The proposed access points are shown in Figure 24 below.

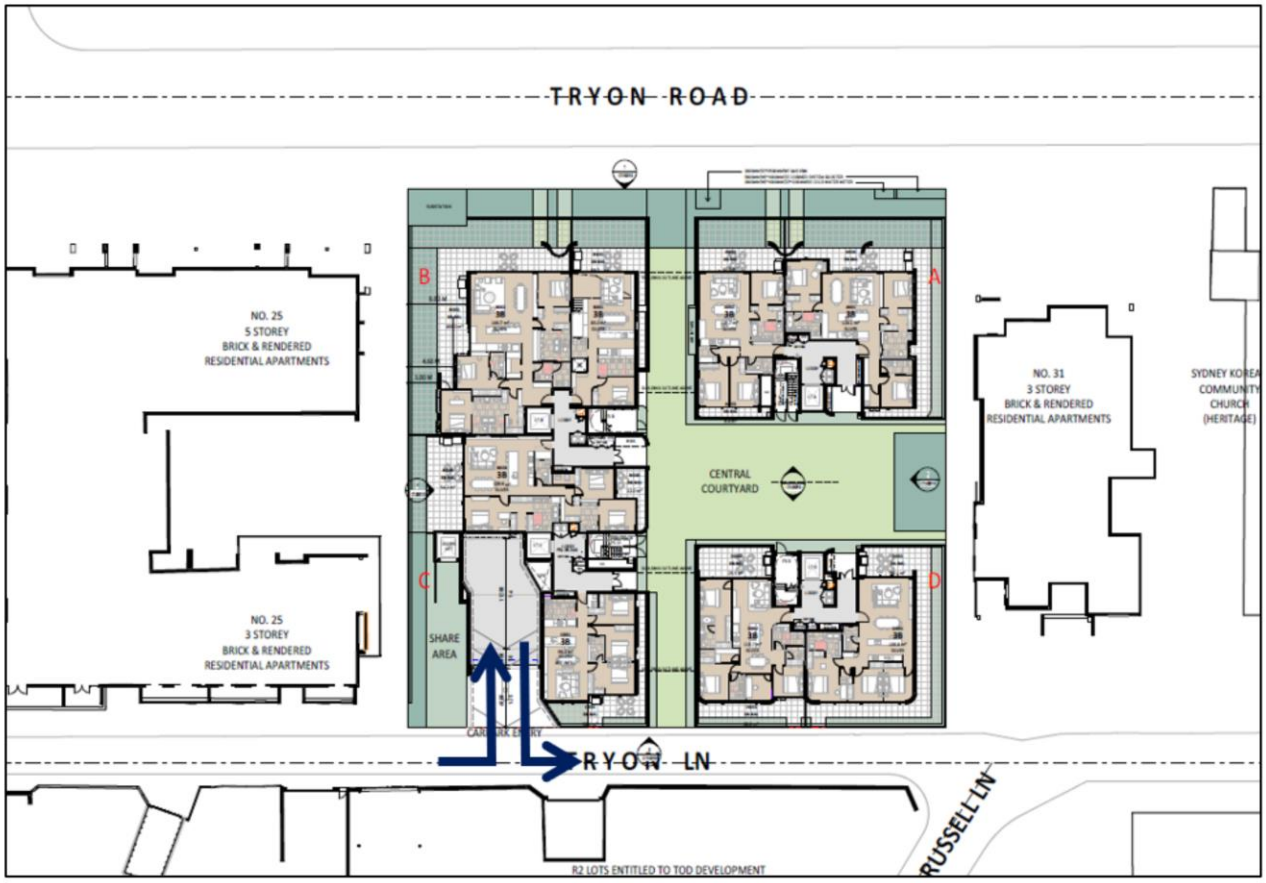


Figure 24 **Proposed Vehicle Site Access Point (JMT Consulting)**

3.5.7 Car Parking

The application seeks consent for a 4 level basement accessed via Tryon Lane. The car parking provisions will provide a total of 136 parking spaces, including 123 residential spaces and 13 visitor spaces.

3.5.8 Pedestrian Access

Pedestrian access will be provided via a main residential entry access point on ground level of each building, accessed from the Central Courtyard. Direct street entries to all ground floor units fronting Tryon Road is also provided. A north to south pedestrian footpath through the site provides access throughout the site, as well as providing a cohesive space for residents.

3.5.9 Bicycle Access and Parking

Bicycle parking spaces have been provided at calculations in accordance with the DCP requirements. The proposal provides 69 bicycle parking spaces.

3.5.10 Service Vehicle Access

The loading area can be access via Tryon Lane and is situated adjacent to the residential car park entry / exit point. Vehicle swept paths have been developed to confirm the suitability of the design to accommodate

the movement of a 10.5m long waste collection vehicles into and out of this loading area as demonstrated in the swept paths in Figure 25 below.

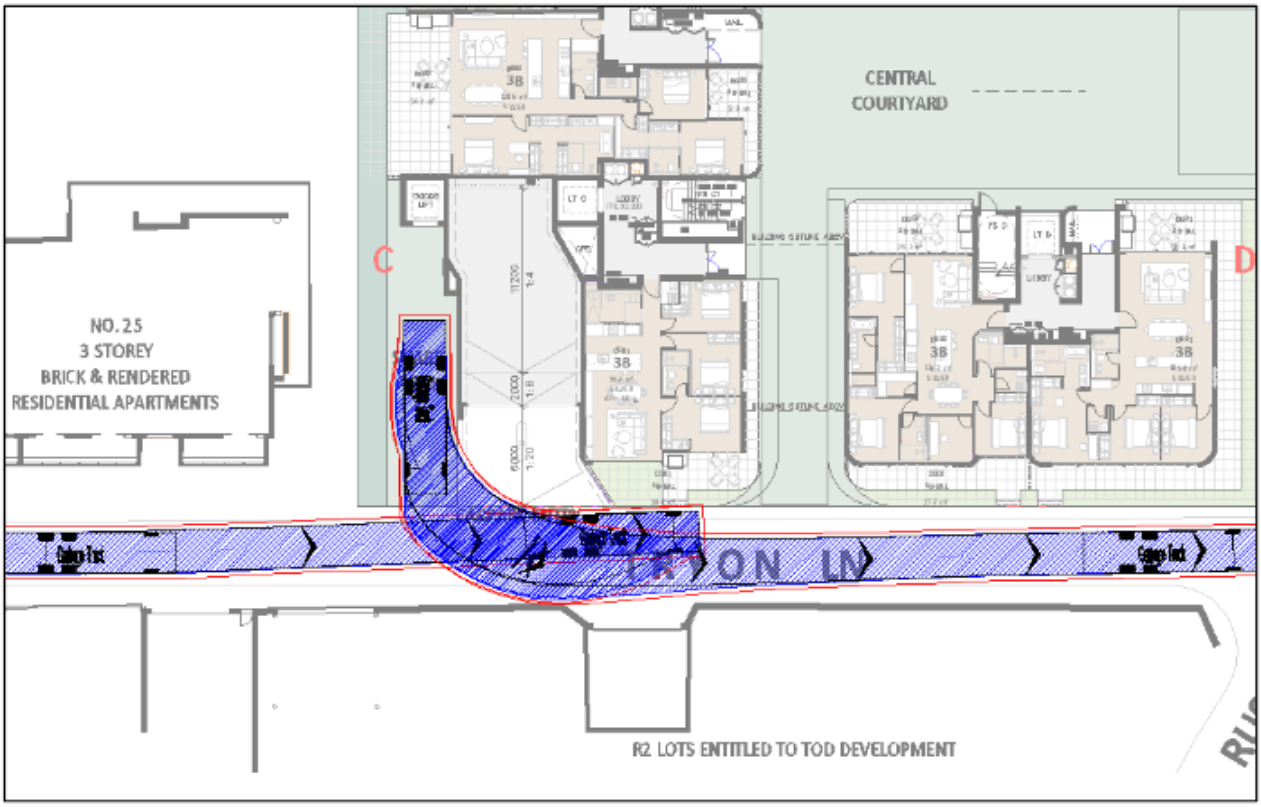


Figure 25 **Swept Paths - Loading Area (Source: JMT)**

3.6 Uses and Activities

The proposed development is for residential use, contributing to the existing residential character of the area and the desired future character of the area as a transport orientated development area.

In terms of construction and operation activities, the project involves various tasks and processes. These include excavation for 4 basement levels, earthworks, processing, storage, and handling of materials required for construction, as well as waste disposal management.

3.6.1 Demolition

The site currently contains a two storey nursing home and a single storey dwelling house which are proposed to be demolished to facilitate the proposed development. Refer to the demolition plans for further detail.

3.6.2 Excavation

It is expected that the FFL will be at about RL80.7m, of up to 12.9m depths of excavation bgl. A Detailed Site Investigation has been prepared by FES (Appendix 16) which has tested and assessed the sub-surface conditions of the site.

3.6.3 Construction

The works will be carried out during normal construction hours unless otherwise permitted. Indicative work hours are as follows:

- Weekdays: 7:00am – 6:00pm

- Saturdays: 8:00am – 1:00pm
- Sundays and public holidays: no work permitted.

Any proposed onsite work outside of these hours will be required to be approved by Council or the private certifier. Construction traffic management shall be undertaken in accordance with the Construction and Pedestrian Traffic Management Plan prepared by JMT Consulting at Appendix 36.

3.6.4 Waste Management

Construction Waste Management

The Construction and Demolition Waste Management Plan prepared by First Civil (Appendix 38) details the construction and demolition waste management strategies proposed. The report provides a range of measures to mitigate environmental impacts across various phases of the project.

Operational Waste Management

The Operational Waste Management Plan prepared by Elephants Foot (Appendix 39) details the operational waste management strategies proposed. In summary:

- All residents will have access to a storage area within their own unit capable of holding separate receptacles for general waste, recycling and FOGO.
- A single general waste chute will be installed in each building core with access provided to residents on each residential level.
- Council will be engaged to collect the residential general waste, recycling and FOGO in accordance with Council's collection schedule.

The operational waste management plan also prescribes the use of an onsite waste caretaker, various relevant signage in necessary locations throughout the development, as well as education material encouraging correct separation of general waste, recycling and FOGO for each resident.

3.6.5 Infrastructure and Services

The site has access to all required utilities and services required to construct and operate the proposed development. An Infrastructure Requirements and Utilities Report is provided at Appendix 26.

Stormwater

Existing stormwater infrastructure is located along the western and southern boundary located in Nelson Road and Tryon Lane. It is proposed to extend stormwater infrastructure from the OSD pit at the southern boundary to the storm water infrastructure in Tryon Lane to service the proposed development.

Sewer Drainage and Water Mains

There is an existing 150mm sewer drainage that currently traverses the site and impacts the building footprint. There is also an existing Sydney water sewer vent shaft inside the proposed building footprint. It is proposed to disuse the existing sewer within the site boundary. It is proposed to relocate the Sydney water sewer vent shaft in liaison with water services coordinator. It is understood that no upgrade is required for the existing water and sewer infrastructure.

Gas Mains

Existing natural gas infrastructure is located within the site. Natural gas is not proposed to be use and therefore existing services are proposed to be removed.

Electrical

There is existing Ausgrid infrastructure on the site which is proposed to be modified as a temporary site power. It is proposed to install a new kiosk substation at the northern side of the site subject to maximum demand calculations.

Telecommunications

Existing infrastructure for Telstra and NBN Co. It is proposed to disuse all existing Telstra and NBN Co services within the site. It is possible to install new incoming carrier cabling to service the proposed development, where required.

3.7 Staging, Timing and Sequencing

The sequencing of the development is anticipated to comprise of the excavation and earthworks, construction of the building structure (generally in sequence of basement and residential structure), and final fit-out and furnishing and landscaping. The development will not be staged.

Construction activities will occur over a 24-month period once consent is obtained. The timeline for each phase is outlined in Table 9, indicating estimated timing along with corresponding working hours, ensuring transparency and adherence to regulatory standards throughout the construction process.

Table 9 Development Program

Phase	Estimated Time Period	Working Hours
Excavation	3 months	The works will be carried out during normal construction hours unless otherwise permitted. Indicative work hours are as follows: • Weekdays: 7:00am – 6:00pm • Saturdays: 8:00am – 1:00pm • Sundays and public holidays: no work permitted. Any proposed onsite work outside of these hours will be required to be approved by Council or the private certifier.
Structure	12 months	
Fit out and finishing	7 months	
Landscaping	2 months	

3.8 Changes to the Project Over Time

It is not intended that there will be any changes to the project over time, except for potentially minor design adjustments and changes through detailed design development. The overall concept and capacity of the proposed development should not change.

4. Statutory Context

4.1 Overview

The relevant Commonwealth, State and Local legislative requirements are considered in this section.

Table 10 Statutory Context and Comments

Category	Action
Power to grant approval	**Environmental Planning & Assessment Act 1979** Division 4.7 of the Environmental Planning & Assessment Act 1979 (the Act) establishes a specific framework to consider projects classed as SSD. SSD is development deemed to be of State significance and includes certain classes of development above a certain value, that is regarded as important to the NSW Government. Section 4.36(2) of the EP&A Act states that: *A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.* **State Environmental Planning Policy (Planning Systems) 2021** The State Environmental Planning Policy Amendment (Planning Systems) 2021 has been amended to create Section 26A which enables a new SSD pathway for 'In-fill affordable housing' where the residential development component has an Estimated Development Cost (EDC) of more than $75 million where the development is within the Eastern Harbour City region of the Six Cities Region. Schedule 1, Clause 26A of the Planning Systems SEPP states that the following development is considered to be SSD: *(1) Development to which State Environmental Planning Policy (Housing) 2021, Chapter 2, Part 2, Division 1 applies if—* *(a) the part of the development that is residential development has a capital investment value of—* *(i) for development on land in the Eastern Harbour City, Central River City, Western Parkland City or Central Coast City in the Six Cities Region—more than $75 million, or Note— The Act, Schedule 9 sets out the local government areas in each city in the Six Cities Region.* *(ii) for development on other land—more than $30 million, and* *(b) the development does not involve development prohibited under an environmental planning instrument applying to the land.* **The proposal:** • Is not located on "other land" • The part of the development that is residential has an Estimate Development Cost greater than $75 million, and • Does not involve development prohibited under an EPI applying to the land. Therefore, the development is SSD is accordance with section 26A of the Planning Systems SEPP. A request for industry specific SEARs was sought and accordingly SEARs were issued on 20 December 2024. A SEARs reference table is provided at Appendix 1 to show where the requirements have been addressed by the EIS.
State Environmental Planning Policy (Housing) 2021	**Chapter 2 – Development for Affordable Housing** Chapter 2, Part 2, Division 1 of the Housing SEPP contains the standards for development for the purposes in in-fill housing in NSW. The proposed development comprises a residential flat building, which is permissible within the R4 High Density Residential zone under the KLEP. The key provisions of the Housing SEPP have been considered in the preparation of the SSD application and are addressed below:

Category	Action
	Section 15C – Development to which this division applies *(1) This division applies to development that includes residential development if—* *(a) the development is permitted with consent under Chapter 3, Part 4, Chapter 5 or another environmental planning instrument, and* *(b) the affordable housing component is at least 10%, and* *(c) all or part of the development is carried out—* *(i) for development on land in the Six Cities Region, other than in the City of Shoalhaven local government area—in an accessible area, or* *(ii) for development on other land—within 800m walking distance of land in a relevant zone or an equivalent land use zone.* *(2) Affordable housing provided as part of development because of a requirement under another chapter of this policy, another environmental planning instrument or a planning agreement is not counted towards the affordable housing component under this division.* The proposed development is permissible within the R4 High Density Residential zone under the KLEP. It will provide 15% (as calculated below) of its total gross floor area for affordable housing purposes, and the site is located within the Six Cities Region in an accessible area, being within 400m of Lindfield Train Station. An additional 2% affordable housing in perpetuity is provided as per the requirements of Chapter 5 *Transport Orientated Development* of the Housing SEPP. **Section 16 –Affordable housing requirements for additional floor space ratio** *(1) The maximum floor space ratio for development that includes residential development to which this division applies is the maximum permissible floor space ratio for the land plus an additional floor space ratio of up to 30%, based on the minimum affordable housing component calculated in accordance with subsection (2).* *(2) The minimum affordable housing component, which must be at least 10%, is calculated as follows—* $$\text{affordable housing component} = \frac{\text{additional floor space ratio (as a percentage)}}{2}$$ *(3) If the development includes residential flat buildings or shop top housing, the maximum building height for a building used for residential flat buildings or shop top housing is the maximum permissible building height for the land plus an additional building height that is the same percentage as the additional floor space ratio permitted under subsection (1).* The development proposes to provide 15% in-fill affordable housing. This results in an allowance for 30% additional floor space ratio as demonstrated below: **Affordable housing component (15%) = additional floor space ratio (30%) ÷ 2** As per Section 16(3), the maximum height of building allowance is the same percentage as the additional floor space ratio permitted. **Section 19 – Non-discretionary development standards – the Act, s. 4.15** *(1) The object of this section is to identify development standards for particular matters relating to residential development under this division that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.* *Note— See the Act, section 4.15(3), which does not prevent development consent being granted if a non-discretionary development standard is not complied with.* *(2) The following are non-discretionary development standards in relation to the residential development to which this division applies—* *(a) a minimum site area of 450m², * *(b) a minimum landscaped area that is the lesser of—*

Category	Action
	(i) 35m² per dwelling, or *(ii) 30% of the site area,* *(c) a deep soil zone on at least 15% of the site area, where—* *(i) each deep soil zone has minimum dimensions of 3m, and* *(ii) if practicable, at least 65% of the deep soil zone is located at the rear of the site,* *(d) living rooms and private open spaces in at least 70% of the dwellings receive at least 3 hours of direct solar access between 9am and 3pm at mid-winter,* *(e) the following number of parking spaces for dwellings used for affordable housing—* *(i) for each dwelling containing 1 bedroom—at least 0.4 parking spaces,* *(ii) for each dwelling containing 2 bedrooms—at least 0.5 parking spaces,* *(iii) for each dwelling containing at least 3 bedrooms— at least 1 parking space,* *(f) the following number of parking spaces for dwellings not used for affordable housing—* *(i) for each dwelling containing 1 bedroom—at least 0.5 parking spaces,* *(ii) for each dwelling containing 2 bedrooms—at least 1 parking space,* *(iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces,* *(g) the minimum internal area, if any, specified in the Apartment Design Guide for the type of residential development,* *(h) for development for the purposes of dual occupancies, manor houses or multi dwelling housing (terraces)—the minimum floor area specified in the Low Rise Housing Diversity Design Guide,* *(i) if paragraphs (g) and (h) do not apply, the following minimum floor areas—* *(i) for each dwelling containing 1 bedroom—65m²,* *(ii) for each dwelling containing 2 bedrooms—90m²,* *(iii) for each dwelling containing at least 3 bedrooms—115m² plus 12m² for each bedroom in addition to 3 bedrooms.* *(2) Subsection (2)(c) and (d) do not apply to development to which Chapter 4 applies* The site has a site area of 3011.3m² and has a total landscaped area of 1014.34m² (33.7%) which exceeds 30% of the site area. As per clause 3, subsections 2(c) and (d) do not apply to development to which Chapter 4 – Design of Residential Apartment Development applies. The development proposes 136 parking spaces (including 123 residential spaces and 13 visitor spaces), and the apartments meet the minimum internal apartment areas as per the ADG. **Section 20 – Design Requirements** *(3) Development consent must not be granted to development under this division unless the consent authority has considered whether the design of the residential development is compatible with—* *(a) the desirable elements of the character of the local area, or* *(b) for precincts undergoing transition—the desired future character of the precinct.* The building has evolved through a consideration of existing site constraints including setbacks, solar access, landscaping and local context, The development results in a high-quality built form that responds to the desired future character of the area by delivering greater density in proximity to Lindfield station. The curved, cream brick-lined podium has been designed to anchor the building, with darker bricks, to integrate the building with the surrounding buildings along Tryon Road at the pedestrian scale, with lighter material above the podium to minimise the visible bulk of the building. The building includes an articulated façade to further minimise the visual mass of the building, as well as adding interest to the building. The materials have been selected to be "*site-responsive and contextually appropriate*" as outlined in the Design Report (Appendix 8b).

Category	Action
	Section 21 – Must be used for affordable housing for at least 15 years *(1) Development consent must not be granted to development under this division unless the consent authority is satisfied that for a period of at least 15 years commencing on the day an occupation certificate is issued for the development—* *(a) the development will include the affordable housing component required for the development under section 16, 17 or 18, and* *(b) the affordable housing component will be managed by a registered community housing provider.* The affordable housing component of the proposal will be managed by a registered community housing provider (being Bridge Housing) for a minimum of 15 years commencing on the day an occupation certificate is issued. **Chapter 4 – Design of Residential Development Apartments** **Section 144 – Application of Chapter** *(1) In this policy, development to which this chapter applies is referred to as residential apartment development.* *(2) This chapter applies to the following—* *(a) development for the purposes of residential flat buildings,* *(b) development for the purposes of shop top housing,* *(c) mixed use development with a residential accommodation component that does not include boarding houses or co-living housing, unless a local environmental plan provides that mixed use development including boarding houses or co-living housing is residential apartment development for this chapter.* *(3) This chapter applies to development only if—* *(a) the development consists of—* *(i) the erection of a new building, or* *(ii) the substantial redevelopment or substantial refurbishment of an existing building, or* *(iii) the conversion of an existing building, and (b) the building is at least 3 storeys, not including underground car parking storeys, and (c) the building contains at least 4 dwellings.* *(4) If particular development comprises development for the purposes specified in subsection (2) and development for other purposes, this chapter applies only to the part of the development for the purposes specified in subsection (2).* *(5) This chapter does not apply to development that involves only a class 1a or 1b building within the meaning of the Building Code of Australia.* *(6) To avoid doubt, development to which Chapter 2, Part 2, Division 1, 5 or 6 or Chapter 5 applies may also be residential apartment development under this chapter.* The proposed development is for the purpose of residential flat building and is referred to as a residential apartment under this clause. The building is greater than 3 storeys and more than 4 dwellings. **Section 147 – Determination of development applications and modification applications for residential apartment development** *(1) Development consent must not be granted to residential apartment development, and a development consent for residential apartment development must not be modified, unless the consent authority has considered the following—* *(a) the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9,* *(b) the Apartment Design Guide,* *(c) any advice received from a design review panel within 14 days after the consent authority referred the development application or modification application to the panel.* A detailed response to the Design Principles of Schedule 9 is provided within the Architectural Design Report available as Appendix 8b.

Category	Action
	Section 148 – Non-discretionary Development Standards *(2) The following are non-discretionary development standards—* *(a) the car parking for the building must be equal to, or greater than, the recommended minimum amount of car parking specified in Part 3J of the Apartment Design Guide,* *(b) the internal area for each apartment must be equal to, or greater than, the recommended minimum internal area for the apartment type specified in Part 4D of the Apartment Design Guide,* *(c) the ceiling heights for the building must be equal to, or greater than, the recommended minimum ceiling heights specified in Part 4C of the Apartment Design Guide.* The proposed development will provide a total of 136 parking spaces (including 123 residential spaces and 13 visitor spaces) across 4 basement levels. All apartments meet the minimum apartment size recommendations of the ADG and are designed with regular shapes for ease of furnishing. All apartments meet the minimum ceiling heights specified in Part 4C of the Apartment Design Guide. **Section 149 – Apartment Design Guide prevails over development control plans** *(1) A requirement, standard or control for residential apartment development that is specified in a development control plan and relates to the following matters has no effect if the Apartment Design Guide also specifies a requirement, standard or control in relation to the same matter—* *(a) visual privacy,* *(b) solar and daylight access,* *(c) common circulation and spaces,* *(d) apartment size and layout,* *(e) ceiling heights,* *(f) private open space and balconies,* *(g) natural ventilation,* *(h) storage.* *(2) This section applies regardless of when the development control plan was made.* Where relevant this clause is referenced throughout the planning justification of this EIS. **Chapter 5 – Transport Orientated Development** **Section 154 Development permitted with development consent in Transport Oriented Development Areas** *(1) Development for the purposes of residential flat buildings is permitted with development consent on land in the following zones in a Transport Oriented Development Area—* *(a) a relevant residential zone,* *(b) Zone E1 Local Centre or an equivalent land use zone,* *(c) for land in the Canterbury-Bankstown local government area—Zone B2 Local Centre.* The proposed development is located within a relevant residential zone being with the R4 High Density Residential zone, as defined in Section 151. **Section 155 Maximum building height and maximum floor space ratio** *(1) This section identifies development standards for development under this chapter that, if complied with, prevent the consent authority from requiring more onerous standards for the matters.* ***Note—** See the Act, section 4.15(3), which does not prevent development consent being granted if a non-discretionary development standard is not complied with.* *(2) The maximum building height for a residential flat building in a Transport Oriented Development Area is 22m.*

Category	Action
	(3) The maximum building height for a building containing an independent living unit or shop top housing in a Transport Oriented Development Area is 24m. *(4) The maximum floor space ratio for the following in a relevant residential zone or relevant employment zone in a Transport Oriented Development Area is 2:5:1—* *(a) a residential flat building,* *(b) a building containing an independent living unit or shop top housing.* This Section allows for a maximum building height for a residential flat building on the site of 22m with an FSR of 2.5:1. **Section 156 Affordable housing** *(1) This section applies to development for the purposes of residential flat buildings, independent living units or shop top housing in a Transport Oriented Development Area if the building has a gross floor area of at least 2000m^2.* *(2) Development consent must not be granted unless the consent authority is satisfied that—* *(a) at least 2% of the gross floor area of the building will be used for affordable housing, and* *(b) the affordable housing will be managed by a registered community housing provider in perpetuity.* *(3) A requirement under a provision of another chapter of this policy, another environmental planning instrument or a planning agreement that requires the development to provide more affordable housing prevails over this section.* *(4) Affordable housing provided as part of the development because of a requirement under another chapter of this policy, another environmental planning instrument or a planning agreement is not counted towards the affordable housing required under this section.* The development proposes to provide 2% of the total GFA as affordable housing in perpetuity. The affordable housing component of the proposal will be managed by a registered community housing provider (being Bridge Housing) in perpetuity commencing on the day an occupation certificate is issued. This affordable housing provision is in addition to the 15% in-fill affordable housing provision. **Section 157 Affordable housing parking spaces** *(1) This section identifies a development standard for development under this chapter that, if complied with, prevents the consent authority from requiring more onerous standards for the matters.* ***Note—** See the Act, section 4.15(3), which does not prevent development consent being granted if a non-discretionary development standard is not complied with.* *(2) Development to which section 156 applies must provide the following number of parking spaces for each affordable housing dwelling required under that section—* *(a) for each dwelling containing 1 bedroom—0.4 parking space,* *(b) for each dwelling containing 2 bedrooms—0.5 parking space,* *(c) for each dwelling containing 3 or more bedrooms—1 parking space.* *(3) This section prevails over a provision in another chapter of this policy or another environmental planning instrument to the extent that other provision permits a lower number of parking spaces for dwellings used for affordable housing on the land.* The proposed development provides 136 parking spaces (including 123 residential spaces and 13 visitor spaces) and meets the minimum parking standards of this clause. **Section 158 Exception to minimum lot size** *(1) This section applies if another environmental planning instrument applying to the land specifies a minimum lot size for development for the purposes of residential flat buildings or shop top housing (a **minimum lot size restriction**).* *(2) Development consent may be granted to development for the purposes of residential flat buildings or shop top housing on land in a Transport Oriented Development Area, despite a minimum lot size restriction.* The site has a lot size of 3011m^2.

Category	Action
	Section 159 Minimum lot width *Development consent must not be granted to development for the purposes of residential flat buildings, independent living units or shop top housing on a lot in a Transport Oriented Development Area, unless the lot is at least 21m wide at the front building line.* The site has a lot width of 54.9m measured at the front building line. **Section 161 Consideration of Apartment Design Guide** *Development consent must not be granted for development for the purposes of residential flat buildings, independent living units or shop top housing on land in a Transport Oriented Development Area unless the consent authority has considered the Apartment Design Guide.* An assessment against the ADG is provided within the Architectural Design Report at Appendix 8b.
Ku-Ring-Gai Local Environmental Plan (KLEP) 2015	A brief assessment of the proposal against the provisions of the KLEP have been provided below. Refer to Section 6.2.1 of this EIS and the Statutory Compliance Table provided in Appendix 2 for a comprehensive assessment. **Clause 2.3. Zone objectives and Land Use Table** Residential Flat Buildings are permissible with consent within the R4 High Density Residential zone. The proposal will provide additional housing within a residential environment, providing a mix of dwellings. The site is located within 250m of Lindfield Train Station and a range of other services and facilities within the Lindfield town centre. **Clause 4.3 Height of Building** The applicable building height under the Ku-Ring-Gai LEP is 17.5m. The proposed building height is 28.6m (RL 121.9). Exceedance is a result of additional height provisions enabled by the amended Housing SEPP 2021 (being In-fill Affordable Housing and TOD bonuses). The proposed height complies with Clause 4.3 plus the bonus height provisions. **Clause 4.4 Floor Space Ratio** The applicable FSR under the Ku-Ring-Gai LEP is 1.3:1. The total site area of 3011.3 sqm allows for a permissible GFA of 3914.69sqm. The proposed FSR is 3.25:1. Exceedance is a result of additional floor space provisions enabled by the amended Housing SEPP 2021 (being In-fill Affordable Housing and TOD bonuses). The proposed FSR complies with Clause 4.4 plus the bonus FSR provisions. **Clause 5.10 Heritage Conservation** The site is not a listed heritage item nor is it within a heritage conservation area. **Clause 6.1 Acid sulfate soils** The site is classified as Class 5 on the Acid Sulfate Soils Map. An Acid Sulfate Soils Likelihood Assessment has been prepared and concluded that the site is of low likelihood for potential and/or actual Acid Sulfate soils. The assessment also concluded that the site is of very low likelihood for soil salinity, with very low likelihood of developing salinity in soil and/or groundwater under the proposed development. **Clause 6.2 Earthworks** A Detailed Site Investigation has been prepared (Appendix 16). Based on the findings, the DSI concluded that the site is suitable for the proposed development, subject to implementing the recommended mitigation measures.

