



URBIS

ENVIRONMENTAL IMPACT STATEMENT

16-24 Lord Street & 21-27 Roseville Avenue,
Roseville

SSD-78996460

Prepared for
HYECORP
4 April 2025

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Project Code	P0054878
Report Number	Formal Lodgement



Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

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EIS DECLARATION

Project Details

Project name	16-24 Lord Street & 21-27 Roseville Avenue, Roseville
Application number	SSD-78996460
Address	16-24 Lord Street & 21-27 Roseville Avenue, Roseville, NSW 2069

Applicant details

Applicant name	Hyecorp Property Group
Applicant address	Suite 1/256 Victoria Ave, Chatswood, NSW 2067

Environment Impact Statement (EIS) prepared by

Name	Christophe Charkos - Director	Holly McNamara - Associate Director
Qualification	Bachelor of Town Planning	MSc Spatial Planning

Declaration

Name	Christophe Charkos
Qualification	Bachelor of Town Planning
Registration number	68392
Organisation registered with	Planning Institute of Australia

The undersigned declares that this EIS:

- has been prepared in accordance with Part 8 Division 5 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 mis-leading;
- 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 Department's *State Significant Development Guidelines - Preparing an Environmental Impact Statement*.
- 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; and
- contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.

Signature



Christophe Charkos (REAP)
16 April 2025

GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
ADG	Apartment Design Guide
AEP	Annual Exceedance Probability
AHIA	Aboriginal Heritage Impact Assessment
AHIMS	Aboriginal Heritage Information Management System
AHO	Aboriginal Heritage Office
AIA	Arboricultural Impact Assessment
ASS	Acid Sulphate Soils
BAM	Biodiversity Assessment Method
BC Act	<i>Biodiversity Conservation Act 2016</i>
BC Regs	<i>Biodiversity Conservation Regulations 2017</i>
BCA	Building Code of Australia
B&C SEPP	<i>State Environmental Planning Policy (Biodiversity and Conservation) 2021</i>
BDAR	Biodiversity Development Assessment Report
CBD	Central Business District
CEMP	Construction Environmental Management Plan
CPTED	Crime Prevention Through Environmental Design
CPTMP	Construction Pedestrian and Traffic Management Plan
CTMP	Construction Traffic Management Plan
CwC	Connecting with Country
DCCEEW	Department of Climate Change, Energy, the Environment and Water
DCP	Development Control Plan
DDE	Dichlorodiphenyldichloroethylene
DNRCBR Guideline	<i>Department of Planning Development Near Rail Corridors and Busy Roads – Interim Guideline</i>
DTS	Deemed-to-satisfy
DP	Deposited Plan
DPHI	New South Wales Department of Planning, Housing and Infrastructure
EDC	Estimated Development Cost

Reference	Description
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulations	<i>Environmental Planning and Assessment Regulation 2021</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPA	New South Wales Environment Protection Authority
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
FEMP	Flood Emergency Management Plan
FIRA	Flood Impact Risk Assessment
FKA	Fender Katsalidis Architects
FSR	Floor Space Ratio
GANSW	Government Architect New South Wales
GDE	Groundwater Dependant Ecosystems
GFA	Gross Floor Area
GHMP	Geotechnical and Hydrogeological Monitoring Plan
GI	Geotechnical Investigation
GTIA	Guide to Transport Impact Assessment
GTP	Green Travel Plan
HCA	Heritage Conservation Area
HIS	Heritage Impact Statement
HMP	Hydrogeological Management Plan
Housing SEPP	<i>State Environmental Planning Policy (Housing) 2021</i>
HPC	Housing and Productivity Contribution
IBRA	Interim Biogeographic Regionalisation for Australia
IWMR	Integrated Water Management Report
KDCP 2024	Ku-ring-gai Development Control Plan 2024
KLEP 2015	<i>Ku-ring-gai Local Environmental Plan 2015</i>
LEC	Land and Environment Court New South Wales
LEP	Local Environmental Plan
LGA	Local Government Area

Reference	Description
LSPS	Local Strategic Planning Statement
MUSIC	Model for Urban Stormwater Improvement Conceptualisation
NPI	NSW EPA Noise Policy for Industry
NSW	New South Wales
NVIA	Noise and Vibration Impact Assessment
OSD	On-site Detention
R&H SEPP	<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>
PCT	Plant Community Type
PMF	Probable Maximum Flood
PSD	Permitted Site Discharge
PSI	Preliminary Site Investigation
Planning Systems SEPP	<i>State Environmental Planning Policy (Planning Systems) 2021</i>
Region Plan	Greater Sydney Region Plan – A Metropolis of Three Cities
RL	Reduced Level
SAC	Site Assessment Criteria
SDRP	State Design Review Panel
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
Site	16-24 Lord Street and 21-27 Roseville Avenue, Roseville
SRZ	Structural Root Zone
SSD	State Significant Development
SSDA	State Significant Development Application
Sustainable Buildings SEPP	<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>
TfNSW	Transport for New South Wales
T&I SEPP	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>
TIA	Transport Impact Assessment
TOD	Transport Oriented Development
TPZ	Tree Protection Zone

Reference	Description
TVOC	Total Volatile Organic Compounds
ULE	Usual Life Expectancy
VIA	Visual Impact Assessment
VTA	Visual Tree Assessment
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

EXECUTIVE SUMMARY

Overview

This Environmental Impact Statement (**EIS**) has been prepared by Urbis Ltd (**Urbis**) on behalf of Hyecorp Property Group (**Hyecorp**). The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (**DPHI**) in support of a State Significant Development Application (**SSDA**) for a residential development with affordable housing at 16-24 Lord Street and 21-27 Roseville Avenue, Roseville (**the site**).

The site is located on Gamaragal Country and the project team acknowledges the Gamaragal people, their elders past and present and their deep and continuing connection to their land. In preparing this EIS Urbis acknowledges the importance of a Country-centred approach to the design, guided by Aboriginal people, who know that if 'we care for Country, Country will care for us'.

The SSDA seeks consent for the demolition of existing buildings and structures on the site and construction of 259 residential apartments with affordable housing and basement parking within the Roseville Transport Oriented Development (**TOD**) Area identified within Part 5 of State Environmental Planning Policy (Housing) 2021 (**Housing SEPP**). Specifically, the SSDA seeks development consent for:

- Demolition of existing buildings and structures and removal of selected trees.
- Partial excavation of the site to a depth of RL 76m and construction of a 3-level basement.
- Construction of a residential flat building up to 9-storeys in height (RL 121.5m) to provide 259 apartments including affordable housing, residential amenities and services.
- Provision of car parking spaces at basement level and bicycle parking.
- Provision of hard and soft landscaping.
- Associated works for the provision of infrastructure and servicing.

The proposed development has an estimated development cost (**EDC**) of \$148,596,689 excluding GST. The development is designated as State Significant Development (**SSD**) under Schedule 1, Section 26A of the State Environmental Planning Policy (Planning Systems) 2021 (**Planning Systems SEPP**) as it:

- Relates to development to which Chapter 2, Part 2, Division 1 of the Housing SEPP applies;
- The development relates to residential development with an EDC of more than \$75 million; and
- The development is not prohibited under an environmental planning instrument (**EPI**).

Figure Site location



Source: Urbis

The Project Story

The NSW Government has recognised the need to build more homes for the State's growing population, boosting housing supply and improving affordability.

Under the National Housing Accord, NSW is tasked with delivering approximately 376,000 new well-located dwellings, including approximately 15,800 social and affordable dwellings by 2029.

In May 2024, the NSW DPHI released a policy initiative to incentivise and support the delivery of market and affordable housing in accessible locations under Chapter 5 of the Housing SEPP, known as the "TOD Program". Additionally, in November 2023, the DPHI released a policy initiative to incentivise the delivery of in-fill affordable housing under Chapter 2, Part 2, Division 1 of the Housing SEPP. These initiatives bring together all levels of government, investors, and the private sector to unlock quality market and affordable housing supply over the short term.

Hyecorp is a property developer based in the North Shore of Sydney who specialise in delivering high quality residential developments. As one of the leading residential property developers in the North Shore market, and given their existing working relationship with registered Community Housing Providers, Hyecorp are uniquely positioned to deliver much needed housing, including affordable housing, at the site.

In November 2024, Hyecorp held an internal design competition with three top Australian architectural firms to select an architectural concept design that balanced market requirements with high quality design and sensitivity to the heritage context in which the site is located. The process culminated in the selection of Fender Katsalidis Architects (**FKA**) as the project architect.

The key objective of the project is to deliver high quality market and affordable housing within convenient walking distance of Roseville Station. The proposed development will deliver 211 market dwellings and 48 affordable housing dwellings within approximately 200m, or a 3-minute walk, of Roseville Train Station. Regular train services are available to North Sydney, Chatswood and Sydney CBD to the south, and

Hornsby to the north, with a direct connection to the Sydney Metro available at Chatswood Station. The site is also served by bus services available on Pacific Highway providing services to Chatswood and Sydney CBDs and the wider Kur-ring gai locality. This represents a significant quantum of new housing located in an accessible location. This is consistent with the intentions of the NSW Government TOD Program and the National Housing Accord 2024-2029.

The proposed design has been developed to co-exist with lower scale development within the Clanville Conservation Area through careful consideration of building layout, built form, materials and landscaping. The retention of existing significant trees on site has been a guiding design principle, resulting in a building layout and form that frames and celebrates significant trees. The building is setback and articulated, with a materials palette that has been specifically chosen to respond to the local context. The proposed landscape design enhances the appearance and amenity of the proposed development by sensitively integrating architecture and landscape.

The proposed development complies with the requirements of the Apartment Design Guide (**ADG**) and Housing SEPP criteria to provide dwellings that have high amenity, access to solar and natural ventilation. The development provides 48 affordable housing units in a mix of 1, 2 and 3-bedroom dwellings. As set out at **Appendix I**, Link Wentworth, a Tier 1 community housing provider, has confirmed their interest in managing the affordable housing to be provided as part of the development. The 211 market housing units are provided in a mix of 1, 2, 3 and 4-bedroom dwellings. All apartments have access to private and communal open space, as well as on-site basement car and bicycle parking.

Figure 1 Proposed development



Picture 1 View from Roseville Avenue



Picture 2 View from Lord Street

Source: FKA

Community and Stakeholder Engagement

The community engagement process for the project involved several key activities to gather feedback and inform stakeholders. These activities were conducted in line with the requirements set by DPHI.

Since December 2024, the Applicant and their project team has undertaken engagement with a range of stakeholders in relation to the project. This has included DPHI, Ku-ring-gai Council, local Aboriginal stakeholders and the local community, as well as agencies such as Sydney Metro. Feedback received through this engagement has been considered in the development of the design of the proposal and responded to in this EIS.

Community engagement included a community newsletter, an online survey, a community information session, and direct engagement with NSW Scouts. The focus was on stakeholders directly connected to the site, local community members, and relevant agencies. Key engagement activities included providing contact information and project details on a dedicated webpage, distributing a flyer to 1,355 residences and businesses with project information, an invitation to the drop-in session, and survey links. An Aboriginal history workshop and a Walk on Gamaragal Country was hosted on 14 January 2025.

Key themes of feedback received during the consultation period included in relation to heritage and local character, the bulk and scale of the proposed development, the retention of significant trees, and the capacity of local infrastructure, including schools, roads and public transport to cater for additional residents in the area. This feedback has been considered in the development of the design and the assessment of the proposal through this EIS.

The engagement process ensured that all relevant feedback and guidelines were considered in the development of the project

Strategic & Statutory Justification

The EIS has assessed the project against the requirements of the SEARs (**Appendix A**), and the relevant planning instruments and policies (**Section 4**, **Section 6** and **Appendix B**).

The key issues identified within the SEARs have been assessed in **Section 6** of the EIS. This assessment has been informed by specialist reports which include recommendations and mitigation measures. The assessment of key issues includes the mitigation measures which can be adopted to ensure the project does not result in any significant impacts. These mitigation measures are included at **Appendix C**.

The project is a positive development outcome for the site and surrounding area for the reasons outlined in **Table 1**.

Table 1 Summary of Development Outcomes

Matter	Response
Connecting with Country	The project has been designed with a deep understanding of the system of Country, embedding cultural knowledge into its planning and design. Engagement with the Aboriginal Heritage Office and a Cultural Awareness Workshop, including a Walk on Gamaragal Country, informed the design. Key themes from this engagement include acknowledging Country at key entry points, creating a nature play space in the central courtyard to connect with Country, and embedding elements throughout the communal areas to encourage engagement and interpretation of Country. The design also emphasises views across Gamaragal Country, retaining significant native trees and incorporating meaningful native plantings. These efforts ensure that the development respects and reflects the cultural significance of the land, creating a strong sense of connection to the local Aboriginal heritage.
Design Excellence / Better Placed	The project aligns with the Better Placed design policy by considering the local context and enhancing the quality of life through good design. It features extensive landscaping, accessible public and communal spaces, and versatile homes that cater to diverse needs. The development enhances the Roseville precinct with high-quality design and a variety of amenities, creating a dynamic and inclusive environment for the community.
The project is consistent with strategic planning policies	▪ Greater Sydney Region Plan – A Metropolis of Three Cities: The project contributes to increasing housing supply, providing diverse and affordable housing, creating great places that bring people together, integrating land use and transport to create walkable cities, and contributing to a low-carbon city by promoting public transport use. ▪ North District Plan: The development supports priorities such as planning for a city supported by infrastructure, providing housing supply, choice, and affordability, creating and renewing great places, and reducing carbon emissions. It also aims to grow investment, business opportunities, and jobs in strategic centres. ▪ Ku-ring-gai Local Strategic Planning Statement: The project addresses housing supply, diversity, and affordability, supports integrated land use and transport planning, and enhances the natural environment and urban canopy. It promotes sustainability and climate resilience through reduced carbon emissions and sustainable design principles. ▪ Ku-ring-gai Housing Strategy: The development delivers diverse and affordable housing options close to public transport and essential services, enhancing accessibility and reducing reliance on private vehicles. It also contributes to the preservation of the natural environment and urban canopy. ▪ Future Transport Strategy: The project ensures easy access to public transport, supports local businesses and services, and promotes the use of public transport, reducing traffic congestion and enhancing the efficiency of the transport system.
The project is consistent with State and local development controls	The development is permissible with consent under the Housing SEPP and meets the relevant statutory requirements of the relevant environmental planning instruments, including; ▪ State Environmental Planning Policy (Planning Systems) 2021 ▪ State Environmental Planning Policy (Resilience and Hazards) 2021 ▪ State Environmental Planning Policy (Housing) 2021 ▪ State Environmental Planning Policy (Transport and Infrastructure) 2021.
The project minimises impacts on the natural environment	The proposed development addresses the principles of Ecologically Sustainable Development (ESD) as required by Section 193 of the Environmental Planning and Assessment Regulation 2021. It incorporates various measures to ensure environmental sustainability, conservation, and efficiency:

Matter	Response
	▪ Precautionary Principle: The development includes environmental assessments and mitigation measures to prevent serious or irreversible damage. Features like courtyard design for runoff management and tree protection measures are included. The project aims to achieve the NSW EPA's 80% recycling target for demolition waste. ▪ Intergenerational Equity: The development considers the needs of future generations by providing high-quality, affordable housing near Roseville train station, reducing reliance on private vehicles and lowering carbon emissions. Energy and water efficiency measures are also incorporated. ▪ Conservation of Biological Diversity and Ecological Integrity: A Biodiversity Development Assessment Report (BDAR) Waiver has been granted for the proposal. An Arboricultural Impact Assessment has been undertaken and the project includes mitigation measures to minimise impacts on biological diversity and ecological integrity. ▪ Improved Valuation, Pricing, and Incentive Mechanisms: The project values environmental factors through various ESD initiatives. A Construction Management Plan will minimize pollution and waste, and establish recycling and landfill waste streams. Environmental ratings like BASIX and NaTHERS will promote resource efficiency, reducing running costs and increasing the development's value. Overall, the proposed development will not have any unacceptable impacts on the natural environment
The project minimises impacts on the built environment	The design of the development has been carefully considered to respond to the surrounding environment and the Clanville Heritage Conservation Area (HCA). The layout of the development has been designed around the retention of significant mature native trees on site. The proposed building massing has been articulated to respond to surrounding properties, its setting within the HCA and adjacent locally listed heritage building (Roseville Scout Group Hall). The design of the proposal seeks to minimise impacts to neighbouring properties and includes landscaped site setbacks with deep soil tree planting. The design of the façade and materials palette have been carefully selected to complement the qualities of the surrounding area and to ensure a high quality proposal within its setting.
The project has positive social impacts	A Social Impact Assessment (SIA) was prepared by Gyde Consulting in accordance with the NSW Department of Planning, Housing and Infrastructure's (DPHI) guidelines. The SIA evaluates the potential social impacts of the proposed development on various aspects of community life: ▪ Increased Housing Supply: The development will provide more market and affordable housing, addressing local needs. ▪ Affordable Housing for Aging Population: The project includes affordable housing options suitable for an aging population in the area. ▪ Impact on Built Form and Character: There will be changes to the existing built form and character of the locality. ▪ Proximity to Services: The site is conveniently located near Roseville Town Centre and other nearby centres, providing easy access to services and infrastructure. ▪ Residential Amenity: The demolition of dwellings within a Heritage Conservation Area and the removal of 89 trees may impact residential amenity. ▪ Construction Impacts: Noise and dust from construction activities may affect residential amenity. Overall, the project is expected benefit the community. Negative impacts can be effectively managed through adopting a range of mitigation strategies outlined in the SIA into the approved development.
The project has positive economic impacts	The proposed development will have positive economic impacts that will benefiting both the local community and the broader region. During the

Matter	Response
	construction phase, the project will create 640 direct jobs and 865 indirect jobs, providing significant employment opportunities. Once operational, the development will generate three ongoing jobs, contributing to sustained economic activity. The increased population and activity resulting from the development will support existing and future businesses in the area in addition to supporting the State Government's investment in transport infrastructure which will foster economic growth. Additionally, the project is likely to positively impact property values in the surrounding area, reflecting the improved amenities and infrastructure. Overall, the development will contribute to the local economy through job creation, increased economic activity, and support for businesses, enhancing the economic vitality of the region.
The site is suitable for the project	The site is highly suitable for the proposed development for several reasons. The proposal is permitted with consent and meets the relevant provisions in the Housing SEPP and Ku-ring-gai Local Environmental Plan 2015 (KLEP 2015). Currently, the site is underutilised and does not match its potential as outlined by the TOD controls in the Housing SEPP. This project takes advantage of the site's proximity to Roseville Station to provide more market and affordable housing. The site does not have major constraints that cannot be managed through considered design or mitigation measures. Additionally, the site allows for this proposal to place housing in a convenient location near public transport, shops, and open spaces, supporting the '30-minute city' vision.
The project is in the public interest	The proposed development is in the public interest for several reasons. It provides affordable housing in a convenient location, supporting the NSW Government's goal to improve housing options and affordability. The site is close to shops, open spaces, and community services. The proposal aligns with State and local plans and meets planning rules, ensuring high living standards for future residents. The proposal generally complies with the relevant statutory planning controls, with only a minor variation in building height, which is justified in the accompanying Clause 4.6 Variation Request. With the implementation of the recommended measures, the development will not cause significant social or environmental impacts during construction and operation. It will also create many jobs, with 640 direct and 865 indirect jobs during construction and three ongoing jobs once completed, boosting the local economy. The site will be used efficiently and effectively. Overall, the proposed development is in the public interest, and approval is recommended with the necessary conditions.

The EIS demonstrates that the project has significant merit and should be approved subject to the implementation of the mitigation measures described in this report and supporting documents.

1. INTRODUCTION

This Environmental Impact Statement (**EIS**) has been prepared by Urbis Ltd (**Urbis**) on behalf of Hycorp Property Group (**Hycorp**) (**the Applicant**). The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (**DPHI**) in support of a State Significant Development Application (**SSDA**) for a residential development with affordable housing at 16-24 Lord Street and 21-27 Roseville Avenue, Roseville (**the site**).

The site is located on Gamaragal Country and the project team acknowledges the Gamaragal people, their elders past and present, and their deep and continuing connection to their land. In preparing this EIS Urbis acknowledges the importance of a Country-centred approach to the design, guided by Aboriginal people, who know that if 'we care for Country, Country will care for us'.

1.1. APPLICANT DETAILS

The applicant details for the proposed development are listed in the **Table 2**.

Table 2 Applicant Details

Proponent	Hycorp Property Group
Postal Address	Suite 1/256 Victoria Ave, Chatswood NSW 2067
ACN	5315 8946 331
Nominated Contact	Norelle Jones

1.2. THE PROJECT

The proposal seeks consent for the construction of an in-fill affordable housing residential development within the Roseville Transport Oriented Development (**TOD**) Area under Part 5 of State Environmental Planning Policy (Housing) 2021 (**Housing SEPP**), approximately 200m from Roseville Train Station. A brief description of the proposed development is provided below:

- Construction of 259 residential apartments, including 48 affordable housing units, in four buildings up to 9-storeys in height.
- Provision of 30,391.5m² GFA.
- Provision of:
 - 28 1-bedroom apartments.
 - 117 2-bedroom apartments.
 - 104 3-bedroom apartments.
 - 10 4-bedroom apartments.
- Provision of 344 basement car parking spaces and bicycle parking.
- Provision of 17% affordable housing in a mix of units within Building D (5,192m²).
- Provision of residential amenities and services on site, including swimming pool, gym, media and games rooms and kids' club.
- Retention of existing significant trees and provision of landscape planting.
- Provision of central courtyard.

The key objective of the project is to deliver high quality market and affordable housing within convenient walking distance of Roseville Station.

The proposed development is integrated development as it includes a drained basement requiring concurrence from the Department of Climate Change, Energy, the Environment and Water (**DCCEEW**).

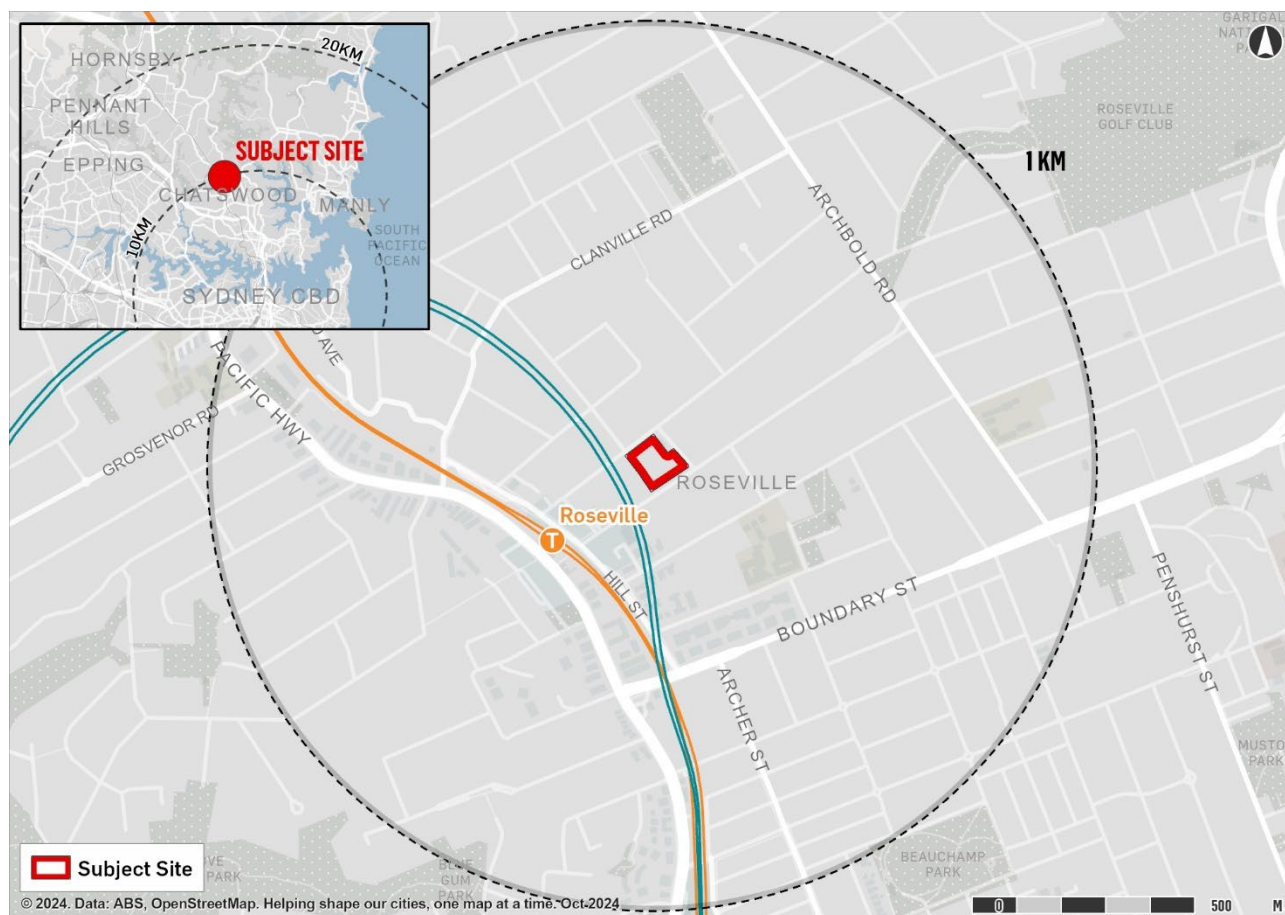
The key objectives for the proposed development and the way in which these have been achieved are summarised in **Table 3**.

Table 3 Project Vision and Objectives

Objective	Proposed Development
Provide high quality market and affordable housing within an accessible location.	The proposed development will deliver 211 market dwellings and 48 affordable housing dwellings within approximately 200m, or a 3-minute walk, of Roseville Tran Station. Regular train services are available to North Sydney, Chatswood and Sydney CBD to the south, and Hornsby to the north, with a direct connection to the Sydney Metro available at Chatswood Station. The site is also served by bus services available on Pacific Highway providing services to Chatswood and Sydney CBDs and the wider Kur-ring gai locality. This represents a significant quantum of housing located in an accessible location. This is consistent with the intentions of the NSW Government TOD Program and the National Housing Accord 2024-2029.
Provide a residential development of a high-quality design that responds to its conservation area setting.	The proposed design has been developed to respond to the Clanville Conservation Area through its layout, built form, materials and landscaping. The primary development principle is the retention of existing significant trees on site, around which the building layout and form has been developed. The building massing is setback and articulated, with materials specified to respond to the local context. The proposed landscape design enhances the appearance and amenity of the proposed development by sensitively integrating architecture and landscape.
Provide a mix of high-quality market and affordable homes.	The proposed development complies with the requirements of the Apartment Design Guide (ADG) and Housing SEPP criteria to provide dwellings that have high amenity, access to solar and natural ventilation. The development provides 48 affordable housing units in a mix of 1, 2 and 3-bedroom dwellings. As set out at Appendix I , Link Wentworth, a tier 1 community housing provider (CHP), has confirmed their interest in managing the affordable housing to be provided as part of the development. The 211 market housing units are provided in a mix of 1, 2, 3 and 4-bedroom dwellings. All apartments have access to private and communal open space, as well as on-site basement car and bicycle parking.

A map of the site in its regional setting is provided at **Figure 2**.

Figure 2 Regional Context Map



Source: Urbis

1.3. PROJECT BACKGROUND

The NSW Government has recognised the need to build more homes for the State's growing population, boosting housing supply and improving affordability.

Under the National Housing Accord, NSW is tasked with delivering approximately 376,000 new well-located dwellings, including approximately 15,800 social and affordable dwellings by 2029.

In May 2024, the NSW DPHI released a policy initiative to incentivise and support the delivery of market and affordable housing in accessible locations under Chapter 5 of the Housing SEPP, known as the "TOD Program". Additionally, in November 2023, the DPHI released a policy initiative to incentivise the delivery of in-fill affordable housing under Chapter 2, Part 2, Division 1 of the Housing SEPP. These initiatives bring together all levels of government, investors, and the private sector to unlock quality market and affordable housing supply over the short term.

Hycorp is a property developer based in the North Shore of Sydney who specialise in delivering high quality residential developments. As one of the leading residential property developers in the Sydney market, and given their existing working relationship with registered Community Housing Providers, Hycorp are uniquely positioned to deliver much needed housing, including affordable housing, at the site.

1.3.1. Project Story

A timeline of the project is provided in **Table 4**. Whilst community and stakeholder engagement is discussed in **Section 5**, the consultation undertaken with key agencies is detailed in **Table 5**.

Table 4 Project Timeline

Relevant Matter	Date
<u>TOD SEPP Commenced</u> The TOD SEPP commenced on 13 May 2024 which permitted the development of the site for the purpose of residential flat buildings to a base height limit of 22m and a floor space ratio (FSR) of 2.5:1.	13 May 2024
<u>Hyecorp Acquire Site</u> Following the commencement of the TOD SEPP in May and the enactment of the Roseville TOD Area, Hyecorp acquired the amalgamated site between July and September 2024.	July – September 2024
<u>Concept design competition</u> Hyecorp undertook a voluntary internal design competition with three highly regarded Australian architectural firms. This was to ensure that the concept design for the project embodied design excellence; appropriately responding to the site's context, surrounding heritage items and built form, and environmental constraints. The design scheme presented by Fender Katsalidis Architects (FKA) was selected by Hyecorp and has been developed with the consultant team for SSDA lodgement.	November 2024
<u>Scoping Meeting with DPHI</u> On 18 December 2024, a project Scoping Meeting was held between DPHI, the Applicant and representatives from the project team. An overview of the proposed development was presented by the Applicant and FKA, with feedback provided by DPHI by email following the meeting. A response to this feedback is provided in Section 5 of this EIS.	18 December 2024
<u>Submission of Request for Industry Specific SEARs</u> As an SSD that is wholly permissible, and is not designated development or a concept development application, the project qualified for industry-specific SEARs. The application for industry-specific in-fill affordable housing SEARs was submitted to DPHI on 18 December.	18 December 2024
<u>State Design Review Panel (SDRP) Meeting Scheduled</u> An SDRP meeting request for the proposal was made on 9 December 2024. On 18 December, the Government Architect of NSW (GANSW) confirmed the SDRP meeting had been scheduled for 14 April 2025. In accordance with the <i>NSW State Design Review Panel Guidelines for Projects Teams</i> , for private projects on private land, if no sessions are available within 12 weeks of the application, pre-lodgement review by the NSW SDRP is not required. An SDRP meeting has been organised for 21 May 2025.	18 December 2024
<u>Industry Specific SEARs Issued</u> The Industry Specific SEARs for the project were issued on 14 January 2025. An assessment against the requirements of the SEARs is provided in Appendix A .	14 January 2025
<u>Briefing Meeting with Ku-ring-gai Council</u> A briefing meeting between Ku-ring-gai Council, the Applicant and representatives from the project team was held on 27 February. An overview of the proposed development was presented by the Applicant and FKA, with verbal feedback provided from Council during the meeting. A response to the feedback presented by Council is provided in Section 5 of this EIS.	27 February 2025
<u>Webpage and Survey</u> The proposed development was advertised on the Hyecorp website on 6 March 2025, and a survey was made available. The survey webpage and community consultation were advertised locally by letterbox drop.	6 March 2025

Relevant Matter	Date
<u>Community Consultation</u>	11 March 2025
A community consultation drop-in session was held by the Applicant on 11 March 2025. Members of the community were invited to attend and view information on the proposed development. The Applicant and representatives from the project team were at the session to answer any questions. Community feedback from the session was recorded and a response to this is provided in Section 5 of this EIS.	
<u>Lodgement of SSDA</u>	4 April 2025
The SSDA is lodged with DPHI for Adequacy review on 4 April 2025.	

A summary of discussions with other key agencies prior to lodgement of the SSDA is provided in **Table 5** below.

Table 5 Agency Engagement

Agency	Date	Comments/Feedback
Sydney Metro	9 October 2024	The Applicant notified Sydney Metro of the proposed development via email on 9 October 2024. Sydney Metro responded by providing the relevant guidelines regarding the potential impacts on development on rail corridors. These guidelines have been taken into consideration in the development of the design; refer to the Geotechnical Investigation Report at Appendix U for further details.
TfNSW	13 March 2025	E-mail correspondence with TfNSW was undertaken in March 2025 to understand any comments or feedback on the proposal. TfNSW advised that their recommendations be that the SEARs transport assessment requirements be addressed and that feedback will be provided once the proposal is on formal exhibition.

The following key strategies have been adopted to avoid, minimise or off-set the impacts of the project:

- Undertaking early engagement with heritage specialists to understand the opportunities and constraints associated with the proposed development's location within the Clanville Heritage Conservation Area (HCA) and adjacent locally listed heritage items. This advice has informed the development and refinement of the design scheme.
- The layout of the built form has been shaped to ensure the retention of significant trees, including a central courtyard and setbacks to street frontages. This also ensures surrounding street trees are retained.
- The provision of basement car parking which provides off street parking for residents and visitors to mitigate parking impacts on surrounding local roads. The design of the proposed basement has been developed having regard to Sydney Metro's 'Underground Corridor Protection Technical Guideline' to avoid any potential impacts on the rail corridor. The driveway location also considers applicable flood related development constraints.
- Undertaking pre-lodgement engagement with Council and the local community to understand their feedback relating to the proposal and provide an opportunity for the design to be refined prior to lodgement of the SSDA.

1.3.2. Previous Approvals

A review of the Ku-ring-gai Council DA Tracker was undertaken on 12 March 2024. No relevant DA consents were identified for the subject site.

1.3.3. Restrictions and covenants

The certificate of title for the site lists the relevant easements and dealings that apply to the site. As the site comprises of nine (9) properties across ten (10) existing lots, these matters are detailed separately in **Table 6** with the proposed action listed against each.

Table 6 Restrictions and Covenants

Reference	Description	Action
16 Lord Street, Roseville		
N/A	Reservations and conditions in the Crown Grant(s).	Extinguish.
AG2735	Positive covenant for on-site retention in favour of Council.	Extinguish and replace.
AG2736	Restriction(s) on the use of land. On-site retention in favour of Council.	Extinguish and replace.
AH108564	Mortgage to Bank Australia Limited	Extinguish
AU412650	Caveat by Roselor One Pty Ltd	Maintain
18 Lord Street, Roseville		
N/A	Reservations and conditions in the Crown Grant(s)	Extinguish
7054500	Mortgage to Westpac Banking Corporation	Extinguish
AU412652	Caveat by Roselor One Pty Ltd	Maintain
20 Lord Street, Roseville		
N/A	Reservations and conditions in the Crown Grant(s)	Extinguish
AT819341	Mortgage to Cavoodle Investment Holdings Pty Ltd	Extinguish
AU412663	Caveat by Roselor One Pty Ltd	Maintain
22 Lord Street, Roseville		
N/A	Reservations and conditions in the Crown Grant(s)	Extinguish
AS434971	Mortgage to Commonwealth Bank of Australia	Extinguish
AU257585	Caveat by Roselor One Pty Ltd	Maintain
24 Lord Street, Roseville		
N/A	Reservations and conditions in the Crown Grant(s)	Extinguish
AU257591	Caveat by Roselor One Pty Ltd	Maintain
21 Roseville Avenue, Roseville		
N/A	Reservations and conditions in the Crown Grant(s)	Extinguish
N/A	The land above described is limited in stratum in the manner described in DP1046734	Extinguish
AU254409	Caveat by Roselor One Pty Ltd	Maintain
23 Roseville Avenue, Roseville		

Reference	Description	Action
N/A	Reservations and conditions in the Crown Grant(s)	Extinguish
AU257215	Caveat by Roselor One Pty Ltd	Maintain
25 Roseville Avenue, Roseville		
N/A	Reservations and conditions in the Crown Grant(s)	Extinguish
AJ305514	Mortgage to Westpac Baking Corporation	Extinguish
AU257509	Caveat by Roselor One Pty Ltd	Maintain
27 Roseville Avenue, Roseville		
N/A	Reservations and conditions in the Crown Grant(s)	Extinguish
AU257575	Caveat by Roselor One Pty Ltd	Maintain

2. STRATEGIC CONTEXT

This section of the EIS describes the key features of the site and its relationship to its local context. It also discusses how the project aligns with relevant strategic planning policy. It identifies other projects that should be considered in assessing the cumulative impacts of the project and also outlines the potential feasible alternatives explored by the applicant.

2.1. KEY FEATURES OF SITE AND LOCALITY

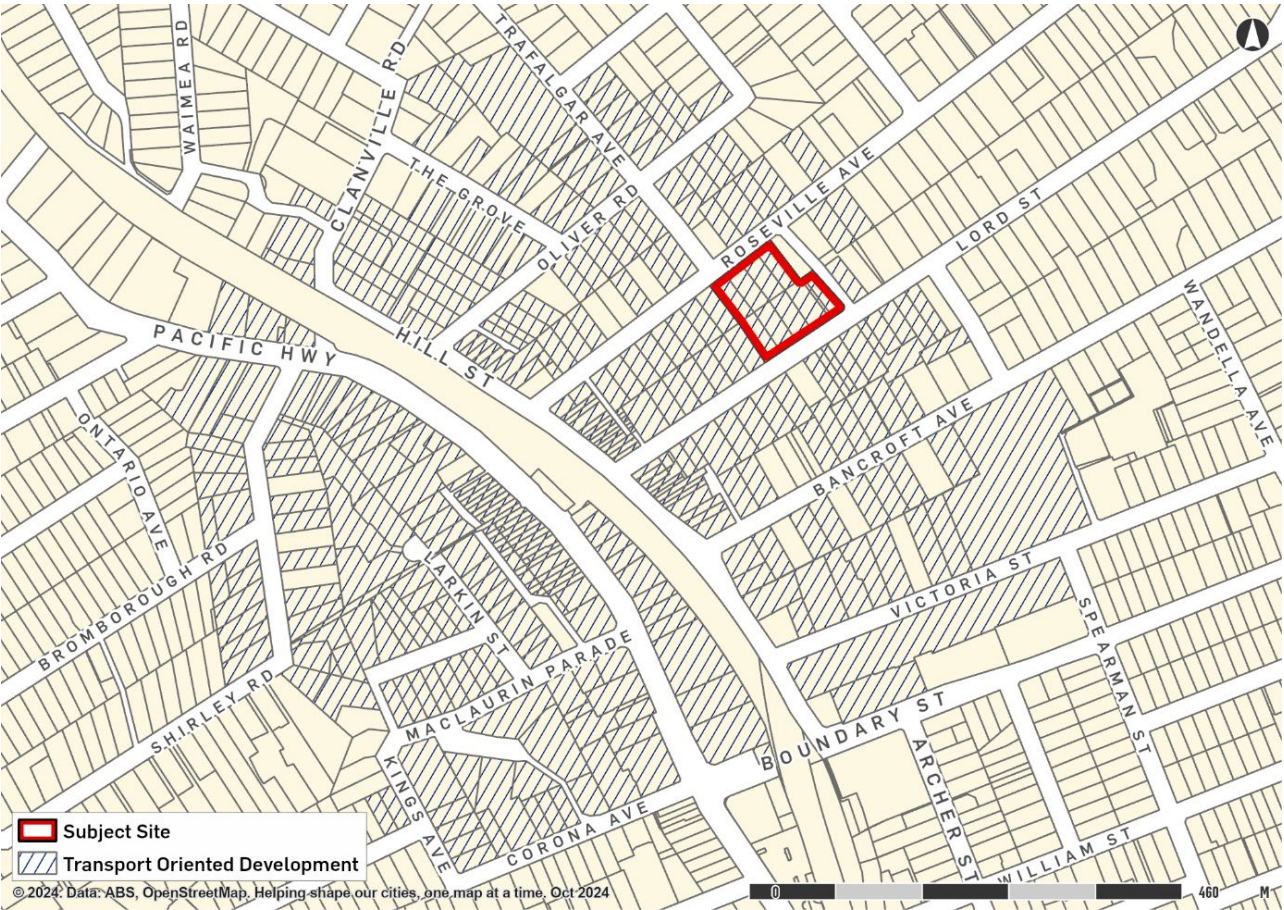
The location of the site is illustrated in **Figure 3**. The key features of the site are described in **Table 7**. The site is located with the Roseville TOD Area, as displayed in **Figure 4** below.