<table>
<tr><th>Category</th><th>Action</th></tr>
<tr><td></td><td>Clause 6.6 Requirements for multi dwelling housing and residential flat buildings
The site has a total area of 3,011.3sqm and a width and depth of over 30m.</td></tr>
<tr><td>Ku-Ring-Gai Development Control Plan (KDCP) 2024</td><td>An assessment of the Ku-Ring-Gai Development Control Plan (KDCP) 2024 is provided at Appendix 2. This assessment demonstrates that the proposal is generally consistent with the controls of the KDCP. The KDCP has also been referenced as relevant to the assessment of the key planning matters is provided in relevant Sections of this EIS.</td></tr>
<tr><td>Other approvals</td><td>Section 4.41 of the Act stipulates certain authorisations that are not required for SSD. Additionally, Section 4.42 of the Act stipulates certain authorisations that cannot be refused if they are necessary for carrying out SSD. These are listed in table below which also lists out whether the approval would have been required if the proposed development was not SSD.
<table>
<tr><th colspan="2">Approvals that do not apply to State Significant Development</th></tr>
<tr><td colspan="2">Fisheries Management Act 1994</td></tr>
<tr><td colspan="2">Heritage Act 1977</td></tr>
<tr><td colspan="2">National Parks and Wildlife Act 1974</td></tr>
<tr><td colspan="2">Rural Fires Act 1997</td></tr>
<tr><td colspan="2">Water Management Act 2000</td></tr>
<tr><th>NSW Legislation</th><th>Requirement for subject application</th></tr>
<tr><td>Fisheries Management Act 1994</td><td>No</td></tr>
<tr><td>Mine Subsidence Compensation Act 1961</td><td>No</td></tr>
<tr><td>Mining Act 1992</td><td>No</td></tr>
<tr><td>Petroleum (Onshore) Act 1991</td><td>No</td></tr>
<tr><td>Protection of the Environment Operations Act 1997</td><td>No</td></tr>
<tr><td>Roads Act 1993</td><td>Yes</td></tr>
<tr><td>Pipelines Act 1967</td><td>Yes</td></tr>
</table>
Approvals that are not expressly integrated into the SSDA assessment under the EP&A Act (e.g. water access licences under the Water Management Act 2000, leases under the National Parks and Wildlife Act 1974).
Note that certain legislation does not apply pursuant to Section 4.41 of the Act. Refer to this in determining whether authorisations/approvals are required (or are not required) for SSD.</td></tr>
<tr><td>Pre-condition to exercising the power to grant approval</td><td>Pre-conditions are addressed in Section 4.2 of the EIS below.</td></tr>
<tr><td>Mandatory Statutory Considerations</td><td>Mandatory statutory considerations in the assessment of the SSDA are addressed in Section 4.3 of the EIS below.</td></tr>
</table>

4.2 Pre-Conditions

The table below outlines the pre-conditions to exercising the power to grant approval which are applicable to the project.

Table 11 Pre-Conditions to Exercising Power to Grant Approval

EPI	Response, or Section in EIS
Biodiversity Conservation Act 2016	Pursuant to Section 7.9 of this instrument, SSDAs must be accompanied by a Biodiversity Development Application Assessment Report (BDAR) unless the Planning Agency Head, and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values. This determination is referred to as a BDAR Waiver. The site is located in an urban area and will not have significant impact on any biodiversity values. A BDAR waiver request has been prepared and submitted to NSW Department of Biodiversity & Conservation dated 30 January 2025. A waiver was granted by the Department 20 February 2025 confirming that a BDAR is **not** required to accompany the SSDA.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Division 17, Section 2.121 requires the consent authority to provide Transport for NSW (TfNSW) with written notice of the development application for 'traffic-generating development' within the meaning of the SEPP, as set out in Schedule 3 of the SEPP. Chapter 2, Part 2.3, Division 15, Subdivision 2, Section 2.100 clause with respect to development impacted by rail noise has been considered as part of the Noise and Vibration Impact Assessment at Appendix 28.
State Environmental Planning Policy (Resilience and Hazards) 2021	Chapter 4, Clause 7 requires that a consent authority is not to consent to the carrying out of development unless it is satisfied that the land is suitable, or can be made suitable, for its future intended use. A Detailed Site Investigation has been submitted at Appendix 16 demonstrating the site is capable of being made suitable for its proposed use.
State Environmental Planning Policy (Housing) 2021	Compliance with Chapter 4 of the Housing SEPP relates to the Apartment Design Guide (previously SEPP 65) and has been demonstrated at Appendix 8b.

4.3 Mandatory Considerations

The following table identifies the matters that the consent authority is required to consider in determining the subject SSDA.

Table 12 Mandatory Considerations

Statutory Reference	Summary of Mandatory Consideration	Response, or Section in EIS
Mandatory Consideration under EP&A Act		
Section 1.3	Objects of the Act: *a) to promote the social and economic welfare of the community and a better environment by the proper management, development and*	The proposal is consistent with the objects of the EP&A Act, in particular: • It will deliver an additional 62 residential apartments which will make a significant contribution to the housing needs in the Ku-

Statutory Reference	Summary of Mandatory Consideration	Response, or Section in EIS
	conservation of the State's natural and other resources, *b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,* *c) to promote the orderly and economic use and development of land,* *d) to promote the delivery and maintenance of affordable housing,* *e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,* *f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),* *g) to promote good design and amenity of the built environment,* *h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,* *i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,* *j) to provide increased opportunity for community participation in environmental planning and assessment.*	Ring-Gai LGA and the Greater Sydney area. • It will generate 181 jobs during the construction stage and up to 5 jobs through the operation of the development. This will create a significant employment opportunity within the area. The proposal is consistent with Division 4.7 of the EP&A Act, as the proposal: • Seeks to enhance housing supply, including affordable housing, for the community. • Has been evaluated and assessment against the relevant heads of section 4.15(1) of the EP&A Act throughout this statement.
Section 4.15 (1)(a)(i) - EPIs	The provisions of any EPI.	The relevant EPIs to the project are as follows: • *State Environmental Planning Policy (Housing) 2021* • *State Environmental Planning Policy (Planning Systems) 2021* • *State Environmental Planning Policy (Transport and Infrastructure) 2021*

Statutory Reference	Summary of Mandatory Consideration	Response, or Section in EIS
		• *State Environmental Planning Policy (Resilience and Hazards) 2021* • *State Environmental Planning Policy (Biodiversity and Conservation) 2021* • *Ku-Ring-Gai Local Environmental Plan 2015* The above relevant EPIs are considered in detail in the Statutory Compliance Table at Appendix 2.
Section 4.15 (1)(a)(ii) – draft EPI	The provisions of any draft EPI that has been the subject of public consultation.	There is no draft EPI applicable to the site, hence this clause is not applicable.
Section 4.15 (1)(a)(iii) – DCP	The provisions of any DCP.	The relevant DCP controls are considered in the compliance table at Appendix 2.
Section 4.15 (1)(a)(iiia) – Planning agreement	The provisions of any planning agreement or draft planning agreement.	The proposed development does not entail any planning agreement or draft planning agreement or works in kind.
Section 4.15 (1)(a)(iv) – Regulations	The provisions of the Regulations.	Clause 61(1) prescribes that the consent authority in in determining a DA must consider Australian Standard AS 2601 – 2001. Any demolition works will be undertaken in accordance with AS 2601-1991. The Demolition of Structures published by Standards Australia. Clause 69 prescribes that any building work must be carried out in accordance with the requirements of the Building Code of Australia (BCA) pursuant to Clause 69 of the EP&A Reg and will be conditioned as part any development consent.
4.15(b) – Likely impacts of the development	The likely impacts of the development including environmental impacts on both the natural and built environments, and the social and economic impacts in the locality.	The likely impacts of the development are addressed in Section 6 of this EIS.
4.15(c) – Site suitability	The suitability of the site for the development.	The suitability of the site for the development is addressed in Section 7.7 of this EIS.
4.15(d) – Submissions	Any submissions made in accordance with this Act or the Regulation.	This is a matter for the consent authority.
4.15(e) – Public interest	The public interest.	The public interest is addressed in Section 7.8 of this EIS.

Statutory Reference	Summary of Mandatory Consideration	Response, or Section in EIS
Section 4.24 (EP&A Act)	Any existing concept plan consent that relates to the site.	There are no concept plans applicable to the site.
Mandatory Consideration under EP&A Regulation		
N/A – refer above under Section 4.15 (1)(a)(iv) of EP&A Act	N/A – refer above under Section 4.15 (1)(a)(iv) of EP&A Act	N/A – refer above under Section 4.15 (1)(a)(iv) of EP&A Act
Mandatory Consideration under other Legislation		
Environment Protection and Biodiversity Conservation Act 1999		The relevant sections of this Act are considered in the Statutory Compliance Table at Appendix 2.
Biodiversity Conservation Act 2016 – Section 7.14		The relevant sections of this Act are considered in the Statutory Compliance Table at Appendix 2.

5. Engagement

Engagement has been undertaken in accordance with Undertaking Engagement Guidelines for State Significant Projects. An Engagement Report has been prepared by Hill PDA and provided at Appendix 18, which summarises the following:

- the SEARs for stakeholder and community consultation;
- the relevant stakeholders who have been consulted with;
- the consultation and engagement process undertaken, including key meetings with stakeholders;
- a summary of feedback received, and issues raised, by specific stakeholders, and
- how feedback has been considered in the development of the SSD application.

5.1 Stakeholders

The objectives of the proposed stakeholder engagement undertaken by Hill PDA were to:

- To circulate information about the project to the local community and key stakeholders
- To facilitate an open engagement process where stakeholders are given meaningful opportunities to have their say
- To provide accessible opportunities for stakeholder participation by considering and responding to issues raised and feedback provided by different stakeholders
- To present outcomes from the engagement in a format that demonstrates consistency with DPHI's Undertaking Engagement Guidelines for State Significant Projects to satisfy the SEARs and SSDA obligations.

Stakeholders were identified and compiled into two tiers:

Tier 1: The local community and potential sensitive receivers

The following stakeholders were identified and engaged:

- Occupants of residential properties on surrounding streets including Tryon Road, Russell Avenue, Nelson Road and Trafalgar Avenue
- Local residents, workers and other community members with a potential interest in the property
- Cromehurst School
- Businesses on the corner of Milray St and Tryon Rd (The Lindfield Centre)
- Sydney Korean Community Church
- St. Alban's Anglican Church

Tier 2: Relevant agencies and organisations

The following stakeholders were identified and engaged:

- Government agencies including DPHI, NSW EPA, TfNSW and DCEEW
- Ku-Ring-Gai Council
- Utility and services providers including Ausgrid, Sydney Water and Telstra
- Metropolitan Local Aboriginal Land Council
- Registered Aboriginal Parties

5.2 Approach to Engagement

As the project meets the threshold for SSD, community and stakeholder engagement must respond to the *NSW Government Undertaking Engagement Guidelines for State Significant Projects* (October 2022).

"To facilitate effective engagement, proponents will be expected to:

- *provide clear and concise information about the project and its impacts*
- *implement activities that encourage and facilitate participation*
- *report back on what was heard, what has or hasn't changed, and why.*

Proponents should tailor their engagement activities so information is appropriate in content and context for the audience. Engagement also needs to be proportionate to the scale, likely impacts and likely level of community interest in the project."

The Guidelines require the proponent to:

- Plan early – identity stakeholders and consider appropriate and effective engagement activities
- Engage as early as possible – to identify, avoid or manage issues without significant cost or delay
- Ensure engagement is effective – provide the information and opportunities that allow stakeholders to engage in a meaningful way.
- Ensure engagement is proportionate to the scale and impact of the project
- Be innovative – use innovative means to enable participation from a broad spectrum of the community
- Be open and transparent about what can be influenced.

Engagement methods were tailored to each stakeholder group, as not all stakeholders require the same level of engagement and different approaches are suited to each group.

5.3 Engagement Activities

A tiered approach was taken for the Engagement Report, ensuring that "*those with the highest potential to be affected by the proposal are given ample information and opportunity to provide feedback*". The Tier 1 and Tier 2 engagement activities are follows:

Tier 1: The local community and potential sensitive receivers

- Newsletter – approximately 166 newsletters were distributed 7 October 2024.
- Online survey
- Website containing project information, a link to the survey and FAQs
- 1800 phone line and submissions inbox

Tier 2: Relevant agencies and organisations

- Several meetings held with DPHI from October 2024-December 2024
- Applicant meeting and presentation to Ku-Ring-Gai Council dated 30th January 2025
- Site walk for Aboriginal Cultural Heritage Assessment Report 15 August 2024
- Connecting with Country briefing 26 August 2024
- Cultural tour 13 September at Ku-ring-gai Chase National Park
- Consultation with Sydney Water
- Consultation with Ausgrid
- Email correspondence with TfNSW requesting feedback, with response dated 7 February 2025
- Preliminary discussions with Bridge Housing RE affordable housing

5.4 Outcomes of Engagement

The outcome of the engagement activities outlined in the Engagement Report (Appendix 18) are summarised in Table 13.

Table 13 Overview of Engagement Responses (Source: Hill PDA)

Method	Response Overview

Website and survey	• As of 31 January 2025, our website had received:
	  • 1,012 total project page views
	  • 386 unique visitors.
	• The survey was open for responses for a period of around four weeks (from 4 October 2024 to 4 November 2024).
	• As of 31 January 2025, 16 people had completed the survey

Phone line submission	• A 1800 phone line was established. • As of 31 January 2025, 2 stakeholders had contacted HillPDA's engagement team via phone or email.
Email submission	• An email inbox was open for submissions for a period of over 4 weeks (from 4 October 2024 to 7 November 2024). • The engagement portal also included an online contact form, which directed queries to the submissions inbox. • 2 submissions were received to the submissions inbox via the contact form provided on the project website.
Email letter to agencies and organisations	• Letter detailing the project description and requesting feedback was sent to Tier 2 agencies and organisations that had not previously been contacted by the proponent or their technical experts in preparation of the SSDA. • Four Tier 1 stakeholders were contacted directly via letter on 24 October 2024, including The Sydney Korean Community Church, St Alban's Anglican Church, Cromehurst School and the Lindfield Centre. As of 31 January 2025, no response has been received.
Meeting with Ku-Ring-Gai Council	• Proponent presented overview to Council staff on 30 January 2024 • Attended by representatives from Bridgestone Projects, PTW (architects) and Gyde (planning).

Registered Aboriginal Parties	**Identifying Registered Aboriginal Parties (RAPs) as part of Aboriginal Cultural Heritage Assessment:**
	• 20 June 2024
	  • A letter requesting list of RAPs for the Ku-ring-gai area sent to:
	  • Heritage NSW
	  • Native Title Registrar, Native Title Tribunal
	  • NTSCORP
	  • The Registrar, Office of the Registrar for the Aboriginal Land Rights Act 1983 (NSW)
	  • Metropolitan Aboriginal Land Council
	  • 23 July 2024 – NTSCORP follow up contact
	Outcome:
	• Response received from Heritage NSW Friday 28 June 2024 -identified 69 RAPs

Method	Response Overview
	• The National Native Title Tribunal responded on 21 June 2024 – no contacts in the area • The Registrar, Office of the Registrar for the Aboriginal Land Rights Act 1983 responded 21 June 2024 informing that a search revealed no Registered Aboriginal Owners in the area. Suggested contacting Metropolitan Local Aboriginal Land Council. • MLALC responded with a letter sent via email on Tuesday 13 August 2024. Confirmed there are no RAPs within project boundaries. • No response received from NTSCORP. **RAP engagement:** • RAPs contacted 28 June 2024 with an invitation to register their interest in the project and allowing for the statutory 14-day registration period to 17 July 2024. • Notice published in the Koori Mail (National Press) on 3 July 2024 with the notice period for Expressions of Interest to close on 17 July 2024 • Notice published in the North Shore Times on 27 June 2024 with the notice period for Expressions of Interest to close on 17 July 2024 • Information package emailed to all the RAPs on Tuesday 16 July 2024. • Information package included an invitation for all the RAP to attend a site inspection of the study area on 15 August 2024. **Outcome:** • 13 RAPs registered, 3 RAPs confirmed they had received a project summary and 2 RAPs responded with cultural information for the study area.
Connecting with Country	• RAPs identified from above activities were approached and asked if they would like to be involved in the Connecting with Country process • Site walk held 15 August 2024 • Connecting with Country online briefing with stakeholders held 6 August 2024 • Cultural tour held 1 September 2024 **Outcomes:** • Metropolitan Local Aboriginal Land Council could not attend the site visit but provided information on cultural heritage values. • 4 RAPs attended site visit, along with architect and City Plan representative • 2 RAPs attended cultural tour, along with representatives from Bridgestone Projects, PTW, 360 and Artefact
DCCEW	• Contacted via email on 9 October 2024 by representative from HillPDA • Provided with an overview of the project, links to the project webpage and invited to provide feedback/comments. **Outcome:** • NSW EPA - Email response received 10 November confirming if the email had received the right group within DCCEEW. • Water Group - Response received 9 October 2024 confirming that request had been referred to the Assessments • Environment and Heritage group - No response received
Sydney Water	• Surex Consulting applied for the Pressure and Flow Statement through the Sydney Water Tap-In website on 23 August 2024. **Outcome:** • The statement was received from Sydney Water on 31 August 2024

5.4.1 Summary of Key Issues

The key issues identified during the consultation included:

- **Reduced solar access** for neighbouring properties
- **Reduced privacy** impacts from additional and taller buildings at the site overlooking backyards, bedrooms and balconies
- **Potential disruptions during construction** (noise, increased vehicle movements and traffic).
- **Impacted garage access on Tryon Lane during construction**
- **Height concerns,** with the proposed development viewed as too tall and out of character for the area by a number of respondents
- **Increased traffic** creating risks for pedestrians and potential blockages from construction vehicles
- **Light and privacy issues, particularly the loss of morning sun and natural light on the eastern side of neighbouring units and kitchen windows**
- The 9-level development not **aligning with the current streetscape**
- The potential for the development to **overshadow** neighbouring buildings
- **Safety concerns,** given the proximity of the development to Cromehurst School, and existing high levels of traffic on Tryon Road and surrounding streets.
- **The potential for development to negatively impact upon value of surrounding properties** associated with obstructed views and reduced sunlight access.

The table below provides a summary of the key issues raised in community engagement.

Table 14 Engagement – Key Issues Raised and Response (Source: Hill PDA)

Issues Raised	Response
Construction noise • Noise associated with construction activities and increased vehicle movements.	• Acoustic Report prepared by Renzo Tonin and Associates accompany SSDA to assess construction and operational related noise impacts associated with development. Construction related impacts to be assessed include noises from construction machinery, trucks, vibration etc.
Access • During construction, potential for increased heavy vehicle movement to block the one-way exit for vehicles on Tryon Lane. • For neighbours with property access via Tryon Lane, concern that property access will be impacted by construction activities and deliveries. • Request for all construction activities and deliveries to occur within the Site to ensure Tryon Lane is not blocked. • Concern raised regarding length of proposed construction period and associated vehicle movements in local streets.	• Detailed Construction traffic management plant be prepared prior to construction.
Damage to property • Concern that digging foundations for new building could weaken adjacent buildings,	• Geotechnical Investigation Report prepared by Elite Geosciences to accompany EIS.

Issues Raised	Response
causing cracks and instability, and may exacerbate subsidence issues in the area, potentially damaging nearby properties.	
Health impacts • Potential for construction activities – noise, dust, asbestos and length of construction period – to affect the mental and physical health of surrounding residents.	• Dust suppression strategies, including water spraying and maintaining clean access roads, will be employed to minimise airborne particles • If asbestos is identified, it will be safely removed and disposed of in compliance with all relevant regulations, ensuring the safety of residents and workers.
Local Character • Several respondents noted the increase in building height to be excessive and not in line with the existing local character or the current streetscape.	• The proposed development complies with Height of buildings and GFA controls for the developments seeking uplift under the State Environmental Planning Policy (Housing) 2021
Building height • Concern that additional height will block sunlight access and views for surrounding neighbours. • Potential for increased building height to result in overlooking and loss of privacy.	• The height of the proposal is within the permissible limits. • The project responds to the changes of the State Environmental Planning Policy (Housing) 2021 that allows for additional floor space ratio and height to be achieved for developments including affordable housing. • A visual Impact Assessment has been prepared to accompany the EIS, prepared by OG Urban. • Shadow diagrams prepared to ensure the built form does not produce substantial overshadowing during specific hours in midwinter.

Overshadowing
• Concern from neighbouring property that the proposed building will result in significant shading to lounge room, especially in mid-year.
• Concern the proposed 9 levels will overshadow the apartment block "Seldon" next door.
• Concern development will impede on morning sunlight and darken the apartments at 25 Tryon Road.
	• Overshadowing and solar access addressed in
	  • Environmental Impact Statement
	  • Architectural Plans
	  • Architectural Design Report

Traffic and Parking • Some residents felt that construction and operation of the proposed development would increase vehicle movements and congestion in the local area. • Tryon Road is already a very busy road with a lack of parking for visitors. Concern that proposed development will impact upon parking availability for residents and visitors. • Request that car parking access be provided from Tyron Road, not Tryon Lane.	• Feedback on traffic impacts to the local community have been taken under consideration and mitigation measures proposed. • A traffic assessment has been prepared to accompany the SSDA. • The site's proximity to key transport hub (Lindfield station) will encourage greater public transport usage and reduce the need for private vehicle usage, in line with proposed car parking provisions.

Issues Raised	Response
• Response noted that Tryon Lane is one way and provides the only access to garages for neighbouring properties.	

Pedestrian Safety
• Concern that the proposed development will increase traffic in Tryon Lane and create a hazard to pedestrians.
• Tryon Road is very congested and dangerous for students at Cromehurst School for children with special needs.
• Dangerous for pedestrians, there is no footpath in Tryon Avenue.
	• A preliminary Construction Traffic Management Plan forms part of the Traffic Impact Assessment that is part of the State Significant Development Application.
	  • This details indicative construction traffic volumes and appropriate site management practices,
	  • A detailed CTMP will be prepared by the principal contractor once engaged.

Trees • Request that the large tree on site be retained.	• Landscape report prepared by 360 to accompany Submission • Tree Constraints Report prepared by Naturally Trees to accompany SSDA
Impact of social infrastructure • Potential for increased on-site population to impact availability of health services, with respondent noted that it is already difficult to get an appointment unless prepared to wait a few weeks. • Increase demand for local schools and other services.	• Social Impact Assessment, prepared by HillPDA to accompany submission includes social infrastructure audit of nearby health, education and childcare and community facilities.
Property values • Potential for development to negatively impact upon value of surrounding properties associated with obstructed views and reduced sunlight access.	• We acknowledge these concerns and understand nearby residents are likely to be frustrated by the proposed view impacts. However, it is also recognised that the State government has provided that Ku-ring-gai LGA with a housing target of 7,600 by 2029, which will require the delivery of more homes in well located areas. • The proposed development therefore aims to align with the area's changing nature by providing new housing, increasing local choice and diversity.
Amenity • Potential for proposed development to impact upon amenity and appearance of neighbouring unit.	• Visual Impact Assessment prepared by OG Urban. • Shadow diagrams prepared as part of EIS submission.
Agency Feedback	
DPHI • Scoping Meeting held with the following matters raised: • Overshadowing	• Additional analysis has been prepared to consider the overshadowing impacts on surrounding residential properties. The analysis includes shadow diagrams, solar access diagrams and elevational shadow diagrams. • Building C to the rear south west corner of the site has been reduced in height by 2 storeys (from 28.6m to 22m), to improve solar access and reduce overshadowing on neighbouring properties.

Issues Raised	Response

	• Due to orientation, the development will have the greatest impact on the following properties to the south, however as demonstrated, the impact has been improved as a result of the revised design and none of the properties have solar access reduced by more than 20% from the existing site development:
	  • 26 Russell Avenue [Vacant Site] – 54% of the site receives over 3 hours solar access to the open space (96% existing).
	  • 24 Russell Avenue – 23% of the site receives over 3 hours solar access to the open space. Solar access will not be reduced by more than 30% from that existing on the site (53%). – 22 Russell Avenue [Heritage Item] – 28% of the site receives over 3 hours solar access to the open space (34% existing)

• Building separation	• The proposal maintains a 6m setback from Tryon Road which aligns with the development of neighbouring properties both east and west of the site • No changes have been made to the side and rear setbacks. However, additional analysis has been provided on the amenity of neighbouring properties and how the proposed development will fit into the character of the local area. • The existing rear setback has been maintained and aligns with the rear setback of 25 Tryon Road. • Further analysis of both the rear and side setbacks has confirmed that the setbacks are consistent with the ADG, based on habitable/non-habitable rooms with the revised design including perforated louvres for privacy, window openings to non-habitable rooms and façade refinement that aligns with local character. • Additional deep soil is proposed along the western boundary and central courtyard which will enhance the amenity to neighbouring residents and residents of subject site due to increased landscaping and screening.
• Communal open space	• Design report considers communal open space
• Solar access	• Reduced building C by 2 levels to establish communal rooftop. This ensures that at least 50% of this area received a minimum of 2 hours of sunlight on June 21st. • At least 50% of the communal open space on the rooftop (as the principal open space) receives over 2 hours of sunlight on 21st June (115 sqm, 50%) as demonstrated in the additional solar analysis provided.
• Canopy cover	• Landscape report and Arborist report to accompany EIS.

Issues Raised	Response
• Affordable housing unit amenity	• The design of the affordable units has been amended to widen the frontage allowing the living spaces to have dual aspects. This has improved the solar access into living spaces and balconies of the affordable units. • In addition, 10 out of the 14 affordable units have been designed to Platinum LHA apartments, meaning they feature larger bedrooms and bathrooms. • The affordable units have been designed in in consultation with Bridge Housing, a registered community housing provider, who is supportive of the project delivering high quality, well-located affordable housing.
• Car parking	• The proposed development will meet the minimum car parking standards as per cl19 of the Housing SEPP. • Additional storage is being provided given the size of dwellings proposed
• Height	• Although the typical floor-to-floor height (including the ground floor) is only 3.1 m, we optimise the apartment layout by aligning wet areas between floors, coordinating inter-tenancy and internal walls to avoid structural transfers, and incorporating ceiling cornices to integrate services within the ceiling space. This approach allows the main habitable areas to achieve a minimum 2.7 m ceiling height, in line with ADG requirements. • A 3.15 m floor-to-floor height is provided for the level directly below the tower setback, while 3.6 m is allocated for the top roof level to accommodate thermal insulation beneath the slab soffit
• Apartment mix	• Proposal to provide mix of apartments, ranging from 1-3 bedrooms • Early discussions have been held with Bridge Housing, who provided a letter of support for the project on 29 January 2025.
• Consultation	• Meeting held 30 January 2025 with Ku-ring-gai Council staff to present an overview of the proposed development. • Anticipated that Council will provide further feedback during exhibition.
• Basement excavation	• The basement excavation towards the boundaries has been reduced to allow a 1.8-3m setback from the western boundary, 6m from the northern boundary and 5.2m along part of the eastern boundary. • This enables greater deep soil on the site but has not reduced car parking due to the additional of a partial basement level.

Issues Raised	Response
	• An additional half basement is being added to cater for the minimum carparking allowed under the SEPP.
Ku-ring-gai Council • Meeting held 30 January 2025 with Ku-ring-gai Council staff to present an overview of the proposed development • No feedback provided.	• No response required at this stage. • It is anticipated that Council will provide feedback during exhibition period.
Indigenous Community • Site walk 15 August 2024 • Connecting with Country briefing 26 August 2024 • Cultural tour 13 September at Ku-ring-gai Chase National Park	• Design informed by Connecting with Country process, including site visit, online briefing and cultural tour • Aboriginal community consultation to continue throughout the life of the project. • Appropriate processes to be followed in the case that any Aboriginal objects are unexpectedly uncovered during the redevelopment of the site.
Transport • Transport for NSW were contacted by JMT Consulting in the preparation of the Transport Impact Assessment on 29 January 2025 • Response received 7 February 2025 confirming no additional assessment requirements beyond the SEARs.	• Transport Impact Assessment prepared by JMT Consulting to accompany SSDA submission • Green Travel Plan and Construction Traffic Management Plan prepared as part of Transport Impact Assessment.
DCCEEW • Contacted Environment and Heritage Group 9 October 2024 • Contacted Water Group 9 October 2024 • Contacted EPA 9 October 2024	• No response required.
Infrastructure • Surex Consulting applied for the Pressure and Flow Statement through the Sydney Water Tap-In website on 23 August 2024 • The statement was received from Sydney Water on 31st August 2024. • No application has been lodged to Ausgrid yet due to the proposed on-site substation.	• A Water Services Coordinator will be engaged to coordinate with Sydney Water regarding sewer and water main design and extensions for the project. • An Infrastructure Delivery, Management and Staging Plan was prepared to accompany SSDA submission, prepared in consultation with relevant service providers. • After DA approval, the maximum demand will be finalised, and an application will be submitted to Ausgrid. • A Level 3 designer will then be engaged to design the kiosk substation.

Refer to the Social Impact Assessment and Engagement Outcomes Report accompanying this EIS at appendix 32 and 18 respectively for further details.

5.5 Ongoing Engagement

Consultation and engagement will continue through future stages of the project.

As detailed in the Engagement Report, subsequent to any approvals, the construction phase would include a range of further engagement with the community. Construction works at the site would include notification of the commencement of works and consultation on works with the potential to impact nearby receivers. The proponent and their contractors will continue to engage and work with all relevant agencies and authorities to ensure all regulatory requirements are met and that conditions of consent are complied with.

6. Assessment & Mitigation of Impacts

In accordance with the *State Significant Development Guidelines – Preparing an Environmental Report*, this section:

- considers the SEARs;
- provides a detailed summary of the results of the assessment of the potential impacts of the project;
- summarises the key findings of the detailed technical studies in the appendices;
- gives detailed reasons to justify any predicted exceedances of relevant standards or performance measures; and
- identifies mitigation measures, where required.

The assessment of impact has been differentiated into two categories, including:

1. **Detailed Assessment**

   This assessment relates to the key issues of the proposed development and provides a robust statement of environmental impacts associated with the proposal and the relevant technical studies.

2. **Standard Assessment**

   This assessment relates to matters that present minor or nil impact and are generally consistent with the relevant standard and controls that apply to the particular subject.

The detailed assessment has been undertaken Section 6.1. Those matters set out in the SEARs that require a detailed impact assessment comprise:

- Built Form and Urban Design (SEAR 6)
- Environmental Amenity (SEAR 7)
- Visual Impact (SEAR 8)
- Transport (SEAR 9)
- Noise and Vibration (SEAR 10)
- Trees and Landscaping (SEAR 14)
- Social Impact (SEAR 18)

The standard assessment has been in Section 6.1.2. Those matters set out in the SEARs that require a standard impact assessment comprise:

- Statutory Context (SEAR 1)
- Estimated Development Cost and Employment (SEAR 2)
- Contributions and Public Benefit (SEAR 3)
- Engagement (SEAR 4)
- Design Quality (SEAR 5)
- Water Management (SEAR 11)
- Ground and Water Conditions (SEAR 12)
- Contamination and Remediation (SEAR 13)
- Ecologically Sustainable Development (SEAR 15)
- Biodiversity (SEAR 16)
- Waste Management (SEAR 17)
- Flood Risk (SEAR 19)
- Bush Fire Risk (SEAR 20)
- Aboriginal Cultural Heritage (SEAR 21)

- Environmental Heritage (SEAR 22)
- Public Space (SEAR 23)
- Hazards and Risks (SEAR 24)

At the conclusion of this section, in Section 6.2.2, is consideration of the key linkages between the assessment of different matters and/or likely cumulative impacts of the project.

These sections have been developed with consideration to the following Appendices:

Appendix 1 – SEARs Compliance Table

Appendix 2 – Statutory Compliance Table

Appendix 3 – Mitigation Measures Table

All technical consultant reports referenced.

6.1 Detailed Assessment

6.1.1 Built Form and Urban Design

This section outlines the findings of the Architectural Plans (Appendix 8a) and Architectural Design Report (Appendix 8b) prepared by PTW.

Table 15 SEAR No. 6

SEAR	Section	Documentation
No. 6 – Built Form and Urban Design		

• Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality. Where relevant explain and illustrate the application of any bonuses under an EPI.
• If relevant, provide an assessment of the development against:
  ○ the design principles for seniors housing set out in Schedule 8 of State Environmental Planning Policy (Housing) 2021 (Housing SEPP) and the Seniors Housing Design Guide.
  ○ the design principles for residential apartment development set out in Schedule 9 of the Housing SEPP and the Apartment Design Guide (ADG). This should include a table which demonstrates how each dwelling (including affordable dwellings) performs against the ADG design criteria.
• If affordable housing is proposed, provide a floorplan outlining the gross floor area and dwellings that are provided as affordable housing.
	6.1.1	• Architectural Drawings (Appendix 8a)
		• Architectural Design Report (Appendix 8b)
		• Survey Plan (Appendix 35)
		• Design Verification Statement (Appendix 8c)

Existing Environment

Section 1.2.4 of this EIS details the existing environment surrounding the site. The proposed development has been carefully designed to complement the existing and desired future character of Lindfield and Tryon Road and align with the statutory requirements of the Housing SEPP provisions, KLEP and ADG.

The desired future character of the Lindfield Precinct is a liveable, walkable, connected, and safe Precinct which builds upon the transit and land use opportunities of the Lindfield station.

Proposed Environment

In summary, the development proposes:

- 62 units in 4, 7-9 storey apartment blocks
- Combined basement car park
- Ground floor central courtyard and roof garden on Level 7 of building C as Communal Open Space
- A north-south pedestrian accessway through the site which provides cohesive and intimate regenerative space
- A contemporary blend of modernism with urban living styled building form iconic along Tryon Road.

Detailed Impact Assessment

The 9 principles outlined in Schedule 9 of the Housing SEPP are detailed in the Design Report (Appendix 8b). These have been extracted from the Design Report below:

- **Principle 1: Context and Neighbouring Character**

"The site is located within 400m walking distance to Lindfield train station and Lindfield local centre, 500m to Seven Little Australians Park, a major public urban park in East Lindfield.

The project envisions the creation of a residential community of 62 dwellings, within the Lindfield precinct, offering a diverse dwelling mix within a cohesive communal & Social fabric, that in its resolution allows for the reinforcement & reinvigoration of the environmental attributes of the 'place' within the larger urban vision for the precinct & the region.

Drawing from the existing and planned fine-grained regeneration of the neighbourhood, the development incorporates:

- *Well considered and efficiently designed block forms articulations through materiality and spatial definitions.*
- *Central Courtyard – an open space of substantial volume that allows visual and community connections.*
- *Communal roof – providing shared open space that enhances resident well-being, social interaction and sustainability. The rooftop landscape offers a green retreat, complementing the overall architectural vision while contributing to the precincts evolving character".*

- **Principle 2: Built Form and Scale**

"The building form and scale results from careful evaluation of the site context, identifying the constraints including height plane, setbacks, sloping topography and preserving light to key public spaces. Identifying the opportunities to manipulate the massing to achieve feasibility to the site and maximize the benefit for the surrounding buildings.

- *Proposed building height does not exceed 28.6m height standard*
- *Provide sufficient building separation to align with the ADG and DCP while respecting the amenity and surrounding character*

- *Encouraged a stepped back building form to reduce building bulk and scale to the street"*

- **Principle 3: Density**

"The proposal is sustained by proposed and surrounding infrastructure, public transport, access to jobs, community facilities and the environment within the Lindfield Precinct".

- **Principle 4: Sustainability**

"The building envelope is designed to utilise the energy of the sun and natural ventilation to keep occupants comfortable whilst reducing the need for mechanical heating and cooling. These principles include:

- *Orientation apartment layout to maximise daylight to all habitable rooms. More than 70% of apartments achieve direct solar access for more than 2 hours at midwinter to living rooms and private open space.*
- *Natural ventilation to corridors and more than 60% apartments achieving natural cross ventilation.*
- *Passive design and management to save efficient energy and gain renewable energy and water.*
- *Provide EV charging points, car sharing spots, bicycle parking.*
- *Provide solar panel on roof top to enhance the sustainability of the development.*
- *The building's facade incorporates materials that have been carefully selected to minimise heat gain and the creation of hot micro-climates.*
- *Incorporating landscaping elements over and around, proving deep soil of 424m2 (14% of total site area), and communal open space of 761m2 at ground level and building C roof (25% of total site area).*
- *Other sustainable initiatives and strategies will be considered in the detailed design stage".*

- **Principle 5: Landscape**

"The proposal incorporates high-quality communal open spaces at ground level and a communal rooftop garden on top of Building C, enhancing both amenity and sustainability. The communal open space is designed as an inclusive and dynamic space, fostering community interaction and engagement.

The landscape design is structured around a series of well-defined spaces that support informal gatherings, social interaction, recreation, and community events.

A thoughtful mix of natural and organic materials is seamlessly integrated with clean, geometric forms, paying homage to the site's historical context. This careful balance creates a landscape that encourages exploration, discovery, and a deeper connection with the environment".

- **Principle 6: Amenity**

"The proposed building has a high level of residential amenity. Each apartment layout will foster strong interaction with the outdoors and take advantage of significant views looking toward north and southeast from upper storeys of building. The apartments have a good level of solar access with natural cross ventilation opportunity.

The apartments can fulfil the requirements of the ADG in relation to storage. At least 50% of the required storage will be located within each units, with the remainder provided in the basement. The proposal exceeds the requirements for open space as set out in ADG. Public and communal open spaces are provided".

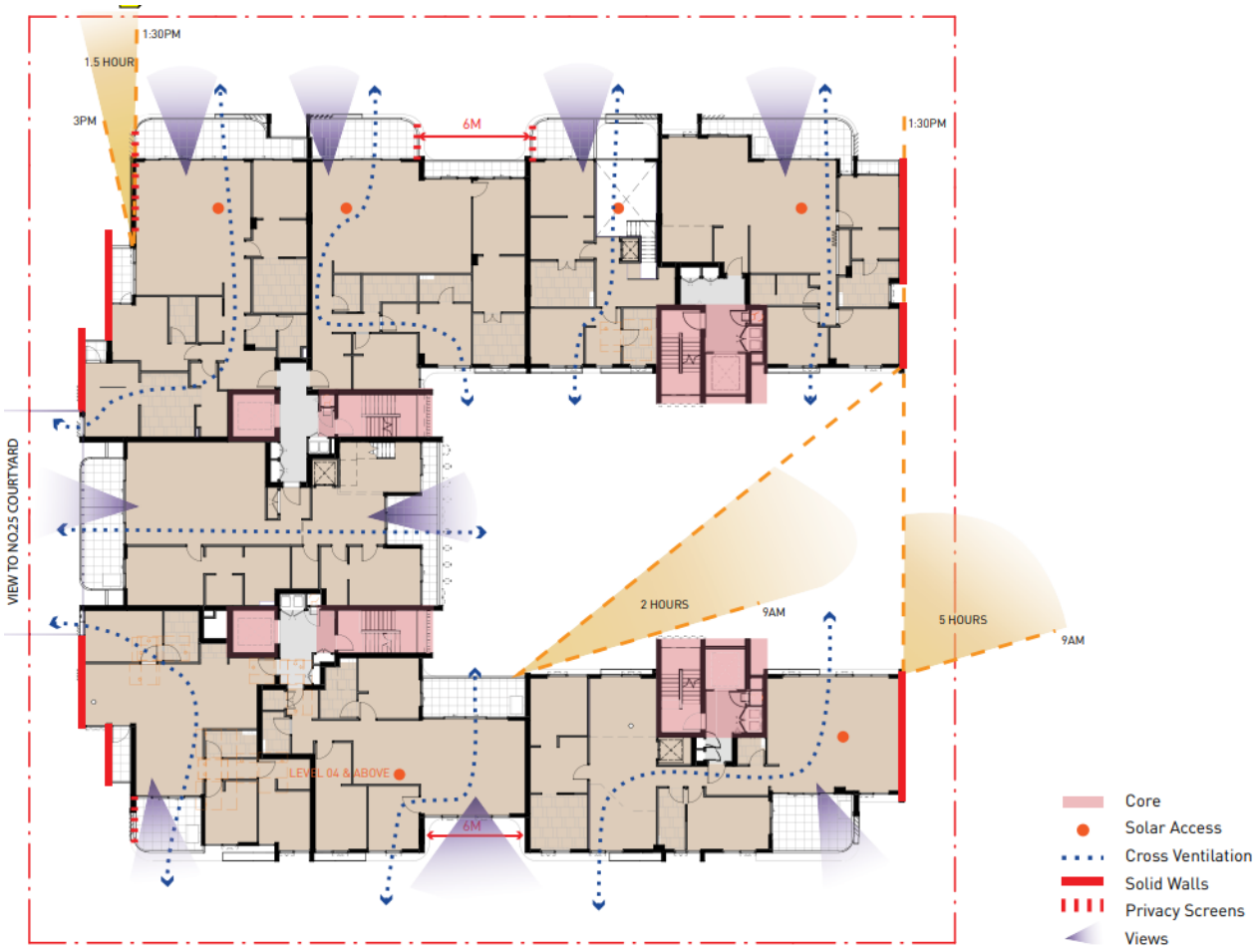


Figure 26 **Amenity Diagram (Source: PTW)**

- **Principle 7: Safety**

"The design incorporates key safety and security initiatives within the development and public domain, including:

- *The communal open space and lower level apartments are well connected to the surrounding footpath, enhancing visibility and fostering natural surveillance by residents.*
- *Main entrance for each buildings are clearly identified through central courtyard and allow for passive surveillance.*
- *Vehicular access for residential use is located at Tryon Lane and is secured with a controlled access system to ensure safety. The loading zone, positioned near the car park entry at street level, is designed to maintain visibility and promote passive surveillance.*
- *All balconies and windows are oriented towards the communal open space to achieve passive surveillance".*

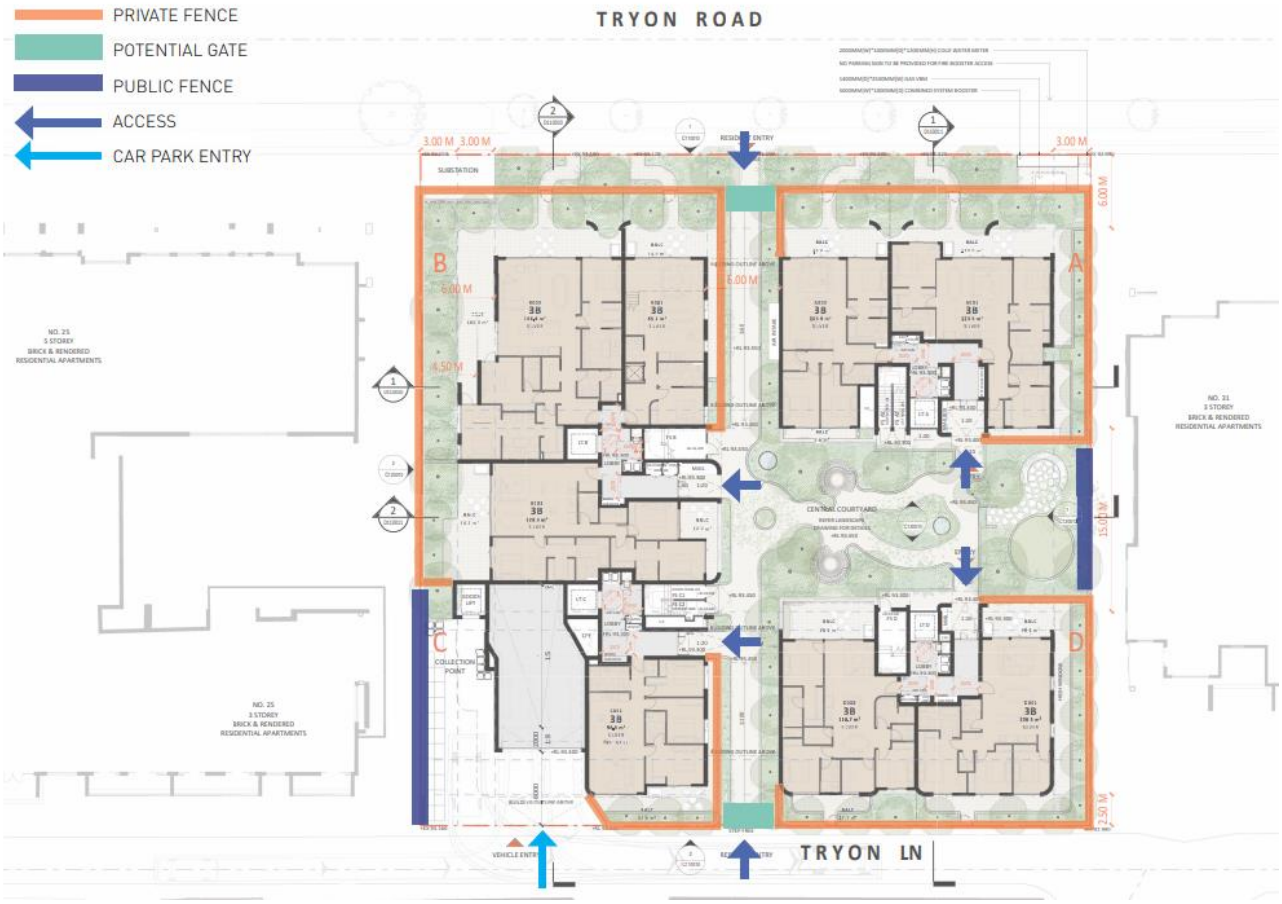


Figure 27 **Safety Diagram (Source: PTW)**

- **Principle 8: Housing Diversity and Social Interaction**

"The proposed development prioritizes housing diversity and inclusivity, offering a range of apartment sizes to cater to different household structures, life stages, and affordability needs. The design ensures a balanced mix of dwelling types, aligning with local community needs and future demographic trends.

- *62 apartments with 1.6% 1x 1 bed 1.6% 1 x 2 bed 96.8% 60 x 3 bed*
- *100% of silver level livable units, 16% of platinum level livable units*
- *2 TOD affordable units (2%), 12 infill housing affordable unit (15% GFA of total GFA after 30% uplift)"*

- **Principle 9: Aesthetics**

"The proposed development presents a well-considered built form and setback strategy that responds to the existing and evolving character of the neighbourhood. The proposed height transitions, street setbacks, and upper-level setbacks contribute to achieving design excellence and high-quality aesthetics in the detailed design stage.

- *The curved, creamy brick-lined podiums anchor the articulated light frames and contemporary architectural facades above, reducing perceived bulk and forming a distinctive and pedestrian-friendly street interface.*
- *The podium is articulated as a series of framed compositions, breaking down the mass into a human-scaled form that relates to the materiality and rhythm of the surrounding low-scale residential*

houses. The facades incorporate depth and articulation, serving as effective scaling devices to enhance visual interest and engagement at street level.

- *The built form is clearly expressed through two distinct elements: a darker, grounded podium that provides a strong street presence, and lighter, refined upper levels that create a balanced and cohesive composition.*
- *Material selection has been carefully curated to be site-responsive, contextually appropriate, and reflective of the project's contemporary design language".*

Additional height and FSR

The site has a 17.5m building height in the KLEP and a FSR of 1.3:1. The proposal seeks to apply the TOD and In-fill Affordable Housing provisions under the Housing SEPP 2021 to gain a height and FSR bonus as detailed in Figure 28. This results in a building height of 28.6m and an FSR of 3.25:1.

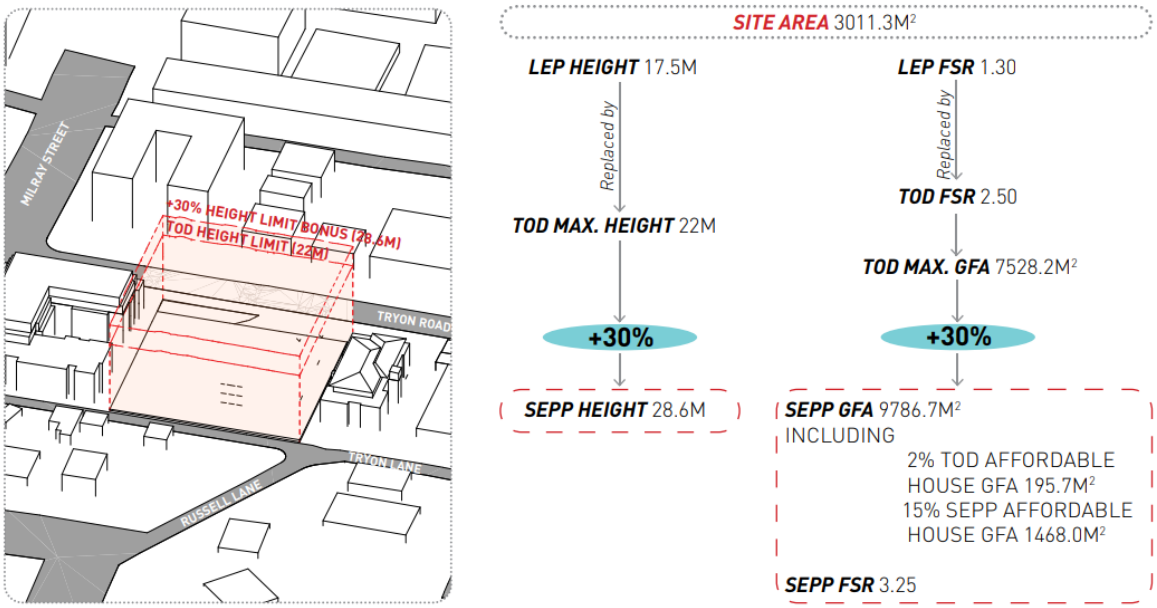


Figure 28 Housing SEPP Height and FSR Bonus Provisions (Source: PTW)

Mitigation Measures

None required.

6.1.2 Environmental Amenity

This section provides a detailed assessment of the proposed development in accordance with the requirements of SEAR No. 7 Environmental Amenity.

Table 16 SEAR No. 7

SEAR	Section	Documentation
No. 7 – Environmental Amenity		
• Assess amenity impacts on the surrounding locality, including solar access, visual privacy, view loss and view sharing, as well as wind, lighting and reflectivity impacts. A high level of environmental amenity for any surrounding residential or other sensitive land uses must be demonstrated.	6.1.2	• Shadow Diagrams (Appendix 8a) • Chapter 4 Housing SEPP Assessment (ADG) (Appendix 8b) • View Impact Analysis (Appendix 37) • Pedestrian Wind Environmental Assessment (Appendix 30)

SEAR	Section	Documentation
No. 7 – Environmental Amenity		
• Provide a solar access analysis of the overshadowing impacts of the development within the site, on surrounding properties and public spaces (during winter solstice) at hourly intervals between 9am and 3pm, comparing the proposed development, existing situation and where applicable, a development with no bonuses applied.		• Solar Reflectivity Report (Appendix 33)

Existing Environment

Section 1.2.4 of this EIS provides an overview of the existing site and surrounding environment. The existing level of amenity continues to change considerably, as Lindfield is developed in accordance with the desired future character envisioned by the TOD program.

Proposed Environment

The proposed building has a high level of residential amenity as detailed in the Architectural Design Report.

Detailed Impact Assessment

Solar Access

As detailed in the Architectural Design Report, 45 units (72.6%) receive more than 2 hours solar access mid-winter. Only 4 units (6.5%) receive no sunlight mid-winter therefore complying with the relevant requirements of the ADG.

A thorough analysis was undertaken at scoping stage to assess the overshadowing impact on neighbouring properties, particularly those to the south of the site. The design was amended as a result of this exercise to minimise the impact as far as possible. An extract of the Shadow Diagrams is provided in Figure 29.

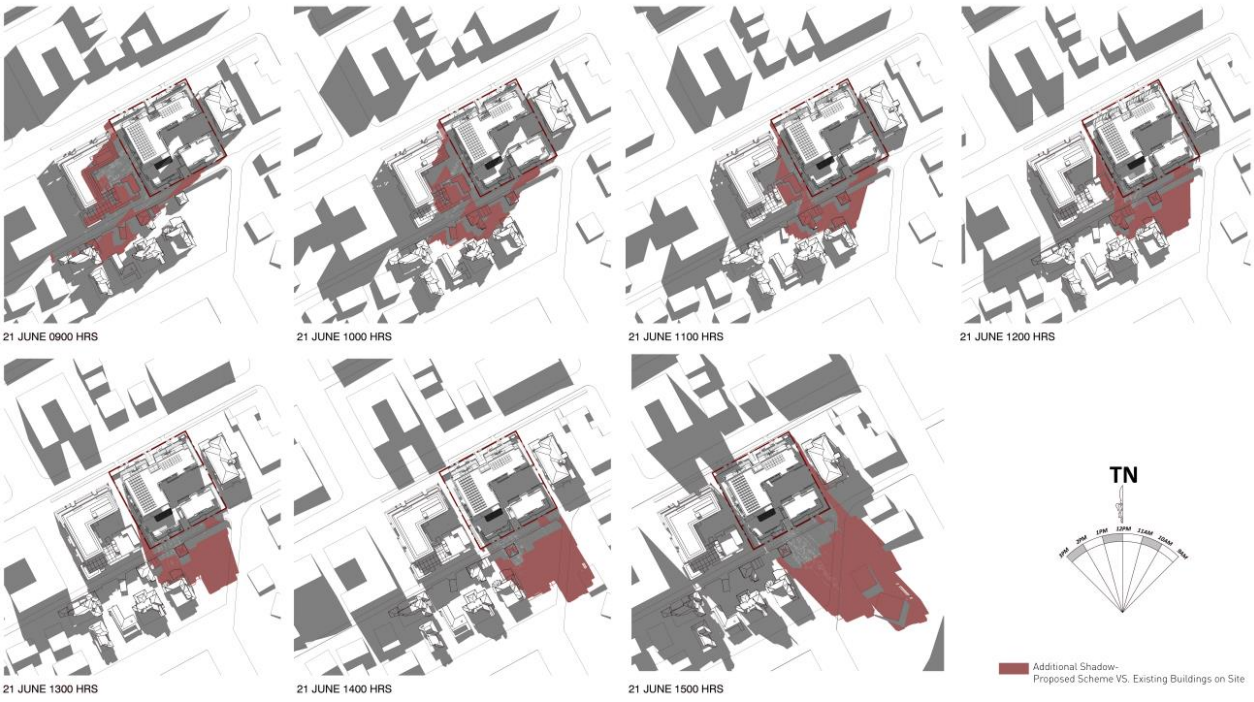


Figure 29 Shadow Diagrams (source: PTW)

Visual Impacts

A Visual Impact Assessment (Appendix 37) has been prepared by OG Urban. The VIA concluded that:

- *"The development will be moderately visible and will result in moderate visual impacts in close views from Tryon Road and from the eastern edge of the Lindfield town centre.*
- *The development will result in low to negligible visual impacts from existing residential and recreational areas in mid distant views, up to 1km from the site.*
- *The proposed building will only result in high visual impacts in views from nearby residential areas directly to the south or south east of the development site. In these views the proposed building will present as a new skyline element visible from the street and from the rear of residential properties adjoining Tryon Lane.*

The visual impacts from nearby residential areas directly to the south is shown in Figure 30.

Figure 30 Photomontage Viewpoint 3 (Left) and Viewpoint 4 (Right) (Source: OG Urban)

The area surrounding the site is undergoing a transformation in character from low to medium / high density residential consistent as envisaged by the TOD program for well-located areas around transport hubs. In this context, with the recommended mitigation measures in place, the VIA considered that the proposed development will be consistent with the developing character of its locality.

A more detailed assessment of the visual impact of the proposed development on the surrounding locality is provided in Section 6.1.3.

Solar Reflectivity

A Solar Reflectivity report has been prepared by Windtech (Appendix 33) to identify any adverse reflected solar glare conditions affecting motorists, pedestrians and to occupants of neighbouring buildings as a result of the proposed development.

The results of the study indicate that, to avoid any adverse glare to motorists and pedestrians on the surrounding streets, occupants of neighbouring buildings, and to comply with the relevant planning control requirements, the following limitations to the maximum normal specular reflectance of visible light of the external façade glazing is recommended:

- Building B – Eastern aspect main building façade on Levels 4 to 8: 11%.
- Building C – Eastern aspect main building façade on Levels 4 to 8: 11%.
- All other glazing (windows and balustrades) should have a maximum normal specular reflectance of visible light of 20%.

With the incorporation of the proposed recommendations of the Solar Reflectivity Report, the proposed development will not cause adverse solar glare to motorists, train drivers or pedestrians in the surrounding

area, or to occupants of neighbouring buildings, and will comply with the planning controls regarding reflectivity from SEPP Housing 2021, Chapter 4, and the Ku-ring-gai Development Control Plan 2024.

Prevailing Wind Conditions

A Pedestrian Wind Environment Statement has been prepared by Windtech (Appendix 30) to consider the likely wind impact of the proposed development on the local wind environment. The results of this assessment indicate that the development has incorporated several design features and wind mitigating strategies and is expected to be suitable for the intended use for the majority of the outdoor trafficable areas.

However, there are some areas that are likely to be exposed to stronger winds. With the inclusion of the recommendations outlined in Table 17 in the final design, it is expected that wind conditions for the various trafficable outdoor areas within and around the development will be suitable for their intended uses, and that the wind speeds will satisfy the applicable criteria for pedestrian comfort and safety.

A comprehensive assessment against the Apartment Design Guide (ADG) has been prepared and is available at Appendix 8b.