Figure 3 Local Context Map



Source: Urbis

Figure 4 Transport Oriented Development Area map



Source: Urbis

Table 7 below outlines the key features of the site and locality.

Table 7 Site and Locality Description

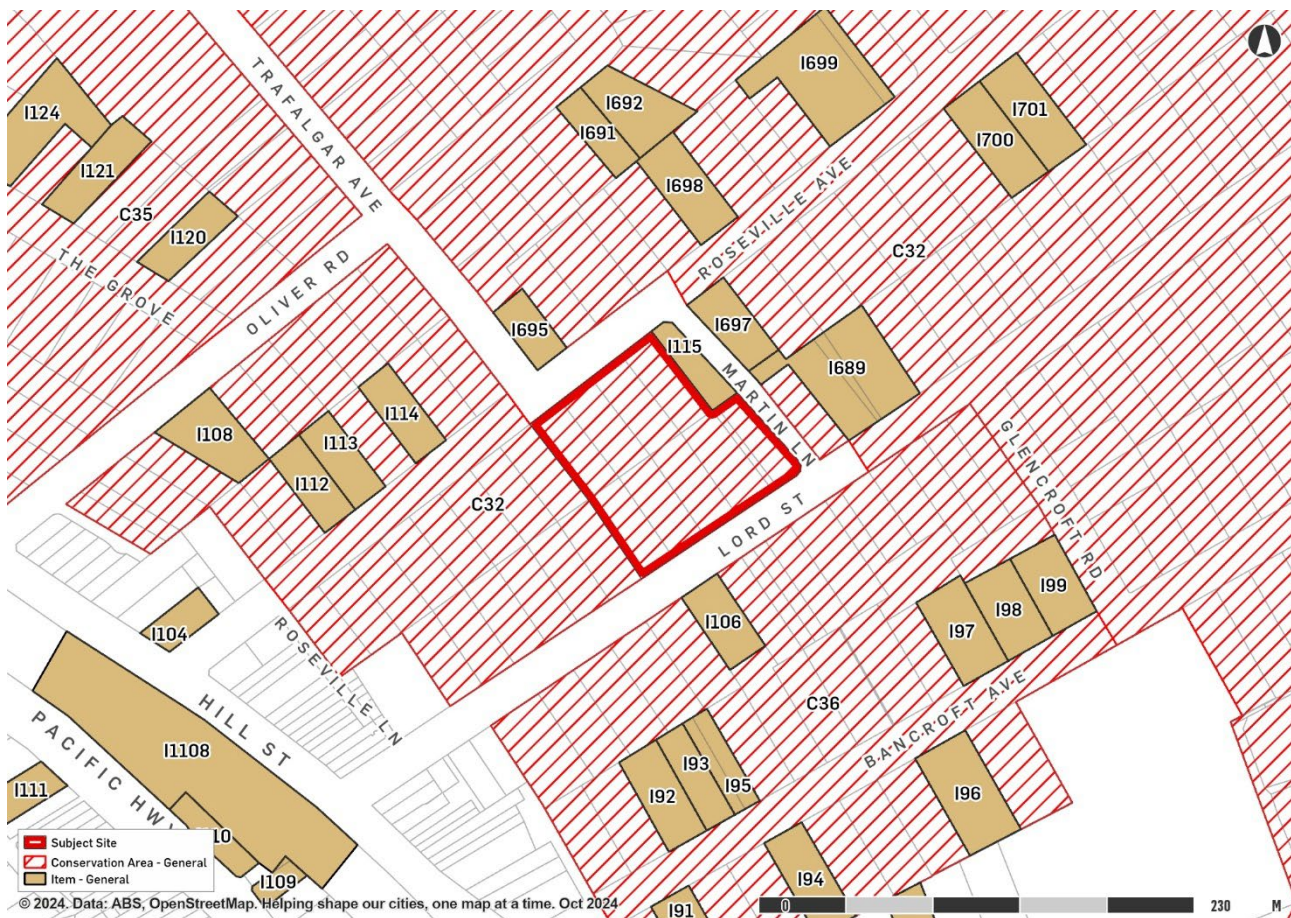
Characteristic	Description
Key Site Features	
Country	The site is located on Gamaragal Country.
Site Name	Roseville Avenue
Address	16-24 Lord Street & 21-27 Roseville Avenue, Roseville, NSW 2069
Legal Description (Title Particulars)	▪ 21 Roseville Avenue – Lot 9 DP1046734 ▪ 23 Roseville Avenue – Lot 66 Section B DP3277 ▪ 25 Roseville Avenue – Lot 65 Section B DP3277 ▪ 27 Roseville Avenue – Lot 64 Section B DP3277 ▪ 16 Lord Street – Lot 14 Section B DP3277 ▪ 18 Lord Street – Lot 15 Section B DP3277 ▪ 20 Lord Street – Lot 16 Section B DP3277 ▪ 22 Lord Street – Lot 17 Section B DP3277 & Lot 1 DP104781 ▪ 24 Lord Street – Lot 18 DP1173328.
Zoning	R2 Low Density Residential (Roseville TOD Area)

Characteristic	Description
Number of existing lots	Ten (10) consolidated lots
Existing Use / Structures	The site is currently occupied by nine (9) detached dwellings across ten (10) lots. The existing dwellings are single and dual storey detached dwelling houses.
Site Area	9,370.9 sqm
Number of pre-existing dwellings on site	Nine (9)
Site Frontage	Lord Street frontage: 104 metres (approx.) Martin Lane frontage: 106 metres (approx.) Roseville Avenue frontage: 90 metres (approx.)
Site Width	106 metres (approx.)
Vehicular/Site Access	Vehicle access into the site is currently provided by the private driveways associated with the existing detached dwellings.
Adjacent land uses North	On the opposing side of Roseville Avenue are single and dual storey detached dwellings.
Adjacent land uses East	To the east of the site are a range single and dual storey detached dwellings.
Adjacent land uses South	On the opposing side of Lord Street are several single and dual storey detached dwellings.
Adjacent land uses West	To the west of the site are several single and dual storey detached dwelling. Further west of the site is the Roseville Town Centre and Roseville Train Station, along with the Pacific Highway.
Topography	The prevailing site topography has a moderate fall in gradient from west to east of approximately 7 metres (RL92m to RL85m) (refer Survey Plan at Appendix G).
Vegetation	The site contains planted vegetation and scattered remnant trees that are contained within the front and backyards of the existing properties. This includes a range of small, medium and mature trees as well as general residential landscaping such as ornamental gardens, turfed areas and hedging.
Hydrology	The site does not contain any existing hydrology. The Ku-ring-gai LEP 'Natural Resource – Riparian Lands Map', identifies land adjacent (within 5m) of the northeast of the site within Lot 63/DP507702 as containing Category 3a Riparian Land. This is an underground category watercourse and does not meet definition of waterfront land, or provide other biodiversity values.
Flooding/Overland Flow	The site is flood affected, with the eastern portion of the site subject to inundation. There is low flood risk as the 1% Annual Exceedance Probability (AEP) event is confined to a small section of the east of the site.
European Heritage	The site is located within the Clanville Heritage Conservation Area with none of the properties within the site listed as individual heritage items. A locally listed heritage item is located adjacent to the site at 29 Roseville Avenue, being the Roseville Scout Group Hall (item I115) (refer Figure 5 below). The site is also located nearby to the following heritage items: ▪ 22 Roseville Avenue, "Dwelling house" (Item No. I695, Local Significance)

Characteristic	Description
	31 Roseville Avenue, "Dwelling house" (Item No. I697, Local Significance) 32 Roseville Avenue, "Dwelling house" (Item No. I698, Local Significance) 19 Lord Street, "Dwelling house" (Item No. I106, Local Significance).
Aboriginal Archaeology	An Aboriginal Heritage Impact Assessment (AHIA) been undertaken for the site. The AHIA has confirmed that due to the sites historical disturbance, and the site's location approximately 1.5km away from the nearest Aboriginal Heritage Information Management System (AHIMS) registered Aboriginal object, unidentified Aboriginal objects are unlikely to be present.
Bushfire	The site is not mapped as bushfire prone land.
Biodiversity	The site is not mapped as having biodiversity values in the KLEP 2015. However, a small portion of the site is mapped on the Biodiversity Values Map and Threshold Tool Map as containing biodiversity values. This pertains to an existing large tree located centrally within the site. This tree is proposed to be retained by the proposed development. A BDAR Waiver has been granted for the proposal, refer Appendix CC .
Geotechnical	The Sydney 1:100 000 Geological Series map indicates the site is underlain by Ashfield Shale which typically comprises black to dark grey shale and laminate. The Sydney 1:100 000 Soils Landscape Series map indicates the southwestern half of the site is underlain by 'Glenorie' erosional soils. The mapping indicates the northeastern half (roughly) of the site is underlain by 'Lucas Heights' residual soils. A registered groundwater bore (domestic use) is located about 230 m northwest of the site. Records indicate the standing groundwater level in this bore is at 65 m depth.
Acid Sulfate Soils	The site is mapped as Acid Sulfate Soils Class 5
Contamination	The site is not known to be contaminated land.
Surrounding Locality	
Nearby Centres	The site is located approximately 1.7 kilometres north of the Chatswood CBD, a regionally significant strategic centre. The Chatswood CBD hosts a range of commercial offerings including office space, large regional scale shopping centres (Westfield and Chatswood Chase), smaller shopping centres and high street retailers in addition to a vibrant food and entertainment precinct which includes District Dining, Hawker Lane, Hoyts Cinemas, Zenith Theatre and the Concourse. The Roseville Local Centre (Hill Street Precinct) is located approximately 200m west of the site containing a range of shops, restaurants, services and entertainment (Roseville Cinemas). Macquarie Park is located 8km west of the site.
Public Transport	The site is located a maximum distance of 317 metres from the entrance to the Roseville Train Station. The Roseville Train Station affords public transport access to the Chatswood CBD, North Sydney, and the Sydney CBD, as well as other local and strategic centres on the north shore. The nearest bus stop is located at the intersection of Roseville Avenue and Gerald Avenue, approximately 200 metres east of the site, with additional bus stops located along the Pacific Highway approximately 25m west of the site. These bus stops are serviced by the 558-bus route which operates between Chatswood and Lindfield via Roseville.
Major Roads	The site is located approximately 300 metres from the Pacific Highway which connects the Sydney CBD with the north shore. The site is

Characteristic	Description
	located 550 metres north of the Boundary Street and Pacific Highway intersection which affords access to the Northern Beaches and strategic centres of Dee Why and Brookvale. Archbold Road to the east provides an alternative north south arterial connection from Boundary Street to Mona Vale Road. The site is also located 3.5 kilometres north of the M1 Motorway which connects the Sydney CBD to the north-western suburbs and Greater Western Sydney via the Lane Cove Tunnel and M2 Motorway. Alternate access to the M2 can also be provided via Fullers Road at Chatswood.
Open Space	The site is located nearby to a range of public open space offerings. The nearest open space is Bancroft Park which is located 350 metres south-east of the site. Further, Little Digger Park is located approximately 650 metres east of the site, with Roseville Park situated 720 metres north of the site.
Social Infrastructure	<u>Schools</u>: The site is located nearby to several schools. The site within the school catchment zones of Roseville Public School, Killara High School. located 700 metres east. Roseville College, a private school for girls, is located 200 metres south of the site. <u>Health Infrastructure</u>: The site is located nearby to several private health services facilities within the Roseville Local Centre and Chatswood CBD. The site is located roughly 4km from the Royal North Shore Hospital and 6km from the Northern Beaches Hospital.

Figure 5 Heritage map



Source: Urbis

Figure 6 Locality Photographs



Picture 3 Looking north-east along Lord Street



Picture 4 Looking south-west along Lord Street



Picture 5 Looking north-east along Roseville Avenue



Picture 6 Looking south-west along Roseville Avenue

Source: Urbis

2.2. OTHER DEVELOPMENT IN THE AREA

The site is located within Roseville. Approved and likely future major projects which may be relevant in the cumulative impact assessment of the proposal are summarised in **Table 8**.

Table 8 Nearby Projects / Development

SSDA Reference	Development Description	Street Address	Current Status
SSD-9912	Construction and operation of a new Sport and Wellbeing Centre including basement car parking, swimming pool, gym, learning areas, food technology space, amenities and storage, rooftop sports courts, landscaping, signage and tree removal.	27-29 and 347 Bancroft Avenue, Roseville	Approved 18/06/2021
SSD-77829461	Demolition of existing buildings and construction of a residential apartment development, including affordable housing apartments, above basement car parking.	2 & 4 Larkin Street and 1,3 & 5 Pockley Avenue, Roseville and 2-16 Pockley Avenue, Roseville	Prepare EIS

SSDA Reference	Development Description	Street Address	Current Status
SSD-77825469	Demolition of existing buildings and construction of a residential apartment development, including affordable housing apartments, above basement car parking.	2, 4, 6, 8, 12, 12, 14, and 16 Pockley Avenue	Prepare EIS

The potential cumulative impacts of the project are addressed in **Section 6** of the EIS in accordance with the DPHI Assessing Cumulative Impacts Guidelines.

2.3. FEASIBLE ALTERNATIVES

Clause 192(1)(c) of the Environmental Planning and Assessment Regulation 2021 (**EP&A Regulations**) requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

The project team examined several feasible alternatives to the proposed development as outlined in **Table 9**.

Table 9 Project Alternatives

Option	Discussion
Option 1 Do Nothing	The consequences of not carrying out the development would undermine the strategic objectives of the NSW Government, relevant Regional and District Plan objectives and significant public investment by Federal, State and local government to support the delivery of market and affordable housing in accessible locations. There is a critical undersupply of housing in Sydney. If the development were not to be carried out, this would result in 259 homes not being delivered to meet local housing needs. The timely delivery of additional housing is required to respond to critical housing need and address Sydney's housing affordability crisis in accordance with the National Housing Accord.
Option 2 – Alternate Location	The site was identified as the most suitable for the proposed development as it has been identified by the NSW Government through the TOD Program as a highly suitable location for the provision of new housing, being approximately 200m from Roseville Station. The NSW Government undertook analysis of 305 Sydney stations to identify locations that have enabling infrastructure capacity close to a transport station to support additional housing growth. The proposed location is highly accessible to transport, jobs, community services and open space. The site is highly suitable for the proposed development being within an existing residential area, with existing infrastructure and services available to facilitate the provision of additional homes. It comprises a consolidated landholding capable of accommodating more intensive development.
Option 3 - Alternative Design	The design development process involved an internal design competition initiated by the Proponent. Three reputable architectural firms were invited to prepare concept designs for the project. Award winning architectural firm Fender Katsalidis Architects were selected as the preferred architect for the project. The proposed design considers the site's existing constraints and opportunities. This includes recognising the important leafy character of the area, through the retention of several significant, high value trees on the site and designing the development accordingly. Similarly, the curtilage of the adjacent heritage item has been respected, ensuring that the significance of this item can be appreciated. In the case that an alternative design was

Option	Discussion
	pursued, the strength of these design principles would be reduced. Further, the design ensures that a suitable mix of apartment sizes can be achieved in response to the market demand of the community and requirements of the CHP. If an alternative design was pursued, the possibility to achieve the correct apartment mix is limited, with the proposed building orientation, footprint and scale providing a suitable opportunity to achieve this ambition.
Option 4 – Proposed Development	The proposed development is considered the most appropriate and feasible option for the site for these reasons outlined above and listed below: ▪ The site has been strategically identified as suitable for the provision of new homes, located approximately 200m from Roseville Station and serviced by existing infrastructure. ▪ The provision of new market and affordable homes in this location in the short-term will contribute to meeting critical housing need and affordability for the local community. ▪ The site allows for a mix of 1-bedroom to 4-bedroom, high quality residential apartments to be delivered, with high amenity. ▪ The proposed development will ensure the delivery of quality affordable housing dwellings with a high level of amenity and accessibility.

2.4. STRATEGIC PLANNING ALIGNMENT

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined in **Table 10** below.

Table 10 Strategic Planning Consistency

Plan	Detail
National Housing Accord	The National Housing Accord sets an aspirational target to deliver 1 million well-located homes between mid-2024 and 2029. The National Housing Accord was established by the Australian Federal Government and sets the policy platform for state planning departments to enact housing and planning policy reforms, such as the TOD SEPP. To align with the National Housing Accord, DPHI released revised 5-year housing targets for each Council within NSW. Ku-ring-gai Council has a revised 5-year target to 2029 of 7,600 dwellings, of which this development will provide 259 dwellings or approximately 3.5% of this target. Therefore, the proposed development aligns with the intended outcomes of the National Housing Accord.
Greater Sydney Region Plan – A Metropolis of Three Cities	The Greater Sydney Region Plan (Region Plan) is the overarching strategic plan that seeks to shape future development for the Sydney metropolitan area over the next 40 years. Under the Region Plan, the site is located within the North District, which forms part of the Eastern Harbour City. The project is consistent with the Region Plan for these reasons: ▪ <i>Objective 10: Greater housing supply.</i> The project will provide significant additional housing supply in the form of 211 market dwellings and 48 affordable housing dwellings. ▪ <i>Objective 11: Housing is more diverse and affordable.</i> The project will provide a dwelling typology which Roseville currently does not readily exhibit. The construction of a residential flat building will ensure diversity of housing supply within the north shore, as well as providing an important affordable housing

Plan	Detail
	component. Through the delivery of market and affordable dwellings, the local housing market will be more diverse and affordable. ▪ <i>Objective 12: Great places that bring people together.</i> The proposed development will retain several significant trees within the development site. The retention of these trees creates a focus on sustainability and ecologically sensitive design central to the scheme to enhance community wellbeing. ▪ <i>Objective 14: Integrated land use and transport creates walkable and 30-minute cities.</i> The site is located within a TOD Area, which promotes walkability and reducing reliance on private vehicles. This aligns with the goal of creating a 30-minute city where residents can access jobs and services within 30 minutes by public transport. ▪ <i>Objective 22: Investment and business activity in centres.</i> As the site is located within the TOD Area, the increased dwelling density will support local businesses and services, fostering economic activity and investment in the Roseville Town Centre and adjacent Chatswood Strategic Centre. ▪ <i>Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change.</i> Through being located within a TOD Area, the project promotes the use of public transport, reducing carbon emissions and contributing to the goal of a low-carbon city.
North District Plan	The North District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The project is consistent with the North District Plan for these reasons: ▪ <i>Planning Priority N1: Planning for a city supported by infrastructure.</i> The proposed development is located within a TOD Area and therefore seeks to integrate land use and transport to ensure residents have access to necessary public transport infrastructure. ▪ <i>Planning Priority N5: Providing housing supply, choice and affordability, with access to jobs, services and public transport.</i> The proposed development will provide significant housing supply in the form of 211 market and 48 affordable housing dwellings. The proposed location of the development with the Roseville TOD Area will ensure that future residents have access to jobs and services through using public transport infrastructure. ▪ <i>Planning Priority N6: Creating and renewing great places and local centres, and respecting the District's heritage.</i> The proposed retention of several significant, high value trees within the site contributes to the creation of sustainable and attractive places founded on environmental conservation. The proposed development will involve the demolition of nine dwellings within the Clanville HCA. However, the Heritage Impact Statement at Appendix GG has confirmed that considerable modifications have occurred to these dwellings and that the significance of the HCA will be retained following their demolition. ▪ <i>Planning Priority N10: Growing investment, business opportunities and jobs in strategic centres.</i> The location of the site within the Roseville TOD Area and less than 250 metres from the Roseville Local Centre will positively contribute to the economic viability of local businesses and services. The increase in quantum of dwellings in Roseville is likely to attract future investment. The project will deliver a total of 1,660 employment opportunities; 1,557 during the construction phase and three during the operation of the development. ▪ <i>Planning Priority N21: Reducing carbon emissions and managing energy, water and waste efficiently.</i> The location of the site within the Roseville TOD Area will encourage residents to use public transport and minimise private vehicle usage. Through reducing private vehicle reliance, the proposed development will positively contribute to reducing carbon emissions.

Plan	Detail
	As described above, the proposed development is consistent with the Planning Priorities of the North District Plan.
Ku-ring-gai Local Strategic Planning Statement	The proposed development aligns with the Ku-ring-gai Council Local Strategic Planning Statement (LSPS) by providing 259 new dwellings in a mix of 1 to 4-bed units, including 17% affordable housing, which addresses housing supply, diversity, and affordability (Planning Priority 2). Located within the Roseville TOD Area, it supports integrated land use and transport planning (Planning Priority 1) and fosters local economic activity (Planning Priority 5), including the creation of 1,660 employment opportunities across the construction and operation phases. The retention of significant trees enhances the natural environment and urban canopy (Planning Priority 6), while promoting sustainability and climate resilience through reduced carbon emissions and sustainable design principles (Planning Priorities 7 and 8). Additionally, the project enhances community wellbeing by creating attractive public spaces and fostering social connectivity (Planning Priorities 3 and 4). This alignment ensures the project meets community needs and supports the council's vision for a liveable, sustainable, and economically vibrant Ku-ring-gai.
Ku-ring-gai Housing Strategy	The proposed project aligns with the Ku-ring-gai Housing Strategy by delivering 259 new dwellings in a mix of 1 to 4-bed units, including 17% affordable housing, which addresses the need for increased housing supply, diversity, and affordability. Located within a TOD Area, it supports the strategy's goal of providing housing close to public transport and essential services, enhancing accessibility and reducing reliance on private vehicles. The retention of significant trees on the site contributes to the preservation of the natural environment and urban canopy, promoting sustainable living. By integrating these elements, the project supports the Housing Strategy's objectives of creating diverse, affordable, and sustainable housing options that meet the community's needs and enhance the overall liveability of Ku-ring-gai.
Future Transport Strategy	The NSW Future Transport Strategy is a long-term plan for transforming the transportation landscape in New South Wales. It aims to create a modern, efficient, and customer-focused transport system that can adapt to emerging technologies and cater to the evolving needs of a growing population. The project is consistent with the Future Transport Strategy for these reasons: ▪ The proposed development is located within a TOD Area, ensuring residents have easy access to public transport options, enhancing convenience and reducing travel times. ▪ By being located in a TOD Area, the project supports local businesses and services, fostering economic activity and investment in the centre. ▪ The project's location in a TOD Area promotes the use of public transport, reducing traffic congestion and enhancing the efficiency of the transport system.
Better Placed	Better Placed is an integrated design policy for the built environment developed by the NSW Government Architect. The policy aims to enhance the quality of life for the people of New South Wales by promoting good design in the planning, design, and construction of buildings, spaces, landscapes, and neighbourhoods. The project is consistent with the seven key Better Placed objectives as follows: ▪ Better Fit: 21-27 Roseville Avenue & 16-24 Lord Street considers both the immediate surroundings and the broader urban context, responding to local landscape features, urban patterns, and existing neighbour built forms. The building effectively addresses site conditions, enhances local materiality, and provide a diverse array of programs and activities that bring together various cultures, age groups, and community members, enhancing the quality of life of all residents in Roseville. ▪ Better Performance: The proposal features extensive landscaping and retention of existing mature tree canopies. The activated communal courtyard provides access to sunlight, fresh air, and natural light helping mitigating urban heat island effect and saving on energy costs. Highly planted green edges and

Plan	Detail
	tree planting improves amenity, reduces direct sunlight on glazing and reduces urban heat island effect. ▪ Better for Community: All public and communal spaces within the project are universally accessible and strategically situated near residential entries, creating a dynamic environment for community gatherings and daily interactions. This thoughtful design enriches the area's vibrancy and fosters a strong sense of community. The proposal offers a wide range of liveable and accessible apartments designed to meet the diverse needs of residents. ▪ Better for People: The public open spaces on the site are safeguarded, ensuring a secure, inclusive, and inviting environment for gatherings. Podium apartments facing Roseville Avenue. Martin Lane and Lord Street will provide passive surveillance, enhancing safety and oversight of these thoroughfares. ▪ Better Working: 21-27 Roseville Avenue & 16-24 Lord Street designed to cater to people's daily needs and amenities, offering versatile homes for a variety of residents, tailored to different demographic requirements. Communal spaces prioritise accessibility while preserving the distinctive character and sense of identity of the surround context. ▪ Better Value: The proposal is an active residential development that enhances the Roseville precinct, attracting residents to an established suburb. A large variety of amenities provides high quality of living for the residents of the development as well as providing an active street presence along Roseville Avenue. ▪ Better Look and Feel: The proposal showcases high-quality, aesthetic design and highly landscaped public realm. Unique to the area, this development enhances the neighbourhood both aesthetically and visually by incorporating beautiful architecture into the surrounding context.
Connecting to Country Framework	The NSW Government Architect's "Connecting to Country" Framework aims to integrate Aboriginal cultural knowledge into the planning, design, and development of the built environment. It seeks to foster a deep respect and understanding of the Aboriginal connection to Country, promoting its recognition and celebration in contemporary design and planning. The framework serves as a guide to create spaces that are culturally inclusive, sustainable, and reflective of Australia's rich Aboriginal heritage. The project is consistent with the Connecting to Country framework as it will: ▪ Native trees are retained and will be supplemented by the introduction of endemic planting species. ▪ Reuse of trees removed for nature play. ▪ Promoting gathering spaces and seating to engage people who have some time to pause, read and reflect absorbing messages and stories about the site. ▪ Use of sustainable local building materials where possible. ▪ Ensuring that existing views across Country are maintained and established by the proposed development. ▪ Proposing a central courtyard that promotes nature-based experiences. ▪ Acknowledgement of the Gamaragal People and Country is to be included as a feature through wording on a boundary wall and/or embedded in paved elements. The exact design and location of the acknowledgement will be resolved at construction certificate stage. To be guided by an Aboriginal Heritage Interpretation and Art Strategy. ▪ Landscaping around the periphery of the site is arranged in a linear reminiscent of the site's European heritage, whilst in the central courtyard there is an opportunity for landscaping to be clumped. ▪ Landscaped swales are provided in place of hard engineered solutions. ▪ Sandstone elements feature prominently throughout the development. ▪ Interpretative panels / placards will be incorporated into the nature play area providing information/stories about the planting species provided in the space. To be guided by an Aboriginal Heritage Interpretation and Art Strategy.

Plan	Detail
Transport Oriented Development (TOD) Program	The proposed development is located within the Roseville TOD Area, a Tier 2 TOD Area which is subject to new planning controls within 400 metres of the Roseville Train Station. The project makes use of the revised planning controls to ensure that a significant uplift in housing supply can be achieved, consistent with the objectives of the TOD Program.

3. PROJECT DESCRIPTION

The following section of the EIS summarises the key numeric components of the proposed development and describe the demolition, site preparation, construction and operational phases in further detail.

3.1. PROJECT OVERVIEW

The key components of the proposed development are summarised in **Table 11**. A copy of the architectural concept drawings is provided as **Appendix D**.

Table 11 Project Summary

Project Element	Summary
Project Summary	The project includes demolition of existing buildings and structures on the site and construction of 259 residential apartments with affordable housing and basement parking. Specifically, the SSDA seeks development consent for: ▪ Demolition of existing buildings and structures and removal of selected trees. ▪ Partial excavation of the site to a depth of RL76m and construction of a 3-level basement. ▪ Construction of a residential flat building up to 9-storeys in height (RL121.5m) to provide 259 apartments including affordable housing, residential amenities and services. ▪ Provision of car parking spaces at basement level and bicycle parking. ▪ Provision of hard and soft landscaping. ▪ Associated works for the provision of infrastructure and servicing.
Site/Project Area	The site has a total area of 9,370.9m ² . The majority of the site will be physically disturbed by the project.
Proposed uses	Residential flat building
Apartments and Mix	The proposal will deliver 259 dwellings in the following mix: ▪ 1 bedroom: 28 (10.8%) ▪ 2 bedrooms: 117 (45.2%) ▪ 3 bedrooms: 104 (40.2%) ▪ 4 bedrooms: 10 (3.9%) 211 of these apartments will be market housing and 48 apartments will be affordable housing (17% of overall GFA). All affordable housing units will be located in Building D (refer Appendix I).
Gross Floor Area (GFA)	30,391.5m ²
Floor Space Ratio (FSR)	3.24:1
Maximum height	31.1m above existing ground level (RL 121.5m) 9 storeys
Parking	344 car parking spaces: ▪ 309 residential including 39 platinum standard accessible spaces. ▪ 35 visitor spaces including 3 accessible spaces and 2 car share spaces. ▪ 8 motorcycle parking spaces ▪ 4 car wash bays
Bicycle Parking	339 spaces
Landscape Area	3,570m ² (38% of site area)
Communal Open Space	2,363.9m ² (25% of site area)
Deep Soil Area	2,160.3m ² (23% of site area)

Project Element	Summary
Estimated Development Cost	\$148,596,689 (excluding GST)
Job Creation	640 direct and 865 indirect jobs during the construction phase and 3 ongoing jobs during the operational phase
Affordable Housing Provider	Name: Link Wentworth ABN: 62 003 084 928

3.2. DETAILED DESCRIPTION

3.2.1. Connecting with Country

The project has been informed by a deep understanding of the system of Country and the importance of embedding cultural knowledge into the planning and design of the proposed residential development.

The design team has engaged with the Aboriginal Heritage Office (AHO), who has a partnership with six Councils (including Ku-ring-gai Council) to assist with the protection, management and conservation of sites. Additional engagement included a Cultural Awareness Workshop with an AHO recommended independent Aboriginal Heritage consultant and a Walk on Gamaragal Country on 14 January 2025.

The key themes of this engagement and how these elements have been interpreted and incorporated into the design are outlined below.

Table 12 Connection with Country – Key Themes

Key themes	Design Response
Acknowledge Country	Acknowledgement of the Gamaragal People and Country is to be included as a feature through wording on a boundary wall and/or embedded in paved elements. The exact design and location of the acknowledgement will be resolved at construction certificate stage. To be guided by an Aboriginal Heritage Interpretation and Art Strategy.
Connect with Country	- Native trees are retained and will be supplemented by the introduction of endemic planting species. - Reuse of trees removed for nature play - Promoting gathering spaces and seating to engage people who have some time to pause, read and reflect absorbing messages and stories about the site. - Landscaping around the periphery of the site is arranged in a linear reminiscent of the site's European heritage, whilst in the central courtyard there is an opportunity for landscaping to be clumped. - Landscaped swales are provided in place of hard engineered solutions. - Sandstone elements feature prominently throughout the development.
Interpret Country	Interpretative panels / placards will be incorporated into the nature play area providing information/stories about the planting species provided in the space. To be guided by an Aboriginal Heritage Interpretation and Art Strategy.
View Country	- No specific measures adopted through landscaping. - Increased building heights allow for new opportunities to view Gamaragal Country from the site. - Existing views to local bushland are not obstructed by the proposed development.

3.2.2. Layout and Built Form

The proposed site layout has been designed in a considered and holistic way. It has sought to retain significant trees throughout the site and design the massing of the development to be responsive to these trees. In particular, the layout of the development has been designed with an entrance courtyard to Roseville Avenue and a central courtyard around which the massing is sited, to maintain the green, landscape-driven character of the site and local area. The site layout has also considered the site's location within a TOD Area, locating primary entry points on Roseville Avenue and Lord Street to provide convenient, walkable access to Roseville Station via the existing footpath network.

The site layout includes four inter-connected buildings (Buildings A to D) which are oriented around the central courtyard. The massing responds to the site's context, including minimising impacts to neighbouring residential properties and tree retention. Generous six metre setbacks have been provided to all site boundaries in accordance with Apartment Design Guide (**ADG**) building separation requirements and to respond to the prevailing building setback. The building podium up to level 4 is setback six metres from all site boundaries, with the upper levels of the building above the podium setback nine metres from all site boundaries.

The scale and massing responds to the site's context whilst optimising the development potential of the site and the delivery of affordable housing. The design comprises four 9-storey buildings, including a 4-storey podium to provide a more pedestrian scale to the lower elements of the development. The upper levels are setback to reduce the perceived bulk and scale of the development. The massing of the development has been broken up into distinct built forms through façade articulation and landscape planting, to further minimise visual impact and bulk and scale, as well as reinforce a fine-grain rhythm at the street level. The primary pedestrian access is provided from Roseville Avenue to facilitate a direct pedestrian connection to Roseville station and allow for an entrance courtyard surrounding the retained significant tree to this site frontage. To maximise the separation of pedestrian and vehicular movements, and to respond to the gradients of the site, the proposed vehicular access is located on Lord Street. One vehicular access is proposed for access to the loading dock and basement car park to minimise the number of site driveways.

Building materials have been carefully selected to respond to the heritage conservation area setting in which the development is located. The material palette includes natural materials found in neighbouring buildings including sandstone and timber elements complemented by brick. Variety in the colour palette of each building helps to provide each with individual character and identity whilst further serving to break the building mass.

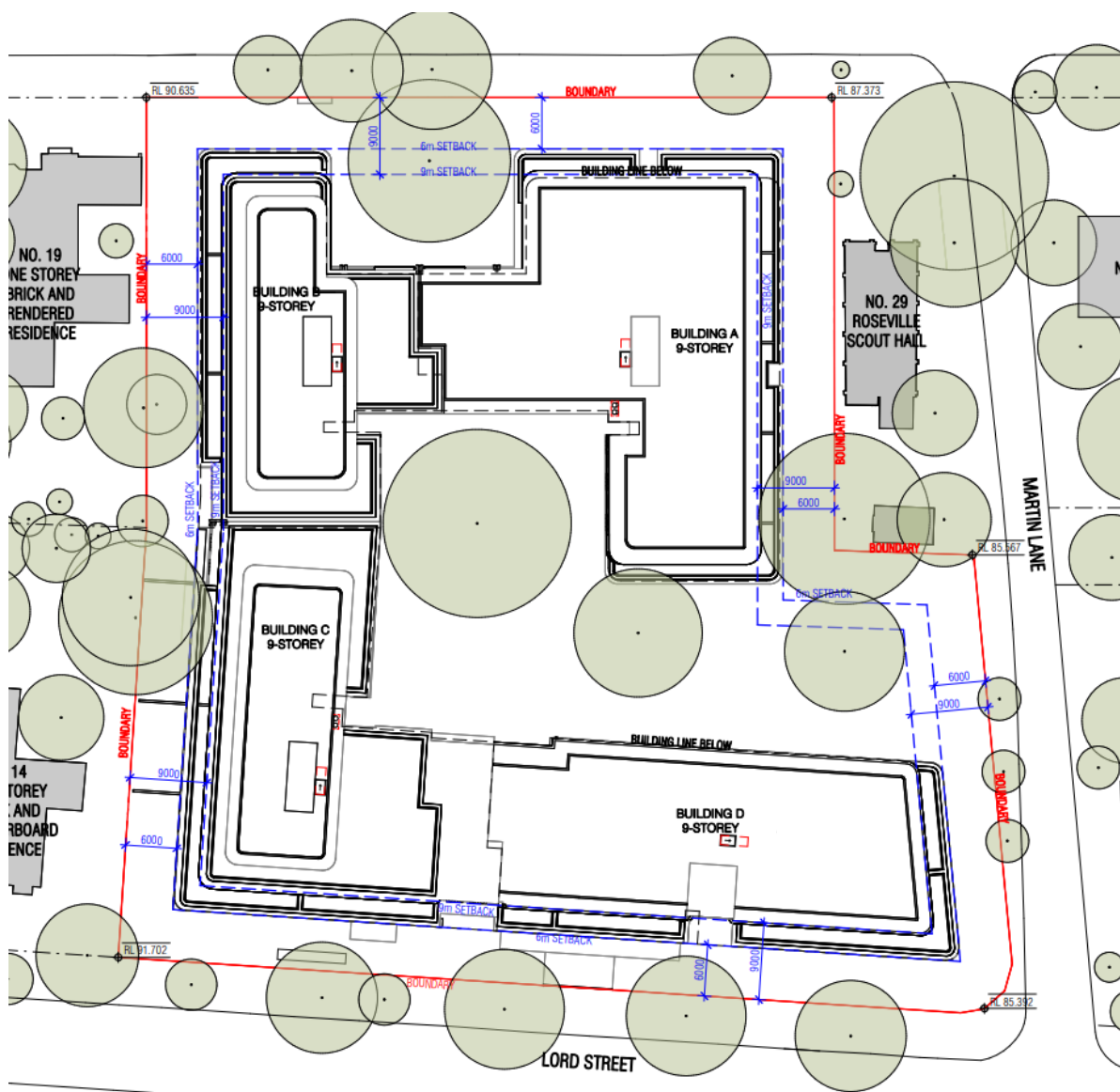
The key elements of the proposed development include:

- Construction of 259 residential apartments, including 48 affordable housing units, in four buildings 9-storeys in height.
- Provision of 30,391.5m² GFA.
- Provision of:
 - 28 1-bedroom apartments.
 - 117 2-bedroom apartments.
 - 104 3-bedroom apartments.
 - 10 4-bedroom apartments.
- Provision of 344 basement car parking spaces and bicycle parking.
- Provision of 17% affordable housing in a mix of units within Building D (5,192m²).
- Provision of residential amenities and services on site, including swimming pool, gym, media and games rooms and kids' club.
- Retention of existing significant trees and provision of landscape planting.
- Provision of central courtyard.

Each building contains a mix of apartment sizes. All apartments have access to private open space in the form of gardens or balconies. All apartments have access to residential amenities and communal open space, including a play space.

The proposed residential amenities are provided at ground and lower ground floor levels, accessible from the central courtyard. The proposed outdoor swimming pool is located at ground floor and is accessible from the central courtyard.

Figure 7 Proposed Site Plan



Source: FKA

3.2.3. Building Design

Residential accommodation is provided at lower ground level up to level 8 of the building. Due to the sloping nature of the site, residential accommodation is provided across the eastern portion of the site at lower ground level. This includes the provision of 3-bed townhouses to Roseville Avenue. Residential amenities include are also provided at lower ground level including pool, gym and landscaped playspace.

Residential accommodation and residential amenities are provided at ground level. A mix of 1-, 2- and 3-bed apartments are provided. All apartments have direct access to private open space in the form of balconies, courtyards and gardens. The layout of the buildings is centred around the communal courtyard, with the retained significant trees providing a high level of amenity. The residential amenities at ground level include a cinema room, lounge, communal kitchen and landscaped areas.

Levels 1 to 3 provide a mix of 1-, 2- and 3-bed apartments across the four buildings. All apartments have external views or a courtyard aspect, or both. Level 4 includes 4-bedroom units, with apartments having generous private open space at the podium roof level.

A mix of 1- to 4-bed apartments are provided at levels 5 to 7. Across the four buildings, the maximum number of units per lift core per floor is between six and eleven. As with the lower ground level, due to the sloping nature of the site, residential accommodation is partially provided at level 8. In the western portion of the site, a mix of 2-, 3- and 4-bed apartments are provided at level 8, all with access to private open space

within the landscape screened roof terrace. PV panels are also proposed at roof level to maximise the sustainability of the building.

Figure 8 Proposed Ground Floor Plan



Source: FKA

Figure 9 Proposed Level 4 & Level 7 Plans



Picture 7 Level 4 Plan



Picture 8 Level 7 Plan

Source: FKA

3.2.4. Façade Design and Materiality

The podium facades have been designed to include robust architectural elements which includes concrete and brickwork. This approach results in a grounded and weighty expression that is contrasted with a lighter and more elegant upper façade expression. The architectural language of the upper levels responds to the classical nature of the surrounding context of the HCA. The façade design of both convex and concave chevron verticals is to reduce glazing quantity which provides a more sustainable building envelope for energy use.

Materiality has been a key consideration in the development of the proposal, combined with the classical approach to the buildings form and façade language. The properties in the site's surrounding context are predominantly masonry, red brick and sandstone. The proposal responds to the surrounding architecture through use of sandstone in the podium columns and brick in the upper facade masonry elements. The material palette selected for vertical column elements are a profiled sandstone texture, with slabs shown in light concrete. All façades include landscape planting to balcony and roof edges to complement the existing landscape character of the locality, as well as soften the built form and provide screening.

Figure 10 Photomontage of Lord Street Frontage



Source: FKA

Figure 11 Photomontage of Roseville Avenue Frontage



Source: FKA

3.2.5. Bonus Floor Space Ratio and Height

The proposed FSR and height have been established through the incentives provided by the in-fill affordable housing provisions of the Housing SEPP. The methodology for calculating the proposed floor space ratio and provision of affordable housing units is provided below.

Calculating the Floor Space Ratio Bonus

“Residential flat buildings” that provide at least 15% of the total GFA as affordable housing (in addition to any other affordable housing required under another planning instrument) for a minimum of 15 years are eligible for up to 130% of the permitted FSR control (in addition to the maximum building height bonus described below).

- The 130% calculation is based on the maximum permitted FSR on the land (including any other bonus, such as design excellence, BASIX etc.).
- The calculation of bonus FSR is based on the maximum total FSR of the development.

Therefore, based on the above methodology, the following calculation has been made for this site:

- Base allowable FSR: 2.5:1, on a site area of 9,370.9m². The base FSR is derived from the provisions of Chapter 5 Section 155 of the Housing SEPP as the site is mapped as being within a Transport Oriented Development Area.
- Base maximum allowable GFA: 23,427.25m²
- By applying the ‘30% bonus’ to the ‘base’ floor space above, the following results:
- $FSR = 2.5:1 \times 130\% = 3.25:1$
- Therefore, the maximum GFA is 30,455.43m²
- A total GFA of 30,391.5m² is proposed which complies with the maximum permissible GFA for the site.
- A total affordable housing GFA of 5,192m² is proposed which represents 17% of the total proposed GFA.

Calculating the Height Bonus

“Residential Flat Buildings” that provide at least 15% of total GFA as affordable housing (in addition to any other required affordable housing required under another planning instrument) for a minimum of 15 years will be eligible for 130% of the height of building control for residential accommodation (in addition to the FSR bonus described above).

The site is subject to a maximum building height of 22m under Chapter 5 Section 155 of the Housing SEPP as the site is mapped as being within a Transport Oriented Development Area. Therefore, the maximum height applying the 130% bonus is 28.6m.

The proposed maximum height of each building is:

- Building A: 30.6m
- Building B: 30.2m
- Building C: 30.9m
- Building D: 31.1m

All buildings breach the permissible height limit for the site (following inclusion of the Housing SEPP bonus). A Clause 4.6 variation request accompanies this EIS which comprehensively justifies the height non-compliance.

3.2.6. Landscaping

The built form outcome for the site has been heavily driven by the existing vegetation on the site. Buildings and basement areas have been positioned to ensure that established trees are retained and celebrated as key site features and where necessary building envelopes have been adapted to ensure that sufficient separation is provided to significant trees.

The landscaping scheme complements the architecture of the buildings, while providing environmental amenity within an attractive setting. The proposed design acknowledges the existing landscaped environment of Roseville, which is characterised by large exotic and native trees and landscape foliage.

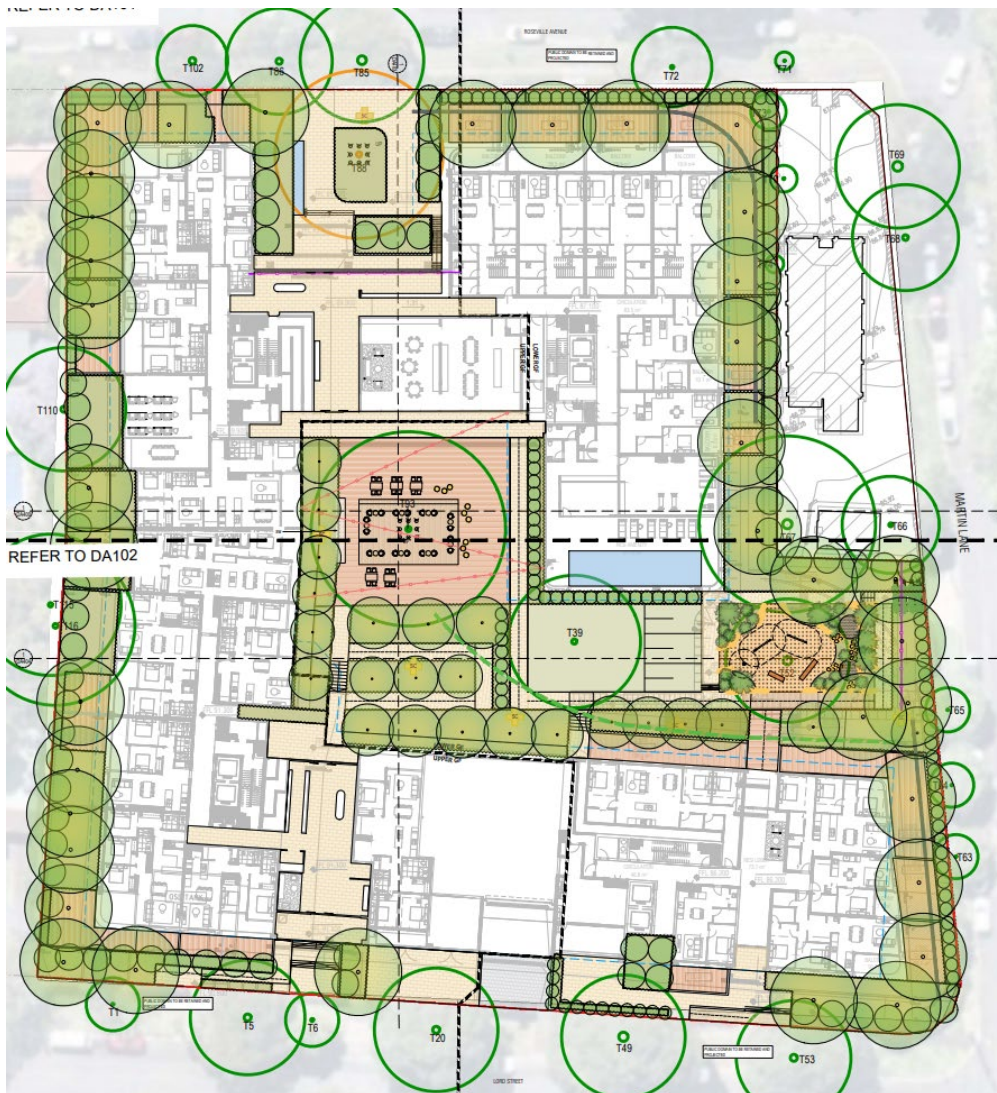
Communal entries and common facilities are focused on the key open spaces within the development layout. The proposed landscape strategy includes a central courtyard area which heroes an existing Eucalypt as the heart of the development. This space acts as the primary amenity area for the development and is framed by

the four buildings. The primary entries on Roseville Avenue and Martin Lane similarly provide landscaped features which contribute to the identity of the development and provide visual relief to the building form.

The contemporary landscape design encourages residents and visitors to interact in nature, through elements such as the inclusion of a water rill running through the central link enhancing the forecourt experience, as well as young families by including a nature play area underneath existing tree canopy. Setbacks to Roseville Avenue and Lord Street have been enhanced through proposed tree canopy planting providing private open space amenity and buffer from the street. **Figure 12** below outlines the landscape ground plan. Connection to Country has been embedded in the landscape design through the retention and planting of native species and the promotion of gathering spaces and seating. A vegetated swale is also proposed for a natural approach to stormwater management.

A total of 2,160m² (22%) of deep soil zones will be provided within the site and to all road frontages with other areas of on-structure landscaping proposed. The proposal will retain 25 high-value trees, proposes for 60 additional trees to be planted on site and requires the removal of 89 trees. An assessment of tree removal and retention is provided in Section 6.1.8 of this report.

Figure 12 Proposed Landscape Site Plan

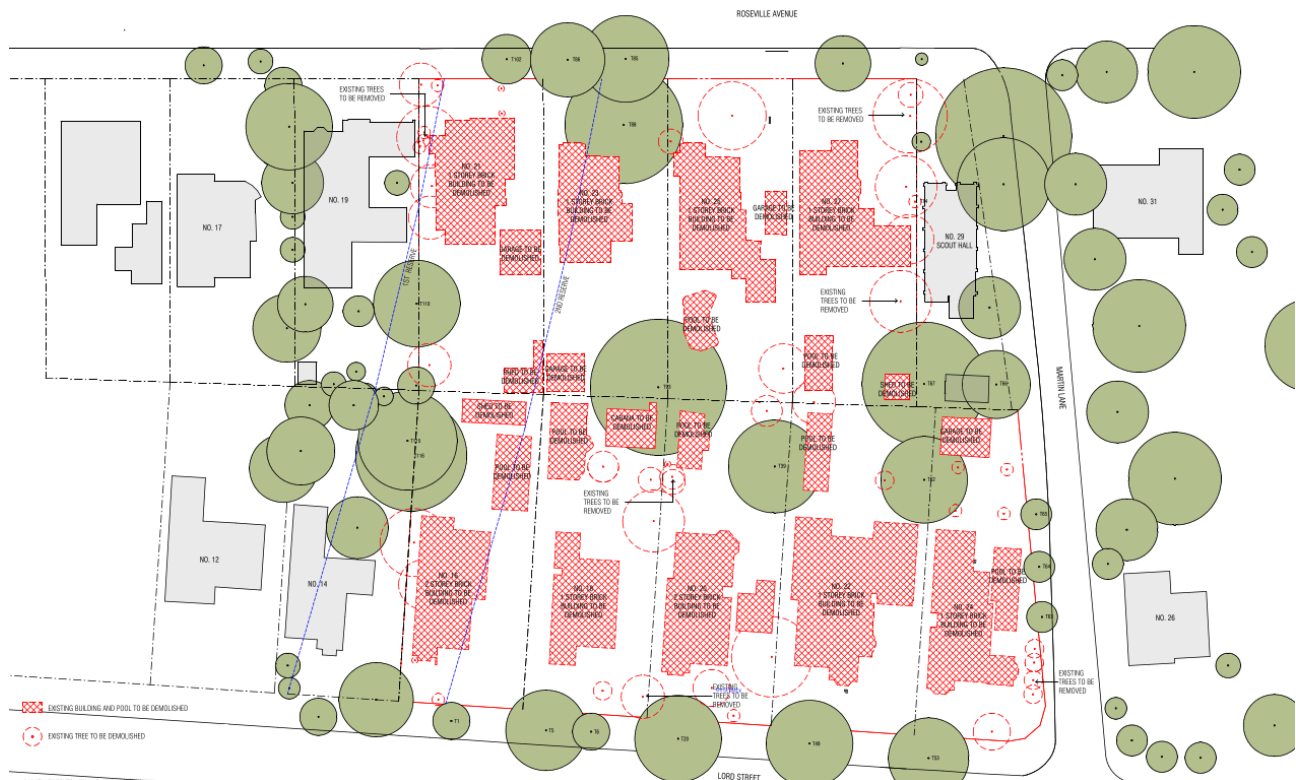


Source: FKA

3.2.7. Demolition and Earthworks

The proposed development includes the demolition of existing buildings and structures, removal of 89 trees on site and earthworks (to construct the three-storey basement structure). A demolition plan is provided in **Figure 13**.

Figure 13 Demolition Plan



Source: FKA

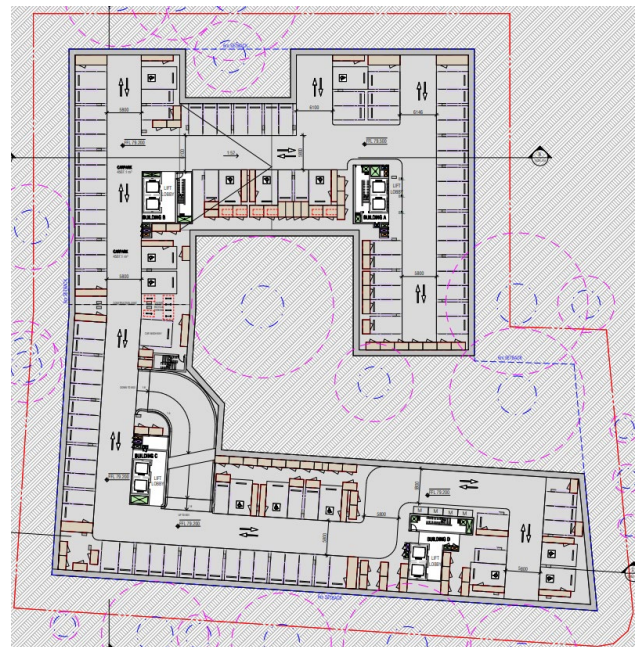
The proposed development includes a lower ground level and three levels of basement (refer below). Excavation depths of 15m will be required to facilitate the basement levels. The layout of the basement has been designed to allow for the root areas of the trees to be retained on site.

Figure 14 Proposed Basement Plans



Picture 9 Lower Ground Level

Source: FKA



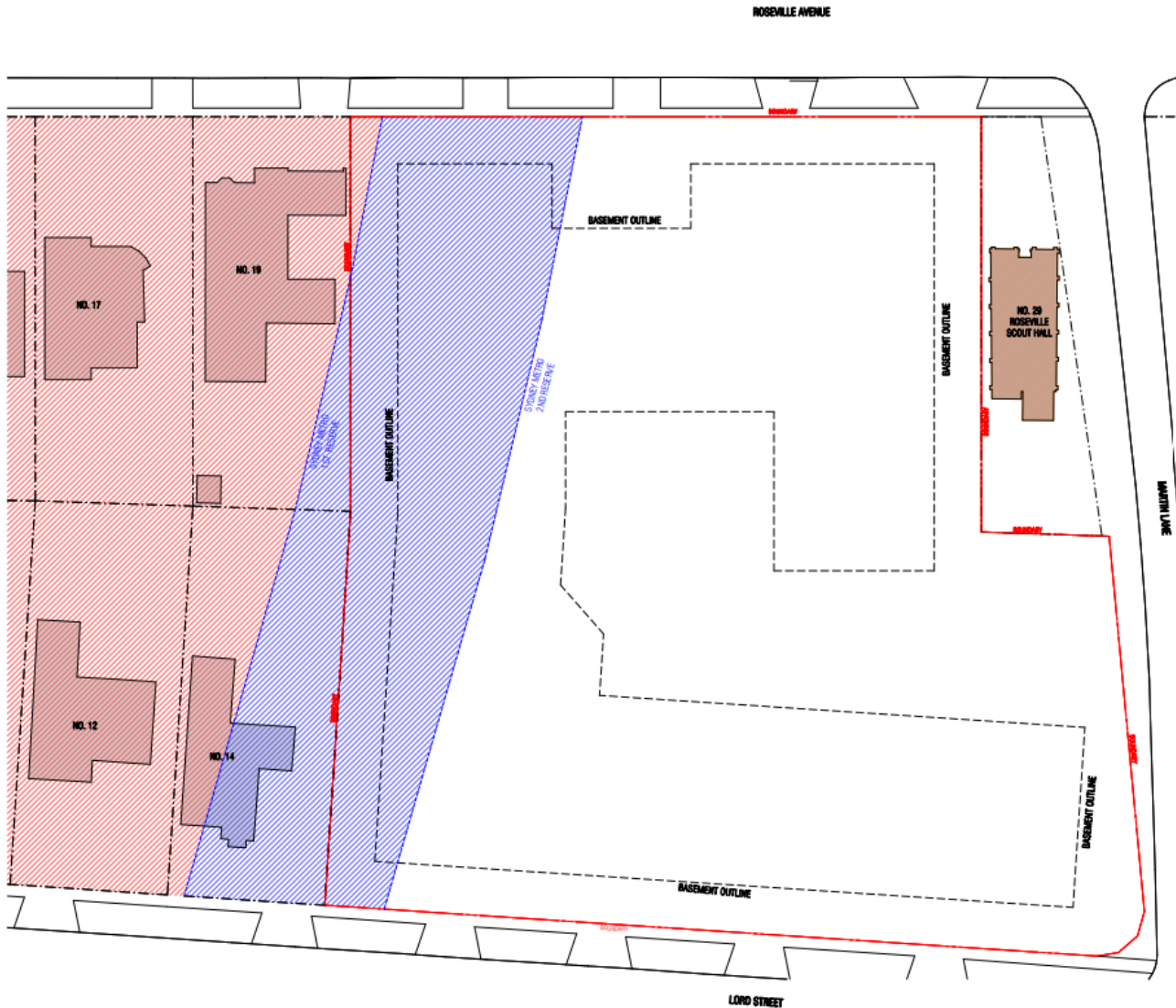
Picture 10 Typical Basement Level

The site is partially situated within the Second Reserve zone of the Sydney Metro tunnels, and to a minor extent within the First Reserve zone (**Figure 15**). No excavation is proposed within the Sydney Metro First Reserve, nor will buildings or structures be located in this zone. A geotechnical assessment is provided in

Section 6.1.7 of this report which discusses excavation in more detail, including the excavation proposed in the Second Reserve.

Figure 15 Location of Sydney Metro reserves

First Reserve hashed in red and Second Reserve hashed in blue

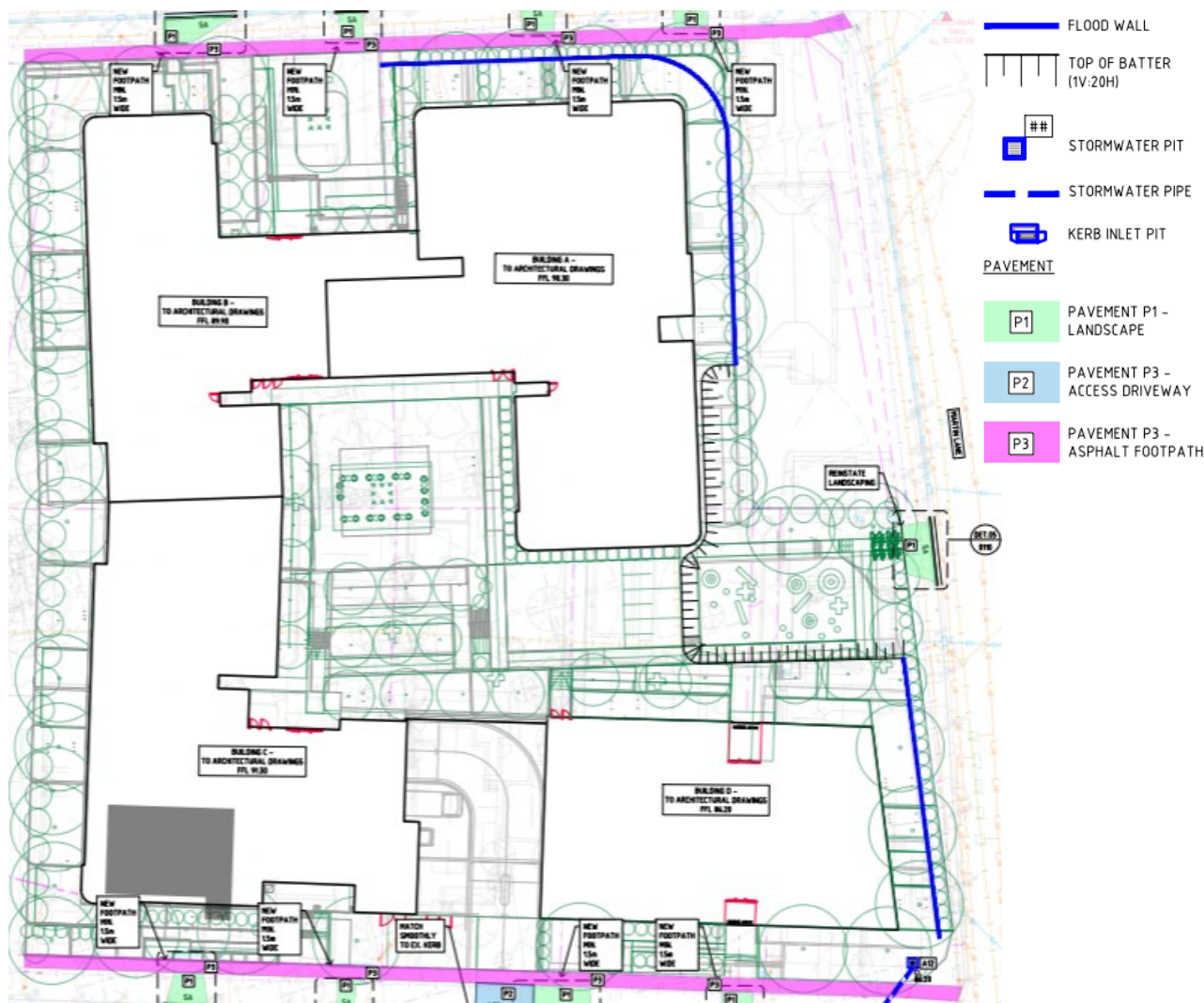


Source: FKA

3.2.8. Stormwater Management

An impermeable flood wall is proposed to be erected, approximately 1.5m setback from the property boundary, along the north-eastern corner of the development (starting at 25 Roseville Avenue) to the south-eastern boundary at the intersection of Martin Lane and Lord Street (24 Lord Street) (refer **Figure 16**). The wall will act as a flood protection device and prevent flood water from entering the dwelling. The flood wall is set at a height to provide (at minimum) 500mm freeboard. The flood wall has been sensitively integrated into the landscape design for the development and has the appearance of a boundary wall. It is circa 1.2-1.4m in height and is to be constructed of medium dry stack stone.

Figure 16 Proposed flood wall



Source: PTC

The proposed stormwater management system is detailed in the accompanying Integrated Water Management Report (**IWMR**) prepared by PTC, which was prepared to assess stormwater management requirements for the site.

The stormwater management design comprises a combined on-site detention (**OSD**) and water treatment tank located in the basement of the proposed development, a pit and pipe surface drainage system for the courtyards and external areas, and overland flow paths to ensure that flows exceeding the capacity of the pit and pipe system are safely conveyed. Other elements of the stormwater management system include rainwater harvesting, a vegetated swale and a water sensitive urban design (**WSUD**) stormwater treatment approach. Stormwater management for the proposed development is assessed in detail in **Section 6.1.6** of this report.

3.2.9. Transport and Parking

The following transport and parking arrangement is proposed:

- Vehicular access via a single driveway and ramp on Lord Street.
- Loading dock and waste collection area on the lower ground level with a turning bay to enable forward entry and exit.
- Car parking provided across a lower ground level and three basement levels.
- 344 car parking spaces including:

- 309 resident spaces (including 39 platinum standard accessible spaces).
- 35 visitor spaces (including 3 accessible spaces and 4 car share spaces).
- 8 motorbike spaces located within the basement level.
- 339 bicycle spaces, including 36 visitor spaces, located within the basement level.

3.2.10. Staging & Development Timing

It is proposed that the development be constructed in one stage.

It is anticipated that the proposed development will be constructed over 24 months in the following phases:

- Demolition: 1 month.
- Excavation: 6 months.
- Super structure: 10 months.
- Fitout, overlapping with structure: 7 months.

4. STATUTORY CONTEXT

This section of the report provides an overview of the key statutory requirements relevant to the site and the project, including:

- *Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*
- *NSW Biodiversity Act 2016 (BC Act)*
- *Environmental Planning and Assessment Act 1979 (EP&A Act)*
- *Environmental Planning Assessment Regulation 2021 (EP&A Regulations)*
- *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)*
- *State Environmental Planning Policy (Resilience and Hazards) 2021 (R&H SEPP)*
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021 (B&C SEPP)*
- *State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings SEPP)*
- *State Environmental Planning Policy (Housing) 2021 (Housing SEPP)*
- *Ku-ring-gai Local Environmental Plan 2015 (KLEP 2015)*
- *Ku-ring-gai Development Control Plan 2024 (KDCP 2024).*

It identifies the key statutory matters which are addressed in detail within the EIS, including the power to grant consent, permissibility, other approvals, pre-conditions and mandatory considerations.

4.1. STATUTORY REQUIREMENTS

The following sections provide a summary of the relevant statutory requirements having regard to the State Significant Development Guidelines. A detailed statutory compliance table for the project is provided at **Appendix B**.

4.1.1. Power to Grant Approval

The legal pathway under which the consent is sought, why this pathway applies, and the relevant consent authority is outlined in **Table 13**.

Table 13 Power to Grant Approval

Matter	Consideration
Declaration of SSD	Section 4.36 of the EP&A Act provides for a process where development can be declared SSD either by a SEPP or Ministerial order published in the Government Gazette. Section 4.5 of the EP&A Act provides that the Minister of Planning and Public Spaces is the consent authority for SSD. Part 4, Division 4.7 of the EP&A Act sets out the provisions which apply to the assessment and determination of development applications for SSD. The development is designated as SSD under Schedule 1, Section 26A of the Planning Systems SEPP as it: ▪ Relates to development to which Chapter 2, Part 2, Division 1 of the Housing SEPP applies; ▪ The development relates to residential development with an Estimated Development Cost of more than \$75 million; and ▪ The development does not pertain to development that is prohibited under an EPI;
Consent Authority	Minister for Planning as per section 4.5 of the EP&A Act

4.1.2. Permissibility

Confirmation of the permissibility of the proposed development is outlined in **Table 14**.

Table 14 Permissibility

Matter	Consideration
Land use(s)	Residential flat building
Land use zone(s)	R2 Low Density Residential (Roseville Transport Oriented Development Area)
Permissibility	Section 154 of the Housing SEPP provides that development within a TOD Area in a relevant residential zone for the purposes of a residential flat building is permitted with consent. Section 151 of the Housing SEPP outlines that a “relevant residential zone” means the following: ▪ Zone R1 General Residential, ▪ <u>Zone R2 Low Density Residential,</u> ▪ Zone R3 Medium Density Residential, ▪ Zone R4 High Density Residential, and ▪ Equivalent land use zones As the site is located within a TOD Area and a relevant residential zone, as well the proposed development being for the purposes of a residential flat building, the proposed development is permissible with consent under Chapter 5 of the Housing SEPP.

4.1.3. Other Approvals

The other approvals required to carry out the project are outlined in **Table 15** below.

Table 15 Other Approvals

Matter	Consideration																
Consistent approvals s4.42 of the EP&A Act 1979	<table> <tr> <th>Act</th><th>Applies (Y/N)</th></tr> <tr> <td><i>Fisheries Management Act 1994 (s144)</i></td><td>N</td></tr> <tr> <td><i>Coal Mine Subsidence Compensation Act 2017 (s22)</i></td><td>N</td></tr> <tr> <td><i>Mining Act 1992 (380A)</i></td><td>N</td></tr> <tr> <td><i>Petroleum (Onshore) Act 1991 (s24A)</i></td><td>N</td></tr> <tr> <td><i>Protection of the Environment Operations Act 1997 (s43)</i></td><td>N</td></tr> <tr> <td><i>Roads Act 1993 (s138)</i></td><td>N</td></tr> <tr> <td><i>Pipelines Act 1967</i></td><td>N</td></tr> </table>	Act	Applies (Y/N)	<i>Fisheries Management Act 1994 (s144)</i>	N	<i>Coal Mine Subsidence Compensation Act 2017 (s22)</i>	N	<i>Mining Act 1992 (380A)</i>	N	<i>Petroleum (Onshore) Act 1991 (s24A)</i>	N	<i>Protection of the Environment Operations Act 1997 (s43)</i>	N	<i>Roads Act 1993 (s138)</i>	N	<i>Pipelines Act 1967</i>	N
Act	Applies (Y/N)																
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<i>Petroleum (Onshore) Act 1991 (s24A)</i>	N																
<i>Protection of the Environment Operations Act 1997 (s43)</i>	N																
<i>Roads Act 1993 (s138)</i>	N																
<i>Pipelines Act 1967</i>	N																
EPBC Act	The EPBC Act protects and manages nationally and internationally important flora, fauna, ecological communities, and heritage places. Bilateral Agreement 18 allows for the streamlining of environmental assessments and approvals between the Australian Government and the states and territories, ensuring both levels of government work together to protect Australia's unique environment while reducing duplication in the approval process. The BDAR Waiver has been granted for the proposal, confirming that the proposed development is not likely to significantly impact any EPBC Act listed threatened species or communities, or any Matters of National Environmental Significance. Therefore, it will not need a referral under the EPBC Act.																
Other Approvals	Water Management Act 2000 – the proposed development will be integrated development due to the proposed construction dewatering which requires concurrence under the Water Management Act.																

Matter	Consideration
Approvals that do not apply	<i>Fisheries Management Act 1994</i> – permit under s201,205 or 219
	<i>Heritage Act 1977</i> – approval under part 4 or excavation permit under s139
	<i>National Parks and Wildlife Act 1974</i> – an Aboriginal Heritage Impact Permit, s90
	<i>Rural Fires Act 1997</i> – a Bush Fire Safety Authority under s100B

4.2. PRE-CONDITIONS TO GRANTING CONSENT

Table 16 outlines the pre-conditions to exercising the power to grant approval which are relevant to the project and the section where these matters are addressed within the EIS.

Table 16 Pre-Conditions

Statutory Reference	Pre-Condition	Section in EIS
R&H SEPP – clause 4.6(1)	Potential sources of contamination exist at the site but are not expected to preclude the proposed development. Under the SEPP a consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out.	Section 6.2.2 and Appendix Y.
T&I SEPP	Section 2.98 applies to development that involves excavation greater than 2m in, above, below or adjacent to rail corridors. A consent authority must take into consideration any response from the rail authority for the rail corridor received within 21 days after the notice is given. The site is adjacent to a railway corridor and involves excavation into the second reserve tunnel associated with the Epping-to-Chatswood Rail Line (i.e. Sydney Metro). Concurrence is required for development which involves penetration of ground to a depth of at least 2m below ground level on land within 25m of the ground directly above an underground rail corridor. Section 2.122 relates to traffic generating development and requires that before granting consent the consent authority must refer certain development with access to any road to Transport for NSW. The proposal is seeking consent for more than 200 parking spaces. The proposal is therefore considered 'traffic-generating development' under the Transport and Infrastructure SEPP.	Section 6.1.4, Appendix Q and Appendix W.
Housing SEPP Chapter 2 Part 2 Div 1 Infill Affordable Housing	Section 20 requires that the consent authority consider whether the residential development is compatible with the desirable elements of the character of the area or for precincts undergoing transition, the desired future character of the precinct. Section 21 requires that the consent authority must be satisfied that the affordable housing component will be maintained for at least 15 years and that it will be managed by a registered housing provider.	Table 11, Section 6.1.1, Appendix E and Appendix I.
Housing SEPP Chapter 5 Transport Oriented Development	Section 156 requires that an affordable housing component equivalent to 2% of total GFA must be provided in perpetuity and managed by a registered community housing provider. Section 159 requires that development consent must not be granted for development under Chapter 5 of the Housing SEPP unless the lot is at least 21m wide at the front building line.	Appendix E, Appendix G and Appendix I

Statutory Reference	Pre-Condition	Section in EIS
	Section 161 requires that the consent authority must be satisfied that the proposed development has considered the Apartment Design Guide.	

4.3. MANDATORY CONSIDERATIONS

Table 17 outlines the relevant mandatory considerations to exercising the power to grant approval and the section where these matters are addressed within the EIS

Table 17 Mandatory Consideration

Statutory Reference	Mandatory Consideration	Section in EIS
Consideration under the EP&A Act and Regulations		
Section 1.3	The relevant objects are: (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and 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.	Appendix B
Section 4.15 (1)(a)(i) Relevant environmental planning instrument	All relevant EPIs will be addressed in the EIS, these include; ▪ R&H SEPP ▪ Planning Systems SEPP ▪ T&I SEPP ▪ Housing SEPP – Infill Affordable Housing ▪ Housing SEPP – Transport Oriented Development ▪ B&C SEPP ▪ Sustainable Buildings SEPP ▪ Ku-ring-gai Local Environmental Plan 2015	Appendix B
Section 4.15 (1)(a)(ii) Relevant draft environmental planning instrument	None relevant to the proposed development.	N/A
Section 4.15 (1)(a)(iii) Relevant development control plan	Ku-ring-gai Development Control Plan 2024	Appendix B
Section 4.15 (1)(a)(iiia) any planning agreement or draft planning agreement	None relevant to the proposed development.	N/A

Statutory Reference	Mandatory Consideration	Section in EIS
Section 4.15(1)(b) the likely impacts of that development,	The likely impacts of the development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	Section 6
Section 4.15(1)(c)	The suitability of the site for the development	Section 7.6
Section 4.15(1)(d)	Any submissions made in accordance with the Act or regulations	Section 7
Section 4.15(1)(2)	The public interest	Section 7.7
Mandatory relevant considerations under EPIs		
R&H SEPP	Section 4.6 – Contamination and remediation to be considered in determining development application.	Section 6.2.2 and Appendix Y
T&I SEPP	Section 2.99 – Excavation in, above, below or adjacent to rail corridors Section 2.122 – Traffic-generating development.	Section 6.1.4, Appendix Q and Appendix W
Housing SEPP	Chapter 2, Part 2, Division 1 – In-fill affordable housing Chapter 4 – Design of residential apartment development Chapter 5 – Transport Oriented Development	Appendix B
B&C SEPP	Chapter 2 – Vegetation in non-rural areas	Section 6.1.8, Section 6.1.9 and Appendix B
Sustainable Buildings SEPP	Chapter 2 – Standards for residential development – BASIX	Section 6.2.3 and Appendix B
Considerations under other legislation		
Biodiversity Conservation Act 2016 Section 7.14	The BC Act protects native vegetation, species of threatened flora and fauna, endangered populations and endangered ecological communities and their habitats in NSW. Section 7.9 requires a development application for SSD to be accompanied by a BDAR, unless it is determined that the proposed development is not likely to have any significant impact on biodiversity values. A BDAR Waiver has been granted for the proposal.	Section 6.2.8. and Appendix B.
Development Control Plan		
Ku-ring-gai Development Control Plan 2024	Clause 2.10(1) of the Planning Systems SEPP provides that the provisions of Development Control Plans do not apply to SSD. As such, there is no requirement for assessment of the project against the KDCP 2024. Nevertheless, the project has considered the following provisions of KDCP 2024: ▪ Section A Part 7: Residential Flat Buildings ▪ Section A Part 13: Tree and Vegetation Preservation ▪ Section B Part 18: Biodiversity ▪ Section B Part 19: Heritage Items and Heritage Conservation Areas ▪ Section C Part 23: General Building Design and Sustainability ▪ Section C Part 24: Water Management ▪ Section C Part 25: Waste Management	Appendix B

Statutory Reference	Mandatory Consideration	Section in EIS
Development Contributions		
Ku-ring-gai Contributions Plan 2010	The Ku-ring-gai Contributions Plan 2010 applies to the subject site and identifies that residential developments resulting in an increase in dwellings are required to pay a Section 7.11 contributions levy to Council.	
Housing and Productivity Contributions	The <i>Environmental Planning and Assessment Amendment (Housing and Productivity Contributions) Bill 2023</i> was assented on 13 July 2023, which changed how contributions for regional infrastructure are levied, by establishing a Housing and Productivity Contribution (HPC). Regional infrastructure includes public amenities or public services, affordable housing, transport infrastructure, regional or State roads and measures to conserve or enhance the natural environment. The contribution rate for residential flat buildings in the Greater Sydney Region is \$10,000 per dwelling or lot. Affordable housing provided by or on behalf of a social housing provider is exempt from the HPC regime. Additionally, affordable housing that is required by conditions of development consent to be managed by a registered community housing provider is also exempt from the HPC regime.	

5. COMMUNITY ENGAGEMENT

The following sections of the report describe the engagement activities that have been undertaken during the preparation of the EIS and the community engagement which will be carried out if the project is approved. This section should be read in conjunction with the Engagement Outcomes Report prepared by Gyde Consulting (**Appendix K**).

5.1. ENGAGEMENT CARRIED OUT

Stakeholder engagement has been undertaken by the Applicant in the preparation of the EIS and SSDA. Engagement has been carried out in accordance with the SEARs requirements and DPPI's Undertaking Engagement Guidelines for State Significant Projects.