Mitigation Measures

Table 17 Mitigation Measures – Environmental Amenity

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	**Wind Conditions** ***Ground Floor*** • The proposed planter boxes/zones along the western boundary, Tryon Road and Tryon Lane frontages of the site, as indicated in the architectural drawings, is to be populated with densely foliating vegetation (e.g. hedges/shrubs) capable of growing to a height of 1.5m above the floor level. Note the densely foliating vegetation is to be of an evergreen variety to ensure their effectiveness in wind mitigation throughout the year. • The proposed planter boxes/zones along the through-site link and around the central courtyard, in particular along its eastern boundary, as indicated in the architectural drawings, is to be populated with densely foliating vegetation (e.g. hedges/shrubs) capable of growing to a height of 1.5m above the floor level. ***Level 07 Communal Open Space*** • The proposed 1.1m impermeable balustrade along the exposed perimeter edges of the communal open space, as indicated in the architectural drawings, is to be raised in height to 1.5m above the finish floor level • The proposed planter boxes/zones, as indicated in the architectural drawings, is to be populated with densely foliating evergreen vegetation (e.g. hedges/shrubs) capable of growing to a height of 1.5m above the finish floor level. ***Private Balconies***

Category of Measures	Detail
	The proposed 1.1m impermeable balustrade along the exposed northern and southern perimeter edges of the Level 07 western private balcony on Building D, as indicated in the architectural drawings, is to be raised in height to 1.5m above the finish floor level.
Mitigation Measures – Required as Conditions to address Residual Impacts	**Solar Reflectivity** • Glazing on the external façade of eastern aspect (061o) of Building B and Building C, on Levels 4 to 8, should have a maximum normal specular reflectance of visible light of 11%. • All other glazing on the external façade should have a maximum normal specular reflectance of visible light of 20%.

6.1.3 Visual Impact

This section outlines the findings of the Visual Impact Assessment prepared by OG Urban (Appendix 37).

Table 18 SEAR No. 8

SEAR	Section	Documentation
No. 8 – Visual Impact		
• Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development. • If the proposal would result in significant visual impact not anticipated by the planning controls, provide a visual impact assessment that addresses the visual impacts of the development on the existing catchment.	6.1.3	• Visual Impact Assessment (Appendix 37)

Existing Environment

The visual character of the surrounding area is considered in the VIA to be:

- Traditional retail terraces and shop top housing and emerging medium / high density residential and mixed use development in close proximity to the Lindfield rail station.
- Low and medium density residential precincts including largely traditional single dwelling houses on substantial land parcels interspersed with occasional medium density residential complexes to the north, south and east of the Lindfield town centre.
- Indigenous bushland in protected reserves including the Garigal National Park, east of the Lindfield town centre.
- Formalised open space including playing fields, tennis courts and parklands of varying scale, interspersed within the low and medium density residential precincts.

The existing locality displays a mix of urban character types, including traditional shop top housing and civic facilities in the Lindfield town centre, rail infrastructure at the Lindfield railway station, emerging medium density residential housing at the edges of the town centre and extending to the east along local roads.

Nevertheless, the site and surrounding areas are identified as a TOD Area, which covers land around the station on either side of the Pacific Highway, including the site and its surrounds. Accordingly, the built

environment in the locality is likely to transform as per the desired future character of the area as envisaged by the TOD program, resulting in some change to the visual character of the Precinct. In the context of this current planning environment, the visual character of the area has potential to transform in the future.

Proposed Environment

The proposal seeks to utilise the provisions of Chapter 5 of the Housing SEPP relating to Transport Orientated Development (TOD) which allows for a maximum FSR of 2.5:1 and a maximum building height of 22m for sites within a Transport Orientated Development Area.

The proposal also seeks to utilise the provisions of Chapter 2, Part 2, Division 1 of the Housing SEPP for in-fill affordable housing which enable a 30% FSR and height incentive subject to providing 15% of the total GFA as affordable housing. The Housing SEPP related floor area and height proposed as part of this application are in addition to the gross floor area and building height provisions applicable to the site according to Chapter 5 Transport Orientated Development of the Housing SEPP.

Detailed Impact Assessment

A Visual Impact Assessment (Appendix 37) has been prepared by OG Urban. Separate visual catchment diagrams have been generated at radii of 1 km, 2 kms and 3kms from the development site using Geographical Information System (GIS) technology, shown in Figure 31.

In practice, the developed site would be less visible by observers at ground level than the diagrams identified within the VIA, as portions of the site, its buildings and infrastructure would be screened from view by foreground buildings and vegetation. The diagrams provide a tool that is subject to on-ground testing for verification of the actual visibility of the developed site.

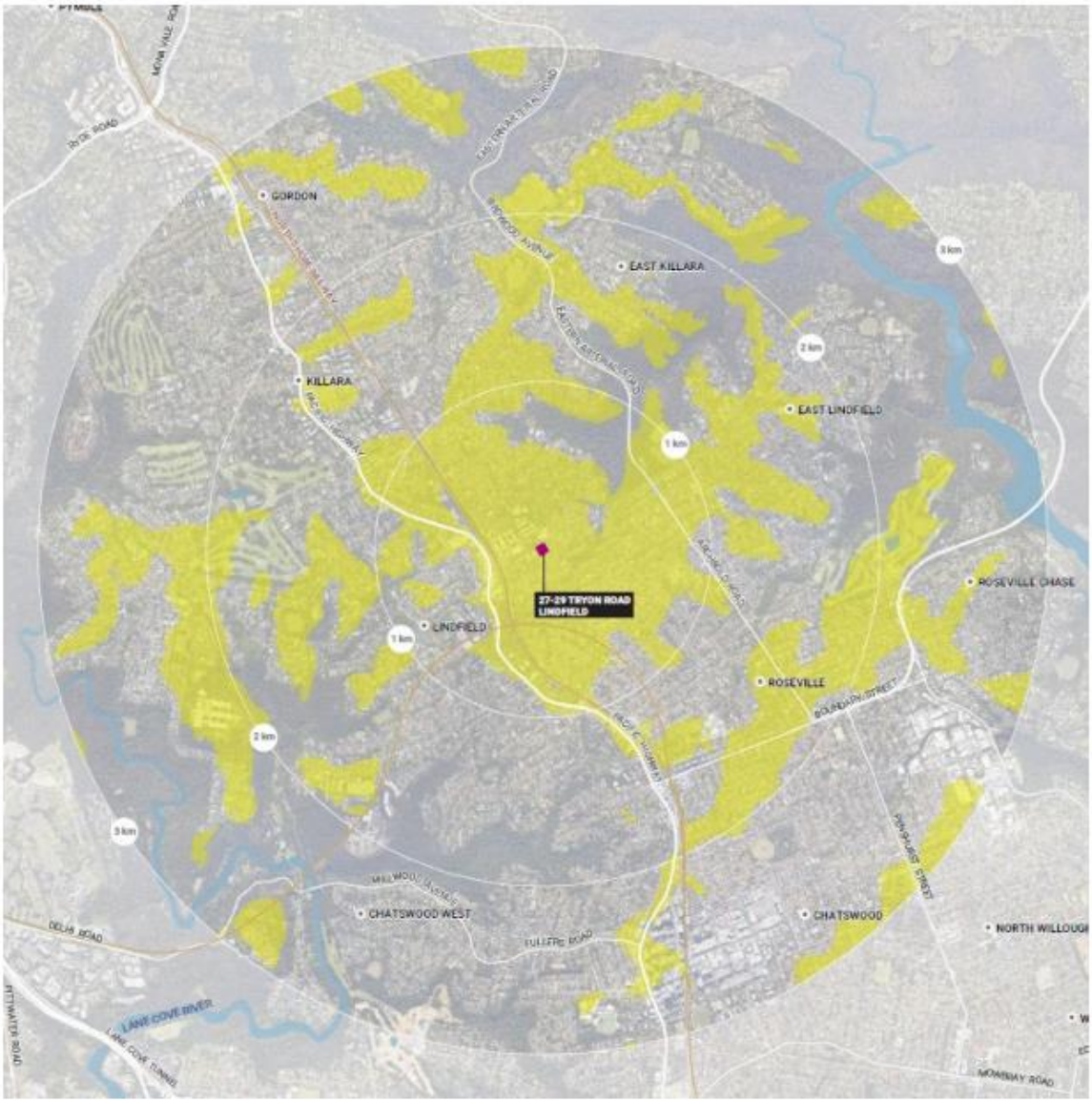


Figure 31 Visibility radius, 1km, 2km and 3km (Source: OG Urban)

Critical viewpoints within the likely view catchment of the site have been selected as representative locations that would:

- Be potentially subject to changes in views as a result of the development; and
- Be sensitive to these changes to views as a result of the expectations of viewers.

The selected viewpoints are shown below in Figure 32.

Figure 32 **Selected viewpoints (Source: OG Urban)**

Consistent with current best practice, the assessment of the likely impacts of the SSDA on local visual quality has been carried out via a process of qualitatively assessing:

- Viewpoint sensitivity – the level of value that viewers would be likely to attribute to the quality of views from a given location.
- Change magnitude – the amount of change to views from given locations that would likely result from implementation of the proposed development.
- Composite impact level – a value judgement based on the assessed sensitivity of the viewpoint and the amount of change that would be likely to occur to the specific view or views from similar locations.

Impacts on each view have been graded as Low, Moderate or High, or gradations between each, as shown in Figure 33. An extract of viewpoints 1-4, which has a change magnitude grade greater than 'low', is included in Figures 34-41 below.

Viewpoint	Visual sensitivity	Change magnitude	Composite impacts assessment
Viewpoint 1	Moderate-high	Moderate	Moderate
Viewpoint 2	Moderate	Low - moderate	Low - moderate
Viewpoint 3	Moderate - high	Moderate-high	Moderate-high
Viewpoint 4	Moderate-high	High	High
Viewpoint 5	Moderate	Low	Low
Viewpoint 6	Low - moderate	Negligible	Negligible
Viewpoint 7	Low - moderate	Negligible	Negligible
Viewpoint 8	High	Negligible	Negligible
Viewpoint 9	Moderate - high	Low	Low

Figure 33 **Summary of Visual Impacts (Source: OG Urban)**

Figure 34 Existing - View Point 1 (Source: OG Urban)

Figure 35 Proposed - View Point 1 (Source: OG Urban)

Figure 36 Existing - View Point 2 (Source: OG Urban)

Figure 37 Proposed - View Point 2 (Source: OG Urban)

Figure 38 Existing - View Point 3 (Source: OG Urban)

Figure 39 Proposed - View Point 3 (Source: OG Urban)

Figure 40 Existing - View Point 4 (Source: OG Urban)

Figure 41 Proposed - View Point 4 (Source: OG Urban)

The VIA concluded that:

- *"The development will be moderately visible and will result in moderate visual impacts in close views from Tryon Road and from the eastern edge of the Lindfield town centre. In these views the development will be at least partially screened by existing topography, built form or vegetation.*
- *The development will result in low to negligible visual impacts from existing residential and recreational areas in mid distant views, up to 1km from the site. Again, the new building will be either partially or completely screened by existing conditions*
- *The proposed building will only result in high visual impacts in views from nearby residential areas directly to the south or south east of the development site. In these views the proposed building will present as a new skyline element visible from the street and from the rear of residential properties adjoining Tryon Lane. It is considered necessary to implement the mitigation measures proposed in section 11.2 of this report to achieve acceptable impacts of the proposal on these close views".*

The area surrounding the site is undergoing a transformation in character from low to medium / high density residential consistent as envisaged by the TOD program for well-located areas around transport hubs. In this context, with the recommended mitigation measures in place, the VIA considered that the proposed development will be consistent with the developing character of its locality.

Mitigation Measures

Table 19 Mitigation Measures – Visual Impact

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	**Visual Impact** • Design principles consistent with the NSW Department Design Guide have been implemented in design development to ensure that the building that will result from the proposal presents as an interesting and aesthetically pleasing built element in the landscape. • Materials and finishes have been selected to contribute to the overall visual quality of the new building group. • Existing trees on and adjacent to the site have been retained and preserved where possible.

Category of Measures	Detail
Mitigation Measures – Required as Conditions to address Residual Impacts	N/A

6.1.4 Transport

This section outlines the findings of the Transport Impact Assessment (TIA) prepared by JMT Consulting (Appendix 36).

Table 20 SEAR No. 9

SEAR	Section	Documentation
No. 9 – Transport		
• Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GITA) published by TfNSW. • If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	6.1.4	• Transport Impact Assessment including Preliminary Construction Traffic Management Plan (Appendix 36)

Existing Environment

The Transport Impact Assessment (TIA) (Appendix 36) highlights the current traffic, transport and accessibility conditions in the area surrounding the site. This is summarised below:

Road Network

The Pacific Highway is a classified State road which serves as a major north-south arterial link in close proximity to the site, providing connectivity between the Warringah Freeway and M1 Pacific Motorway. The Pacific Highway is situated approximately 300m west of the subject site and is generally configured with a total of six traffic lanes. Archbold Road is a Regional road located approximately 750m east of the site and provides an alternative north-south route to the Pacific Highway. Tryon Road is a local road under the control of Ku-Ring-Gai Council comprising of one traffic lane in each direction plus kerbside car parking.

Traffic data was collected on Tryon Road over a weeklong period in August 2024. The data indicates that Tryon Road carries approximately 4,300 vehicles on a typical weekday - reflecting it's status as a local road through the area.

A review of crash data found no recorded crash history immediately adjacent to the site on Tryon Road. Only a single (minor) incident was recorded at the intersection of Tryon Road and Lindfield Avenue – indicating no major concerns in relation to road safety at this location.

Public Transport

The site is located just approximately 250m or less than a five minute walk away from Lindfield heavy rail station and bus interchange. The heavy rail service provides frequent train services for T1 North Shore, Northern, and Western Line. During peak hours, T1 trains travel from Lindfield to the Sydney CBD, northern and western suburbs arrive at the station approximately every three to five minutes. A number of bus routes are in close proximity to the site which complement these heavy rail services. Lindfield station is also two stops away from the Sydney Metro Service.

Active Transport

There is a well-established network of pedestrian facilities in the vicinity of the site, with paved footpaths provided on both sides of all adjacent roads. The site also benefits from being surrounded by a number of formal pedestrian crossings. The primary cycling corridor is along Nelson Road and Trafalgar Avenue to the east of the site, however a number of local streets carrying relatively low traffic volumes are also suitable for cycling.

Proposed Environment

Access

The proposed development would have a single point of vehicular access via Tryon Road, as indicated in Figure 42. The vehicle access would be via a single driveway, facilitating independent two-way traffic movements and allowing access into the basement, as shown in Figure 43. This access point has been selected to minimise conflicts with pedestrians and general traffic along Trying Road which is the more active street. Vehicular access via Tryon Lane is also consistent with the adjacent major development to the immediate west of the site.

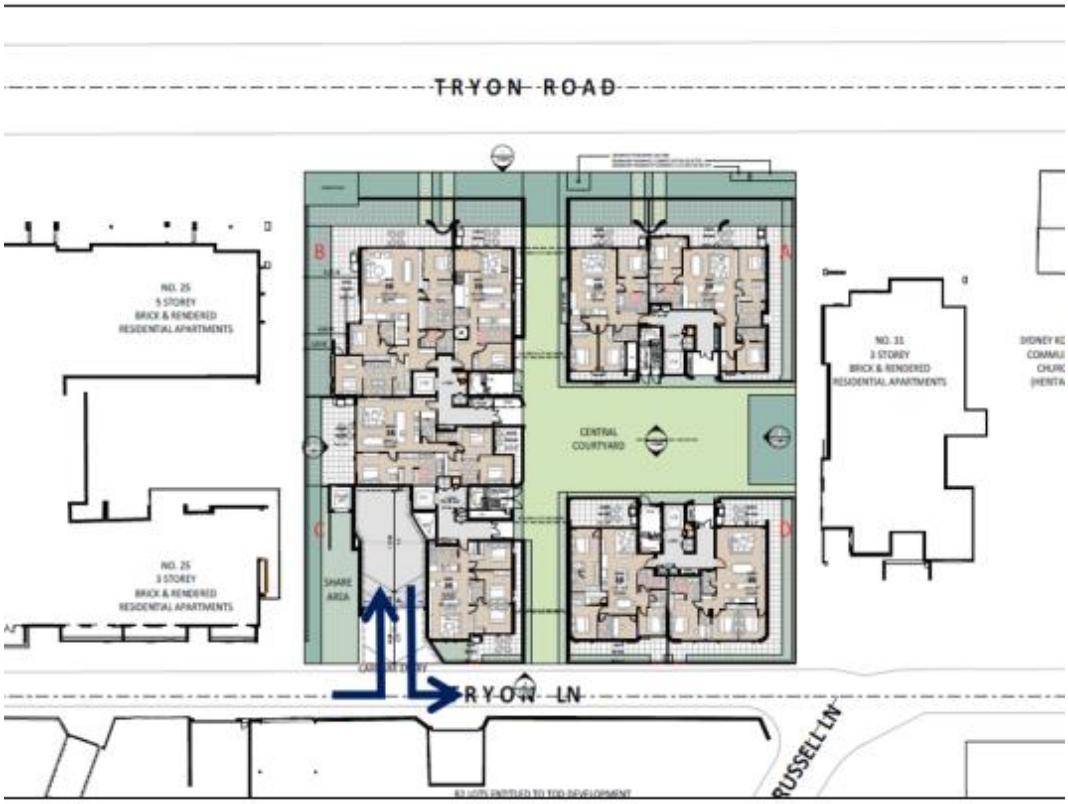


Figure 42 **Proposed vehicle site access point (Source: JMT)**

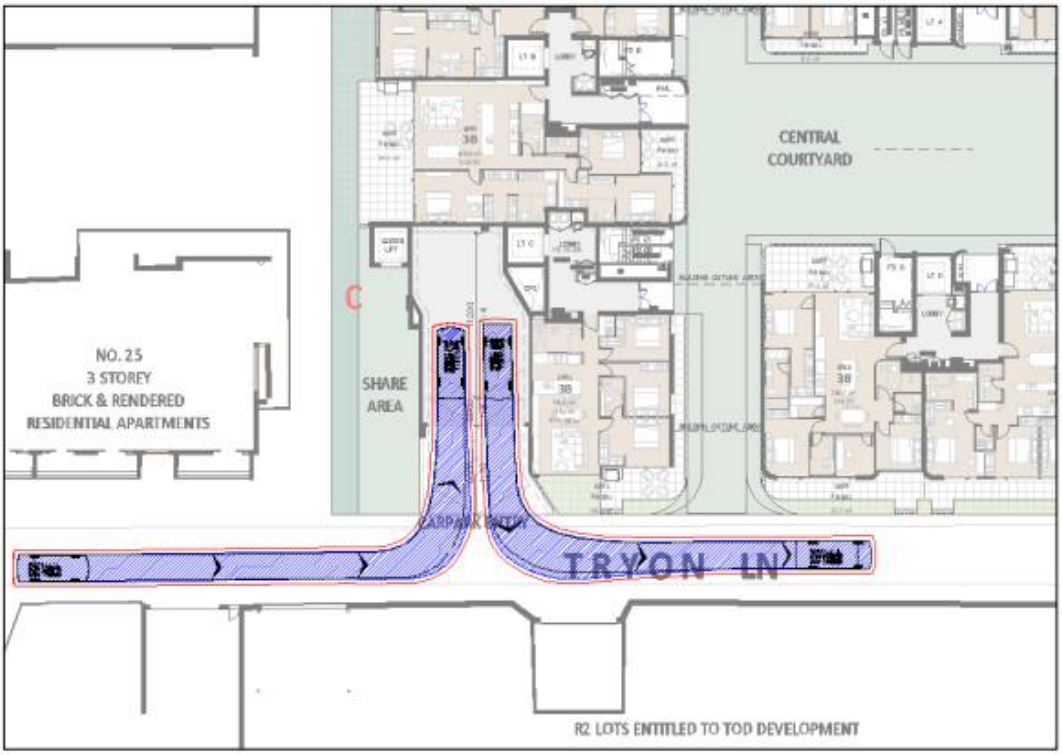


Figure 43 **Swept Paths for vehicles entering and exiting the site (Source: JMT)**

Loading Dock

The proposal includes an on-site loading dock which can accommodate a 10.5m Council Waste collection vehicle or other delivery vehicles as required as shown in Figure 44. The loading area will have a height clearance of 4.5m sufficient to meet the requirements of Council's waste collection vehicle.

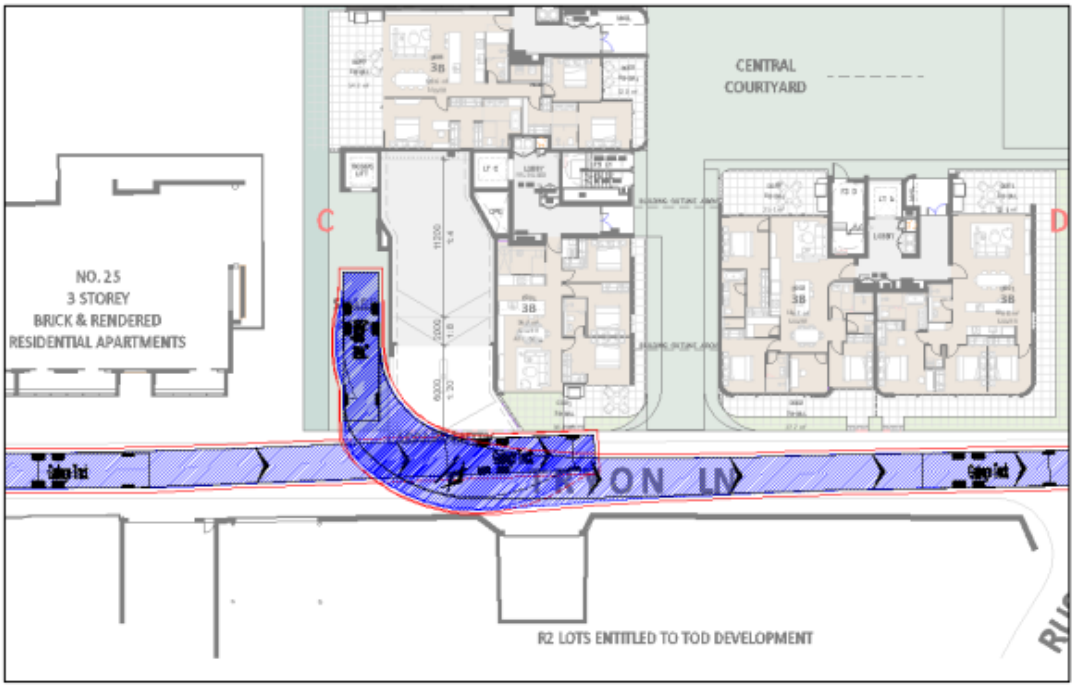


Figure 44 **Swept paths - Loading Area (Source: JMT)**

Residential Car Parking

Car parking for residential use is to be provided in accordance with the minimum and maximum parking rates noted in the Ku-Ring-Gai DCP (Section A, Part 7B.1) for sites located within 800m of a railway station as detailed in Figure 45. The development proposes 123 car parking spaces for the residents which is compliant with the Ku-Ring-Gai DCP.

Unit Type	Number of Units	Parking Rate		No. of Spaces		Provided
		Min. Rate	Max. Rate	Minimum*	Maximum*	
1 bed	1	0.6 / unit	1.0 / unit	1	1	**1**
2 bed	1	1.0 / unit	1.25 / unit	1	1	**1**
3 bed	60	1.4 / unit	2.0 / unit	85	121	**121**
Total				**87**	**123**	**123**

* Rounded to the nearest whole number

Figure 45 Car Parking Rates (Source: JMT)

Consideration has also been given to the minimum car parking rates noted in Part 2, Division 1 of the Housing SEPP 2021 for in-fill affordable housing. Based on these minimum parking rates there would be a requirement to provide for at least 109 residential car parking spaces. The proposed parking provision of 123 spaces exceeds this minimum requirement and but the proposal complies with the guidance provided in the Housing SEPP 2021.

The proposed development seeks largely large 3 bedroom units which comes with it greater demand for carparking. Accordingly, the level of car parking is considered suitable to minimise the extent of any overflow parking impacts on local streets in the surrounding area – thereby limiting the available parking supply for adjacent residents and businesses. Residents who are not provided sufficient on-site parking may be forced to park on local streets - creating additional traffic circulation and congestion within Lindfield as they drive around local streets in search of an available parking space.

The traffic related benefits of a reduction in the number of car parking spaces to 109 (from the 123 proposed) are considered to be negligible – amounting to potentially 1-2 fewer traffic movements during peak hours. This level of reduction in traffic movement would have no material benefit with respect to the operation of the surrounding road network.

Visitor Car Parking

The Ku-Ring-Gai DCP specifies a minimum car parking rate for residential visitors of one space per 6 apartments. Based on the 62 apartments to be provided the development should provide at least 11 residential visitor parking spaces. The proposal complies with this requirement by providing for 13 parking spaces for residential visitors.

Bicycle Parking

The Ku-Ring-Gai Council DCP outlines minimum bicycle parking requirements for the subject site, those being:

- 1 bicycle parking space per dwelling for residents; and
- 1 bicycle parking space per 10 dwellings for visitors.

The proposal complies with the above requirements by providing for 69 bicycle parking spaces in the basement of the building. This includes the provision of storage cages which have adequate space to store a bicycle.

Accessible Parking

The proposal provides for accessible car parking spaces within the basement of the building. These accessible spaces have been designed in accordance with AS2890.6 including the provision of adjacent shared areas with clearance heights of 2.5m.

Detailed Impact Assessment

The Transport for NSW Guide to Transport Impact Assessment (GTIA) document published in 2024 outlines recommended vehicular trip rates for residential developments in close proximity to public transport. As the subject site is located within a five minute walk of Lindfield train station the standard vehicle trip generation rates outlined in the GTIA are appropriate to adopt, those being:

- AM Peak hour: 0.19 trips per apartment
- PM Peak hour: 0.15 trips per apartment

Based on the proposed 62 apartments the following peak hour traffic generation could be expected:

- AM Peak hour: 12 vehicle trips
- PM Peak hour: 9 vehicle trips

The traffic modelling indicates that the key intersection of Tryon Road / Lindfield Avenue will continue to operate at a strong level of service with the proposal in place – even under a worst case scenario where all traffic from the development passes through this intersection. The proposal is forecast to generate no more than 12 vehicle trips during the busiest hours of the day. The impact of these additional vehicle trips on the nearby Tryon Road / Lindfield Avenue intersection was tested, with modelling confirming no changes to current intersection performance with the advent of the proposal.

The traffic impacts will be lower than reported, as vehicles associated with the development will disperse across a number of different routes rather than being concentrated through a single intersection as the modelling suggests. Notwithstanding the conservative assumptions adopted the modelling indicates the intersection will experience no material change in performance or average delays for drivers when compared to current conditions.

Time Period	Existing Intersection Performance			Existing Intersection Performance + Proposal		
	Level of Service	Degree of Saturation	Average Delay (s)	Level of Service	Degree of Saturation	Average Delay (s)
AM Peak Hour	B	0.66	12	B	0.66	12
PM Peak Hour	B	0.55	11	B	0.56	11

Figure 46 **Existing and future intersection performance (Source: JMT)**

In this context the traffic impacts of the proposal are considered acceptable with no further analysis or mitigation measures required.

Construction Traffic

A Preliminary Construction Traffic Management Plan (PCTMP) has been prepared by JMT to outline the key principles for how construction may be carried out on the site. The PCTMP recommends that a detailed CTMP will need to be prepared prior to the commencement of construction to assess the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity. Refer to the PCTMP (Appendix 36) for further details.

Mitigation measures will be adopted during construction to ensure traffic movements have minimal impact on surrounding land uses and the community in general. These are detailed in Table 21.

Mitigation Measures

Table 21 **Mitigation Measures – Transport**

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	**Construction Traffic Management Plan** Prior to the commencement of construction for the site, a detailed CTMP will be prepared ensuring the following is addressed: • Proposed construction vehicle routes; • Indicative construction programme; • Expected construction vehicle types and volumes; • Car parking arrangements and site access during construction; • Safety measures to minimise impacts to pedestrians and cyclists; and • The Contractor will also be responsible for monitoring and coordinating all vehicles entering and exiting the site

6.1.5 Noise and Vibration

This section outlines the findings of the Noise and Vibration Assessment (Appendix 28).

Table 22 SEAR No. 10

SEAR	Section	Documentation
No. 10 – Noise and Vibration		
Provide a noise and vibration impact assessment prepared in accordance with the relevant NSW Environment Protection Authority (EPA) guidelines. The assessment must detail construction and operational noise and vibration impacts on nearby sensitive receivers and structures and outline the proposed management and mitigation measures that would be implemented.	6.1.5	• Noise and Vibration Impact Assessment (Appendix 28)

Existing Environment

The site is located in Lindfield, fronting Tryon Road, with a secondary frontage on Tryon Lane. Vehicle access to the site will be via Tryon Lane. The immediate urban context surrounding the site is characterised by predominantly residential land uses.

The T1 north shore rail line (including Lindfield Station) is located approximately 240m from the proposed development site. The site however lies outside the assessment zones identifies in the Development Near Rail Corridors and Busy Roads – Interim Guideline (Department of Planning, 2008), and therefore a rail noise assessment is not required. The Interim Guideline shows that other vibration sensitive buildings up to 60m from the rail line should be assessed. In order to ensure that rail vibration does not adversely impact on the proposed development, a vibration assessment has been undertaken.

Proposed Environment

The development will comprise a 9-storey residential flat building, with 4 levels of basement car parking and communal outdoor areas located at Ground Level and a roof terrace on Level 7.