As outlined by Gyde in the Engagement Outcomes Report, the pre-lodgement engagement activities for the proposal have been focused on stakeholders which share a direct interface with the site, active users within the suburb including community members, as well as advising agencies and authorities which have an oversight requirement or interest in the project. The engagement activities included a community newsletter, an online survey, a community information session and direct engagement with NSW Scouts (owner and occupant of 29 Roseville Avenue) throughout the duration of the detailed planning process.

These engagement strategies are discussed further in the following subsection.

5.1.1. Community Stakeholders and Engagement Activities

Community consultation has been undertaken with the local community, including identified landowners and occupants in the immediate surrounding area. This has occurred during the project planning phase and included a range of engagement strategies to ensure effective and equitable project communication. The Applicant has engaged with the following key community groups:

- Site neighbours and local residents.
- Wider local community.
- Local Aboriginal community.

Various strategies were implemented during the consultation process, including:

- Contact information was made available on the project website and in the community flyer to provide a point of contact for neighbours, community members and stakeholders to access information from the project team.
- A dedicated webpage was made available at <https://www.hyecorp.com.au/our-collection/roseville-ave/> providing information about the project scope, renders of the proposed building and access to the community survey and contact information.
- A community drop-in session was held on Tuesday 11 March 2025 at a local venue in Lindfield allowing members of the community to speak with the project team and view more detailed project plans. Five members of the community attended the session and provided feedback on the proposal.
- A community survey was developed to provide an opportunity to provide feedback about the proposal and how it may impact the local community. The survey was advertised in the community flyer, and accessible from the project webpage.
- A flyer was distributed to approximately 1,355 residences and businesses surrounding the site. The flyer provided information about the proposal, renders of the project, an invitation to the community drop-in session, information about the planning process, and a link to the project website and community survey.
- A range of stakeholder meetings were held during project development, including with Ku-ring-gai Council and relevant agencies.
- A workshop on Aboriginal history with a special focus on Gamaragal Country, followed by a Walk on Gamaragal Country, took place on 14 January 2025. Key project team members were included.

For further information pertaining to the details and outcomes of the engagement strategies, refer to **Appendix K**.

Additionally, in developing the Connection with Country Framework and AHIA, Artefact Heritage consulted with First Nations knowledge holders to determine the cultural significance of objects and/or places on and surrounding the site, and requirements to mitigate any impacts. A record of this consultation can be found in the AHIA accompanying this EIS at **Appendix FF**.

5.1.2. Agency Stakeholders

The Applicant and project consultants have consulted with the relevant government agencies outlined in the following table.

Agency Stakeholder	Consultation
Department of Planning, Housing and Infrastructure (Planning and Assessment Team)	A request for SEARs was submitted on 18 December 2024, with Industry Specific SEARs issued on 14 January 2025. A Scoping Meeting was also held on 18 December 2024. The key issues and recommendations raised by DPHI included: ▪ Consultation with Council during the preparation of the proposed development and associated documentation (refer below). ▪ Preparation of a Clause 4.6 Variation Request for the proposed building height. ▪ Further details on the proposed communal facilities. ▪ Overshadowing and overlooking into nearby dwellings. ▪ Preparation of an Arboricultural Impact Assessment. ▪ Details regarding pedestrian movement through the site. ▪ Preparation of a comprehensive Heritage Impact Statement. ▪ These requests have been responded to in the various technical reports.
Ku-ring-gai Council	<u>Pre-Lodgement Briefing</u> A Pre-Lodgement Briefing Meeting was held with Ku-ring-gai Council on 27 February 2025. An overview of the project was presented by the Applicant and FKA. Council raised the following issues: ▪ Council identified a preference for increased setbacks (12m). ▪ Council indicated a preference for a mix of native and exotic species of vegetation in line with the local character, with predominant exotic species in the surrounding area. ▪ Council indicated that building materiality should respect the heritage conservation area surrounding the site. ▪ Council identified the importance of the conservation area and the need for the proposal not to overwhelm the streetscape and local heritage items. ▪ Council raised concerns related to ventilation, solar access and balconies. ▪ Tree retention identified as a key concern for Council and the local community. ▪ Council noted that mature tree roots will need to be protected during construction. For further information pertaining to the responses to the issues raised by Council, refer to Appendix K. <u>Waste Management</u> The required waste streams, collections frequencies, and council waste truck sizes have been confirmed by the Ku-ring-gai Council waste officer by the waste consultant. Refer to the Waste Management Plan at Appendix DD. <u>Flooding</u> The flooding consultant, PTC Consulting, engaged with Council on the following matters: ▪ The Flood Model Data was requested from Council by PTC in December 2024. Council advised that they do not provide flood models and suggested that certificate reports may provide the necessary information.

Agency Stakeholder	Consultation
	- PTC requested peak flow data from Councils DRAINS model in January 2025. Council informed PTC the Council no longer provides peak flow information from their models. - PTC presented the results of the on-site detention stormwater calculations in accordance with Council's Technical Guideline for Water Management. PTC has sought confirmation from Council on the methodological approach adopted in their assessment and any additional requirements by providing their calculation sheet to Council. At the time of writing, no response has been received. Refer to the Integrated Water Management Plan at Appendix S. <u>Traffic and Transport</u> The traffic and transport consultant, Ason Group, engaged with Ku-ring-gai Council's traffic team. However, Council's traffic team advised that they were not able to comment on the proposed development at this stage, and that the Transport Impact Assessment at Appendix Q should address the requirements of the SEARs.
Sydney Metro	E-mail correspondence with Sydney Metro was undertaken in October 2024 to confirm the guidelines which technical reporting should respond to with respect to the site's location relative to the Sydney Metro Epping to Chatswood tunnel. The Geotechnical Report at Appendix U has responded to these technical guidelines.
TfNSW	E-mail correspondence with TfNSW was undertaken in March 2025 to understand any comments or feedback on the proposal. TfNSW recommended that the SEARs transport assessment requirements be addressed and that feedback will be provided once the proposal is on formal exhibition.
Government Architect NSW	An SDRP meeting request for the proposal was made on 9 December 2024. On 18 December, the GANSW confirmed the SDRP meeting had been scheduled for 14 April 2025. In accordance with the <i>NSW State Design Review Panel Guidelines for Projects Teams</i> , for private projects on private land, if no sessions are available within 12 weeks of the application, pre-lodgement review by the NSW SDRP is not required.

5.2. SUMMARY OF COMMUNITY VIEWS

In accordance with the DPE 'Preparing and Environmental Impact Statement' Guidelines, **Table 18** identifies the key issues raised during community engagement, with the detailed consideration of these issues integrated into **Section 6** of the EIS.

In summary, the level of community interest in the project during the pre-lodgement consultation was from nearby residents (<5km from the site). Gyde designed and issued a community survey to seek feedback on the project and provide input into the Social Impact Assessment (**Appendix EE**). The community survey was available on the project webpage and was advertised in the community flyer which was distributed to over 1,300 residents and businesses.

A detailed response to each of the key considerations raised by the community is provided in the Engagement Outcomes Report at **Appendix K**.

Table 18 Key engagement issues response

Key Issue	Respondent	Applicant Response
Project design	Community members raised concern about the scale of the development in the local area.	The development has been sensitively designed with respect to the local area. The scale of the development allows the provision of affordable housing, and contributes to addressing the critical housing supply shortage across Sydney.
Vegetation	Tree retention identified as a key concern for Council and the local community.	Mature trees will be retained where possible, including trees on site as well as street trees. The design has prioritised the protection of the mature

Key Issue	Respondent	Applicant Response
		tree at the front of the site on Roseville Avenue and the mature tree in the centre of the site, making it a feature of the design.
Heritage	Heritage and local character were identified as key concerns for the community.	The design has prioritised a sympathetic response to the local character and heritage. Building materials have been carefully selected to complement the character and heritage of the local area, while landscape planning has carefully considered local vegetation.
Heritage	Community members raised concerns about contributory items in the local area, and the impact of the development on local heritage.	A detailed Historical Archaeological Assessment and Heritage Impact Statement have been undertaken to support project design as part of the SSDA (refer to Appendix GG and Appendix HH). The design of the proposal has been developed to respond to the conservation area setting and adjacent locally listed heritage item.
Infrastructure	Community members raised concerns that local infrastructure, including schools, roads and public transport do not have the capacity to cater to additional residents in the area.	A detailed analysis of existing services has been undertaken with a review of social infrastructure such as school, hospitals and child care facilities, as well as transport connections and roads. Analysis confirms that there is local infrastructure capacity to support the development.
Traffic	No parking should be allowed on Martin Lane during construction, particularly during school pick up times.	A Construction Pedestrian and Traffic Management Plan (CPTMP) will be developed prior to the start of construction, and this item will be raised for inclusion in the CPTMP.

5.3. ENGAGEMENT TO BE CARRIED OUT

Hyecorp welcomes continued feedback on the proposal. Hyecorp will continue to keep stakeholders, and the community informed of the project approval process through the exhibition and determination phases by:

- Continuing to engage with the community about the project, its impacts, and the approval process.
- Enabling the community to seek clarification about the project through the two-way communication channels.

A post-lodgement SDRP meeting has been scheduled for 21 May 2025.

6. ASSESSMENT OF IMPACTS

This section describes the way in which the key issues identified in the SEARs have been assessed. It provides a comprehensive description of the specialist technical studies undertaken regarding the potential impacts of the proposed development and recommended mitigation, minimisation and management measures to avoid unacceptable impacts.

Detailed tables have been provided within the appendices as outlined in **Table 19**. This information includes a reference to where these matters have been addressed in the EIS.

Table 19 Key Appendices

Key Appendix	Reference
SEARs compliance table	Appendix A
Statutory compliance table	Appendix B
Proposed mitigation measures table	Appendix C

The detailed technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the following sections.

Table 20 Assessment of Impacts

Detailed Assessment	Standard Assessment
Built Form and Urban Design	BCA & Accessibility
Environmental Amenity	Contamination and Remediation
Visual Impact	Ecologically Sustainable Development
Traffic, Transport and Parking	Waste Management
Noise and Vibration	Social Impact
Water Management	Aboriginal Cultural Heritage
Ground and Groundwater Conditions	Archaeological Heritage
Trees and Landscaping	
Flood Risk	
European Heritage	

6.1. DETAILED IMPACT ASSESSMENT

This section of the report provides a detailed assessment of the key issues which could have a significant impact on the site and locality. It provides a comprehensive assessment of the relevant issues, and the mitigation measures required to avoid, mitigate and/or offset the impacts of the project.

6.1.1. Built Form and Urban Design

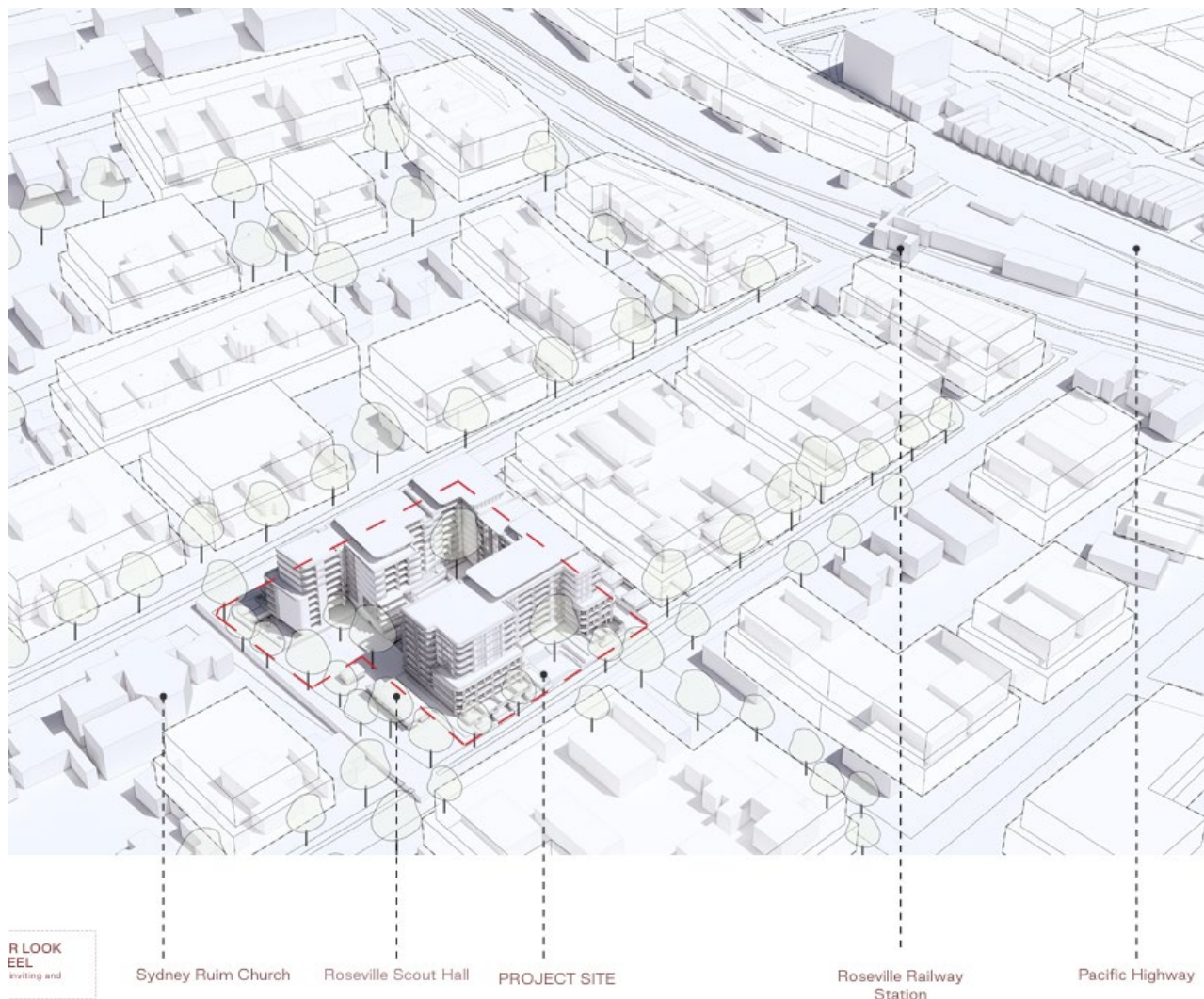
6.1.1.1. Overview

The site is located within approximately 200m walking distance to Roseville train station which has been identified under the TOD planning reforms to benefit from increased density. In addition, in-fill affordable housing provisions established in the Housing SEPP which seek to boost more affordable housing and

deliver more market housing by providing built form bonuses, apply to the site given its close proximity to the train station. This is discussed further in Section 6.1.1.4.

An Architectural Design Report prepared by FK Architects (**FKA**) is provided in **Appendix E**. The report includes modelling of the site and surrounding areas showing the development potential under the new TOD provisions, as shown below in **Figure 17**. As demonstrated in the modelling, the proposed development will deliver density suitable for a TOD area, in line with the increased height and floorspace allowances introduced under the Housing SEPP. A detailed assessment of the relevant design principles is discussed below.

Figure 17 Potential development under the Housing SEPP within the TOD area



Source: FKA

6.1.1.2. Connecting with Country

The NSW Government Architect's "Connecting to Country" Framework aims to integrate Aboriginal cultural knowledge into the planning, design, and development of the built environment. It seeks to foster a deep respect and understanding of the Aboriginal connection to Country, promoting its recognition and celebration in contemporary design and planning. The framework serves as a guide to create spaces that are culturally inclusive, sustainable, and reflective of Australia's rich Aboriginal heritage.

The project is consistent with the Connecting to Country framework as it will:

- Native trees are retained and will be supplemented by the introduction of endemic planting species.
- Reuse of trees removed for nature play.
- Promoting gathering spaces and seating to engage people who have some time to pause, read and reflect absorbing messages and stories about the site.

- Use of sustainable local building materials where possible.
- Ensuring that existing views across Country are maintained and established by the proposed development.
- Proposing a central courtyard that promotes nature-based experiences.
- Acknowledgement of the Gamaragal People and Country is to be included as a feature through wording on a boundary wall and/or embedded in paved elements. The exact design and location of the acknowledgement will be resolved at construction certificate stage. To be guided by an Aboriginal Heritage Interpretation and Art Strategy
- Landscaping around the periphery of the site is arranged in a linear reminiscent of the site's European heritage, whilst in the central courtyard there is an opportunity for landscaping to be clumped.
- Landscaped swales are provided in place of hard engineered solutions.
- Sandstone elements feature prominently throughout the development.
- Interpretative panels / placards will be incorporated into the nature play area providing information/stories about the planting species provided in the space. To be guided by an Aboriginal Heritage Interpretation and Art Strategy

6.1.1.3. Design Quality

The proposed development exhibits high design quality which is demonstrated throughout the Design Report. The proposal incorporates the following principles in response to the surrounding context:

- **Embracing the landscape driven garden-suburb character of Roseville.** The built form is led by the retention of several mature trees on site and has been enhanced through the inclusion of an entrance courtyard and central communal courtyard. The courtyards have been designed as a central point of respite for residents with communal outdoor space that extends from the ground plane internal amenity areas.
- **Achieving a genuine sense of place through building envelopes and landscaping.** By splitting the building envelope into four blocks and inclusion of green edge conditions around the site, the design has incorporated placemaking elements to help transition the streetscape into a TOD built form. These elements will assist in reducing the presence of the development amongst the adjoining single dwelling houses and assist in providing relief from the street.
- **Establish a primary entrance point.** The proposal's main entry point is via Roseville Avenue which will cater for high pedestrian foot traffic for commuters travelling to the Roseville train station. This entry point has been naturally embellished through the presence of the existing Chinese Elm tree.

Figure 18 Design principles



Source: FKA

While it is noted a formal design competition process was not required to be undertaken, Hyecorp held an internal design competition to ensure the design quality of the proposal and the development of a concept that appropriately responded to the site's context, heritage, and environmental constraints. Concept schemes were presented in November 2024 from three architectural firms, with FKA chosen as the winning scheme. The design principles established above, in relation to retention of trees and landscaping, massing and creation of an entry point, were established in the early concept stages of the proposal. The master planning of the site was developed to ensure a holistic approach and comprehensive framework to guide built form outcomes.

The design principles established in the NSW Government Architect's policy, 'Better Placed' have been embedded in the design process of this proposal to ensure the development contributes to a well-designed built environment. These principles are addressed below:

- Better Fit
 - The development thoughtfully considers both its immediate surroundings and the broader urban context. It responds to local landscape features, urban patterns and existing neighbouring built forms. The building effectively addresses the site conditions, enhances local materiality, and offers a diverse array of programs and activities. These initiatives bring together various cultures, age groups, and community members, enhancing the quality of life for all residents.
- Better Performance
 - The proposal features extensive landscaping and retains mature tree canopies. The communal courtyard provides sunlight, fresh air, and natural light, mitigating the urban heat island effect and reducing energy costs. Green edges and tree planting enhance amenity and reduce direct sunlight on glazing.

- **Better for Community**
 - The project features universally accessible public and communal spaces near residential entries, fostering community gatherings and daily interactions. This design enhances vibrancy and community spirit. The proposal also offers a variety of liveable and accessible apartments to meet diverse resident needs.
- **Better for People**
 - The public open spaces on the site are highly visible and well-defined, ensuring a secure, inclusive, and inviting environment for gatherings. Podium apartments facing Roseville Avenue, Martin Lane, and Lord Street will offer passive surveillance, enhancing safety and oversight of these areas.
- **Better Working**
 - The development is designed to meet daily needs and amenities, offering versatile homes tailored to various demographic requirements. Communal spaces prioritise accessibility while preserving the distinctive character and sense of identity of the surrounding context.
- **Better Value**
 - The proposal is a vibrant residential development that enhances the Roseville precinct, attracting residents to this established suburb. A wide range of amenities ensures a high quality of living for residents while also creating an active street presence along Roseville Avenue, Martin Lane, and Lord Street.
- **Better Look and Feel**
 - The proposal features high-quality, aesthetic design and a highly landscaped public realm. Unique to the area, this development enhances the neighbourhood both visually and aesthetically by integrating beautiful architecture into the surrounding context.

Building Siting and Massing

The proposed development has considered the sites context in relation to the siting of the building and its relationship with neighbouring properties. The bulk and scale are minimised with a four-level podium featuring both solid and open forms, complemented by generous planters, resulting in a streetscape of human scale. The upper levels are set back and recessive, with a pleated masonry form that captures light and shade.

The corner of Lord Street and Martin Lane is a key point where private and public spaces meet. A low landscaped wall encloses the new structure, with the lower-level podium and upper levels set back to reduce the building's overall volume along the street. Open balconies at the corner and along the Martin Lane facade further reduce the building's perceived size. Existing street trees are preserved and enhanced with additional lower-level planting, helping the building blend into its landscape context. By locating the buildings massing to the street corner, the design enhances visual interest, allowing light and ventilation to flow through the site and adjoining properties.

Figure 19 Photomontage of Martin Lane frontage



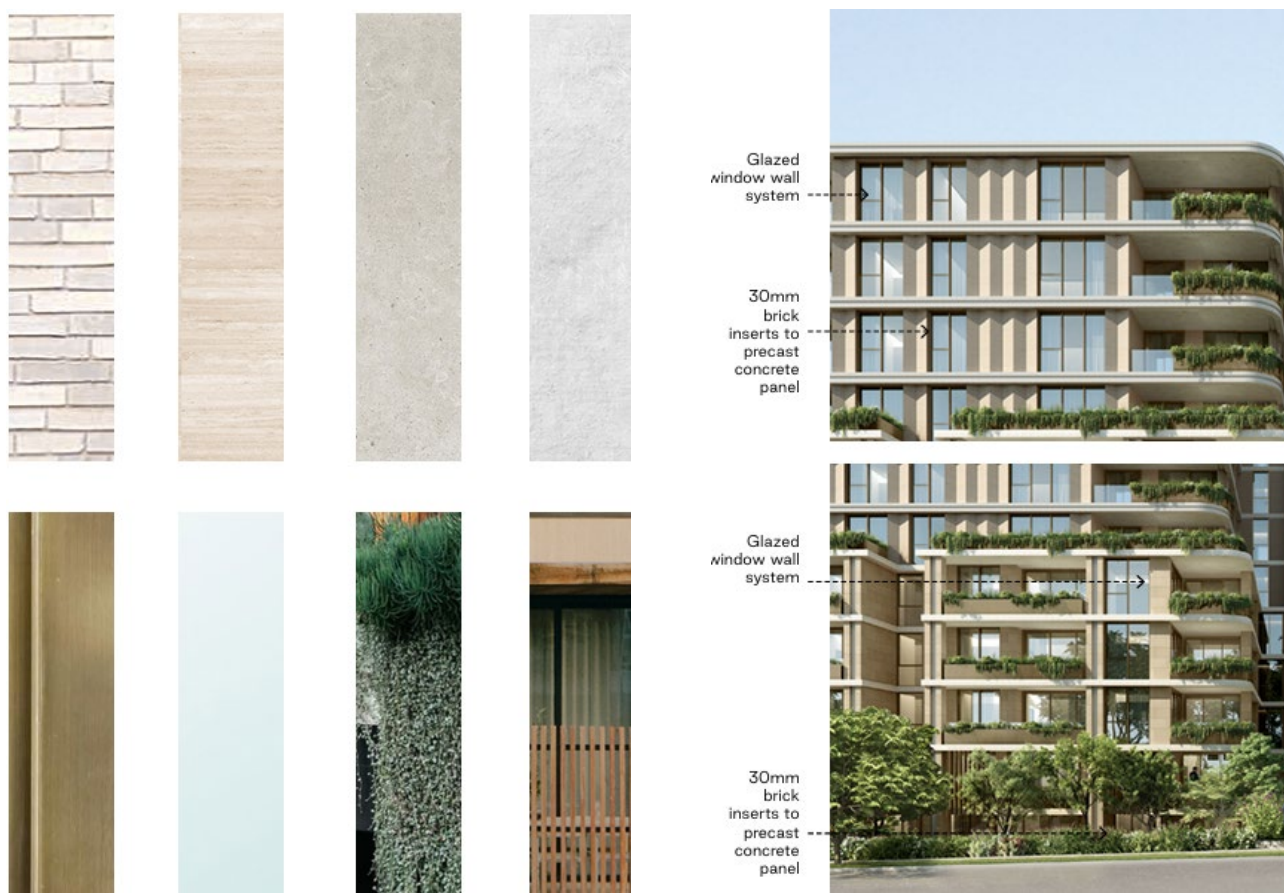
Source: FKA

Materials and Finishes

Materiality has been a key focus in developing this proposal. The surrounding context features early 1900s Californian Bungalows, primarily constructed from masonry. Red bricks and sandstone are particularly prominent in Roseville's streetscape.

This proposal aims to honour the local architecture by incorporating stone in the podium columns and brick in the upper facade masonry elements. By blending classical design with these materials, the proposal achieves a sense of high quality and elegance, similar to its lower-density neighbours. The palette, shown in **Figure 20**, draws inspiration from nearby buildings and the landscape, using light stone cladding on the podium levels to mirror the sandstone garden terrace walls and fencing in the area. Additionally, decorative brickwork and slab edge details echo the fretwork and capping details of many surrounding houses.

Figure 20 Materials and finishes



Source: FKA

Internal Design Elements

The proposal offers numerous internal design elements to enhance residential amenity and liveability. Internal communal areas include:

- Resident lounge and co-working areas
- Entertainment zones including communal kitchen and dining areas and a kids lounge
- Pre-function room and communal cinema
- Wellness offers including a pool, sauna, gym, bathrooms and lockers.

Communal areas are all located on the ground and lower ground floors, supporting residential lifestyle and wellbeing. Designs for private apartments are proposed to incorporate modern and classic styles, creating an elegant and timeless character reflective of the Roseville locality, while staying true to the architectural expression of the building.

Housing SEPP – Design Principles

The design principles outlined in Schedule 9 of the Housing SEPP ensures a consistent design quality standard is applied across NSW. An assessment of these principles is outline below in **Table 21**.

Table 21. Design principles for residential apartment development

Principle	Comment
Context and neighbourhood character	The proposal is designed to enhance the surrounding context by integrating natural and built elements, contributing to the area's evolving character. It draws inspiration from the established streetscape with high-quality brickwork and articulated façades.

	The retention of mature trees and proposed landscaped spaces strengthen the site's connection to the natural environment, creating a seamless transition between built and green spaces. The podium's scale aligns with the human-scaled built form of the neighbourhood, fostering an inviting streetscape that supports pedestrian activity. The upper levels are articulated to reduce bulk and respect surrounding buildings. The development offers high-quality residential amenities, fostering a strong sense of community, and supporting sustainable density with access to public transport, employment, and community infrastructure.
Built form and scale	The proposal's height and bulk align has been designed to respond to the surrounding site context. The four-level podium promotes a pedestrian-friendly streetscape, as outlined in the NSW Apartment Design Guide. The north-facing façade enhances street activation along Roseville Avenue while integrating mature trees. On Lord Street, the elevation is divided into three elements with vertical articulation and landscaped planters, reinforcing a fine-grain rhythm. The upper levels use concave and convex brick elements to modulate scale, visually reducing bulk and adding depth. This design defines the public domain, enhances views, and provides high internal amenity and outlook.
Density	The proposal ensures high residential amenity, fostering community and enhancing long-term resident satisfaction. Thoughtfully designed shared spaces encourage interaction while providing privacy. Each apartment has private open space, extending living areas to the exterior. Generous lobbies facilitate social engagement, framed by extensive landscaping and mature trees. The lower ground level features a wellness space with a gym, sauna, and pool, connected to the landscape. These amenities support appropriate density, ensuring access to public transport, jobs, and community infrastructure.
Sustainability	The proposal includes a number of ESD initiatives to ensure to meets sustainability targets. These initiatives are discussed in Appendix AA.
Landscape	The proposal integrates architecture and landscape into a cohesive, sustainable system; enhancing amenity and environmental performance while retaining mature trees to reinforce the site's natural character and neighbourhood identity. Landscaping along street frontages and setbacks softens the built form, creating a pedestrian-friendly interface with green buffers and layered planting to improve privacy, usability, and social interaction. This approach, incorporating passive design principles and providing green spaces, ensures the development fits harmoniously within its context, elevating the public domain and contributing positively to the urban fabric.
Amenity	<u>Apartment amenity</u> Given the development's location in an established suburb of single-family dwellings, the apartments are designed to evoke the feel of free-standing homes, responding to the context of the local area. The design is elegant and timeless, with generous, well-proportioned rooms that optimise functionality and comfort, and orientation that prioritises solar access and views, enhancing the connection between indoors and outdoors. The development seamlessly integrates affordable dwellings with the same level of amenity, ensuring ease of access for all residents, and uses high-quality materials and passive environmental strategies to foster a sustainable, well-balanced living experience. <u>Communal amenity</u> Communal amenity spaces are designed to enhance lifestyle and wellbeing while fostering community and connection. The development offers various private and communal spaces, including a lounge, co-working area, entertainment space, communal kitchen, children's lounge, and cinema. A fitness area and pool deck with a sauna, nestled among tree canopies, provide opportunities to recharge, while a Chinese Elm at the entrance serves as a wayfinding element and creates an informal pocket park, encouraging street activation.

Safety	The development has been designed in accordance with the principles of Crime Prevention Through Environmental Design. Please refer to Section 1.1.5 and Appendix II .
Housing diversity and social interaction	The proposal offers a diverse mix of apartment sizes and layouts, including affordable housing, to cater to various demographics, lifestyles, and budgets, fostering a socially inclusive community. Thoughtfully designed communal spaces, including a lounge, communal dining area, cinema room, and wellness facilities, encourage interaction and engagement, while landscaped courtyards provide additional relaxation and community connection opportunities. The design's flexibility accommodates evolving resident needs, supporting a dynamic and diverse community, and the site is conveniently located near public transport, retail, education, and leisure facilities.
Aesthetics	The proposal achieves a well-proportioned built form with balanced architectural elements that reflect the building's internal layout and structural logic. It uses a thoughtful mix of materials, colours, and textures to create visual interest and a refined, contemporary aesthetic. The façade composition breaks down visual bulk while maintaining rhythm and proportion, blending Roseville's heritage with contemporary refinements. Landscaped elements, including deep soil planting and mature tree retention, soften the built form and reinforce Roseville's garden-suburb identity, ensuring the development positively contributes to the area's evolving architectural landscape.

Apartment Design Guide

The Apartment Design Guide (**ADG**) provides a comprehensive framework for designing high-quality residential apartments. A full assessment has been provided in the Design Report with key controls discussed below. Overall, the proposed development is compliant with the objectives of the ADG.

Objective	Compliance
3B – Orientation	Generally Complies The building design has maximised the number of north facing apartments and minimised the number of south facing as much as possible. Adjoining properties achieve a minimum of 3 hours of solar access during mid-winter. While noting the proposal does not achieve strict numerical compliance with the minimum 4 hours of solar access required, as the most affected properties at No. 14 Lord Street and No. 19 Roseville Avenue are partially overshadowed at 12pm, the objective of this provision has been achieved through designing the building to maximise solar access to those properties.
3C – Public Domain Interface	Complies Pedestrian building entries are clearly delineated in the podium design and orientated towards the street. Residents have access to lifts from a control entry lobby. Significant landscaped setbacks are provided with all existing mature street trees along Roseville Avenue, Martin Lane and Lord Street proposed for retention and protection.
3D – Communal and Open Space	Complies The ADG requires 25% of communal open space equating to 2,342m². The proposed development provides 2,363.9m² (25%). The communal open space meets the required minimum dimension of 3m.
3E – Deep Soil Zones	Complies Based on a site area of 9,370.9m², the ADG requires a deep soil zone percentage of 15%. The proposal provides 23% of deep soil zones. Deep soil zones achieve the minimum 6m dimensions.
3F – Visual Privacy	Complies

	The separation between the proposal and neighbouring sites complies with all ADG requirements. The building design includes adequate setbacks, solid and partially solid balustrades and fencing, tree canopies and planter boxes to mitigate privacy issues to adjoining properties, particularly along the western elevation.
4A Solar and Daylight Access	Complies The development achieves a minimum of 70% solar access. 70% or 259 apartments achieve 2 hours of winter sun to living areas between 9am-3pm June 21st. 14% or 37 apartments receive no direct sunlight between 9am-3pm June 21st.
4B Natural Ventilation	Complies The development achieves a minimum of 60% naturally cross ventilated apartments in the first nine stories. 156 out of 259 apartments achieve cross ventilation that equals to 60%.
4D Apartment size and layout	Complies All apartments meet and, in some instances, exceed, the size, dimensions and layout requirements. Minimum area for each apartment type: ▪ 1 bedroom: 52m² ▪ 2 bedroom: 74m² ▪ 3 bedroom: 100m²
4K Apartment Mix	Complies The proposal provides a total of 259 apartments with the following apartment mix. These include the provision of townhouse style apartments on the Roseville Avenue façade: ▪ 1 bedroom: 10.8% ▪ 2 bedroom: 46.3% ▪ 3 bedroom: 39% ▪ 4 bedroom: 3.9%

Housing Mix and Diversity

The proposal offers a diverse mix of apartment sizes and layouts, including a dedicated allocation for affordable housing, ensuring a wide range of housing choices for various demographics, lifestyles, and household budgets. This variety promotes a socially inclusive community, catering to individuals, families, and downsizers alike. By providing options that meet different needs and preferences, the development supports a vibrant and balanced community. Additionally, it addresses both current and future housing demands, contributing to long-term sustainability and resilience in the housing market.

The proposed development also seamlessly integrates affordable housing within the development, ensuring fair and equitable access to high quality residential living for a range of household's budgets. The design includes affordable housing units on multiple levels to allow an even distribution of affordable units across the floor plate and on different elevations to enhance amenity. **Figure 21** shows the Level 5 floor plan within the development, demonstrating a mix of apartment sizes and layouts, while also incorporating seven affordable units on this level.

Figure 21 Floor Plan of Level 05 showing apartment mix.



Source: FKA

6.1.1.4. Affordable Housing

An Affordable Housing Strategy has been prepared which describes the strategy for the contribution of affordable housing for the proposed development. The proposal includes 5,191.8m² gross floor area (GFA) of affordable housing, equating to 48 units (17%). These units are provided in a variety of typologies, including one, two, and three-bedroom apartments, and integrated seamlessly into the floor plans of Levels 01-06 within Building D.

Table 22 provides a breakdown of the total calculations. Importantly, all residents will have equal access to the communal open spaces throughout the building and development.

Table 22. Affordable Housing Calculations

AH Calculations	Required (sqm)	Proposed (sqm)
Total GFA	30391.5	
TOD AH 2%	608	609.8
Infill AH 15%	4559	4582
TOTAL AH (sqm)	5167	5191.8

The floorspace ratio (**FSR**) control for the site as specified under the KLEP Clause 4.4 is 0.3:1. Based on the site area of 9,370.9m² the achievable floorspace is 2,811.27m².

Being within 400m of Roseville train station the site is within the Roseville TOD Precinct. Alternative planning controls apply under *State Environmental Planning Policy (Housing) 2021 (Housing SEPP)* Chapter 5.

Pursuant to Clause 154, residential flat buildings are permitted with development consent on the site. The following building height and floor space ratio controls apply:

- Building height – 22m
- FSR – 2.5:1 (23,427.25sqm)

For buildings with a GFA of more than 2,000sqm, 2% of the GFA is to be dedicated for affordable housing in perpetuity.

Notwithstanding, floor space bonuses are available pursuant to clause 16 of the Housing SEPP which allow an additional FSR of up to 30% providing the development includes at least 10-15% of its GFA as affordable housing. As outlined above, the proposed development provides 17% of its GFA as affordable housing.

In accordance with Section 156 of the Housing SEPP, 2% of affordable housing will be managed by a registered community housing provider in perpetuity. Additionally, pursuant to Section 21 of the Housing SEPP, 15% of the affordable housing will be provided for 15 years managed by a registered community housing provider. Link Wentworth, as a Tier 1 Community Housing Provider, has confirmed their interest to Hyecorp in managing the affordable housing proposed to be provided at the site. Hyecorp has partnered with Link Wentworth on its developments in Willoughby (completed) and St Leonards (under construction) to deliver new affordable housing.

6.1.1.5. Crime Prevention Through Environmental Design

A Crime Prevention Through Environmental Design (**CPTED**) Report has been prepared by Gyde for the proposed development (**Appendix II**). The CPTED Report undertakes an assessment of the potential for crime in the local area and sets out CPTED principles and strategies to inform the design of the development.

The following CPTED principles have been incorporated into the proposal to ensure a safe environment is created:

Surveillance

- The street frontages provide for strong passive surveillance that may deter incidents of crime and may contribute to perceptions of safety pedestrians
- The site boundary setbacks provide a sense of openness which also invokes a sense of openness and safety. These setbacks also provide active edges which will also contribute to passive surveillance.
- The provision of communal open spaces will encourage communal activity that will increase sightlines to the Martin Lane frontage.
- Residential apartments overlook the common area, providing passive surveillance.

Access Control

- Integration of access control strategies to manage and regulate the movement of people and vehicles within designated areas, reducing unauthorized entry and encouraging desired behaviour.
- While access points from the common area to the residential apartments will be access controlled, some natural access control mechanisms will be required to reinforce the boundary between public and private spaces.
- Use of landscaping to clear mark borders and residential entry points to reinforce the boundary between public and private spaces.

Territorial Reinforcement

- The design of the development and the six-metre setbacks will include landscape that will reinforce the clear transition between public and private space.
- The proposal will introduce almost 700 new residents to the area, and this is likely to be the most affective strategy for territorial reinforcement. Residents coming in and out of the building, its proximity to the station and local shops will demonstrate the dynamic and well used nature of the site.
- The private open space is to be kept well maintained.

Space Management

- The building presents a high standard design and materiality with a strong commitment to green space for the benefit of residents and the community.
- Future building management will oversee site upkeep, including cleanliness, removal of graffiti, and landscaping.
- With good and regular landscape maintenance practices and as people move in there will be a constant flow of people in and around the site which is likely to minimise opportunities for crimes like vandalism.

Overall, the demographic characteristics and low crime rates in the area indicate that the proposed development is at low risk of attracting criminal activity or incidents of crime, and the CPTED assessment supports the proposed development.

6.1.2. Environmental Amenity

Detailed analysis has been undertaken by FKA and other technical consultants to demonstrate that the proposed development, including affordable housing apartments and communal areas, will achieve a high degree of amenity without creating adverse amenity impacts to surrounding development and public open spaces.

6.1.2.1. Solar access/overshadowing

Solar access and overshadowing analysis have been undertaken for both the proposed development and adjoining properties. The proposed development has maximised solar access through building design and is generally compliant with the numerical requirements for solar access between 9am and 3pm on 21 June.