Renzo Tonin & Associates have prepared a Noise and Vibration Assessment (Appendix 28) dated February 2025 that investigates the noise impacts onto the site from nearby roads and distant rail corridor and potential noise impacts from future mechanical plant servicing the development.

Detailed Impact Assessment

One unattended long-term noise monitor was installed on site from Tuesday 28th January to Wednesday 5th February 2025 to determine the existing level of ambient and background noise surrounding the site. The monitor was positioned at the front boundary of the existing residence at 27 Tryon Road, Lindfield.

Short term measurements were also undertaken at the midpoint of the Tyon Lane boundary of the proposed development at ground level in order to determine traffic noise impacts on the site on Wednesday 5th February 2025.

Internal Noise Intrusion

Road Traffic Noise

The traffic noise levels have been taken from the representative LAeq(15/9hr) for the week for both daytime (7am to 10pm) and night-time (10pm to 7am) periods. The results are shown in Figure 47.

Location	Period	Predicted Traffic Noise Level $L_{Aeq, T}$ [1,2] at the Worst Affected Facade
Tryon Road facade	Day time (7am to 10pm)	59 dB(A)
	Night time (10pm to 7am)	54 dB(A)
Tryon Lane facade	Day time (7am to 10pm)	57 dB(A)
	Night time (10pm to 7am)	52 dB(A)

Notes:

Noise levels presented are façade corrected values.

Representative external noise levels, LAeq over 15 hour and 9 hour day and night period respectively,

Figure 47 Representative day and night traffic noise levels (Source: Renzo Tonin & Associates)

Background noise

The results of the long-term unattended noise monitoring for background noise are shown in Figure 48.

Noise Monitoring		Representative Background Noise Levels in dB(A)	Day[1]	Evening[2]	Night[3]
Location	Duration				
L1 - Noise monitor installed on the northern side of the site facing Tryon Road	28 January to 5th February 2025	L_{A90}	41	37	32
		L_{Aeq}	56	56	51

Notes:

Day, Evening & Night assessment periods are defined in accordance NSW EPA's Noise Policy for Industry as follows.

1. Day is defined as 7:00am to 6:00pm, Monday to Saturday; 8:00am to 6:00pm Sundays & Public Holidays.
2. Evening is defined as 6:00pm to 10:00pm, Monday to Sunday & Public Holidays
3. Night is defined as 10:00pm to 7:00am, Monday to Saturday; 10:00pm to 8:00am Sundays & Public Holidays

Figure 48 Background noise levels from long-term noise monitoring (Source: Renzo Tonin & Associates)

Based on the above noise assessment, the following external noise control measures are recommended:

- **Glazing** – Figure 49 presents the recommended glazing acoustic performances for the proposed development.

Facade	Level(s)	Occupancy	Required Acoustic Rating of Glazing Assembly, Rw
North western façade (Tryon Road)	All levels	Apartment Bedrooms	Rw 31
		Apartment Living Areas	Rw 31
South eastern façade (Tryon Lane)	All levels	Apartment Bedrooms	Rw 29
		Apartment Living Areas	Rw 29
South western Façade	All levels	Apartment Bedrooms	Rw 28
		Apartment Living Areas	Rw 28
North eastern Façade	All levels	Apartment Bedrooms	Rw 28
		Apartment Living Areas	Rw 28
Facing central courtyard	All levels	Apartment Bedrooms	Rw 28
		Apartment Living Areas	Rw 28

Figure 49 Recommended acoustic performance of glazing assembly (Source: Renzo Tonin & Associates)

- **External Walls and Roof** - External walls and roof are assumed to be masonry. If light weight external wall elements are used, these need to be reviewed in detail and may also impact the glazing requirements for that room (as the cumulative result of noise through window and external wall element needs to be considered).
- **Supplementary Ventilation** - Based on the assumptions outlined in the Noise and Vibration Assessment Report (Appendix 28), the windows opened criteria can be met within habitable rooms on all facades.

Noise Emission Assessment

The following noise emission goals have been set for the proposed development, using stringent intrusiveness, amenity and sleep criteria, shown in Figure 50.

Location	Noise Trigger Levels – dB(A)$L_{eq(15min)}$		
	Day (7am-6pm)	Evening (6pm-10pm)	Night (10pm-7am)
Residential	46dB(A)$L_{eq(15min)}$	42dB(A)$L_{eq(15min}$	37dB(A)$L_{eq(15min)}$ and 52dB(A)L_{Max}

Figure 50 Summary of Noise Emission Requirements

Based on these requirements, the following noise controls measures have been recommended:

- **Loading Area –** Given the location of the loading area and provided that loading dock use does not occur between 10pm and 7am, there should be no further acoustic treatment required to the loading area.
- **Plant and Equipment –** The details of the mechanical plant and equipment servicing this development are yet to be finalised at this stage of the development. However, recommendations are provided in Figure 50.
- **Traffic –** Traffic movements in and out of the development driveway from Tryon Lane will be the main source of traffic generated by the site. Traffic noise levels along Tryon Lane already exceed the criteria stipulated for local roads determined in accordance with the NSW RNP 2011. Based on the results presented in the above table, it is predicted that overall traffic noise levels along Tryon Lane will not increase above existing traffic noise levels. Therefore, additional management or treatment is not required as part of the development.
- **Internal Sounds Insultation –** As a minimum requirement, walls and floors and separation of services shall comply with the National Construction Code - Building Code of Australia 2022 (BCA).

A preliminary construction noise assessment has been undertaken with the highest expected sound power levels for plant and equipment typically used for excavation and construction. Please refer to the Noise and Vibration Assessment (Appendix 28) report for further detail.

The Noise and Vibration Assessment concludes that the proposed site is capable of complying with all relevant acoustic criteria through means of standard acoustic treatment and management. All recommended mitigations in this report will be implemented as necessary through ongoing design development to ensure the applicable acoustic design requirements as satisfied.

Mitigation Measures

Table 23 Mitigation Measures – Noise and Vibration

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	**Glazing** Indicative Rw values for façade elements must be as follows: • 6mm glass or 6mm/12mm airgap/6mm insulated glazed unit – Rw 29. • 6.38mm laminated glass or 6mm/12mm airgap/6mm insulated glazed unit.– Rw 31 • For all glazing systems, it is necessary to ensure that the acoustic performance of the window/sliding door frame does not downrate the acoustic performance of the glass. All operable window/door elements requiring an Rw rating of 30 are to have acoustic seals (equal to q-lon). **External Walls and Roof** If light weight external wall elements are used, these need to be reviewed in detail and may also impact the glazing requirements for that room **Plant Equipment** Major fans located either in the basement or roof level such as car park ventilation (typically 75dB(A) at 3m), and utilities fans (typically 65dB(A) at 3m distance) are likely to require induct acoustic treatment between fan and external intake/discharge. **Internal Sound Insultation** All walls and floors and separation of services shall comply with the National Construction Code - Building Code of Australia 2022 (BCA). **Construction Noise and Vibration Assessment** A detailed Noise Management Plan is to be prepared for the site prior to the issue of Construction Certificate detailing the site-specific plant and equipment to be used, expected periods of construction, and noise and vibration management treatments and procedures to be implemented.

6.1.6 Trees and Landscaping

This section provides a detailed assessment of the proposed development in accordance with the requirements of SEAR No. 14 Trees and Landscaping.

Table 24 SEAR No. 14

SEAR	Section	Documentation
No. 14 – Trees and Landscaping		
• Provide a landscape plan, that: ○ details the proposed site planting, including location, number and species of plantings, heights of trees at maturity and proposed canopy coverage (as a percentage of the site area). ○ provides evidence that opportunities to retain significant trees have been explored and/or inform the plan. • If the proposal involves impacts to trees, provide an Arboricultural Impact assessment that assesses the number, location, condition and significance of trees to be removed and retained including: ○ any existing canopy coverage to be retained on-site. ○ tree root mapping. if the proposal involves significant impacts to tree-protection zones of retained trees identified as being significant	6.1.6	• Landscape Plan (Appendix 27) • Arboricultural Impact Assessment (Appendix 9)

Existing Environment

The site currently comprises a variety of ornamental trees scattered throughout the site and around the site boundaries. The Arboricultural Impact Assessment (AIA) (Appendix 9) identified and assessed 24 trees, 9 of which were identified as important Category A trees, and the remaining 15 trees were identified as unimportant, low category trees. An extract of the tree retention and removal plan is included in Figure 51.

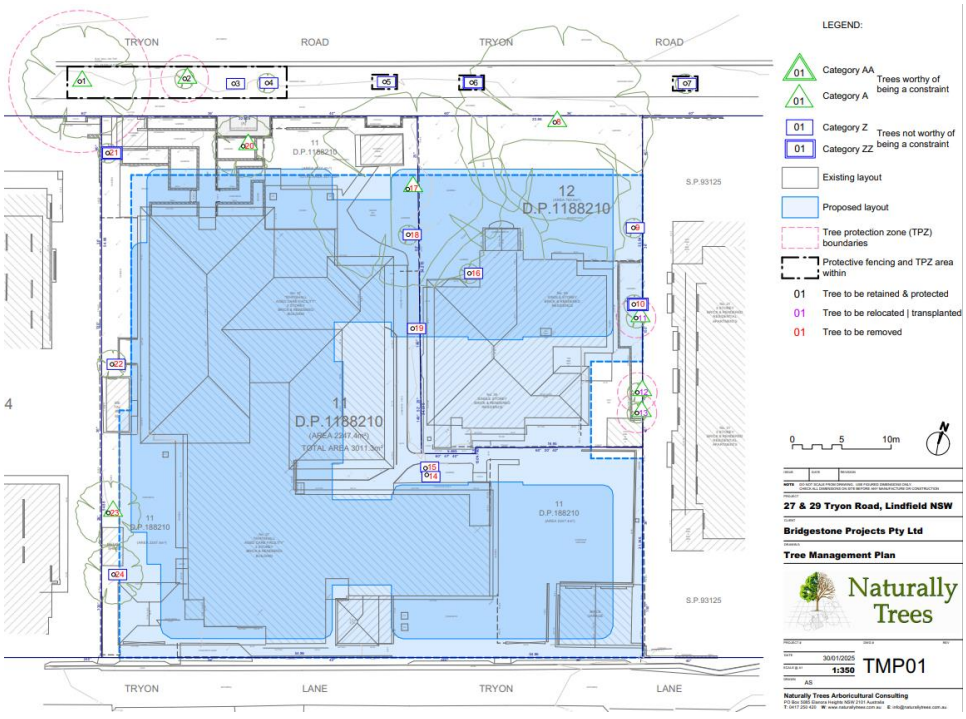


Figure 51 Tree Management Plan (Source: Naturally Trees)

The existing site has a tree canopy coverage of 27.87% of the site area and a landscaped area of 21.2% of the site as shown in Figure 52. The existing landscaping on site will be significantly improved through the proposed development.

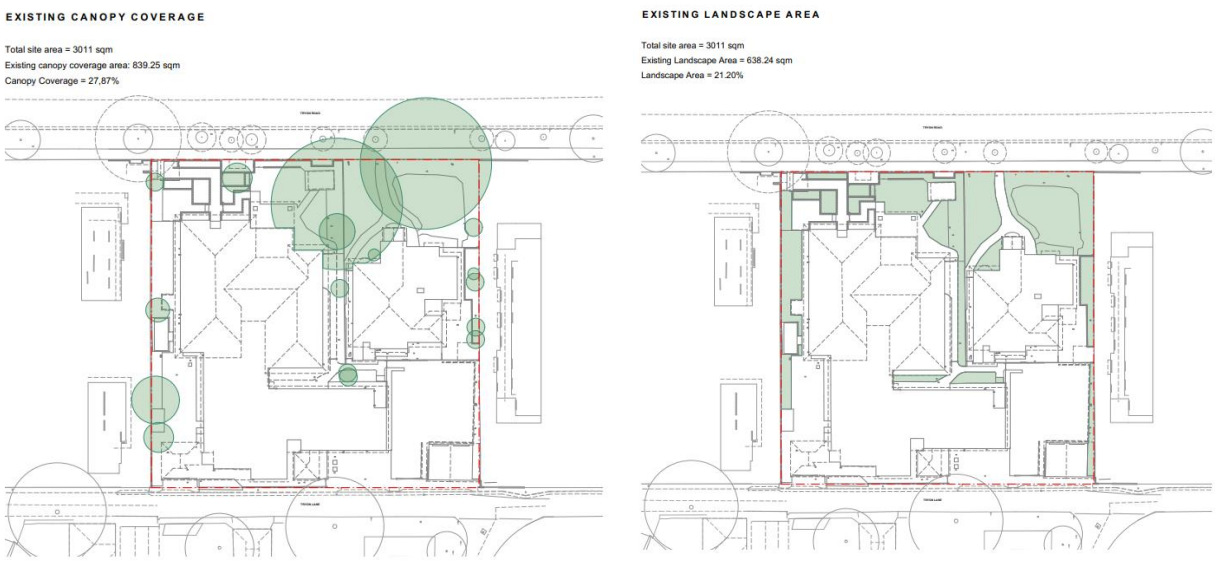


Figure 52 **Existing Canopy Coverage and Landscaped Area (Source: 360)**

Proposed Environment

The proposed development requires the removal of 14 trees to necessitate the proposed development. This includes the removal of 4 high category trees and the relocation of 3 high category trees as part of the landscaping works. A further 2 high category trees could potentially be adversely affected through Tree Protection Zone (TPZ) disturbance. The remaining 10 trees to be removed are identified as low category trees. This is outlined in Figure 53.

Impact	Reason	Important trees		Unimportant trees	
		AA	A	Z	ZZ
Retained trees that may be affected through disturbance to TPZs	Removal of existing surfacing/structures/ landscaping and/or installation of new surfacing/structures/ landscaping		1, 2	3, 4, 5, 7	6
Trees to be removed	Building and civil construction and/or level variations within TPZ		8, 17, 20, 23	9, 14, 15, 16, 18, 19, 22, 24	10, 21
Trees to be relocated	Building and civil construction and/or level variations within TPZ		11, 12, 13		

Figure 53 **Summary of existing trees and trees that may be affected by the development (Source: Naturally Trees)**

The landscape is responsive to the site, local region and ecology specific to place. The development establishes a central garden courtyard which is occupied by garden that maintains the sites local character and supports community occupation and social interaction. The whole of building landscape approach seeks to create a cohesive environmental and socially sustainable landscape and thriving community.

The proposed development will provide 29.73% of the site area as canopy coverage and a landscaped area of 33.7% of the site within the Central Courtyard and Roof Terrace, as shown in Figure 54.

Figure 54 Proposed Canopy Coverage and Landscaped Area (Source: 360)

Detailed Impact Assessment

As part of the proposed development, 4 high category trees and 1 low category trees will be lost. A further 5 high category trees and 5 low category trees may be adversely affected if appropriate protection measures are not taken. Mitigation measures have been suggested in Table 25 below to ensure adequate precautions are taken to protect the retained trees. Subject to these mitigation measures, the AIA found that the proposed development is expected to have a moderate impact on the contribution of trees to local amenity or character.

A comprehensive landscaping plan has been prepared by 360 (Appendix 27) outlining the landscape design and proposed landscaping on site. The plant selection has been composed of species suited to the various microclimatic conditions and site requirements with local native and indigenous species used where applicable, including a review of Council's weed management policy and the local Indigenous plant list.

This development demonstrates a progressive approach to landscape integration within development. In this project, the garden is focused on site and ecology, creating a diverse setting for flora and fauna to occupy. Primarily the landscape is a contribution to public benefit and retention of Lindfield's iconic landscape tapestry.

Mitigation Measures

Table 25 Mitigation Measures – Trees and Landscaping

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	A comprehensive landscaping scheme has been prepared which includes semi-mature trees within available areas in prominent locations.

Category of Measures	Detail
Mitigation Measures – Required as Conditions to address Residual Impacts	**Protection of Retained Trees** An Arboricultural Method Statement should be specifically referred to within the Conditions of Consent to ensure the successful retention of trees within the site. **Trees subject to statutory controls** Trees 1,2,3,4,5,6,7,8,9,11,12,13,17,20,21,22,23 and 24 are legally protected under Ku-Ring-Gai Council's Tree Preservation Order. It will be necessary to consult the Council before any pruning or removal works other than certain exemptions can be carried out.

6.1.7 Social Impact

This section outlines the findings of the Social Impact Assessment prepared by Hill PDA on February 2025 to demonstrate compliance with the requirements of SEAR No. 18 Social Impact.

Table 26 SEAR No. 18 Social Impact

SEAR	Section	Documentation
No. 18 Social Impact		
• The EIS must consider social impacts and, should any significant social impacts be identified, a Social Impact Assessment must be prepared in accordance with the Social Impact Assessment Guideline for State Significant Projects.	6.2.12	• Social Impact Assessment (Appendix 32)

Standard Impact Assessment

Social Locality

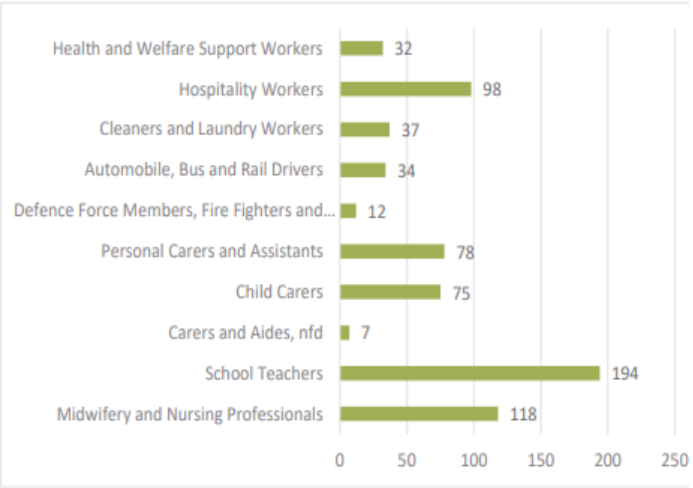
The site is currently occupied by a residential dwelling and a former aged care facility. The site has fronts Tryon Road, with rear lane access provided via Tryon Lane. The site locality is as follows:

- The site is located within 800m of two primary schools and one combined (primary and secondary). There are two childcare centres also located within 800 m of the site.
- The site is reasonably well-served in terms of health infrastructure, with four general practices located within 800m, all to the east of the site. The only aged care facility within the 800m catchment is located on the proposed site itself and is no longer in operation.
- In terms of emergency care, Royal North Shore Hospital and North Shore Private Hospital are located approximately 5.3km southeast of the site. Additionally, the Mater Hospital in St Leonards is situated about 6.9 km southeast, in Wollstonecraft.
- There are a range of community and cultural facilities within 800m of the site. This includes 4 community facilities and 3 places of worship. The community facilities provide spaces for meetings, classes, group activities and small parties.
- The area surrounding the site has a limited amount of open space and recreational facilities. Within 800m, there are 4 parks offering some green space. There are tennis courts located adjacent to Lindfield Library, the only sporting facility within 800m of the site. There are no sports fields or indoor sports courts within 800m of the site.

- Just outside of the 800m catchment, the site's location also benefits from close proximity to the Two creeks Walking Track, which follows Gordon Creek to Middle Harbour and Roseville Bridge, featuring mangroves, salt marshes, water views and diverse vegetation.

Social Baseline

The Social Impact Assessment considered the local demographic characteristics of the study area. A residents profile in outlined in Figure **55**.

Population	• At the 2021 Census, there were 14,648 **people living in the study area**. About 0.2% of the population in Lindfield POA identified as Aboriginal and/or Torres Strait Islander, compared with 1.7% of the population across Greater Sydney
Median age	• At the 2021 Census, the **median age** of study area residents was 41 years, older than the 37 years recorded across Greater Sydney.
Age profile	• In 2021, there were 2,609 people aged over 65 years, accounting for approximately 17.8% of the study area's population, a higher portion than across Greater Sydney (15.0%). • Around 20.4% of study area residents were **aged under 15 years**, higher than the 18.4 % of residents across Greater Sydney.
Language spoken at home	• At the 2021 Census, 39.6% of households in the study area spoke a **language other than English at home**, lower than the 42% recorded across the Greater Sydney.
Need for assistance	• In 2021, 378 people (or 3.5% of the population) in the study area reported needing **assistance with core activities due to disability,** proportionally less than the 5.2% of residents across the Rest of NSW.
Education	• At the 2021 Census 56.1% of people in Lindfield had a **Bachelor or Higher degree qualification** in 2021, higher than Greater Sydney (33.4%). • In 2021, 786 people (7.2%) in Lindfield POA were attending university, compared to 5.5% in Greater Sydney.
Workforce	• The study area had a labour force participation rate of 61.4% in 2021, compared o 60.0% in Greater Sydney. • In 2021, 7,164 people were employed, of which 58.2% worked full-time and 29.2% part-time. • In 2021, around 673 key workers lived in Lindfield POA, accounting for 4.6 per cent of the resident population. • In 2021, key workers accounted for 9.4% of Lindfield's labour force. **Figure 10: Lindfield POA key workers, 2021** 
Income	• In 2021, the **median weekly household income** of the study area was $2,970, higher than the median of $2,077 recorded across Greater Sydney. • In 2021, the **median weekly personal income** of the study area was $1,164, higher than the Greater Sydney median of $881.

Source: Australian Bureau of Statistics (2024), *QuickStats; TableBuilder;* NSW DPHI (2024), *Population projections* and *Profile ID.*

Figure 55 **Resident Profile (Source: Hill PDA)**

Affordable Housing

The Environmental Planning and Assessment Act 1979 (EP&A Act) defines affordable housing as housing that is affordable and targeted to people on very low, low or moderate incomes (from 0% to 120% of Greater Sydney's median household income). It is generally subsidised or offered at below market rents.

At the 2021 Census, there were 210 rental households in Lindfield SAL eligible for affordable housing in the Ku-ring-gai LGA, based on household income. Of these households, 60% were in housing that was unaffordable, and in need of affordable housing. The need for affordable housing was greatest in the very low income bracket, with 87% of eligible households in housing that was unaffordable and in housing stress.

Key Findings

The SIA noted the following key findings:

- The study area had a higher proportion of family households, including families with children, compared to Greater Sydney. Additionally, there was a slightly smaller proportion of lone-person households than in Greater Sydney.
- In 2021, professionals accounted for 44.4% of the workforce in Lindfield, well above the proportion across Greater Sydney, indicating a high concentration of skilled and professional workers.
- The study area had a higher proportion of family households, including families with children, compared to Greater Sydney. Additionally, there was a slightly smaller proportion of lone-person households than in Greater Sydney
- The social locality had an older median age compared to Greater Sydney, with a higher proportion of residents aged over 65 and a slightly larger segment of the population under the age of 15.
- Housing affordability for low and very low income households is an issue for the LGA, with few affordable dwellings available and a high proportion of such households experiencing rental stress.

Proposed Development

The approval of the proposal would lead to significant physical change at the site, enabling the construction of a new and taller building, excavation, landscaping, and other associated works at the site.

While the proposed development may be taller than existing nearby buildings, this height increase aligns with the New South Wales Government's TOD policy and in-fill affordable housing policy within the Housing SEPP 2021. The TOD provisions allow for increased building height and floor space ratio in areas with access to transport infrastructure, when affordable housing is included. Lindfield has been identified as a designated TOD Area, benefiting from good access to public transport, including Lindfield Station, which connects the area to employment hubs and enhances its amenities and services. It is expected that future developments in this area will take advantage of its proximity to transport and high levels of local amenity.

The Social Impact Assessment considered potential social impacts from the proposed development, including:

- Way of life
- Community
- Access
- Culture
- Health and Wellbeing
- Surroundings
- Livelihoods
- Decision making systems

Potential Impacts

The proposal was shown to have a range of significant potential social benefits, most notably through the provision of additional well-located housing in proximity to a range of existing services and facilities. The proposal would result in a range of social benefits, including:

- Improved access to employment and benefits to livelihoods for local workers arising from construction works at the site.
- The delivery of additional well-located, appropriately-sized, and high quality housing, benefiting way of life, accessibility, health and wellbeing, and livelihoods. This would be a highly significant social benefit.
- The provision of an affordable housing component, benefiting community resilience and diversity. This would be a highly significant social benefit.
- Improvements to surroundings for the local community and future residents at the site through landscaping and tree planting at the site.
- Provision of communal open space in the courtyard, rooftop garden and through site link.

Whilst there is the potential for some negative impacts to arise as a result of the proposal, these were generally considered to be of low to moderate residual impact significance following the implementation of mitigation measures. These could include:

- Impacts to way of life and health and wellbeing through exposure to increased noise during the construction phase.
- Increased traffic volumes on local roads (during both construction and operation) could impact accessibility and way of life for surrounding residents, workers, and visitors.
- The proposal would result in some overshadowing of neighbouring properties, impacting their enjoyment of surroundings and solar access.
- Residents at the site or neighbouring properties may be impacted through a perceived or actual inability to provide feedback or complaints regarding the proposal, either during construction or once operational.
- The construction of a taller building that differs from existing surrounding development in terms of height and built form will potentially impact the visual and spatial environment that residents are accustomed to.
- Contribution to a gradual change in character experienced in the surrounding area resulting from the implementation of new planning strategies and controls aimed at encouraging higher densities of residential development in and around transport nodes and town centres.

Despite this, following the application of mitigation and management measures, most impacts are considered adequately mitigated through the implementation of phase mitigation and management measures.

The visual impacts and changes to the area's character cannot be fully mitigated, with nearby residential areas to the south and southeast likely to be affected. The proposal will also contribute to the ongoing transformation of Lindfield, which has gradually evolved due to planning strategies encouraging higher residential densities near transport hubs and town centres. This has led to the development of apartment buildings of various scales in and around Lindfield town centre and near the rail station.

Despite these changes, the development is in line with the planning strategies and fits into the area’s gradual transformation. Therefore, the cumulative visual impacts, along with recent and future medium-to-high-density developments, are deemed acceptable.

Mitigation Measures

Table 27 Mitigation Measures – Social Impact

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	• Implementing the recommendations of the Acoustic Report, including preparing a Construction Noise and Vibration Management Plan prior to commencing construction works at the site. • Prior to the commencement of construction works at the site, a Construction Management Plan would be prepared that considers impacts relating to noise, vibration, dust generation, utility and infrastructure access, and provides site-specific mitigations and management measures. • Prior to the commencement of construction works at the site, finalise and implement the preliminary Construction Traffic Management Plan provided in the Traffic Impact Assessment. • Finalise and implement the preliminary Green Travel Plan prepared as part of the Transport Impact Assessment. • The Community Housing Provider selected to operate the site would manage incidents and complaints as well as ongoing communication and engagement with the local community in accordance with its established policies and procedures. • Implement measures from the Visual Impact Assessment, including selecting materials and finishes that contribute to the overall visual quality of the new building group and ensuring existing trees on and adjacent to the site are to be retained and preserved where possible.

6.2 Standard Assessment

6.2.1 Statutory Context

This section addresses the statutory and legislative requirements relevant to the proposed development.

Table 28 SEAR No. 1 Statutory Context

SEAR	Section	Documentation
No. 1 – Statutory Context		
• Address all relevant legislation, environmental planning instruments (EPIs) (including drafts), plans, policies, guidelines and planning circulars. • Identify compliance with applicable development standards and provide a detailed justification for any non-compliances. • Provide an explanation of how the development as described in the EIS is consistent with the development as was described in the request for SEARs (including any components that were not SSD) and provide a justification for any differences. • Address the requirements of any approvals applying to the site, including any concept approval, any endorsed or draft master plan, precinct plan or any recommendation from Gateway determination. • Provide an accurate summary of the detailed assessment of the impacts of the project and integrate the findings and recommendations of technical reports into the justification and evaluation of the project as a whole. • If affordable housing is being proposed, provide the name and ABN of the registered community housing provider that will be responsible for managing the affordable housing component, along with documentation confirming the provider's agreement to this responsibility.	4	• This is addressed in Section 4 and the Statutory Compliance Table at Appendix 2.

Standard Impact Assessment

The proposed development at the specified site complies with key provisions of the KLEP and the Housing SEPP, showcasing consistency with zoning, height and floor space ratio requirements. The applicable building height for the site under Clause 4.3 of the KLEP is 17.5m. As an identified TOD site, the applicable building height under Chapter 5 of the Housing SEPP is 22m. With the 30% height incentive, as per Chapter 2 of the Housing SEPP for infill affordable housing, the applicable building height is 28.6m. The proposed development has a total height of 28.6m (RL 121.9) and is therefore compliant with the maximum building height applicable to the site. The proposed development also achieves a compliant FSR of 3.25:1 as per the relevant Housing SEPP standards.

Refer to the comprehensive Statutory Compliance Table provided in Appendix 2 for further information.

Environmental Planning & Assessment Act 1979 (the Act)

Division 4.7 of the Environmental Planning & Assessment Act 1979 (the Act) establishes a specific framework to consider projects classed as SSD. SSD is development deemed to be of State significance and includes certain classes of development above a certain value, that is regarded as important to the NSW Government. Section 4.36(2) of the EP&A Act states that: A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.

State Environmental Planning Policy (Planning Systems) 2021

In relation to the residential component of the proposal, Chapter 2 of the State Environmental Planning Policy (Planning Systems) 2021 (PS-SEPP) identifies development which is declared to be State Significant. Schedule 1, Clause 26A of the Planning Systems SEPP states that development is considered to be SSD if the part of the development that is residential development has an estimated development cost of—

(i) for development on land in the Eastern Harbour City, Central River City or Western Parkland City in the Six Cities Region—more than $75 million.