Shadow diagrams prepared by FKA have been provided below in **Figure 22** and show the shadow cast by the proposed development at hourly intervals between 9am and 3pm. As outlined in the supporting Clause 4.6 variation request, the proposed height control exceedance will result in an additional 27.5m² of shadow being cast in the front garden and an additional 12.5m² of shadow being cast on the rear garden of the property at 12 Lord Street at 10am on 21 June. Notwithstanding, these gardens still receive 4 hours of direct sunlight between 11am and 3pm regardless of the height exceedance. It is noted that the overshadowing assessment undertaken on 21 June represents the worst case, and on all other days within the year, the properties will receive greater solar access.

Figure 22 Shadow Diagrams for 21 June.



Source: FKA

Figure 23 Solar access compliance diagrams.



Source: FKA

In relation to internal solar access for the proposed development, at least 70% of apartments achieve a minimum of two hours direct sunlight between 9am and 3pm in living rooms and private open spaces on 21 June. **Figure 23** above shows apartments that achieve the minimum 2 hours in yellow and those achieving

15 minutes to 2 hours in orange. A total of 181 apartments, equating to 70%, achieve the minimum sunlight requirements. Apartments that are unable to achieve this are limited to the southern elevation.

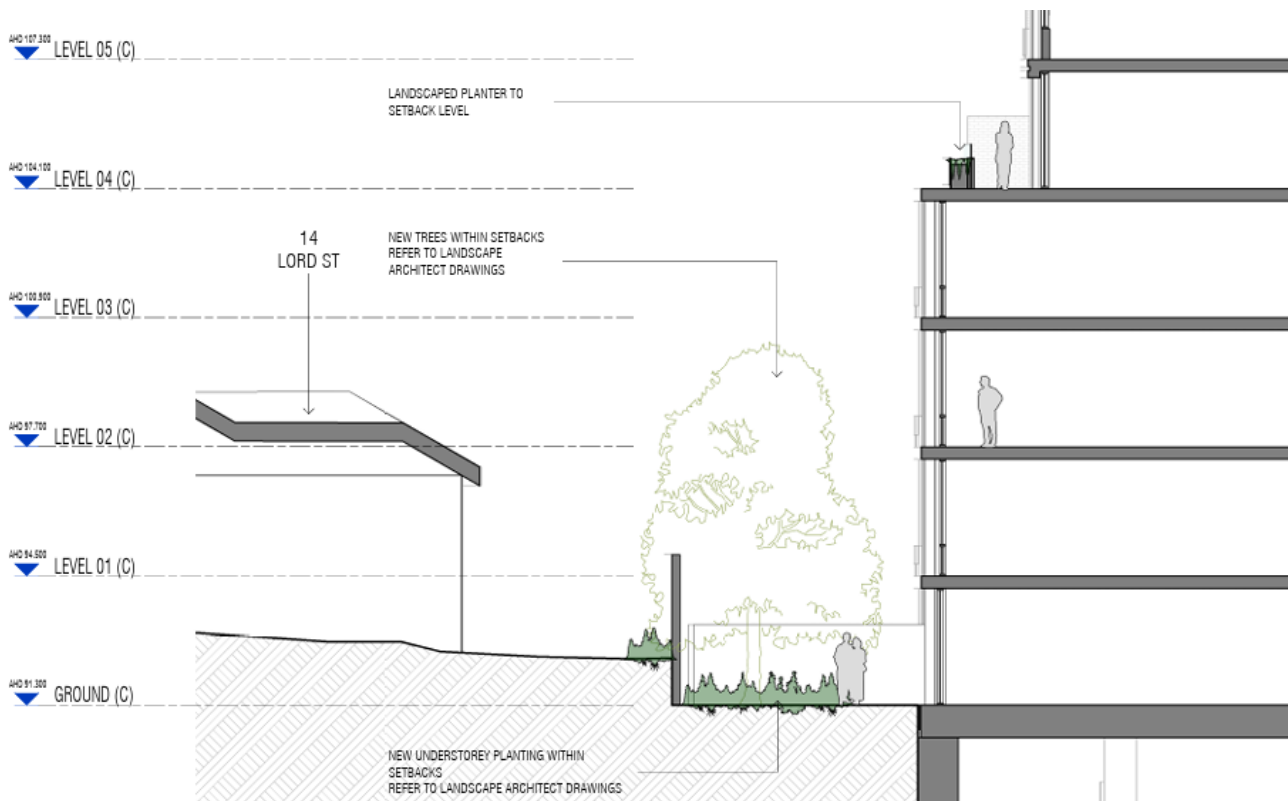
Based on the above, it is considered that the proposed development is satisfactory in regard to solar access and overshadowing.

6.1.2.2. Visual Privacy

The proposed development has included design and siting elements to mitigate privacy impacts for adjacent properties. A combination of architectural and landscape elements ensures that views are carefully controlled while maintaining natural light and openness for residents.

The inclusion of solid upstands on all glazing elements re-directs sightlines from neighbouring properties and focusing views outward and upward. Translucent glazed balustrades provide an extra layer of visual screening, reducing potential overlooking while allowing access to daylight. Consideration has been given to the location of balconies, utilising increased setbacks and strategically placing landscaped planters to enhance privacy while maintaining ventilation and outlook for residents. Landscaped side setbacks, the inclusion of tree planting and boundary level differences will further mitigate any overlooking issues.

Figure 24 Western elevation section – Lord Street



Source FKA

Figure 25 Northern elevation – Roseville Avenue



Source: FKA

Based on the above, it is considered that the proposed development is satisfactory in regard to privacy and overlooking impacts.

6.1.2.3. Wind Environment

An Environmental Wind Impact Assessment was prepared by SLR Consulting and is provided in **Appendix O**. The assessment evaluates the environmental wind impact of the proposed development for future residents as well as for surrounding development and the public realm. The existing wind environment complies with wind safety criterion for the subject site.

The predicted wind environment at the site was examined in terms of both existing winds and future winds with the addition of the proposed development. Existing and predicted wind conditions were assessed using key characteristics of data recorded by the Bureau of Meteorology as well as criteria established for what is considered “walking comfort”. The primary objective for wind impacts is for wind speeds to remain at or below 16 metres per second (m/s) “walking comfort” or in the case where the site already exceeds this speed, does not exacerbate the existing site condition.

The proposed development’s predicted wind impact is determined by examining the impact of key prevailing wind conditions from the following areas within and outside the development:

- Communal terrace
- Surrounding pedestrian public footpaths
- Building entry points
- Elevated corner balconies on Level 8 for the south and eastern elevations.
- The key directions analysed were:
 - North east and south/south east winds for summer months, and
 - South west – North west (Westerly) winds for winter months.

The investigations and predictions found that the communal open space on the lower ground level and the elevated corner balconies was most at risk of resulting in future non-compliance as a result of the proposed development without the implementation of mitigation measures for south east (summer), south (all-year

round) and winter/spring westerly winds. Impacts on the public realm will not result in an adverse environment providing all existing street trees are retained. The development does not require or propose the removal of these trees (refer to **Section 6.1.8** of this report).

The following recommendations and mitigation measures are required:

- Building entries
 - Maintain the proposed airlock system and setback at the building entrance.
 - The proposed trees located near the building entries will further alleviate local wind impacts
- Surrounding Pedestrian Footpaths
 - Retain the existing street trees on the Roseville Avenue, Lord Street and Martin Lane frontages
- Communal Open Space on ground level
 - Retain the proposed trees and landscaping. All trees and landscaping are to be evergreen, densely foliated and at least 3 metres in height to ensure their effectiveness year-round.
 - Any seating areas are to be located under the proposed trees with generous canopies.
- Elevated corner balconies
 - Ensure the balustrade height achieves at least 1.5m or adopt a single-aspect design. Glazed facades have been adopted to address the requirement.

6.1.3. Visual Impact

A Visual Impact Assessment (**VIA**) has been produced by Urbaine and is provided in **Appendix P**. The VIA provides an assessment of the view impacts resulting from the proposed development on adjoining neighbours and the surrounding locality. The methodology adopted in the view assessment includes:

- Review of survey plans and architectural drawings of the proposed development
- A drone was used to capture detailed data of the site and surrounding area, which was then processed into a 3D model. This model was then accurately aligned with known ground control points using a high-precision GPS system. The data was then integrated into the overall scene and cross-checked with existing survey drawings to ensure accuracy.
- Virtual cameras were positioned within the 3D model to match specific viewpoints in terms of height and location, based on on-site measurements from a survey. Rendered views from these cameras were then combined with existing photos and aligned to the ground plane at a standing height of 1.6m. Photos were taken using a Canon EOS Full Frame Digital Camera standard lens format at an eye level of 1.6m.
- The view sharing principles established in the Land and Environment Court (**LEC**) case *Tenacity Consulting v Warringah Council [2004] NSWLEC 140* were used to determine the reasonableness of the view impacts. The four-step assessment includes the following:
 - Step 1: assessment of views to be affected
 - Step 2: consider from what part of the property views are obtained
 - Step 3: assess the extent of the impact
 - Step 4: assess the reasonableness of the proposal that is causing the impact.
- In considering impacts for public viewing locations, the principles established in *Rose Bay Marina Pty Limited v Woollahra Municipal Council & Anr [2013] NSWLEC 1046* were used to identify the nature and scope of existing views from the public domain:
 - The nature and extent of any existing obstruction of the view
 - Relevant compositional elements of the view
 - What might not be in the view – such as the absence of human structures in the outlook across a natural area

- Is the change permanent or temporary
- A quantitative assessment incorporating the principles of the abovementioned court case was used to quantify the impacts from each location. This assessment matrix is provided below in **Figure 26**.

Figure 26 Quantitative view impact assessment.

TENACITY / SCALE / VALUE		VISUAL IMPACT		VISUAL QUALITY
NIL	0	NEGLECTIBLE	No negative impact on the pre-existing visual quality of the view	N/A
	1	LOW	A minor negative impact on the pre-existing visual quality of the view Examples: minor impact on natural landscapes no impact on iconic views impact on small number of receivers significant distance between the development and receiver	Predominant presence of low quality man made features
NEGLECTIBLE	2			Minimal views of natural formations (e.g. cliffs, mountains, coastlines, waterways, ridges etc.)
	3			Uniformity of land forms
	4			
	5			
MINOR	6	MEDIUM	A medium negative impact on the pre-existing visual quality of the view Examples: moderate impact on iconic views or natural landscapes impact on moderate number of receivers located nearby the receiver	Presence of some natural features mixed with manmade features
	7			Some views of distinct natural formations (e.g. cliffs, mountains, coastlines, waterways, ridges etc.)
	8			
MODERATE	9			
	10			
SEVERE	11	HIGH	A high negative impact on the pre-existing visual quality of a view Examples: loss of iconic view impact on significant number of receivers overshadowing effect directly adjacent the receiver	Predominantly natural features Minimal manmade features, however if present of a high architectural standard
	12			Significant views of distinct natural formations (e.g. cliffs, mountains, coastlines, waterways, ridges etc.)
	13			Presence of iconic regional views of landmark features
DEVASTATING	14			
	15			

Source: Urbaine Group

6.1.3.1. Existing Environment

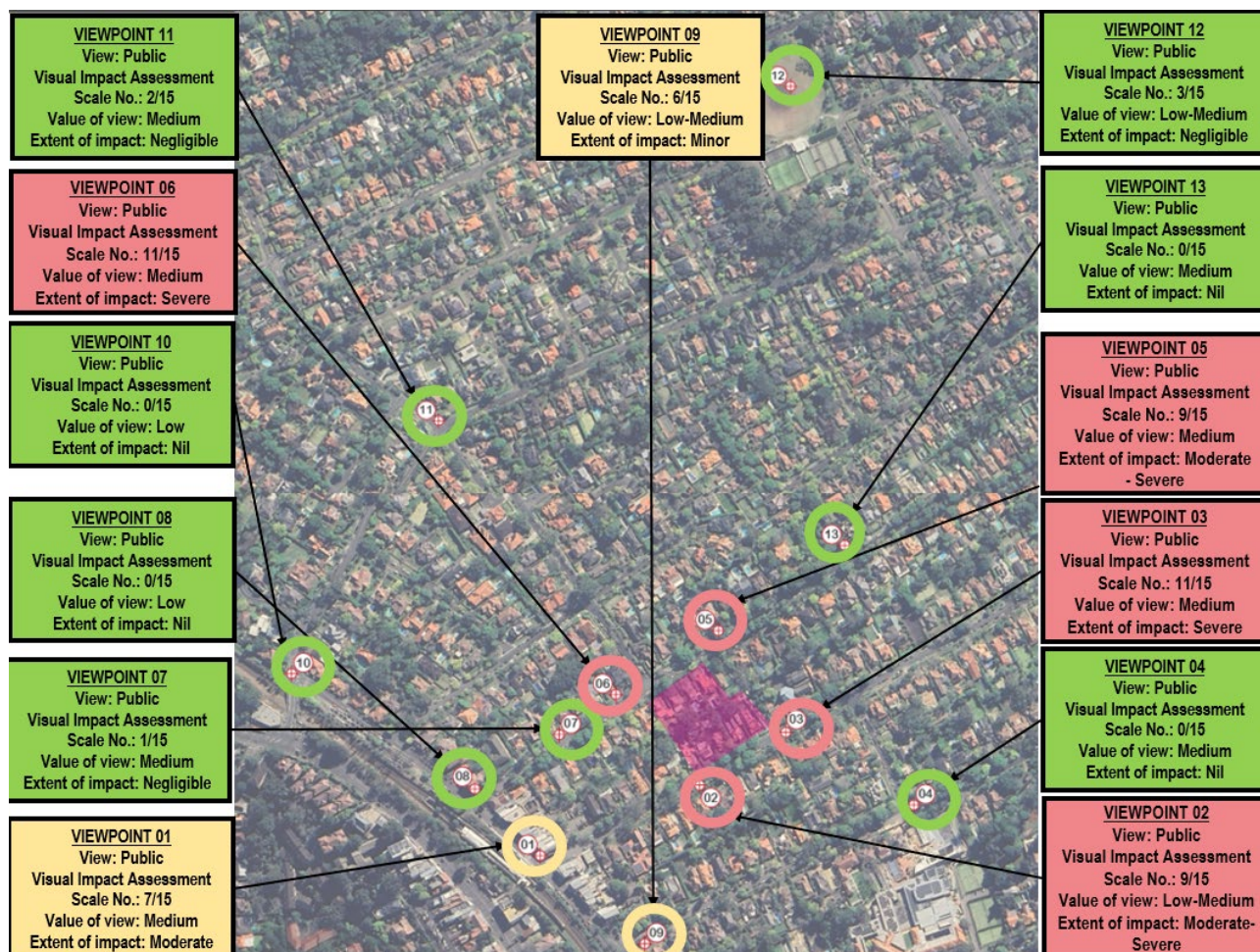
The site is surrounded by primarily single residential dwellings and mixed-use development of up to three (3) storeys along Hill Street to the site's south-west. These buildings display a range of architectural styles, from traditional to contemporary, reflecting the area's varied development history. This results in different construction materials, finishes, and setbacks contributing to the neighbourhood's character.

The immediate locality is characterised by residential uses with mature landscaping and trees along the streetscape. Building heights are generally consistent and respond to the area's undulating terrain. The streetscape in surrounding areas is typical of Sydney's outer suburbs, featuring a mix of single dwellings, apartment blocks of varying scales, commercial buildings, schools and public open space. Key visual elements, such as the Roseville railway station and Roseville College are located within 200m and 1km walking distance to the south-east and south-west of the site.

6.1.3.2. Potential Impacts

Visual impact assessments were taken from 13 viewpoint locations from around the subject site. To assess the visual impact, two key aspects were considered: the loss of substantial views (such as landscape, middle, and distant view elements) and the loss of direct sky views. **Figure 27** summarises the locations of viewpoints and the severity of the impact.

Figure 27 Summary of view impact assessment – nil/negligible (green), minor/moderate (yellow), moderate-severe (red).



Source: Urbis and Urbaine

Of the 13 viewpoints, seven are assessed as having nil/negligible impact, two minor/moderate impact and four moderate – severe impact. Moderate – severe impacts experienced at four locations are within the immediate vicinity of the site, with nil/negligible and minor/moderate impacts at locations are from surrounding streets and from longer range views within the local area.

While it is acknowledged that the building will have a significant impact on the neighbouring dwellings, this outcome was anticipated as it is the first proposed higher-density development on the street. The proposed development aligns with DPHI's strategic vision for the area, being within walking distance to a train station and meeting the objectives of the TOD planning controls. This alignment ensures the development supports the broader goals of sustainable urban growth and improve accessibility, ultimately providing significant benefit for the wider community.

A detailed analysis of the impacts has been undertaken for the locations with the greatest impact. These locations are as follows:

- Moderate-Severe impacts
 - Viewpoint 02 – No. 17 Lord Street looking north-west
 - Viewpoint 03 – Corner of Lord Street and Martin Lane looking north and north west

- Viewpoint 05 – No. 30 Roseville Avenue looking south
- Viewpoint 06 – No. 16 Roseville Avenue looking south-west
- Minor/Moderate impacts
 - Viewpoint 01 – No. 1 Hill Street on the upper landing of the stairway to the railway bridge looking north-east
 - Viewpoint 09 – Church at No. 3 Hill Street looking north.

Viewpoint 02 – No. 17 Lord Street

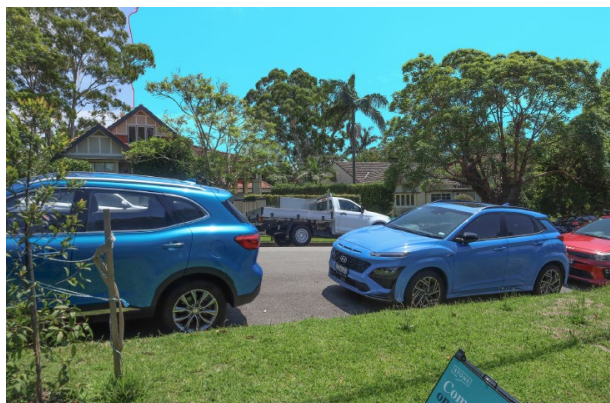
Viewpoint 02 was taken in a standing position at the driveway entrance of No. 17 Lord Street looking north west towards the subject site.

The existing view is of the current dwellings at Nos. 16 and 18 Lord Street as visible over wide grass verges and the road pavement as well as existing mature trees and some sky views. **Figure 28** outlines the proposed development and its building envelope. The proposed structure is significantly taller than the current houses and offers no visual separation along its southern elevation. However, the building's massing recedes at the fourth level, and open balconies on the southwestern corner provide articulation and help reduce the overall bulk of the building.

The quantified visual impact from this viewpoint is as follows:

- Amount of new development visible in view – 59%
- Existing visual assessment scale – 6/15
- Proposed visual assessment scale – 9/15
- View loss – 29%
- Sky view loss – 71%
- Value of view – Low-medium
- Extent of impact – Moderate to severe

Figure 28 Viewpoint 02 – No. 17 Lord Street



Source: Urbaine

Viewpoint 03 - Corner of Lord Street and Martin Lane

Viewpoint 03 was taken in a standing position on the street pavement outside No. 29 Lord Street looking north-west (**Figure 29**). The visual impact from this location primarily affects the lower-level houses and the trees within the property's gardens along Lord Street and Martin Lane. The mature trees at the rear of these houses are also impacted. Beyond this, the view loss pertains to the sky view above and beyond the site to the northwest. The building's corner elements feature open balconies, which help soften the built form against the sky backdrop.

It is noted that areas of the built form that exceed the maximum height will be visible from this view however, from the street level it will not be immediately apparent the building presents with a non-compliance. As

demonstrated in the supporting Clause 4.6 variation request (**Appendix H**), the non-compliance does not make a significant contribution to the overall visual impact of the proposed development.

The quantified visual impact from this viewpoint is as follows:

- Amount of new development visible in view – 71%
- Existing visual assessment scale – 8/15
- Proposed visual assessment scale – 11/15
- View loss – 27%
- Sky view loss – 73%
- Value of view – Low-medium
- Extent of impact – Moderate to severe

Figure 29 Viewpoint 03 – Corner of Lord Street and Martin Lane. Area of building height exceedance outlined in magenta.



Source: Urbaine,

Viewpoint 05 – No. 30 Roseville Avenue

Viewpoint 05 was taken in a standing position on the street pavement outside No. 30 Roseville Avenue looking south-east (**Figure 30**). The visual impact from this location affects the existing single-storey properties along Roseville Avenue and their associated landscaping and trees. The building's height obstructs views of the landscaping behind these houses and a significant portion of the sky to the south-southwest.

Similar to Viewpoint 03, the corner view offers a level of visibility not available from closer viewpoints, with both elevations significantly open to the viewer. The low-level houses adjoining the site are not visually apparent from this location, as they are concealed by street tree canopies and hedges. Despite minor height breaches, the building's compliance deems the proposal acceptable, although the visual impact is assessed as moderate to severe.

The quantified visual impact from this viewpoint is as follows:

- Amount of new development visible in view – 68%
- Existing visual assessment scale – 8/15
- Proposed visual assessment scale – 9/15
- View loss – 49%
- Sky view loss – 51%
- Value of view – Medium
- Extent of impact – Moderate to severe

Figure 30 Viewpoint 05 – No. 30 Roseville Avenue. Area of building height exceedance in magenta.



Source: Urbaine

Viewpoint 06 – No. 16 Roseville Avenue

Viewpoint 06 was taken in a standing position on the street pavement outside No. 20 Roseville Avenue (**Figure 31**). The visual impact of the new proposal primarily affects the sky view above and beyond the subject site. The scale of the new proposal contrasts with the existing streetscape, but the building aims to reduce its overall impact through the softening articulation of the corners with open, curved balcony elements.

Despite minor height limit breaches, the proposal is generally compliant and can be deemed acceptable, as the view loss is mostly limited to the sky. The visual impact from the increased scale of this development, relative to the existing houses adjoining the site, is assessed as severe but permissible within the context of future development in this area. From this viewpoint, the openness of the view is related to the intersection of two roads, with the contextual streetscape extending to the east and west.

The quantified visual impact from this viewpoint is as follows:

- Amount of new development visible in view – 81%
- Existing visual assessment scale – 8/15
- Proposed visual assessment scale – 11/15
- View loss – 41%
- Sky view loss – 59%
- Value of view – Medium
- Extent of impact – Severe

Figure 31 Viewpoint 06 – No. 16 Roseville Avenue.



Source: Urbaine

Viewpoint 01 & 09 – No. 1 & 3 Hill Street

Both from a standing position, viewpoint 01 was taken on the upper landing of the stairway to the railway bridge and viewpoint 09 was taken from the front lawn of the existing Church on the site (**Figure 32**).

From Viewpoint 01, the visual impact mainly concerns the upper levels visible above the tree line of foreground properties. The lower levels are hidden by dense street trees, and the roofline extends north behind the retail premises on Hill Street. The top floor and roof plant disrupt the horizon line, causing a moderate impact on the distant ridgeline. However, the most distant view remains uninterrupted, and the development is largely compliant, with only slight height breaches.

From Viewpoint 09, the visual impact affects the sky view beyond the site, with lower levels concealed by dense trees and landscaping. Despite slight height limit exceedances, the proposal is deemed acceptable. The highest value components of the view remain, and the visual impact is minimal from this distance. There is no significant impact on distant or horizon views.

Figure 32 Viewpoint 01 & 09 – No. 1 & 3 Hill Street.



Source: Urbaine

In summary, when all relevant matters are considered, the visual effects and view impacts caused by the proposed development are considered to be reasonable and acceptable. As such, the proposal can be supported on visual impact grounds based on the following:

- The site's location within approximately 200m walking distance to an identified train station under the amended TOD planning controls which allows for residential flat buildings on the site. While noting the impacts on the immediate adjoining properties are assessed as moderate-severe, this is anticipated as the first development of this scale within the streetscape and does not extend to the wider locality.
- The use of light building materials, articulation and balconies to soften the built form and its presentation to the streetscape. Significant landscape planting and the retention of all existing street trees will also assist in minimising the appearance of the built form.
- While the proposed building involves minor height breaches, it will not result in unacceptable view impacts as a result of building design features outlined above.

6.1.4. Traffic, Transport and Parking

A Transport Impact Assessment (TIA) has been prepared by Ason Group for the proposal and is provided at **Appendix Q**. The TIA sets out an assessment of the anticipated transport implications of the proposed development in accordance with the methodology detailed in the “Guide to Transport Impact Assessment” (GTIA) published by Transport for New South Wales in 2024 (TfNSW).

6.1.4.1. Existing Environment

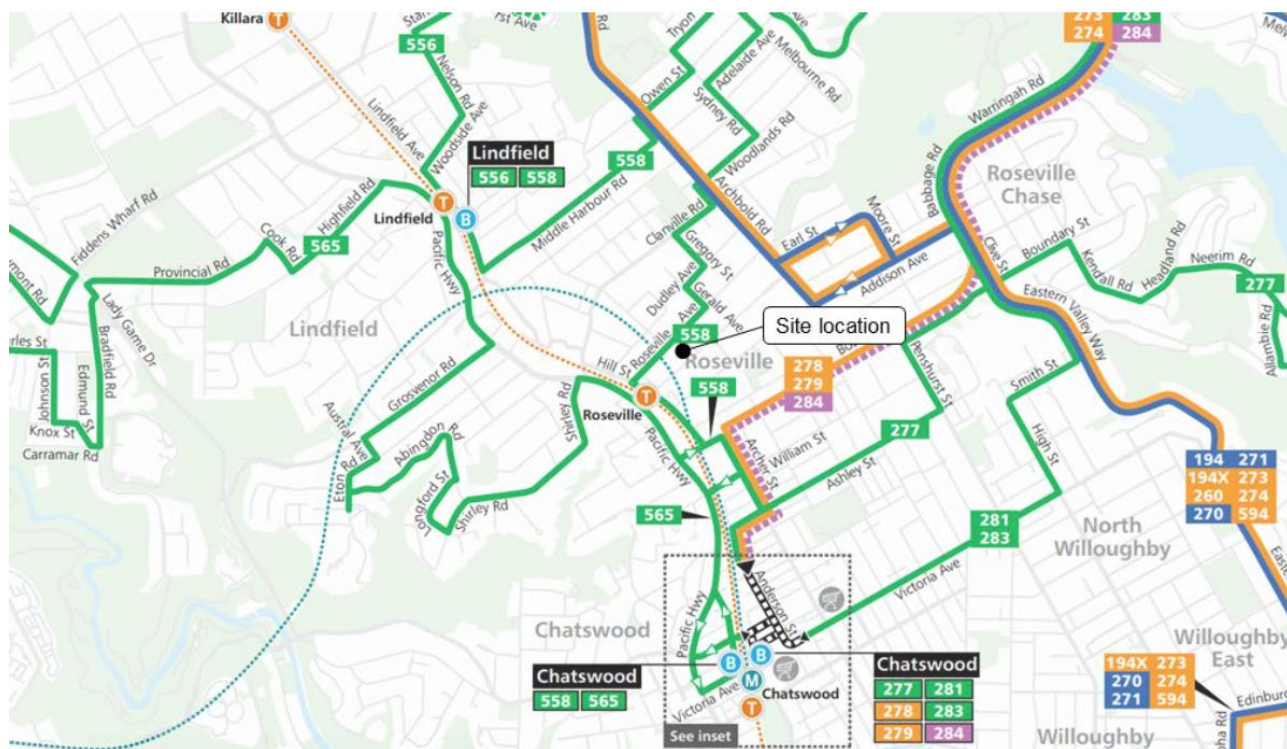
The site has boundaries to Lord Street, Roseville Avenue and Martin Lane which are local roads. Lord Street and Roseville Avenue connect with Archbold Road to the east (a key collector road through Roseville) and Hill Street to the west (a key local road through Roseville town centre and adjacent to the rail corridor). The surrounding area has well-established footpaths and cycle routes accessible to the site.

The site has excellent access to high frequency and well-connected public transport networks being located approximately 200 metres to the east of Roseville Station and nearby to bus routes through Roseville town centre and along the Pacific Highway (refer **Figure 33**).

The TIA identifies that journey to work data for existing residents indicates that 56% of residents travel to work by private vehicle and 39% by public transport.

It is noted that the NSW Government TOD Program was established to address housing shortages by focusing on creating high-density developments around public transport hubs, such as train stations, light rail stops, and major bus interchanges. The objective is to promote sustainable urban growth, reduce car dependency and enhance access to public transport, services and employment opportunities. Roseville Station is one of four public transport hubs identified as part of the TOD Program within Ku-ring-gai.

Figure 33 Surrounding Public Transport Network



Source: Ason Group

6.1.4.2. Potential Impacts

Access and Parking

Vehicle access to the site is proposed via a single driveway on Lord Street, with the car park providing a total of 344 parking spaces across a lower ground level and three basement levels. A breakdown of the allocation of parking is as follows:

- 309 resident spaces (including 39 platinum standard accessible spaces)

- 35 visitor spaces (including 3 accessible spaces and 4 car share spaces).

The TIA parking assessment has been undertaken having regard to:

- Housing SEPP: Provides parking rates for in-fill affordable housing (both the affordable and market housing components of the development).
- KDCP 2024: Provides minimum and maximum parking rates for residential developments within 800 metres of a train station.
- TfNSW GTIA 2024: Provides parking rates for residential developments based on proximity to strategic centres and/or public transport services, car mode share data, and population density.

The proposal is required to provide between a minimum 283 parking spaces (based on the Housing SEPP) and a maximum 403 spaces (based on the KDCP 2024 maximum). The proposal includes 344 parking spaces, including 309 resident spaces and 35 visitor spaces. This provision exceeds the minimum KDCP 2024 requirement, Housing SEPP and is consistent with TfNSW requirements, while remaining well below the maximum KDCP 2024 thresholds. The proposed parking allocation has been carefully considered and strikes a balance between meeting the objectives of the TOD Program, recognising KDCP 2024 requirements and considering the daily needs of future residents.

Accessible and adaptable car parking spaces for residents and visitors, bicycle parking for residents and visitors, car share parking spaces, and motorcycle parking spaces are provided in accordance with or exceeding KDCP 2024 minimum requirements. The basement car parking has been designed to be electric vehicle ready in accordance with KDCP 2024 and National Construction Code (NCC) requirements.

Loading and waste collection activities are proposed on the lower ground floor adjacent to the Lord Street access ramp. The loading area would accommodate all vehicles up to 8 metres long, including Council's 6.7-metre-long rear load waste collection vehicle and a range of delivery and removalist trucks. The proposal includes a dedicated loading area with capacity for up to three service vehicles (with vans/utes in tandem arrangement) plus use of a separate space that doubles as a visitor space, in accordance with KDCP 2024.

All resident platinum-level liveable dwellings are provided with a 3.8-metre-wide and 6-metre-long parking space to ensure appropriate accessibility. Visitor accessible spaces have been designed to be 2.4-metres-wide and 5.4-metres-long with an adjacent shared area, in accordance with AS2860.6:2022. The car park layout is consistent with the relevant Australian Standards and it is assessed that it will operate satisfactorily. Ramp grades have been designed in accordance with the requirements of AS/NZS2890.1:2004. The circulation aisles and car space dimensions meet or exceed Australian Standards and would facilitate efficient movement throughout.

Traffic Assessment

The traffic generation for the proposal has been estimated using the rates stipulated in TfNSW GTIA 2024. The TIA finds that the proposal would result in a net increase of 43 vehicle trips during the weekday AM peak hour and 32 vehicle trips during the PM peak hour. Much of the site generated traffic is expected to use the Pacific Highway and Archer Street on approach and departure, with several travel routes ensuring a distribution of impact from the minor traffic volumes (refer **Figure 34** and **Figure 35**).

Overall, the net increase in traffic generated by the proposed development is considered minor, particularly when considering the anticipated approach and departure routes and likely increase in traffic at any given intersection. Overall, the net increase in traffic generated by the proposed development is not expected to have a material impact on the operation of the surrounding road network. With proximity to high frequency and well-connected public transport, many residents are expected to utilise these services to travel to/from work during peak periods. This behaviour would also encourage green travel initiatives and provision of sustainable development. The TIA finds that the development is acceptable from a traffic impact perspective.

Figure 34 Net Increase in Approach Traffic Volumes



Source: Ason Group

Figure 35 Net Increase in Departure Traffic Volumes



Source: Ason Group

Green Travel Plan

A key strategic priority of the proposal is the objective to leverage the behaviours of future residents and promote sustainable modes of daily travel. This aligns with the objectives detailed in Council and Government planning in regard to the TOD Program. A Green Travel Plan (**GTP**) is proposed to ensure that the transportation infrastructure, services, and policies both within and beyond the site are tailored to user needs and strategically coordinated to achieve the highest level of sustainability. The GTP will maximise the number of people who walk, cycle or utilise public transport to and from the site and reduce single-occupancy car travel for journeys to and from the site. The principles of the GTP are detailed further below.

Construction Management

A Construction Pedestrian and Traffic Management Plan (**CPTMP**) is proposed to manage any potential impacts of the construction of the development on pedestrians and traffic. The principles of the CTMP are to:

- Minimise the impact on pedestrian and cyclist movements.
- Maintain appropriate public transport access.
- Minimise the loss of on-street parking.
- Minimise the impact on adjacent and surrounding buildings.
- Maintain access to/ from adjacent buildings.
- Restrict construction vehicle movements to designated routes to/ from the site.
- Manage and control construction vehicle activity near the site.
- Carry out construction activity in accordance with approved hours of works.

The proposed CPTMP measures are detailed below in the Section below.

6.1.4.3. Mitigation Measures

Construction

The CPTMP is to be implemented as part of the construction works associated with the proposed development. Mitigation and management measures specified as part of the CPTMP relate to:

- Work hours;
- Worker induction;
- Site access, loading, and works zones;
- Construction worker parking;
- Heavy vehicle access routes; and
- Pedestrian and cyclist access.

Operation

The Preliminary GTP is to outline the overarching requirements for the GTP. As a 'living' document, the GTP is to be updated regularly as part of an ongoing review to ensure it remains relevant and reflective of current conditions. The primary objectives of the GTP are to:

- Reduce the environmental footprint of the site;
- Set future travel mode share targets;
- Improve access, amenity, convenience, and safety of sustainable transport modes to/ from the site;
- Promote the use of 'active transport' modes such as walking and cycling, particularly for short-medium distance journeys;
- Reduce reliance on the use of private vehicles for all journeys; and
- Encourage a healthier, happier, and more active and public transport use culture.

The GTP sets indicative targets to encourage modal shift away from private vehicles to utilising public and active transport networks as set out below. The GTP sets out measures and actions strategies to achieve these targets including promoting active travel, car pooling and public transport, as well as providing information on sustainable travel choices to residents. So as to record the overall success, as well as the effectiveness of the individual measures, monitoring and review of the GTP should be conducted at regular intervals.

Table 23 GTP Indicative Target Mode Share

Travel Mode	Residential Target Mode Share
Car (as driver & passenger)	40%
Public transport	50%
Active transport	10%

6.1.5. Noise and Vibration

A Noise and Vibration Impact Assessment (NVIA) (Appendix R) has been prepared by Acoustic Logic to assess the potential noise and vibration impacts of the construction and operation of the proposed development. The NVIA undertakes an assessment of the nearest noise sensitive receivers against the required noise and vibration criteria.

6.1.5.1. Existing Environment

The site is surrounded by residential land uses as well as community uses. A survey of ambient noise and vibration has been undertaken to characterise the existing environment. Noise emission criteria for the operation of the development have been derived using the NSW Environmental Protection Authority Noise Policy for Industry 2017 and the project SEARs.

Figure Surrounding receivers



Source: Acoustic Logic

6.1.5.2. Potential Impacts

Construction

As part of the NVIA, construction noise and vibration management levels have been established and assessed in accordance with:

- NSW DECC Interim Construction Noise Guideline; and
- German Standard DIN 4150-3 Structural Vibration: Effects of Vibration on Structures; and
- NSW Department of Environment and Conservation Assessing Vibration: A Technical Guideline.

The assessment takes into consideration the adoption of differing strategies for noise control depending on the predicted noise level at the nearest residences, the anticipated construction scope and staging, the typical equipment/processes anticipated to be used during the construction of the project and the recommended standard hours of work, being Monday to Friday – 7:00am to 8:00pm; Saturdays – 8:00am to 1:00pm; and Sundays and Public Holidays – no works. For the assessment, noise from the loudest typical construction activities for all stages of works have been predicted to the nearest most affected sensitive receivers. Predictions take into account the distance between the noise source and the receiver, and the screening effect provided by any building structure or building shell, if applicable. In particular, noise from works proposed during the fit-out stages when the building shell will screen these activities from the surrounding sensitive receivers.

The NVIA identifies that noise impacts on nearby development will be dependent on the activity and where on the site the activity is undertaken. Demolition works (e.g. use of hydraulic hammer) are anticipated to be the loudest typical activity. Work close to the site boundaries will have the greatest impact on nearby receivers. The NVIA identifies a range of mitigation and management measures to minimise noise impacts (see below for details), including if at the detailed construction planning stage, construction noise levels are predicted to exceed the required noise management level at any stage. Through adoption of these measures, noise impacts on nearby development are found to be able to be suitably managed to prevent excessive impact.

The highest levels of vibration are likely to be produced when excavation activities are undertaken with the use of piling rig. This activity would only produce a moderate level of vibration close to the work site. Given the distance attenuation between existing residential receivers and the project site, the impact at the surrounding properties is moderate considering amenity and structure damage. The NVIA finds that noise and vibration emissions will generally comply with the noise and vibration management levels. Notwithstanding, emissions should be minimised as part of best practice endeavours, and contingency measures should be put into place to respond to complaints or if it is found the processes needed to complete the tasks vary from those envisaged in the NVIA.

Operation

Noise sources assessed as potentially impacting the proposed development are traffic noise from Pacific Highway and the Sydney Northern train network. Criteria to assess noise emissions from the operation of the proposed development have been developed using the NSW EPA Noise Policy for Industry (**NPI**) and the Department of Planning Development Near Rail Corridors and Busy Roads – Interim Guideline (**DNRCBR Guideline**).

For each receiver type:

- Receivers have been grouped into “catchments”. These are receivers that have been assessed as having similar characteristics (receiver type and ambient noise level).
- For each catchment, representative noise assessment trigger levels have been determined based on NPI guidelines. The trigger levels have been adopted in the NVIA as criteria to assess whether additional mitigation is needed to manage noise emissions.
- For each catchment, noise emissions have been assessed to the most impacted receiver. This means that impacts at all other receivers within that catchment will be less. Compliance at the most impacted receiver will therefore also result in compliance at all other receivers within the catchment.

For residential receivers, three criteria are assessed:

- Intrusive assessment: how audible is the emitted noise compared to ambient, background noise). Criteria are determined relative to the measured rating background noise level.
- Amenity assessment: how loud is the absolute level of industrial noise, including cumulative noise from other industrial sources. The NPI nominates appropriate amenity noise levels depending on the receiver type and prevailing noise environment/zoning.
- Maximum noise assessment: will high-level, short-term noise events cause adversely impact sleep at night. Trigger levels have been determined relative to the measured night rating background, and assessed outside rooms where sleep is likely to occur.

In accordance with the DNRCBR Guideline, the impact of tactile vibration and ground borne (regenerated) noise have been assessed using the vibration levels measured at the site. Floor vibration has been assessed, taking into account ground vibration levels at the building based on the measured vibration levels.

The assessment indicates that the building envelope is required to be upgraded beyond what is considered to be a “standard” form of construction to comply with the internal noise criteria. The below mitigation measures are proposed to ensure the development complies with the required internal noise levels. The measured vibration results are substantially below the required criteria and therefore, no vibration mitigation controls are required.

Detailed plant selection and location has not been undertaken at this stage. Satisfactory levels will be achievable through appropriate plant selection, location and if necessary, standard acoustic treatments such as duct lining, acoustic silencers and enclosures. Noise emissions from all mechanical services to the closest residential receivers is to comply with the requirements of Section 5.1 of the NVIA.

6.1.5.3. Mitigation Measures

Construction

- Preparation of a Construction Environmental Management Plan (**CEMP**).
- Noise and vibration monitoring, reporting and response procedures
- Selection of equipment and process
- Selection of alternate appliance or process
- Location of static plant
- Use of screens or enclosures and erection of hoarding (typically only feasible for static plant)
- Acoustic barriers
- Silencing devices
- Treatment of specific equipment
- Material handling/vehicles
- Establishment of site practices
- Scheduling of noisy activities and provision of respite periods
- Notification
- If construction noise levels are predicted to exceed the HNML 75dB(A) during any stages of the project, the following is to be undertaken:
 - During preparation of the construction program (construction certificate stage), acoustic review of proposed construction activities and plant/methods should be undertaken to identify work items likely to exceed Noise Management Levels.
 - For those activities likely to generate high noise levels, the analysis should identify where on the site are the areas likely to result in high noise levels. This will then assist in determining the likely time period for which high noise levels will occur.
 - Identify feasible acoustic controls or management techniques (use of screens, scheduling of noisy works, notification of adjoining land users, respite periods) when excessive levels may occur.

- For activities where acoustic controls and management techniques still cannot guarantee compliant noise levels, implement a notification process whereby nearby development is made aware of the time and duration of noise intensive construction processes.
- Where required, vibration monitors may be installed at critical locations to determine any impact. Ongoing review and assessment of vibration impact will be conducted throughout the construction process to determine appropriate vibration levels. The specific location and quantity of vibration monitors to monitor residential houses are to be determined in consultation with the builder and structural engineer.

Operation

- **Glazed Windows and Doors**

Acoustically rated external windows and doors are required. Aluminium framed/sliding glass doors and windows will be satisfactory provided they meet the criteria specified at Table 10 of the NVIA. All external windows and doors listed are required to be fitted with Q-lon type (or equal) acoustic seals. In addition, the R_w rating of the glazing fitted into open-able frames and fixed into the building opening should not be lower than the values listed in Table 11 of the NVIA.

- **External walls**

External walls should be constructed from concrete/masonry elements will not require any acoustic upgrading to achieve the acoustic requirements specified in the NVIA.

- **Non-glazed Entry Doors**

Doors are required to be minimum 44mm thick solid core timber (minimum 32 kg/m² surface density), fitted with full perimeter acoustic seals equal to Raven RP10 to the top and sides and Raven RP38 to the underside of a hinged door.

- **Penetrations in the External Envelope**

It is required to acoustically treat all penetrations in the external envelope, including any supplementary ventilation system, to prevent that the acoustic performance of the building envelope from being reduced.

- **Mechanical Plant**

Noise emissions from all mechanical services to the closest residential receivers should comply with the requirements of section 5.1 of the NVIA.

- **Mechanical Treatment**

Detailed acoustic review should be undertaken at Construction Certificate stage to determine acoustic treatments to control noise emissions to required levels.

6.1.6. Water Management

An Integrated Water Management Report (**IWMR**) has been prepared by PTC for the proposal (**Appendix S**). The IWMR undertakes an assessment of existing and proposed pervious/impervious areas for the site with peak flows from each catchment calculated using the DRAINS computer modelling software for pre-development and post-development scenarios for a range of storm events.

6.1.6.1. Existing Environment

The existing site does not have any formal stormwater easements or connection to the Council drainage network. There are existing overland flow paths through the site (flowing west to east) which eventually flows to Moores Creek, located approximately 700m north-east of the site. The site is located beside a floodway on Martin Lane and is flood affected along the outskirts of the existing site.

6.1.6.2. Potential Impacts

Stormwater management

Stormwater works proposed consist of:

- Roof drainage system for the proposed new building, draining to a rainwater reuse tank and on-site detention/treatment tank located in the basement car park (for purposes of water quantity and quality treatment).
- Surface drainage systems for courtyards and external areas, in addition to the carpark area, which consists of a pit and pipe system discharging to on-site detention/treatment tank in the carpark area.
- Within the courtyard, allowance for runoff from impervious (paved) surfaces to grassed/landscaped zones has been incorporated. This will allow for infiltration opportunities and is considered a fundamental principle of the Water Management Plan.
- Overland flow paths are provided to ensure that flows exceeding the capacity of the pit and pipe system are safely conveyed.

A combined on-site detention (**OSD**)/water treatment tank is proposed to reduce peak stormwater discharge from the proposed development and to comply with minimum storage volumes and Permitted Site Discharge (**PSD**) as outlined in the KDCP 2024. The site is located within MC1 Moores Creek catchment which informs the calculations of the PSD and OSD tank volume requirement. The IWMR identifies that the site will require a minimum OSD tank volume of 178m³ and a PSD of 195 l/sec. The OSD tank is proposed to be located in the basement carpark on the lower ground floor which will decrease the stormwater runoff from the developed site to a maximum peak flow of 140 l/sec to comply with the PSD requirement. The site rainwater runoff will be connected to and discharged to an existing Council drainage pit on Lord Street which has been assessed to have sufficient capacity for the proposed development.

Stormwater quality

The principles of Water Sensitive Urban Design have been adopted in the stormwater design; firstly by minimising impervious areas, followed by providing infiltration opportunity for runoff from impervious areas (and implementation of a rainwater tank to provide for reuse), and finally through treatment of runoff by various methods. Modelling for the estimation of the mean annual loads of the proposed development has been undertaken using Model for Urban Stormwater Improvement Conceptualisation (**MUSIC**) software and in accordance with the associated Council Water Management Technical Guidelines.

The proposed treatment train consists of rainwater tank reuse (10kL), OceanProtect's Ocean Guards at every grated inlet pit, a vegetated swale and 16 x 690mm stormfilter cartridges (PSORB) to treat the stormwater runoff. The results of the MUSIC model find that the proposed stormwater treatment devices are sufficient to meet KDCP 2024 pollutant reduction targets.

6.1.6.3. Mitigation Measures

To ensure acceptable stormwater impacts from the proposed development, an OSD tank with a minimum size of 178m³ is required to attenuate peak flow discharging from site to a PSD of 195 l/sec.

The following stormwater quality management measures are proposed:

- 10kL rainwater reuse tank
- OceanProtect's Ocean Guards litter baskets at every grated inlet pit
- 16 x 690mm stormfilter cartridges
- Vegetated swale.

6.1.7. Ground and Groundwater Conditions

A Geotechnical Investigation (**GI**) (**Appendix V**) has been prepared by Douglas Partners for the proposal. The GI assesses the subsurface geological conditions at the site to confirm any potential impacts relating to excavations, shoring, foundations and other geotechnical issues relevant to the proposed development. The assessment included the drilling of six boreholes, installation of three groundwater monitoring wells and laboratory testing of selected samples. A Hydrogeological Management Plan (**HMP**) (**Appendix V**) has also been prepared by Douglas Partners to assess groundwater conditions and to identify potential impacts relating to ground water by the proposed development.

A Sydney Metro Tunnel Study has been undertaken by PSM (**Appendix W**) and includes an assessment of potential impacts on the existing Sydney Metro rail assets relative the site arising from the proposed development.

6.1.7.1. Existing Environment

The Sydney 1:100 000 Geological Series map indicates the site is underlain by Ashfield Shale which typically comprises black to dark grey shale and laminate. The Sydney 1:100 000 Soils Landscape Series map indicates the southwestern half of the site is underlain by 'Glenorie' erosional soils. The mapping indicates the approximately northeastern half of the site is underlain by 'Lucas Heights' residual soils. A registered groundwater bore (domestic use) is located about 230m northwest of the site. Records indicate the standing groundwater level in this bore is at 65m depth. Refer to Sections 5 and 6 of the GI (**Appendix U**) for further information regarding the results of the fieldwork undertaken.

Published Acid Sulfate Soils (**ASS**) mapping (NSW Department of Environment and Climate) indicates the site is in an area of no known occurrence of ASS. The site is not located within a zone mapped as having salinity potential (Departments of Land and Water Conservation).

A review of the Bureau of Meteorology Groundwater Dependant Ecosystems (**GDE**) Atlas indicates that there are no aquatic, subterranean or terrestrial GDEs within 1 km of the site. A category 3a Riparian Land is located directly adjacent to the site; about 1 m offset, north of 27 Roseville Avenue (NSW Riparian Lands and Watercourses Map). A category 3a Riparian Land includes the area 10m on each side of a discontinuous or piped watercourse.

6.1.7.2. Potential Impacts

Ground movement and stress relief

Horizontal movements due to stress relief of the Hawkesbury Sandstone and to a lesser extent the Ashfield Shale and Mittagong Formation will occur during the excavation works. Based on published literature and Douglas Partner's experience, the lateral deflections associated with stress relief in rock may be in the order of 0.05% to 0.2% of the excavation height, depending on the various factors such as rock strength, orientation of the face, a degree of fracturing. The predicted deflections would generally be greatest at the centre of the excavated faces and would reduce with distance from the excavation face / boundary.

Groundwater

The groundwater level measured in the monitoring wells was observed at depths between 1.25m and 4.85m correlating as RL84.5m to RL86.7m. It is considered likely that some of the measured water is associated with perched seepage within the rock and not necessarily a perennial groundwater table. Seepage should be expected along the top of rock (particularly after periods of wet weather) and through the rock mass, joints and bedding planes in the rock.

Basement construction

As part of the HMP seepage modelling was undertaken to predict the potential inflow rates into the proposed basement during construction and to predict annual inflows for the proposed "drained" basement. The modelling was also used to assess the induced groundwater level changes in adjacent and surrounding areas due to dewatering. For the purpose of the analysis, excavation has assessed as being undertaken in a single stage (i.e. instantaneously) and the subsequent temporary dewatering period was assumed to be one year for the basement construction. The results of the groundwater inflow analysis find that the volume of groundwater requiring extraction during construction dewatering and for the proposed drained basement will likely be under 3 ml/year.

Based on the results of the groundwater monitoring, it is expected that groundwater drawdown of up to about 3 metres will occur within the residual clay profile. Settlements caused by the drawdown of groundwater within the rock profile are expected to be negligible. The excavation is not expected to impact any groundwater dependent ecosystems or groundwater supply works in the area. The proposed works are considered to be acceptable with reference to the NSW Aquifer Interference Policy minimal impact considerations.

Based on the HMP assessment, seepage inflows should be readily controllable for discharge during construction by pumping from sumps in the basement excavation. It should be noted that inflows may temporarily increase following high rainfall events. If high flows are encountered, groundwater extraction bores may be required. The groundwater will be pumped into a temporary holding / treatment tank for groundwater quality monitoring and treatment. Management measures are proposed based on the anticipated methodology for dewatering and disposal.

Based on results of the HMP, it is considered that there are some contamination risks that will need to be managed during dewatering, although this is considered to be relatively low based on the long-term low density residential site use. As such, mitigation measures are proposed to manage these risks as set out below.

6.1.7.3. Sydney Metro Tunnel Reserve

The site is partially located above the Sydney Metro tunnel rail corridor (Epping-to-Chatswood Rail Line) second reserve. A small portion of the north west corner of the site is located above the tunnel first reserve. The second reserve extends up to 57.6m from the centreline of the tunnels. As part of the Sydney Metro Tunnel Study, a preliminary geometrical model was developed, based on the first and second reserve extents defined in the Sydney Metro Underground Corridor Protection Technical Guidelines (**Guideline**).

As shown in **Figure 36** below, the proposed basement falls outside the first reserve, with a small portion being in the second reserve. In accordance with the Guideline, no construction activity is proposed within the first reserve. The minimum distance between the proposed basement and the centreline of the nearest rail tunnel is 36.5m. A small portion of excavation is proposed within the second reserve. For the shoring of the basement, consideration is to be given to the restriction on ground anchors entering the first reserve. On the western boundary of the basement excavation, a combination of propping and bracing is anticipated to be required in place of anchoring. Based on the assessment undertaken, PSM conclude that the proposed development is feasible, and the basement excavation is very unlikely to have adverse effects on the rail tunnel. Prior to commencement of construction, an impact assessment detailing the proposed excavation and loading in the second reserve will be completed in accordance with the requirements of Sydney Metro and the Guideline.

Figure 36 Sydney Metro Tunnel Reserve



Source: PSM

Electrolysis Risk Assessment

Corrosion Control Engineering has prepared an Electrolysis Risk Assessment Report (**Appendix X**) to test and measure the stray traction currents on site, due to the North Shore & Western line (T1) and Northern line (T9) at Roseville train station as well as North West and Bankstown line metro (M1). The test results identified that the existing stray current effects on site are within, but at times exceed, acceptable limits. This presents corrosion risk to any on-ground and in-ground metallic structures that form part of the proposed

development. Mitigation measures for the construction of the development are proposed (as below) to ensure a resultant acceptable impact with respect to electrolysis.

6.1.7.4. Mitigation Measures

Site Preparation

Dilapidation (building condition) reports should be undertaken on surrounding properties prior to commencing work on the site to document any existing defects so that any claims for damage due to construction related activities can be accurately assessed. As a minimum this should include the adjacent residences southwest of the site (14 Lord Street and 19 Roseville Avenue), the scout hall north of the site (29 Roseville Avenue), and all other road pavements and infrastructure surrounding the site.

Excavation

Vertical excavations in fill, natural soils and weathered rock will not be self-supporting and will need to be temporarily and permanently supported by shoring walls. Temporary batters of 1.5(H):1(V) may be used for excavations to a maximum depth of 3m in the fill and residual soil profile. Higher batters may need to incorporate an intermediate bench and additional stability analysis will be required to determine the safe batter slopes. All surcharge loads must be kept behind a distance from the crest equal to the height of the batter. Permanent batters for excavations and embankments should be no steeper than 2.5(H):1(V) and flatter, where vegetation maintenance is required. Erosion protection should be provided for all permanent batters.

Ground movement and stress relief

It is recommended that appropriate allowance be made for movements in the order of 0.05% to 0.2% of the excavation height in construction and planning. Survey points and inclinometers should be used to monitor the side wall movement of the excavation.

Groundwater

During construction it is anticipated that seepage into the excavation could be controlled by perimeter drains connected to a "sump-and-pump" system. This SSDA is for integrated development, with approval from the DCCEEW sought for the construction of the proposed drained basement. The drained basement will require permanent subfloor drainage to direct seepage to the stormwater drainage system. Seepage will likely contain relatively high levels of soluble iron that will form a precipitate in the form of a gelatinous 'sludge' when exposed to oxygen. This 'sludge' has the potential to block-up subsoil (gravel) drains and 'seize-up' pumps. Therefore, detailing of subfloor drains, sumps and pumps should incorporate provision for regular maintenance such as flushing and 'rodding' of drains and / or "baffle" pits.

Geotechnical construction monitoring

Geotechnical monitoring will be required through the construction phase of the project to ensure design requirements are met and impacts to adjacent infrastructure is controlled. It is recommended that a Geotechnical and Hydrogeological Monitoring Plan (**GHMP**) be prepared when the detailed design has been progressed to at least 75%. The recommended final GHMP would include as a minimum, the following elements:

- Roles and responsibilities;
- Monitoring systems, procedures and trigger levels;
- Hydrogeological monitoring;
- Vibration monitoring; and
- Certification requirements.

Basement Construction

It is considered that there are some contamination risks that will need to be managed during dewatering, therefore, the following measures are proposed to manage these risks:

- Additional groundwater quality testing prior to undertaking dewatering to further characterise groundwater contamination across the site;
- Design the dewatering treatment system with consideration of the potential contaminants of concern;

- Undertaking initial testing (pilot trial) of the treatment system prior to discharge; and
- Continual testing of groundwater during dewatering.

Dewatering and Disposal

Below are the key principles for the proposed management strategy based on the anticipated methodology for dewatering and disposal. Please refer to Section 9 of the HMP for further details.

- Water quality control
- Treatment system pilot trial
- Monitoring and reporting
- Personnel and relevant responsibilities
- Contingency plan.

Electrolysis

The following conservative protective measures, where possible and/or practical, are proposed to mitigate against long-term stray current corrosion at on-ground and in-ground metallic structures:

- The installation of heavy plastic membrane (e.g. Fortecon) under (or behind) all reinforced concrete slabs, permanent retaining walls, permanent anchors, piers/piles, and metallic posts/bollards to electrically isolate from soil and stray currents. Note, this may not always be possible/practical at piers/piles or when friction is relied upon for structural purposes.
- Ensure the high strength (minimum 32 MPa), high cover (minimum 50 mm) concrete is used to effectively prevent/limit soil moisture penetrating through to the steel/metal.
- The use of plastic, rather than metallic, in-ground pipework and tanks. In the event buried metallic pipework and/or cables are installed within the site, installation within sealed non-metallic conduit is recommended. Where this is not possible (for example at metal water main feeds), insulating flanges/fittings/unions at the property boundary/meter can be used to electrically isolate the property piping.
- A minimum of two electrolysis test points such as an Erico Earthbridge DB12CS701, in conjunction with an Ag/AgCl permanent reference electrode installed close to the reinforcing steel, shall be provided at every at/below ground level. This is to assist with potential (stray current) monitoring.

6.1.8. Trees and Landscaping

An Arboricultural Impact Assessment (**AIA**) has been prepared by Creative Planning Solutions to assess the potential impacts on existing trees as a result of the proposed development and is provided in **Appendix Z**. The AIA has undertaken an evaluation of 116 trees located on and adjacent to the subject, including impacts associated with building and basement envelopes, bulk earthworks, hard paving areas and landscaping.

6.1.8.1. Existing Environment

The site is highly disturbed from its natural state with vegetation consisting primarily of landscaped plantings. Species observed varied including exotic, Australian native and local species. Health, vigour and condition was also highly varied with root zones generally observed as modified groundcover within deep soil areas. Of the trees observed, 97 were located within the site, 16 within the Council street verge on Roseville Avenue, Martin Lane and Lord Street, and three on the neighbouring properties at No. 19 Roseville Avenue and No. 14 Lord Street. **Table 24** outlines the tree locations.

Table 24 Tree locations.

Location	Tree No.
Subject site (21-27 Roseville Avenue & 16-24 Lord Street)	Trees 2, 3, 4, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 50, 51, 52, 54, 55, 56, 57, 58, 59, 60, 61, 62, 66, 67, 70, 73, 74,

	75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 103, 104, 105, 106, 107, 108, 109, 111, 112, 113 & 114
Council Trees (Roseville Avenue, Martin Lane & Lord Street	Trees 1, 5, 6, 20, 49, 53, 63, 64, 65, 68, 69, 71, 72, 85, 86 & 102
Neighbouring Trees	
No. 19 Roseville Avenue	Tree 110
No. 14 Lord Street	Trees 115 & 116

6.1.8.2. Potential Impacts

Methodology

The AIA used the following methodology to carry out the assessment of the potential impacts of the proposed development:

- **Visual Tree Assessment (VTA)** (Mattheck, 1994)
 - A modified Level 1 limited VTA was undertaken for all trees from ground level to the upper canopy during a site inspection on 3 October 2024.
 - No aerial inspections or major root excavations were undertaken.
- **Useful Life Expectancy (ULE)**
 - The ULE is an estimate of the sustainability of the tree in the landscape, calculated based on an estimate of the average age of the specific in an urban area, less its estimated current age and modified where necessary to account for current health, vigour, condition and suitability for the site.
 - The following ranges have been allocated to each tree:
 - Long: >40years
 - Medium: 15 to 40 years
 - Short: 5 to 15 years
 - Remove: High risk of requiring removal within the next 5 years
 - Small, Young or Regularly Pruned.
- **Landscape Significance Rating**
 - The Australian Institute of Consulting Arborists' Significance of a Tree, Assessment Rating System has been utilised to establish the importance of a tree based on its significance to the landscape.
 - High: Trees in good condition and vigour, remnant or is a locally indigenous species, listed as a heritage item, visually prominent from a considerable distance and growth is unrestricted.
 - Medium: Trees in fair-good condition and vigour, typical or atypical species form, locally indigenous or common species, visible from surrounding properties, provides a fair contribution to local character and growth is moderately restricted by below ground influences.
 - Low: Trees in fair-poor condition and vigour, atypical form, not visible or is partly visible from surrounding properties, provides a minor contribution or has a negative impact on the visual character of the local area, young specimens, growth is severely restricted and is listed as exempt under the provisions of Council's Tree Preservation Order or DCP.
 - A tree must have a minimum of three of the abovementioned characteristics of a category to be classified in that group.

- **Retention Value**
 - High: Priority for retention
 - Medium: Consider for retention
 - Low: Consider for retention
 - Priority for removal
- **Australian Standard AS4970-2009 Protection of Trees on Development Sites**
 - The AS4970-2009 provides principles for protecting trees on land subject to development as well as principles for determining the viability of tree retention. These principles have been incorporated in the determination of which tree requires removal under this assessment.
- **Tree Protection Zones (TPZs)**
 - The TPZ is calculated based on the trunk diameter at breast height as measured at 1.4m above ground level. The radius of the TPZ is calculated by multiplying the trees' diameter at breast height by 12.
 - This method ensures the TPZ addresses health and growing requirements of a tree as well as the trees stability.
- **Structural Root Zones (SRZs)**
 - Allocated SRZs for all assessed trees have been based on the provisions of AS4970-2009.

Tree Removal and Retention

To accommodate the proposed development, 89 trees require removal. No trees that require removal have been assessed to contain high retention value and are all located within the development site. Of the trees proposed for removal:

- 63 are within the proposed building footprint.
- 16 are due to 'major' and unsustainable incursions to their respective TPZs and SRZs. **Figure 37** below outlines the extent of encroachments as highlighted in orange.
- 10 are to facilitate the new landscape scheme or to facilitate construction access to the site during development.

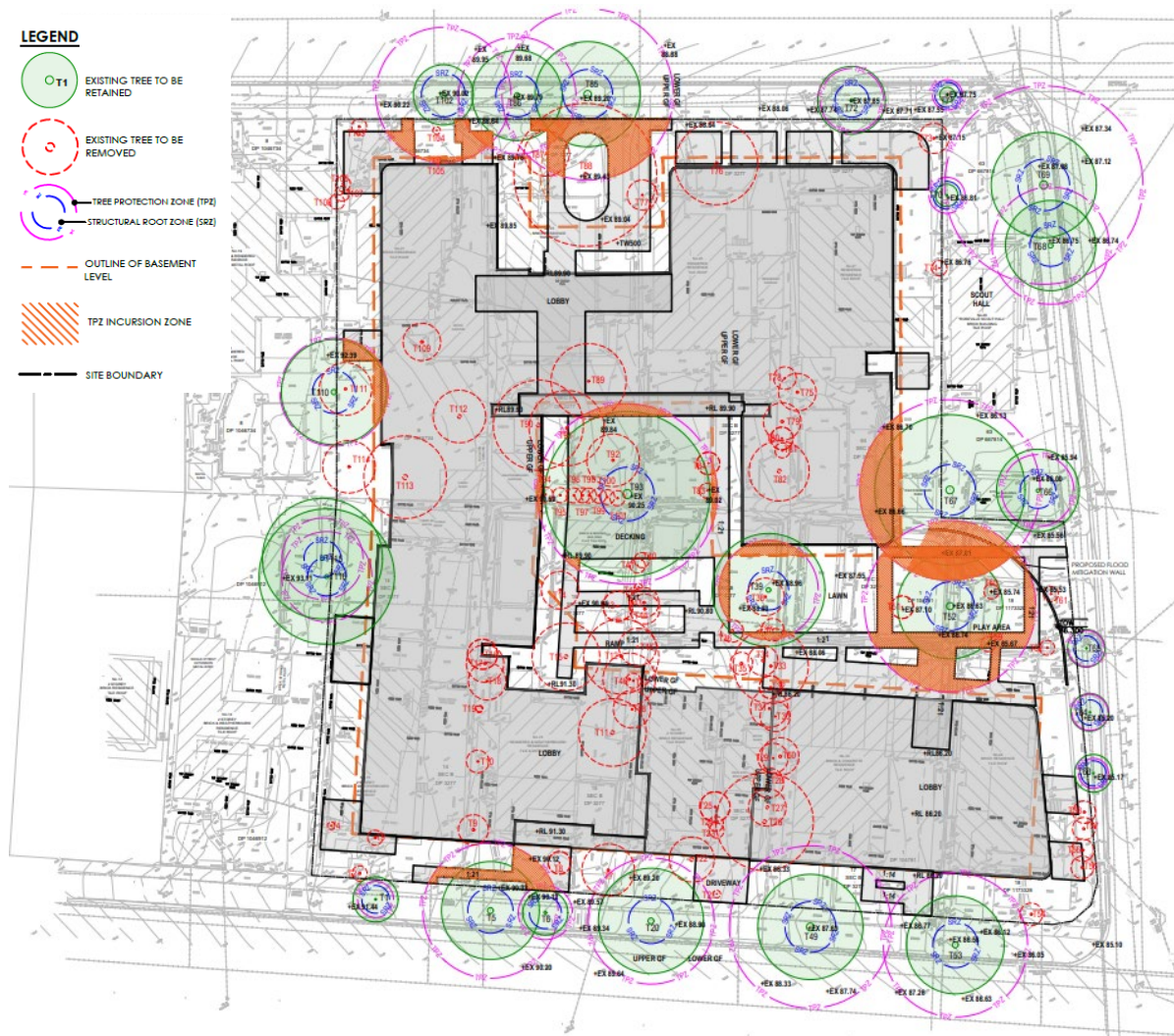
26 trees will be retained and protected during the construction phase of the project. Of the trees to be retained:

- Eleven trees are subject to 'major' incursions to their respective TPZs. Notwithstanding, mitigation measures have been recommended to ensure these incursions, which are a result of the basement footprint, paving and retaining walls, do not result in the future unintended removal of these trees.
- Five trees are subjected to 'minor' and sustainable incursions to their respective TPZs.
- Ten trees are generally located away from the construction works and will have nil incursions into their respective TPZs.

The existing tree canopy on the site equates to 31.8% of the site area. With the retention of the trees and tree planting proposed, the development will result in 39.7% tree canopy coverage on site.

Tree 88 is to be transplanted into a more suitable position within the subject site in accordance with the AIA. This relocation is a result of the major incursion into its TPZ as a result of the proposed pave surfaces. It has been confirmed in the AIA this tree can be relocated given its positive contribution within the landscape and its species is considered a suitable candidate for transplanting. Mitigation measures have been recommended to ensure the survival of this tree during and post-transplant.

Figure 37 Tree location plan showing trees to be removed in red and encroachment into TPZ and SRZs in orange.



Source: Creative Planning Solutions

Landscaping

The objectives of the landscape strategy for the site include:

- Create a biophilic lifestyle and village feel
- Offer a unique landscape and natural setting
- Establish clear through site links within the suite
- Co-locate communal open spaces
- Prioritise key native tree retention where possible and deep soil landscaping.

Figure 38 Landscape Ground Plan



Source: Land and Form

The accompanying Landscape Plans and Design Report prepared by Land and Form demonstrates the high-quality landscape outcome for the site which complies with the key assessment criteria, including:

- Deep soil – the proposal achieves approximately 2,592.6m² compliant with ADG dimensions of deep soil area equating to 27.67% of the total site area.
- Tree canopy – The proposal has embraced the locality's established character of maintaining a mature tree canopy of between 15-20m along the street frontages, providing a vegetated buffer from the development. 60 additional trees are proposed to be planted on site as part of the landscape design.
- Communal open space – a central courtyard accessible from the Martin Lane and Roseville Avenue frontages compliments the public domain character by incorporating consistent planting and materiality. The central courtyard provides for active and passive recreation for all residents including seating, picnic facilities, play spaces, productive gardens and lawn areas. The location and design of this space is also compliant with the ADG requirements in relation to solar access and achieves a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am-3pm at the winter solstice.

6.1.8.3. Mitigation Measures

The following mitigation measures are recommended in the AIA to avoid impacts to the trees to be retained on site, within the street verge and neighbouring properties:

- Following the design development and prior to any construction works taking place on site, a dedicated Tree Protection and Management Plan is to be prepared by a suitably qualified AQF Level 5 Arborist. The purpose of this document is to provide a suitable framework for tree protection to ensure all trees nominated for retention are not adversely impacted by the proposed works.
- Engagement of a Project Arborist with relevant experience in tree protection on construction sites to be engaged prior to the commencement of any works on site. The Project Arborist will monitor and report regularly to the PCA and the Applicant on the condition and protection of the retained trees during the works. The Project Arborist will supervise and monitor any excavation, machine trenching or compacted fill placement within the TPZ of retained trees throughout the construction phase of the project.
- Root sensitive Construction of pathways and decking
 - The decking and pathways within the TPZ of trees 39, 52, 67, 85 and 93 are to be constructed utilising lightweight, raised, low profile decking or gate structure (FRP). The structure is to be constructed entirely above the existing ground levels with minimal excavation for supports/piers to mitigate potential impacts within the root zone. The final design, levels and construction methodology of the decking and pathways are to be reviewed and approved by the Project Arborist prior to construction.
 - Works associated with the footings/piers of the elevated pathways and decking within the TPZ of Trees 39, 52, 67, 85 and 93 must be undertaken under the supervision of the Project Arborist.
 - Initial test exploratory excavation must be undertaken for footing/pier locations to a depth of 600mm to ensure no conflict with existing significant tree roots. Exploratory test excavation is to be carried out by hand using non-motorised hand tools or pneumatic excavation methods (or similar approved device) to protect tree roots.
 - Should test excavation reveal conflict between the proposed footing/piers locations and existing significant tree roots, footings/piers are to be re-positioned as directed by the Project Arborist to avoid any conflict.
- Root sensitive construction of Flood Levee
 - Construction of the Flood Levee within the TPZ of Trees 52 and 67 is to be entirely above the existing grade so that no excavation takes place. If excavation is deemed necessary, it must not exceed 50mm and be undertaken in a root sensitive manner to ensure roots are maintained and undamaged.
 - Excavation should be undertaken using non-motorised hand tools under supervision of the Project Arborist. Should significant roots be identified (>25mmØ) during construction, works are to cease, and direction sought from the Project Arborist with regards to root pruning, modification of construction methodology or design alteration.
- Root sensitive construction of 4m wide swale
 - The location of the 4m wide and 0.15m deep Swale is to be re-routed to avoid the TPZ of Trees 39, 52 and 93. If construction of the swale within the TPZ of is deemed necessary, excavation must not exceed 50mm and be undertaken in a root sensitive manner to ensure roots are maintained and undamaged.
 - Excavation should be undertaken using non-motorised hand tools under supervision of the Project Arborist. Should significant roots be identified (>25mmØ) during construction, works are to cease, and direction sought from the Project Arborist with regards to modification of construction methodology or design alteration.
- Root sensitive installation of stormwater services
 - The installation of underground stormwater pipes, pits, drains etc. shall be located outside of the TPZ of retained trees. Where this is not possible, installation of all underground services within the TPZ of retained trees (Trees 49, 52, 67, 93 and 110) shall be undertaken in a root-sensitive manner under

supervision of the Project Arborist. Excavation for installation shall be performed using either Air Spade or hand excavation methods with the services installed around/below roots {>25mmØ, or as determined by the Project Arborist).

- Alternatively, boring methods such as Horizontal Directional Drilling may be used for underground service installation where the installation depth is greater than 1m below existing grade. Excavations for starting and receiving pits for boring equipment shall be located outside of the TPZ or located to avoid roots {>25mmØ, or as determined by the Project Arborist).
- Root mapping investigations
 - Extensive paved surfaces and retaining walls are to be located within the TPZ of Trees 5, 20, 49, 74, 85, 86 and 102 in addition to a proposed driveway within the TPZ of Trees 20 and 49. In addition, stormwater infrastructure is proposed within the TPZ of Trees 52 and 67. Root Mapping Investigations must be undertaken to identify the location and presence of roots that have the potential to be impacted from the proposed works and determine if any design alterations or root sensitive construction methodology will be required to ensure these trees retention and protection
 - Detailed root investigations and mapping using minimally destructive techniques (hand digging or Air Spade) must be carried out along the exact alignment of the proposed paved surfaces, retaining walls and driveway or stormwater infrastructure within the TPZ of Trees 5, 20, 49, 52, 67, 74, 85, 86 and 102. If root mapping identifies any significant roots, the design may have to be adjusted, or root sensitive construction methodology employed to prevent any potential damage.
 - Documentary evidence of the findings must be presented in Report format including the following information:
 - A plan showing the location of all excavation lines including points of reference and orientation details;
 - A section plan of the excavation showing all material found within the excavated area;
 - Photographs (including points of reference and orientation details);
 - A schedule of findings for each individual excavation line including details of total linear distance of the excavated line, number of roots found, linear distance along the excavation that roots are located, depth at which roots were located, condition of the roots & diameter of the roots
 - Suitable evidence must be provided demonstrating the proposal will not impact the long-term health and viability of Trees 5, 20, 49, 52, 67, 74, 85, 86 & 102. Should it be determined by the Project Arborist that the extent of impact is likely to be unsustainable or will result in the decline of Trees 5, 20, 49, 52, 67, 85, 86 & 102, design modifications and relevant approvals must be sought which ensure impacts are reduced to a sustainable level.
- Tree 88 is to be transplanted into a more suitable position within the subject site in accordance with the requirements of the AIA. Tree protection measures must be adhered to as specified in Section 4 of AS4970-2009 and consultation shall be undertaken with the Landscape Architect regarding suitable transplant locations
- All tree removal work is to be carried out by an experienced Arborist with minimum AQF Level 3 qualifications in accordance with *AS4373-2007 - Pruning of Amenity Trees*, *Safe Work Australia Guide for Managing Risks of Tree Trimming and Removal Work* (2016) and other applicable legislation.

6.1.9. Flood Risk

A Flood Impact Risk Assessment Report (**FIRA**) has been prepared by PTC for the proposal (**Appendix T**). The FIRA undertakes an assessment of the proposed development in accordance with the “Flood Risk Management Manual” (NSW Department of Planning and Environment 2023). The FIRA undertakes a DRAINS assessment to determine the peak overland flow for storm events ranging from 20% Average Exceedance Probability (**AEP**) up to the PMF storm event. A HEC-RAS model has been developed to assess the post-development impact of the development and ensure the development will not adversely affect adjacent or downstream properties beyond the acceptable range in accordance with the KDCP 2024. The modelling found that the 1% AEP results in greater overland flows and flood impact than the 20% AEP, and therefore the 1% AEP has been assessed as the worst case AEP scenario.

6.1.9.1. Existing Environment

The nearest watercourse is Moores Creek lying approximately 700m north-east, which is a tributary to Middle Harbour. The site falls within the Moores Creek Catchment. There are existing overland flow paths through the site (flowing west to east) which eventually flow to Moores Creek. The site is located beside a floodway on Martin Lane and is flood affected along the eastern edge of the existing site. Martin Lane is the natural overland flow path towards Moores Creek. As the site is partially within the overland flood planning area, a 300mm freeboard to the design flood standard level applies (refer **Figure 39**). The existing site is currently partially flood affected in a 1% and 20% AEP storm event. There is a low flood risk as the AEP event is confined to a small section of the east of the site.

Figure 39 Existing Flood Planning Area



Source: PTC

6.1.9.2. Potential Impacts

A site-specific flood study has been conducted as there are proposed works within the flood affected areas and to assess post-development impact. The flood study demonstrates that there will be no adverse impacts to the downstream peak flow, flow velocity and adjacent properties in a 1% AEP and 20% AEP storm event, as well as considering the Probable Maximum Flood (PMF) storm event.

An impermeable wall is proposed to be erected approximately with a 1.5m setback from the property boundary along the north-eastern corner of the development (starting from 25 Roseville Avenue) to the south-eastern boundary at the intersection of Martin Lane and Lord St (24 Lord St). The wall will act as a flood protection device and prevent flood water from entering the proposed dwellings. The flood wall is set at a height to provide at minimum, 500mm freeboard from the design flood level (in excess of the KDCP 2024 requirement of 300mm freeboard for overland floodway). The proposed barrier wall provides flood immunity to the development for up to and including the 1% AEP storm events. The habitable floor level may be set lower as the proposed flood wall is providing protection to the design flood standard. The basement driveway entrance is located on Lord Street where it is not subject to flood planning controls.