***Note—** The Act, Schedule 9 sets out the local government areas in each city in the Six Cities Region.*

(ii) for development on other land—more than $30 million, and (b) the development does not involve development prohibited under an environmental planning instrument applying to the land.

The proposal:

- Is located in the Eastern Harbour City region of the Six Cities Region
- The part of the development that is residential has an EDC greater than $75 million (please see attached Preliminary EDC report)
- Does not involve development prohibited under an EPI applying to the land.

Therefore, the development is SSD is accordance with section 26A of the Planning Systems SEPP. A request for the issue of Industry Specific SEARS was sought and accordingly the SEARs were issued on 20 December 2024. A SEARs reference table is provided at Appendix 1 to show where the requirements have been addressed by the EIS.

State Environmental Planning Policy (Housing) 2021

Chapter 2, Part 2, Division 1 of the Housing SEPP contains the standards for development for the purposes of In-fill Affordable Housing in NSW. The proposed development comprises residential development, which is permissible within the R4 High Density Residential zone under the Housing SEPP. The key provisions of the Housing SEPP have been considered in the preparation of the SSD application and are addressed in Section 4.1 of this EIS. Compliance with Chapter 4 of the Housing SEPP relates to the Apartment Design Guide (previously SEPP 65) and is demonstrated in Section 4.1 of this report.

Chapter 5 of the Housing SEPP contains standards for development in transport orientated development areas. The site is identified as a Transport Orientated Development Area and is located in a relevant residential zone. The key provisions of the Housing SEPP have been considered in the preparation of the SSD application and are addressed in Section 4.1 of this EIS.

Ku-Ring-Gai Local Environmental Plan 2015

Importantly, the proposed design is consistent or compatible with the following KLEP provisions:

- **Clause 2.3. Zone objectives and Land Use Table**

Residential Flat Buildings are permissible with consent within the R4 High Density Residential zone. The proposal will provide additional housing within a residential environment, providing a mix of dwellings. The site is located within 250m of Lindfield Train Station and a range of other services and facilities within the Lindfield town centre.

- **Clause 4.3 Height of Building**

The applicable building height under the Ku-Ring-Gai LEP is 17.5m. The proposed building height is 28.6m (RL 121.9). Exceedance is a result of additional height provisions enabled by the amended Housing SEPP 2021 (being In-fill Affordable Housing and TOD bonuses). The proposed height complies with Clause 4.3 plus the bonus height provisions.

- **Clause 4.4 Floor Space Ratio**

The applicable FSR under the Ku-Ring-Gai LEP is 1.3:1. The total site area of 3011.3 sqm allows for a permissible GFA of 3914.69sqm.

The proposed FSR is 3.25:1. Exceedance is a result of additional floor space provisions enabled by the amended Housing SEPP 2021 (being In-fill Affordable Housing and TOD bonuses). The proposed FSR complies with Clause 4.4 plus the bonus FSR provisions.

- **Clause 5.10 Heritage Conservation**

The site is not a listed heritage item nor is it within a heritage conservation area.

- **Clause 6.1 Acid sulfate soils**

The site is classified as Class 5 on the Acid Sulfate Soils Map. An Acid Sulfate Soils Likelihood Assessment has been prepared and concluded that the site is of low likelihood for potential and/or actual Acid Sulfate soils. The assessment also concluded that the site is of very low likelihood for soil salinity, with very low likelihood of developing salinity in soil and/or groundwater under the proposed development.

- **Clause 6.2 Earthworks**

A Detailed Site Investigation has been prepared (Appendix 16). Based on the findings, the DSI concluded that the site is suitable for the proposed development, subject to implementing the recommended mitigation measures.

- **Clause 6.6 Requirements for multi dwelling housing and residential flat buildings**

The site has a total area of 3,011.3sqm and a width and depth of over 30m.

Ku-Ring-Gai Development Control Plan 2024

An assessment of the Ku-Ring-Gai DCP is provided at Appendix 2. This assessment demonstrates that the proposal is generally consistent with the controls of the KDCP. Where variations to the KDCP are proposed, these have been addressed in relevant sections of the EIS.

Mitigation Measures

None required.

6.2.2 Estimated Development Cost and Employment

This section provides an assessment of the proposed development in accordance with the requirements of SEAR No. 2 Estimated Development Cost and Employment.

Table 29 SEAR No. 2 Estimated Development Cost and Employment

SEAR	Section	Documentation
No. 2 – Estimated Development Cost and Employment		
• Provide the estimated development cost (EDC) of the development prepared in accordance with the relevant planning circular using the Standard Form of EDC Report. • As applicable, the EDC Report must separately specify the EDC of:	6.2.2	• EDC Report (Appendix 20)

SEAR	Section	Documentation
No. 2 – Estimated Development Cost and Employment		
○ the residential component of the development. ○ the tenant component of the built-to-rent development. ○ the seniors housing component of the development.		

Standard Impact Assessment

An Estimated Development Cost Report has been prepared by Mitchell Brandtman (Appendix 20).

The report has been prepared in accordance with 'The Planning Circular PS-24-002' Changes to how development costs are calculated for planning purposes.

The estimated development cost for the proposed development is $92,475,411 excluding GST.

The EDC Report provides an assessment on the likely employment generated as a result of the proposal through construction and operation. Based on the EDC, an average hourly rate of $80 per hour, the development type and duration of construction proposed it is expected that the project will generate up to 145 on-site construction related jobs and 36 offsite jobs during the design and construction phase. During the operational phase it is expected that the project will generate up to 5 jobs.

Mitigation Measures

None required.

6.2.3 Contributions and Public Benefit

This section provides a standard assessment of the proposed development in accordance with the requirements of SEAR No. 3 Contributions and Public Benefit.

Table 30 SEAR No. 3 Contributions and Public Benefit

SEAR	Section	Documentation
No. 3 – Contributions and Public Benefit		
• Address the requirements any relevant contribution plan(s), planning agreement or EPI requiring a monetary contribution, dedication of land and/or works-in-kind agreement. and include details of any proposal for further material public benefit. • Where a voluntary planning agreement is proposed, prepare a draft planning agreement in accordance with the Planning agreements – Practice note February 2021.	6.2.3	• Addressed in EIS

Standard Impact Assessment

Section 7.11 of the Environmental Planning & Assessment Act, 1979 (EP&A Act) enables consent authorities (usually local Councils) to levy developer contributions, as a condition of development consent, towards the cost of providing local public infrastructure and facilities required because of development.

Ku-Ring-Gai Contributions Plan 2010

The Ku-Ring-Gai Contributions Plan 2010 applies to all development that increases the demand for facilities and amenities for which this contribution plan provides. This includes all forms of residential development that create additional dwellings and therefore this contributions plan applies to the proposed development.

The site is located within the Lindfield-Killara Local Centre Catchment as shown in Figure 56.

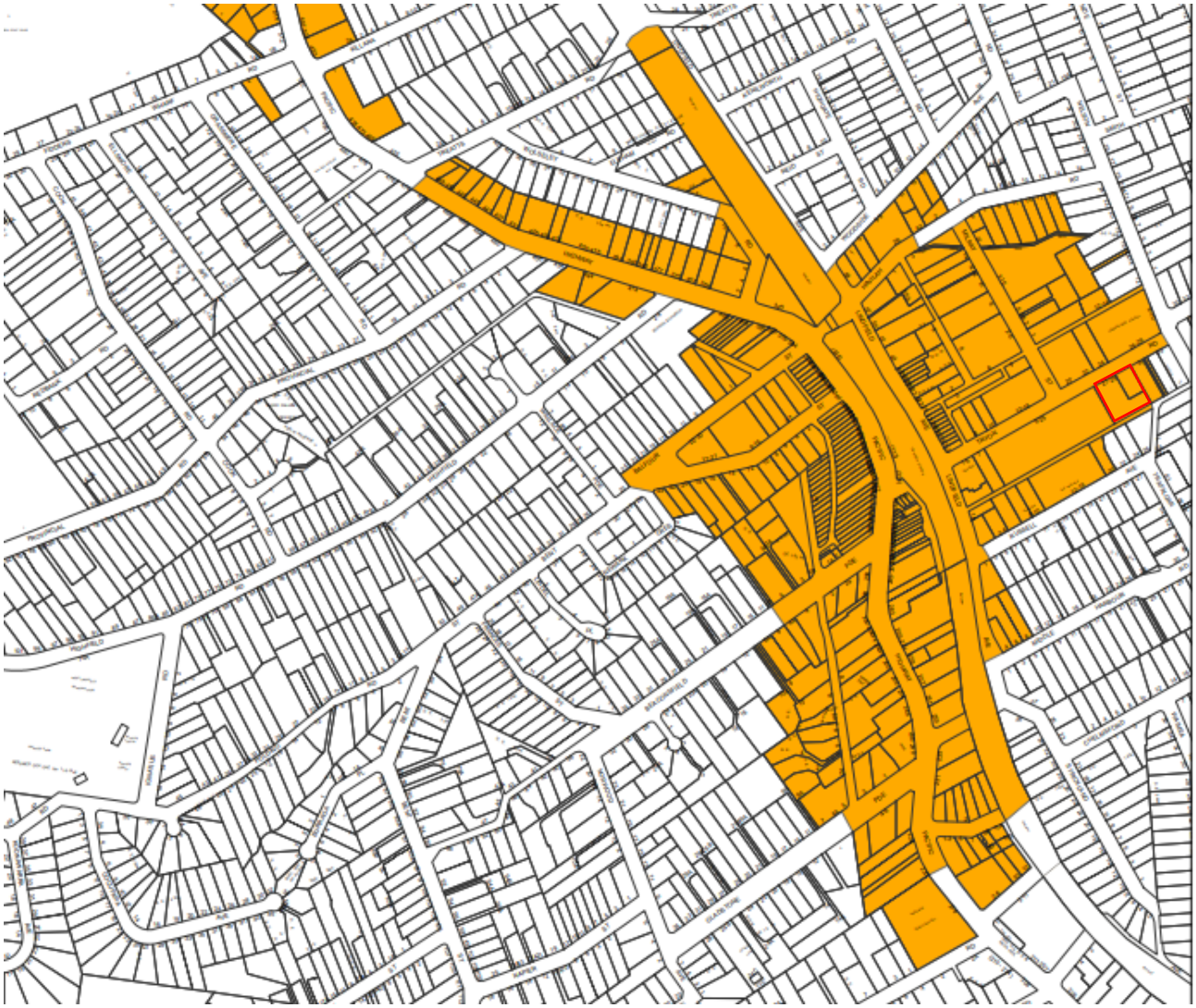


Figure 56 **Extract of Pacific Highway: Lindfield – Killara Local Centre Catchment, site outlined in red (Source: Ku-Ring-Gai Contributions Plan 2010 & Gyde)**

The development is therefore subject to the contributions rates for this catchment, as shown in Figure 57.

Contribution Rates

Person	Dwelling Houses		Units, Townhouses, Villas					Other Residential		Retail	Business
Per Capita	2 bedrooms (or less)	3 bedrooms (or more)	Studios/Bedsits	1 bedroom	2 bedrooms	3+ bedrooms	Seniors Living	New lot subdivision	Non private dwelling	Per square metre of GLFA	Per square metre of GFA
1.0	1.9	2.6	1.0	1.2	1.7	2.1	1.3	2.6	1.0		

Lindfield Town Centre (see catchment map at figure 1.3)												
Local parks and Local sporting facilities	$5,769.12	$10,961.34	$14,999.72	$5,769.12	$6,922.95	$9,807.51	$12,115.16	$7,499.86	$14,999.72	$5,769.12	NA	NA
Local recreational and cultural, Local social facilities	$1,029.49	$1,956.03	$2,676.68	$1,029.49	$1,235.39	$1,750.13	$2,161.93	$1,338.34	$2,676.68	$1,029.49	NA	NA
Local roads, Local bus facilities & Local drainage facilities (New Roads and Road Modifications)*	$1,418.47	$3,014.25	$3,014.25	$1,418.47	$1,418.47	$1,773.09	$2,305.02	$1,595.78	$3,014.25	$0.00	$163.12	$70.92
Local roads, Local bus facilities & Local drainage facilities (Townscape, Transport & Pedestrian facilities)	$4,041.96	$7,679.72	$10,509.10	$4,041.96	$4,850.35	$6,871.33	$8,488.12	$5,254.55	$10,509.10	$4,041.96	NA	NA
Total	**$12,259.05**	**$23,611.35**	**$31,199.75**	**$12,259.05**	**$14,427.16**	**$20,202.07**	**$25,070.23**	**$15,688.53**	**$31,199.75**	**$10,840.58**	**$163.12**	**$70.92**

Figure 57 **Extract of Contribution Rates for Lindfield Local Centre Catchment (Source: Ku-Ring-Gai Contributions Plan 2010)**

It should be noted that the s7.11 plan, Ku-ring-gai Contributions Plan 2010, is a mutually exclusive document to the s7.12 Contributions Plan. Indirect contributions under s7.12 relate only to development that is not subject to s7.11 contributions under Ku-ring-gai Contributions Plan 2010. Therefore, s.712 contributions are not applicable to the proposed development.

Housing and Productivity Contribution

The Housing and Productivity Contribution (HPC) recently replaced the previous Special Infrastructure Contribution (SIC). The HPC applies to development applications lodged on or after 1 October 2023, including complying development and State Significant Development applications.

Contributions go towards the provision of State and regional infrastructure needed to unlock development and support forecast growth, such as roads, parks, hospitals, and schools. The HPC applies a broad-based charge to the whole of the local government areas located within the Greater Sydney, Illawarra-Shoalhaven, Lower Hunter and Central Coast regions for specific types of development, including:

- residential development that intensifies land-use where new dwellings are created, such as houses, apartments, terraces and dual occupancies.
- commercial and retail development such as shops, neighbourhood shops, supermarkets, and commercial office buildings where new floorspace is created; and
- industrial development such as warehouses and industrial buildings, where new floorspace is created

The proposed development is for the purposes of a new residential flat building and may be subject to this contribution.

Mitigation Measures

None required.

6.2.4 Engagement

This section provides a standard assessment of the proposed development in accordance with the requirements of SEAR No. 4 Engagement.

Table 31 SEAR No. 4 Engagement

SEAR	Section	Documentation
No. 4 – Engagement		
• Demonstrate that engagement and consultation activities have been undertaken in accordance with the Undertaking Engagement Guidelines for State Significant Projects and identify how issues raised, and feedback received have been considered in the design of the project. • 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 must be consulted.	6.2.4	• Engagement Report (Appendix 18)

Standard Impact Assessment

This is addressed in detail in Section 5 of this report.

In summary, an Engagement Report (Appendix 18) has been prepared by Hill PDA. Engagement was undertaken with:

Tier 1: The local community and potential sensitive receivers

- Newsletter – approximately 166 newsletters were distributed 7 October 2024.
- Online survey
- Website containing project information, a link to the survey and FAQs
- 1800 phone line and submissions inbox

Tier 2: Relevant agencies and organisations

- Several meetings held with DPHI from October 2024-December 2024
- Applicant meeting and presentation to Ku-Ring-Gai Council dated 30th January 2025
- Site walk for Aboriginal Cultural Heritage Assessment Report 15 August 2024
- Connecting with Country briefing 26 August 2024
- Cultural tour 13 September at Ku-ring-gai Chase National Park
- Consultation with Sydney Water
- Consultation with Ausgrid
- Email correspondence with TfNSW requesting feedback, with response dated 7 February 2025
- Preliminary discussions with Bridge Housing RE affordable housing

A full program of engagement activities was delivered surrounding the site in accordance with the detailed Engagement Plan developed for the project. Engagement methods were tailored to each stakeholder group, as not all stakeholders require the same level of engagement and different approaches are suited to each group.

The stakeholders raised a wide range of concerns relating to the proposal. The key issues raised included:

- **Building height**: concerns that the development's height may not align with the local character and could impact views, solar access, and privacy.
- **Traffic and parking:** existing congestion on Tryon Road and potential issues with construction-related traffic (deliveries, etc.) Obstructing access to driveways on narrow Tryon Lane.
- **Neighbour impact**: concerns about the effects on views, solar access, privacy, noise and potential property value decline.
- **Planning and consultation**: interest in the project timeline, phasing and requests for updates as the project progresses.
- **Pedestrian safety:** increased traffic creating risks for pedestrians and potential blockages from construction vehicles. Pedestrian safety concerns associated with the site's proximity to Cromehurst school was also raised by one respondent.
- **Property value impact**: fears that the development may reduce property values due to obstructed views and reduced sunlight

Section 5, Table 14 above provides a full summary of the feedback and relevant responses. The VIA does not recommend any specific mitigation measures, other than implementing the recommendations and mitigation measures identified in the relevant consultant reports, including Acoustic Report, Traffic, Geotechnical Investigation, Visual Impact Assessment, Social Impact Assessment and the Arboricultural Report. All mitigation measures are summarised in Appendix 3.

Consultation and engagement will continue through future stages of the project.

This Engagement Report will be submitted to DPHI as part of the SSDA package. The SSDA will then be placed on public exhibition. Formal notification of the proposal will be undertaken by DPHI during the assessment period. Any issues or queries raised during this process will be addressed by the proponent through DPHI's formal 'response to submissions' process.

Subsequent to any approvals, the construction phase would include a range of further engagement with the community. Construction works at the site would include notification of the commencement of works and consultation on works with the potential to impact nearby receivers. The proponent and their contractors will continue to engage and work with all relevant agencies and authorities to ensure all regulatory requirements are met and that conditions of consent are complied with.

Mitigation Measures

None required.

6.2.5 Design Quality

This section provides a detailed assessment of the proposed development in accordance with the requirements of SEAR No. 5 – Design Quality.

Table 32 SEAR No. 5 Design Quality

SEAR	Section	Documentation
No. 5 – Design Quality		

• Demonstrate how the development will achieve:
  ○ design excellence in accordance with any applicable EPI provisions.
  ○ good design in accordance with the seven objectives for good design in Better Placed.
• Demonstrate that the development:
  ○ where required by an EPI or concept approval, or where proposed, has been subject to a competitive design process, carried out in accordance with an endorsed brief and Design Excellence Strategy; or
  ○ in all other instances, has been reviewed by the State Design Review Panel (SDRP) where required under the NSW SDRP: Guidelines for Project Teams.
• Recommendations of the jury and Design Integrity Panel (where a competitive design process has been held) or the SDRP are to be addressed prior to lodgement.
	6.2.5	• Architectural Design Report (Appendix 8b)

Standard Impact Assessment

The Design Report (Appendix 8b) demonstrates how the proposed development will achieve good design in accordance with the seven objectives for good design in Better Placed. This assessment is summaries below:

- **Objective 1: Better Fit**

The project envisions the creation of a residential community of 62 dwellings, within the Lindfield precinct, offering a diverse dwelling mix within a cohesive communal & Social Fabric, that in its resolution allows for

the reinforcement & reinvigoration of the environmental attributes of the 'place' within the larger urban vision for the precinct & the region. Drawing from the existing and planned fine-grained regeneration of the neighbourhood, the development incorporates:

- *Central courtyard and the communal roof - Providing shared open space that enhances resident well-being, social interaction, and sustainability. The rooftop landscape offers a green retreat, complementing the overall architectural vision while contributing to the precinct's evolving character.*
- *Well considered and efficiently designed block forms articulations through materiality and spatial definitions*

- **Objective 2: Better Performance**

The building envelope is designed to utilise the energy of the sun and natural ventilation to keep occupants comfortable whilst reducing the need for mechanical heating and cooling.

- *100% of silver level livable units, 16% of platinum level livable units*
- *2 TOD affordable units (2%), 12 infill housing affordable unit (15% GFA of total GFA after 30% uplift)*

- **Objective 3: Better for Community**

The proposal development comprising a consolidated basement car park with vehicular access via Tryon Lane.

Significant landscaping integrated throughout the site with a focus on the Tryon Road and central courtyard surrounded by residential buildings.

The proposal presents a well-considered built form and setback strategy that responds to the existing and evolving character of the neighbourhood.

- **Objective 4: Better for People**

The design incorporates key safety and security initiatives within the development and public domain, including:

- *Main entrance for each buildings and vehicular access are clearly identified, secured with a controlled access system and allow for passive surveillance.*
- *The communal open space and lower level apartments are well connected to the surrounding footpath, enhancing visibility and fostering natural surveillance by residents.*
- *All balconies and windows are oriented towards the communal open space to achieve passive surveillance.*

- **Objective 5: Better Working**

The site is located within 400m walking distance to Lindfield train station and Lindfield local centre, 500m to Seven Little Australians Park, a major public urban park in East Lindfield. In summary, the development proposes:

- *62 units in four(4) 7-9 storey apartment blocks*
- *Combined basement carpark*
- *Ground floor central courtyard and roof garden on Level 7 of building C as Communal open space*
- *A North-South pedestrian link through the site which provides a cohesive and intimate regenerative space.*
- *A contemporary blend of modernism with sustainable urban living styled building form iconic along Tryon road.*

- **Objective 6: Better Value**

The development presents a great opportunity for long-term investment through a high quality construction, forward-think design, and adaptable spaces.

- *By incorporating high-performance materials and energy-efficient systems, the development minimizes environmental impact while reducing operational costs.*
- *Thoughtful urban design enhances community engagement, improves accessibility, and integrates well-designed public spaces to foster social interaction.*

- **Objective 7: Better Look and Feel**

The proposed height transitions, street setbacks, and upper-level setbacks contribute to achieving design excellence and high-quality aesthetics in the detailed design stage.

- *The curved, creamy brick-lined podiums anchor the articulated light frames and contemporary architectural facades above, reducing perceived bulk and forming a distinctive and pedestrian-friendly street interface.*
- *The podium is articulated as a series of framed compositions, breaking down the mass into a human-scaled form that relates to the materiality and rhythm of the surrounding low-scale residential houses. The facades incorporate depth and articulation, serving as effective scaling devices to enhance visual interest and engagement at street level*

State Design Review Panel

In accordance with the Wait Time Reduction Scheme, the proposed development has proceeded without a State Design Review Panel (SDRP) meeting, given the date given exceeded the 12 week limit. This was confirmed by GANSW via email dated 30th October 2024.

Mitigation Measures

None required.

6.2.6 Water Management

This section outlines the findings of the Integrated Water Management Plan (Appendix 25a) prepared by Xavier Knight and Water Management Plan (Appendix 25b) prepared by Surex to demonstrate compliance with SEAR No. 11 Water Management.

Table 33 SEAR No.11 Water Management

SEAR	Section	Documentation
No. 11 Water Management		
• Detail the proposed drainage design and servicing infrastructure to be incorporated as part of the development (stormwater and wastewater). • Demonstrate how the development complies with council's drainage requirements and identify proposed stormwater treatment and water quality management measures to minimise adverse environmental impacts	6.2.6	• Integrated Water Management Plan (Appendix 25a and 25b)

Standard Impact Assessment

Stormwater

A Water Management Plan (Appendix 25a) has been prepared by Xavier Knight to detail the proposed drainage design with regard to Stormwater.

In the current condition stormwater runoff from the site is collected by roof drainage or surface inlet pits and is discharged via kerb outlets to the kerb & gutter in Tryon Road and Tryon Lane. In larger rainfall events, runoff travels across the paved and landscaped surfaces towards the Tryon Road and Tryon Lane road

reserves. All runoff from the site is then intercepted by kerb inlet pits in Nelson Road, Tryon Lane and Milray Street, as shown in Figure 58.

Figure 58 Site Analysis Diagram (Source: Xavier Knight)

Planning controls for stormwater discharge from the development is provided in Part 24C of Council's DCP and Council's Technical Guideline for Water Management. The Site Storage Requirement (SSR) is designed at 103m³/ha and the Permissible Site Discharge (PSD) at 39L/Sec.

The concept stormwater drainage system has been designed in accordance with relevant standards and Ku-ring-gai Council requirements. The design aims to convey all stormwater generated from the site to the existing kerb inlet pit in Nelson Road. An OSD Tank has been provided in the Lower Ground level to restrict flows from low to high storm events. A rainwater tank, pit filters and storm filter cartridges all work together to treat stormwater prior to discharging into the Council network as per Ku-Ring-Gaii Council's treatment targets.

Wastewater

A Water Management Plan (Appendix 25b) has been prepared by Surex to detail the proposed drainage design with regard to waste water.

The report concluded that the implementation of a high star-rated plumbing system, coupled with a harvested rainwater tank, has significantly reduced the total water consumption across the development. By incorporating water-efficient fixtures and fittings, the demand for potable water has been minimized without compromising user comfort. The use of harvested rainwater for non-potable applications such as irrigation, toilet flushing, and cooling systems has further contributed to sustainability efforts. This approach not only conserves municipal water supply but also reduces operational costs over time.

Mitigation Measures

None required.

6.2.7 Ground and Groundwater Conditions

This section provides a detailed assessment of the proposed development in accordance with the requirements of SEAR No. 12 Ground and Groundwater Conditions.

Table 34 SEAR No. 12 Ground and Groundwater Conditions

SEAR	Section	Documentation
No. 12 Ground and Groundwater Conditions		
• Assess potential impacts on soil resources and related infrastructure and riparian lands on and near the site and including soil erosion. • Where required provide a Groundwater Impact Assessment in accordance with relevant Groundwater Guidelines. If the proposed development is on land identified as having high salinity or acid sulfate soil potential in an EPI provide a Salinity Management Plan or Acid Sulfate Soil Management Plan that includes appropriate management measures and strategies.	6.2.7	• Geotechnical Assessment (Appendix 22) • Groundwater Impact Assessment (Appendix 34) • Acid Sulfate Soils Likelihood Assessment (Appendix 4)

Standard Impact Assessment

Geotechnical Assessment

The Geotechnical Investigation Report (Appendix 22), prepared by Elite Geosciences in February 2025, outlines the results of the geotechnical investigation, interpretation, geotechnical assessment, and provides recommendations for the proposed development.

The Sydney 1:100,000 Geological Series Sheet -1983 indicates that the site is underlain by Ashfield Shale (Twia) of Wianamatta Group from Middle Triassic period of Mesozoic era with the lithology of black to dark-grey shale and laminate overlying Hawkesbury Sandstone. Hawkesbury Sandstone was recorded at both East and West to the site. It is known to be from middle Triassic period of Mesozoic era with lithology of medium to coarse-grained quartz sandstone, very minor shale and laminate lenses.

Based on the observations from the geotechnical investigation, the subsurface profile within the proposed development can be generalised as following:

- Fill, (Unit 1), Silty/Clayey SAND, grey, dark grey, fine to medium grained sand, trace fine gravel, up to 0.4m thick, overlying
- Residual Soils (Unit 2): Silty Clay, yellow, orange, red, grey, medium to high plasticity, stiff to very stiff consistency, overlying
- Siltstone (Unit 3): grey to dark grey, highly weathered to slightly weathered rock, very low to medium strength, overlying
- Sandstone (Unit 4): pale grey to grey, moderately to fresh rock, low to high strength.

Based on the findings of this investigation, it is anticipated the proposed bulk excavation of up to 12.9m in residual clay and shale/sandstone bedrock will not intersect with the permanent groundwater table. Permanent dewatering will not be required. However, it is possible that localised minor seepage may occur within interface of soils and rocks and fractures and defects of rock when an intense and prolonged rainfall occurs during basement excavation. It is anticipated the potential to occur large amount of inflow through soils, interface of soils and rocks, and through joints within shale will be very minor during basement excavation, with expected total inflow of less than 3ML/year.

Acid Sulfate Soils

An Acid Sulfate Soils Likelihood Assessment (Appendix 4) has been prepared by Stantec to assess the potential for Acid Sulfate Soils (ASS) and saline soils present on the site and determine whether an Acid Sulfate Soil Management Plan and/ or Salinity Management Plan is required.

The NSW Environment Planning Instrument – Acid Sulfate Soils (NSW DPHI, 2018) indicates that the site is a Class 5 ASS risk area. ASS are not typically found in Class 5 areas.

The Hydrogeological landscapes (HGL) of New South Wales (DCCEEW, 2016) shows the site and surrounds as being Low Hazard for soil salinity. The HGL hazard determination relies on the integration of geology, soils, slope, regolith depth, climate, understanding of salinity development and impacts on the surrounding environment.

On completion of review and of the Acid Sulfate and salinity Risk assessment, the ASS Likelihood Assessment concluded that:

- The site is of low likelihood for potential and/or actual Acid Sulfate soil and no Acid Sulfate Management Plan is required for the proposed development.
- The site is of very low likelihood for soil salinity, with very low likelihood of developing salinity in soil and/or groundwater under the proposed development and no Salinity Management Plan is required for the proposed development.

Ground Water Impact Assessment

A Ground Water Impact Assessment (Appendix 34) has been prepared by Elite Geosciences dated February 2025.

The topography and measured standing groundwater levels indicate that there is a hydraulic gradient, and groundwater inflows (if any) may be predominately from the northwest to southeastern basement excavation wall.

Conservative groundwater modelling has been undertaken, and it is predicted that the maximum groundwater inflow of near 1.39 ML and 2.08 ML/year may be expected (nominated 6 months period and long term conditions). The groundwater inflow rate is predicted to reduce with time and is predicted to be less than 3 ML/year for a drained basement in the long term.

It is evident from the results of the seepage analysis that a drained basement is adopted, the volume of water entering the basement is within the limit. An automatic pump-out system with back up pump is suggested and sufficient to be adopted to reduce the likelihood of stormwater catch or flooding to the basement. In the long term, drainage should be provided around the perimeter of the basement and below the basement slab.