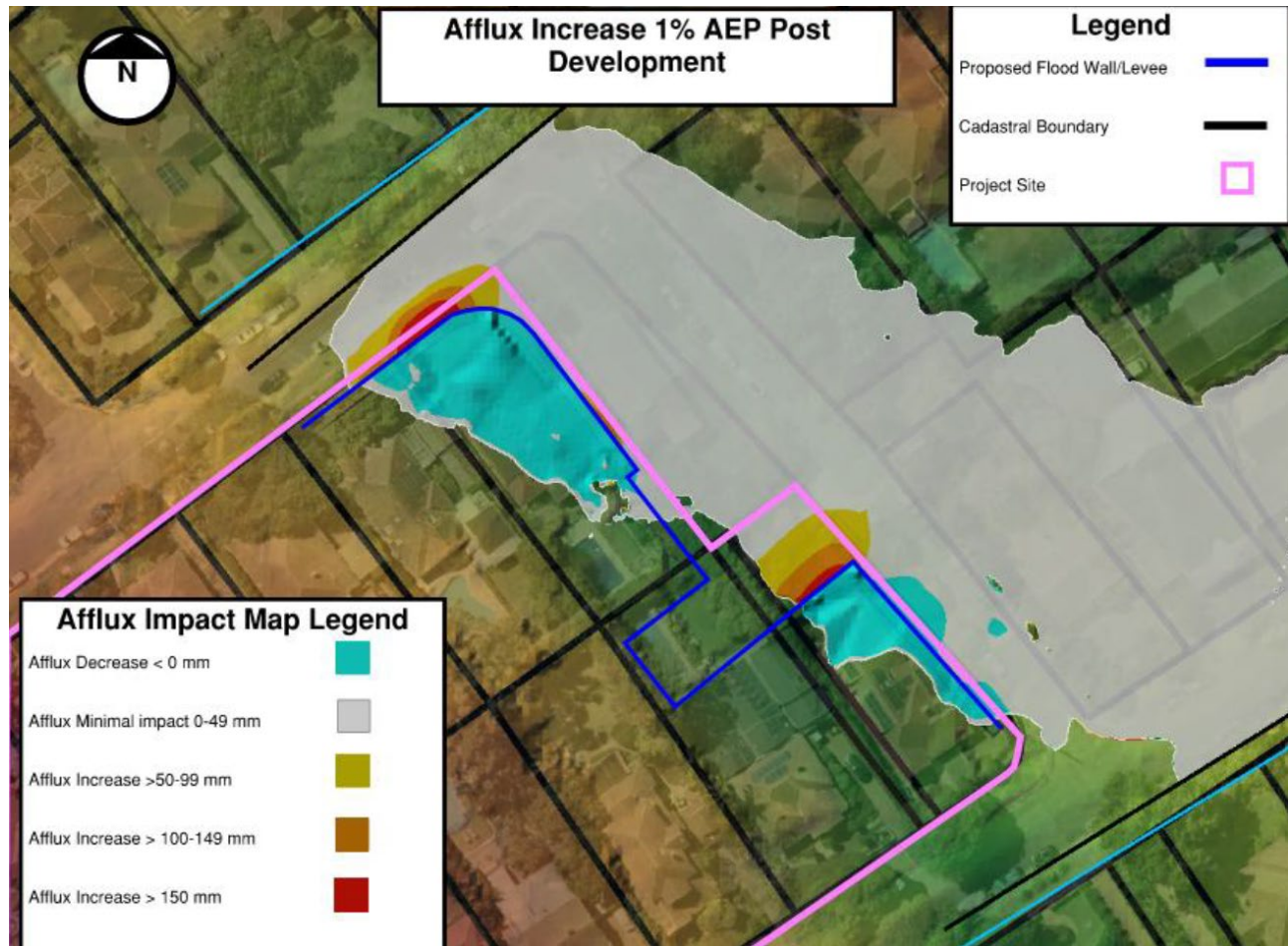
The flood wall has minimal impact on the flow of flood water and does not encroach into any flood storage. A post-development flood assessment has been conducted to ensure that water depths on adjoining properties are negligible and are not adversely impacted. There is no material impact to the adjacent Roseville Scout Hall from proposed flood wall. There is no flood affectation on the western side of the site (Roseville Avenue) and the entire frontage from Lord Street, and no flood protection device is proposed at these locations.

Afflux Impact

The post-development water depth for a 1% AEP event has been modelled and compared with the existing condition. There is minimal impact on the site and adjoining land as the natural passageway of the watercourse is largely retained and the flood wall alignment has been designed with curved walls to retain the natural overland flow. In accordance with the KDCP 2015, there is no increase in afflux greater than

50mm on adjoining properties or downstream of the site and the predominant impact within the site is a decrease in afflux. There are regions around the frontage of Roseville Avenue and Martin Lane along the footpath where there is an increase in afflux greater than 50mm. This is due to the proposed flood wall closing the existing flow path and redirecting overland flow. The footprint of the increase is within the Martin Lane footpath/roadway that is already flood affected in the existing and has no impact on the hazard categorisation of this area. This impact is assessed as acceptable on the basis there is no material impact on the hazard categorisation (refer below) and trafficability of the area compared to the existing conditions.

Figure 40 Afflux Impact Map for 1% AEP storm event Post-Development

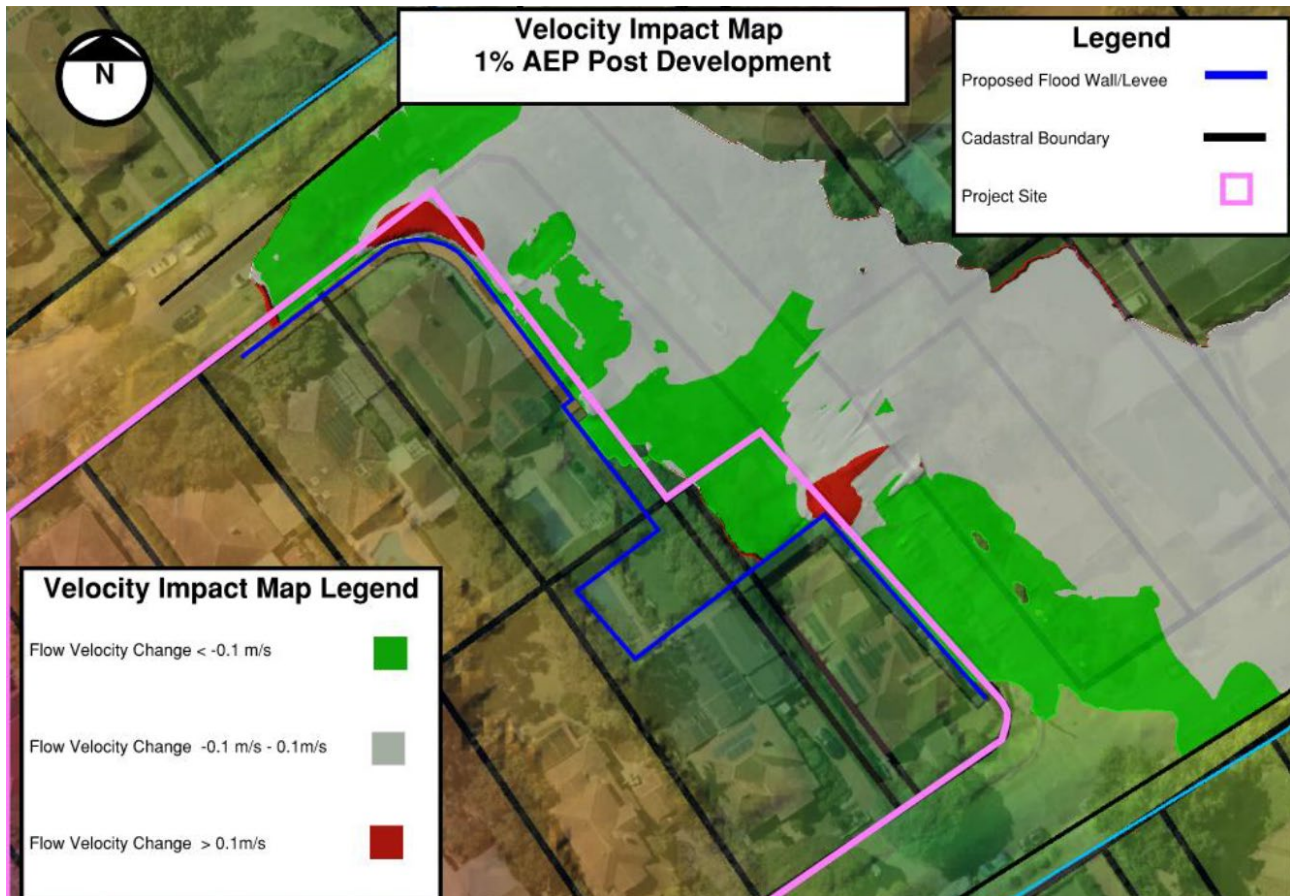


Source: PTC

Flow Velocity Impact

The KDCP 2024 does not outline a value for a maximum increase of flow velocity for surrounding areas. From flood modelling analysis, the impact of the development on flow velocity are marginal and does not increase the flow velocity around any buildings and dwellings. There is a maximum increase of 0.16m/s in flow velocity on the Roseville Avenue footpath and an of 0.17m/s of flow velocity on the eastern frontage of the flood wall on the footpath/roadway of Martin Lane. The increase in flow velocity has no material impact on the safety of the affected areas and there is minimal risk of scouring of landscaped areas as the maximum flow velocity is 0.7m/s. There has also been no impact on the flood categorisation on any regions in the project site, downstream of the site and adjoining properties. Therefore, any increases in flow velocity is considered acceptable.

Figure 41 Flow Velocity Impact Map Post-Development



Source: PTC

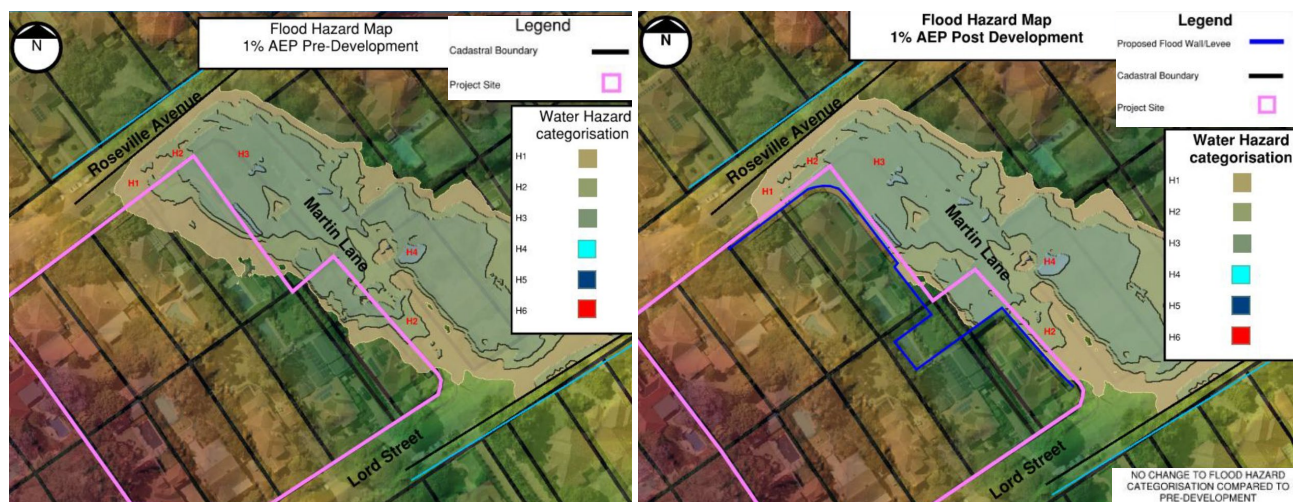
Flood Hazard Categorisation Impact

The flood hazard categorisation is used to classify the flood hazard which relates to the vulnerability of the community when interacting with floodwaters. Flood hazard categories range from H1 lowest flood hazard to H6 highest flood hazard:

- H1: generally safe for people, vehicles and buildings
- H2: unsafe for small vehicles
- H3: unsafe for vehicles, children and the elderly
- H4: unsafe for people and vehicles
- H5: unsafe for vehicles and people. All buildings vulnerable to structural damage. Some less robust building types vulnerable to failure
- H6: unsafe for vehicles and people. All building types considered vulnerable to failure.

There is no post-development impact on the flood hazard categorisation of the project site and surrounding regions as there have been minimal impacts on flood depth and flow velocities.

Figure 42 Flood Hazard Category Map 1% AEP Pre- and Post-Development

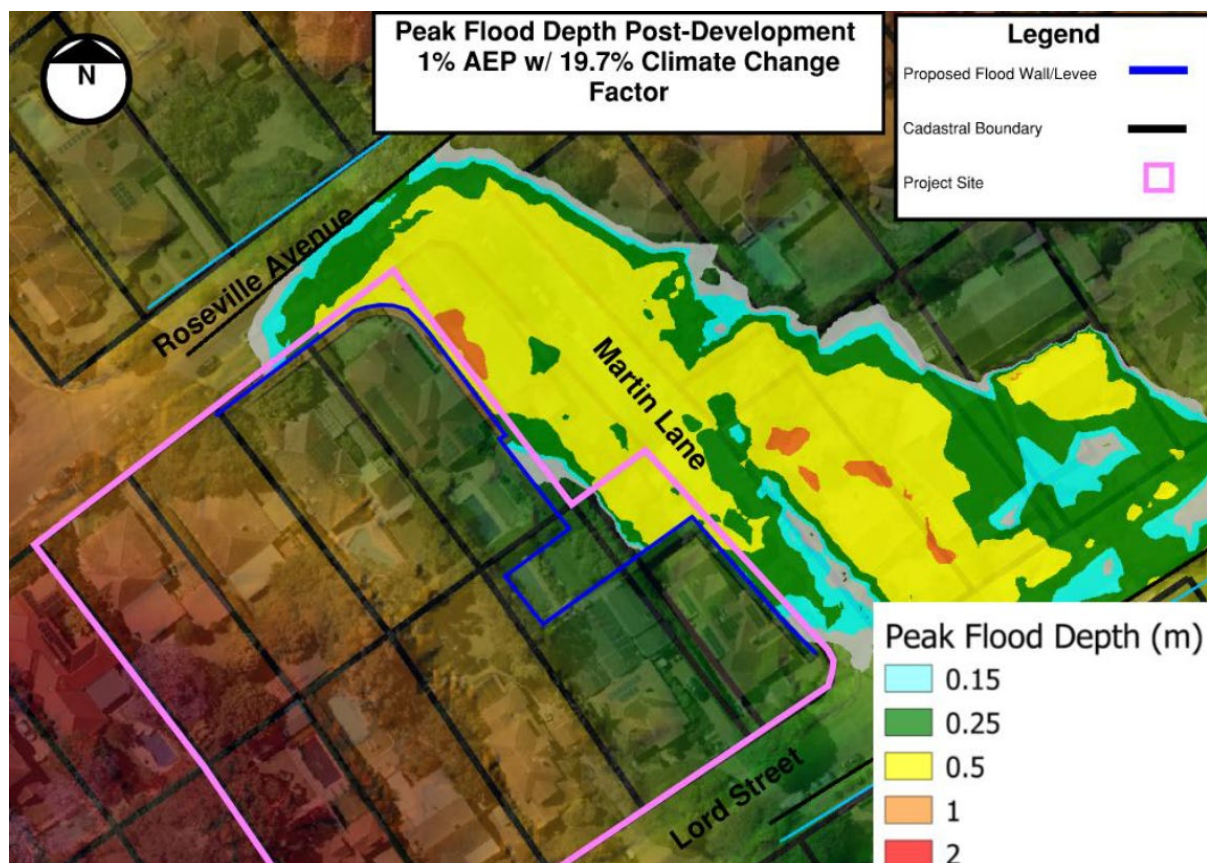


Source: PTC

Impact of Climate Change

Based on the Ku-ring-gai Council Middle Harbour Southern Catchments Flood Study, it is predicted that there will be a 19.7% increase in rainfall intensity in a future scenario where greenhouse gas emissions continue to rise throughout the 21st century without significant efforts to mitigate climate change. The 19.7% increase in rainfall intensity in a 1% AEP storm event has been modelled to assess the climate sensitivity and impact on the site. A 19.7% rainfall increase generally results in widespread peak 1% AEP flood level increases within 0.1m. Along some region of the flood wall, there are increases of up to 0.31m of flood depth. The proposed flood wall has a nominal freeboard of 0.5m above the 1% AEP design flood standard and will be providing freeboard above the climate change scenario. Therefore, the proposed flood wall is demonstrating adequate flood immunity to a 1% AEP storm with a climate change factor.

Figure 43 Peak Flood Depth of 1% AEP Event climate change Post-Development



Source: PTC

Probable Maximum Flood

The PMF is the largest flood that could theoretically occur. In the PMF event, the flood waters will overtop the proposed flood wall, and some regions experience peak flood depths up to 1.8m within the site. Martin Lane and adjacent properties reach flood depths of over 1m. Should the site experience a PMF event, a Flood Emergency Strategy should be followed which will ensure that the community is equipped to handle flood events. An evacuation plan should be developed and evacuation routes identified.

During a PMF event, access to the site will be available from the building entrance on Lord Street via Hill Street (from the west). This location is not affected by the PMF, but it should be noted that access from Lord Street from the eastern side has a hydraulic hazard categorisation of H4 and higher, which is unsafe for pedestrians or vehicles to traverse. Access to the site would still be possible in flood events up to and including the PMF from Hill Street. There are no proposed entry and exits along Martin Lane, where there is significant overland flow. shows the site and surrounding roads during the PMF event and potential evacuation routes should they be required.

During the PMF event, the areas to the west of the site are categorised as low hazard (H1) which is safe for pedestrians and vehicular access. Following analysis of the peak flood depths and hazard categorisation during a PMF event, it is recommended that a Flood Emergency Management Plan (**FEMP**) be prepared prior to the occupation of the development. The main FEMP strategies to be adopted during a flood event near the site include:

- Shelter in Place

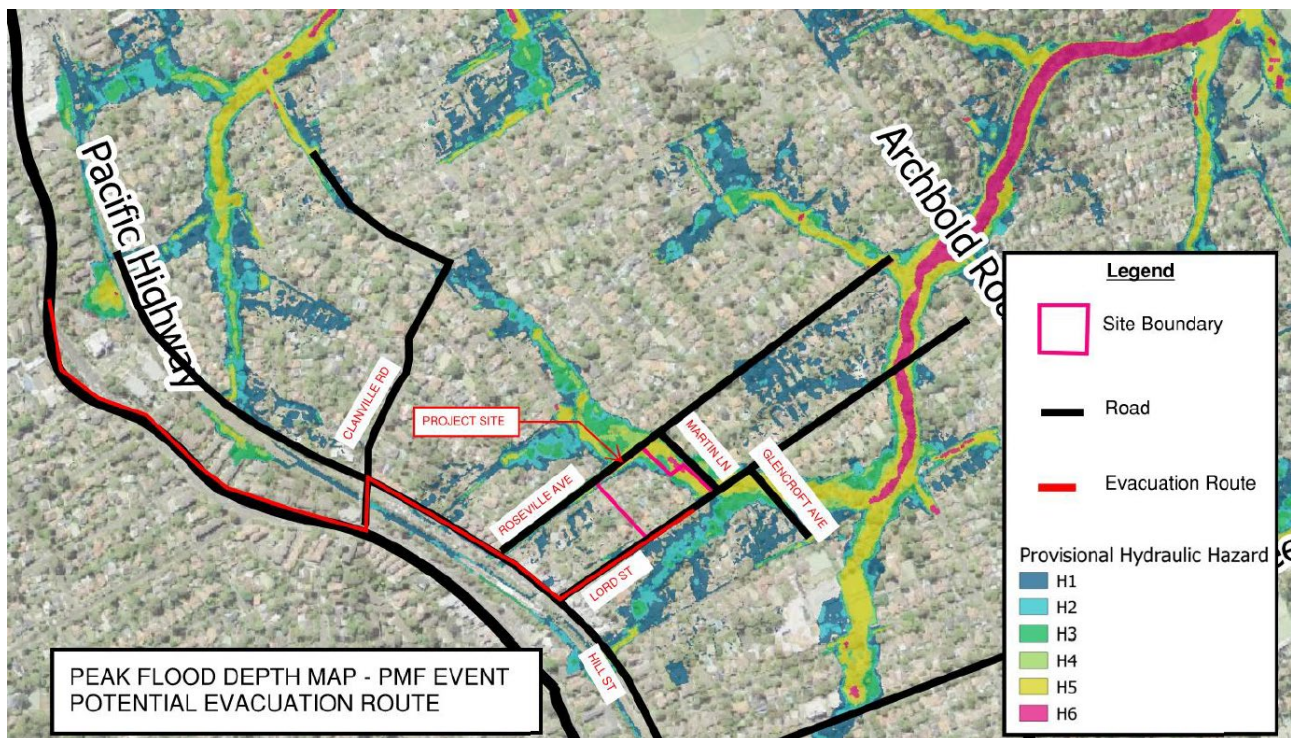
Given the implementation of a flood wall providing flood protection up to a 1% storm event and the site's steep topography, flooding in the vicinity of the site is likely to be minimal and of a short duration. Evacuation may potentially put people of the site into hazardous areas which is not preferable. Prior to the commencement of operation of the development, a Flood Emergency Management Plan should be prepared for the proposed development.

- Evacuation

Should evacuation of the site be required, it is possible for vehicles including emergency vehicles to evacuate via Lord Street to Hill Street and towards to Pacific Highway. Pedestrian evacuation is possible via this route as well as there are shallow flood depths and is categorised as H1 Low Hazard area. There should be no vehicular access or pedestrian evacuation towards Roseville Avenue and Martin Lane, where high flood depths and velocity pose a risk to safety and life.

Whilst the site is flood affected during a PMF event, there is an access or evacuation route to and from the site. The flood depths and hazard category are considered suitable for traffic in the event of an evacuation during a PMF event.

Figure 44 Hydraulic Hazard Map and evacuation routes in PMF Event



Source: PTC

6.1.9.3. Mitigation Measures

- Construction of a flood wall barrier as detailed on civil drawings and described in this report meet flood immunity to various storm events up to and including 1% AEP.
- Prior to occupation of the development, a Flood Emergency Management Plan is to be prepared incorporating the Shelter in Place and Evacuation Strategies identified above.

6.1.10. European Heritage

A Heritage Impact Statement (HIS) has been prepared by Urbis for the proposal (**Appendix GG**). The HIS has been prepared to determine the level of contribution that the site's extant dwellings make to the Clanville Heritage Conservation Area (HCA). The HIS also assesses the potential impact on the heritage significance of the HCA and neighbouring locally listed building, as a result of the proposed development of the site. The HIS includes extensive historical and fabric analysis of the existing dwellings, as well as a detailed analysis of the proposed design scheme. The HIS has been prepared in accordance with the Heritage NSW guidelines 'Assessing Heritage Significance', and 'Statements of Heritage Impact'. The philosophy and process adopted is that guided by *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance*, 2013.

6.1.10.1. Existing Environment

The site is not listed as heritage items (under Schedule 5 of the KLEP 2015) or in the State Heritage Register. The site is located within a HCA, identified as the *Clanville Conservation Area (C32)* under part 2 of Schedule 5 of the KLEP 2015. The site is located adjacent to the north east to heritage item (I115), "Roseville Scout Group Hall", 29 Roseville Avenue, Roseville listed under Schedule 5 of the KLEP 2015.

The surrounding area of the site is characterised predominantly by low-rise residential buildings of one to two storeys that have been constructed throughout the twentieth century. The character of Lord Street and Roseville Avenue is therefore mixed. Both streets are lined with substantial mature vegetation, with the plantings along Lord Street being more dense. Dwellings of similar character to the site populate the broader Roseville suburb, which lies approximately 12 kilometres northwest of the Sydney Central Business District.

To the west of the site, the Pacific Highway and North Shore railway line run parallel to each other. The areas to the east and west of the railway line are primarily residential; the lots situated along the Pacific

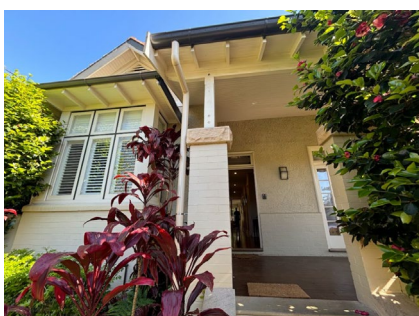
Highway have been largely developed to accommodate retail, hospitality, commercial and community facilities that service the suburb of Roseville. Along both sides of the Pacific Highway and to the west and south are residential lots of higher density that accommodate apartment blocks of three to four storeys from the late twentieth century onwards. To the south of the site, streets such as Victoria Street and Boundary Road, a major arterial road, include major developments such as Roseville College and several modern 5 storey apartment block complexes.

6.1.10.2. Potential Impacts

Demolition of existing buildings

The HIS finds that most of the site's primary street-frontages to Lord Street and Roseville Avenue are highly modified. A selection of these are shown in **Figure 45** below, please refer to Section 2.3 of the HIS for further information. Some retain their original scale; however most have undergone notable changes to their principal facades that have obscured their original configuration. These additions are the result of a previous heritage conservation approach which accepted prominent additions provided that the additions match the original style of the building. This has resulted in visually dominant, anachronistic changes, including some second storey additions, which do not have well resolved relationships with the original forms below.

Figure 45 Modifications to existing dwellings



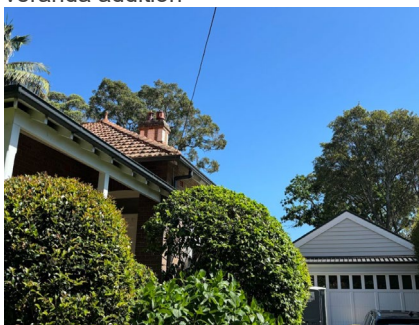
16 Lord Street, Contemporary front veranda addition



18 Lord Street, Contemporary cabana in rear garden



20 Lord Street, Contemporary carport adjacent to dwelling



22 Lord Street, adjacent contemporary garage structure



24 Lord Street, Contemporary side veranda



21 Roseville Avenue, Front façade of double garage addition



23 Roseville Avenue, Primary façade with contemporary veranda extension



25 Roseville Avenue, Contemporary rear extension



27 Roseville Avenue, Primary façade with extensive alterations

Source: Urbis

Through the HIS detailed analysis of the site's heritage characteristics, it is assessed that the established HCA statement of significance does not provide an accurate reflection of the Clanville Conservation Area's

character. The group of dwellings at the site do not feature a high degree of aesthetic significance and have been identified to not be “highly intact” or “high quality” examples of Federation houses within the area. The majority of the extant dwellings feature extensive contemporary modifications to their primary, street-facing facades along with substantial modern extensions present at the rear resulting in the obscurement of their original form and footprint.

Specifically, the dwellings located at 16 and 20 Lord Street feature contemporary first storey additions which disrupt the presentation of the original massing to the streetscape. Meanwhile, multiple dwellings within the site, including 18 Lord Street and 23 to 27 Roseville Avenue feature modern veranda constructions to the dwellings primary and side façades which further disrupt the original formal arrangement of the structure’s presentation to the street. In addition, the original massing of 19 Roseville Avenue’s façade can no longer be delineated due to the intrusive contemporary garage construction attached to the main dwelling form.

Further, eight of the dwellings are defined by mass contemporary extensions present to the rear of their lots which dwarf the original footprint of the heritage dwellings and result in structures which feature a higher percentage of contemporary floor plate than original floor plate within their subject lots. To a similar effect, the landscaping to the front, sides and rear of the majority of the sites has been altered to such a considerable degree through the establishment of contemporary features such as alfresco entertainment areas and inground swimming pools, that the original arrangement of the sites cannot be read.

The collection of dwellings possesses a degree of historic significance through their reflection of the historic subdivision pattern of the 1896 Roseville Station Estate sale, however, the prevalence of contemporary modifications reflected in their street frontage presentation to Lord Street and Roseville Avenue, negate their significance as they do not reflect a “highly intact” or “high quality” group of Federation items. Consequently, their conglomeration does not reflect the description of their attributed heritage conservation area significance.

The dwellings may be perceived to have some value as a streetscape of early dwellings in passing views, but on closer inspection the streetscape is more prominently characterised by notably altered dwellings. The site area constitutes the eastern extent of the HCA and given the changes to the dwellings within, is not considered to make a defining contribution to the significance of the HCA. The heritage significance of the HCA will be retained despite their removal.

Proposed development

Extensive historical and fabric analysis has been undertaken as part of the HIS, outlining the notable extant of contemporary modifications and alterations undertaken to the dwelling group on the subject site. The existing dwellings’ front presentations to Lord Street and Roseville Avenue have been highly compromised and the group’s contribution to the streetscapes have been diminished. As such, the integrity of the HCA has been heavily impacted, and while the development will alter the streetscape’s existing setting, its heritage significance will not be further impacted as a result of the proposed demolition of the existing buildings. The design development of the proposal has been resolved in conjunction with ongoing heritage advice to ensure limited impacts to views of the HCA.

The design of the proposed development is informed by the established setback pattern existing along Lord Street and Roseville Avenue – the proposed frontages of the development will be in line with adjacent contributory dwellings and the listed Scout Hall item so as to respect the established setback pattern. The proposed frontages of the podium level along Martin Lane, Lord Street and Roseville Avenue are appropriately set back on the subject lot in line with adjacent dwellings within the HCA so as to ensure that the availability of views from the public domain and the ground level to the adjacent Scout Hall item will not change. The establishment of underground carparking facilities and associated hard-stand driveway will minimise visual obstruction to the street-facing elevation.

The use of the podium elements will visually break down the proposed bulk and lessen the visual effect on the streetscape. In addition, the upper levels are recessed to further this effect. The façade projections of the building are undulating and avoid presenting to the streetscape as a singular monolithic mass. The top level of the building is further recessed to reduce the appearance of its vertical scale in its presentation to the streetscape.

The material applied to the development is consistent across the podium and tower level and is proposed to be a contemporary application of brick and concrete. The bricks would be light in colour (to be recessive) and would be horizontally orientated to as to respond to the brick treatment applied to dwellings throughout the HCA. The development features contemporary materials such as concrete on its façade articulation which blends in with the neutral colour range of the existing character of the HCA.

While it is acknowledged that a degree of visual impact will result to the views and vistas of the HCA and the Scout Hall heritage item as a result of the development's vertical scale, consideration has been made to retain extant vegetation plantings of significance which will be supplemented by additional new plantings in an effort to soften and obscure the mass of the development.

It is noted that the proposed building would be of a notably different scale and typology than that which currently exists. However, the proposal exists in a legislative context which will facilitate some uplift of the same type in nearby areas with vicinity to the nearby Roseville railway station. The development would be in line with the planned future character of this area whilst providing in demand affordable accommodation. The location of this development is appropriate given its proposed location in an already highly modified streetscape and in close proximity to a key transport link.

The proposed development will not result in a significant detrimental heritage impact to the Clanville Conservation Area. As discussed above, detailed analysis has been undertaken which indicates that the dwelling group's ability to contribute to the HCA has been significantly diminished due to extensive contemporary modifications and alterations undertaken to their street frontage presentations.

The overall impact assessment of the subject proposal acknowledges that a degree of visual impact to the setting of the HCA and the heritage item will arise as a result of the proposed development given the notable increase in scale. However, given the intended affordable residential housing programme, the proximity to the Roseville Railway corridor and the planned high-density uplift affecting the future character of the area, the proposal is on balance considered as acceptable for the site from a heritage perspective subject to the recommendations outlined below.

It is noted that the proposed development will also result in indirect impacts on the HCA, such as an uplift in residential density, increased traffic movements and community perception. Although this change in impact may be perceptible upon the commencement of the operation of the development, this is expected to lessen over time as the development will become part of the fabric of the HCA. This is similar to the way in which contemporary alterations or additions to properties, or the removal of trees, may also be undertaken in the HCA, and become part of the existing local context within a short period. The increased activity as a result of the development is not of a scale that is anticipated to have an overwhelming impact on the HCA as a whole in the long term.

The area's future character is expected to evolve significantly due to the subject site's proximity to Roseville train station and the effect of the TOD SEPP. Key measures have been incorporated within the proposed scheme to mitigate impact including:

- Existing vegetation of significance located on the subject site is to be retained and incorporated into the proposal to retain the established landscape character of the HCA.
- Substantial setbacks from the street and the use of a podium to give less prominence to the highest part of the development.
- Articulation of the building façade to avoid presenting to the streetscape as a singular monolithic mass and further recess of the upper levels.
- A cohesive architectural treatment which is simple, elegant and not visually dominant in the context.
- Continuation of substantial landscaping along the street front. This would continue the established character of street planting in the HCA.
- The proposed lightweight composition and materiality of the fencing to street frontages establishes a non-dominating boundary to the proposed development.

6.1.10.3. Mitigation Measures

For the reasons stated above, the proposed works are recommended for approval from a heritage perspective having regard to the proposed mitigation measures below.

- The finalisation of the façade treatment, acknowledging that the facade design should not be visually dominant in the streetscape but should focus on visually breaking the development visual scale into smaller architectural facades or buildings and elements.
- The final architectural treatment at roof level should identify opportunities to create some minor variation in heights across the development to achieve the objective outlined in the point above and to step away from the heritage item and surrounding HCAs.

- The detailed resolution of the interface between the adjacent locally listed heritage item Roseville Scout Group Hall (#1115) through materials selection and façade articulation.
- The detailed design of the landscaping including selection of species and size/maturity. There may also be an opportunity to interpret the original subdivision pattern in the landscaping.

6.2. OTHER IMPACTS NOT REQUIRING DETAILED ASSESSMENT

This section of the report addresses the matters which require a standard impact assessment. It outlines the findings of the assessment and the key mitigation measures used to ensure compliance with the relevant standards or performance measures.

6.2.1. BCA & Accessibility

A Building Code of Australia Report (**BCA Report**) has been prepared by Steve Watson & Partners (**Appendix M**) and an Accessibility Report (**Access Report**) has been prepared by Accessible Building Solutions (**Appendix N**).

6.2.1.1. BCA Compliance

The BCA report evaluates the proposed development for compliance with the Building Code of Australia (BCA) 2022. The methodology involves a detailed review of architectural plans and design documentation, identifying areas where the design meets or deviates from the deemed-to-satisfy (**DTS**) provisions of the BCA. Where deviations occur, performance solutions are proposed to ensure compliance. The assessment covers key areas including structural integrity, fire protection, access and egress, services and equipment, health and amenity, energy efficiency, and accessibility for people with disabilities.

The assessment identifies that the proposal can achieve compliance with the relevant provisions of the BCA, subject to the implementation of performance solutions and the resolution of the certain design items relating to egress paths, pool fencing, separation distances between stair flights, locations of fire hydrants, hose reels and extinguishers. These matters can be resolved during the detailed design development phase.

The BCA Report concludes that the proposed development is readily capable of compliance with the BCA, either through deemed to satisfy or performance-based solutions.

6.2.1.2. Accessibility

The Access Report reviews the architectural plans against relevant accessibility requirements under the *Building Code of Australia (BCA) 2022*, the *Disability (Access to Premises – Buildings) Standards 2010*, and associated Australian Standards. It also addresses the requirements of the Housing SEPP and the ADG, including provisions for Platinum Livable Housing. 15% of the proposed residential apartments (39 units) have been designed to Platinum Level; an additional 44% of the apartments are capable of achieving Silver Level.

The assessment confirms the development is capable of complying with the BCA and Premises Standards. Access is provided to all levels via passenger lifts, with adaptable dwellings supported by compliant car parking, paths of travel, and circulation spaces.

Subject to further design development and construction certification, the development is capable of achieving full compliance with applicable access and mobility standards.

6.2.2. Contamination and Remediation

A Preliminary Site Investigation (**PSI**) has been prepared by Douglas Partners and is attached at **Appendix Y**. The PSI assesses the suitability of the site for the proposed development in accordance with the relevant requirements of the Resilience and Hazards SEPP.

The PSI identified that the subject site has accommodated low-density residential land uses since at least the 1920s, with the site not having undergone any significant changes within this period, apart from the addition of swimming pools, sheds and some building renovation/construction works. As such, no significant potential sources of contamination based on site history have been identified, although the presence of asbestos is likely within the buildings and uncontrolled fill and potential wastes have been buried at some of the properties.

The PSI included collection and analysis of soil and groundwater samples from six borehole locations and three groundwater wells. The PSI identified that chemical contaminant concentrations for the analysed soil samples were within the adopted site assessment criteria (**SAC**), with the exception of the presence of nickel and benzo(a)pyrene exceeding the ecological investigation level in some samples. However, as the proposed development consists of a multi-storey residential building, the PSI concluded that it is unlikely that this ecological exceedance will present an actual risk of harm or warrant remediation, and therefore is not considered to be of concern.

Similarly, the analytical results of the groundwater identified that all samples were below the SAC apart from minor exceedances of copper, nickel, zinc and dichlorodiphenyldichloroethylene (**DDE**), which are not considered to be of significant concern due to the residential nature of the proposed development and the fact that the site is located approximately 700m away from the nearest waterbody.

Higher concentrations of both soil and groundwater contamination were identified in borehole BH04, although this borehole is located outside of the site boundary, meaning the PSI concludes that these exceedances are not of significant concern. Regardless, the PSI recommends that further investigation is undertaken prior to and during construction to confirm that contamination levels are acceptable and to ensure that there is no potential for groundwater contaminants to be drawn in to the site during dewatering works, particularly given the proximity of this borehole to the site.

Additionally, the PSI identified the presence of asbestos in borehole BH04 adjacent to the site and observed asbestos-containing building rubble within the site area, meaning there is an elevated risk of asbestos in the fill on site and further testing is required. A hazardous building materials survey is to be undertaken prior to any demolition / renovation works.

Based on the results of the PSI, it is considered that there is a low risk of significant or widespread chemical contamination at the site and that the site is suitable for the proposed development, subject to implementation of certain recommendations. The PSI does not recommend or require the preparation of a Detailed Site Investigation or Remediation Action Plan.

6.2.2.1. Mitigation Measures

Key mitigation measures for the proposal include:

- Conduct a hazardous building materials survey prior to any demolition / renovation works.
- A site inspection and walkover are to be conducted by a qualified environmental consultant post demolition to assess soils for potential contamination from demolition works.
- Complete a post-demolition data gap assessment of soils within the existing building footprints and across the central areas of the site, including a detailed asbestos assessment. The data gap assessment is to include test pits and asbestos sieving where signs of asbestos or significant quantities of building rubble is observed, as well as additional assessment in areas where soils are likely to be retained in the upper 2 m from the finished surface level to further assess ecological exceedances of contaminants. Should further asbestos contamination be found, a remediation action plan may be required.
- Conduct a further groundwater assessment prior to dewatering and during construction to assess the shallow water table observed in BH02 and BH04, determine dewatering treatment requirements and assess the DDE detection at BH05. Based on the findings of this assessment, treatment of groundwater should be conducted during the dewatering process, which should be possible through standard treatment processes such as pH adjustment and flocculation. Specific criteria should be confirmed by the relevant authority (e.g. Sydney Water or Council) and discussed with the dewatering contractor.
- Prepare an unexpected finds protocol for the construction phase of the development.

6.2.3. Ecologically Sustainable Development

The proposal addresses the principles of Ecologically Sustainable Development (**ESD**) including the precautionary principle, intergenerational equity, conservation of biological and ecological integrity and improved valuation, pricing and incentive mechanisms in accordance with the requirements of Section 193 of the Environmental Planning and Assessment Regulation 2021.

An ESD Report and BASIX Report have been prepared by Credwell at **Appendix AA** and **Appendix BB** respectively which discuss the sustainability principles incorporated into the design and operation of the

proposed development. The BASIX Report also confirms the proposals compliance with the sustainability targets in relation to water consumption, energy efficiency and thermal comfort.