Given the expected groundwater inflows above, a permanently tanked basement design will not be required.

Mitigation Measures

Table 35 Mitigation Measures – Ground and Groundwater Conditions

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	**Excavation Conditions** • Induced vibrations in structures adjacent to the excavation should not exceed a Peak Particle Velocity (PPV) of 10mm/sec for brick or unreinforced structures in good condition, and 5mm/sec for residential area.

Category of Measures	Detail
	• To ensure vibration levels remain within acceptable levels and minimise the potential effects of vibration, excavation into medium or higher strength siltstone should be complemented with saw cutting or other appropriate methods prior to excavation. Rock saw cutting should be carried out using an excavator mounted rock saw to minimise transmission of vibrations to any adjoining properties. If vibrations in adjacent structures exceed the values recommended above or appear excessive during construction, excavation should cease and the project Geotechnical Engineer should be contacted immediately for appropriate reviews so that counter-measures/actions can be taken. • Dilapidation surveys of the adjacent properties and roads should be carried out prior to earthwork commencement. • Inspections should be carried out by a Geotechnical Consultant at every 1.5m deep intervals during excavation to assess excavation stability. **Groundwater Conditions** • Seepage or subsurface runoff inside the excavated foundation pits or pile holes should be removed prior to pouring of concrete. **Retaining Structures** • Monitoring of ground movement (settlement and deflection) should be carried out during excavation. • During basement excavation, observations and recording on conditions of exposed faces should be carried out by the project Geotechnical Engineer, so that loose materials or weak layers can be removed. **Structural Footings** • Any water, debris, loose and wet materials should be entirely removed from excavated footing areas prior to pouring of concrete. • It is recommended that footing inspections be carried out by a Geotechnical Engineer / consultant during footing excavation to confirm appropriate founding materials, that the recommended serviceability bearing pressures could be met and to ensure that all soft and wet materials have been removed from the foundation footprint prior to concrete placement. **Acid Sulfate Soils** • If the subsurface profiles encountered during excavation are not consistent with the ASS Likelihood Assessment, and indicative of potential ASS, Actual ASS or Saline soils, then work must be stopped to allow for further assessment by a suitably qualified environmental consultant.

6.2.8 Contamination and Remediation

This section outlines the findings of the Preliminary Site Investigation Report (Appendix 31) prepared by Stantec dated June 2024 and the Detailed Site Investigation Report (Appendix 16) prepared by Foundation Earth Sciences dated February 2025.

Table 36 SEAR No. 13 Contamination and Remediation

SEAR	Section	Documentation
No. 13 Contamination and Remediation		
• In accordance with Chapter 4 of the State Environmental Planning Policy (Resilience and Hazards) 2021, assess and quantify any soil and groundwater contamination and demonstrate that the site is suitable (or will be suitable, after remediation) for the development.	6.2.8	• Preliminary Site Investigation Report (Appendix 31) • Detailed Site Investigation (Appendix 16)

Standard Impact Assessment

Preliminary Site Investigation

The Preliminary Site Investigation (PSI) (Appendix 31) was prepared to consider the future use of the site for residential development, including construction of a 4 level basement. The aerial imagery from 1930 to 2023 indicated that the site has undergone various alterations with a history of residential land use. The report noted that surrounding lands have been used for commercial activities with potential to cause ground contamination. Based on the desktop review, the following potential sources of contamination were identified:

- Potentially contaminated fill soil/materials imported to the site.
- Historical demolition works at the site and weathering of site structures.
- Potentially contaminated materials covered with pavement and building footprints.
- Offsite commercial land uses storing, handling or using chemical products.

Due to the potential contamination on site, the PSI recommended an intrusive investigation would be required to assess the suitability of the site for the proposed development.

Detailed Site Investigation

A Detailed Site Investigation (DSI) (Appendix 16) was prepared to consider the potential for suspected historical activities to have caused contamination at the Site and determine land use suitability for the proposed land use.

Based on the findings, the DSI concluded that the site is suitable for the proposed development, subject to the mitigation measures outlined in Table 37. The report therefore concluded that given no contamination over the adopted guidelines was encountered on site a Remediation Action Plan and a Long-Term Environmental Management Plan are not required.

Mitigation Measures

Table 37 Mitigation Measures – Contamination and Remediation

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	• Any soil requiring removal from the site should be classified in accordance with the *"Waste Classification Guidelines, Part 1: Classifying Waste" NSW EPA (2014)* • An unexpected finds protocol has been identified in the DSI and should be followed during the excavation phase of the development.

Category of Measures	Detail
	• An asbestos clearance is recommended to be completed after the demolition of the building structures on the site.

6.2.9 Ecologically Sustainable Development

This section outlines the findings of the Ecologically Sustainable Development (ESD) Report prepared by Greenperch Pty Ltd (Appendix 19).

Table 38 SEAR No. 15 Ecological Sustainable Development

SEAR	Section	Documentation
No. 15 Ecologically Sustainable Development		
• Identify how ESD principles (as defined in section 193 of the EP&A Regulation) are incorporated in the design and ongoing operation of the development. • Where relevant, provide an assessment of the development against the standards for non-residential development set out in Chapter 3 of State Environmental Planning Policy (Sustainable Buildings) 2022.	6.2.9	• ESD Report (Appendix 19) • BASIX Certificate (Appendix 10)

Standard Impact Assessment

As detailed in the ESD Report (Appendix 19), strong emphasis was placed on the passive efficiency of the building (including passive heating, passive cooling, natural lighting and natural ventilation).

1. ESD - An ESD consultant was part of the design team. GreenPerch have suggested and tested numerous effective ESD options. GreenPerch has many decades of experience and includes engineers, architects and energy experts.

2. Climate Resilience – Approaches have included:

- designing for extreme rainfall events;
- inclusion of low-level and rooftop shade structures;
- use of cross ventilation for night-time flushing; cross-ventilation for fresh air and respite from extreme heat; materials selection (including generous thermal mass) which is supportive of passive cooling;
- drought-tolerant landscaping; and careful building design to cope with extended heatwave conditions.
- Passive cooling processes were also used cleverly, throughout the buildings, such as thermal mass, good glass, performance frames, shading devices, dual-aspect designs, overhangs, eaves and large window openings.

3. Passive Design - The buildings express a strong commitment to passive design (such as optimal orientation, shading devices, cross ventilation, thermal, mass and open plan living). Performance glazing is also proposed for all the development, including double glazing, appropriate tinting and high-performance frames. Importantly, the intelligent use of facades, rather than just ceiling fans should give an optimum summer performance, for the base building. That said, the ceiling fans, where proposed, are adding extra stars to the NatHERS scores and these are rewarded (correctly) as ‘passive systems’, since they are so energy-efficient.

4. Energy efficiency - To minimise energy use, the residential buildings have many low-energy initiatives, as discussed in the Energy and BASIX sections of this report. These include items such as PV solar power; generous insulation; performance glazing; shading devices; low-energy HVAC: efficient appliances; efficient lighting; timers/sensors; electric heat-pump hot water; and metering systems.

5. Waste reduction - Waste management plans will be prepared for the construction and the operational phases. These plans will demonstrate the application of principles of the waste management hierarchy of waste: avoid use, reduction, re-use and recycling. In particular high levels of recycling of construction and demolition waste will be targeted (over 90% waste). The project will also target a high proportion of operational waste to be diverted from landfill including compostable organics and green waste.

6. Water efficiency - Rainwater for irrigation is proposed. Water fixtures and fittings are also highly rated, including close-to-best ratings for taps, showers and toilets. Furthermore, a good portion of plants will be locally indigenous or low-water species.

7. Eco Transport – Good access to public transport, car-sharing, electric car chargers and bicycle storage has been proposed. Electric car-charging switchboards are proposed, with flexibility for current and future scenarios. Travel information kits for building users will also be generated later. This will encourage public transport, walking, bicycles and carshare schemes (over private motor vehicle use).

Through a combination of energy, water and other ESD strategies, the project will indeed exceed the minimum requirements for sustainable development. The project will be designed under the guidance of BASIX, NatHERS, NCC's Section J Energy Efficiency and also the KDCP.

Mitigation Measures

Table 39 Mitigation Measures – Ecologically Sustainable Development

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	**ESD Initiatives** Implement the ESD initiatives as identified in the ESD report (Appendix 19) during the Construction Certificate design stage.
Mitigation Measures – Required as Conditions to address Residual Impacts	N/A

6.2.10 Biodiversity

This section outlines the findings of the Biodiversity Development Assessment Report (BDAR) Waiver Request prepared by Stantec. The BDAR Waiver Request was lodged on 30 January 2025. This request is available at Appendix 12.

Table 40 SEAR No. 16 Biodiversity

SEAR	Section	Documentation
No. 16 Biodiversity		
• Unless a waiver has been granted, provide a Biodiversity Development Assessment Report (BDAR) that assesses any biodiversity impacts associated with the development in accordance with the Biodiversity Conservation Act 2016 and the Biodiversity Assessment Method 2020.	6.2.10	• BDAR Waiver Determination Letter (Appendix 12) dated 20/02/2025

Standard Impact Assessment

The site is located in a highly urbanised environment with limited biodiversity values present in the immediate surrounds as part of the Sydney Basin bioregion and Cumberland subregion. The request notes that biodiversity on the site is limited to planted vegetation and maintained turfed areas.

Planted vegetation are contained in defined garden beds as and include both native and exotic species such Blueberry Ash (Elaeocarpus reticulatus) and Jacaranda (Jacaranda mimosifolia). Common invasive species such as Asparagus Fern (Asparagus aethiopicus) and Large-leaved Privet (Ligustrum lucidum) also occurred. The small areas of maintained lawn, predominantly consist of Common Couch (Cynodon dactylon).

A Preliminary Ecological Assessment was prepared by Stantec dated 30 January 2025 and was included within the BDAR Waiver Request submitted to DPHI 30th January 2025. The Study Area was assessed by suitably qualified ecologists on 14 January 2025. A combination of survey methods were conducted and included:

- Tree assessment for habitat features.
- Rapid assessment of biodiversity values through random meander.
- Assessment of habitat values for threatened species.

The BDAR Waiver Request found that no significant impacts are likely to occur as a result of the proposed development. As a result, a BDAR Waiver was granted by DPHI dated 20th February 2025 confirming that no BDAR would be required to accompany this SSDA.

Mitigation Measures

None required.

6.2.11 Waste Management

This section outlines the findings of the Construction and Demolition Waste Management Plan prepared by First Civil (Appendix 38) and the Operational Waste Management Plan prepared by Elephants Foot (Appendix 39). This section also details the findings of the Hazardous Materials Survey prepared by Envirox (Appendix 23).

Table 41 SEAR No. 17 Waste Management

SEAR	Section	Documentation
No. 17 Waste Management		
• Provide the measures to be implemented to manage, reuse, recycle and safely dispose of waste, including in accordance with any council waste management requirements. • Identify appropriately sited waste storage areas, collection access paths/roads, and appropriate servicing arrangements for the site.	6.2.11	• Demolition and Construction Waste Management Plan (Appendix 38) • Operational Waste Management Plan (Appendix 39) • Hazardous Materials Survey (Appendix 23)

Standard Impact Assessment

Construction

A Demolition and Construction Waste Management Plan (DCWMP), prepared by First Civil (Appendix 38), includes measures to manage, reuse, recycle and safely dispose of waste in compliance with applicable council waste management requirements. The objectives of the DCWMP are as follows:

- Minimise Environmental Impact and Promote Waste Reduction;

- Ensure Compliance with Regulatory Waste Management Requirements;
- Promote Recycling, Reuse, and Responsible Waste Disposal; and
- Education.

The DCWMP recommends waste management practices and a waste management hierarchy as part of the demolition and construction phases of the proposed development. The report recommends the following waste management procedures:

1. **Waste Identification:**
    - Categorize the waste as hazardous or non-hazardous.
    - Inspect the materials to be demolished or discarded
    - Label and store waste according to its classification
2. **Waste Segregation**
    - Set up clearly labelled bins or containers for different waste types.
    - Ensure that containers are clearly marked and located in easy to access areas to prevent contamination.
3. **On-site waste management**
    - Securely store hazardous and non-hazardous waste in designated, safe areas away from public access
    - Ensure that waste is stored in containers or equipment that are sturdy and appropriate for the type of material.
    - Ensure proper signage to assist workers in proper waste segregation.
    - Arrange for regular waste collection using licensed waste contractors to reduce safety hazards.
4. **Recycling and disposal.**
    - The report outlines the approach for recycling and disposal of materials during demolition, including estimates of waste and recyclables, site plans for sorting and storage, and strategies for reusing or recycling waste, with the understanding that actual quantities may vary due to site conditions and unforeseen events.

The report outlines mitigation measures for excavation waste, hazardous waste and for unexpected finds which are detailed in Table 42.

Operation

An Operational Waste Management Plan (OWMP), prepared by Elephants Foot (Appendix 39) for the operational management of waste generated by the development. The objectives of the OWMP are as follows:

- **Promote responsible source separation** to reduce the amount of waste that goes to landfill by implementing convenient and efficient waste management systems.
- **Ensure adequate waste and recycling provisions and procedures** are established that will cater for potential changes during the operational phase of the development.
- **Comply** with all relevant council codes, policies, and guidelines.

The following waste management practices are recommended:

- During operation, it is the responsibility of the building manager to monitor the number of bins required for the residential component of the development. General waste, recycling and FOGO volumes may change according to residents' attitudes to waste disposal, building occupancy levels or the development's management.
    - **General Waste:** 12 x 660L bins collected 1 x weekly

  - **Paper/Cardboard Recycling:** 32 x 240L bins collected 1 x weekly One 240L bin per residential level per core
  - **Co-mingled Recycling:** 32 x 240L bins collected 1 x weekly One 240L bin per residential level per core
  - **FOGO:** 9 x 240L bins collected 1 x weekly
  - **Service Bins:** 4 x 660L bin
- It is strongly recommended that the bins and equipment at the base of each chute allows for at least 3 days' worth of general waste generation.
- All residents will have access to a storage area within their own unit capable of holding separate receptacles for general waste, recycling and FOGO.
- A single general waste chute will be installed in each building core with access provided to residents on each residential level. A 240L bin for co-mingled recycling and a 240L bin for paper/cardboard recycling will be provided in a compartment adjacent to the general waste chute for the storage of recycling on each residential level on each core.
- Council will be engaged to collect the residential general waste, recycling and FOGO in accordance with Council's collection schedule.
- Garden organics generated from surrounding landscaped areas will be managed and removed from the site by the designated landscaping contractors as they carry out scheduled landscaping maintenance works. Garden organics generated from foliage within each residential unit will be managed by the residents and should be disposed of into the FOGO bins.
- An area will be made available for the storage of discarded residential bulky waste items.

Hazardous Materials Survey

A Hazardous Materials Survey (Appendix 23) was prepared by Envirox, dated January 2025, to identify the presence of hazardous materials within the site and to assess the risk these materials might present to contractors, specifically during demolition or renovation works. Refer to the Hazardous Materials Register appended to the Hazardous Materials Survey for further detail.

Mitigation Measures

Table 42 Mitigation Measures – Waste Management

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	**Excavated Waste** • Wherever applicable, excavation material will be reused as part of the development. • Excavation material that is not natural (virgin) material will be transported to an approved landfill site or off-site recycling depot. • A waste classification assessment of the fill material to be undertaken prior to it being acceptable for waste disposal purposes. • Transportation routes for excavation material removed from site will be identified and used

Category of Measures	Detail
	Hazardous Waste During construction and demolition phases of the project, certified and qualified contractions should be engaged to identify and removal all hazardous materials / contaminated waste and disposed of appropriately. **Unexpected Finds Protocol** Should any asbestos material not previously identified to exist within the site be uncovered, the unexpected find protocol detailed in the Demolition and Construction Waste Management Plan is to be implemented.

6.2.12 Flood Risk

This section provides a standard assessment of the proposed development in accordance with the requirements of SEAR No. 15 Flood Risk.

Table 43 SEAR No. 19 Flood Risk

SEAR	Section	Documentation
No. 19 Flood Risk		

• Identify the flood planning area and level as set out in the relevant EPI and other supporting documents to determine;
  ○ The flood extent and velocity up to the Probable Maximum Flood and risk on-site having regard to adopted flood studies and, floodplain risk management studies and plans
  ○ The site access and egress routes
  ○ the potential effects of climate change,
  ○ any relevant provisions of the NSW Flood Risk Management Manual, and any other relevant guidelines
• Where the development is occurring on flood prone land a flood impact and risk assessment (FIRA) must be prepared having regard to the Flood Impact and Risk Assessment – Flood Risk Management Guide LU01.When determining the scope and category of the FIRA the requirements outlined in the FIRA guide must be considered.
• Detail any flood risk management measures that are to be incorporated as part of the development having regard to relevant guidelines (including any design solutions, flood modification measures, property modification measures, operational procedures or Flood Emergency Response Plan).
	6.2.13	• Address in EIS

Standard Impact Assessment

The site has a relatively flat topography. Gordon Creek is located approximately 200m to the south east of the site, as shown in Figure 59, with sloping topography from the site down towards the creek.

Figure 59 **Extract of Riparian Lands and Watercourses Map, site outlined in red (Source: KLEP 2015 & Gyde)**

The site is not located on flood prone land and therefore a Flood Risk Assessment was not required as part of the SEARs.

Mitigation Measures

None required.

6.2.13 Bush Fire Risk

This section provides a standard assessment of the proposed development in accordance with the requirements of SEAR No. 20 Bush Fire Risk.

Table 44 **SEAR No. 20 Bush Fire Risk**

SEAR	Section	Documentation
No. 20 Bush Fire Risk		
• If the development is on mapped bush fire prone land, or a bush/grass fire threat is identified on or adjoining the site, provide a bush fire assessment that details proposed bush fire protection measures and demonstrates compliance with Planning for Bush Fire Protection.	6.2.14	• Address in EIS

Standard Impact Assessment

The subject site is not mapped on the Bush Fire Prone Land Map. Therefore, no Bushfire Risk Assessment was required as part of the SEARs.

Mitigation Measures

None required.

6.2.14 Aboriginal Cultural Heritage

This section provides a standard assessment of the proposed development in accordance with the requirements of SEAR No. 21.

Table 45 SEAR No. 21 Aboriginal Cultural Heritage

SEAR	Section	Documentation
No. 21 Aboriginal Cultural Heritage		

• Where there is known, or reasonably likely, to be Aboriginal cultural heritage on or near the site demonstrate that impacts have been adequately investigated and assessed by:
  ○ Identifying that an appropriate prior planning process has already considered these impacts, e.g. a rezoning or development application, or
  ○ Providing an initial assessment of the potential impacts.
• If potential impacts are significant, provide an Aboriginal Cultural Heritage Assessment Report (ACHAR) which:
○ Identifies, describes and assesses any impacts to Aboriginal cultural heritage sites or values associated with the site.
○ Is prepared in accordance with relevant guidelines.
	6.2.15	• Aboriginal Cultural Heritage Assessment Report (Appendix 5)

Standard Impact Assessment

An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by City Plan Heritage (Appendix 5). The ACHAR has been prepared in consultation with the Aboriginal community to inform the development application about tangible and intangible Aboriginal cultural heritage values of the study area, as well as prepare a scientific assessment for archaeological objects (artefacts), features, sites, or potential archaeological deposits.

The proposed development will include bulk earthworks and piling that will remove any existing sediments and cut through bedrock to a depth of approximately 10m below existing ground levels. This will result in the complete destruction of any unconsolidated deposits – i.e. sediments or fills - on the study area.

Environmental setting

- The study area is located across a single surface geology composed of the Shales of the Wianamatta Group bedrock geology along the ridgelines and slope landforms

Land use history

- The first clear aerial photograph comes from 1930 and shows both 27 and 29 Tryon Road as undeveloped lots.
- Sometime between 1930 and the early 1940's both blocks are developed and the 1951 aerial photograph shows one dwelling on each block (27 and 29) facing on to Tryon Road, with both blocks including one single outbuilding and landscaped front and back gardens.

Geotechnical Assessment

- The subject lands were subject to a geotechnical assessment prepared by Stantec 2024. This study included four borehole sample locations on the study area that illustrate the nature of subsurface conditions of the sediments and bedrock on the study area.
- The stratigraphic evidence from the geotechnical borehole logs indicates that the original natural topsoils have been removed in their entirety meaning that there is therefore no potential archaeological deposits on the study area.

AHIMS Review

- An AHIMS extensive register search was undertaken on Thursday 20 June 2024 with a buffer zone of approximately 5.5km (east-west) by 4km (north-south) around the study area which revealed that there were no recorded Aboriginal sites within the footprint of the study area itself, but there are 88 Aboriginal archaeological sites within the search boundary around the study area.

Site inspection results

- The study area is a highly modified urban landscape, and the natural character of the study area has been altered to the point the original landscape is no longer discernible.
- Based on the evidence from the site inspection, the study area is assessed as having zero archaeological potential for the survival of artefacts, archaeological deposits or potential archaeological deposits, scarred or carved trees, features such as hearths, burials, shell middens or rock shelters.

Cultural significance

- There were no cultural values specific to the suburb, or the study area identified by any of the Registered Aboriginal Parties. However, MLALC confirmed that the study area forms part of the traditional lands of the Gamaraigal and or Cammeraygal, which they also indicated was variously spelled as Cam-mer-ray-gal, Kameraigal, Cameragal, and formed part of Eora aka Iyora language group.
- The cultural values assessment did not identify any specific cultural values associated with the study area but identified a more generic association with Country.

Archaeological Significance

- The study area is in an urban environment in the suburb of Lindfield on the upper north shore of Sydney and because of historical and modern development impacts, the natural soils or sediments that may once have retained archaeology were destroyed during the course of the development of the site.
- In light of the evidence provided by the environmental and archaeological reviews, the study area has zero scientific (archaeological) significance.

Aesthetic significance

- The study area is located within a modern urban environment, and the infrastructure such as Tryon Road and Lane, and the domestic and commercial residences that border it, as well as the associated landscaping of gardens, easements and Lindfield Village Green, have completely destroyed the natural character of the study area and its immediate landscape context.

- In light of the modern character of the study area and surrounds, the aesthetic significance of the study area is considered to be zero.

Historic significance

- In terms of historic significance, the background research and cultural values assessment did not provide any evidence of post-contact Aboriginal history or association with the study area as it may have related to a historically important person, event, phase or activity in an Aboriginal community. In light of the fact there is no direct or indirect evidence of historical significance for the study area.

The ACHAR found that there are no cultural, scientific, aesthetic or historical values or constraints identified for 27-29 Tryon Road, Lindfield and the study area is assessed as having zero scientific significance. Consequently, there are no cultural, scientific, aesthetic or historical Aboriginal heritage constraints to the redevelopment of the study area going ahead.

In the unlikely event that any unexpected Aboriginal archaeology is identified during the construction works, the unexpected finds protocol outlined in the ACHAR and in Table 46 below must be followed.

Mitigation Measures

Table 46 Mitigation Measures – Aboriginal Cultural Heritage

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	**Unexpected Finds Protocol** • The NP&W Act 1974 requires that, if a person finds an Aboriginal object on land and the object is not already recorded on AHIMS, they are legally bound under s.89A of the NP&W Act to notify Heritage NSW as soon as possible of the object's location. Therefore, in the unlikely event that an Aboriginal archaeological object, feature, deposit or site are identified during the course of the proposed works, all works must stop in the vicinity of the find and contact should be initiated with Heritage NSW as soon as possible. • Similarly, if human skeletal remains are found during the activity, all work must stop immediately, and the area of the find be secured in order to prevent unauthorised access, and the NSW Police, Coroner's Office, Traditional Owners and Heritage NSW be contacted immediately.

6.2.15 Environmental Heritage

This section provides a standard assessment of the proposed development in accordance with the requirements of SEAR No. 22 Environmental Heritage.

Table 47 SEAR No. 22 Environmental Heritage

SEAR	Section	Documentation
No. 22 Environmental Heritage		
• Where there is potential for direct or indirect impacts on environmental heritage, provide a	6.2.16	• Statement of Heritage Impact (Appendix 24)

SEAR	Section	Documentation
No. 22 Environmental Heritage		
Statement of Heritage Impact and Archaeological Assessment (where required), in accordance with the relevant guidelines.		• Baseline Historical Archaeological Assessment (Appendix 7)

Standard Impact Assessment

The subject site is not listed as a heritage item under the KLEP nor under the Heritage Act 1977. It is also not included within a Heritage Conservation Area (HCA). However, the subject site is located in the vicinity of several listed heritage items under the KLEP and the NSW State Heritage Register under the Heritage Act 1977. These include the following:

State Heritage Register

- Tryon Road Uniting Church, 33 Tryon Road, Lindfield - SHR no. 01672

S170 Register

- Lindfield Railway Station Group, Pacific Highway, Lindfield - Transport Asset Manager of NSW

Ku-Ring-Gai LEP 2015

- Commercial Block - item no. I41
- Dwelling House - item no. I49
- Dwelling House - item no. I50
- Lindfield Uniting Church - item no. I54
- St Alban's Anglican Church - item no. I55
- Dwelling House - item no. I479
- Dwelling House "Hazeldean" - item no. I480
- Dwelling House - item no. I481
- Lindfield Railway Station Group - item no. I1109
- Crown Blocks Conservation Area ('C22')
- Trafalgar Avenue Conservation Area ('C31')
- Middle Harbour Road, Lindfield Conservation Area ('C42')

Figure 60 illustrates the subject site and proximity to the heritage listed items.

27 Tryon Road is a two-storey masonry building with a hipped corrugated iron roof, featuring deep closed eaves, and a rendered and face brick façade. The building is formed around an original dwelling (c. 1905/6) with subsequent additions, particularly to the rear (south).

29 Tryon Road is a single-storey brick masonry California Bungalow style dwelling with a slate tiled hipped roof. There are two chimney stacks on the western and eastern ends of the roof. Arts and Craft elements are seen in the fretwork detailing of the front portico and through the half-timbered gable end.

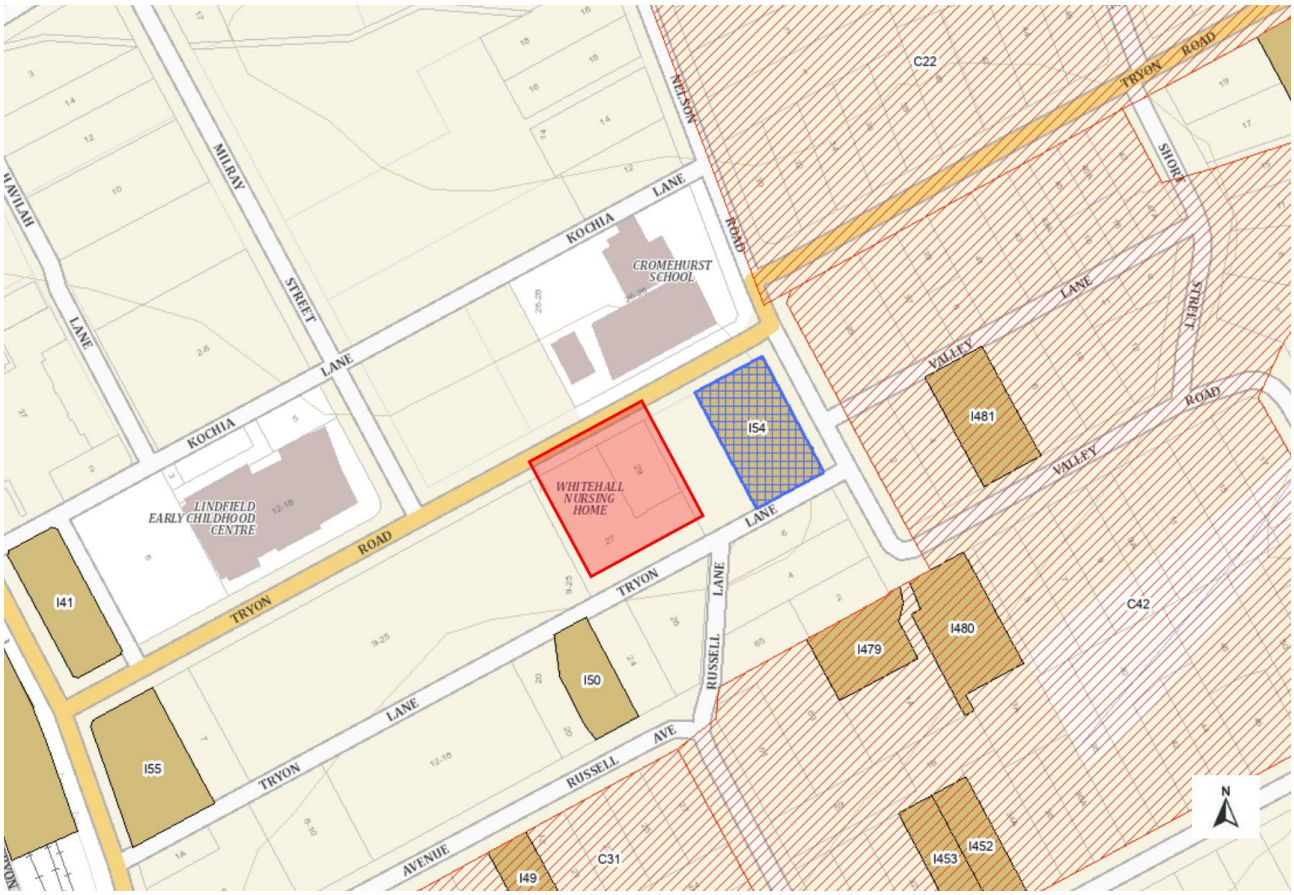


Figure 60 **Heritage map showing subject site within its current heritage context (Source: City Plan)**

The Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance. There are two levels of heritage significance, State and local. The following assessment of significance for the subject site has been prepared in accordance with the Assessing Heritage Significance 2023 guidelines from the NSW Department of Planning and Environment:

Historic significance

- The place is of local historic significance as part of Daniel Dering Mathew's original 400 acre Clanville Estate, which was subsequently subdivided and developed from the 1890s following the establishment of the North Shore Rail line and the opening of Lindfield Station in 1890. The subject site encompasses Lots 17-19 of the Seldon Estate subdivision demonstrating the historic subdivision that remains visible in the resulting street pattern and real property boundaries.

Historical Association

- The place does not demonstrate strong or special associations with the life of any person or group of persons of importance in the local area.

Aesthetic/creative/technical achievement

- The building at 27 Tryon Road does not demonstrate a high degree of technical or creative achievement in the local area.
- The dwelling at 29 Tryon Road is of some local aesthetic significance as a largely intact example of a California Bungalow style house (exteriors). Despite changes to the interiors of the building, it continues to retain its overall original form, character and detailing typical of the style, including decorative halftimbering of the gable end to the north and a projecting faceted bay window. In addition, the building positively contributes to the residential character of Tryon Road, however,

given the general redevelopment of the subject site's immediate setting with mid-rise residential flat buildings, this contribution is diminished through a lack of context.

Social, cultural and spiritual

- 27 Tryon Road may hold limited social significance for families that have had family members receive care and reside at the former aged care facility. Otherwise, there are no known significant social associations with the subject site.
- The research to date did not reveal any strong or special association for 29 Tryon Road.
- A basic search on the NSW Government's Aboriginal Heritage Information Management System (AHIMS) reveals that there are no Aboriginal sites recorded within the subject site. This indicates that the place may not have significant associations with the local Aboriginal community.

Research potential

- The subject site does not demonstrate the requisite potential to further contribute to the understanding of the history of the local area, due to the relative abundance of intact Federation era dwellings (in the case of 29 Tryon Road) that are conserved by way of the neighbouring Heritage Conservation Areas.
- 27 Tryon Road also has limited potential to further contribute to an understanding of the local area's history due to its low archaeological (Aboriginal and non-Aboriginal) potential. The potential of 27 Tryon Road to provide further information about the operation of aged care facilities in the local area is diminished by subsequent changes to the built fabric, its internal layout, and its setting.

Rare

- 27 Tryon Road does not demonstrate rarity values due to its simple modern construction that also does not demonstrate a high degree of technical or creative achievement in the local area.
- 29 Tryon Road, while an overall intact example of a California Bungalow style dwelling, there are numerous other examples of this style of construction in the local area that are conserved within the LGA's Heritage Conservation Areas, particularly the neighbouring Crown Blocks, Trafalgar Avenue and Middle Harbour Road Conservation Areas.

Representative

- 27 Tryon Road is not a representative example of aged care facilities constructed during a similar period, because of the numerous subsequent changes made to the building, including the demolition and reconstruction of the building's northern elevation.
- However, 29 Tryon Road is a representative example of a California Bungalow style dwelling constructed during the Federation era. It demonstrates architectural and aesthetic qualities typical of the style, as demonstrated by its form, materiality, detailing and landscaped garden setting.

The Statement of Heritage Impact concluded that the proposed works, including demolition of existing buildings and development of a 9-storey residential flat building with infill affordable housing located at 27-29 Tryon Road, Lindfield, will result in minimal impacts to the heritage significance of neighbouring heritage items and Heritage Conservation Areas.

The proposed development will respond to the current character of the Tryon Road streetscape which includes a number of similar mid-rise residential flat buildings. In addition, the works are contained to a site that has no identified heritage values or archaeological significance (Aboriginal and non-Aboriginal) and which is currently occupied by a detached California Bungalow style dwelling and a two-storey aged care facility. There may be some impacts to the wider setting of neighbouring heritage items, however, this impact is minimal and will not affect their overall heritage significance.

Archaeological Assessment

A Baseline Historical Archaeological Assessment has been prepared by PK Heritage, dated February 2025 to review the historical development of the site and assess the potential for archaeological resources to exist on the site.

The report found that the subject site possesses low to nil potential to retain relics, that is archaeological resources of local or State significance, although evidence of life on both properties may survive, that evidence is not significant. This conclusion is based on historical research and analysis of historical plans and photographs. Therefore, the archaeological status of the subject site does not warrant further consideration or investigation.

While this assessment has concluded that relics are unlikely to exist on the subject site, the possibility exists as plans were not always drawn. Therefore, a mitigation measure has been recommended for the preparation of an unexpected find protocol which is included in Table 48.

Mitigation Measures

Table 48 Mitigation Measures – Environmental Heritage

Category of Measures	Detail
Mitigation Measures – Incorporated into Design of Project	N/A
Mitigation Measures – Required as Conditions to address Residual Impacts	**Archaeology** • In the unlikely event that unexpected archaeological objects, relics, features, deposits or structures are located during the construction phase and in particular, during the earthworks associated with the construction of the subsurface basement levels, the protocols outlined in the Statement of Heritage Impact, prepared by City Plan dated February 2025, should be followed. • Prior to construction or any ground impacting works, prepare an unexpected finds procedure that provides clear instruction on actions to be taken if suspected relics are uncovered. The unexpected finds procedure should be prepared as part of the construction environmental management plan and include actions and will step out the process in the even that that unexpected finds are unearthed. In particular: - Human remains, and/or - Aboriginal objects or historical relics not related to the known development of the subject site discussed in this report.

6.2.16 Public Space

This section outlines the findings of the Public Space Plan to address SEAR No.23 – Public Space.

Table 49 SEAR No. 23 Public Space

SEAR	Section	Documentation
No. 23 Public Space		
• If public space is proposed as part of the development, demonstrate how the development: ○ maximises the amount, access to and quality of public spaces (including open space, public facilities and streets/plazas within and surrounding the site), reflecting relevant design guidelines and advice from the local council and the Department. ○ provides accessible public space. ○ maximises permeability and connectivity. ○ maximises the amenity of public spaces in line with their intended use, such as through adequate facilities, solar access, shade and wind protection ○ maximises street activation ○ minimises potential vehicle, bicycle and pedestrian conflicts.	6.2.17	Public Space Plan (Appendix 8b)

Standard Impact Assessment

A Public Space Plan has been prepared by PTW and included within the Design Report at Appendix 8b. The plan shows out the proposed development interacts with the streetscape being Tryon Road. Pedestrians enter and exit the site via a central entrance pathway, which leads into the Central Courtyard to the development.

A 1.8m fence is proposed around the ground floor units, with gates to provide ground floor front access to these units only. The fence is setback from the front boundary by approximately 3m, reducing the visual bulk of the fence. Significant deep soil and landscaping is provided within the front area of the site, ensuring the site fits in to the local leafy streetscape, as well as screening the development from the surrounding streetscape.

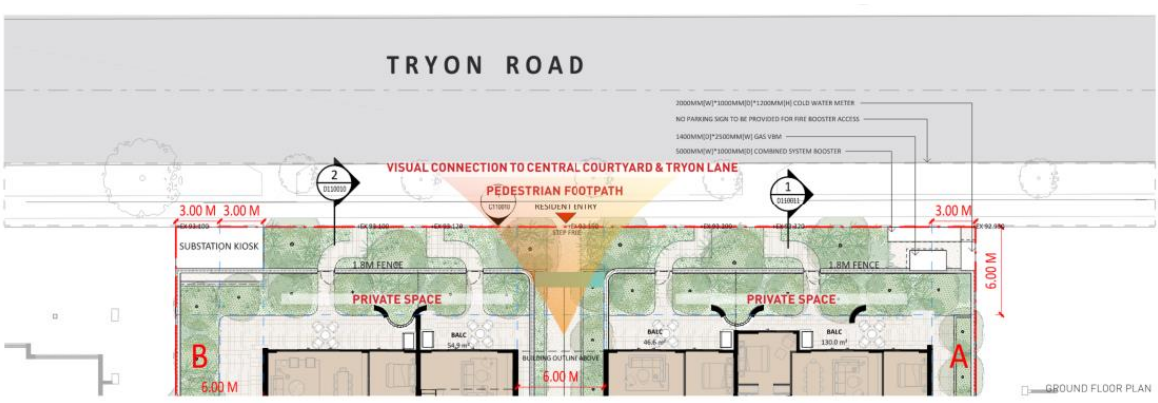


Figure 61 Extract of Public Space Plan (Source: PTW)

Mitigation Measures

None required.

6.2.17 Hazards and Risks

This section provides a standard assessment of the proposed development in accordance with the requirements of SEAR No. 24 Hazards and Risks.

Table 50 SEAR No. 24 Hazards and Risks

SEAR	Section	Documentation
No. 24 Hazards and Risks		

• If the development is affected by above ground dangerous goods storages from the surrounding developments and/or underground high-pressure dangerous goods pipelines in the vicinity of proposal location:
  ○ Report on any consultation outcomes with operators.
  ○ Consider whether the development would cause these storages non-compliance with Australian Standards.
• Where applicable, provide a Hazard Analysis in line with relevant guidelines and planning circular.
	6.2.18	Address in EIS

Standard Impact Assessment

The subject site is not affected by above ground dangerous good storages from the surrounding developments or an underground high-pressure dangerous goods pipeline in the vicinity. Therefore, no Hazard Analysis was required as art of the SEARs.

Mitigation Measures

None required.

6.3 Cumulative Impact Assessment

The DPHI Cumulative Impact Assessment Guidelines for State Significant Projects (October 2022) (the Guidelines), specify the process and practices to be followed in preparing a Cumulative Impact Assessment. The key steps in the cumulative impact assessment (CIA) are shown in Figure 62.

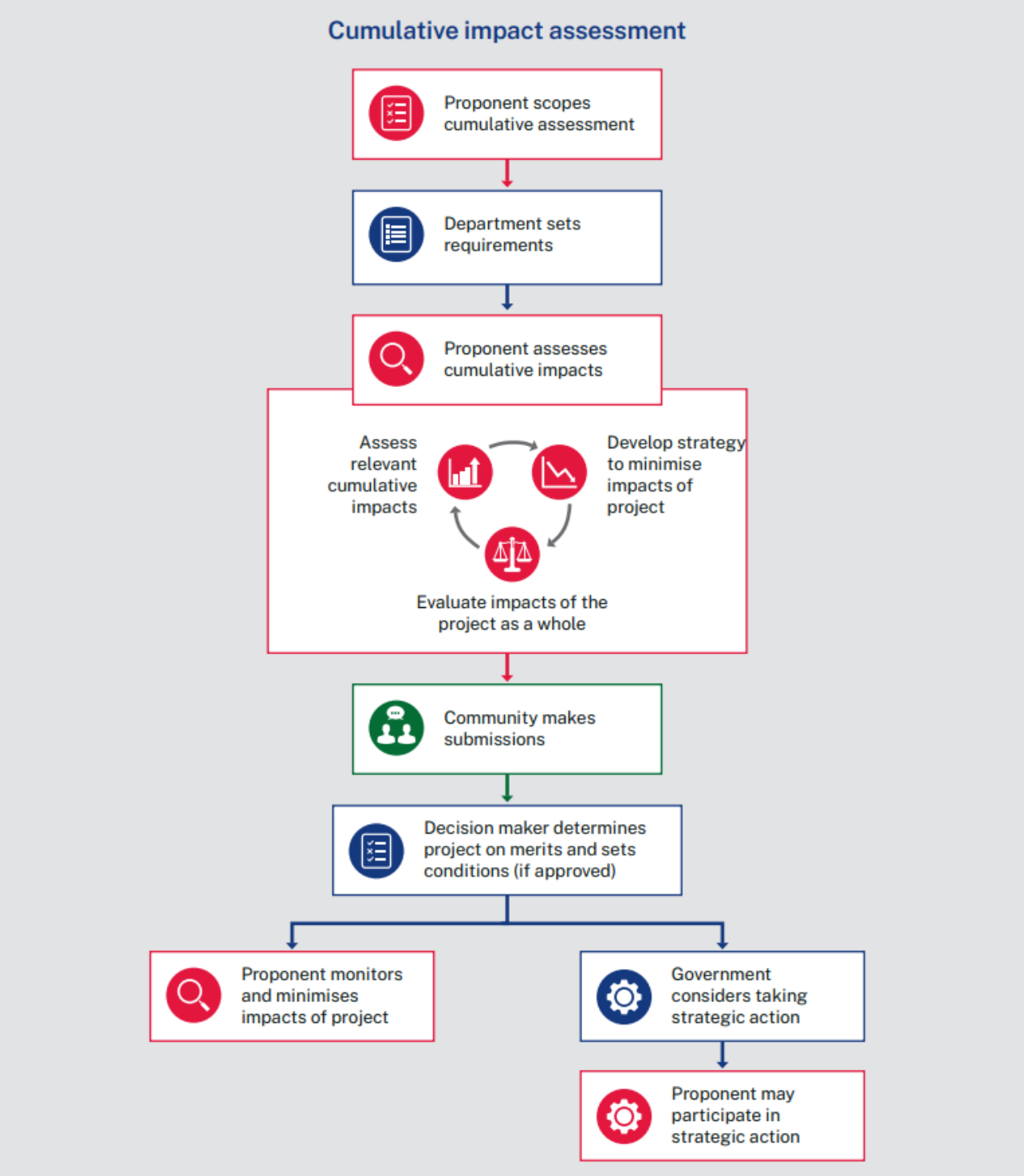


Figure 62 **Key steps Cumulative Impact Assessment (Source: Cumulative Impact Assessment Guidelines for State Significant Projects, DPHI October 2022)**

6.3.1 Relevant future projects for Cumulative Impact Assessment

The Guidelines identify that the purpose of focus of issue-specific Cumulative Impact Assessment (CIA) and combined CIA is to further build on these assessments by considering the cumulative impacts of the proposed project on key matters when other future proposed projects are included in the assessment.

The CIA is considered against the relevant SEARs items below.

Visual Impact

The VIA (Appendix 37) considered the potential cumulative visual impacts of the proposed development and concluded that:

> *The Lindfield locality has been subject to a gradual change in urban character in recent years resulting from the implementation of new planning strategies and controls aimed at encouraging higher densities of residential development in and around transport nodes and town centres. In Lindfield, the new controls have resulted in the emergence of residential apartment buildings of varying scale within and adjacent to the Lindfield town centre and in streets within walking distance of the centre and the Lindfield rail station.*
>
> *The State Government's recent planning policies and controls around Transport Orientated Development and Low and Mid-Rise Housing have the potential to further accelerate density and building height in and near the Lindfield centre, resulting in incremental changes to its urban character where opportunities for renewal arise.*
>
> *In this context, the proposed development will be of a form and contemporary architectural style that would be consistent with the changing character of its locality. It is considered that the cumulative visual impacts of the proposal with recent and likely future medium to high density residential development in the locality would be consistent with the future character envisaged by the controls and acceptable in this context.*

Social Impact

The SIA (Appendix 32) considered the potential cumulative social impacts of the proposed development and concluded that:

> The SIA undertook an assessment of recent development applications that had been submitted to Council and identified no proposed developments near the site that are anticipated to contribute to cumulative impacts.
>
> The SIA also notes that the site is within the TOD area which would increase traffic volumes along Tryon Road. The SIA identifies that this could have an impact on the way of life category and is assessed as having a medium social cumulative impact. However, it is considered that the design of the development, particularly the proposed glazing, would be sufficient to account for potential traffic noise increases from other developments.

Traffic & Transport

The TIA (Appendix 36) considered the potential cumulative traffic impacts of the proposed development and concluded that:

There are a number of nearby sites that are the subject of approved or pending development proposals which may have the potential to increase traffic movements on key roads surrounding the subject site, potentially including:

- *265-271 Pacific Highway, Lindfield*
- *1 Balfour Street, Lindfield*
- *4A Beaconsfield Parade, Lindfield*

All of the nearby projects are physically separated from the subject site and therefore any cumulative traffic impacts arising from these future developments would be limited – particularly for the key intersections along Tryon Road.

In addition, surrounding sites within 400m of Lindfield train station have the potential for future development under the provisions of the TOD controls. The TOD controls allow for 22m height for residential flat buildings and a maximum height of 24 metres for buildings containing shop top housing. Development of surrounding properties under the TOD controls has the potential to increase traffic in the surrounding area.

It is important to recognise that the proposal is forecast to add a negligible 9-12 traffic movements in the commuter peak hours of the day and therefore traffic impacts, even when considered other developments in the area, would be very minor. Traffic modelling undertaken as part of this study has demonstrated that the impact of additional trips associated with the proposal on the surrounding road network would be minimal, with no changes in level of service or typical delays for drivers in the area.

Noise

The Noise and Vibration Impact Assessment (Appendix 28) considered the potential cumulative noise impacts of the proposed development and concluded that:

The site is located within 400m of Lindfield Station whereby the majority of sites within this radius are eligible for additional height and FSR as a result of the TOD legislation within the Housing SEPP. This would increase traffic volumes and traffic noise along Tryon Road and Tryon Lane but would also have the potential to increase ambient noise levels in the vicinity of the site.

To address the potential for higher traffic noise levels surrounding the site over time, a worst case scenario of a doubling of the traffic volume on Tryon Road and Tryon Lane has been considered. This would typically result in a 3dB increase in the traffic noise level impacting these facades. The glazing design recommended accounts for the potential for traffic noise increases.

The NSW Noise Policy for Industry address background noise creep as a result of increased development. This Noise and Vibration Impact Asssesment considers both intrusiveness criteria and amenity criteria when establishing noise emission criteria for the site, accounting for the potential of background noise creep over time.

Heritage

The HIS (Appendix 24) considered the potential cumulative heritage impacts of the proposed development and concluded that:

> *The HIS considered the implications of potential cumulative impacts on the built fabric of the subject site.*
>
> *The study found that while there may be minor impacts to the heritage significance of neighbouring heritage items as a result of further loss of low-scale detached dwellings in the local area, these items, particularly the Tryon Road Uniting Church (SHR no. 01672) and Dwelling House (item no. I50), should still be able to be interpreted in relation to the neighbouring Heritage Conservation Areas (Crown Blocks, Trafalgar Avenue and Middle Harbour Road).*
>
> *There are no other future works proposed for the site at this stage and so there are no other cumulative impacts that are envisaged to impact the heritage significance of items and Heritage Conservation Areas in the local area. In the context of the current NSW TOD provisions, the cumulative impacts associated with the proposed development are sufficiently addressed by the recommended mitigation measures.*

Conclusion

The main cumulative impacts that may arise from the proposed development, and others in the surrounding precinct, primarily relate to construction works.

The mitigation measures that have been recommended throughout Section 6 of this EIS and as per Appendix 3, are adequate to mitigate potential baseline and cumulative impacts of the development.

7. Justification of the Project

This section of the EIS provides justification and evaluation of the project as a whole, having regard to it's economic, environmental and social impacts, and principles of ESD.

7.1 Proposal Design

The proposed development involves the construction of a high-quality residential flat building contributing to the transformation of Lindfield as a Transport Oriented Development Area and providing additional housing in a well-located area, including delivering 14 affordable housing units (2 in perpetuity and 12 for a period of 15 years).

Specifically having regard to the environmental, economic, and social considerations, the project is justified for the following reasons:

- The proposed development is in a well-located area being within 250m of Lindfield Railway Station and Bus Interchange, as well as local schools, amenities and other services in the Lindfield Town Centre.
- The proposal complies with the relevant development standards, importantly the maximum height and FSR permissible under the TOD and in-fill affordable Housing SEPP. It is permissible under the R4 High Density Residential zone and consistent with the zone objectives.
- The proposal has been carefully designed to provide a contextual response to its setting and to create a contemporary and high-quality residential development, that embraces and enhances the pedestrian experience to and from the public domain and adjoining buildings.
- The proposal will facilitate the redevelopment of the site for the purposes of residential development comprising 62 apartments which will contribute to additional housing supply and diversity to support an increasing local population.
- The proposal will deliver 14 affordable housing units (2 units in perpetuity and 12 units for a period of 15 years), delivering much needed, high-quality affordable housing in a well located area to meet the needs of families and key workers who are an integral part of the Ku-Ring-Gai community.
- The proposal aligns with the State Government's strategic approach to transit oriented development by placing high quality residential uses within walking proximity to Lindfield Train Station.
- The proposed development is a direct response to the strategic vision and objectives for the delivery of additional housing supply, stated in such documents as the National Housing Accord 2022, Housing 2041, Transport Oriented Development Program 2023.
- The proposed development is a high-quality urban design that will contribute to a safe, secure and active environment.
- The proposed development will facilitate the delivery of a high level of quality communal open space and amenity areas, this includes a significant increase in landscaping on the site from that currently existing.
- The assessment of the proposal has demonstrated that the development will not result in any unreasonable environmental impacts that cannot be appropriately managed consistent with the relevant planning controls for the site.

7.2 Consistency with Strategic Context

The proposed development demonstrates strong strategic merit by aligning with several key regional and local plans. It supports the National Housing Accord by contributing to the goal of constructing 1 million homes in prime locations, offering a contemporary housing model that promotes proximity to work and amenities. The development is strategically located approximately 250 meters from Lindfield Train Station, leveraging excellent public transport connectivity as emphasized in the Future Transport 2056 strategy. Additionally, it adheres to the Draft Greener Places Design Guide by incorporating high-quality landscaping that integrates green infrastructure and multifunctional public spaces.

The proposed development aligns with the strategic context by providing both market rate and affordable housing in a well-located area, being in walking distance to Lindfield Station, Bus Interchange, and various amenities and services within the Lindfield Local Centre. The development vision is to deliver a high-quality residential flat building which contributes to true transport orientated development within the Ku-Ring-Gai LGA.

7.3 Consistency with Statutory Context

An assessment of the proposal against the relevant statutory planning considerations is summarised in Section 4 of this EIS and Appendix 2. The proposal is consistent with the objects of the EP&A Act, the Housing SEPP and the relevant KLEP controls for the site and the relevant planning framework that relates to the site and development. The proposal is permissible with consent under the Housing SEPP 2021 and complies with the relevant development standards.

7.4 Community Views

In accordance with the SEARS for engagement, the Engagement Report at Appendix 18 outlines the implemented strategy to inform local residents and businesses about the proposal. To establish a baseline understanding of stakeholders' values and experience of the existing environment, the survey asked about respondents to describe things they liked about the local area, what they would like to be considered in any future development on the site and any concerns relating to the proposal.

Community members and stakeholders raised concerns with the proposed development, the key issues being:

- Building height: concerns that the development's height may not align with the local character and could impact views, solar access, and privacy.
- Traffic and parking: existing congestion on Tryon Road and potential issues with construction-related traffic (deliveries, etc.) Obstructing access to driveways on narrow Tryon Lane.
- Neighbour impact: concerns about the effects on views, solar access, privacy, noise and potential property value decline.
- Planning and consultation: interest in the project timeline, phasing and requests for updates as the project progresses.
- Pedestrian safety: increased traffic creating risks for pedestrians and potential blockages from construction vehicles. Pedestrian safety concerns associated with the site's proximity to Cromehurst school was also raised by one respondent.
- Property value impact: fears that the development may reduce property values due to obstructed views and reduced sunlight.

The Engagement Report (Appendix 18) responded to the concerns raised and recommended that the mitigation measures recommended in the consultant reports are implemented in order to minimise these impacts or address concerns raised. The process and outcome of this consultation is provided in the Engagement Report at Appendix 18 and summarised in Section 6.2.4 of this EIS.

Subject to the implementation of the mitigation measures in Appendix 3, and the continued engagement with the community throughout the assessment process, the proposed development is not considered to have significant impact on the local community.

7.5 Likely Impacts of the Development

The EIS has demonstrated that the proposed development will have an overall positive environmental, social, and economic impact.

- The scale and nature of the economic, social, and environmental impacts of the development have been assessed, on balance, to be either negligible, minor, or manageable through mitigation measures.
- The proposal will result in positive economic impacts through the direct creation of new jobs during construction. The works are also expected to create multiplier effects through the local economy, indirectly creating further jobs.
- The key social impacts of the proposal relate to availability of additional housing, including 14 affordable housing units.
- Detailed analysis has been prepared to consider the overshadowing impacts on surrounding properties. Building C was subsequently reduced in height by 2 storeys (from 28.6m to 22m) to improve solar access and reduce overshadowing on neighbouring properties. The development does not exceed the applicable maximum building height for the site and has been designed to minimise, as far as feasible, the solar impact on nearby properties and residential amenity.
- The affordable units have been designed to a high-quality, with 10 of the 14 units designed to a Platinum LHA level, meaning they feature larger bedrooms and bathrooms. All units are dual aspect, maximising solar access into the living spaces and balconies to enhance the amenity of the affordable units.
- The front and rear setbacks of the proposed development are consistent with the neighbouring buildings. The Architects have prepared an assessment against the ADG with regard to side setbacks (Appendix 8b) and screening to the east and west facades have been included in the design to protect the privacy of residents and neighbouring properties, including high windows, blade walls and perforated louvres. All solar access and natural ventilation requirements have been achieved.
- The mass and scale of the development align with that envisioned by the desired future character of the area, as identified in the Housing SEPP.
- All impacts that would be discernible are able to be mitigated or managed to a level deemed to be acceptable from a technical environmental and social viewpoint.
- A high quality, well defined, built form will be established. A variety of local and contextual materials, finishes and colours, combined with a well-articulated facade, varied setbacks and building heights, result in a built form outcome that is suitable for the site, it’s context and the amenity of the streetscape.
- Given the transitioning nature of the surrounding locality, cumulative impacts are likely to occur, particularly by way of traffic, parking, noise, and social impacts. All those impacts have been considered in the project documentation and this EIS, and are deemed to be manageable and acceptable, again, subject to appropriate mitigations.

7.6 Mitigation Actions and Compliance

Mitigation measures have been included in Section 6 of this EIS and Appendix 3. These measures relate to common and known residual impacts that cannot be mitigated during design. They relate to matters such as traffic and parking management during construction, environmental management during construction, waste management, acoustics, and detailed design.

7.7 Site Suitability

The suitability of the land to accommodate a development of this type has been established within the LEP and Housing SEPP controls. This site is not affected by any policy that restricts development because of any environmental restrictions such as bushfire, acid sulfate soils or land slip.

As stated in Section 3.3 above and based on the findings of the Detailed Site Investigation, gross, or widespread, contamination was not present within the site area, therefore the site is considered suitable for development.

Furthermore, the site is suitable as the proposal is permissible under the KLEP, displays consistency with the R4 zone objectives, compliant with the relevant DCP controls, and is without any unreasonable environmental impacts. The proposal provides a number of positive outcomes that confirm the site's suitability for this development.

7.8 Public Interest

The proposal is considered to be in the public interest because:

- It is permissible under the R4 High Density Residential zone and consistent with the zone objectives.
- The proposal complies with the objectives and relevant development standards of the Housing SEPP.
- The proposal aligns with the relevant strategic context, in particular the Transport Orientated Development Program.
- It has been demonstrated that the proposal is without any unreasonable environmental impacts. It has also been demonstrated that the proposal will result in several positive environmental outcomes, namely additional housing including affordable housing.
- The site's suitability has been demonstrated in the absence of any unreasonable environmental impacts from the proposal and the development's permissibility.

8. CONCLUSION

This EIS has been prepared to consider the environmental, social and economic impacts of proposed development. The EIS has addressed the issues outlined in the SEARs and has been prepared in accordance with the Department's *State Significant Development Guidelines - Preparing an Environmental Impact Statement.*

Appropriate mitigation measures have been identified to manage the impacts of the development through the construction and operational phases of the project, noting that these potential impacts are inevitable for a project of this nature given it involves the redevelopment of the site.

The proposed development is identified as having strong strategic merit, by delivering a contemporary and high-quality residential development, comprising 62 apartments, 14 of which are affordable housing units. The proposal is consistent with the various strategic planning initiatives encouraged by federal, state and local government, principally, in relation to the delivery of additional diverse and affordable housing supply in well-located locations across Greater Sydney.

The site is located within 250m of Lindfield Train Station and is an area in transition due to the TOD and In-fill affordable housing planning reforms. The area has been identified under the TOD program to encourage more affordable, well-designed homes in well-located areas enabling more people to live close to transport, jobs, services and amenities. As such, the area is likely to undergo significant change as greater housing density is permitted within 400m of the station. In addition to this, DPHI are also encouraging the delivery of new in-fill affordable housing to meet the needs of very low, low and moderate income households through up to 30% bonus height and FSR provisions.

In the context of these recent planning reforms, the site and its surroundings are likely to transition towards a higher density, enabling the faster delivery of much need market rate and affordable housing in well-located areas and helping DPHI reach their goal of delivering more housing across Sydney and NSW. Whilst this development may be one of the first in the area to utilise the provisions of the TOD and In-fill affordable housing, it aligns with the future desired character of the area envisaged by DPHI, which is likely to evolve over the next 20 years.

Based on the detailed assessment undertaken in this EIS, we conclude that it is in the public interest that consent be granted to the proposal, subject to the implementation of suitable conditions of consent reflecting the recommended mitigation measures in Appendix 3.