6.2.3.1. Potential Impacts

As assessment of the proposal against the ESD principles is provided below in **Table 25**:

Table 25 ESD Principles per s193 EP&A Regulation

Principle	Project Response
Precautionary Principle	The proposal is supported by a suite of environmental assessments and mitigation measures to avoid serious or irreversible damage to the environment. These include features such as the courtyard design which allows runoff from paved surfaces to flow into grassed and landscaped areas, and tree protection measures which aims to preserve ecological values within the locality. The proposed development is committed to achieving the NSW EPA's 80% recycling target for demolition waste, with mitigation measures in place for the construction phase of the development.
Intergenerational Equity	The proposal which seeks to increase the provision of affordable housing, will provide affordable living options within walking distance of Roseville train station, minimising the reliance on private vehicles and reducing carbon emissions. The ESD principles incorporated into the proposed development facilitates the conservation of energy and water resources through energy and water efficiency measures.
Conservation of Biological Diversity and Ecological Integrity	A BDAR Waiver has been granted for the proposed development. The proposal is supported by Arboricultural Impact Assessment and seeks to ensure that impacts on biological diversity and ecological integrity are minimised. Associated mitigation measures and design recommendations have been incorporated into the design.
Improved Valuation, Pricing and Incentive Mechanisms	The valuation of the project's assets and services considers environmental factors through the implementation of various ESD initiatives. A Construction Management Plan will be in place throughout the construction of the proposed development to ensure that excessive pollution and waste are minimised, and to establish recycling and landfill waste streams during construction and operational phases. This creates a system where pollution is managed and controlled and creates an incentive to reduce pollution and waste. In operation, the pursuit of environmental ratings such as BASIX and NaTHERS promote resource efficiency that reduces running costs and increases the value of the development to investors, owners and tenants.

The ESD consultant and design team have worked closely together to ensure a high level of energy efficiency and environmental sustainability can be achieved in the proposed development. A strong emphasis has been placed on the passive efficiency of the building, including passive heating, cooling, natural lighting and natural ventilation.

6.2.3.2. Mitigation Measures

The following provides a summary of the recommended mitigation measures to ensure the relevant ESD principles are incorporated into the ongoing construction and operation of the proposed development:

- A site-specific Environmental Management plan is to be developed that covers the scope of construction activities through to completion.
- The building shall install smart meters to track energy and water consumption in real-time.

- The building shall provide bins for the separation of waste streams in designated waste storage areas. The design of these areas shall be approved by a waste specialist or contractor.
- As a future opportunity, the paints, sealants and carpets used internally should have low levels of Total Volatile Organic Compounds (TVOC).
- All engineered wood products shall have low levels of TVOC.
- The development shall consider the inclusion of all electric appliances and hot water systems, as specified in the BASIX certificate. Any heating, ventilation, air conditioning, refrigeration systems, and cold/freezer rooms will exclude the use of refrigerants like chlorofluorocarbons or hydrochlorofluorocarbons with high ozone depletion potential.
- The specifications outlined in the BASIX certificate in relation to solar panels, a minimum 10kL rainwater tank, energy-efficient appliances and LED lighting, high insulation in walls, exposed ceilings, suspended floors and efficient double-glazed shall be considered.
- Options will be explored to use materials with low embodied carbon emissions, including products made from recycled or reused content, sustainably sourced timber and steel, items with Environmental Product Declarations, low-carbon concrete alternatives like fly ash or slag cement, and locally sourced materials to minimize transportation emissions.

6.2.4. Waste Management

A Waste Management Plan (WMP) has been prepared by SALT for the proposal at **Appendix DD**. The WMP identifies all potential waste generation for the construction and operational phase of the proposed development. It includes a description of how waste is to be handled, processed and disposed of, or reused and recycled. The WMP has been prepared based on the NSW EPA's 'Better practice guide for resource recovery in residential developments' and in accordance with the waste requirements of the KDCP 2024, including consultation with Council's Waste Team to waste collection frequencies and Council waste truck size requirements.

Demolition and Construction Waste

The WMP details the volumes of waste materials anticipated to be generated during the demolition and construction stage. **Table 26** shows the estimated demolition waste generation volumes based on existing development, which consists of nine one-storey brick buildings, and by applying the demolition waste generation rates for a three-bedroom brick dwelling.

Table 26 Estimated demolition waste generation volumes.

Building Material	Waste Quantity (tonnes)
Concrete	0.6
Bricks	18.45
Timber/Gyprock	1.95
Steel	0.11
Other	2.06

Construction waste generation rates have been incorporated based on the provisions of the KDCP 2024 and rates for a residential flat building (1000m²) as these are found to be the most suitable rates for the proposed use and context of the subject site. **Table 27** shows the estimated generation volumes for construction waste based on an estimated construction development footprint and tenancy area of 30,364m².

Table 27 Estimated construction waste generation volumes.

Building Material	Waste Quantity (tonnes)
Timber	0.17
Concrete	1.63

Bricks	0.78
Gyprock	0.32
Metal	0.32
Other	0.15

Demolition and construction waste generated from the development will be separated and recycled where possible. All recyclable material will be separated and stored onsite in skip bins or via an appropriate waste container. The removal of any asbestos and other hazardous/contaminated waste will be in accordance with the requirements of SafeWork NSW, EPA Guidelines and Ku-ring-gai Council requirements.

Waste bays and storage areas will be located in the same area on site where demolition and construction practices occurred. All waste storage areas onsite will be in accordance with relevant access, visual amenity and work health and safety requirements. While no hazardous materials are expected to be present on site considering its current use and location within an established residential area, the recommended mitigation measures will ensure it is disposed of correctly in the unlikely event hazardous materials are discovered.

Operational Waste

The following table provides the estimated waste generation rates during operation. Calculation of rates is based on generic figures, and waste generation rates may differ according to the residents' actual waste management practices. Any common spaces to the residential areas, including lobbies, storage, services and amenities, have not been included in these calculations as any waste generated in these areas is generated in service of the residential dwellings and therefore incorporated into the below rates as shown in **Table 28**.

Table 28 Estimated Operational Waste generation.

Dwelling size	Quantity	Garbage (L)	Recycling (L)	Paper/Cardboard (L)
1-bedroom	28	2,240	1,120	1,120
2-bedroom	116	11,600	5,800	5,800
3-bedroom	105	12,600	6,300	6,300
4-bedroom	10	1,200	600	600
Total waste generated per week	259	27,640L	13,820L	13,820L

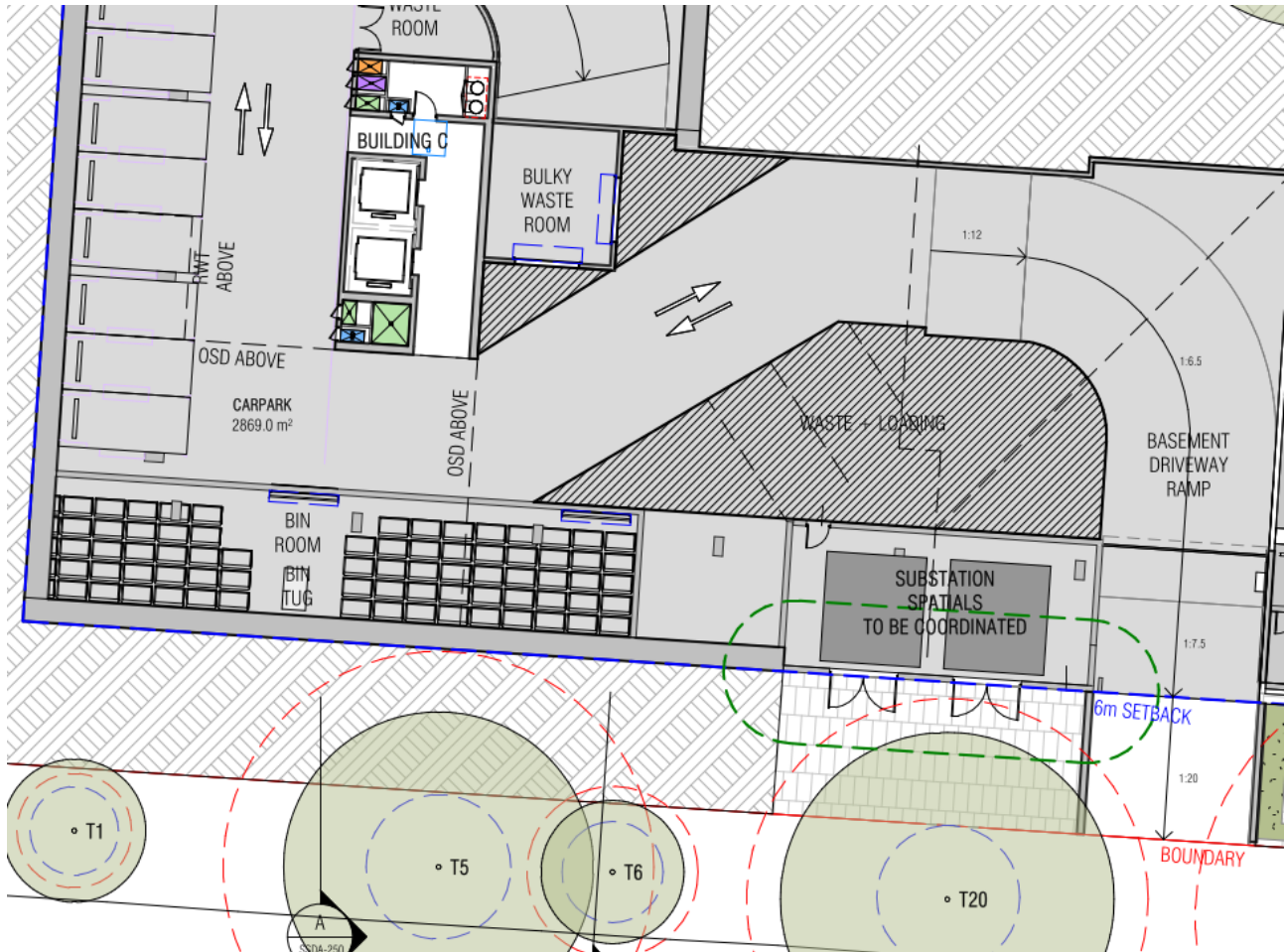
Each resident will use a dual chute system to dispose of bagged garbage and loose recyclables. Buildings A, B, C, and D will each have their own dual chute system, with one chute for garbage and another for commingled recycling. Chute doors will be clearly marked as "Garbage" or "Commingled Recycling." In Buildings B and C, the chutes will lead to 660L bins in the lower ground level chute rooms. In Buildings A and D, the chutes will lead to 660L bins in the basement 1 chute rooms. Building management will be responsible for ensuring bins are rotated beneath chutes and presented in the bin room on the lower ground level for collection. **Table 29** outlines the quantity of bins allocated for the development.

Table 29 Bin allocation numbers

Waste Stream	No. Bins	Weekly Capacity	Weekly Volume
General Waste	47	31,020L	27,640L
Commingled Recycling	24	15,840L	13,820L
Paper/Cardboard	24	15,840L	13,820L

Waste collection will be undertaken by Council within the lower ground basement level. Sufficient space has been allocated to ensure a Council waste collection vehicle can safely enter and exit the site in a forward direction (**Figure 46**).

Figure 46 Location of Bin room, bulky waste room and waste collection area.



Source: FKA

6.2.4.1. Mitigation Measures

The WMP has recommended the following mitigation measures to be implemented to ensure waste is appropriately managed through the construction and operational phases of the development:

- A Bin tug is to be used to safely transport bins from the chute rooms to the bin room, reducing manual handling risks for building staff.
- The council waste collection vehicle is proposed to access the designated waste loading zone at the lower ground level to facilitate efficient and unobstructed waste collection.
- Bin washing services are proposed to be engaged for regular cleaning to prevent odours and maintain hygiene.
- Waste storage areas are proposed to be pest-proofed and regularly inspected to mitigate infestations.
- Drainage is proposed to be installed in waste storage areas to prevent water accumulation.
- Routine maintenance checks are proposed to ensure waste management equipment remains operational.

- Maximising recycling and resource recovery is proposed through resident education and awareness programs.
- Waste minimisation at the source is proposed by encouraging responsible disposal practices.
- Periodic waste audits are proposed to monitor waste disposal patterns and identify areas for improvement.
- The required waste streams, collection frequencies, and council waste truck size have been confirmed by the Council Waste Officer (Steven Bax), ensuring alignment with Ku-ring-gai waste management guidelines.
- Periodic waste audits are proposed to monitor waste disposal patterns and identify areas for improvement.

6.2.5. Social Impact

A Social Impact Assessment (**SIA**) has been prepared by Gyde Consulting in responses to SEARs Item 18 at **Appendix EE** and in accordance with the DPHI *Social Impact Assessment Guidelines and Technical Supplement*. It involved a detailed study to scope potential positive and negative social impacts, identify appropriate mitigation and enhancement measures and provide recommendations aligned with professional standards and statutory obligations.

The *Social Impact Assessment Guidelines and Technical Supplement* states that an SIA should consider the likely changes to the following social elements of value to people: way of life, community, accessibility, culture, health and wellbeing, surroundings, livelihoods and decision-making systems.

The methodology to prepare the SIA was informed by DPHI's SIA Guideline (2023). Potential social impacts of the proposal are assessed by comparing the magnitude of impact (minimal to transformational) against the likelihood of the impact occurring (very unlikely to almost certain) per DPHI's Guidelines. The potential enhanced positive and mitigated negative social impacts identified are listed below. The SIA also identifies that, in addition to the positive impacts assessed, are those associated with economic development. Over the construction period the proposal will generate indirect and direct employment opportunities, as well as employment opportunities during operation. As well as direct construction jobs, the project is likely to utilise local goods and services which will result in broader economic benefits.

Table 30 Summary of potential positive and negative social impacts

Impact Category	Impact Description	Mitigated Assessment
Way of life	Increased supply of market and affordable housing	Very high positive impact for residents of the site and locality.
Way of life	Increased supply of affordable housing to cater for an aging population within the locality.	Medium positive impact for future residents of the site.
Community	Impacts to the existing built form character of the locality.	High negative impact for current residents of the locality. Over time the increased population may contribute to the vibrancy of the area which can build on the sense of place and character.
Access	Proximity to existing services and infrastructure within Roseville Town Centre and nearby centres.	Very high positive impact for future residents of the site
Culture	Reflection of CwC principles requires ongoing design to ensure satisfaction with the CwC process.	High positive impact
Surroundings	Impacts to residential amenity resulting from the demolition of dwellings within a Heritage Conservation Area and the removal of 89 trees.	Medium negative impact on the current residents of the locality.

Impact Category	Impact Description	Mitigated Assessment
Surroundings	Impacts to residential amenity through construction noise and dust.	Low negative on the current residents of the locality.

6.2.5.1. Affordable Housing Provision

The proposed development will deliver a significant quantum of affordable housing, as outlined in the Affordable Housing Strategy at **Appendix I**, and specifically 48 dwellings or 17% of the total development GFA. Of the total development GFA, 2% will be maintained in perpetuity, will the other 15% to be held for 15 years in accordance with Section 21 of Housing SEPP.

The planning controls enabled within the TOD precincts in the Ku-ring-gai Local Government Area (**LGA**), being Roseville, Lindfield and Gordon are expected to deliver 22,580 dwellings over the next 15 years, with 2% of these dwellings being affordable housing held in perpetuity. The *Ku-ring-gai Council Housing Strategy to 2036* outlines a target for the LGA of 3,000 – 3,600 dwellings by 2030. The proposed development will contribute to both the TOD and Ku-ring-gai Council housing targets through delivering a significant quantum of market and affordable housing.

The affordable housing will comprise of 1-, 2- and 3- bedroom dwellings, to provide for the demands of the local community. The proposed affordable housing will be in Building D to ensure efficiency for the management of the dwellings. The affordable housing will be furnished and designed to the same level of quality and detail as the market dwellings to ensure tenure blindness and a high level of amenity for residents.

The SIA has confirmed that the provision of affordable housing will have a very high positive impact on the current and future residents of the locality. The below table outlines the proposed affordable housing dwelling mix for the TOD and in-fill affordable housing provisions.

Table 31 Proposed affordable housing apartment mix

TOD AH (UNIT TYPE)	LEVEL 01 (NO. OF UNITS)	INFILL AH (UNIT TYPE)	LEVEL 01-06 (NO. OF UNITS)
1-bed	3	1-bed	3
2-bed	4	2-bed	23
3-bed	1	3-bed	11
4-bed	0	4-bed	3
TOTAL UNITS	8	TOTAL UNITS	40
TOTAL AH UNITS			48

6.2.5.2. Mitigation Measures

The following provides a summary of the recommendations that are proposed to further enhance positive impacts and mitigate negative impacts:

- Conduct community engagement activities aimed at informing surrounding residents on progress of the development.
- Host open days at Occupation Certificate stage and invite surrounding residents.
- Implement measures identified in the Green Travel Plan.
- Ensure ongoing landscape and development design clearly demonstrates a response to the Connecting with Country Report that is commensurate with reasonable expectations.
- Recommendations as per the Arboricultural Impact Assessment, including the retention of mature street trees and onsite trees where possible.

- Use of vegetation and materials sympathetic to the local area.
- Recommendations as per the Noise and Vibration Impact Assessment including the Prepare a Construction Noise and Vibration Management plan prior to Construction Certificate.
- Prepare a Construction Pedestrian Traffic Management Plan.
- Provide ongoing communication to surrounding residents prior to and throughout the construction period.

6.2.6. Aboriginal Cultural Heritage

An Aboriginal Heritage Impact Assessment (**AHIA**) has been prepared by Artefact in response to SEARs Item 21 at **Appendix FF**. The AHIA assesses if the proposed development is likely to impact places or relics of Aboriginal Cultural Heritage, and if an Aboriginal Cultural Heritage Assessment Report (**ACHAR**) is required.

The AHIA was prepared in using the following methodology:

- Review of the statutory requirements under the National Parks and Wildlife Act 1974;
- Assessment against the provisions of the DCCEEW Due Diligence Code of Practice;
- Review of the results of the AHIMS search, background research and visual inspection; and
- Consideration of the likely impacts of the proposed development such as excavation and ground disturbance.

The existing environment of the site is largely disturbed with its current residential layout developed by 1943 and has remained largely unchanged until the present day. There have been minor observable changes and modifications to the surrounding are such as tree growth and the construction of in-ground swimming pools. However, significant ground disturbance occurred predominantly in the early to mid-1900s with little disturbance occurring following this period.

The AHIA has confirmed that given the widespread historical land disturbance, the likelihood of Aboriginal objects being present is significantly reduced. A summary of the findings of the AHIA are provided below:

- The AHIMS search did not result in the identification of any known Aboriginal sites within the site. The nearest known Aboriginal site within the AHIMS register is located approximately 1.5km northeast of the study area.
- Based on visual inspection carried out on 21 February 2025, there has been significant amounts of terracing and levelling within the site, in comparison to the non-levelled slopes of Roseville Avenue and Lord Street.
- The evidenced cut and fill earthworks that were conducted as part of the construction of the present residences are likely to have disturbed natural soil profiles on the site and impacted any Aboriginal objects or sites that may have been present previously.
- There is limited soil exposures observed within the study area with the majority of external ground surfaces being grassed or covered in hardstand.
- The presence of in-ground swimming pools within a number of the existing lots reveals that significant deep excavation has occurred previously and further reduces the likelihood of Aboriginal objects being present within the site.

Ultimately, the AHIA recommends that no further Aboriginal heritage assessments or investigations are required, and that the proposed development proceeds with caution subject to the mitigation measures outlined below.

6.2.6.1. Mitigation Measures

The AHIA has recommended the following mitigation measures be implemented to ensure that impacts to Aboriginal heritage at the site are avoided or minimised:

- If Aboriginal objects are discovered during the proposed works, works must stop immediately and an assessment must be undertaken in accordance with Part 6 of the National Parks and Wildlife Act 1974. It is recommended that a stop-work procedure be developed to allow proper assessment and management

of any unexpected Aboriginal objects. A sufficiently experienced and qualified archaeologist should be engaged immediately to address the unexpected find and advise of further actions.

6.2.7. Archaeological Heritage

A Historical Archaeological Assessment (HAA) has been prepared by Artefact and is provided in **Appendix HH**. The HAA provides an assessment of the archaeological potential and significance as well as identify potential development impact on any possible significant archaeological resources.

The HAA was prepared using the following methodology:

- NSW Heritage Office Guidelines for preparing a statement of heritage impact
- NSW Heritage Office Archaeological Assessment
- The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance
- Assessing heritage significance – Guidelines for assessing places and objects against the Heritage Council of NSW criteria
- Historical Archaeology Code of Practice.

The site's existing environment has been largely disturbed, with its current residential layout established by 1943 and remaining mostly unchanged since then. Minor changes, such as tree growth and the construction of in-ground swimming pools, have been observed in the surrounding area. However, significant ground disturbance primarily occurred in the early to mid-1900s, with minimal disturbance following that period.

The HAA has confirmed that due to historical high land disturbances resulting from previous developments, it is not anticipated that any significant archaeological relics would be encountered. Therefore, the site has been assessed as having Nil-Low archaeological potential. Mitigation measures and unexpected finds protocols will ensure any possible impacts can be minimised.

6.2.7.1. Mitigation measures

The HAA has recommended the following mitigation measures be implemented to ensure impact to archaeological relics and heritage are avoided or minimised:

- **Unexpected Finds Procedure**
 - As the study area has been assessed as having Nil-Low archaeological potential, it is recommended that potential archaeological resources be managed through an Unexpected Finds Procedure that is developed for the proposal.
- **Heritage Induction**
 - All staff involved in the proposed works, including design professionals and tradespeople, must receive a heritage induction prior to the commencement of works. The heritage induction should cover the historical values of the site and the potential for the project to encounter significant archaeological resources.
 - The induction should make contractors aware of the recommendations and mitigation methods included in this report, including the procedure to follow in the event that an unexpected archaeological find is encountered. Clear lines of communication must be established for the reporting of any such finds and for procedures to be rapidly implemented.
- **General**
 - Any additions or design modifications to the proposal, outside the scope of this assessment, would require additional heritage assessment to ensure consistency with this assessment
 - A copy of this report should be provided to the Ku-ring-gai Council and Heritage NSW to inform them of the proposal and the potential impacts to the study area.

6.2.8. Biodiversity

A Request for a BDAR Waiver was prepared by East Coast Ecology and submitted to DPHI as part of the Request for SEARs. The BC Act requires that development applications are required to be accompanied by

a 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. The Request for a BDAR Waiver assessed the biodiversity impacts of the proposed development and found that the proposal is not likely to have any significant impacts on biodiversity values. The Request for a BDAR Waiver was assessed by the Director Greater Sydney of the Department of Climate Change, Energy, the Environment and Water and the Secretary of the DPHI, with the BDAR Waiver granted on 4 April 2025. As such, a BDAR is not required as part of this EIS.

7. JUSTIFICATION OF THE PROJECT

This section of the report provides a comprehensive evaluation of the project having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development. It assesses the potential benefits and impacts of the proposed development, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

7.1. PROJECT DESIGN

The design of the building has been carefully considered to ensure any potential impacts are mitigated or minimised. The proposal will deliver a high-amenity residential development in an accessible area that will help address the housing demand in Roseville, including demand for affordable housing.

The proposal optimises the development potential of the site by utilising the floor space ratio and building height provisions available under Chapter 2, Part 2, Division 1 of the Housing SEPP. The proposed density and form of development is appropriate for the site, which is located within the Roseville TOD Area.

A total of 259 residential dwellings are proposed on the site as well as communal open space, landscaping and parking. The proposal will contribute to alleviating the affordable and market housing crisis in Sydney and deliver a high level of amenity for future residents. The residential dwellings will be provided within four buildings and demonstrates a high level of compliance with the relevant provisions of the Apartment Design Guide. Overall, the project design is appropriate for the site.

7.2. STRATEGIC PLANNING CONSISTENCY

This EIS has demonstrated that the proposal is consistent with the strategic framework and has been considered against key Government and Council documents including the following:

- National Housing Accord.
- Greater Sydney Region Plan – A Metropolis of Three Cities.
- Our Greater Sydney 2056: North District Plan.
- NSW Better Placed.
- Future Transport Strategy.
- Ku-ring-gai Local Strategic Planning Statement.
- Ku-ring-gai Local Housing Strategy.
- Ku-ring-gai LGA housing targets set by DPHI.

The proposal will deliver much-needed high-amenity housing on an accessible site in close proximity to Roseville Station. It will contribute to achieving local housing targets, NSW government priorities to deliver more housing, and the objectives of the National Housing Accord. The proposal will also deliver a significant number of affordable housing dwellings, equating to 17% of the overall development yield, which directly addresses the NSW Government mandate to boost housing supply tackle housing affordability. Overall, the proposed development will support local, regional and national planning policy initiatives to fast track the construction of high-quality residential development, including affordable homes, on a well-located site.

7.3. STATUTORY PLANNING CONSISTENCY

The relevant State and local environmental planning instruments are listed in **Section 4** and assessed in **Appendix B**. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised below:

- The proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 the Act and addressed in **Appendix B**.
- This EIS has been prepared in accordance with the SEARs as required by sections 190-192 of the EP&A Regulations.

- This SSDA pathway has been undertaken in accordance with the Planning Systems SEPP, as the proposed development is classified as SSD.
- Concurrence from DCEEW is required for the construction of the drained basement.
- Concurrence from TfNSW is required as per the T&I SEPP for 'traffic generating development'.
- The proposal complies with the relevant provisions under the Housing SEPP and KLEP 2015. A clause 4.6 variation request has been prepared to demonstrate that a non-compliance in relation to building height can be supported on a 'merits' basis.

Overall, the proposal complies with the relevant state and local environmental planning instruments and the variation to the height control is fully justified.

7.4. COMMUNITY VIEWS

Community and stakeholder engagement has been undertaken by the Applicant and project team in the preparation of the SSDA. This included direct engagement and consultation with:

- Surrounding landowners, residents and businesses.
- Local Aboriginal community.
- Government, agency, utility services and other key stakeholders.

This engagement was consistent with the community participation objectives in the *Undertaking Engagement Guidelines for State Significant Projects* and complied with the community engagement requirements.

Key themes of feedback received during the consultation period included:

- Concerns around heritage and local character.
- Concerns around the bulk and scale of the proposed development.
- Concerns around retention of significant trees.
- Concerns that local infrastructure, including schools, roads and public transport do not have the capacity to cater to additional residents in the area.

This feedback has been incorporated into the design and assessment in the EIS. In accordance with the EPA Regulation, the EIS will be placed on formal public exhibition once DPHI has reviewed the EIS and deemed it 'adequate' for this purpose. Following this exhibition period, the Applicant will respond to any matters raised by notified parties.

7.5. ENVIRONMENTAL IMPACTS

The proposed development has been assessed considering the potential environmental, economic and social impacts as outlined below:

- **Natural Environment:** the proposal addresses the principles of ESD in accordance with the requirements at Section 193 of the *Environmental Planning and Assessment Regulation 2021* and as outlined below:
 - Precautionary principle: The precautionary principle relates to uncertainty around potential environmental impacts and where a threat of serious or irreversible environmental damage exists, lack of scientific certainty should not be a reason for postponing measures to prevent environmental degradation. The proposal is supported by a suite of environmental assessments and mitigation measures to avoid serious or irreversible damage to the environment. These include features such as the courtyard design which allows runoff from paved surfaces to flow into grassed and landscaped areas and the inclusion of a vegetated swale. The proposal also seeks to minimise waste and maximising recycling and resource through the construction and operation phases.
 - Intergenerational equity: The needs of future generations are considered in decision making and that environmental values are maintained or improved for the benefit of future generations. The proposed development will deliver a high-quality residential development on an accessible site and will provide a significant amount of affordable and market dwellings. As such, the development will provide affordable living options within walking distance of Roseville train station, minimising the reliance on

private vehicles and reducing carbon emissions. The ESD principles incorporated into the proposed development facilitates the conservation of energy and water resources through energy and water efficiency measures.

- Conservation of biological diversity and ecological integrity: The proposal is supported by a BDAR and Arboricultural Impact Assessment to ensure that impacts on biological diversity and ecological integrity are minimised. Mitigation measures and design recommendations from these studies have been incorporated into the design.
- Improved valuation, pricing and incentive mechanisms: The valuation of the project's assets and services considers environmental factors through the implementation of various ESD initiatives. A Construction Management Plan will be in place throughout the construction of the proposed development to ensure that potential pollution and waste are minimised. Waste management will establish recycling and landfill waste streams during construction and operational phases. This creates a system where pollution is managed and controlled and creates an incentive to reduce pollution and waste. In operation, the design and management of the development is to promote resource efficiency that reduces running costs and increases the value of the development to investors, owners and occupants.

Overall, the proposed development will not have any unacceptable impacts on the natural environment. The ESD Report (**Appendix AA**) identifies initiatives that will be implemented to promote environmentally responsible design.

- **Built Form and Design**: The proposed development exhibits high quality-built form and design outcomes by thoughtfully integrating with its context, minimising bulk and scale through a four-level podium and set-back upper levels, preserving existing street trees, and enhancing visual interest and light flow at the corner of Lord Street and Martin Lane. The proposal offers a diverse mix of apartment sizes and layouts, including affordable housing, to ensure a wide range of housing choices for various demographics and budgets,
- **Environmental Amenity**: Detailed analysis has been undertaken to demonstrate that the proposed development will achieve a high degree of amenity without creating adverse amenity impacts to surrounding development and public open spaces:
 - **Overshadowing/privacy**: Solar access and overshadowing analysis show that the proposed development maximises solar access and generally complies with the requirements for sunlight between 9am and 3pm on 21 June, ensuring at least 3 hours of direct sunlight for adjoining properties. Despite a height control exceedance resulting in minimal additional shadow, affected gardens still receive 4 hours of direct sunlight, with greater solar access on other days of the year.
 - **Wind Environment**: With regard to wind impacts, the proposal includes design elements to ensure an acceptable wind environment for the proposed development, including the retention of trees and proposed tree planting. The proposal will have acceptable wind impacts on the surrounding public realm.
 - **Visual Impact**: The VIA has assessed a selection of 13 viewpoints from the immediate site context and surrounding area. The use of light building materials, articulation and balconies softens the built form and its presentation to the streetscape. Significant landscape planting and the retention of all existing street trees also assists in minimising the appearance of the built form. While noting the impacts on the immediate adjoining properties are assessed as moderate-severe, these impacts do not extend to the wider locality. Overall the visual effects and view impacts caused by the proposed development are considered to be reasonable and acceptable.
- **Traffic, Transport and Parking**: Ason Group has prepared a TIA for the project which concludes:
 - The proposed development includes 344 car parking spaces. This provision exceeds the minimum parking requirements of the KDCP 2024 and Housing SEPP, and is consistent with TfNSW requirements, whilst remaining below the maximum KDCP 2024 thresholds.
 - Accessible and platinum level liveable car parking spaces for residents and visitors, bicycle parking for residents and visitors, car share parking spaces, and motorcycle parking spaces are provided in accordance with or exceeding KDCP 2024 minimum requirements.
 - The proposal is expected to generate a net increase of 43 vehicle trips during the weekday AM peak hour and 32 vehicle trips during the PM peak hour, which is considered to be a minor increase. As

such, the proposal is not expected to have a material impact on the operation of the surrounding road network.

- The Green Travel Plan sets a mode share target of 40% private vehicle, 50% public transport and 10% active transport. The target will be achieved through initiatives provided by the developer, including promoting active travel, car-pooling and public transport, as well as providing information on sustainable travel choices to residents.
- **Noise and Vibration:** For the construction of the development, a wide range of mitigation and management measures are proposed to minimise potential noise and vibration impacts on surrounding receivers. In relation to the proposed residential apartments, specific design requirements for the built form are proposed to ensure that the surrounding rail and road network does not impact on achieving the required level of residential amenity.
- **Water Management:** A combined on-site detention/water treatment tank is proposed to reduce peak stormwater discharge from the proposed development. The principles of Water Sensitive Urban Design have been adopted in the stormwater design; firstly by minimizing impervious areas, followed by providing infiltration opportunity for runoff from impervious areas (and implementation of a rainwater tank to provide for reuse), and finally through treatment of runoff by various methods.
- **Ground and Groundwater Conditions:** The potential impacts of the proposed development relating to excavations, shoring, foundations, groundwater and other geotechnical issues have been assessed in detail, with a range of mitigation and management measure proposed to ensure the proposal has acceptable impacts. The development of the proposal will have acceptable impacts regarding the construction of the basement and dewatering. The proposed basement construction has also been located and designed to minimise encroachment in the tunnel buffer zone thereby mitigating any potential for impacts on the Sydney Metro tunnel rail corridor beneath the western portion of the site.
- **Tree Removal:** To accommodate the proposed development, 89 trees require removal, and twenty-six trees will be retained and protected. No trees that require removal have been assessed to contain high retention value and are all located within the development site.
- **Biodiversity:** The proposed development will require the removal of planted native vegetation, including trees and various ornamental shrubs and groundcovers; most of the vegetation consists of exotic species. The vegetation is situated in a fragmented landscape, making it unlikely to be used by threatened species. The removed vegetation is not considered high-value habitat due to surrounding residential development. No sensitive or specialist fauna habitats will be impacted. There are no prescribed impacts on threatened entities associated with the proposed development.
- **Flooding:** the proposal includes the construction of a flood wall barrier which will provide flood immunity to the development up to and including the 1% AEP storm event. The site will be flood affected up to a depth of 0.5m in some areas during the PMF event, however the Flood Impact Risk Assessment Report prepared by PTC determines that this flood risk is acceptable and that safe evacuation will be possible.
- **Social Impact:** an SIA has been prepared by Gyde in accordance with the DPHI's *Social Impact Assessment Guideline* (2023). The SIA considers the likely changes to the following elements of value to people: way of life, community, accessibility, culture, health and wellbeing, surroundings, livelihoods, and decision-making systems.

The SIA identified the following potential social impacts:

- Increased supply of market and affordable housing
- Increased supply of affordable housing to cater for an aging population within the locality.
- Impacts to the existing built form and character of the locality.
- Proximity to existing services and infrastructure within Roseville Town Centre and nearby centres.
- Reflection of Connecting with Country principles requires ongoing design to ensure satisfaction with the Connecting with Country process.
- Impacts to residential amenity resulting from the demolition of dwellings within a Heritage Conservation Area and the removal of 89 trees.
- Impacts to residential amenity through construction noise and dust.

Overall, the project is predicted to provide a range of key community benefits. In addition, the proposal will generate indirect and direct employment opportunities during construction and operation. Negative impacts can be successfully mitigated through the strategies proposed in the SIA.

- **European Heritage:** Urbis has prepared a Heritage Impact Statement for the proposed development which concludes:
 - The group of dwellings on the subject site do not provide an accurate reflection of the Clanville HCA's character as they do not feature a high degree of aesthetic significance and have been identified to not be "highly intact" or "high quality" examples of Federation houses within the area. The heritage significance of the HCA will be retained despite their removal.
 - Whilst the proposed development will be of a notably different scale and typology than that which currently exists, the proposal exists in a legislative context which will facilitate some uplift of the same type in nearby areas with vicinity to the nearby Roseville railway station. As such, the development will be in line with the planned future character of this area whilst providing in demand affordable accommodation.
 - A degree of visual impact to the setting of the HCA and the heritage item will arise as a result of the proposed development given the notable increase in scale. However, given the intended affordable residential housing programme, the proximity to the Roseville Railway corridor and the planned high-density uplift affecting the future character of the area, the proposal is on balance considered as acceptable for the subject site from a heritage perspective
- **Aboriginal Heritage:** The Aboriginal Heritage Impact Assessment prepared by Artefact confirmed that, given the widespread historical land disturbance, the likelihood of Aboriginal objects being present on the site is significantly reduced, and recommended that no further Aboriginal heritage assessments or investigations are required.
- **Archaeology:** The site's existing environment has been largely disturbed, with its current residential layout established by 1943. The HAA has confirmed that due to historical high land disturbances, it is not anticipated that any significant archaeological relics would be encountered. The site has been assessed as having nil-low archaeological potential. Mitigation measures and unexpected finds protocols will ensure any possible impacts can be minimised.
- **Contamination and Remediation:** the Preliminary Site Investigation prepared by Douglas Partners concludes that there is a low risk of significant or widespread chemical contamination on the site and that the site is suitable for the proposed development, subject to a post-demolition data gap assessment and further groundwater assessment.
- **Code Compliance:** reports have been prepared in support of this SSD which confirm the proposed building is capable of compliance with the relevant BCA standards. In addition, waste management arrangements have been designed to comply with Council's requirements.

The potential impacts can be mitigated, minimised or managed through the measures discussed in detail within **Section 6** and as summarised in **Appendix C** to this EIS.

7.6. SUITABILITY OF THE SITE

The site is considered highly suitable for the proposed development for the following reasons:

- The site is currently underutilised and is suitable for the scale of the proposed development due to the development potential established for the site by the TOD controls within the Housing SEPP.
- The site is located in proximity to Roseville Station, making it an optimal location to deliver additional market and affordable housing.
- The site is highly suitable for redevelopment as the existing dwellings have been assessed as non-contributory to the Clanville Conservation Area.
- The site has limited biodiversity value, meaning the development will not result in any harmful impacts on biodiversity. Additionally, existing high value trees located on the site are able to be retained as part of the future development.
- There are no watercourses located within the site and the nearest watercourse to the site will not be affected by the proposed development.

- The Sydney Metro tunnel reserve located beneath the site will not impact on the proposed development.
- The site is not affected by critical constraints, including contamination, noise and vibration, bushfire and flooding, which cannot be successfully abated through skilful design or the implementation of mitigation measures.
- The proposal will co-locate housing in an accessible area near public transport, retail and open space, supporting the '30-minute city' vision.

7.7. PUBLIC INTEREST

The proposed development is considered in the public interest for the following reasons:

- The proposal delivers affordable housing in an accessible location, directly responding to the NSW Government's policy mandate to improve housing choice and affordability. The site's location allows easy access to retail, open space, and social infrastructure.
- The proposal is consistent with relevant State and local strategic plans and substantially complies with the relevant planning controls.
- The development includes compliance with ADG design criteria, ensuring high standards of amenity for future occupants.
- Subject to the implementation of the recommended mitigation measures, no adverse social or environmental impacts result from the proposal during construction and operation of the development.
- The proposal will deliver 640 direct and 865 indirect jobs during the construction phase and 3 ongoing jobs during the operational phase of the development. This will create short and long term benefits for the local economy.
- The site will facilitate the orderly and economic use and development of the land.

Having considered all relevant matters, we conclude that the proposed development is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied.

Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

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